



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

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

LAKE COUNTY/CITY AREA PLANNING COUNCIL (APC) AGENDA

DATE: Wednesday, March 6, 2019

TIME: 9:00

PLACE: City Council Chambers
225 Park Street
Lakeport, California

Caltrans-District 1
Teleconference
2460 6th Street
Eureka, California

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

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

PUBLIC EXPRESSION

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

REGULAR CALENDAR

4. Public Hearing: Unmet Transit Needs for Fiscal Year 2019/20 (*Sookne*)
5. Discussion and Proposed Re-designation of Consolidated Transportation Service Agency from Lake Transit Authority to Lake Links - 501(c)(3)
(*Cremer, Dumont, Davey-Bates, McQuire*)
6. Discussion and Proposed Approval of Local Transportation Funds for additional planning of Lake Transit Authority's Transit Hub (*Speka, Davey-Bates, LSC Transportation Consultants*)

RATIFY ACTION

7. Adjourn Policy Advisory Committee and Reconvene as Area Planning Council
8. Consideration and Adoption of Recommendations of Policy Advisory Committee

REPORTS

9. Reports & Information
 - a. Lake APC Staff Summary of Meetings – Administration and Planning Services
 - i. Lake APC Planning Staff
 - ii. Miscellaneous
 - c. Lake APC Administration Staff
 - i. Next Meeting Date – **April 10, 2019 (Lower Lake)**
 - ii. Miscellaneous
 - d. Lake APC Directors
 - e. Caltrans
 - i. Lake County Project Status Update
 - ii. Miscellaneous
 - f. Rural Counties Task Force
 - i. Next Meeting Date – **March 8, 2019 (Sacramento)**
 - g. California Transportation Commission

- i. Next Meeting Date – **March 13 - 14, 2019**
- h. California Association of Councils of Governments (CalCOG)
 - i. Regional Leadership Forum – **March 14 - 16, 2019 (Yosemite)**
 - ii. CalCOG Directors Meeting – **March 15, 2019 (Yosemite)**
- i. Miscellaneous

INFORMATION PACKET

- a. NARC Transportation Infrastructure Reauthorization Principles
- b. CalCOG Bill Tracker

ADJOURNMENT

PUBLIC EXPRESSION

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

AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS

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

ADDITIONS TO AGENDA

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

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

CLOSED SESSION

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

POSTED: February 28, 2019

Attachments:

Agenda Item #4 –Unmet Transit Needs Staff Report,

Adopted Definitions & Unmet Needs Project List

Agenda Item #5 – Staff Report & Reso CTS A Re-designation

Agenda Item #6 – Transit Hub Staff Report

Agenda Item #9a – Summary of Meetings Staff Report

Agenda Item #10 - Information Packet

- a) NARC Transportation Reauthorization Principles*
- b) CalCOG – Bill Tracker*



LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

TITLE: 2019/20 Unmet Transit Needs Hearing

DATE PREPARED: February 25, 2019

MEETING DATE: March 6, 2019

SUBMITTED BY: James Sookne, Program Manager

BACKGROUND:

Lake APC has been conducting formal Unmet Transit Needs processes since 2014. Its purpose is to identify priority transit needs for transit dependent or transit disadvantaged populations within Lake County. It assists the APC and LTA in determining how to best use the limited transit funding available to the region.

The process is a requirement of the Transit Development Act (TDA) prior to a region using any Local Transportation Funds (LTF) for streets and roads purposes. Although the APC does not allocate any LTF funds for streets and roads purposes, the process is still considered useful as a means of identifying potential transit needs in the region as well as analyzing opportunities for Lake Transit Authority (LTA) to meet those needs if feasible. The Unmet Transit Needs Process also meets TDA requirements calling for annual public input opportunities for transit dependent or transit disadvantaged persons within the jurisdiction represented by the Social Services Transportation Advisory Council (SSTAC).

Also, in 2014, the definitions for “unmet transit need” and “reasonable to meet” were adopted by the Lake APC Board, pursuant to TDA requirements. The definitions approved by the APC are shown in the attachments to this report.

The current Unmet Needs Process began at the November meeting of the SSTAC, where the 18/19 list of unmet needs was reviewed. Following the completion of the Bus Passenger Facility Plan Public Survey, the process continued at the January SSTAC meeting where a list of potential unmet transit needs was developed.

The TDA requires that the Unmet Needs Process include a public hearing to provide the opportunity for citizen participation. At this hearing, the public may comment on and suggest additions to the list of potential unmet needs. The APC must then make a finding that either:

- a) The testimony *includes* “unmet transit needs” according to the APC’s adopted definition, and those needs are directed to the APC and LTA staff for analysis and further review by the SSTAC; or
- b) The testimony *does not* include any “unmet transit needs” according to the adopted definition. Therefore, there are no unmet transit needs found for fiscal year 2019/20, and the annual process is concluded.

If the first finding is made, those needs meeting the definition of “unmet transit needs” will be further assessed by staff and reviewed by the SSTAC. Based on this analysis and a recommendation from the SSTAC, the APC will, at a later meeting, make a finding to determine if any of the needs are “reasonable to meet.” If needs are eventually found reasonable to meet, they will then become part of the budgeting process.

ACTION REQUIRED:

1. Make finding that proper notice of meeting has been provided (30-day notice published in the Record Bee 1/29/19).
2. Receive staff report.
3. Open public hearing.
4. Receive public comment.
5. Close public hearing.
6. Make one of the two findings shown above, using the attached adopted definitions.

ALTERNATIVES: None identified.

RECOMMENDATION:

Staff recommends that the public hearing take place to allow testimony and that the APC Board makes a finding to determine whether the prepared list contains unmet needs.

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

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

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

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

Lake County FY 2019/20 Potential Unmet Transit Needs
Developed by Social Services Transportation Advisory Council
2/15/2019

(Not in order of priority)

- 1. Eastbound service to Spring Valley.** Currently, there is no service east of SR 53.
- 2. Eastbound service, allowing people to connect with service to the Sacramento area.** Currently, the closest connection is at the Cache Creek Casino.
- 3. Non-Emergency Medical Transportation in outlying areas.** This would serve areas beyond one mile from fixed routes, and vehicles need to include wheelchair lifts.
- 4. Non-Emergency Medical Transportation to out of county locations.** This is needed for both adults and children. There is a particular need for transport to Santa Rosa and San Francisco.
- 5. Fixed route service on Sundays.** Another frequently noted need subject to funding availability.
- 6. Expanded transit service and Mobility Training to accommodate job placement for developmentally disabled.** New enhanced requirements for competitive integrated job placement will be implemented soon necessitating transportation to and from jobs, potentially outside of normal transit operating hours. It is likely that demand response service would be needed to fit this potential need.
- 7. NEMT after normal business hours.** Instances in which a need for non-emergency transport arises outside of normal service hours.
- 8. Periodically re-evaluate the LTA transfer policy to ensure it is fair and equitable to everyone.**



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Proposed Re-designation of CTSA from Lake Transit Authority to Lake Links – Non-profit/501(c)(3)

Date Prepared: February 27, 2019
MEETING DATE: March 6, 2019

SUBMITTED BY: Lisa Davey-Bates, Executive Director

BACKGROUND:

The purpose of Consolidated Transportation Services Agencies (CTSAs) is to achieve the intended goals of the Social Services Transportation Improvement Act to promote the consolidation and coordination of transportation services. Designation of the CTSA is made by and in the jurisdiction of the transportation planning agency, which is the Lake Area Planning Council in Lake County.

On July 10, 1996, the Lake APC designated Lake Transit Authority as the CTSA to coordinate transportation programs and services to seniors, people with disabilities, and low-income populations. While Lake Transit Authority (LTA) has made great progress in providing public transportation to the region, Non-Emergency Medical Transportation (NEMT) in and out of Lake County has been identified as an ongoing unmet need.

In Fiscal Year 2009/2010, Lake APC received FTA 5304 Transit Technical Planning Assistance grant funding to complete a Non-Emergency Medical Transportation Plan. The Non-Emergency Medical Transportation Plan identified existing needs, and optional services and service areas to meet the needs of mental health patients, seniors, persons with developmental disabilities, and others in need of NEMT service in Lake County. Determining the optimal organizational structure of an NEMT Brokerage and hiring a Mobility Manager were two of the immediate recommended actions.

On September 9, 2015, a CTSA Ad-Hoc Committee met to discuss the recommendations that emerged from the NEMT Plan as well as those that had been identified through the Unmet Needs Process. The structure of the existing CTSA and what would be most beneficial long-term to the NEMT program/brokerage were discussed. After much consideration, the Ad-Hoc Committee agreed by consensus that it would best to develop a new non-profit corporation. The non-profit corporation would provide many opportunities for coordination and consolidation, autonomy, and an opportunity to receive funding that is not available to a public agency as it is to a non-profit corporation.

In September 2016, Lake APC contracted with Phillip McGuire and Greg Miller to provide assistance in the development of the non-profit corporation, which would be known as Lake Links. The process has been long and arduous, but progress has been gaining speed over the past several months. The articles of incorporation were developed by the CTSA Committee and the non-profit corporation was formed in April 2018. To date, Lake Links has appointed four of the potential six Board Members; Ilene Dumont (Chair), Paul Branson (Secretary), Russ Cremer (Treasurer), and Lisa Davey-Bates (Ex-Officio Member).

In February 2017, a notice of Request for Proposals for management operations and maintenance services was circulated by Lake Transit Authority. In that proposal, under CTSA Services (Pg. 4), it was noted that the Lake APC would work with LTA to establish a new non-profit agency, and that the Mobility Coordinator would become an “employee or contractor of the CTSA”. LTA received 5310 grant funding in 2018 for a three-year period to provide mobility management in Lake County. Lake Transit is currently under contract with Paratransit Services to provide mobility management until June 30, 2019. A new Request for Proposals will be circulated by Lake Transit Authority for Mobility Management and Administrative Services through the remainder of the grant by late March 2019, with a new contract in place July 1, 2019.

Meanwhile, the Lake Links Board met on February 20, 2019 to discuss, amongst many other things, informing Lake APC that it was ready to take on the role of the CSTA. I have attached a memo from Ilene Dumont recommending the re-designation. As an Ex-Officio Board Member of Lake Links and Executive Director of the Lake APC, it is my opinion that this is a pivotal moment that we've been moving towards for some time. I have also attached a resolution for discussion and your consideration.

ACTION REQUIRED: Recommend designation of the Consolidated Transportation Services Agency (CTSA) be rescinded from Lake Transit Authority and Lake Links (non-profit corporation) be designated as the CTSA by the attached Resolution #2018-19-11.

ALTERNATIVES:

- 1) Do not recommend re-designation of the CTSA.
- 2) Consider other agencies and/or options for the CTSA designation.
- 3) Take no action until further consideration is made.

RECOMMENDATION: Approve Resolution #2018-19-11 rescinding the of the Consolidated Transportation Services Agency (CTSA) from Lake Transit Authority to the Lake Links (non-profit corporation).

LAKE AREA PLANNING COUNCIL

RESOLUTION 18-19-11

DESIGNATION OF CONSOLIDATED TRANSPORTATION SERVICES AGENCY (CTSA) TO LAKE LINKS

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

WHEREAS, the Lake Transit Authority was created by the County of Lake, the City of Clearlake and the City of Lakeport on February 1, 1996 to provide public transit services, either directly or through contracts, throughout the geographical areas of the respective parties; and

WHEREAS, the Lake Transit Authority was subsequently designated as the Consolidated Transportation Services Agency (CTSA) on July 10, 1996 by the Lake Area Planning Council; and

WHEREAS, a CTSA may file claims under Article 4.5 of the Transportation Development Act of up to 5% of the annual Local Transportation Fund (LTF) revenues for operating costs (6634(a)), purchasing vehicles and communications and data processing equipment (6634(f));

WHEREAS, the role of the CTSA is to promote the consolidation and coordination of transportation services according to the Social Services Transportation Improvement Act in the region of the transportation planning agency; and

WHEREAS, Lake Transit Authority, as the CTSA, has worked closely with the Lake Area Planning Council to improve transportation services to the elderly, people with disabilities, and low-income populations in Lake County; and

WHEREAS, Non-Emergency Medical Transportation has been identified as one of several unmet needs in the annual Unmet Needs Process; and

WHEREAS, FTA 5310 Grant Funds were awarded in FY 2009/10 to complete a Non-Emergency Medical Transportation Plan (February 2011), which recommended the creation of an NEMT Brokerage to meet this unmet need; and

WHEREAS, a CTSA Ad-Hoc Committee met on September 9, 2015 to discuss the human service needs in Lake County and recommended the formation of a non-profit corporation in the name of Lake Links that would become the CTSA in Lake County; and

WHEREAS, in April 2018 the agency known as Lake Links was established with the intention of becoming the CTSA in Lake County, dedicated to coordinating and consolidating human service transportation needs; and

NOW, THEREFORE, BE IT RESOLVED THAT:

The Area Planning Council hereby designates Lake Links as the Consolidated Services Transportation Services Agency (CTSA) to coordinate and consolidate transportation services to the elderly, people with disabilities, and low-income populations of Lake County.

Adoption of this Resolution was moved by Director , seconded by Director , and carried on this 6th day of March 2019, by the following roll call vote:

AYES:
NOES:
ABSENT:

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

ATTEST: Lisa Davey-Bates
Executive Director

Stacey Mattina, Chair
APC Member



March 6, 2019

F. Ilene Dumont, Chair
Board of Directors
Lake Links
P O Box 1355
Clearlake Oaks, CA 95423

Area Planning Council – Lake County
c/o Davey-Bates Consulting
367 N. State Street, Suite 204
Ukiah, CA 95482

Dear Area Planning Council:

For nearly two years discussions have been underway regarding the formation of a nonprofit corporation to fill the role of the Consolidated Transportation Services Agency (CTSA) for Lake County. A new nonprofit CTSA was desired to establish an agency dedicated to human service transportation needs. To date, Lake Transit Authority (LTA) has held the CTSA designation.

The nonprofit corporation has now been formed and is beginning to establish the structure to fulfill the mission of providing a variety of human service transportation programs. The new agency is called Lake Links. The agency was incorporated in April, 2018, and has been working through formation activities since. Among those has been assembling a Board of Directors with the skills and credentials to oversee the new venture. I am serving as the Chair of the Board. My many years of leadership as the CEO of People Services have served as the ideal background to contribute to this endeavor, along with my active membership on the local SSTAC since its inception. Also serving as Board Members are Paul Branson who has been a member of the SSTAC for many years, serves on other key community committees, and has a long track record as a professional in human service transportation. Our newest Board Member is Russ Cremer, who also has a long history of service in Lake County, serves on the Clearlake City Council, and is a member of your APC Board. Finally, per the Lake Links corporate bylaws, Lisa Davey-Bates serves as an Ex Officio Member representing the APC.

The founders of Lake Links have had a vision for a specialized nonprofit transportation organization for some time. They have taken on the complex task of creating the agency,



getting its business structure in place, and planning for its service delivery future. That vision is for an agency much like the major nonprofit CTSA's in Stanislaus, San Luis Obispo, and Sacramento Counties that have established strong records of performance over many years.

As it has long been the intention regarding formation of a new nonprofit corporation that it be designated the CTSA for the County, Lake Links is prepared to accept that role. The corporation is taking steps to assume management of the various mobility projects in the County. Designation as the CTSA will greatly facilitate that process. We therefore respectfully request that the Area Planning Council designate Lake Links as the CTSA for Lake County and grant all of the authority and duties that go with that designation.

Sincerely,

F. Ilene Dumont

Chair, Board of Directors, Lake Links

- cc. Lake Transit Authority
Paul Branson
Russ Cremer
Phil McGuire
Greg Miller



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Lake Transit Hub Update and Next Steps

DATE PREPARED: February 28, 2019

MEETING DATE: March 6, 2019

SUBMITTED BY: John Speka, Senior Transportation Planner

BACKGROUND: On February 20, Lake APC staff met with representatives from the County of Lake, the City of Clearlake and Lake Transit Authority to discuss possible scenarios for LTA to acquire property at the preferred Dam Road Extension site for the Lake Transit Hub. The current owner of the property (County of Lake), has had the 1.4-acre portion of the site to be used for the original “Corner Design” appraised at \$260,000. LTA is seeking to purchase the property, or perhaps the site plus additional square footage, for a discounted rate. Once secured, LTA plans to seek funding for both the acquisition of the land as well as funding for construction of the facility.

During the discussions, several potential options were examined for the site. As noted, the original option is to purchase the 1.4 acres and have the transit hub facility constructed similar to what is shown in the “Corner Option- Plan View” (see attached). A second option involved the acquisition of more than the 1.4 acres in order to include additional features, such as more parking for a park-and-ride area, electric vehicle charging stations and a public park adjacent to the facility (see Modified Area #1 and Modified Area #2). In this fashion, it is believed that the project could become more competitive for certain capital improvement programs that stress greenhouse gas reduction (e.g. Transit and Intercity Rail Capital Program) as a goal. Further options were discussed including the possibility of contacting the neighboring Masonic Lodge property owners about potential boundary line adjustments to allow for a more uniform design of the property (see Modified Area #3).

As a means of providing detailed illustrations of these potential options, Lake APC staff requested that the consultants which prepared the original Transit Hub Location Plan (LSC Transportation Consultants) provide cost estimates for up to three modified renditions of the “Corner Option- Plan View,” as well as the costs for later presentations of the revised plans to the County Board of Supervisors. A rough estimate was received from LSC in the amount of \$14,900. As a result, staff is seeking permission from the APC Board for the use of a “not-to-exceed” amount of \$15,000 in LTF funds to pursue the additional consultant work.

ACTION REQUIRED:

1. Discussion and possible direction to staff regarding up to \$15,000 in LTF funds for additional consultant work on the Lake Transit Hub project. Additional work would entail up to three modified renditions of the “Corner Option- Plan View” and include presentations before the County Board of Supervisors.
2. Direction to staff seeking a smaller amount of LTF funds for a limited amount of additional consultant work.

ALTERNATIVES:

None identified.

RECOMMENDATION:

That the APC Board of Directors approve a “not-to-exceed” amount of \$15,000 in LTF funds for additional consultant work.

**Figure 5
Corner Option - Plan View**



- ① Transit Building
- ② Seating Under Brezeway
- ③ Bike Lockers
- ④ North Bus Shelter
- ⑤ East Bus Shelter
- ⑥ Bike Lane
- ⑦ Parking



LAKE COUNTY TRANSFER HUB
CLEARLAKE, CALIFORNIA LAKE COUNTY



DESIGNWORKSHOP
MAY 12, 2016

S CENTER DR

DAM ROAD EXT



Lake County IT Dept., Lake County I.T. Dept., Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Lake County, CA

Modified Area #1

built with Web AppBuilder for ArcGIS



All parcel boundaries are approximate. Discrepancies in acreage, shape and location are common. This map is not the legal survey document to be used in single site determinations. Consult your deed for a legal parcel description.

Print Date: 2/28/2019



S CENTER DR

53

53

Lake County IT Dept, Lake County I.T. Dept., Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Lake County, CA

Modified Area #2

built with Web AppBuilder for ArcGIS



All parcel boundaries are approximate. Discrepancies in acreage, shape and location are common. This map is not the legal survey document to be used in single site determinations. Consult your deed for a legal parcel description.

S CENTER DR

DAM ROAD EXT



Lake County IT Dept., Lake County I.T. Dept., Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Lake County, CA

Modified Area #3

built with Web AppBuilder for ArcGIS



All parcel boundaries are approximate. Discrepancies in acreage, shape and location are common. This map is not the legal survey document to be used in single site determinations. Consult your deed for a legal parcel description.

Print Date: 2/28/2019



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Meetings Attended by APC Staff

DATE PREPARED: February 27, 2019

MEETING DATE: March 6, 2019

SUBMITTED BY: Lisa Davey-Bates, Executive Director

BACKGROUND:

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

- | | | |
|----|---|--------------|
| 1. | Lake APC Meeting
Lakeport
(Davey-Bates, Dow, Pedrotti, Speka, Sookne) | 2/13/19 |
| 2. | National Association of Regional Councils (NARC)
Washington
(Davey-Bates) | 2/11 – 13/19 |
| 3. | APC - Admin/Planning Coordination Meeting
Ukiah
(All) | 2/19/19 |
| 4. | Lake Transit Hub Site Coordination
Clearlake
(Davey-Bates, Speka, Sookne) | 2/20/19 |
| 5. | Lake TAC Meeting
Lakeport
(Davey-Bates, Speka, Sookne) | 2/21/19 |
| 6. | California Transportation Planning Conference
San Diego
(Speka) | 2/25 – 27/19 |
| 7. | Hwy 20 Northshore Traffic Calming Plan Project Meeting
Teleconference
(Speka) | 2/27/19 |
| 8. | APC - Admin/Planning Coordination Meeting
Ukiah
(All) | 3/5/19 |

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

ACTION REQUIRED: None.

ALTERNATIVES: None identified.

RECOMMENDATION: None. This is for your information only.

Information

Packet



NARC

Building Regional Communities

National Association of Regional Councils



Issued: February 2019

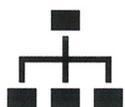
TRANSPORTATION INFRASTRUCTURE



America needs a new transportation authorization bill in 2020. Transportation infrastructure is the nation's economic backbone – essential to job creation, competitiveness, and high quality of life. Maintaining and expanding the nation's system of highways and roads, bridges, transit systems, and bicycle and pedestrian facilities is essential for the well-being of all Americans. The federal fuel tax, which has not changed since 1993, covers only two-thirds of federal transportation expenditures.

Priorities for transportation reauthorization. To maintain global competitiveness and local quality of life, the next transportation reauthorization should:

- provide adequate, stable, and flexible funding so regions can choose the investments that work best for them across all modes;
- enhance the role Metropolitan Planning Organizations (MPOs) and Rural or Regional Transportation Planning Organizations (RTPOs) play to achieve increased mobility, access to opportunities, and economic prosperity, while addressing rapid shifts in innovative technology and data, demographics, and climate; and
- prioritize transportation safety and encourage the use of performance metrics to track success and shape future decisions.



Economies function at the regional scale and regional collaboration is vital to ensuring transportation investments spur economic growth and meet the needs of both employers and workers. MPOs and RTPOs are where cities and counties literally come together to set priorities for transportation investments, in collaboration with state DOTs, transit agencies, business, and other public and private stakeholders and taking into account where future homes and jobs are expected. MPOs and RTPOs use technical analysis, public engagement, and regional collaboration to coordinate decision making on infrastructure investments.



SUPPORT AND FUND TRANSPORTATION INFRASTRUCTURE

To support regional planning and local prioritization in an infrastructure package and in the upcoming transportation reauthorization, Congress should:



Dedicate additional revenue to ensure Highway Trust Fund solvency. Congress must close the existing funding gap and grow the program over the coming decade. Increasing and indexing existing federal fuel taxes can achieve near-term solvency. This will provide a window to identify, study, and implement a long-term solution such as a mile-based user fee.



Increase funding for transportation planning. Effective planning crafts solutions that address a variety of transportation needs. Additional funding can support the increasingly complex array of activities and analyses regional planners face.



Increase the portion of the Surface Transportation Block Grant Program (STBGP) provided to local areas through their MPO. STBGP is the most direct way to provide federal funding for local transportation priorities. Increasing the portion of the program provided for this purpose will enhance local authority.



Increase authority of and funding for non-metropolitan planning organizations to incentivize rural planning and urban-rural collaboration. Encouraging more states to create and support RTPOs would help rural communities compete economically.



Support multimodal investments and provide flexibility in the types of projects federal funding supports. Transit, rail, bike and pedestrian, safety, and other similar projects should remain federal priorities. Flexible funding allows communities to prioritize their federal funding in a manner that reflects local needs.



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: CalCOG Bill Tracker

DATE PREPARED: February 28, 2019

MEETING DATE: March 6, 2019

SUBMITTED BY: Lisa Davey-Bates, Executive Director

BACKGROUND:

California Association of Councils of Governments (CalCOG) is a 46 member, non-profit organization formed to serve regional governments. Each agency appoints a representative from their legislative body to serve on the CALCOG Board. Chuck Leonard represents the Lake Area Planning Council. The California State Association of Counties and the League of California Cities may also appoint a representative to the CALCOG Board of Directors.

CalCOG, in addition to many other things outlined in their work program, monitors consensus-based high priority Legislation of common interest. CalCOG staff created a well-organized bill tracker on their website that I thought might be useful for you all.

If you go to www.calcog.org/billtrack you will see a list of all bills with a very short summary to help you click through the bills. They are also broken out by subject area.

- Click on an individual bill to get more details about that bill, including summary, history, votes, CALCOG comments and Notes (when they are added), and, as they come in, support/oppose letters from CALCOG and members.
- Also, you can click on the “Priority” button to see which bills we have a position on or have otherwise flagged as a watch/monitor bill
- You can also click on the “Calendar” button to get a schedule of upcoming hearings for the bills we are tracking
- You can also get specific details on a single bill number: (e.g., AB 252) in the Bill search box.

ACTION REQUIRED: None.

ALTERNATIVES: None identified.

RECOMMENDATION: None. This is for your information only.



BILL TRACKER

[Main](#)
Transportation
Position
Calendar
Resources
 Bill No.
Go

[Print View](#)

BILL NUMBER, TITLE, POSITION	SUBJECT	STATUS
AB 185 (Grayson D) California Transportation Commission: transportation policies: joint meetings. Would require HCD to participate in joint twice-per-year ARB-CTC meetings	Climate, Housing, Transportation	2/4/2019-Referred to Com. on TRANS.
AB 213 (Reyes D) Local government finance: property tax revenue allocations: vehicle license fee adjustments. Makes vehicle license fee adjustments for the 2019–20 fiscal year.	Transportation	2/4/2019-Referred to Com. on L. GOV.
AB 252 (Daly D) Department of Transportation: environmental review process: federal program. Extends indefinitely California's consent to federal jurisdiction with regard to compliance federal environmental review for surface transportation projects. Support	Project Delivery, Transportation	2/7/2019-Referred to Com. on TRANS. 3/11/2019 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, Chair
AB 285 (Friedman D) California Transportation Plan. Requires California Transportation Plan to describe how the state will achieve maximum feasible emissions reductions to attain a 40% reduction in GHG emissions by 2030 and carbon neutrality by 2045. Includes consulting SGC in regard to align certain grant programs. Watch	Transportation	2/11/2019-Referred to Coms. on TRANS. and NAT. RES.

