



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

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

LAKE COUNTY/CITY AREA PLANNING COUNCIL (APC) AGENDA

DATE: Wednesday, November 18, 2015
TIME: 9:30 (or as soon thereafter as the Lake Transit Authority Meeting Adjourns)
PLACE: Lamkin-Sanchez Transit Center Caltrans-District 1 Dow & Associates
9240 Highway 53 Teleconference Teleconference
Lower Lake, California 2460 6th Street 367 N. State Street, #208
Eureka, California Ukiah, California

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

1. Call to Order/Roll Call
2. Adjourn to Policy Advisory Committee
3. Election to fill vacant Chair, Vice-Chair and Executive Committee Positions to the Lake APC

PUBLIC EXPRESSION

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

CONSENT CALENDAR

5. Approval of October 14, 2015 (Draft) Minutes
6. Approval of Social Services Transportation Advisory Council (SSTAC) Roster

REGULAR CALENDAR

7. Lake County 2014-2015 Coordinated Public Transit-Human Services Transportation Plan (*Presentation and Approval – AMMA Consulting*)
8. 2016 Regional Transportation Improvement Program (RTIP)/State Transportation Improvement Program (STIP) (*Discussion – Barrett*)
9. Procurement Policies and Procedures Manual Update (*Davey-Bates*)

RATIFY ACTION

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

REPORTS

12. Reports & Information
 - a. Lake APC Staff Summary of Meetings – Administration and Planning Services
 - b. Lake APC Planning Staff
 1. Affordable Housing & Sustainable Communities Program (State Cap & Trade)
 2. Active Transportation Program (ATP) Update

3. County of Lake/City of Clearlake Sales Tax Polling Effort
4. Center for Economic Development Map Series on Transportation
- c. Lake APC Administration Staff
 1. Legislative Update
 2. Next Meeting Date – **December 9, 2015**
 3. Miscellaneous
- d. Lake APC Directors
- e. Caltrans
 1. Lake Caltrans Project Status Report
 2. Route 281 Transportation Concept Report
 3. SHOPP Asset Management Program
 4. Miscellaneous
- f. California Association of Councils of Governments (CalCOG)
 1. CalCOG Directors Meeting – **December 1st**
- g. Rural Counties Task Force
 1. Next Meeting Date – **November 20th**
- h. Miscellaneous

INFORMATION PACKET

13. a. 10/08/15 Draft Lake TAC Minutes

ADJOURNMENT

PUBLIC EXPRESSION

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

AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS

To request disability-related modifications or accommodations for accessible locations or meeting materials in alternative formats (as allowed under Section 12132 of the ADA) please contact the Lake County/City Area Planning Council office at (707) 263-7799, at least 72 hours before the meeting.

ADDITIONS TO AGENDA

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

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

CLOSED SESSION

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

POSTED: November 12, 2015

Attachments:

Agenda Item #5 – 10/14/15 Lake APC Draft Minutes

Agenda Item #6 – SSTAC Roster

Agenda Item #7 – Coordinated Plan Power Point Presentation

Agenda Item #8 – RTIP Staff Report and Draft RTIP

Agenda Item #9 – Staff Report

Agenda Item #12a – Summary of Meetings Staff Report

Agenda Item #12b1 – Staff Report, Comments & Guidelines

Agenda Item #12b2 – ATP Staff Report & Maps

Agenda Item #12b4 – Center for Economic Development Maps and P. Dow Notes

Agenda Item #12e1 – Lake Caltrans Project Status Report

Agenda Item #12e2 – Route 281 Transportation Concept Report

Agenda Item #13 – Information - 10/8/15 Draft TAC Minutes



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

Wednesday, October 14, 2015

Location: City of Lakeport
City Council Chambers
225 Park Street, Lakeport, California

Present

Jim Comstock, Supervisor, County of Lake
Russell Perdock, City Council, City of Clearlake
Gina Fortino Dickson, Council Member, City of Clearlake
Stacy Mattina, City Council Member, City of Lakeport
Martin Scheel, Mayor, City of Lakeport
Chuck Leonard, Member at Large
Ron Bertsch, Member at Large (Alternate)

Absent

Jeff Smith, Supervisor, County of Lake

Also Present

Lisa Davey-Bates, Executive Director, Admin. Staff – Lake APC
Nephele Barrett, Admin. Staff - Lake APC
Alexis Pedrotti, Admin. Staff - Lake APC
Jesse Robertson, Planning Staff – Lake APC
Rex Jackman, Caltrans District 1 (Policy Advisory Committee)
Sebastian Cohen, Project Manager, Caltrans District 1 (Teleconference)
Mark Wall, Transit Manager, Lake Transit Authority
Wanda Gray, Paratransit
Doug Herren, Public Work Director, City of Clearlake

1. Call to Order/Roll Call

Due to the absence of the Chair and Vice-Chair, the attending board members agreed by consensus that Director Scheel would chair the Lake County/City Area Planning Council Board Meeting.

Chairperson Scheel called the meeting to order at 10:49 am. Alexis Pedrotti called roll. Members present: Comstock, Perdock, Fortino Dickson, Mattina, Scheel, Leonard, Bertsch (Alternate for Wharff), and Rex Jackman (PAC).

2. Adjourn to Policy Advisory Committee

Chairperson Scheel adjourned to the Policy Advisory Committee (PAC) at 10:50 a.m. to include

Rex Jackman, Caltrans District 1, and allow him to participate as a voting member of the Lake APC.

3. Election to fill vacant Vice Chairmen position to the Lake APC

Director Fortino Dickson nominated Director Scheel, to replace Denise Loustalot as Vice Chair for the Lake APC Board of Directors. The motion was seconded by Director Perdock and carried unanimously.

4. PUBLIC EXPRESSION

None.

CONSENT CALENDAR

5. Approval of August 12, 2015 (Draft) Minutes

6. Approval of Resolution #15-16-7 and #15-16-8 Authorizing the Executive Director or Transit Manager to Execute Documents Required for California Transit Security Grant Program Funds

7. Approval of Resolution #15-16-9 Authorizing LTA Transit Manager to Approve and Submit Claims in Accordance with the Adopted Annual CTSA Budget

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

Full Roll Call: 9 Ayes – Comstock, Perdock, Fortino Dickson, Mattina, Scheel, Leonard, Bertsch (Alternate for Wharff), and Rex Jackman (PAC); 0 Noes; 0 Abstain; 1 Absent - Smith

REGULAR CALENDAR

8. Discussion and Recommended Approval of 2nd Amended 2015/16 Overall Work Program to add a new Work Element in support of Clearlake Sales Tax

Lisa Davey-Bates introduced Doug Herren, the Public Works Director from the City of Clearlake. Doug attended the Board Meeting in support of the 2nd amendment to the Overall Work Program that included an additional work element to fund polling to measure the level of support for a Transportation Sales Tax in Clearlake. The City of Clearlake is looking for funding to rebuild deteriorating infrastructure. Clearlake Police, Ambulance and Fire are having issues and expressing concerns with getting to people in emergency situations. The City Council has requested Doug look into several ideas for funding, and one idea that has been considered is a sales tax measure.

Local agencies in Lake County were invited to participate in a meeting in Mendocino County regarding the Sales Tax Measure Polling Project currently underway. Doug attended the meeting and felt this would be a great course of action for the City of Clearlake to pursue. Doug spoke to Lisa about available funding through the APC to complete a similar polling survey for the City. Doug this sales tax effort would be altered from the previous attempts, and solely focus on streets. The expenditure guidelines will be very explicit. The money will be put towards residential streets and “the avenues”, which will greatly affect Lake Transit Authority (LTA). LTA has been expressing a great deal of concern with the streets. Their deteriorating condition creates a huge expense for vehicle maintenance. The City of Clearlake doesn’t have many options this year for available funding. The Highway User Tax Account (HUTA) funds have plummeted, and the City of Clearlake needs help to increase revenues.

Director Perdock noted an Ad-Hoc Committee met on Monday, focusing on the condition of the streets in Clearlake. The group selected for the committee represented both sides of the issues. After discussions, the committee decided it made sense to move forward. Director Perdock asked fellow APC Board members for support.

Nephele Barrett distributed an addendum to the Staff Report that was previously provided to the Board Members in their packets. Nephele noted this item was discussed with the Technical Advisory Committee (TAC) at their last meeting. During the discussions at the TAC Meeting, the County of Lake representatives expressed interest in participating in the polling survey in conjunction with City of Clearlake. With recent legislation, it would now allow unincorporated areas to participate, without participation from the cities. Now the County could pursue a sales tax independent from the cities.

Recommended changes from the TAC are as follows: Increase the Consultant amount to \$40,000 to cover polling firm for both the City of Clearlake, as well as the County of Lake. The recommendation includes APC Staff time to assist in the development of the RFP and contract, as well as any project management. All sources of money being allocated to this new work element are local funding and are clearly outlined in addendum. No new money is being added to the Overall Work Program. Funds are simply being shifted between work elements. The agencies involved in the polling effort have agreed to decrease some of their other work elements for the Fiscal Year. The remaining portion of funding needed for the project totaled \$16,960, which will be deducted from Work Element 604 – Lake County Project Reserve Funds. Below are funding details:

New WE 614

WE 604 Lake County Project Reserve Funds - \$16,960

WE 600 Regional Planning & Intergovernmental Coordination - \$1,520 Clearlake

WE 607 Special Studies - \$6,500 County / \$7,500 Clearlake / \$2,000 for APC Staff

WE 608 Planning, Programming & Monitoring - \$5,020 County & \$2,500 Clearlake

WE 613 Transportation Information Outreach - \$2,732 for APC Staff

One additional change to the amendment included an adjustment totaling \$2,000 from Work Element 608 (County of Lake's allocation) to cover increased fees for the Street Saver Software license. This program is used by all agencies for their Pavement Management Program. MTC increased the annual fee based on the size of the road network. The cities fees stayed the same as previous years, but the County has increased. Next year, APC Staff will budget these cost increases in advance.

Director Comstock reported he has spoken with Lars Ewing, and has been briefed on this topic, and is in total support for this project.

Director Mattina was curious when the project was adjusted to include the County at the TAC Meeting why Lakeport was not included as well. Ms. Davey-Bates reported that during the TAC Meeting, Lakeport representatives felt their jurisdiction would not support this effort. Additional costs for Lakeport to participate in the survey would be an approximate \$15,000. The County and Clearlake both were able to contribute a large portion of the funding for the consultant and unfortunately Lakeport has only \$4,000 in this year's work program. Nephele added that adding funding to this project is slightly complex due to the nature of the project. Only Local Funding can be used. Therefore, Clearlake, as well as the County, had to give up \$11,520 of funding for the consultant's portion of the project.

Director Scheel was curious if the questionnaire could breakout individual areas and be more location focused. Nephele thought that was very likely they would, this would help to target specific areas of concern.

Lisa Davey-Bates also noted that Lars intends to discuss this project with the Board of Supervisors, and possibility may not have full support from BOS. If the Board of Supervisors denies this project the County portion will be returned to the original work elements.

Wanda Gray expressed her support for this project, and asked the Board to consider this polling project. Lately, LTA has been monitoring trends and evaluating the extensive liability to equipment. These deteriorating road conditions are severely affecting the buses.

Director Fortino Dickson also noted Clearlake has been focused on this for quite some time, and passing a transportation sales tax is a high priority and the city intends follow through. *Director Comstock made a motion to approve the 2015/16 Work Program 2nd Amendment as proposed. The motion was seconded by Director Perdock and carried unanimously.*
Full Roll Call: 9 Ayes – Comstock, Perdock, Fortino Dickson, Mattina, Scheel, Leonard, Bertsch (Alternate for Wharff), and Rex Jackman (PAC); 0 Noes; 0 Abstain; 1 Absent - Smith

RATIFY ACTION

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

Chairperson Scheel adjourned the Policy Advisory Committee at 11:12 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 Fortino Dickson and carried unanimously.

REPORTS

11. Reports & Information

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

Director Scheel 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. Active Transportation Program (ATP) Update

Jesse Robertson announced the California Transportation Commission (CTC) made a recommendation on September 15th to award funding to successful ATP Grant applications. There were three applications submitted for Lake County; one for the City of Clearlake and two for the County of Lake. Two out of the three were recommended for funding. The projects recommended for funding were: the Middletown Multi-Use Path and the Upper Lake Pedestrian Improvements Project. These projects will be presented at the CTC Meeting on October 21st or 22nd for approval.

The CTC recommended projects in October, which were only projects for the statewide or small urban/rural portion of the program. In December, the CTC will then approve the MPO portion of the successful ATP projects. Immediately following will be workshops held to adopt 2016 guidelines for the ATP Program. During that time, APC Staff will be putting together the ATP Plan and getting ready for the 2016 grant cycle.

Jesse is hopeful that the City of Clearlake will choose to resubmit their ATP application. The ATP Plan will likely identify additional needs and projects that could potentially become applications for the next cycle. Jesse also announced the Public Outreach Consultant for the ATP Plan will be holding public outreach meetings at the following locations:

- Clearlake Senior Center, Clearlake on October 28th
- Marymount College Library, Lucerne on October 29th
- Lakeport Senior Center, Lakeport on November 4th
- Calpine Geothermal Visitor Center, Middletown on November 5th

Lisa also wanted to mention that part of Public Outreach will be distributing surveys online. APC Staff will assist in getting them distributed and posted on the website. At the SSTAC meeting the Middletown Public Outreach Meeting was discussed. APC offered to move the location, but the community is still very interested in holding it there. Lisa mentioned that all staff are very sensitive to the situation and issues currently going on in that community. This Outreach Meeting might give the community a chance to look for opportunities to rebuild. Another topic discussed at the Public Outreach Meetings will be new rider guides and emergency funding that will be provided to assist fire victims.

2. **Sustainable Communities Grant – Lake Transit Authority Facilities Plan Grant**

APC Staff has been working with Mark Wall and discussing the idea of updating the Transit Facilities Plan that had been done in 2006. Mark had reservations to do a general update to the existing plan. Mark expects a good portion of needs that existed in 2006 will likely still exist. Some discussions have concluded developing a process to determine funding to support the costs of the development. Applications are due October 30th. Mark noted that when LTA was originally developed, LTA spelled out a lot of things in the JPA, but never accounted for how the agency would build and maintain bus sites as time went on. Since the operations for LTA are contracted out, and the agency doesn't have a specific maintenance crew, LTA is in need of establishing a framework for construction projects. It would be ideal to have this addressed in the facilities plan update.

3. **SSTAC Update**

Staff will be developing a list of new appointments to SSTAC. Jesse will bring to the next meeting.

4. **Miscellaneous - None**

c. **Lake APC Administration Staff**

1. **Miscellaneous**

Director Scheel was curious about the remaining time on the bus stop being completed at the corner of K-Mart. Mark expects completion within a month.

2. **Next Meeting Date – November 18th, 2015 - Lower Lake (Lake Transit Authority)**

d. **Lake APC Directors**

None.

e. **Caltrans**

1. **Lake Caltrans Project Status Report**

Rex Jackman from Caltrans – District 1 reported there was an updated project status report included in the Board Packet. Sebastian was online via teleconference to discuss any updates and questions Board Members might have.

2. **North Shore Repaving Project**

Sebastian reported this is the big project on the North Shore. Unfortunately, due to the fires the contractor relocated for a period of time, and was hard to get back up here. The contractor is OC Jones (as well as their subs). The contractor is preparing for the winter, and stripping for winter. Several issues are apparent with driveways, There are many unique angles and alignments, which are posing problems. It is a priority to get these resolved before winter. The water line project also forced the contractor to skip a large section in the

middle of the project. Sebastian hopes the water lines will be completed within the next month, to allow the contractor to pave that section before winter. Paving is difficult, especially as temps drop with the weather. When paving, there are “duel specs” for the temperature, which means the ambient temperature must be above 50 and the pavement temperature must be above 60. This project will depend on the weather, since it is a night paving project. Next summer the project will continue.

3. Lake 29 CAP-M Project

This project is in Kelseyville. The pavement is down, and the contractor is working on getting markers down and striping complete. This contractor, Ghilotti Brothers, Inc. has been very hard to get back on this job. They are submitting claims against fires delay. This has created a significant delay claim against Caltrans.

4. Lake 20 and 29 Roundabout

This project is looking good. The contractor will need to do final paving for tie-ins. Sebastian is hopeful that will be coming up soon. This project did add a turn pocket when turning from Hwy 20 to Hwy 29 to allow drivers to turn left into the gas station. Final paving, marking and striping are currently underway.

Director Comstock was curious about a bypass lane, Sebastian noted that this would be on the 20/53 roundabout project.

5. Lake 29 Expressway

Last month Sebastian reported the Biological Assessment is done. Caltrans received a letter of concurrence from the feds. The NES document, which is the other environmental document that includes other issues is over 60% complete. Sebastian was happy to report that Environmental has been making big progress. Caltrans is feeling very comfortable with keeping on schedule. Caltrans is still working with the Koi Nation and Big Valley tribes. There have been seven consultation meetings. Caltrans would like additional participation from the Tribal Council Members. Caltrans has attempted to contact the council in various ways, offering presentations with no response. Caltrans is continuing communications by calling and writing a letters as a follow-up to make every effort to educate the council. Caltrans is still negotiating two environmentally sensitive areas with the Tribes.

Issue continue to come up with the NES document. After evaluation of Thurston Lake, it was confirmed that Clearlake Hitch was present, which leaves it very possible for them to be in Thurston Creek as well. Clearlake Hitch are identified as an endangered species with the State, and federally listed as eminently endangered. Again, Sebastian noted big progress has been made on the NES document, however Cal-fish and Wildlife continue to request mitigation of bees, frogs, wildlife crossings etc. The environmental document is still on schedule to be re-circulated to the DED in December. Caltrans hopes to finalize environmental next summer, and move acquiring Right-of-Way Parcels. Construction is still 2018 as planned.

6. Miscellaneous-

Director Comstock questioned what the acronym RTL means. Sebastian noted Ready to List and project is going to construction. Director Comstock also wanted to note what a pleasure Sebastian has been to work with as a Caltrans project manager.

Sebastian also noted concerns Caltrans has been hearing about with the tree removal in Middletown and Cobb area. The Santa Rosa Press Democrat published an article that tree take has been over zealous after the fire. Sebastian noted that originally all the tree takes were from the utility companies. Caltrans is now going through with professional arborists and trying to evaluate the situation. They are evaluating trees in Caltrans right-of-way that are dead and will potentially fall and cause hazardous situations. If the tree take causes significant concern to the

property owner, Caltrans will bring back the arborist and discuss. Caltrans is aware of the sensitive nature of this issue. Arborists are marking the trees, and archeologists are monitoring the process to make sure tree removal is correct and necessary. An emergency contractor has been hired to complete the construction, and will be working at night. Caltrans also hired Sonoma State as the archeological contractor. To date, Sebastian reported that they are 50% complete with the tree take.

Director Scheel noted that Supervisor Brown will be at a meeting on October 19th at the Cobb Elementary School to discuss that issue, as well as re-forestation. Director Comstock will be at the meeting also.

Sebastian did report on a recent complaint Caltrans received regarding the metal beam guardrail installation project along Highway 20 (near Blue Lakes). Sebastian felt the complaint was oddly written, and the community member notes that they complete daily inspections of the site. The citizen's complaints regarding the placement of the guardrail is that Caltrans is taking up parking, and that it is impacting bikes and limiting access to local businesses. Caltrans has reviewed the project site and clearly notes there is an opening for parking. The Caltrans maintenance crew noted in two out of the seven locations there were safety concerns that vehicles park too close to the pavement, so guardrails were placed in those areas. There was also an additional effort to design a special anchoring system to allow installing the guardrail as close to the lake as possible.

Director Comstock expressed his feeling that the metal beam guardrail project is a great thing for Lake County.

f. California Association of Councils of Governments (CalCOG)

1. **Special Legislative Session – Transportation Related Bills** – Included for additional information
2. **Next Meeting Date** – December 1, 2015
3. **Miscellaneous** - None

g. Rural Counties Task Force

1. **Next Meeting Date** – November 20, 2015

h. Miscellaneous - None

12. INFORMATION PACKET – Information provided for Board Members information.

- a. **8/11/15 Draft SSTAC Minutes**
- b. **8/20/15 Draft Lake TAC Minutes**

ADJOURNMENT

The meeting was adjourned by Chairperson Scheel at 11:44 a.m.

Respectfully Submitted,

DRAFT

Alexis Pedrotti
Administrative Assistant

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)
Draft MEMBERSHIP ROSTER for 2015

		<u>TERM</u>
1.	Potential Transit User 60 Years or Older	Paul Branson P.O. Box 1355 Clearlake Oaks, CA 95423 Phone 925-286-5494 e-mail: shapingmobility@gmail.com Oct. 2015 – Oct. 2018
2.	Potential Transit User Handicapped	Kaye Bohren 1685 South Main Street Lakeport, CA 95453 Phone: 263-4789 e-mail: k.bohren@me.com Oct. 2014 – Oct. 2017
3.	Social Services Provider Seniors	Micki Dolby Area Agency on Aging of Lake and Mendocino Counties 16170 Main Street, Unit D, Lower Lake, CA 95457 Phone: 995-4660 e-mail: mdolby@dss.co.lake.ca.us Oct. 2013 – Oct. 2016
4.	Transportation Provider	Tracy Thomas Live Oak Senior Center Seniors and Live Oak Transportation Project P.O. Box 1389 Clearlake Oaks, CA 95423 Phone: 998-1950 e-mail: liveoak8@mchsi.com Oct. 2015 – Oct. 2018
5.	Social Services Provider Handicapped	Frank Parker Lake County United Veterans Council P.O. Box 335 Lucerne, CA 95458 Phone: 274-9512 e-mail: parkerhouse@mchsi.com Oct. 2015 – Oct. 2018
6.	Transportation Provider Handicapped	Ilene Dumont, People Services 4195 Lakeshore Boulevard Lakeport, CA 95453 Phone: 263-3810 e-mail: idumont@rocketmail.com Oct. 2013 – Oct. 2016
7.	Social Services Provider Limited Means	Michele Dibble Lake County Department of Social Services P.O. Box 9000 Lower Lake, CA 95457 Phone: 995-4364 e-mail: mdibble@dss.co.lake.ca.us Oct. 2014– Oct. 2017
8.	Consolidated Service Transportation Agent	Mark Wall Lake Transit Manager 1445 S. Silvertvale St. Visalia, CA 93277-4080 (707) 263-7868 e-mail: mwaconsulting@comcast.net Oct. 2014 – Oct. 2017
9.	Consolidated Service Transportation Agent	Wanda Gray Paratransit Services P.O. Box 698 Lower Lake, CA 95457 Phone: 994-3384 e-mail: wandagrays@mchsi.com Oct. 2013 – Oct. 2016

Lake County 2014-2015 Coordinated Public Transit-Human Services Transportation Plan



Prepared by:



Coordinated with:



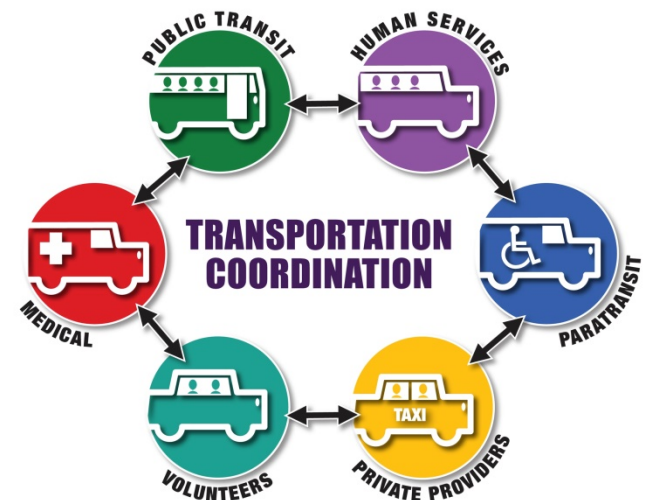
PURPOSE, APPROACH & CONTEXT

Coordinated Plan Purpose

- Federal Transit Administration MAP-21 Requirement for Section 5310 Funding
 - Discretionary, competitive funding through Caltrans
 - Updates 2008 Coordinated Plan

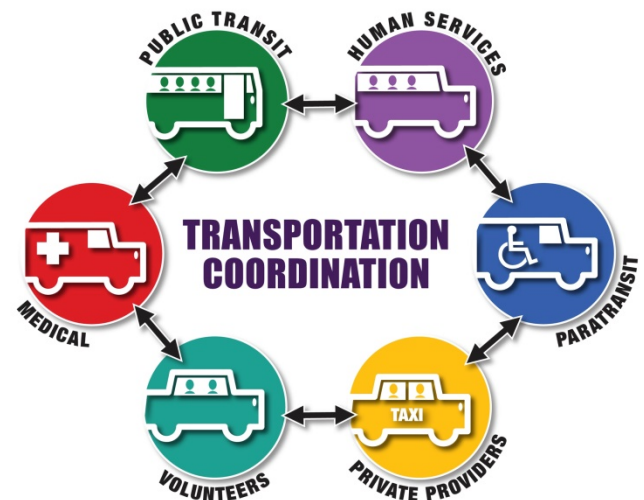
■ Coordinated Plan Target Populations

- Seniors
- Persons with Disabilities
- Persons of Low-Income
- Military Veterans



Coordinated Plan Purpose

- Differs from Short Range Transit Plan
 - Audiences are multiple – not transit alone
 - Promotes partnership responses
 - No assured funding to implement recommendations
 - Provides rationale to pursue range of funding, beyond FTA Section 5310 funds



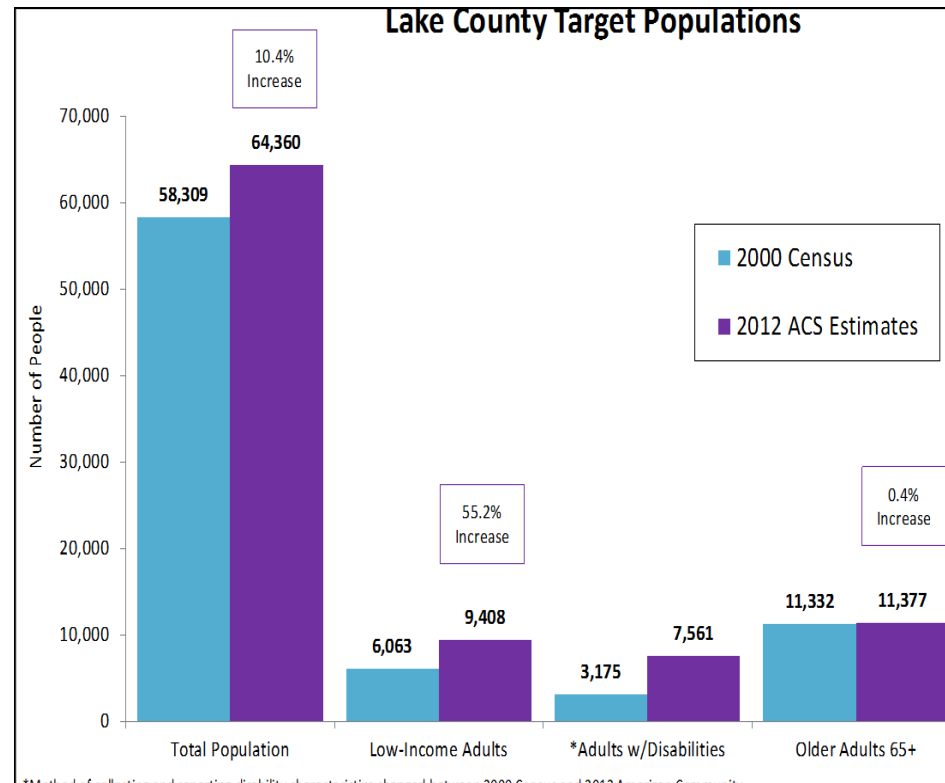
Approach

- Review of demographics
- Inventory of transportation resources
 - Public and private
- Outreach
 - Stakeholder interviews – 48 agencies
 - Consumer focus groups – about 90 persons
 - Rider on-board survey – 363 persons
 - Agency survey of non-emergency medical needs – 25 agencies
- Mobility needs and gaps defined
- Strategies of response developed
- Strategies prioritized

Context

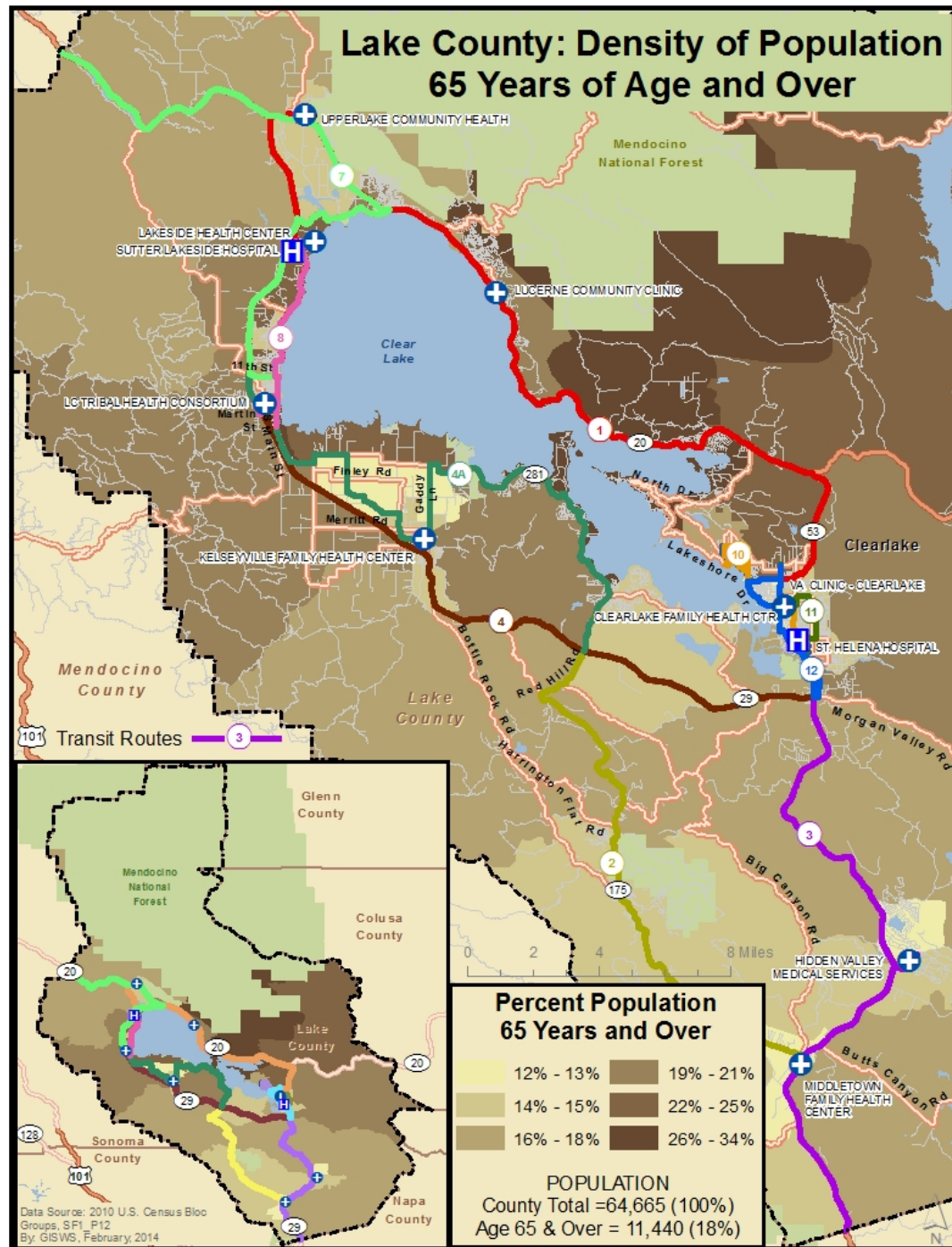
- Countywide population increased 10% to 64,300 (ACS 2012)
- Older adults – 11,400
 - 18% for County; 12% for California
 - Only increased 0.4%
- Low-income – 10,500
 - 16% of adults
 - Increased by 55%
- Disability population – 12,200
 - 19% for County
 - 12,200 persons
- Veterans – 7,200
 - 11% for county
- Limited English Proficient
 - Spanish language 5%

Significant population of transit dependent persons



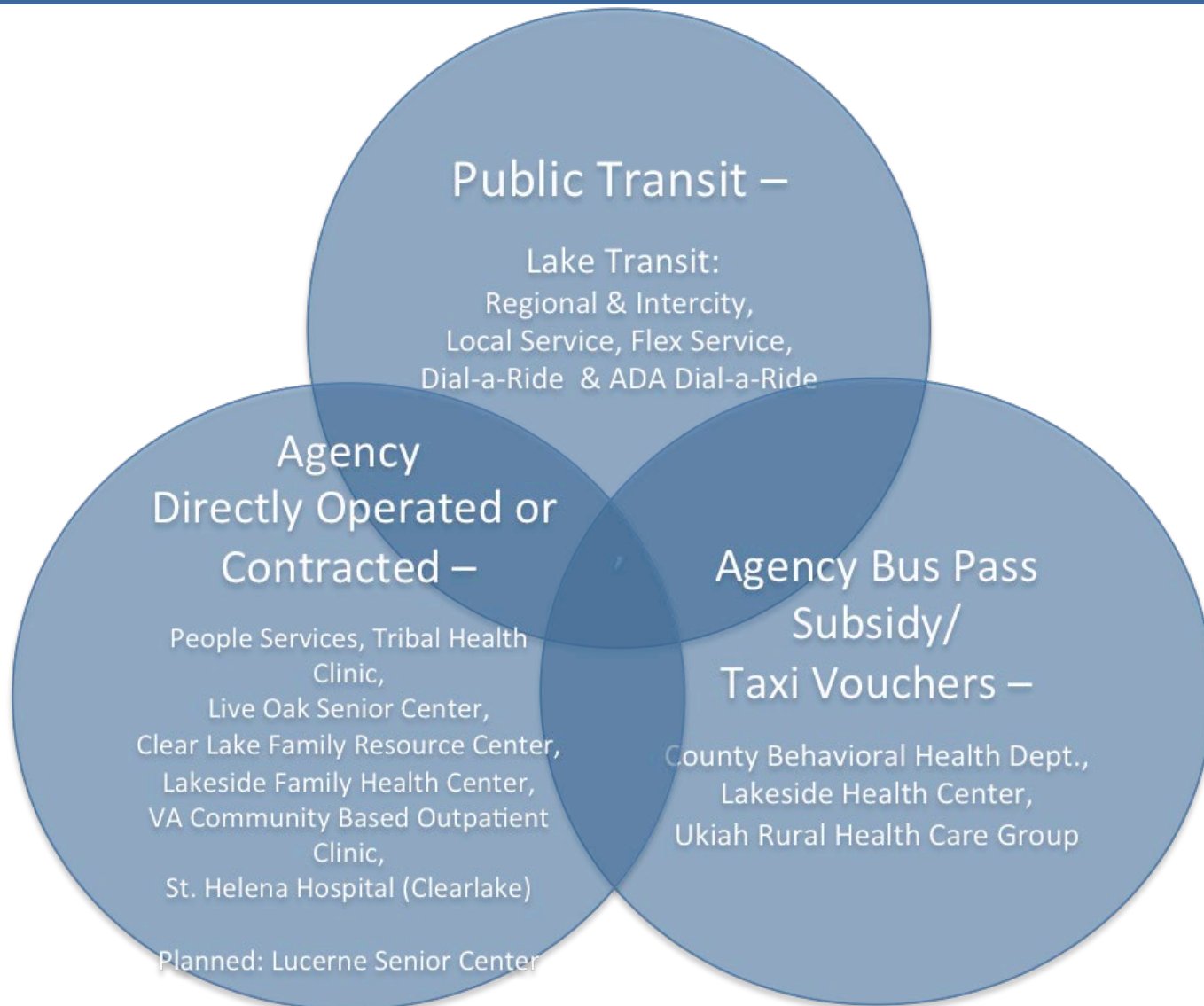
Transit Access

82% of Lake County's population lives within ¾ mile of Lake Transit service



RESOURCES, GAPS AND NEEDS

Transportation Resources



Outreach

Multiple Strategies

- Stakeholder interviews
- Consumer focus groups
- NEMT agency survey
- On-board survey

Participant Organizations

- Clearlake Family Health Center
- Integrated Chronic Pain Program
- Highland Senior Center
- Lake City/ County Area Planning Council
- Social Services Transportation Advisory Council
- Lake County Dept. of Social Services
- Lake County Fire Protection District
- Lake County International Charter School
- Lake County Probation Dept.
- Lake County Health Services Dept.
- Lake County Office of Education-Healthy Start
- Lake County Tribal Health Services
- Lake County United Veterans Program
- Live Oaks Senior Center
- Lucerne Senior Center
- Marymount College
- Mendocino College Focus Group
- Middleton Senior Center
- People Services, Inc.
- Independent Living Focus Group
- Redwood Coast Regional Center
- St. Helena Hospital, Clearlake
- Community Care/ Home Care Serv.
- Sutter Lakeside Hospital
- Welfare-to-Work Focus Group
- Yuba College Focus Group
- **25 Agency Respondents to the Out-of-County Health Care Referrals Survey**

Key Outreach Findings

1. Good awareness of Lake Transit service
2. High levels of need for transit
3. Non-emergency medical transport most frequent need reported
4. Geographic pockets unserved by transit exist:
 - North Shore residents living in the hills
 - Spring Valley Community
 - Elem Indian Community
 - Scott's Valley Ranch
5. Bus stop signage, stop amenities and path-of-access concerns commonly reported

Key Outreach Findings, CON'T

6. Lake Transit service changes not well known or understood (Fall 2014)
7. Fare affordability a common concern
8. Mobility management strategies of interest to senior centers and human service agency personnel
9. Transportation information needs commonly reported

Non-Emergency Medical Trips

Coordinated Countywide Survey



Key Findings

- 272 weekly out-of-county medical referrals, on average (25 agencies)
- St. Helena – 22% of referrals
- Ukiah Valley Rural Health Clinic – 17% referrals
- Sutter Lakeside did not report
- Out-of-county destinations:
 - Santa Rosa: 84% of referrals
 - Ukiah: 76%
 - Oakland and SF: 56%
 - St. Helena/ Deer Park: 44%
 - Sacramento: 40%
 - Willets: 36%

Non-Emergency Medical Trips

- Medical personnel report frequent unmet transportation need
- Existing meaningful Lake Transit connections:
 - to Ukiah
 - to St. Helena/ Deer Park
 - to Santa Rosa
- Medical personnel report limited understanding of Lake Transit services
- Almost 2 in 10 Lake Transit on-board survey riders report medical trip purpose for that day
 - Route 2 highest at 25%; Route 4 at 24% of trips



COORDINATED PLAN RECOMMENDATIONS

Framework

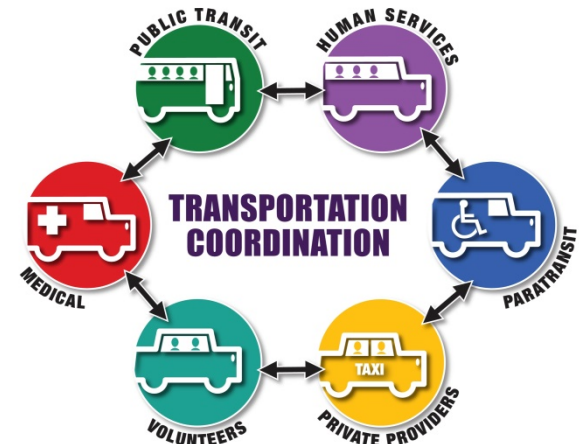
Three Goals:

1. Support, Maintain and Enhance Lake County Public Transportation
2. Build Capacity for Specialized Transportation Alternatives, including CTSA appropriate to Lake County
3. Develop Sustainable Non-Emergency Medical Transportation

Strategies & Potential Projects

8 Strategies

24 Potential Project Areas

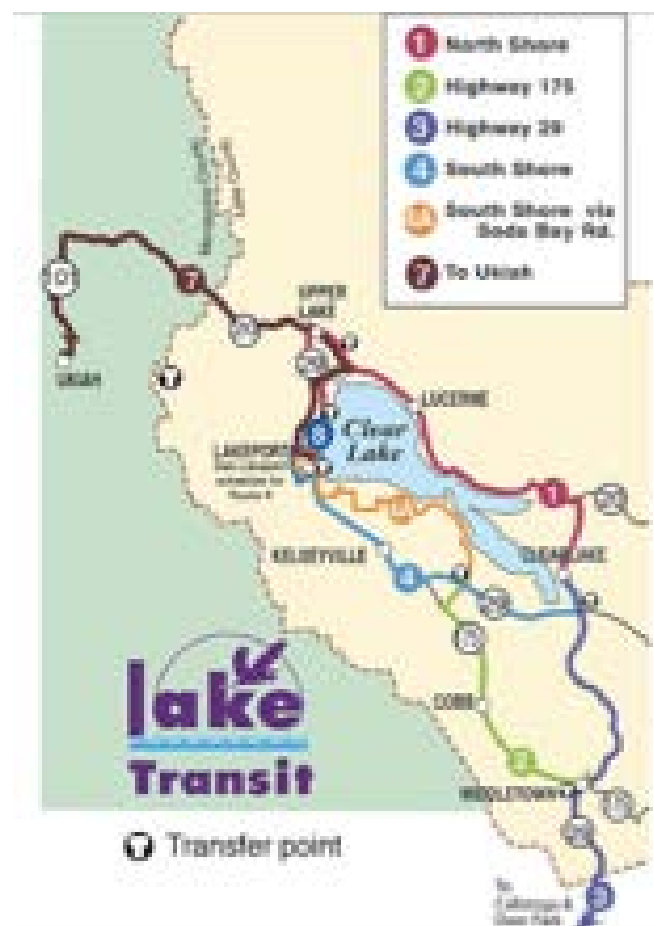


Coordinated Plan Recommendations

Goal #1

1. Support, Maintain and Enhance Lake County Public Transportation

Strategies & Potential Projects



Coordinated Plan Recommendations

Goal #1

1. Support, Maintain and Enhance Lake County Public Transportation

Three Strategies

- 1.1 Enhance and improve public awareness of and access to Lake County public transportation services through a comprehensive public information and bus stop improvement program.
- 1.2 Implement SRTP-recommended service improvements as funding allows and where minimum performance standards can be met.
- 1.3 Pursue and secure funding to support, maintain, improve safety and enhance the Lake County public transportation network.

Coordinated Plan Recommendations

Goal #2

2. Build Capacity for Specialized Transit Alternatives, Including Formalizing a Consolidated Transportation Services Agency (CTSA) appropriate to Lake County

Three Strategies

- 2.1 Integrate the Mobility Programs Coordinator position so that it can be a focal point for implementing the Coordinated Plan goals and strategies.
- 2.2 Define the CTSA model that is appropriate and sustainable for Lake County.
- 2.3 Seek new partnerships with interested, willing and able agencies and organizations that can promote awareness of public transit and participate in projects addressing transportation needs and gaps.

Coordinated Plan Recommendations

Goal #3

3. Develop Sustainable Non-Emergency Medical Transportation Solutions

Two Strategies

- 3.1 Develop near and long-term NEMT alternatives that will address NEMT trip needs both within Lake County and to out-of-county destinations, including enhanced transit connections, special shuttle or life-line services, brokered trip provision across multiple providers, use of targeted mileage reimbursement and other such initiatives.
- 3.2 Develop way-finding and trip specific improvements or information tools to support travel to key NEMT destinations within and beyond Lake County.

Prioritization

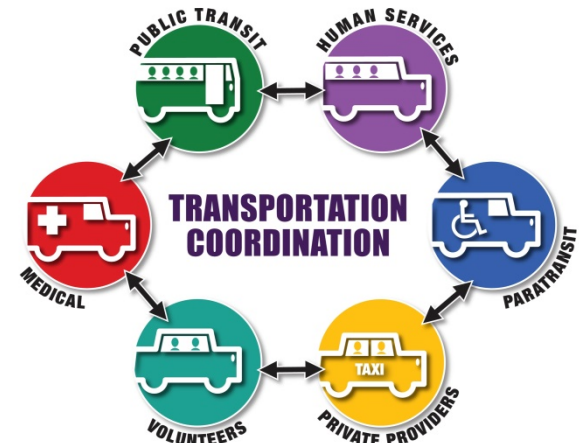
Moving critical priorities forward first.

Pursuing projects with “interested, willing and able” partners.

GOALS	STRATEGIES	PRIORITY
Goal #1 - Support, Maintain, and Enhance Lake County Public Transportation Services	1.1 Enhance and improve public awareness of and access to Lake County public transportation services through a comprehensive public information and bus stop improvement program.	Critical Priority
	1.2 Implement SRTP-recommended service improvements as funding allows and where minimum performance standards can be met.	High Priority
	1.3 Pursue and secure funding to support, maintain, improve safety and enhance the Lake County public transportation network.	Critical Priority
Goal #2 - Build Capacity for Specialized Transportation Alternatives, Including Formalizing a Sustainable Consolidated Transportation Services Agency (CTSA) Appropriate for Lake County.	2.1 Integrate the Mobility Programs Coordinator position so that it can be a focal point for implementing the Coordinated Plan goals and strategies.	Critical Priority
	2.2 Define the CTSA model that is appropriate and sustainable for Lake County.	High Priority
	2.2 Seek new partnerships with interested, willing, and able agencies and organizations that can promote awareness of public transit participate in projects addressing transportation needs and gaps.	High Priority
Goal #3 - Develop Sustainable Non-Emergency Medical Transportation Solutions	3.1 Develop near and long-term non-emergency medical transportation (NEMT) alternatives that will address NEMT trip needs both within Lake County and to out-of-county destinations, including enhanced transit connections, special shuttle or life-line services, brokered trip provision across multiple providers, use of targeted mileage reimbursement and other such initiatives.	Critical Priority
	3.2 Develop way finding and safety-focused, trip specific improvements or information tools to support travel to key NEMT destinations within and beyond Lake County.	High Priority

Next Steps

- Adopt the Plan.
- Promote the Plan and its findings.
- Seek opportunity to partner around implementation of strategies and projects.
- Seek funding to support implementation of its strategies.





LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Draft 2016 Regional Transportation Plan – Discussion

DATE PREPARED: 11/10/15

MEETING DATE: 11/18/15

SUBMITTED BY: Nephel Barrett, Program Manager

BACKGROUND:

Each odd-numbered year we consider the programming of projects that are to be included in the State Transportation Improvement Program (STIP) that goes into effect July 1 of the following year. We do this by developing our Regional Transportation Improvement Program (RTIP) which programs our Regional Improvement Program (RIP) shares of funding as identified by the California Transportation Commission (CTC) in the Fund Estimate (FE).

The CTC adopted the FE for the 2016 STIP on August 27, 2015. The fund estimate did not identify any new programming capacity for the region. The STIP as a whole is overprogrammed in the early years of the funding cycle. This is due primarily to the decrease in the price based excise tax. Due to lack of funding statewide, the APC has worked with local agencies to determine what projects can be delayed in order to accommodate the shortfall. The project delays are shown in the attachments.

For the 2016 RTIP, a template 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. A draft 2016 RTIP utilizing the new template has been prepared and is attached for review and discussion (some appendices have not been included). The Technical Advisory Committee will be discussing and making a recommendation on this draft RTIP at their next meeting.

Following discussion by the APC Board and a recommendation from the TAC, staff will prepare the final Regional Transportation Improvement Program. That document will then be presented for adoption by resolution at the December meeting. The RTIP is due to the CTC by December 15.

ACTION REQUIRED:

Discuss the Draft 2016 Regional Transportation Improvement Program.

ALTERNATIVES:

None identified – information only.

RECOMMENDATION:

Discuss the Draft 2016 Regional Transportation Improvement Program and provide comment to staff for preparation of the final RTIP.

2016 Draft Regional Transportation Improvement Program

Lake County/City Area Planning Council

A. OVERVIEW AND SCHEDULE

Section 1. Cover Letter and 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 27, 2015, the California Transportation Commission adopted the 2016 State Transportation Improvement Program Fund Estimate. The Fund Estimate did not identify any new programming capacity for the region. The STIP as a whole is overprogrammed in the early years of the funding cycle. This is due primarily to the decrease in revenues from the price based excise tax.

Due to lack of funding statewide, the APC has worked with local agency project sponsors to determine what projects can be delayed in order to accommodate the shortfall. The project delays are shown in the tables in Section 14 and in the appendices.

In addition to the Regional Improvement Program, the RTIP also includes projects in other funding programs that will become part of the Federal State Transportation Improvement Program (FSTIP). These projects are listed in Appendix _____. Specific projects are identified by name and include project costs.

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/_____](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
Ukiah, CA, 95482
nbarrett@dbcteam.net
Phone: 707-234-3314 Fax: 707-671-7764

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

Name	Laurel Janssen	Title	Deputy Director
Address	1120 N Street		
City/State	Sacramento, CA		
Zip Code	95814		
Email	laurel.janssen@dot.ca.gov		
Telephone	916-654-4245	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.

Because there is no funding available in this current RTIP, there has been no project selection process. APC staff has worked with local agencies to identify projects that can be delayed to accommodate the statewide funding shortfall.

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

Project Name and Location	Description	Summary of Improvements/Benefits
Countywide Rehab Projects	Roadway rehabilitation throughout the county	Improved pavement condition on roads throughout the county
Purchase 5 Transit Vehicles	Replaced 5 transit vehicles	Improved reliability and performance of the transit system by replacing vehicles at the end of their useful life

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 27, 2015
Caltrans identifies State Highway Needs	September 15, 2015
Caltrans submits draft ITIP	October 15, 2015
CTC ITIP Hearing, North	October 28, 2015
CTC ITIP Hearing, South	November 4, 2015
APC Board Meeting – Draft RTIP	November 18, 2015
APC TAC Meeting – RTIP Recommendation	November 19, 2015
ATP Public Hearing – RTIP Adoption	December 9, 2015
Regions submit RTIP to CTC	December 15, 2015
Caltrans submits ITIP to CTC	December 15, 2015
CTC STIP Hearing Date – North Hearing	January 21, 2016
CTC STIP Hearing Date – South Hearing	January 26, 2016
CTC publishes staff recommendations	February 19, 2016
CTC Adopts 2016 STIP	March 16-17, 2016

B. Public Participation/Project Selection Process

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

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

However, for this particular RTIP, no additional funding is available for programming, so there has been no project selection, and therefore, reduced public outreach.

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

Insert the Caltrans District Number in the text field below.

Caltrans District: 1

Provide narrative on consultation with Caltrans District staff in the text field below as is required per Section 17 of the STIP Guidelines.

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.

B. 2016 STIP Regional Funding Request

Section 6. 2016 STIP Regional Share and Request for Programming

Per the STIP Guidelines, the 2016 Fund Estimate indicates that the STIP is already fully programmed for the entire 5 years of the 2016 STIP. This is due primarily to the decrease in the price based excise tax. Projects currently programmed in the STIP will need to be reprogrammed into later years. The CTC will not be providing regional shares for the 2016 STIP.

A. 2016 Regional Fund Share Per 2016 STIP Fund Estimate

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

Not applicable for the 2016 STIP Period due to the lack of funding available for programming.

B. Summary of Requested Programming – Due to lack of funding statewide, the APC is not proposing any new programming for the 2016 STIP cycle. The tables in Section 14 and in the appendices display the proposed respreading of existing STIP projects to accommodate the statewide shortfall of funds.

Section 7. Overview of other funding included with delivery of Regional Improvement Program (RIP) projects.

Provide narrative on other funding included with the delivery of projects included in your RTIP. Insert information in the table below.

[Click here to enter text.](#)

Proposed 2016 RTIP	Total RTIP	Other Funding (\$ in 1000s)					Total Project Cost
		ITIP	Local	Fund Source 1 (SHOPP)	Fund Source 2 (Demo)	Fund Source 3 (HSIP)	
Lake 29 Expressway (Segment 2C)	14767	13060		42700			70527
South Main St. Widening & Bikelanes	5547		47		1707		7301
Soda Bay Rd. Widening & Bikelanes	1503		1		1493		2997
							-
							-
							-
Totals	21,817	13,060	-	-	\$3200		80,825

Notes: [Click here to enter text.](#)

Section 8. Interregional Improvement Program (ITIP) Funding – OPTIONAL

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

No new ITIP funding is requested in the 2016 RTIP.

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

Provide a description of the project's impact on other projects planned or underway within the corridor as required per Section 20 of the STIP Guidelines.

There are no other projects planned or underway within corridors identified in the 2016 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. 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

Objectives	Policies
	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 S.R. 20, 29 and all of 53) for travel through Lake County.
	1.8 - Identify and consider for funding (in coordination with Napa, Sonoma and Mendocino counties) projects consistent with the Wine County Interregional Partnership (IRP)
	1.9 - Consider improvements and strategies consistent with the Lake

Objectives	Policies
	County 2030 Regional Blueprint Plan.
2. Improve safety conditions on the State highway system serving Lake County	2.1 - Coordinate with Caltrans to identify safety issues, develop solutions and identify funding opportunities.
	2.2 - Coordinate with local and state agencies on security and emergency response planning efforts, including the identification of key evacuation and emergency access routes.
	2.3 - Implement traffic calming & safety improvements along sections of highway segments that function as “main street” in communities including Middletown, Lucerne, Nice, and Clearlake Oaks.
	2.4 - Identify for funding consideration safety projects on all State highways (S.R. 20, S.R. 29, S.R. 53, S.R.175, & S.R. 281) in Lake County.
	2.5 - Identify for funding consideration safety projects on S.R. 20 consistent with the Highway 20 Traffic Calming and Beautification Plan (where applicable).
	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.
	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.”
	2.8 - Construct grade separations (interchanges, overpasses, underpasses) as long-term solutions to safety/capacity issues at major intersections on the Principle Arterial System.
	2.9 - Coordinate with Caltrans to identify issues and provide input on the annual SHOPP Program for District 1.
	2. 10 - Facilitate community and local agency input to identify and provide information to Caltrans on project needs relevant to the SHOPP Program.
3. Facilitate efficient and safe transportation of goods within and through Lake County	3.1 - Work with the California Trucking Association and other industry organizations to improve safety and address transportation issues that impact goods movement.
	3.2 - Encourage improvements to State Routes 20 (where applicable) 53 and 29 that facilitate safe and efficient truck traffic.
	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.

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	1.1 - Identify for funding consideration local streets and roads

and reconstruct local streets and roads consistent with local and regional needs, city and County area plans and policies, and Complete Streets policies	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, including motorists, bicyclists, pedestrians, transit riders, children,	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 with state and local agencies
	1.3 - Assist local agencies to develop and revise planning documents, zoning ordinances and policies to meet the objectives

older people, and disabled people. (Complete Streets Act of 2008)	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
2016 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 Extension	3088	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 (Segment 2C)	3100	O Objective 5, Policy 5.2, SH Objectives 1, 2, & 3, Policies 1.1, 1.7, 3.2	Highest priority segment of the expressway project. 60% improvement to safety (current fatality rate is 6 times average). Leverages approximately \$50 mill in other funding. Provide four lane facility, reducing collisions, reducing congestion and delay and improve efficiency of goods movement .

Key: O = Overarching Policies SH = State Highway System
 LR = Backbone Circulation and Local Roads BP = Bicycle & Pedestrian

Section 11. Regional and Statewide Benefits of RTIP

Although no new projects are being programmed in the 2016 RTIP, the exiting programmed projects provide significant regional and statewide benefit. Segment 2C of 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.

The array of projects programmed in the RTIP serve 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 APC is not proposing programming of any new projects. Therefore, no analysis of cost effectiveness has been conducted.

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

The APC is not proposing programming of any new projects. Therefore, no project level evaluations have been conducted.

Detailed Project Information

Section 14. Overview of projects programmed with RIP funding

Provide summary of projects programmed with RIP funding including maps in the text field below as required per Section 19 of the STIP Guidelines.

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

AGENCY	PROJECT	COMPONENT	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
County	S. Main Street Widening & Bikelanes	CON			4369			
	Soda Bay Rd Widening & Bikelanes	CON			662			
Clearlake	Dam Rd/Phillips Ave Extension	E&P		35				
		PS&E			58			
Lakeport	Lakeport Blvd & S. Main Intersection	E&P	71					
		PS&E			88			
		ROW					106	
Caltrans	Lake 29 Expressway	CON			10867			
		CON sup.		-	1000			
APC	PPM		41	68	76	75		
TOTAL CURRENT PROGRAMMING			112	103	17120	75	106	0

Note: Highlighting indicates programmed year prior to 2016 RTIP.

E. Appendices

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

Section 16. Board Resolution or Board Documentation of approval of 2016 RTIP (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

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

Section 18. Detailed Project Programming Summary Table (Optional)

Section 19. STIP Project Location Map

Section 20. Projects to be Programmed in FSTIP



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Procurement Policies and Procedures Manual Update

DATE PREPARED: November 12, 2015

MEETING DATE: November 18, 2015

SUBMITTED BY: Lisa Davey-Bates, Executive Director

BACKGROUND:

Development of a procurement policies and procedures manual governing proper procurement practices in compliance with State and Federal regulations is the final task identified in the corrective actions submitted by Lake APC in response to the Caltrans Pre-Award Audit conducted nearly two years ago.

Originally Lake APC staff predicted the procurement manual would be adopted by August 2015, but requested an extension when the Rural Counties Task Force experienced delays in the completion of its Regional Transportation Planning Agency (RTPA) Guidebook. The final (RTPA) Guidebook was finalized in approximately July 2015. Lake APC staff has intended all along to use the procurement manual template in the RTPA Guidebook since it was compiled by individuals with a great deal of experience with Caltrans audits and State and Federal grant regulations.

Lake APC staff expected to have the document finalized by December 2015. There are several new issues that will likely delay the process once again. They are: 1) the delay in the completion of the RTPA Guidebook, 2) the resignation of Lake APC Chair due to family illness, 3) the desire to meet with the Executive Committee once new members have been appointed to reduce the impact to the full Lake APC Board, and, 4) the need to delay or cancel the Lake APC December 9th Board meeting due to a conflict with the California Transportation Commission (CTC) meeting.

Mendocino Council of Governments is also nearing completion of their procurement manual, which is currently being scrutinized by legal counsel. They expect a response in time for MCOG's next meeting scheduled for December 7, 2015. This is yet another reason I'd like to delay adoption of this manual.

I have left messages with staff of Caltrans and hope they will approve our request to delay adoption of the document, especially since this was a deadline set by our own staff. If Caltrans staff will not approve our request we will need to meet with the Executive Committee within the next 2-3 weeks to fast track the process.

I will provide an update at the Lake APC Board meeting.

ACTION REQUIRED: None.

ALTERNATIVES: None identified.

RECOMMENDATION: None. This is for your information only.



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Meetings Attended by APC Staff

DATE PREPARED: November 11, 2015

MEETING DATE: November 18, 2015

SUBMITTED BY: Lisa Davey-Bates, Executive Director

BACKGROUND:

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

1. Lake APC & LTA Meetings 10/14/15
Clearlake
(Davey-Bates, Pedrotti, Robertson)
2. Caltrans North Region Management Meeting 10/14/15
Redding
(Dow)
3. Regional Transportation Planning Agencies (RTPA) AH/SC Grant Guidelines 10/16/15
Teleconference
(Dow)
4. Caltrans/RTPA Quarterly Meeting 10/20/15
Teleconference
(Davey-Bates, Dow)
5. California Freight Advisory Committee 10/20/15
Los Angeles
(Dow)
6. Regional Transportation Planning Agencies (RTPA) Meeting 10/21/15
Oakland
(Davey-Bates-teleconference, Dow)
7. California Transportation Commission (CTC) 10/21 - 22/15
Oakland
(Dow)
8. ATP Outreach Public Workshop 10/28/15
Clearlake
(Robertson)
9. ATP Outreach Public Workshop 10/29/15
Lucerne
(Dow, Robertson)
10. Regional Transportation Planning Agencies (RTPA) AH/SC Grant Guidelines 10/30/15
Teleconference
(Dow)

- | | |
|--|---------------|
| 11. Rural Counties Task Force AH/SC Grant Guidelines Strategy Meeting
Teleconference
(Dow) | 11/2/15 |
| 12. Lake APC Administration/Planning Coordination Meeting
Ukiah
(All) | 11/3/15 |
| 13. Rural Counties Task Force AH/SC Grant Guidelines/Strategic Growth Council
Teleconference
(Dow) | 11/3/15 |
| 14. ATP Outreach Public Workshop
Lakeport
(Robertson) | 11/4/15 |
| 15. ATP Outreach Public Workshop
Middletown
(Robertson) | 11/5/15 |
| 16. MTC Legislation Review
Oakland
(Davey-Bates, Dow) | 11/9/15 |
| 17. Lake Transit Hub Consultant Selection Committee
Teleconference
(Robertson) | 11/10/15 |
| 18. ATP Outreach Plan Status Meeting
Teleconference
(Davey-Bates, Robertson) | 11/10/15 |
| 19. HISP Advisory Committee
Teleconference
(Davey-Bates) | 11/12/15 |
| 20. Hope Rising Focus Meeting
Lakeport
(Robertson) | 11/12/15 |
| 21. Middletown Area Town Hall (MATH) Meeting
Middletown
(Robertson) | 11/12/15 |
| 22. Focus on the Future
Newport Beach
(Dow, Barrett) | 11/16 – 17/15 |

- | | |
|--|----------|
| 23. Bi-Weekly Energy Reduction Plan Mtg.
Teleconference
(Davey-Bates, Robertson) | 11/16/15 |
| 24. Clearlake Ad-Hoc Meeting
Clearlake
(Robertson) | 11/16/15 |
| 25. Lake APC Administration/Planning Coordination Meeting
Ukiah
(All) | 11/17/15 |

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

ACTION REQUIRED: None.

ALTERNATIVES: None identified.

RECOMMENDATION: None. This is for your information only.



LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

TITLE: Affordable Housing/Sustainable Communities
(AH/SC) PROGRAM

DATE PREPARED: NOVEMBER 12, 2015
MEETING DATE: November 18, 2015

SUBMITTED BY: Phil Dow, APC Planning

Although we haven't talked about it much at the rural transportation planning agency level, California has adopted a Cap and Trade Program as a means of limiting the amount of carbon entrained into the atmosphere. The goal is to achieve a level of carbon emissions in this state that equals that experienced in Year 1990 by Year 2040.

There are a number of programs that have been established to fund projects that will either increase transit trips, shift vehicle trips to other modes, locate housing closer to jobs, or a number of schemes that will reduce vehicle miles travelled. Some of the programs result in direct funding such as the minor amounts of funding that is now being distributed directly to Lake Transit Authority. Other programs are competitive.

I have been following the Affordable Housing/Sustainable Communities (AH/SC) program since its inception because it has a transportation component that could help fund certain projects in rural areas that expand opportunities for mode choice (bicycle/pedestrian/transit access).

The Governor's Strategic Growth Council is now developing guidelines for the second year of funding availability. I commented on the proposed guidelines last year because I found that they were very urban oriented and seemed to be developed without a thought of the inherent obstacles that would be present should rural agencies want to apply. Developers of the program seem determined to reduce greenhouse gas generation in this very urban state but are inhibiting rural participation, whether they know it or not (or care). As a result of numerous comments from last year, the requirement for a 50% match was dropped from the guidelines. At least that was encouraging.

I was able to spend more time on review this year and volunteered to be on a sub-committee of the Regional Transportation Planning Agencies Group, which led to direct teleconferencing contact with Strategic Growth Council staff. In advance of these teleconferences I found several other substantial obstacles to rural participation which I shared with sub-committee members. I found immediately that many smaller urban areas shared similar concerns. Although few rural agencies have spent much time on AH/SC, I find that there is agreement on the concerns I have raised with the program.

All the work that I have done to date has been under my role as MCOG Executive Director. There has been no APC staff time devoted to this effort (other than writing this report) for a program that may, in the end, prove fruitless as a rural project funding source. I am, though, a little encouraged, since Strategic Growth Council staff recently held a separate teleconference with a handful of rural agencies that focused on the issues I had identified. The program this year includes a new 10% rural area target for the program. Unless substantial changes are made I doubt there will be much participation, if any. We will see.

My letter to the Strategic Growth Council commenting on the AH/SC Program draft guidelines is

attached. Note that North State Super Region Chair, Lisa Davey-Bates is copied.

ACTION REQUIRED: None.

ALTERNATIVES: None identified.

RECOMMENDATION: This is intended as an information item.



MENDOCINO
COUNCIL OF GOVERNMENTS

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PHILLIP J. DOW, EXECUTIVE DIRECTOR

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(707) 234-3434

October 30, 2015

Mr. Randall Winston, Acting Executive Director
Strategic Growth Council
1400 Tenth Street
Sacramento, CA 95814

RE: Comments on Draft 2015/16 AH/SC Program Guidelines

Dear Mr. Winston:

I appreciate the opportunity to again comment on guidelines being prepared by the Strategic Growth Council to implement the Affordable Housing/Sustainable Communities Program. Last year my comment letter to Executive Director McCoy focused on several key requirements of the guidelines that I considered to be major deterrents to rural participation in the program. One of these, the local match requirement was removed in the final guidelines. Other significant obstacles to rural participation remain. I'm attaching my October 28, 2014 comment letter to Mr. McCoy because it provided an example of how a project in a rural area scored very high in the State's Active Transportation Program but could not qualify for funding under the AH/SC program, even though these two programs have similar goals.

This year I am on a sub-committee of the Regional Transportation Planning Agencies (RTPA) Group that is working directly with Deputy Director Allison Joe in the guidelines development process. At our second teleconference meeting I presented a list of seven features/requirements of the AH/SC program that I considered to be significant obstacles to rural participation in the program. During the discussion I found that several others, representing smaller urban areas, voiced similar concerns to those which I had identified. These issues with the draft guidelines are more thoroughly identified on an attachment hereto, but are:

1. Complexity of the Application Process
2. GHG Quantification Methodology
3. Transit Linkage Requirement
4. Disadvantaged Communities Identification Methodology
5. Project Readiness Requirement
6. Threshold Project Size
7. Demonstrated Experience Requirement

I will continue to work with your staff through both the RTPA sub-committee and the Rural Counties Task Force in coming weeks to address these concerns. Having served in the past as Chair of the Rural Counties Task Force and now the Vice-Chair of the North State Super Region, I believe that the issues I have identified herein will be supported by representatives of other rural (and smaller urban) areas of California.

From my perspective as the executive director of a regional transportation planning agency, I consider each of these issues that I have identified significant enough to deter participation in the AH/SC program. Taken as a whole, the impediments to statewide rural participation are daunting.

Although I would encourage significant changes to the draft guidelines to address these issues that challenge rural participation, I suspect that changes may be limited at this time, especially for the Transit Oriented Development (TOD) and Integrated Connectivity Project (ICP) components. However, I strongly believe that if there is to be any significant rural participation in the new Rural Innovation Project Area (RIPA) component of the program, wholesale changes to draft guidelines must be made.

I recommend that **separate guidelines** be prepared for only the Rural Innovation Project Area component of the AH/SC program. Without significant changes that, at a minimum, address the obstacles to rural participation identified herein, failure of the fledging RIPA component is likely to be pre-determined.

My comments are intended to be constructive with the goal of enabling all areas of California to participate locally to implement projects that advance the goals and objectives of the Affordable Housing and Sustainable Communities Program.

Sincerely,

A handwritten signature in cursive script that reads "Phillip J. Dow".

Phillip J. Dow, P.E.
Executive Director

Copies: Dan Gjerde, MCOG Chair
Bill Higgins, California Association of Councils of Governments
Sarkes Khachek, Moderator, Regional Transportation Planning Agencies
Lisa Davey-Bates, Chair, North State Super Region
Jerry Barton, Chair, Rural Counties Task Force
Hasan Ikhata, Executive Director, Southern California Association of Governments

AH/SC Draft Guidelines 2015/16

The Rural County Perspective

1. Complexity of Application Process

- Rural areas tend to have constrained staffing
- Little incentive to compete for discretionary funding in a complex process that will be exceedingly time-consuming
- With chance of perceived as very limited, rural agencies are likely to expend resources on programs where success is more probable

2. GHG Quantification Methodology - Appendix D

- Most rural counties do not have countywide traffic models
- Even some counties that do have functioning traffic models are not likely to model for GHG production
- Sustainable Communities Program requirements apply only to non-attainment areas
- If AH/SC quantification methodology requires modeling through a countywide or area-wide model, it will deter rural applications
- ARB methodology will likely require consultant support
- Suggest a simplified GHG Quantification Methodology for rural applications under RIPA, such as CMAQ methodology

3. Transit Linkage Requirements – Section 102 (a)(2)

- Public Transit in rural areas is typically generally limited
- Providing opportunities for non-vehicular mode choices should be goal of program; per-determining that improvements under AH/SC program should be linked to one mode choice option is a major deterrent to rural participation

4. Disadvantaged Communities Identification Methodology - Appendix A

- AH/SC program choice to use CalEnviroScreen as sole determinant of Disadvantaged Community qualification is a major limiting factor in rural areas with good ambient air quality
- Rural areas with far less than 50% of California Median Household Income will not qualify under CalEnviroScreen
- Suggest qualifying for Disadvantaged Communities credit by more than one method, as in successful Active Transportation Program administered by the California Transportation Commission
- ATP and AH/SC programs share many of same goals

5. Project Readiness - Section 106 (a) (4)(a)

- Rural areas seldom have ability to invest in shelf projects that are already cleared for NEPA or CEQA (as appropriate)
- Ineligibility of environmental phase (PA & ED) as a funded project cost is a major deterrent for participation in the program
- In environmentally sensitive areas, the environmental phase can easily exceed 30% of the overall project cost
- Suggest environmental phase eligibility for RIPA component

6. Threshold Project Size - Summary page 6

- Minimum project size of \$1 million for TOD projects will preclude applications in rural areas where projects meeting AH/SC goals are likely to be smaller in size
- Suggest a minimum project size of \$500,000 for all AH/SC projects

7. Demonstrated Experience -Section 106 (a) (8)

- Rural areas, because of staffing limitations noted earlier, are unlikely to apply often for discretionary funding.
- Requiring demonstration of experience with two similar types of projects within a five-year period is severely limiting and will preclude applications from most rural agencies
- Suggest that this threshold requirement be eliminated for the RIPA component

Phil Dow, MCOG

10/30/15



MENDOCINO COUNCIL OF GOVERNMENTS

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October 28, 2014

Mr. Mike McCoy, Executive Director
Strategic Growth Council
1400 Tenth Street
Sacramento, CA 95814

RE: AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

Dear Mr. McCoy:

First, I want to thank you for travelling to Lake County last month to meet with members of the North State Super Region regarding this new program. We appreciated your outreach effort to rural agencies regarding the new Affordable Housing and Sustainable Communities (AHSC) Program.

The purpose of my comments is twofold: (1) to identify certain key structural components of the draft guidelines that are likely to severely constrain and/or preclude rural agency participation in the AHSC Program, and (2) explain the inherent limitations of rural agencies (staffing levels, data accessibility, funding match availability, etc.) that are likely to be determining factors in the level of rural participation in the AHSC Program.

Understanding that California is very much dominated by megacities, with a growing need to better link land use with its supportive transportation infrastructure, it is understandable that these draft guidelines were developed with an urban focus. However, these guidelines could be improved by recognizing the significant constraints they impose on rural access to the AHSC Program and provide alternatives that are more appropriate for the rural environment. Without substantial changes to these guidelines, it is difficult to foresee how there will be significant rural participation and how the goal of geographic equity can be obtained.

AHSC in Mendocino County

The Mendocino Council of Governments (MCOG) completed our Blueprint Planning process (VisionMendocino 2030, December 2, 2013) late last year and we have begun implementation of the preferred strategy. Public policy objectives identified in the AHSC Program are supportive of the preferred strategy outlined in VisionMendocino 2030. MCOG and its member agencies would welcome the opportunity to participate in the AHSC Program to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development within our rural environment.

Unfortunately, the basic structure of the draft program guidelines is largely inconsistent with rural transportation realities. Few rural areas will be eligible for funding under the Transit Oriented Development (TOD) project type category. Only limited rural areas on the fringe of major urban areas with access to High Speed Rail, Commuter or Light Rail, Bus Rapid Transit, or Express Bus service will qualify in that category.

The Integrated Connectivity Projects (ICP) category is only slightly more promising, because it still requires a transit linkage. Most rural areas have only limited public transit because of the inherent problem of low population densities and large travel distances and the costs associated with overcoming these obstacles. Even though in Mendocino County, Mendocino Transit Authority offers county-wide service, public transit cannot be provided everywhere in this county of 3,500 square miles because of cost considerations. Transit has to be concentrated within areas that are cost effective and meet minimum fare box revenue thresholds. We may well be able to identify a project qualifying under the ICP category of projects, but it is likely to be in the areas of Mendocino County that are already the best served. It may also not necessarily be the project of highest local priority. Section 102 of the guidelines states that the "AHSC Program is intended to fund integrated land use and transportation projects supporting low carbon transportation options through mode shift from single occupancy vehicles (SOV)." Tying the program strictly to one type of mode shift, transit, severely constrains the utility of the AHSC Program for agencies in rural California.

Funding availability for capital improvements is an ongoing issue in all rural counties. Mendocino County does not have a countywide transportation sales tax and has little prospect for achieving "Self Help" status in order to provide local funding. Mendocino County's capital improvement program identifies extensive needs, but there are few local funding sources. Grant programs that provide the majority of capital funding for the proposed project provide the greatest utility. The funding limitation of the AHSC Program that will provide a maximum of only 50% of total transportation or transit-related and/or green infrastructure project costs effectively excludes most rural projects from the program.

There are at two least significant concerns regarding the AHSC application scoring process. First is that the application requires a great deal of data and documentation. This type and quantity of data is typically not available in most rural areas. Thus, rural agencies may find themselves in a competitive disadvantage due to funding and staffing constraints that may limit or preclude the agency's ability to collect, compile and analyze data needed for a competitive AHSC application. The second concern is specific to the Greenhouse Gas (GHG) Based Score. Chart 3 indicates that the metrics for this component of scoring are to be developed pending Air Resources Board guidance. If the Air Resources Board subsequently determines that the metrics will be based on modeling, it will likely eliminate several rural areas from consideration. The number of rural counties that have developed countywide traffic models, and that have GHG modeling capability is likely to be very limited.

A Real World Example

Earlier this year, the Mendocino Council of Governments prepared a grant application for funding a project under the new Active Transportation Program (ATP), administered through the

California Transportation Commission (CTC). This new program shares several of the policy objectives of the AHSC Program. Notably, these are: improving transportation alternatives within disadvantaged communities, improving public health by providing active transportation alternatives, increasing the array of mobility options, and improving connectivity and accessibility to jobs, housing, and services. Our top local priority, the State Route 162 Corridor Multi-Purpose Trail Phase I project, competed successfully in the statewide competition, scoring over the 94th percentile among 771 funding applications. This project is within the community of Covelo, a very isolated area with local demographics that include a very high percentage of Native Americans and a very low median household income. In their report to the Commission, CTC staff highlighted this project as evidence that the ATP indeed had achieved geographic equity by funding projects in disparate regions of California.

I am mentioning the State Route 162 Corridor Multi-Purpose Trail Phase I project to illustrate that the current structure of the guidelines tends to exclude worthwhile projects in rural areas. This same project would not qualify under the draft AHSC Program. There is no transit linkage in Covelo. The nearest bus stop is in Willits, over 40 miles away. Furthermore, although the median household income in Covelo is only 43.82% of the statewide average, this community does not qualify as a disadvantaged community using the California Communities Environmental Health Screen Tool (receiving a CES Score of only 10.47) due to good ambient air quality. I acknowledge that the decision to apply the CalEnvironScreen tool has largely been made by the California Environmental Protection Agency for at least this first round of funding. However, this example highlights why it is important to design the program fairly - the CalEnvironScreen tool tends to put rural agencies at a competitive disadvantage.

I appreciate the opportunity to comment on the draft Affordable Housing and Sustainable Communities Program DRAFT Program Guidelines. As a former Chair of the Rural Counties Task Force and now the Vice-Chair of the North State Super Region, I believe that my comments on behalf of the Mendocino Council of Governments are fairly reflective of the viewpoint of many rural agencies.

Sincerely,



Phillip J. Dow, P.E.
Executive Director

Copies: Dan Gjerde, Chair, Mendocino Council of Governments
Dan Baxter, General Manager, Mendocino Transit Authority
Robert A. Scaglione, Executive Officer, Mendocino County Air Quality
Management District
Lisa Davey-Bates, Chair, North State Super Region
Jerry Barton, Chair, Rural Counties Task Force



LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

TITLE: Active Transportation Program Status

DATE PREPARED: NOVEMBER 11, 2015

MEETING DATE: November 19, 2015

SUBMITTED BY: Phil Dow, APC Planning

The California Transportation Commission (CTC) approved staff recommendations to award funding for Cycle 2 of the Active Transportation Program at their October 21 meeting in Oakland. Two Lake projects were recommended for funding by CTC staff are as follows:

1. Middletown Multi-Use Path (all phases) – County of Lake
Total Points: 83; \$1,430,000 requested
2. Upper Lake Pedestrian Improvements (all phases) – County of Lake
Total Points: 80; \$481,000 requested

Both projects were first considered in the highly competitive Statewide funding component, which consists of 50% of the total funding available for the program. The threshold score for funding from this component for Cycle 2 wound up at 88 points; that is much higher than Statewide threshold scores in Cycle 1. Projects from small urban and rural areas that were not competitive statewide were then considered for funding within the Small Urban & Rural (10% of total funds) component. Both Lake projects scored below the Statewide threshold, but above the 79 point threshold for the Small Urban & Rural Component. The final component, consisting of 50% of all ATP funding, is reserved for large Metropolitan Planning Organizations, and will be scored and programmed separately in December.

APC staff prepared the Middletown Multi-Use Path in consultation with Lake County and Middletown Area Town Hall (MATH). Lake County Department of Public Works staff prepared the successful Upper Lake Pedestrian Improvements application in consultation with APC staff. Both projects are to be implemented by Lake County. In the application process, State funding was requested for both projects. State funding was granted with approval of both projects at project approval. This will expedite the environmental clearance process and lessen the administrative burden for project management.

Attached to this report are three maps that were distributed at the Regional Transportation Planning Agencies (RTPA) meeting in Oakland prior to the CTC meeting. Map 1 depicts the county of origin for the 216 applications that were submitted for consideration. Map 2 depicts the county of origin for the 85 projects that were funded under the Statewide component. Map 3 depicts the county of origin for projects funded under the Small Urban & Rural funding component.

I will be prepared to discuss other aspects of the Active Transportation Program as needed.

Cycle 3 will be coming up next year.

ACTION REQUIRED: None.

ALTERNATIVES: None identified.

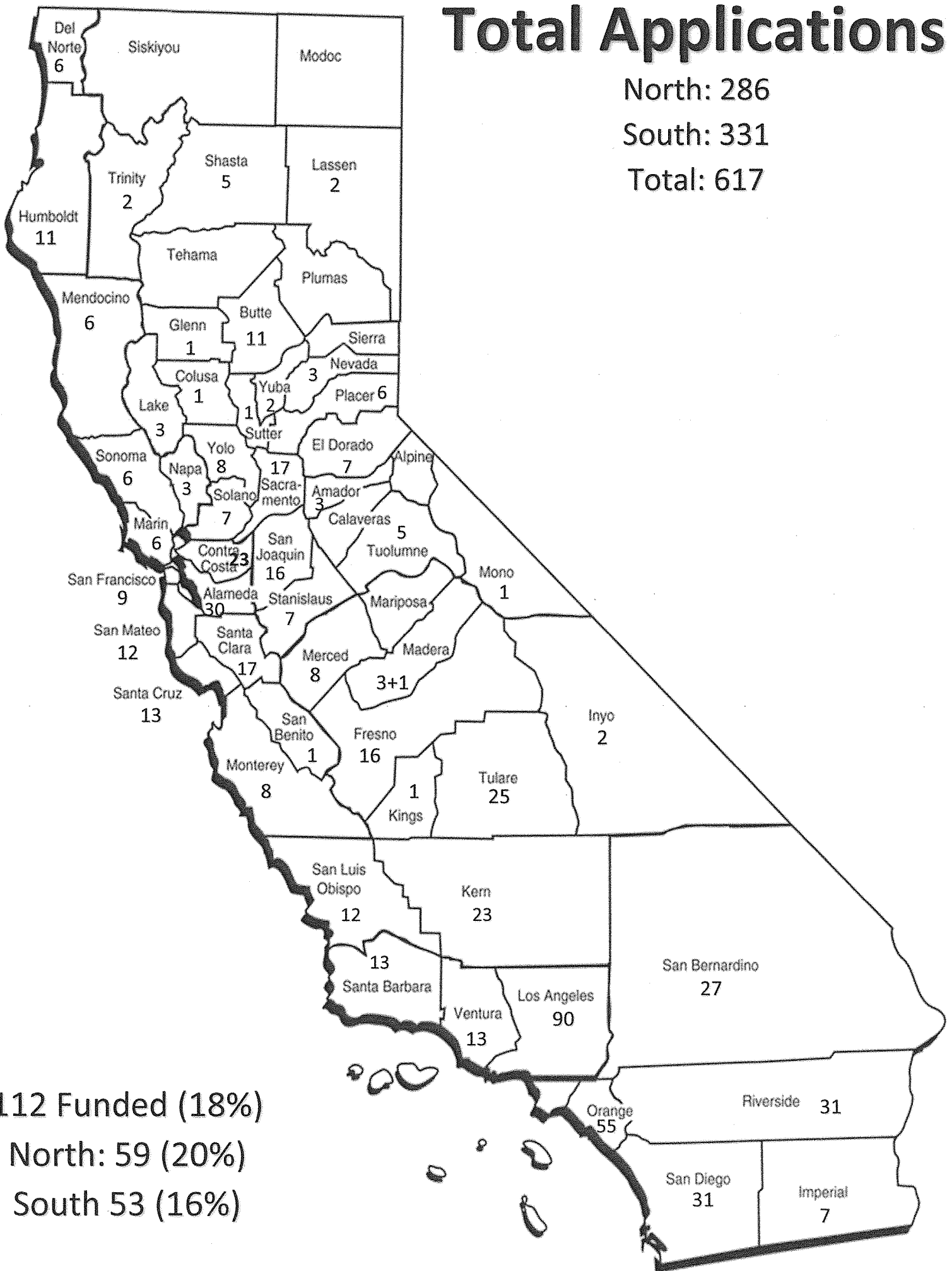
RECOMMENDATION: This is intended as an information item.

Total Applications

North: 286

South: 331

Total: 617



112 Funded (18%)

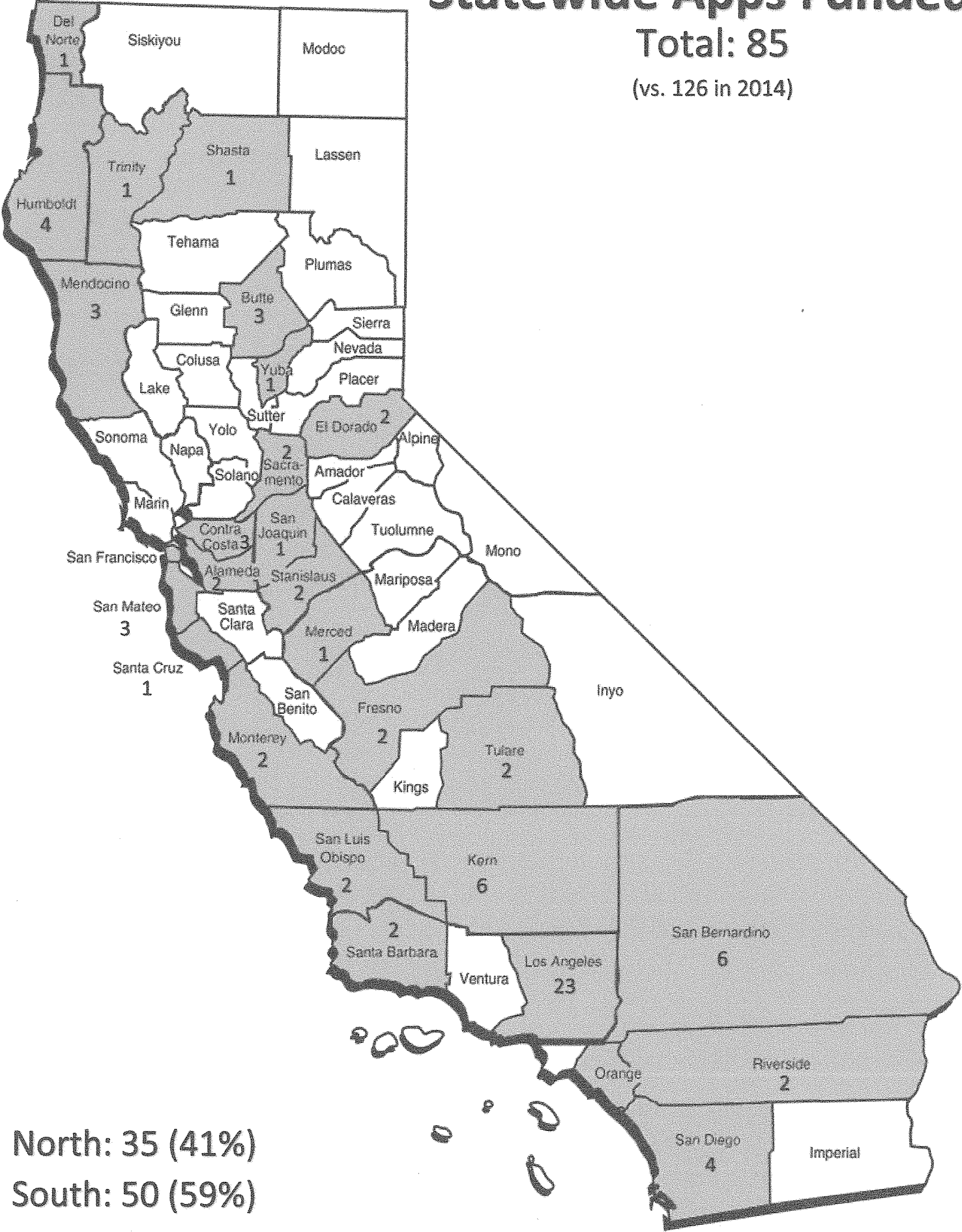
North: 59 (20%)

South 53 (16%)

Statewide Apps Funded

Total: 85

(vs. 126 in 2014)

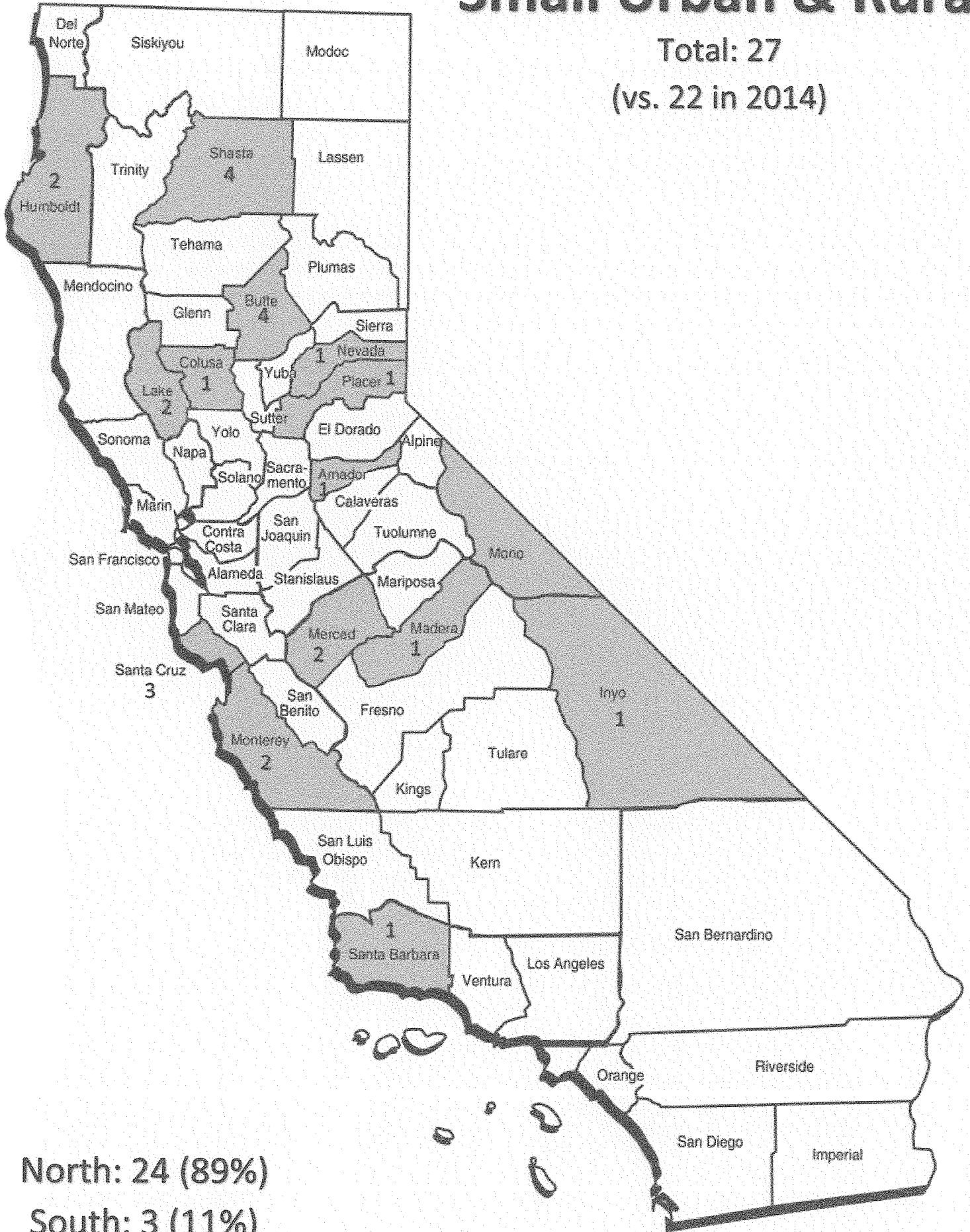


North: 35 (41%)

South: 50 (59%)

Small Urban & Rural

Total: 27
(vs. 22 in 2014)



North: 24 (89%)
South: 3 (11%)

California Transportation Commission Town Hall- Weaverville

September 18, 2015

Notes on Center for Economic Development Map Series

1. Public Bus Rides Per Person Per Year (by County 2011)

- Rural transit constrained by Transportation Development Act (1/4 cent of local sales taxes)
- Routes and schedules are generally limited
- “Transit dependent riders” the core users; few “choice riders”
- In general, sparse population and large travel distances constrain efficiency (exceptions in larger cities: Redding, Chico, Eureka-Arcata)

2. Commute Time in Minutes (by County, 2009-13 Average)

- Commute times in rural areas are likely to be less than in urban areas, but distances are likely to be similar and sometimes greater
- Commute time in Lake is greater than Ventura, Orange and San Diego
- Commute time in Tehama, Sierra, Plumas, Placer, and El Dorado similar to Monterey, Napa, Fresno, and Kern
- The longest commute time is in rural Calaveras! ; 3 of 6 longest commute times are in rural counties

3. Miles of City or County Maintained Roads (per capita, by County)

- CED map illustrates that the residents within the CSU Chico Service Region are burdened with maintaining and improving about 4.5 times the amount of roadway as Californians as a whole
- Several contrasts are striking, considering that the Road Miles Per 1,000 People standard is 60.6 times higher in Trinity as compared to Orange; Modoc is 51.6 times higher than Los Angeles; Sierra is 55.5 times higher than Santa Clara
- Results compare favorably to analysis done by Mendocino Council of Governments in 2012 (next map)

4. Lineal Feet of City and County Maintained Roads per Person (MCOG generated data & EDCTC map, 2012)

- Results compare favorably to CED map (previous map)
- Depicts the number of lineal feet of responsibility per person. This was a different metric than was recently chosen by CED
- CED map has fewer color-coded breakdowns in legend, but there is consistency with highest areas along northern tier of counties, Eastern Sierra, and foothill counties and Imperial
- Bottom line is that there generally “order of magnitude” differences between rural and semi-rural (Kern and San Luis Obispo) per capita responsibilities for local streets and roads versus urban area per capita responsibilities. Center for Economic Development data as well as earlier MCOG data bears this out
- The implication to be made is here is that this per capita disparity should be considered in funding distribution methodology




Phil Dow, Mendocino Council of Governments
September 10, 2015

Commute Time in Minutes

By County, 2009-13 Average

Average Commute Time:
(minutes)

California:

27.2   

CSU Chico Service Region*:



22.1   

*The CSU Chico Service Region includes the counties of Butte, Colusa, Glenn, Lassen, Modoc, Plumas, Shasta, Siskiyou, Sutter, Tehama, Trinity, and Yuba.



Average Commute Time

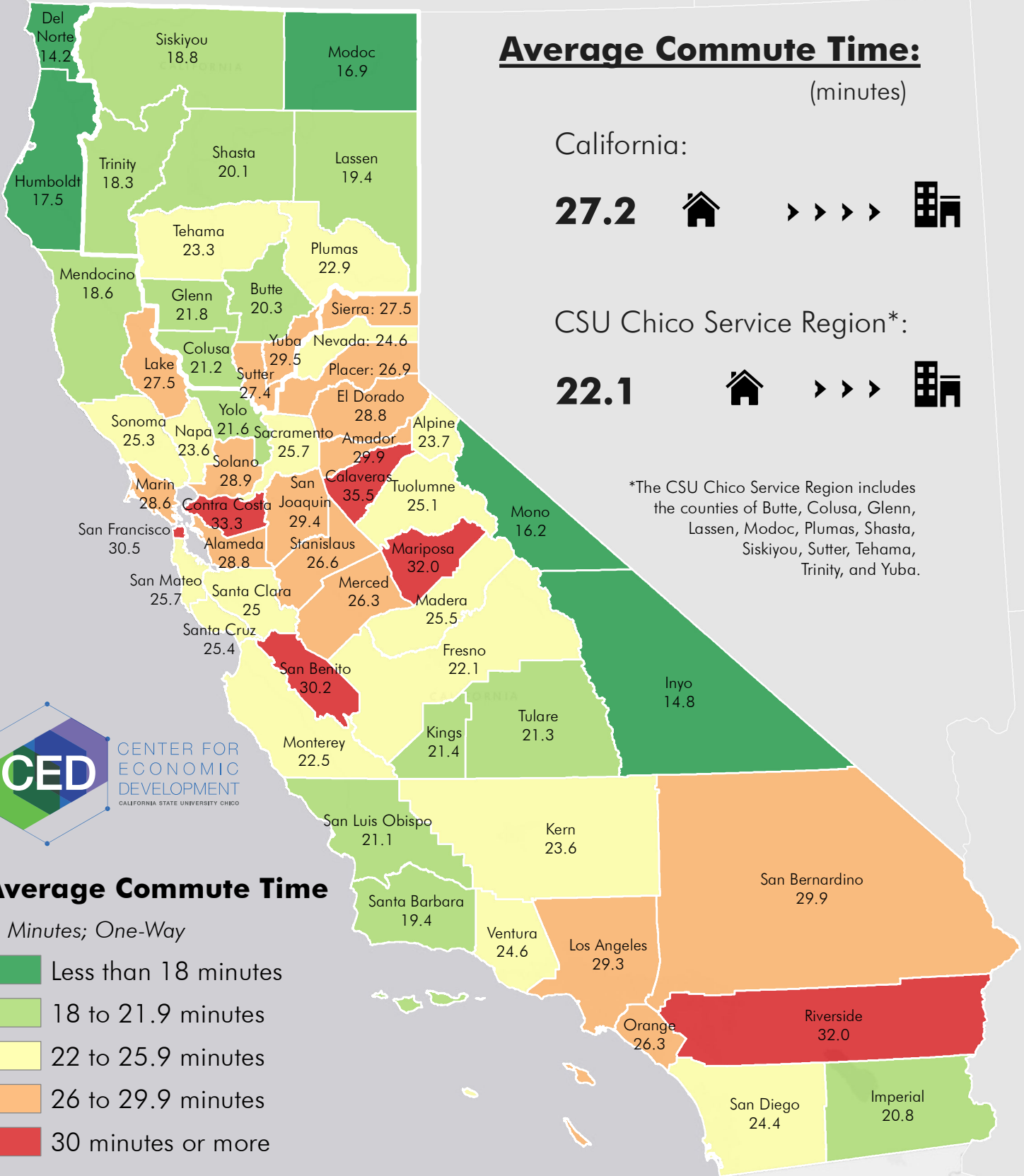
In Minutes; One-Way

-  Less than 18 minutes
-  18 to 21.9 minutes
-  22 to 25.9 minutes
-  26 to 29.9 minutes
-  30 minutes or more

Sources:

US Census Bureau: American Community Survey (2009-13 Estimates)

0 100 200 Miles



Public Bus Rides Per Person Per Year By County, 2011

Rides Per Person Per Year:

California Total:

23.9

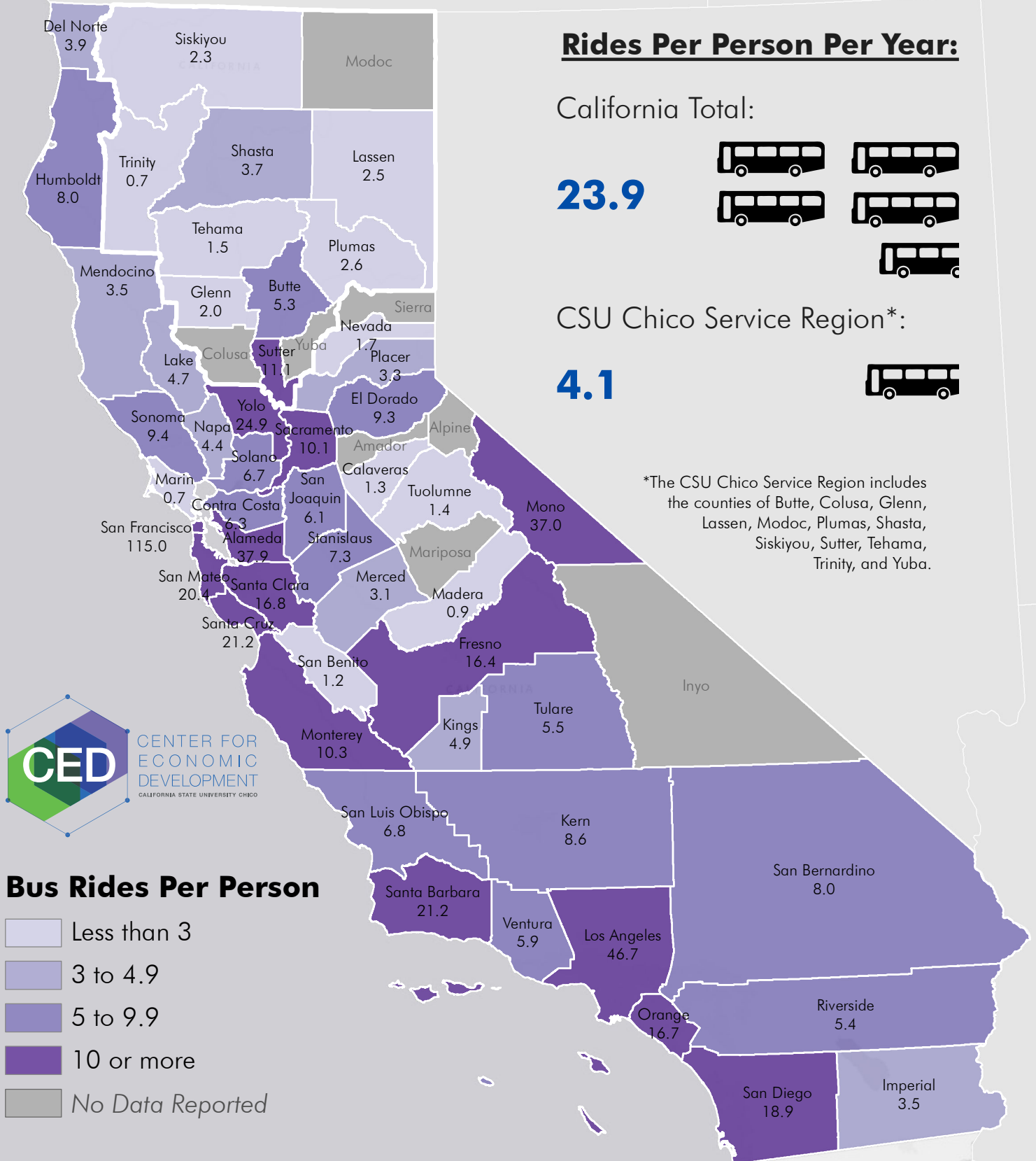


CSU Chico Service Region*:

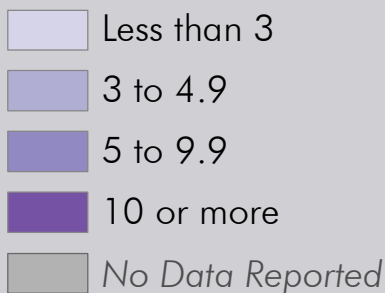
4.1



*The CSU Chico Service Region includes the counties of Butte, Colusa, Glenn, Lassen, Modoc, Plumas, Shasta, Siskiyou, Sutter, Tehama, Trinity, and Yuba.

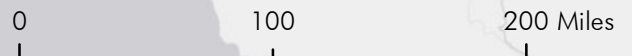


Bus Rides Per Person



Sources:

State Controller's Office: Transit Operators Annual Report 2006-11



Miles of City or County Maintained Roads Per Capita, by County

Road Miles Per 1,000 People:

California Total:

3.7

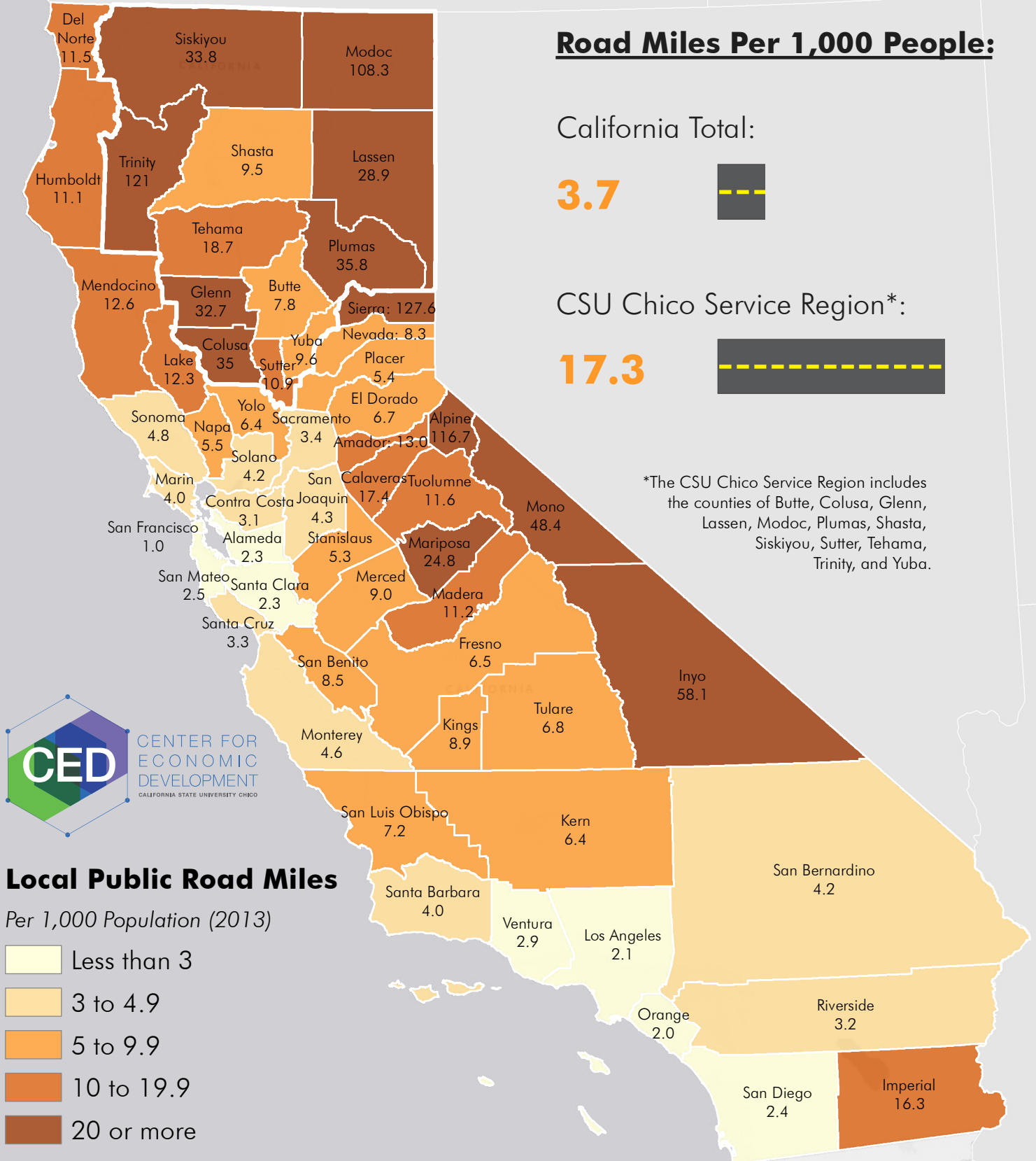


CSU Chico Service Region*:

17.3



*The CSU Chico Service Region includes the counties of Butte, Colusa, Glenn, Lassen, Modoc, Plumas, Shasta, Siskiyou, Sutter, Tehama, Trinity, and Yuba.



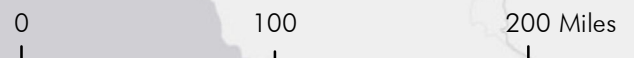
Local Public Road Miles

Per 1,000 Population (2013)



Sources:

Caltrans (2013 Public Road Data publication)
California Department of Finance (2013 Population Estimate)



Status of Lake County Projects: As of November 9, 2015

PSR (Project Study Report) Projects										
#	County	Route	PM Back	PM Ahead	Program	Project Location	Type of Work	Project Cost (millions)	Status of Project	PSR Target Date
1	LAKE	29	9.00	20.70	010 Safety	on Route 29 between Middletown and Lower Lake	MBGR, widening and truck climbing lane	TBD	on schedule	June 2016
	Project Number OE730K S. Cohen									
2	LAKE	29	12.78	14.35	010 Safety	near Lower Lake, .85 mi N of Spruce Grove Rd-S to .52 mi S of Hofacker Ln	shoulder widening	TBD	on schedule	June 2016
	Project Number OE720K S. Cohen									

PSR Complete & Not Yet Programmed (for Design)										
#	County	Route	PM Back	PM Ahead	Program	Project Location	Type of Work	Project Cost (millions)	Status of Project	Estimated Completion Date
1	LAKE	var	var	var	112 Bridge Rail replacement	bridges on 20, 29 & 175	Bridge rail replacement & upgrade - 5 bridges	\$4.500	PSR 4-21-15, 2016 SHOPP candidate	TBD
	Project Number OE80K S. Cohen									
2	LAKE	var	var	var	015 Safety	various on Rte 20, 29, 175	MBGR, widening & rumblestrips	\$3.500	PSR 6-19-15, 2016 SHOPP candidate	TBD
	Project Number OE850K S. Cohen (D2)									

Projects Programmed (in Design)										
#	County	Route	PM Back	PM Ahead	Program	Project Location	Type of Work	Project Cost (millions)	Status of Project	Estimated Completion Date Start of Work Date
1	LAKE	20	1.0	46.3	2014 SHOPP 151 Roadway	various locations Rte 20, 29 & 53	culvert rehabilitation	\$3.493	on schedule	Nov 2019 Start Work: May 2018 RTL: Feb 2018
	Project Number 42780 S. Cohen									
2	LAKE	20	13.5	30.5	2012 SHOPP 361 Mandates	from Lucerne area east to Route 20/53	upgrade 55 curb ramps & sidewalk - design info B82-04(ped access)	\$2.500	on schedule	Aug 2018 Start Work: Nov 2016 RTL: Aug 2016
	Project Number OB120 S. Cohen									
3	LAKE	20	31	32	2014 SHOPP 010 Safety	intersection of SR 20/53	intersection improvement	\$6.160	on schedule	RTL: Feb 2018
	Project Number OC810K S. Cohen									
4	LAKE	29	0.2	0.2	119 Bridge Prevent Mt	St Helena Cr Bridge	Bridge scour-repair	\$.300	est advertise Dec 2015	Dec 2016 Start Work: May 2016 RTL: May 2015
	Project Number 38560 S. Cohen									
5	LAKE	29	9.6	10.3	2014 SHOPP 010 Safety	Hartmann Rd/Rte 29	intersection improvement	\$6.000	on schedule	RTL: 11-17
	Project Number OC750K S. Cohen									
6	LAKE	29	23.8	31.6	700 STIP & RIP & SHOPP	Near Lower Lake - Lake 29 Expressway	upgrade to 4-lane expressway	\$180.000	working on Env doc for complete project length	RTL: 2018
	Project Number 2981U S. Cohen									
7	LAKE	29	34.17	34.5	2014 SHOPP 010 Safety	Cruikshank Rd/Rte 29	NB left-turn pocket	\$1.000	10-29-15 amended into 2014 SHOPP	RTL: Aug 2017
	Project Number OE640K S. Cohen									
8	LAKE	29	41.42	41.42	2014 SHOPP 378 Mandates	ramps at Lakeport Blvd overcrossing	upgrade ped facilities to ADA compliance	\$0.450	on schedule	March 2018 Start Work: May 2017 RTL: Feb 2017
	Project Number OB690 S. Cohen (J. East)									
9	LAKE	175	24	27.5	2012 SHOPP 010 Safety	near Middletown, from Putah Cr Bridge to Dry Cr Bridge	Shoulder Widening	\$14.000	on schedule	2020 Start Work: July 2018 RTL: March 2018
	Project Number OA040 S. Cohen									

Under Construction										
#	County	Route	PM Back	PM Ahead	Program	Project Location	Type of Work	Project Cost (millions)	Status of Project	Estimated Completion
1	LAKE	20	1.15	3.9	2012 SHOPP 015	near Blue Lakes, 1.1 to 3.9 miles east of Lake/Men County line	install Metal Beam Guard Rail	\$2.367	85% complete	Dec 2015
	Project Number OA690 S. Cohen									
2	LAKE	20	8.1	8.55	2012 SHOPP 010 Safety	intersection of Routes 20/29 near Upper Lake	20/29 roundabout	\$6.400	90% complete	Dec 2015
	Project Number 48860 S. Cohen									
3	LAKE	20	13.5	31.4	2012 SHOPP 121 Roadway	from Lucerne area east to Route 20/53	Capital Preventative Maint.	\$25.215	70% complete	June 2016
	Project Number OB000 S. Cohen									
4	LAKE	29	34.4	40.0	121 Roadway	Cruikshank Rd (Kelseyville) north to 175 S. Lkpt	Capital preventative Maint.	\$4.200	90% complete	Dec 2015
	Project Number OC350 S. Cohen									

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

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

Revised since last report.

y: Reg PIng/Status/Lake/Lake Status Nov 9, 2015.xlsx



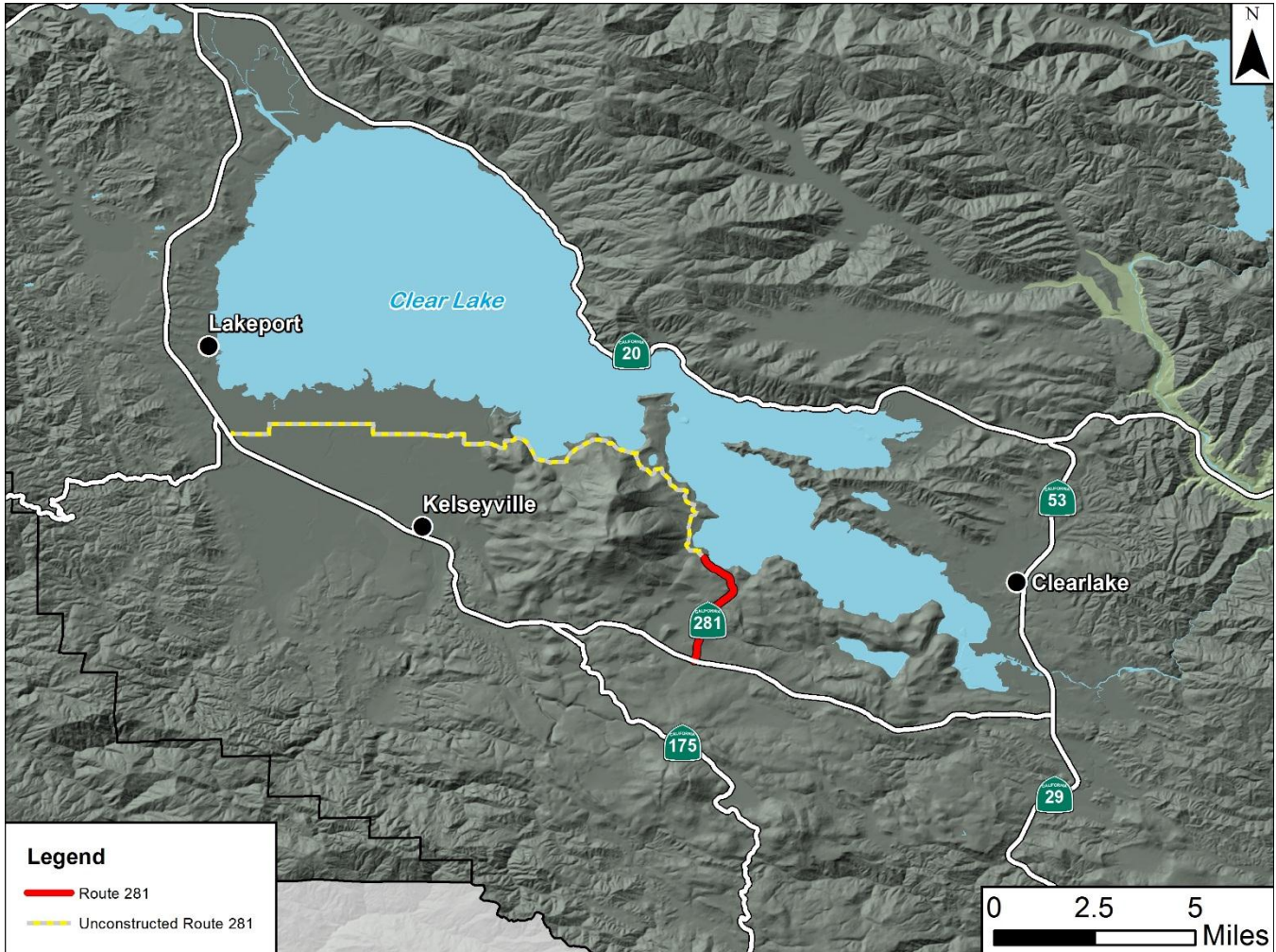


Abbreviated Transportation Concept Report

State Route 281

District 01

November 2015



Disclaimer: The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this Transportation Concept Report (TCR) is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the District 1 System Planning Division makes every effort to ensure the accuracy and timeliness of the information contained in the TCR. The information in the TCR does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures.

California Department of Transportation

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability

Approval Recommended:

Richard Mullen Date
Acting Deputy District Director, Program/Project
Management
Caltrans District 1

Approval Recommended:

Mark Suchanek Date
Deputy District Director, Maintenance/Operation
Caltrans District 1

Approved:

Brad Mettam Date
Deputy District Director, Planning/Local Assistance
Caltrans District 1

Approved:

Charles C. Fielder Date
District Director
Caltrans District 1

ABOUT THE TRANSPORTATION CONCEPT REPORT

About the Transportation Concept Report

System Planning is the long-range transportation planning process for the California Department of Transportation (Caltrans). The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) (Gov. Code §65086) by evaluating conditions and proposing enhancements to the SHS. Through System Planning, Caltrans focuses on developing an integrated multimodal transportation system that meets Caltrans' goals of Safety & Health; Stewardship & Efficiency; Sustainability, Livability & Economy; System Performance; and Organizational Excellence.

The System Planning process for District 1 is primarily composed of three parts: the District System Management Plan (**DSMP**), the DSMP Project List, and the Transportation Concept Report (**TCR**). The district-wide DSMP is a strategic policy and planning document that focuses on maintaining, operating, managing, and developing the transportation system. The DSMP Project List is a list of planned and partially programmed transportation projects used to recommend projects for funding. The TCR is a planning document that identifies the existing and future route conditions as well as future needs for each route on the SHS. These System Planning products are also intended as resources for stakeholders, the public, regional agencies, and local agencies. This TCR is produced in an abbreviated format adopted by District 1 for use on routes with functional classifications of collector, and with no planned major facility improvements.

TCR Purpose

California's State Highway System needs long range planning documents to guide the logical development of transportation systems as required by CA Gov. Code §65086 and as necessitated by the public, stakeholders, and system users. The purpose of the TCR is to evaluate current and projected conditions along the route and communicate the vision for the development of each route in each Caltrans District during a 20-25 year planning horizon. The TCR is developed with the goals of increasing safety, improving mobility, providing excellent stewardship, and meeting community and environmental needs along the corridor through integrated management of the transportation network, including the highway, transit, pedestrian, bicycle, freight, operational improvements and travel demand management components of the corridor.

STAKEHOLDER PARTICIPATION

This TCR was circulated to Caltrans internal units and the following external partners: the Lake County City Area Planning Council (LC/CAPC) and Lake County Planning Staff. This TCR was also distributed to the Big Valley Band of Pomo Indians.

EXECUTIVE SUMMARY

Route 281 is a 3 mile long partially constructed rural major collector¹. The constructed portion of Route 281 travels east from Soda Bay Road to the junction of Route 281 and Route 29.

ULTIMATE FACILITY CONCEPT

The Ultimate Facility Concept for Route 281 is to maintain the current 2-lane facility on existing alignment. Safety and operational improvements at spot locations will be considered as necessary. This concept is consistent with the route’s function as a collector, and serves to protect the States investment in Route 281 while recognizing financial and environmental constraints.

CORRIDOR OVERVIEW

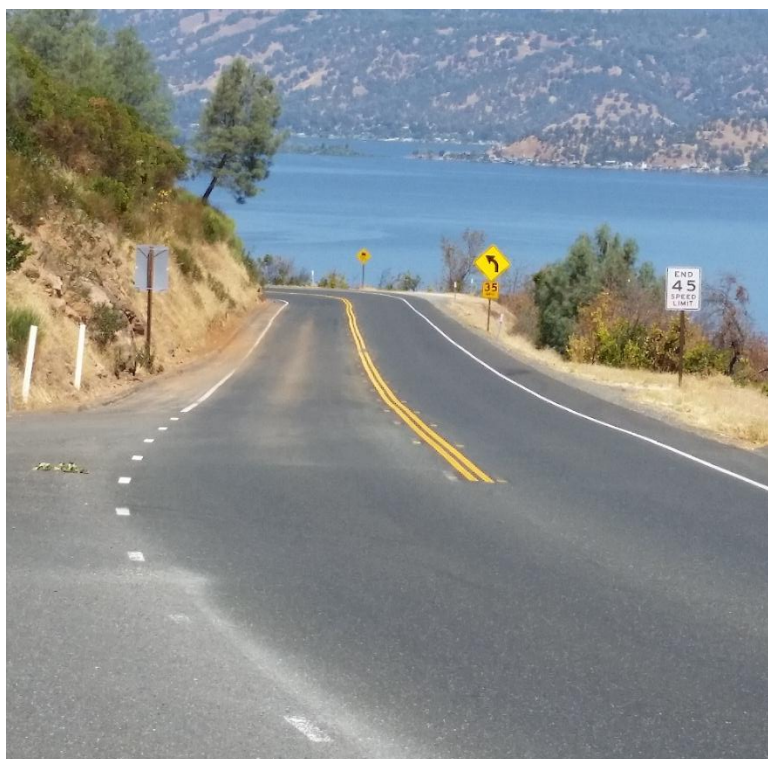
ROUTE SEGMENTATION

For the purpose of this TCR Route 281 will only consist of one segment, the constructed portion from PM 14.000 to 17.000.

ROUTE DESCRIPTION

Route 281 is a legislatively designated partially constructed route. Only the 3 mile long segment of Route 281 from postmile 14 to postmile 17 is constructed to state standards. The unconstructed² portion of Route 281 continues as Soda Bay Road until it reaches Route 29 in Kelseyville.

Route 281 Designations and Characteristics		
Freeway & Expressway		No
National Highway System		No
Strategic Highway Network		No
Scenic Highway		No
Interregional Road System		No
Federal Functional Classification		Collector
Goods Movement Route		No
Truck Designation		65’ CA Legal
Rural/Urban/Urbanized		Rural
Regional Transportation Planning Agency		LC/CAPC
Local Agency		Lake County
Tribes		Pomo
Terrain		Flat



Route 281 at Postmile 14.9

¹ Rural major collector: Federal Classification of highway, generally a low capacity route that moves traffic between arterials and local streets.

² Unconstructed defined in this situation as not constructed to state standards, and therefore not adopted by Caltrans.

LAND USE AND COMMUNITY CHARACTERISTICS

Land use along Route 281 is generally rural or suburban residential developments. Historically there was also recreational and lodging facilities located north of Route 281 at the former Konocti Harbor and Resort, but as of 2009 these facilities have shut down, and their future is unknown. Nearby unincorporated communities have the following populations: Kelseyville 3,400, Soda Bay 1,000, and Clearlake Riviera 3,100.

SYSTEM CHARACTERISTICS AND CORRIDOR PERFORMANCE

Segment #		1
Existing Facility		
Facility Type		C*
General Purpose Lanes		2
Lane Miles		6
Centerline Miles		2.6
Median Width		0
Median Characteristics		N/A
Shoulder Width		4
Corridor Performance		
Base AADT (2015)		5400
Horizon Year AADT (2035)		8100
Truck Traffic Volume		190
Truck Traffic Volume, Horizon Year		285
Truck Traffic as % of AADT		3.5%
LOS**		E
Horizon Year LOS		E

*Conventional Highway

**Level of Service (LOS) describes operating conditions and perception by motorist. Calculated LOS values utilize percent time following, Route 281 has no passing opportunities and therefore elevated percent time following. As a result Route 281 operates at LOS E.

The primary use of Route 281 is by traffic traveling to the suburban type communities along the south shore of Clear Lake. Route 281 is not a major source of Freight Traffic. Lake Transit Authority Route 4a travels State Route 281 three times a day each direction on weekdays only. Additionally, Route 281 has adequate shoulder widths for non-motorized traffic.

ENVIRONMENTAL CONSIDERATIONS AND CULTURAL CONSIDERATIONS

Due to the route concept of maintain only, no major environmental or cultural impacts are expected.

ADDITIONAL TOPICS

Route 281 does not serve a statewide purpose due to: low volumes, a parallel state route, and a large unconstructed portion of the route. Consequently, Route 281 is included on the statewide list of State Routes under consideration for relinquishment to local partners.

PLANNED AND PROGRAMMED PROJECTS

There are no planned or programmed projects for Route 281 at this time.

APPENDIX A RESOURCES

WORKS REFERENCED

1. 2012 Transportation Concept Report Guidelines
2. 2012 Transportation Concept Report Template
3. January 2002 Route 281 Route Concept Report, Caltrans District 1
4. 2012 of Traffic Accident Surveillance and Analysis System (TASAS) Report
5. CRS Maps (functional classification) (http://www.dot.ca.gov/hq/tsip/hseb/crs_maps/)
6. California Coastal Trail (<http://www.californiacoastaltrail.info>)
7. 2014 Traffic Volumes on California State Highways
(<http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/index.htm>)
8. Interregional Road System ((<http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=00001-01000&file=250-257>)
9. Freeway and Expressway System
(<http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=00001-01000&file=250-257>)
10. State Scenic Highways (<http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm>)
11. Truck Network Map (<http://www.dot.ca.gov/hq/traffops/trucks/truckmap/truck-route-list.xlsx>)
12. 2010 Lake County Regional Transportation Plan
13. 2013 Interregional Transportation Strategic Plan Status Update
14. 2010 U.S. Census Bureau (<http://quickfacts.census.gov/qfd/states/06/06045.html>)
15. Lake Transit Authority webpage (<http://laketransit.org/>)
16. 2013 Truck Traffic on the California State Highway System
(<http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/index.htm>)
17. Naturally Occurring Asbestos (http://onramp.dot.ca.gov/hq/maint/roadway_rehab/gis/nao.htm)
18. State Highway Growth Factors, Caltrans District 1, Feb. 2014.
19. National Highway System
(http://www.dot.ca.gov/hq/tsip/hseb/highway_systems/NHS_statehighways.pdf)

*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 APC TECHNICAL ADVISORY COUNCIL (TAC) (DRAFT) MEETING MINUTES

Thursday, October 8, 2015

Location: City of Lakeport, City Hall
Small Conference Room
225 Park Street, Lakeport, California

Present

Lars Ewing, Deputy Public Works Director, County of Lake
Nathalie Antus, Community Development Department, County of Lake
Doug Herren, Public Works Director, City of Clearlake
Mark Akaba, City Engineer, City of Clearlake
Kevin Ingram, Community Development Director, City of Lakeport

Participation via Telephone

Mark Wall, General Manager, Lake Transit Authority
Dave Carstensen, California Department of Transportation (Caltrans)
Nephele Barrett, Lake Area Planning Council Staff

Absent

Hector Paredes, California Highway Patrol
Greg Folsom, City of Clearlake
Doug Grider, City of Lakeport

Also Present

Lisa Davey-Bates, Executive Director, Admin. Staff – Lake APC
Phil Dow, Planning Staff - Lake APC
Jesse Robertson, Planning Staff - Lake APC

-
- 1. Call to Order** – 9:06 AM
 - 2. Review and Approval of August 20, 2015 Minutes**
No discussion was generated with the review of the minutes from August 20, 2015. Kevin Ingram made a motion to approve the minutes. The motion was seconded by Nathalie Antus. The motion carried by unanimous vote.
 - 3. Mendocino County Road/City of Ukiah Street Preservation Sales Tax** (*Davey-Bates, Dow*)
Phil Dow presented the contents of his staff report regarding MCOG's Work Element to conduct a "voter opinion survey" and follow-up focus group testing for public support of a ballot measure to increase local sales tax for the purposes of increasing local funding for transportation in the unincorporated portion of Mendocino County and the City of Ukiah. The City of Clearlake was invited to sit in on the meeting with the City of Ukiah, County of Mendocino, MCOG staff and the California Alliance for Jobs, who provides support to local agencies seeking to pass tax increases for transportation.

- a) **Proposed Amendment to the 15/16 Work Program for Clearlake Transportation Sales Tax** - Lisa Davey-Bates recognized the City of Clearlake's request to amend this year's Work Program to conduct polling within the City of Clearlake for support of a local transportation sales tax measure on the November 2016 ballot. Lake APC and the City would need to retain a consultant to conduct the polls separately from the work to be performed in Mendocino County but along the same timeline.

The proposed amendment to the Work Program would shift \$25,000 into a new Work Element, which would include LTF funds allocated to the City of Clearlake under existing Work Elements 607, 608 and 612. A total of \$3,000 in RPA funds would be transferred from Work Element 600. The remainder of the funds would come from reserved LTF funds in Work Element 604. The funds from W.E. 604 are the only funds that haven't been dedicated to the City of Clearlake through this year's OWP. APC staff requested the TAC's input on the use of the reserve funds, which were intended to be set aside for a county-wide sign inventory project when additional funds became available. Resources for Lake APC staff to administer the project would be shifted from the Transportation Information Outreach Work Element.

Doug Herren expressed optimism that the City could pass a citywide tax measure. The most recent attempt to increase transportation lost public support when funds would be shared between transportation uses, animal control and code enforcement. The City's Measure P was passed for City law enforcement, of which animal control and code enforcement are a part. To broaden support for the measure, the 40% of the funds would be dedicated to residential streets (about \$500,000 annually), funds would be available for leveraging grant funds, funds for grading dirt roads in the Avenues would be set aside, maintenance funds for arterials and collectors would be provided, and salaries for three additional Public Works employees would be added. The number of employees in the City Public Works Department dropped from 8 in 2004 to 3 at present. The last vote failed by 364 votes out of a registered voter pool of 6,200.

Lisa Davey Bates asked for feedback from the other jurisdictions present. Kevin Ingram was willing to allow Clearlake the opportunity to make timely use of the funds as a good faith gesture with the expectation of future cooperation when Lakeport is poised to make timely use of regional funding.

Lars Ewing asked what percentage of the reserve funds would be given to the City of Clearlake for this Work Program amendment. Nephela Barrett reported that \$39,073 is reserved in W.E. 604, although only \$16,960 of that amount is made up of Local Transportation Funds, the rest are Rural Planning Assistance funds from 2014/15 carryover balances. Lisa wasn't convinced that the \$3,000 in RPA funds from W.E. 600 would be the best option; more funding from W.E. 607 may be shifted.

Lars then asked what it would cost to conduct a voter opinion survey on behalf of the County. Lars was skeptical that the County Public Works budget would improve noticeably with the passage of the bills under current consideration by the State legislature. Phil Dow added that the legislature has about six weeks to approve the bill before it becomes part of election year politics and meaningful tax increases become unlikely to be approved. Doug stated that the Clearlake City Council was aware of the bills pending in the legislature but support for the local tax increase would still be necessary to address City needs. Phil estimated that adding the County to the survey would increase the cost of the consultant contract by less than 50%. In order to get the desired 90% confidence with the results, 400 responses would be needed from each jurisdiction. Cost savings would accrue through combining other tasks within the contract. Lisa noted that the County would have to decide to participate within the next week to match the City's timeline.

Lars asked if County funds need to be applied to the Work Element. Lisa suggested that Clearlake and the County could each supply 33% of the Work Element cost with the remaining funds coming from the reserve fund. Nephele recommended establishing a ball park figure before assigning costs. MCOG budgeted \$51,000, which included a city and a county survey plus expenses for conducting as many as five focus groups. A dollar amount of \$12 to \$15 thousand dollars was settled upon. Lars asked if it was possible to increase the share taken out of Work Element 604. Lisa noted that not all of the funds in Work Element 604 were LTF, which is the funding source needed to be spent on public opinion surveys. Lars offered to contribute other County shares of LTF funds.

Lisa Davey-Bates identified two options to present to the APC Board at the meeting next week: a revised work program with funds for new work element to conduct a survey in the City of Clearlake and a second option to conduct a survey in both the City and County jurisdictions. Lars was concerned about where the funds would come from to cover the County's portion. Nephele interjected that the City's share would be reduced by \$2,500 if the County were to provide matching funds. Lisa explained that \$23,000 would need to be split between the two agencies, \$11,500 per agency. The remainder would come from Work Element 604. Work Element 607 has a budget of \$20,000, made up of a mix of LTF and RPA funds. Lars noted that he would have to look to see if the County is preparing to bill for any LTF funds as part of the first quarter invoice.

Nephele Barrett asked when the next Board of Supervisors meeting will be held. Lars stated that it is next Tuesday [October 13]. Lars noted that the County could conduct the survey before committing to place a measure on the 2016 ballot. Dave Carstensen solicited opinions as to whether a county sales tax measure or the possibility for one would harm the City's chances for success. Lars didn't think it would. Doug supported the County's participation. Lars assumed he would get support from two of the County Supervisors although the County is distracted with the fallout from the fires and a frank discussion would be unlikely.

Nephele Barrett informed Lars that Davey-Bates Consulting just received an invoice with changed billing amounts for the Pavement Management Index software license that the County will need to pay. An extra \$2,000 will need to be moved to Work Element 608 with the next OWP amendment. Lars said he would authorize the increased expenditure out of Work Element 608 with the program amendment.

Mark Wall offered his input on the proposed use of LTF. Mark noted that LTF funds are intended to serve transit, so that any authority granted to the City or County for the use of LTF funds should come with the recognition that road maintenance and improvement funds should include improvements to transit stops. Lisa noted the nods of agreement around the room to Mark.

Nephele Barrett offered advice to the City and County, not to get caught promising set-asides for interest groups.

Lars Ewing made a motion to approve the request to amend the Work Program to create a new Work Element for a Transportation Sales Tax Voter Opinion Survey with an additional recommendation to include the County in the survey, up to a total contract amount of \$40,000. Lars followed with a recommended approval for an additional \$2,000 for the purchase of PMI software from Work Element 608. Doug Herren seconded. The motion passed unanimously.

4. Announcements and Reports

a. Lake APC

i. CTC Staff Recommendations for the ATP Grant Awards (*Robertson*)

Jesse Robertson announced that in September, CTC staff made a recommendation to fund two of the three grant applications submitted within Lake County: the Upper Lake Safe Routes to School Project and the Middletown Multi-Use Trail Project. The application submitted by the City of Clearlake was not funded, although Jesse voiced his opinion that the project was consistent with the project goals and guidelines and he would support the resubmittal of that application under future cycles. Caltrans required additional information to determine the project's constructability for the Middletown Multi-Use Trail project prior to sending to the CTC for a vote to award. Caltrans has the information and Middletown will be included on the list for approval. The California Transportation Commission will vote to approve the staff recommendations at the October CTC meeting. The CTC staff are currently developing recommendations for funding applications within the MPO areas, which the CTC will take a vote on in December.

Following the announcement of the CTC staff recommendations for both the Statewide and Rural and Small Urban grant recommendations, the CTC staff requested feedback from application evaluators about how to improve the application for the next cycle. Jesse offered to accept input from TAC members with experience using this cycle's application. There is no deadline for submittal, but Jesse offered to consider any comments received by the end of October. There will be workshops this winter for developing guidelines for the next cycle where additional feedback can be given. An example of one of the comments Lake APC is proposing to send is related to the cost benefit tool and the need for greater consistency with the data inputs. The range in values observed for this cycle led to the cost benefit tool results being unreliable and for that reason, disregarded.

Phil Dow noted that Mendocino County was awarded three out of six applications. He also shared his observation that qualifying scores to be awarded funding have risen from scores that received funding last year, signifying that competition for funding is increasing. As other parts of the State have grown more familiar with the program, other applicants have improved their ability to develop proposals that meet the purpose and goals of the program. Phil is concerned about the ability of rural areas to compete as the number of projects that qualify based on the number of accidents in a given location. For greater equity, the program should present an option to address collision rates, not the total number of collisions, which is biased towards urban areas with larger traffic volumes. Urban areas tend to have larger numbers of bicyclists and pedestrians, so non-motorized improvements in urban areas serve more people and therefore tend to score higher under the current formulas.

A question was asked about the possibility of using Caltrans bike and ped counters to help collect data for future applications. Jesse Robertson stated that he had spoken with Caltrans and was told that cameras were dedicated to collecting counts on State highways. Jesse noted a conversation he had with Phil Dow and Lisa Davey-Bates about the possibility of purchasing video cameras with regional funds for the purposes of establishing baselines that will be valuable for setting and monitoring performance measures, which is a priority of MAP-21. Doug Herren stated that he would be willing to contribute to a purchase of bike and ped camera counters. Phil Dow pointed out that camera counters required time to process the video to generate data. Phil suggested that students of Mendocino College may be an affordable way to process videos for data. Phil stated that he has hired students in Covelo to collect counts for ATP applications in Mendocino County.

ii. Miscellaneous (*Davey-Bates*)

Lisa Davey-Bates had no miscellaneous items to discuss.

b) Lake Transit Authority (*Wall*)

i. CTSA Update

Mark Wall stated that the LTA Board will have a rare agenda with an update on the Consolidated Transportation Services Agency (CTSA) program. A recent Ad-Hoc meeting was held with an executive committee from the Board. The CTSA is the designated agency for coordinating Social Service resources. LTA is moving forward with a question as to whether the CTSA should remain a function of LTA or if it would be better as a spinoff into a non-profit organization. The Ad Hoc committee recommended the non-profit option to help it attract funds from private sources so that it is not limited in its capacity to function by the limited amount of government funding. This recommendation will be brought to the LTA Board for consideration next Wednesday. By shedding this program LTA will not be creating a “new” agency, it will allow LTA to focus on providing regular service.

ii. Non-Emergency Medical Transportation Update

The budget for the CTSA includes the contract for the Mobility Coordinator position, which manages NEMT implementation and the Pay-Your-Pal Program. Implementation of NEMT is pending the establishment of contracts with medical providers for reimbursement of transportation services.

iii. Lake County Energy Use Reduction Plan

The Energy Use Reduction Plan draft report is due in late October. Throughout the State the California Air Resources Board is proposing to require zero emissions buses, however, due to their expense, rural areas should have the option of purchasing electric buses for their fleet. LTA is interested in pursuing electric buses for the community of Clearlake, which would be powered by a solar-electric transit hub if grant funding could be obtained to fund the acquisition and construction.

Lisa Davey-Bates reported on a conversation that she had with Yachun Chow, Manager, Zero Emission Truck and Bus Section with the Air Resources Board about the use of State matching funds. Lisa’s assumption is that the State’s incentive programs still don’t fit for rural budgets if the local match is set at \$120,000. She would like to see this item addressed at one of the upcoming RCTF meetings. Phil Dow noted that the highly touted Cap & Trade money was supposed to be available Statewide for bus electrification, however MTA built a new solar installation with the intent of powering electric buses that they are still unable to obtain and it is the only place in the entire State that is able to use electric buses. Mark Wall stated that state associations have run away from electric buses, which sends the wrong message to State and federal government. Lisa suggested that LTA may be able to score some points by coordinating with other agencies.

c. Federal & State Grant Status Reports

i. Sustainable Communities Transportation Planning Grant Call for Projects (*Davey-Bates*)

Lisa Davey-Bates announced the call for projects for the Sustainable Communities Transportation Planning Grant Program. Applications are due on October 30.

Mark Wall explained the agenda item for the Transit Passengers Facility Plan, noting a conversation with APC staff about updating a study that was completed in 2006. The problem with updating the 2006 study was that simply identifying priorities for improvement is not useful. It is dated and should be updated but what is really needed is to establish priorities consistent with available funding sources. Past experience indicated that Caltrans had a funding source and was willing accept new construction projects, but did not want to fund environmental studies or design. LTA does not have an engineering department so there is a struggle to obtain capital funds. LTA needs to improve coordination with cities and counties. There has not been a good record of on-going maintenance.

Lars Ewing explained that the County Public Works Department is self-funded. The County does some of the engineering for Lakeport on a reimbursement basis. There is a problem of finding funds to do the engineering. Mark suggested that the grant study clarify roles for helping to construct and maintain bus passenger facilities, including roles for the two cities, the County, Lake APC and LTA. Sign maintenance within Caltrans right of way has been lacking as well.

Dave Carstensen noted that the County had an encroachment permit to do the maintenance for bus facilities in Caltrans right of way but the permit expired before the work was completed. The County now needs to renew the Caltrans permit. Lars suggested that the County could be the contractor for LTA. Mark stated that when LTA was formed in 1996, it didn't have bus stops or signs. By virtue of operating the service it became responsible for passenger facilities although it was not equipped to handle the diversity of tasks needed. Other agencies with jurisdiction over the roads were never assigned responsibility for transit services.

Mark Wall concluded the topic by establishing that the application should propose to develop a Transit Passenger Facilities and Maintenance Plan with an emphasis on capital improvement.

ii. Active Transportation Program (*Robertson*)

Jesse Robertson gave an update on the progress of the Active Transportation Plan by noting that the public outreach is set to take place on October 28 and 29 and November 4 and 5, in the communities of Clearlake, Lucerne, Lakeport and Middletown. Local agency participation at the outreach events is strongly encouraged. A stakeholder meeting will take place on Tuesday, October 13.

a. Caltrans

i. Lake County Projects Update

Dave Carstensen provided an update on State highway projects from the October 1 Status of Projects.

e. Miscellaneous

Nephele Barrett announced that the CTC has established a draft STIP allocation plan that identifies the CTC's priorities for funding projects in light of the revenue shortfall. The draft allocation plan will be an item of discussion on the October agenda and comments are requested. The two projects in Lake County that are affected by the funding shortfall are the Dam Road/Phillips Ave Extension Project and the Lakeport Boulevard/South Main Street Intersection Improvement Project. Nephele read the priorities aloud, which was followed by a brief discussion of State policies. Phil Dow explained that the funding shortfall was a result of the federal government failing to pass a new federal reauthorization bill that would make up for declining revenues nationwide and due to changes resulting from the State gas tax swap. Nephele offered to discuss allocation requests with the agencies individually, outside of the TAC meeting.

6. Public input – None.

7. Next Proposed Meeting – Lisa Davey-Bates announced that the next TAC meeting is scheduled for **November 19, 2015.**

8. Adjourn meeting -- 11:30 am.

Respectfully submitted,

DRAFT

Jesse Robertson, Senior Transportation Planner