



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

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

TECHNICAL ADVISORY COMMITTEE (TAC) MEETING AGENDA

DATE: Thursday, November 16, 2017

TIME: 9 a.m.

PLACE: City of Lakeport

Large Conference Room

225 Park Street

Lakeport, California

Caltrans-District 1

Teleconference

1656 Union Street

Eureka, California

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

1. Call to order
2. Approval of October 26, 2017 Minutes *(to be sent under separate cover)*
3. FY 2018/19 Unmet Transit Needs Process *(Speka)*
4. Regional Transportation Plan (RTP) Comment and Recommendation *(Speka)*
5. Announcements and Reports
 - a. Lake APC
 - i. SB 1 Update *(Dow)*
 - ii. Miscellaneous
 - b. Lake Transit Authority
 - i. Lake Transit Authority Transit Manager Recruitment *(Wall)*
 - ii. LCTOP Funding Request by Mendocino College *(Wall)*
 - iii. Allocation of PTMISEA funds towards proposed Clearlake Transit Hub *(Wall)*
 - iv. Miscellaneous
 - c. Federal & State Grant Status Reports
 - i. Sustainable Transportation Planning Grant *(Speka)*
 - ii. Infrastructure for Rebuilding America (INFRA) *(Davey-Bates)*
 - iii. SB 1 Trade Corridor Enhancement Program *(Dow)*
 - iv. Other Grant Updates *(All)*
 - d. Caltrans
 - i. Lake County Projects Update
 - ii. Other Updates
6. Information Packet
 - a. 8/9/17 Lake APC Minutes
 - b. Adventist Health Adds Second Van for Patients
7. Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda
8. Next Proposed Meeting – **December 21, 2017**

9. Adjourn meeting

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

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

Posted: November 9, 2017

List of Attachments:

Agenda Item #3 – Unmet Transit Needs Definition, List & Staff Report

Agenda Item #4 – RTP Staff Report

Agenda Item #5ai – SB1 Staff Report

Agenda Item #5ci – Planning Grant Staff Report

Agenda Item #5ciii – Trade Corridor Staff Report

Agenda Item #5di – Lake County Projects Update

Agenda Item #6 – Information Packet

- a. 8/9/17 Lake APC Minutes*
- b. Record-Bee Article*



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TECHNICAL ADVISORY COMMITTEE MEETING Draft Meeting Minutes

Lake TAC Meeting: 11/16/17
Agenda Item: #2

Thursday October 26, 2017
9 a.m.

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

Present

Todd Mansell, Department of Public Works, County of Lake
Kevin Ingram, Community Development Director, City of Lakeport
Gene Harris (Alt. for Doug Herren), Public Works, City of Clearlake
Dave Carstensen, Caltrans District 1
Jaime Matteoli, Caltrans District 1 (by telephone)

Absent

Mark Wall, General Manager, Lake Transit Authority (by phone for a few minutes)
Alexis Kelso, Caltrans District 1 Local Assistance
Byron Turner, Community Development Department, County of Lake
Doug Herren, Public Works Director, City of Clearlake
Adeline Brown, Public Work, City of Clearlake
Doug Grider, Public Works Superintendent, City of Lakeport
Greg Folsom, City Manager, City of Clearlake
Hector Paredes, California Highway Patrol

Also Present

Lisa Davey-Bates, Executive Director, Lake County/City Area Planning Council
Phil Dow, Transportation Planning, Lake County/City Area Planning Council
Nephele Barrett, Program Manager, Lake County/City Area Planning Council
Alexis Pedrotti, Lake County/City Area Planning Council (by telephone)
Marta Ford, Administrative Assistant, Lake County/City Area Planning Council

- 1. Call to order**
The meeting was called to order at 9:05 a.m.
- 2. Review and Approval of August 24, 2017 Lake APC TAC Minutes**
Kevin made a motion to approve the minutes, seconded by Dave. Motion carried unanimously.
- 3. 2018 Regional Transportation Improvement Program (RTIP)/State Transportation Improvement Program (STIP) Project Submittals**
Nephele referred to her written staff report. There were three new applications that were submitted for the STIP and two others that were carried over from the previous cycle.

Applications submitted were:

- Lake 29 Expressway Segment 2C for \$320,000
- Lake 29 Expressway Segment 2A for \$900,000
- Lake 29 Expressway Segment 2B for \$900,000
- Dam Road Roundabout for \$1,344,000
- Lakeport Boulevard & South Main Street Intersection Improvements for \$894,000
- Planning, Programming & Monitoring (PPM) for \$139,000

The City of Clearlake requested funding for Dam Road and the Dam Road Extension Roundabout for project development through right-of-way. The Lakeport Boulevard & South Main Street and Planning, Programming & Monitoring (PPM) projects have already been identified as priorities. They were deleted from the 2016 STIP due to a statewide funding shortage. The total for all programming requests is \$4,497,000. The City of Clearlake advanced the Dam Road/Philips Avenue Extension project utilizing their own money. This means the \$93,000 that was previously budgeted for that project can be deleted and reprogrammed toward current requests. The City of Clearlake has requested that the \$93,000 to be reapplied toward the Dam Road Extension Roundabout project. Nephele summarized the information and the score sheet instructions provided in the agenda packet to provide background for a TAC recommendation to the Area Planning Council. Jaime summarized each of the Lake 29 Expressway Segments applications.

Lisa said she and Phil were on a conference call with Caltrans Headquarter staff of the STIP Program. Caltrans Staff was supportive of APC's efforts to fund the SR 29 project. It is possible to apply for 60% of Infrastructure for Rebuilding America (INFRA) funds and 40% of SB1 funds for Segments 2A & 2B for everything beyond design. If successful in getting awarded for INFRA funds, the projects covered under that program would be given higher priority later for other State funding sources.

The Clearlake application for a roundabout addresses current and future traffic congestion issues from the Dam Road/Walmart access onto Highway 53. Access from that intersection is currently used by four schools in the area, a County Courthouse Behavioral Health Department, three fast food restaurants, the Sears Store and the Clear Lake Shopping Center. Plans to develop a Lake County Transit Hub and other commercial developments in that area within the next few years are also progressing. The Highway 53 Corridor Study listed that area as a need for improvement. It was not listed as a priority project, but requested Area Planning Council consider including as a priority. The group discussed a recommendation for it to be added as a regional priority. The total amount of this project is predicted to cost \$4.5 million. Options were included in the application for the cost of a signal. It would initially cost less but is still \$3.7 million. With the signal, there would still be potential to have backup to the highway. The City of Clearlake is intending to apply for the competitive portion of the Local Partnership Program funds through SB1 for construction funding.

The other item discussed was PPM funding. Nephele suggested taking out some of the funding from Fiscal Year 2018/19 to move to Fiscal Year 2019/20 to ensure flexibility within the program. There is a three years period in which these funds are to be used. The draft RTIP will include programming that was listed in the written staff report.

Kevin Ingram made a motion to add of the Dam Road Roundabout into the priority list, as discussed. Todd seconded the motion, and all agreed unanimously to recommend approval of the draft RTIP with the minor additions to the priority list.

4. **Announcements and Reports**

a. **Lake APC**

i. **OWP Status Update**

Lisa spoke on the status of the Overall Work Plan. She reminded folks that there are some carryover work project items, such as the Sign Inventory Project that is still in process, that will not be able to be carried over again into the next Fiscal Year. Lisa asked Todd if there was anything DBC could do to help with moving the project forward. Todd requested assistance on finding a sample RFP for the project. Lisa said she would ask April Hopkins to see if she has any examples. Todd said he is getting hung up on the scope; Lisa offered assistance. Another issue regarding the Sign Inventory is that different agencies have different software programs that may be incompatible. Phil explained that data collection is more useful if performed by somebody who knows regulations and requirements of signs. Lisa noted she will also send an email to other cities/counties requesting examples.

Lexi reminded the group that quarterly reports are due. There are PPM funds that are due to expire; the total amount is \$85,000 for the whole work program. There is a little in the reserve element, most of which are used to provide a Local Match.

ii. **SB 1 Update**

Phil referred to his written staff report. SB1 has impacted eight programs: four existing and four created by SB1.

Local Streets & Roads – Deadlines have passed earlier this month. City of Clearlake anticipates receiving \$105,094, Lakeport \$32,375, and Lake County \$965,787.

Solutions for Congested Corridors – A case could be made for the Highway 29 project; however, there are currently no real viable projects within this funding source for Lake County.

Trade Corridor Enhancement is of interest as a funding source and we have been involved with guideline development. Caltrans is looking into this as well.

Traffic Congestion Relief Program – we do not have any projects that qualify for this program.

Active Transportation Program (ATP) – ATP was an existing program. One benefit from SB1's involvement was that the extra money accelerated work schedules on previously approved projects. It assisted in advancing Lakeport's Cycle 3 project schedule and will get the work done sooner than first planned. Guidelines were adopted October 18-19. The first workshop to go over Cycle 4 guidelines is today. Phil suggested the group keep in mind projects that would qualify for ATP. A call-for-projects is anticipated for March 2018 and due in May 2018.

Local Partnership Program – Phil explained the smaller cities that passed transportation sales taxes qualified as Self-Help cities. A meeting in September resulted in an agreement regarding distribution. There are seven smaller cities that do not generate a lot of money but have worked to get the sales tax implemented. To be fair to smaller cities, it was decided they receive a flat \$100,000 per year. Larger cities will receive their portions by a formula of 50% based on population and 50% based on revenue generation. The program is scheduled for adoption January 31, 2018. Phil explained to the CTC that the smaller cities worked to get this tax passed and should not have to compete with larger cities to get a fair share of the funds. The arrangement for smaller cities is limited to two years and then the decision will be revisited.

State Highway Operation and Protection Program (SHOPP) – SHOPP has not been adopted yet and is in the early stages of the program. Our area is highly reliant on the State Highway System.

State Transportation Improvement Program (STIP) – Phil said the only reason STIP funding is available for us now is because of the money coming in from SB1.

Regarding all the meetings from SB1, Phil reported that most meetings are winding down. Lisa added that there is a repeal effort to unwind SB1. There is a lot of information online to provide to Supervisors and Council members on why we need the funds from SB1 and the importance of maintaining this funding source. A website she suggested to review is www.rebuilding.ca.ca.gov. Next week the gas tax will go up \$.12; the gas tax has not been increased since 1994.

iii. Regional Transportation Plan Update

Phil referred to John’s written staff report. The deadline to adopt a new Regional Transportation Plan (RTP) is at the end of this year. An updated RTP is due every four years. APC staff completed a first draft of the RTP. Workshops are scheduled for November 13 and 14 in Lakeport and Clearlake; finalizing the details is currently in process. The major projects we are planning on the State highways. The Regional Housing Needs Assessment will follow adoption of the Regional Transportation Plan.

iv. Miscellaneous. None.

b. Lake Transit Authority

i. Lake Transit Authority Transit Manager Recruitment – Lisa said at the end of this year Mark is ending his career but, he has agreed to assist transitioning the new Transit Manager into the position for the first couple of months. Mark has been under a year-to-year contract for a number of years. Lisa is the Executive Director of Lake Transit Authority (LTA). Her position, as well as any of the LTA support staff, is under the Davey-Bates Consulting contract. An Ad-Hoc Committee meeting was conducted to discuss the Transit Manager position. The LTA Board is reviewing the idea of rolling the LTA Transit Manager position into the Davey-Bates Consulting contract. If this happens, Lisa would be responsible to recruit. In the meantime, she plans to go to CalACT next week and will put the word out to find interested individuals.

ii. Miscellaneous – None.

c. Federal & State Grant Status Reports

i. Sustainable Transportation Planning Grant

Lisa referred to John’s written staff report. One application from Lake County was submitted to Caltrans for the Sustainable Transportation Planning Grant program. It is for the Eleventh Street Corridor Engineered Feasibility Study. There were a total of five applications throughout District 1. Phil said we should know the results of the application process in December. Another Cycle will follow with new calls-for-applications; this will give other opportunities that are in mind.

ii. Other Grant Updates – Lisa said she has been working with Alexis and Jaime from Caltrans; they are utilizing resources on the INFRA Grant. Applications are due November 2. She said she plans to submit another application for the Trade Corridor Grant Program, which is due around January 30.

d. Caltrans

i. Interregional Transportation Improvement Program (ITIP)

Lisa reported that she attended the ITIP workshop at the CTC meeting in Modesto. Caltrans proposed nearly \$10,000,000 for design on Segments 2A and 2B for the Lake 29 Expressway projects. Lake 29 was one of about 6 to 8 projects considered statewide for the Advancement Project Development Element (APDE) option of the STIP. Lake 29 was well supported by the CTC and support staff.

ii. Lake County Projects Update

Jaime said he appreciated Dave updating a map that shows maintenance projects. Cruikshank Road Safety Project was awarded. This is an important project because there are continued pedestrian issues and the area is close to schools. CHP is concerned about getting fencing replaced as soon as possible to prevent people from crossing the road at that location. The Lakeport overcrossing at the Todd Road exit started in October. There is a risk of delay in delivery of the Hartmann Road/SR 29 project due to an issue regarding the land acquisition. They are working on coming to an agreement and plan to make a new offer. Todd asked about work off of Highway 29, clearing of orchards, if it was related to the project. Jaime said they are clearing to get ready to do a GeoTech Study. Clearing is also going on for plans to put an utility corridor. He reported that they have permits to do that work.

iii. Other Updates. None.

5. Information Packet

- a. 8/9/17 Lake APC Minutes (Draft)
- b. SB1 Summary
- c. SB1 Fact Sheet
- d. Rebuilding California SB1 Website

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

7. Next Proposed Meeting – November 16, 2017

8. Adjourn Meeting - Meeting adjourned at 11:10 a.m.

Respectfully Submitted,
(Draft)

Marta Ford
Lake APC-Transportation Planning



LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

TITLE: 2018/19 Unmet Transit Needs Process

DATE PREPARED: November 09, 2017

MEETING DATE: November 16, 2017

SUBMITTED BY: John Speka, Transportation Planner

BACKGROUND: Lake APC has been conducting formal Unmet Transit Needs processes since 2014. The process is a requirement of the Transit Development Act (TDA) prior to a region using any Local Transportation Funds (LTF) for streets and roads purposes. Although the APC does not allocate any LTF funds for streets and roads purposes, the process is still considered useful as a means of identifying potential transit needs in the region as well as analyzing opportunities for Lake Transit Authority (LTA) to meet those needs if feasible. It assists the APC and LTA in determining how to best use the limited transit funding available to the region.

The first step in this annual process was taken by the SSTAC at their November 7 meeting, at which an initial list of potential Unmet Transit Needs was developed. As these needs may also be identified by others including agency staff or the public, the TAC is now also being asked to provide input regarding potentially unmet transit needs. Any additions from the TAC will be included into the 2018/19 process. For your reference, I've attached the list that was developed by the SSTAC.

Once developed, the 2018/19 list of potential needs will be presented to the APC Board at a public hearing in February to determine whether any of the needs qualify as an "unmet transit need" consistent with the approved definition (also attached). The Unmet Transit Needs will then be directed to LTA and APC staff members for analysis and further review by the SSTAC. Following this analysis, a recommendation will go to the APC Board determining whether or not any of the needs are considered "reasonable to meet." If needs are found reasonable to meet, those needs will then become part of the budgeting process.

ACTION REQUIRED: Consider potential additions to the list of Unmet Transit Needs in Lake County that will be presented to the Lake APC at a public hearing.

ALTERNATIVES: None.

RECOMMENDATION: None.

Lake County FY 2018/19 Potential Unmet Transit Needs
Developed by Social Services Transportation Advisory Council
11/16/17

(Not in order of priority)

1. **Funding contribution to proposed transit hub in Clearlake.** There will be funding needs associated with the proposed Clearlake transit hub, which are currently unaddressed.
2. **Installment of new bus stop shelters.** An ongoing issue that is frequently brought up by the public. Potential priorities will likely be evaluated in the recently initiated Bus Passenger Facility Plan.
3. **Eastbound service to Spring Valley and further east, allowing people to connect with service to the Sacramento area.** Currently, the closest connection is at the Cache Creek Casino.
4. **Non-Emergency Medical Transportation in outlying areas.** This would serve areas beyond one mile from fixed routes, and vehicles need to include wheelchair lifts.
5. **Non-Emergency Medical Transportation to out of county locations.** This is needed for both adults and children. There is a particular need for transport to Santa Rosa and San Francisco.
6. **Fixed route service on Sundays for the north shore communities.** Another frequently noted need subject to funding availability.

**Adopted Definitions for the
Unmet Transit Needs Process
Approved by the APC 12/10/14**

Unmet Transit Need: Whenever a need by a significant number of people to be transported by moderate or low cost transportation to specific destinations for necessary purposes is not being satisfied through existing public or private resources.

Reasonable to Meet: It is reasonable to meet a transit need if all of the following conditions prevail:

- Funds are available, or there is a reasonable expectation that funds will become available. This criterion alone will not be used to determine reasonableness.
- Benefits of services, in terms of number of passengers served and severity of need, justify costs
- With the added service, the transit system as a whole will be capable of meeting the Transportation Development Act fare revenue/operating cost requirements
- Transit services designed or intended to address an unmet transit need shall not duplicate transit services currently provided either publicly or privately
- The claimant that is expected to provide the service shall review, evaluate and indicate that the service is operationally feasible, and vehicles shall be currently available in the marketplace



LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

Lake TAC Meeting: 11/16/17
Agenda Item: #4

TITLE: 2017 Draft RTP Comment and Recommendation

DATE PREPARED: November 09, 2017

MEETING DATE: November 16, 2017

SUBMITTED BY: John Speka, Transportation Planner

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

Preparation of the updated RTP began approximately a year ago, and is now near completion. The document was sent out for general circulation two weeks along with a corresponding environmental document pursuant to the California Environmental Quality Act (CEQA). In addition, two workshops were held earlier this week to gather public comments on the draft. TAC members have provided input during the development of the RTP and were recently sent copies of the draft document for review. Staff is now asking that the TAC provide comments on the draft as well as a recommendation to the Lake APC Board prior to it being brought forward for adoption at the December 13 Board meeting.

ACTION REQUIRED: Provide comments on the Draft RTP and a recommendation to the Lake APC Board.

ALTERNATIVES: None.

RECOMMENDATION: None.



LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

TITLE: Senate Bill 1 Implementation

DATE PREPARED: November 09, 2017

MEETING DATE: November 16, 2017

SUBMITTED BY: Phil Dow, Transportation Planning

BACKGROUND:

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

New SB 1 Programs

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

Existing Programs under California Transportation Commission Oversight

- Active Transportation Program Augmentation: The existing program was augmented with \$100 million of SB 1 revenues. Successful applicants from Cycle 3 were allowed to advance the schedule of approved projects and many quality Cycle 3 projects were funded. Applications were due August 1; no new Lake projects were funded. However, Lakeport's Cycle 3 (Hartley) project schedule was advanced to an earlier starting year. The Statewide and Small Urban/Rural component was adopted October 18. The MPO component is scheduled for adoption December 6-7, 2017. The first workshop to develop guidelines for Cycle 4 began on October 26 with a second on November 3. The next will conflict with the TAC meeting on the 16th.

- **Local Partnership Program:** This program rewards agencies that have passed transportation sales taxes and incentivizes those agencies that have not. Total amount available through the formula program is \$100 million per year. Larger Self-Help agencies will be funded with 50% based on population and 50% based on revenue generation. A previous meeting on September 8 resulted in agreement regarding distribution of funds to Self-Help cities. The CTC proposed that all Self-Help cities receive a flat \$100,000 per year under this program. In Lake County only the City of Clearlake is eligible for this program. Guidelines were adopted October 18 and the Call for Projects began on October 20. Clearlake submitted its voter approval information to establish eligibility prior to the October 27 deadline. Project applications are due December 15 and the program is scheduled for adoption on January 31, 2018.
- **State Highway Operation and Protection Program (SHOPP):** SB 1 adds approximately \$1.9 billion annually to the SHOPP and Caltrans maintenance. The draft interim guidelines for this augmentation to the SHOPP are due May 17, 2018. Adoption of the SHOPP guidelines and Asset Management Plan Guidelines are scheduled June 28-29, 2018. I am participating in development of the California Transportation Asset Management Plan. Local agencies will also be expected to develop asset management plans.
- **State Transportation Improvement Program (STIP):** SB 1 funding is being used to stabilize the inherently unstable STIP program. All of the usual STIP program deadlines are unchanged. Regional transportation planning agencies are to adopt the Regional Transportation Improvement Program by December 15, 2017 with the CTC to adopt the STIP March 2018. Little new funding would have been available to the APC in the 2018 STIP without SB 1 augmentation.

There are also two new planning grants that were made available under SB 1 that are under Caltrans purview. One is an Adaptation Planning Grant (Climate Change) and the other is a Sustainable Communities Planning Grant. APC staff worked with the City of Lakeport to prepare and submit a Sustainable Planning Communities Grant for the Eleventh Street Corridor. The application due date was October 20. We are expected to be notified of funded applications by late November or early December.

ACTION REQUIRED: None.

ALTERNATIVES: None identified.

RECOMMENDATION: None. This is for your information only.



LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

TITLE: Trade Corridor Enhancement Program

DATE PREPARED: November 09, 2017

MEETING DATE: November 16, 2017

SUBMITTED BY: Phil Dow, Transportation Planning

BACKGROUND:

The objective of the Trade Corridor Enhancement Program is to fund infrastructure improvements on federally designated Trade Corridors of National and Regional Significance on the Primary Freight Network, as identified in the California Freight Mobility Plan, and along other corridors that have high volume of freight movement as determined by the California Transportation Commission. The Trade Corridor Enhancement Program will also support the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan.

SB 1 indicates the Legislature's intent to leverage SB 1 funds to obtain matching funds from federal sources to maximize improvements on high priority freight corridors. The Commission will program up to the identified target to match a project that has been awarded federal funds in the 2017 or the 2018 Nationally Significant Freight and Highway Projects (INFRA Grant) program, if the project is otherwise eligible under the Trade Corridor Enhancement Program.

On November 2 the APC submitted a grant application with co-applicant Caltrans for INFRA grant funding for Segment B and Segment A of the Lake 29 4-lane project. Caltrans District 1 provided most of the technical data as well as much of the narrative for this application. Since Caltrans has discretion over much of the funding under this program, it would be very likely that Trade Corridor Enhancement Program funding would be available to leverage the INFRA funding if we were to be successful.

Trade Corridor Enhancement Program applications are due January 30, 2018. We would hope that there would be an opportunity for success in this program regardless of the success of our INFRA application (award dates are unknown at this point). The Lake 29 project has geographic balance in its favor, as there are no similar highway widening projects in the North State.

More to come.

ACTION REQUIRED: None.

ALTERNATIVES: None identified.

RECOMMENDATION: None. This is for your information only.

Status of Lake County Projects: As of November 1, 2017

PSR (Project Study Report) Projects										
#	County	Route	PM Back	PM Ahead	Program	Project Location	Type of Work	Project Cost (millions)	Status of Project	PSR Target Date
PSR Complete & Not Yet Programmed (for Design)										
#	County	Route	PM Back	PM Ahead	Program	Project Location	Type of Work	Project Cost (millions)	Status of Project	PSR Target Date
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	\$4.211	on schedule	Nov 2019 Start Work: Aug 2018 RTL: Feb 2018
	Project Number 42780 Jaime Matteoli (Project Mgr)									
2	LAKE	20	5.20	5.55	2016 SHOPP 010 Safety	east of Upper Lake, 0.3 mi west of Witter Springs Rd to 0.02 mi east of Witter Sp Rd	Widen shoulders on both sides of SR 20	\$7.400	on schedule	RTL: 2020
	Project Number OG330 J. Matteoli									
3	LAKE	20	5.84	5.84	2018 SHOPP 110 Bridge Rehab	on Route 20 three miles west of Upper Lake @ Bachelor Creek	Bridge replacement	\$2.00	Oct 2017 amended into 2018 SHOPP	RTL: 2020
	Project Number OF490 J. Matteoli									
4	LAKE	20	31	32	2014 SHOPP 010 Safety	intersection of SR 20/53	roundabout	\$6.156	on schedule	2020 Start Work: Aug 2018 RTL: March 2018
	Project Number OC810 J. Matteoli									
5	LAKE	20	33.6	46.5	SHOPP 110 Pav Pres	2 mi east of SR 20/53 to the Colusa County line	overlay (pavement preservation)	\$2.500	on schedule	Fall 2018 Start: July 2018 RTL: March 2018
	Project Number OH370 Tom Fitzgerald (Project Mgr)									
6	LAKE	var	var	var	2016 SHOPP 015 Safety	various on Rte 20, 29, 175	MBGR, widening & rumblestrips	\$3.812	on schedule	RTL: 2019
	Project Number OE850 Steven Blair (Project Manager)									
7	LAKE	29	9.0	20.7	2016 SHOPP 010 Safety	three locations on Route 29 between Middletown and Lower Lake	MBGR, widening and truck climbing lane	\$5.30	on schedule	RTL: 2019
	Project Number OE730K J. Matteoli									
8	LAKE	29	9.6	10.3	2014 SHOPP 010 Safety	Hartmann Rd/Rte 29	roundabout	\$6.017	on schedule	2020 Start Work: Aug 2018 RTL: Nov 2017
	Project Number OC750 J. Matteoli									
9	LAKE	29	12.78	14.35	2016 SHOPP 010 Safety	near Lower Lake, .85 mi N of Spruce Grove Rd-S to .52 mi S of Hofacker Ln	shoulder widening	\$8.10	on schedule	RTL: 2019
	Project Number OE720K J. Matteoli									
10	LAKE	29	28.5	31.6	STIP & RIP & SHOPP	Near Lower Lake - Lake 29 Expressway	upgrade to 4-lane expressway	\$76.600	on schedule	RTL: 2019
	Project Number 29811 J. Matteoli									
11	LAKE	29	34.17	34.5	2014 SHOPP 010 Safety	Cruikshank Rd/Rte 29	NB left-turn pocket	\$1.300	contract awarded 8-25-17	Fall 2018 Start Work: Spring 2018 RTL was May 2017
	Project Number OE640 J. Matteoli									
12	LAKE	var	var	var	2016 SHOPP 112 Bridge Rail replacement	bridges on 20, 29 & 175	Bridge rail replacement & upgrade - 5 bridges	\$5.884	on schedule	RTL: 2019
	Project Number OE080 S. Blair									
13	LAKE	175	0.0	8.2	SHOPP 110 Pav Pres	SR 175/29 South end of Lakeport west to Mendocino County line	overlay (pavement preservation)	\$4.200	on schedule	Fall 2018 Start: July 2018 RTL: March 2018
	Project Number OH350 T. Fitzgerald									
14	LAKE	175	25	27.5	2012 SHOPP 010 Safety	near Middletown, from east of Putah Cr Bridge to Dry Cr Bridge	Shoulder Widening	\$12.700	on schedule	2020 Start: Fall 2018 RTL: June 2018
	Project Number OA040 J. Matteoli									
Under Construction										
#	County	Route	PM Back	PM Ahead	Program	Project Location	Type of Work	Project Cost (millions)	Status of Project	Estimated Completion
15	LAKE	29	41.42	41.42	2014 SHOPP 378 Mandates	ramps at Lakeport Blvd overcrossing	upgrade ped facilities to ADA compliance	\$0.763	5% complete	Spring 2018
	Project Number OB590 J. Matteoli									
16	LAKE	20	13.5	30.5	2012 SHOPP 361 Mandates	from Lucerne area east to Route 20/53	upgrade 55 curb ramps & sidewalks	\$2.500	COMPLETE	Complete Aug 2017
	Project Number OB120 J. Matteoli									
17	LAKE	20	13.5	31.4	2012 SHOPP 121 Roadway	from Lucerne area east to Route 20/53	Capital Preventative Maint.	\$25.215	COMPLETE	Complete Oct 2016
	Project Number OB000 J. Matteoli									

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

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

Revised since last report.

y: Reg PIng/Status/Lake/Lake Status November 1, 2017.xlsx



Information

Packet



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

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

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

Wednesday, August 9, 2017

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

Present

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

Absent

Vacant Position, Member at Large

Also Present

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

1. Call to Order/Roll Call

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

2. Adjourn to Policy Advisory Committee

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

3. PUBLIC EXPRESSION

None

CONSENT CALENDAR

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

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

REGULAR CALENDAR

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

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

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

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

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

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

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

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

6. Discussion of Additional Funding Needs for Lake 29 Expressway

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Director Parlet agreed to supporting two-years.

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

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

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

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

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

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

RATIFY ACTION

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

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

10. Consideration and Adoption of Recommendations of Policy Advisory Committee

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

REPORTS

12. Reports & Information

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

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

b. Lake APC Planning Staff

1. Regional Transportation Plan (RTP) Update

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

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

2. Senate Bill 1 Process Report

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

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

3. Miscellaneous – None

c. Lake APC Administration Staff

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

d. Lake APC Directors

None

e. Caltrans

1. Lake County Project Status Report

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

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

2. Miscellaneous – None

f. California Association of Councils of Governments (CalCOG)

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

g. Rural Counties Task Force

1. Next Meeting Date – September 22, 2017

h. Miscellaneous – None

ADJOURNMENT

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

Respectfully Submitted,

DRAFT

Alexis Pedrotti
Administrative Assistant

LAKE COUNTY NEWS



Adventist Health Clear Lake development council members and driver Ryan Strugnell, left, pose with the patient shuttle purchased with matching funds from Community First Credit Union. Contributed photo

By Cambria Wheeler, For the Record-Bee

POSTED: 10/18/17, 10:10 AM PDT | UPDATED: 3 WE

Hospital adds second van for patients

CLEARLAKE >> Adventist Health Clear Lake has collaborated with two local organizations to assist patients who need transportation. Through a partnership with Lake Transit Authority (LTA) and a generous gift from Community First Credit Union, Adventist Health Clear Lake now has two vehicles available to shuttle patients to and from important medical appointments.

The partnership with LTA allows the hospital to use a wheelchair-accessible 8-passenger minibus to transport patients who have difficulty getting to and from medical appointments in Lake County.

“Residents who struggle with transportation in Lake County have expressed a need for a service that allows them to not only see their provider, but to accommodate labs and other health screenings following their medical appointments as well,” said Mark Wall, General Manager of LTA. “After learning that Adventist Health Clear Lake was fundraising to replace their patient transport vehicle, we approached them about using our available vehicle.”

The bus was put into service by Adventist Health Clear Lake on June 30, 2017. Operated by an Adventist Health Clear Lake driver, the shuttle is already busy taking patients to and from medical appointments around the county.

“It’s crucial that our patients reach their medical appointments as quickly, comfortably and as efficiently as possible,” said Garin Fuhriman, Director of Outpatient Operations at Adventist Health Clear Lake. “Lake Transit has allowed us to better fulfill our shared commitment to those in our community with transportation and health challenges.”

Karl Parker, Mobility Programs Coordinator for LTA, understands the need for non-emergency patient medical transportation in the county.

“LTA dispatchers and I talk regularly with individuals who are unable to take LTA’s fixed-route buses to non-emergency medical appointments because of the distance from their homes to stops, their specific medical issues and other challenges,” Parker said. “Partnerships like these and Lake Links’ Pay Your Pal program are effective, efficient ways to help.”

The partnership with LTA follows Adventist Health Clear Lake’s successful 2016 fundraising campaign for a new vehicle. The More Than Wheels campaign met its goal thanks in part to a matching challenge grant of \$15,000 from Community First Credit Union (formerly Mendo Lake Credit Union). The challenge grant rallied Adventist Health Clear Lake employees to give over \$26,700 in support of the campaign. The result is a 2016 Ford Transit vehicle to replace the aging blue patient bus. The addition of the LTA coach means Adventist Health Clear Lake now has two comfortable, reliable vehicles to transport patients.

“Our vision is to make health care in Lake County as accessible as possible, and collaborating with community partners who share this goal allows us to use our resources to thoughtfully serve our community,” said David Santos, Adventist Health Clear Lake President & CEO. “Through partnerships like this and the work we are doing with the Hope Rising coalition, we are seeing an improvement in quality of life in Lake County.”

Both the new bus purchased by donations from the community and Community First Credit Union and the bus loaned from Lake Transit Authority operate Monday through Friday and travel throughout Lake County. Patients can request shuttle service when they make their medical appointment at Adventist Health Clear Lake Medical Office locations in Clearlake, Hidden Valley Lake, Kelseyville and Middletown or at the hospital.