



LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director
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December 12, 2017

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Re: Lake County 2018 Regional Transportation Improvement Program

Dear Ms. Bransen:

The Lake County 2018 Regional Transportation Improvement Program (RTIP) was adopted by the Lake County/City Area Planning Council (APC) at their meeting of November 8, 2017.

This RTIP includes reprogramming of project components deleted in the 2016 STIP due to the statewide funding shortage. It also adds funding to existing projects, including Segment 2C of the Lake 29 Expressway Project. The RTIP also includes one new local road project that will alleviate congestion on SR 53, and two new projects on the State system—Segments 2A and 2B of the Lake 29 Expressway. The new segments of the Lake 29 Expressway project have also been proposed in the ITIP, and the APC is pleased to see these critical projects moving forward.

Enclosed for your review and processing is the APC's 2018 RTIP, which utilizes the recommended RTIP template, along with supporting documentation. The submittal includes:

- 2018 Lake County Regional Transportation Improvement Program
- Individual Project Programming Request forms
- Resolution Adopting the 2018 RTIP
- Programming Summary Table
- Project Location Maps

If you would like to discuss any of the details of the APC's 2018 RTIP, please feel free to contact me.

Sincerely,

Lisa Davey-Bates
Executive Director

cc: Bruce De Terra, Division of Transportation Programming, Attn: Office of STIP (2 copies)
Matt Brady, District 1 (1 copy)
Suzanne Theiss, District 1 (electronic copy)

Lake County/City Area Planning Council
2018 Regional Transportation Improvement Program
Adopted November 8, 2017

2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

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A. Overview and Schedule

Section 1. Executive Summary

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

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

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

Section 2. General Information

Insert contact information in the text fields below.

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

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

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

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

RTP link:

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

- **Executive Director or Chief Executive Officer Contact Information**
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- **RTIP Staff Contact Information**

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

Name	Mitch Weiss	Title	Deputy Director
Address	1120 N Street		
City/State	Sacramento, CA		
Zip Code	95814		
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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

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

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

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

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

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

[Click here to enter text.](#)

Project Name and Location	Description	Summary of Improvements/Benefits
Cole Creek Bridge at Soda Bay Road	Replacement of existing bridge	Soda Bay Road, a major collector, being open during high flow storm events. This would include delay travel time savings, peak period time savings during storm events. Accommodation of two 12-foot travel lanes and two 8 foot bikelanes.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

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

B. Public Participation/Project Selection Process

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

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

In addition to the public participation that goes into the RTP, the RTIP is then developed through a series of public meetings, including a public hearing which is noticed in regional newspapers. As described in Section B, priority regional projects have been established by the APC. When available and if needed, funding is awarded to these projects prior to other projects being considered for funding. If additional funding is available, projects are selected through a competitive process using adopted criteria.

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

Insert the Caltrans District Number in the text field below.

Caltrans District: 1

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

B. 2018 STIP Regional Funding Request

Section 6. 2018 STIP Regional Share and Request for Programming

A. 2018 Regional Fund Share Per 2018 STIP Fund Estimate

\$3,663,000 STIP Target

\$782,000 APDE

B. Summary of Requested Programming –

The following table summarizes new programming.

Project Name and Location	Project Description	Requested RIP Amount
Lake 29 Expressway – Segment 2C	Near Kelseyville from 0.6 mile north of the Junction of SR 29/281 to 0.6 mile north of the Junction of SR 29/175. Construct an approximately 3.1 mile portion of the 8-mile long, 4-lane Expressway Project.	\$320,000
Lake 29 Expressway – Segment 2A	Construct an approximately 3.0 mile portion of the 8-mile long 4-lane Expressway Project	\$900,000
Lake 29 Expressway – Segment 2B	Construct an approximately 3.0 mile portion of the 8-mile long 4-lane Expressway Project	\$900,000
Dam Road/Dam Rd Extension Roundabout	In Clearlake, construct a multi-lane roundabout with bike/ped pathways and crossings	\$1,344,000
Lakeport Boulevard & S. Main Intersection Improvements	In the City of Lakeport at the intersection of Lakeport Boulevard and South Main Street. Construct intersection improvements consisting of a roundabout.	\$894,000
Planning, Programming & Monitoring		\$139,000

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

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

Section 8. Interregional Transportation Improvement Program (ITIP) Funding

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

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

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

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

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

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

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

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

ELEMENT: OVERARCHING POLICIES

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

ELEMENT: STATE HIGHWAY SYSTEM

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

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

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

ELEMENT: BACKBONE CIRCULATION AND LOCAL ROADS

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

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

ELEMENT: BICYCLE AND PEDESTRIAN

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

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

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

Local Agency	Project	PPNO	Goals, Policies, Objectives & Performance Measures	Evaluation/Discussion
City of Lakeport	Lakeport Blvd & South Main St Intersection Improvements	3089	LR Objective 3, Policy 3.1	This project will construct a roundabout, thereby improving the flow of traffic and increasing safety through this busy intersection.
City of Clearlake	Dam Rd/Dam Rd Extension Roundabout		LR Objective 3, Policies 3.1, 3.5, SH Objective 1, Policy 1.5	This project will provide a connection on the local road system that was identified in the SR 53 Corridor Study and will relieve traffic impacts on SR 53.

Lake County	Soda Bay Road Widening & Bikelanes	3033R	O Objective 2, Policy 2.4, LR Objective 1 & 3, Policies 1.1, 1.2, 1.3, 3.1, BP Objective 1 & 3, Policies 1.1, 3.3	Widen and reconstruct roadway, bike lanes to be added in conjunction with roadway widening. Bike lanes on this route identified in 2002 Lake County Regional Bikeway Plan.
Lake County	South Main St. Widening & Bikelanes	3032R	O Objective 2, Policy 2.4, LR Objective 1 & 3, Policies 1.1, 1.2, 1.3, 3.1, BP Objective 1 & 3, Policies 1.1, 3.3	Widen and reconstruct roadway, bike lanes to be added in conjunction with roadway widening. Bike lanes on this route identified in 2002 Lake County Regional Bikeway Plan.
Caltrans	Lake 29 Expressway Project (Segments 2A, 2B & 2C)	3100	O Objective 5, Policy 5.2, SH Objectives 1, 2, & 3, Policies 1.1, 1.7, 3.2	Highest priority segment of the expressway project. 60% improvement to safety (current fatality rate is 6 times average). Leverages approximately \$50 mill in other funding. Provide four lane facility, reducing collisions, reducing congestion and delay and improve efficiency of goods movement.

Key: O = Overarching Policies

LR = Backbone Circulation and Local Roads

SH = State Highway System

BP = Bicycle & Pedestrian

Section 11. Regional and Statewide Benefits of RTIP

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

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

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

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

D. Performance and Effectiveness of RTIP

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

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

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

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

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

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

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

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

E. Detailed Project Information

Section 14. Overview of Projects Programmed with RIP Funding

For project locations, see maps in the Section 18 Appendix.

AGENCY	PROJECT	COMPONENT	Prior	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23
Clearlake	Dam Road/Phillips Ave Extension (DELETE)	E&P		35				
		PS&E				58		
Clearlake	Dam Rd/Dam Rd Extension Roundabout	E&P			211			
		PS&E				563		
		ROW					570	
Lakeport	Lakeport Blvd & S. Main Intersection	E&P			71			
		PS&E				88		
		ROW				106		
		CON						700
Caltrans	Lake 29 Expressway 2C	ROW*	231					
		CON		10956				
	Lake 29 Expressway 2A	PS&E		900				
	Lake 29 Expressway 2B	PS&E**		900				
Lake County	South Main Street Corridor Improvements	CON			4369			
	Soda Bay Road Corridor Improvements	CON			662			
APC	PPM			35	40	46	46	47
	TOTAL PROPOSED PROGRAMMING			12791	5353	803	616	747

*Note: The funding shown for Lake 29 Expressway Segment 2C ROW is an increase to a component programmed in a prior year

**Note: Programming for Lake 29 Expressway Segment 2B will use a combination of APDE and standard RIP funding.

F. Appendices

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

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

Section 17. Detailed Project Programming Summary Table (Optional)

Section 18. Project Location Maps

SECTION 15

APPENDIX

PROJECT PROGRAMMING REQUEST FORMS

PROJECT PROGRAMMING REQUEST INDEX & SUMMARY

PPNO	Implementing Agency	Project	Summary of Changes from Existing Programming
	Clearlake	Dam Road/Dam Road Extension Roundabout	New project – program E&P, PS&E, ROW
3122	Caltrans	Lake 29 Expressway Segment 2A	New project – program PS&E
3121	Caltrans	Lake 29 Expressway Segment 2B	New project – program PS&E
3100	Caltrans	Lake 29 Expressway Segment 2C	Cost increases in ROW & CON
3089	Lakeport	Lakeport Blvd/S. Main Intersection	Program PS&E, ROW & CON
3033R	Lake County	Soda Bay Road Widening & Reconstruction	Delay CON by one year
3032R	Lake County	South Main Street Widening & Reconstruction	Delay CON by one year
3088	Clearlake	Phillips Ave/Dam Road Extension	Delete project
3002P	Lake APC	PPM	Add and redistribute programming

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	12/14/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
01				3125			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LAK	53	1.10	1.15	City of Clearlake			
				MPO		Element	
				Non-MPO		Capital Outlay	
Project Manager/Contact		Phone		E-mail Address			
Douglas Herren		707-994-8201		dherren@clearlake.ca.us			
Project Title							
Location (Project Limits), Description (Scope of Work)							
This project is located in the City of Clearlake at the intersection of Dam Road and Dam Road Extension about 400 feet from and connected to SR 53 at PM 1.10. The proposed project is a roundbout with multi-lane entries on all approaches and four 10 foot shared use pathways and crosswalks for pedestrians and bicycles.							
Component	Implementing Agency						
PA&ED	City of Clearlake						
PS&E	City of Clearlake						
Right of Way	City of Clearlake						
Construction	City of Clearlake						
Legislative Districts							
Assembly:	4	Senate:	2	Congressional:	3		
Project Benefits							
This high growth area has a number of businesses, including Walmart, Konocti Eduction, Woodland Community College with only							
Purpose and Need							
This project will relieve the traffic congestion on both local, Dam Road and State, SR 53. The project will also eliminate traffic from backing up onto the State SR 53. Pedestrian safety will be enhanced with the shared-use pathways and crosswalk that are separated from the traffic lanes.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Intersections Modified			each	1	
ADA Improvements No		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals No				Reduces Greenhouse Gas Emissions No			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase						08/01/19	
Circulate Draft Environmental Document				Document Type		11/15/19	
Draft Project Report						08/15/19	
End Environmental Phase (PA&ED Milestone)						12/01/19	
Begin Design (PS&E) Phase						07/01/20	
End Design Phase (Ready to List for Advertisement Milestone)						03/01/21	
Begin Right of Way Phase						01/01/21	
End Right of Way Phase (Right of Way Certification Milestone)						06/15/21	
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)							
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 12/14/17

Additional Information

one access in and out. This has created a "funnel effect" for traffic that is adjacent to a signalized intersection at SR 53. This congestion has caused traffic to back up onto SR53 and has caused a number of accidents. It has also been required to have Highway Patrol on site intermittently to help direct traffic. The proposed project will help to relieve congestion, accidents, and traffic backup onto the State Highway.

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

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

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

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/3/17

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

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

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

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/3/17

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

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

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

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only**Date:** 10/3/17

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

SECTION 1 - All Projects**Project Background**

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

Programming Change Requested**Reason for Proposed Change**

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

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

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)

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

SECTION 3 - All Projects**Approvals**

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

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

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/3/17

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

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

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

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/3/17

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

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

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

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only**Date:** 10/3/17

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

SECTION 1 - All Projects**Project Background**

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

Programming Change Requested

n/a

Reason for Proposed Change

n/a

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

n/a

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

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

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

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 07/28/17

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

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

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

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

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

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

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only**Date:** 07/28/17

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

SECTION 1 - All Projects**Project Background**

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

Programming Change Requested

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

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

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

CONSTRUCTION CAPITAL

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

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

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

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

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

SECTION 3 - All Projects**Approvals**

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	11/15/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
01		0112000183	3089			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
LAK				Lakeport, City of		
				MPO	Element	
				Non-MPO	LA	
Project Manager/Contact		Phone		E-mail Address		
Kevin Ingram		(707)263-5614		kingram@cityoflakeport.com		
Project Title						
Lakeport Boulevard and South Main Street Intersection Improvements						
Location (Project Limits), Description (Scope of Work)						
In the City of Lakeport at the intersection of Lakeport Boulevard and South Main Street. Construct intersection improvements consisting of a roundabout.						
Component						
PA&ED		Implementing Agency				
PS&E		Lakeport, City of				
Right of Way		Lakeport, City of				
Construction		Lakeport, City of				
Legislative Districts						
Assembly:	1	Senate:	2	Congressional:	1	
Project Benefits						
Improved flow of traffic, improved bike/ped facilities, reduced vehicle idling						
Purpose and Need						
The existing intersection is currently operating at LOS C or better during both the a.m. and p.m. peak hours. Within the planning period (2030) the LOS at the intersection will deteriorate to LOS D. This intersection on one of the two main entrances into the City from SR 29 and currently has 10,000 to 12,000 vehicles per day utilizing it. This project has been identified in the recently adopted Lake County Regional Transportation Plan as the highest priority project within the incorporated city of Lakeport. The ranking within the RTP was						
Category		Outputs/Outcomes			Unit	Total
Local streets and roads		Intersections Modified			Feet	850
Local streets and roads		Bicycle lane/ sidewalk miles			Feet	1700
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis	No
Includes Sustainable Communities Strategy Goals		No			Reduces Greenhouse Gas Emissions Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved					06/30/10	
Begin Environmental (PA&ED) Phase						08/01/19
Circulate Draft Environmental Document					Document Type	ND
Draft Project Report						07/01/20
End Environmental Phase (PA&ED Milestone)						10/01/20
Begin Design (PS&E) Phase						12/01/20
End Design Phase (Ready to List for Advertisement Milestone)						12/01/22
Begin Right of Way Phase						12/01/20
End Right of Way Phase (Right of Way Certification Milestone)						12/01/22
Begin Construction Phase (Contract Award Milestone)						08/01/23
End Construction Phase (Construction Contract Acceptance Milestone)						08/01/24
Begin Closeout Phase						09/01/24
End Closeout Phase (Closeout Report)						03/01/25

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 11/15/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
01	LAK, ,	, ,		0112000183	3089	
Project Title: Lakeport Boulevard and South Main Street Intersection Improvements						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)			9	71				80	Lakeport, City of
PS&E				100				100	Lakeport, City of
R/W SUP (CT)									Lakeport, City of
CON SUP (CT)									Lakeport, City of
R/W				122				122	Lakeport, City of
CON						385		385	Lakeport, City of
TOTAL			9	293		385		687	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)			80					80	
PS&E				100				100	
R/W SUP (CT)									
CON SUP (CT)									
R/W				120				120	
CON						1,085		1,085	
TOTAL			80	220		1,085		1,385	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.620
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)				71				71	Lake County/City Area Planning Co
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL				71				71	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			71					71	
PS&E				88				88	
R/W SUP (CT)									
CON SUP (CT)									
R/W				106				106	
CON						700		700	
TOTAL			71	194		700		965	

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)			9					9	
PS&E				12				12	
R/W SUP (CT)									
CON SUP (CT)									
R/W				14				14	
CON						385		385	
TOTAL			9	26		385		420	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			9					9	
PS&E				12				12	
R/W SUP (CT)									
CON SUP (CT)									
R/W				14				14	
CON						385		385	
TOTAL			9	26		385		420	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 11/15/17

District	County	Route	EA	Project ID	PPNO	Alt Proj.
01	LAK			0112000183	3089	

SECTION 1 - All Projects**Project Background**

Programming was deleted due to statewide funding shortage in 2016 STIP.

Programming Change Requested

Add programming.

Reason for Proposed Change

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

Other Significant Information**SECTION 3 - All Projects****Approvals**

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	11/29/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
01	281724	0100000055	3033R			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
LAK				Lake County		
				MPO	Element	
				Non-MPO	LA	
Project Manager/Contact		Phone		E-mail Address		
Scott DeLeon		(707)263-2341		scott.deleon@lakecountycal.gov		
Project Title						
Soda Bay Road Rehabilitation						
Location (Project Limits), Description (Scope of Work)						
Near Lakeport, at Soda Bay Road from Route 175 extension to Manning Creek. Road rehabilitation.						
Component						
PA&ED		Lake County				
PS&E		Lake County				
Right of Way		Lake County				
Construction		Lake County				
Legislative Districts						
Assembly:	1	Senate:	2	Congressional:	1	
Project Benefits						
Purpose and Need						
Improve traffic flow and safety for motorists and bicyclists; Improve access to businesses along South Main Street and Soda Bay Road; Rehabilitate deficient pavement along corridor; Improve roadway surface drainage; Underground existing overhead utility poles within the Underground District Boundary.						
Category		Outputs/Outcomes			Unit	Total
Local streets and roads		Local road lane-miles rehabilitated				
ADA Improvements Y/N		Bike/Ped Improvements Y/N			Reversible Lane analysis	Y/N
Includes Sustainable Communities Strategy Goals Y/N		Reduces Greenhouse Gas Emissions Y/N				
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					01/25/2007	
Circulate Draft Environmental Document					05/11/2011	
Draft Project Report					08/25/2011	
End Environmental Phase (PA&ED Milestone)					12/19/2012	
Begin Design (PS&E) Phase					06/12/2013	
End Design Phase (Ready to List for Advertisement Milestone)					12/31/2014	
Begin Right of Way Phase					06/12/2013	
End Right of Way Phase (Right of Way Certification Milestone)					06/01/2015	01/30/19
Begin Construction Phase (Contract Award Milestone)					08/01/2015	01/30/20
End Construction Phase (Construction Contract Acceptance Milestone)					10/01/2016	10/30/20
Begin Closeout Phase					11/01/2016	11/30/20
End Closeout Phase (Closeout Report)					01/01/2017	01/01/21

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 11/29/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
01	LAK, ,	, ,	281724	0100000055	3033R	
Project Title: Soda Bay Road Rehabilitation						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	1,285							1,285	Lake County
PS&E	650							650	Lake County
R/W SUP (CT)									Lake County
CON SUP (CT)									Lake County
R/W	400							400	Lake County
CON		662						662	Lake County
TOTAL	2,335	662						2,997	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,285							1,285	
PS&E	650							650	
R/W SUP (CT)									
CON SUP (CT)									
R/W	400							400	
CON			662					662	
TOTAL	2,335		662					2,997	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.621
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	263							263	Lake County/City Area Planning Co
PS&E									\$210 PAED voted 03/15/07
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	263							263	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	263							263	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	263							263	

Fund No. 2:	RIP - STP Enhancements (STPE)								Program Code
Existing Funding (\$1,000s)									20.30.600.731
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	26							26	Lake County/City Area Planning Co \$10 RW voted 03/05/13
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	10							10	
CON									
TOTAL	36							36	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	26							26	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	10							10	
CON									
TOTAL	36							36	

Fund No. 3:	Demo - Demonstration-State TEA21 (DEMOS21)								Program Code
Existing Funding (\$1,000s)									20.20.400.000
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	996							996	
PS&E	340							340	
R/W SUP (CT)									
CON SUP (CT)									
R/W	157							157	
CON									
TOTAL	1,493							1,493	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	996							996	
PS&E	340							340	
R/W SUP (CT)									
CON SUP (CT)									
R/W	157							157	
CON									
TOTAL	1,493							1,493	

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

Fund No. 5:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.30.600.621
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Co
PS&E	310							310	
R/W SUP (CT)									
CON SUP (CT)									
R/W	232							232	
CON		662						662	
TOTAL	542	662						1,204	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	310							310	
R/W SUP (CT)									
CON SUP (CT)									
R/W	232							232	
CON			662					662	
TOTAL	542		662					1,204	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 11/29/17

District	County	Route	EA	Project ID	PPNO	Alt Proj.
01	LAK		281724	0100000055	3033R	

SECTION 1 - All Projects**Project Background**

This project, together with PPNO 3032R, is part of a larger corridor project through a regional commercial area. It will widen the roadway and provide bicycle lanes. Utility undergrounding is being done concurrently. The project has been identified by the RTPA as a regionally significant project and funded by multiple agencies.

Programming Change Requested

Delay construction by one year.

Reason for Proposed Change

There have been significant unforeseen delays in the right of way process. The proposed improvements are having significant impacts on businesses along the corridor, with impacts ranging from decreases in parking stalls to proposed improvements obstructing traffic patterns and business operations. Additional effort is being required on many parcels to adjust or modify proposed designs to mitigate or eliminate impacts to properties. This is resulting in multiple site visits with property owners, design modifications, revisions to legal descriptions, plats, and appraisals, and ultimately delay in right of way acquisitions. In addition, the utility undergrounding is being performed by PG&E prior to construction and is not under the control of the County.

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

See above for the reason for the delay. Cost increases will be funded with local funds.

Other Significant Information**SECTION 3 - All Projects****Approvals**

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	11/29/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
01	281714	0100000054	3032R			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
LAK				Lake County		
				MPO	Element	
				Non-MPO	LA	
Project Manager/Contact		Phone		E-mail Address		
Scott DeLeon		(707)263-2341		scott.deleon@lakecountycal.gov		
Project Title						
South Main Street Rehabilitation						
Location (Project Limits), Description (Scope of Work)						
Near Lakeport, on South Main Street from Lakeport city limits to Route 175 extension. Roadway rehabilitation and bike lanes.						
Component						
PA&ED		Lake County				
PS&E		Lake County				
Right of Way		Lake County				
Construction		Lake County				
Legislative Districts						
Assembly:	1	Senate:	2	Congressional:	1	
Project Benefits						
Purpose and Need						
Improve traffic flow and safety for motorists and bicyclists; Improve access to businesses along South Main Street and Soda Bay Road; Rehabilitate deficient pavement along corridor; Improve roadway surface drainage; Underground existing overhead utility poles within the Underground District Boundary.						
Category		Outputs/Outcomes			Unit	Total
Local streets and roads		Local road lane-miles rehabilitated				
ADA Improvements Y/N		Bike/Ped Improvements Y/N			Reversible Lane analysis	Y/N
Includes Sustainable Communities Strategy Goals Y/N			Reduces Greenhouse Gas Emissions Y/N			
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					01/25/2007	
Circulate Draft Environmental Document					05/11/2011	
Draft Project Report					08/25/2011	
End Environmental Phase (PA&ED Milestone)					12/19/2012	
Begin Design (PS&E) Phase					06/12/2013	
End Design Phase (Ready to List for Advertisement Milestone)					12/31/2014	
Begin Right of Way Phase					06/12/2013	
End Right of Way Phase (Right of Way Certification Milestone)					06/01/2015	01/30/19
Begin Construction Phase (Contract Award Milestone)					09/07/2017	01/30/20
End Construction Phase (Construction Contract Acceptance Milestone)					10/27/2017	10/30/20
Begin Closeout Phase					11/27/2017	11/30/20
End Closeout Phase (Closeout Report)					12/29/2017	01/01/21

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 11/29/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
01	LAK, ,	, ,	281714	0100000054	3032R	
Project Title: South Main Street Rehabilitation						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	1,206							1,206	Lake County
PS&E	650							650	Lake County
R/W SUP (CT)									Lake County
CON SUP (CT)									Lake County
R/W	600							600	Lake County
CON		4,845						4,845	Lake County
TOTAL	2,456	4,845						7,301	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,206							1,206	
PS&E	650							650	
R/W SUP (CT)									
CON SUP (CT)									
R/W	600							600	
CON			4,845					4,845	
TOTAL	2,456		4,845					7,301	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.621
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	285							285	Lake County/City Area Planning Co
PS&E									\$240 PAED voted 03/15/07
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	285							285	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	285							285	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	285							285	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.30.600.621
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	29							29	Lake County/City Area Planning Co \$14 RW voted 03/05/13
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	14							14	
CON									
TOTAL	43							43	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	29							29	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	14							14	
CON									
TOTAL	43							43	

Fund No. 3:	Demo - Demonstration-State TEA21 (DEMOS21)								Program Code
Existing Funding (\$1,000s)									20.30.010.680
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	892							892	
PS&E	150							150	
R/W SUP (CT)									
CON SUP (CT)									
R/W	236							236	
CON		429						429	
TOTAL	1,278	429						1,707	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	892							892	
PS&E	150							150	
R/W SUP (CT)									
CON SUP (CT)									
R/W	236							236	
CON			429					429	
TOTAL	1,278		429					1,707	

Fund No. 4:	Local Funds - Local Transportation Funds (LTF)								Program Code
Existing Funding (\$1,000s)									LOCAL FUNDS
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		47						47	
TOTAL		47						47	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			47					47	
TOTAL			47					47	

Fund No. 5:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.30.600.621
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Co
PS&E	500							500	
R/W SUP (CT)									
CON SUP (CT)									
R/W	350							350	
CON		4,369						4,369	
TOTAL	850	4,369						5,219	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	500							500	
R/W SUP (CT)									
CON SUP (CT)									
R/W	350							350	
CON			4,369					4,369	
TOTAL	850		4,369					5,219	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 11/29/17

District	County	Route	EA	Project ID	PPNO	Alt Proj.
01	LAK		281714	0100000054	3032R	

SECTION 1 - All Projects**Project Background**

is project, together with PPNO 3033R, is part of a larger corridor project through a regional commercial area. It will widen the roadway and provide bicycle lanes. Utility undergrounding is being done concurrently. The project has been identified by the RTPA as a regionally significant project and funded by multiple agencies.

Programming Change Requested

Delay construction one year.

Reason for Proposed Change

ere have been significant unforeseen delays in the right of way process. The proposed improvements are having significant impacts on businesses along the corridor, with impacts ranging from decreases in parking stalls to proposed improvements obstructing traffic patterns and business operations. Additional effort is being required on many parcels to adjust or modify proposed designs to mitigate or eliminate impacts to properties. This is resulting in multiple site visits with property owners, design modifications, revisions to legal descriptions, plats, and appraisals, and ultimately delay in right of way acquisitions. In addition, the utility undergrounding is being performed by PG&E prior to construction and is not under the control of the County.

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

See above for the reason for the delay. Cost increases will be funded with local funds.

Other Significant Information**SECTION 3 - All Projects****Approvals**

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/13/17	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID		
01		0112000182	3088				
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LAK				Clearlake, City of			
				MPO	Element		
				Non-MPO	LA		
Project Manager/Contact		Phone		E-mail Address			
Roberto Galusha		(707)994-8201		enr@clearlake.ca.us			
Project Title							
Phillips Avenue/Dam Road Extension to 18th Avenue							
Location (Project Limits), Description (Scope of Work)							
In Clearlake from South Center drive to 18th Avenue, approximately 1,300 feet to the north. Construct roadway.							
Component							
PA&ED		Clearlake, City of					
PS&E		Clearlake, City of					
Right of Way		Clearlake, City of					
Construction		Clearlake, City of					
Legislative Districts							
Assembly:		Senate:		Congressional:			
Project Benefits							
Purpose and Need							
The purpose the Dam Road Extension to 18th Ave is to provide a north south connection parallel to SR 53 improving traffic circulation on the East side of SR 53 through the City of Clearlake. Dam Road Extension leads to Dam Road which intersects with SR 53. This project was identified in the recently completed SR 53 Corridor Study and is referred to as the Phillips Avenue Extension. According to the report the Dam Road Extension (Phillips Ave Extension) will attract approximately 6,300 vehicles per day. This will have the net							
Category		Outputs/Outcomes			Unit	Total	
ADA Improvements Y/N		Bike/Ped Improvements Y/N			Reversible Lane analysis Y/N		
Includes Sustainable Communities Strategy Goals Y/N					Reduces Greenhouse Gas Emissions Y/N		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type				
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)							
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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Proposed Funding (\$1,000s)								Notes
E&P (PA&ED)								
PS&E								
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON								
TOTAL								

PROJECT PROGRAMMING REQUEST

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Complete this page for amendments only

Date: 12/13/17

District	County	Route	EA	Project ID	PPNO	Alt Proj.
01	LAK			0112000182	3088	

SECTION 1 - All Projects**Project Background**

Originally programmed in 2014 STIP, but delayed in the 2016 STIP. The City has chosen to move forward utilizing a different funding source.

Programming Change Requested

Delete project.

Reason for Proposed Change

The City of Clearlake has chosen to move forward with this project utilizing a different funding source due to the STIP delays and shortfalls.

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

Other Significant Information**SECTION 3 - All Projects****Approvals**

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

DTP-0001 (Revised July 2017)

Amendment (Existing Project) Y/N					Date:		12/11/17	
District		EA	Project ID		PPNO	MPO ID		Alt Proj. ID
01			0117000244		3002P			
County	Route/Corridor		PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LAK					Lake County/City Area Planning Council			
					MPO		Element	
					Non-MPO		LA	
Project Manager/Contact			Phone		E-mail Address			
Lisa Davey-Bates			(707)263-7799					
Project Title								
Planning, Programming and Monitoring								
Location (Project Limits), Description (Scope of Work)								
Planning, Programming and Monitoring								
Component	Implementing Agency							
PA&ED								
PS&E								
Right of Way								
Construction	Lake County/City Area Planning Council							
Legislative Districts								
Assembly:		1	Senate:		2	Congressional:		1
Project Benefits								
Purpose and Need								
Category			Outputs/Outcomes			Unit	Total	
ADA Improvements Y/N			Bike/Ped Improvements Y/N			Reversible Lane analysis		Y/N
Includes Sustainable Communities Strategy Goals Y/N					Reduces Greenhouse Gas Emissions Y/N			
Project Milestone						Existing	Proposed	
Project Study Report Approved								
Begin Environmental (PA&ED) Phase								
Circulate Draft Environmental Document				Document Type				
Draft Project Report								
End Environmental Phase (PA&ED Milestone)								
Begin Design (PS&E) Phase								
End Design Phase (Ready to List for Advertisement Milestone)								
Begin Right of Way Phase								
End Right of Way Phase (Right of Way Certification Milestone)								
Begin Construction Phase (Contract Award Milestone)								
End Construction Phase (Construction Contract Acceptance Milestone)								
Begin Closeout Phase								
End Closeout Phase (Closeout Report)								

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

SECTION 16
APPENDIX
BOARD RESOLUTION

LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION NO. 17-18-9

RESOLUTION ADOPTING THE 2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

THE AREA PLANNING COUNCIL HEREBY FINDS, DECLARES AND RESOLVES THAT:

WHEREAS,

- The Lake County/City Area Planning Council (APC) is the designated Regional Transportation Planning Agency (RTPA) for Lake County; and
- The APC, as the RTPA, is required by State law to prepare, adopt, and submit to Caltrans and the California Transportation Commission by December 15, 2017, a Regional Transportation Improvement Program (RTIP); and
- In August of 2017 the California Transportation Commission released a 2018 State Transportation Improvement Program (STIP) Fund Estimate which identifies funds available for programming by regional transportation planning agencies; and
- The 2018 STIP Fund Estimate identified a new programming target for the Lake County region of \$3,663,000, a maximum programming limit of \$5,258,000; and
- The Fund Estimate also identified Advance Project Development Element funding in the amount of \$782,000 for the Lake County region in this cycle, which is separate from the funds identified above; and
- Due to a statewide funding shortage at the time of the 2016 STIP, the APC deprogrammed funding from the City of Lakeport's Lakeport Boulevard and South Main Street Intersection Improvement Project and determined that reprogramming of the funding for this project would be a priority in the following STIP cycle; and
- The APC has previously awarded STIP funding to the City of Clearlake's Dam Road/Phillips Avenue Extension Project, however, the City has moved forward with that project using local funds; and
- Previously identified project funding reserves have been carried forward from past STIP cycles for the City of Clearlake's Phillips Avenue/Dam Road Extension project and Lakeport's Lakeport Boulevard & South Main Street Intersection Improvement project; and
- The APC conducted a competitive application cycle for projects to utilize available funding; and
- Based on the competitive application cycle and prior funding commitments, the 2018 RTIP has been prepared which includes the following programming:

Lake 29 Expressway – Segment 2C	\$320,000
Lake 29 Expressway – Segment 2A	\$900,000
Lake 29 Expressway – Segment 2B (APDE)	\$900,000
Dam Rd/Dam Rd Extension Roundabout	\$1,344,000
Lakeport Blvd & South Main Intersection	\$894,000
Planning, Programming & Monitoring	\$139,000

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

- This RTIP will also delete Clearlake’s Dam Road/Phillips Avenue Extension project and utilize the money from that project for the Dam Road/Dam Road Extension Roundabout; and
- This programming will utilize and eliminate all previous reserves/future funding commitments; and
- The APC also desires to make minor programming changes, including schedule changes, to existing STIP projects, as listed in the Project Programming Request Index and shown in individual Project Programming Request forms; and
- The APC desires to keep all other existing project programming in tact unless otherwise identified in the RTIP document; and
- The APC also desires to program Federally funded projects listed in the 2018 RTIP into the Federal State Transportation Improvement Program (FSTIP) in order to be eligible for Federal funding, and this RTIP will serve as the formal means whereby these projects will be added to the FSTIP;
- The Technical Advisory Committee has recommended approval of the 2018 Regional Transportation Improvement Program; and

NOW, THEREFORE, BE IT RESOLVED THAT:

The APC finds that the 2018 Regional Transportation Improvement Program (RTIP) is consistent with Lake County’s adopted Regional Transportation Plan; and

The APC hereby adopts the 2018 Regional Transportation Improvement Program (RTIP), including programming identified above, and directs staff to forward this resolution and the appropriate documentation to Caltrans and the California Transportation Commission.

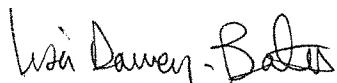
Adoption of this Resolution was moved by Director Leonard, seconded by Director Perdock, and carried on this 8th day of November, 2017, by the following roll call vote:

AYES: Directors Smith, Simon, Perdock, Parlet, Mattina, Leonard, and Rex Jackman (PAC)

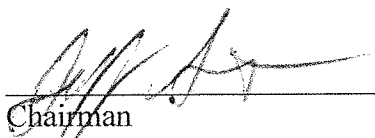
NOES: None

ABSENT: Directors Bennett, Vacant Position-Member-at-Large

**WHEREUPON, THE CHAIRMAN DECLARED THE RESOLUTION ADOPTED, AND
SO ORDERED.**



ATTEST: Lisa Davey-Bates
Executive Director



Chairman

SECTION 17

APPENDIX

DETAILED PROGRAMMING SUMMARY TABLE

Lake County/City Area Planning Council

2018 RTIP Proposed Programming

AGENCY	PROJECT	PPNO	COMPONENT	Prior	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23
Clearlake	Dam Road/Phillips Ave Extension (DELETE)	3088	E&P						
		3088	PS&E						
Clearlake	Dam Rd/Dam Rd Extension Roundabout		E&P			211			
			PS&E				563		
			ROW					570	
Lakeport	Lakeport Blvd & S. Main Intersection	3089	E&P			71			
		3089	PS&E				88		
		3089	ROW				106		
		3089	CON						700
Caltrans	Lake 29 Expressway 2C	3100	ROW	2231					
		3100	CON		10956				
	Lake 29 Expressway 2A	3122	PA&ED		900				
	Lake 29 Expressway 2B*	3121	PA&ED		900				
Lake County	South Main Street Corridor Improvements	3032R	CON			4369			
	Soda Bay Road Corridor Improvements	3033R	CON			662			
APC	PPM	3002P			35	40	46	46	47
	TOTAL PROPOSED PROGRAMMING			2231	12791	5353	803	616	747

*Note Lake 29 Expressway Segment 2B will utilize a combination of APDE and regular RIP funding

SECTION 18
APPENDIX
STIP PROJECT LOCATION MAP

PROJECT LOCATION MAP

