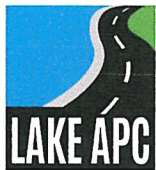


Lake County/City Area Planning Council
2020 Regional Transportation Improvement Program
Adopted December 11, 2019



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

December 12, 2019

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

Re: Lake County 2020 Regional Transportation Improvement Program

Dear Ms. Bransen:

The Lake County 2020 Regional Transportation Improvement Program (RTIP) was adopted by the Lake County/City Area Planning Council (APC) at their meeting of December 11, 2019.

Due to the minimal available funding, the RTIP proposes no new projects. The majority of available funding has been programmed for Planning, Programming and Monitoring. The remaining funds will be left unprogrammed for future funding considerations. The RTIP also includes minor programming changes to existing projects. Our South Main Street and Soda Bay Road Rehabilitation Projects have requested a schedule change for the construction element because of unforeseen delays in Right of Way acquisition.

Enclosed for your review and processing is the APC's 2020 RTIP, which utilizes the recommended RTIP template, along with supporting documentation. The submittal includes:

- 2020 Lake County Regional Transportation Improvement Program
- Individual Project Programming Request forms
- Resolution Adopting the 2018 RTIP
- Programming Summary Table
- Project Location Map

If you would like to discuss any of the details of the APC's 2020 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)
Mark Mueller, District 1 (electronic copy)

2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2020 RTIP)

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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 2017 Lake County Regional Transportation Plan.

On August 14, 2019, the California Transportation Commission adopted the 2020 State Transportation Improvement Program Fund Estimate. The Fund Estimate identified a STIP programming target through FY 2024/25 of \$189,000 for the Lake County region. This estimate takes into account the \$543,000 that was added to Segment 2C of the SR 29 project at the June CTC meeting. The available funding includes \$108,000 available for Planning, Programming & Monitoring, leaving \$81,000 available for projects.

The \$81,000 available has not been programmed for new or existing projects. It will be left for future funding considerations.

Section 2. General Information

- **Regional Agency Name**
Lake County/City Area Planning Council
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

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

RTIP document link: <https://www.lakeapc.org/library/plans/>

RTP link: <https://www.lakeapc.org/wp-content/uploads/2018/06/2017-RTP-Final.pdf>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

Name	Lisa Davey-Bates
Title	Executive Director
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Telephone	707-234-3314

- **RTIP Manager Staff Contact Information**

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City/State	Ukiah, CA		
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Telephone	707-263-7799	Fax	707-463-2212

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

Name	Teresa Favila	Title	Associate Deputy Director
Address	1120 N Street		
City/State	Sacramento, CA		
Zip Code	95814		
Email	teresa.favila@catc.ca.gov		
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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)

No projects have been completed between the adoption of the RTIP and the adoption of the previous RTIP.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14, 2019
Caltrans identifies State Highway Needs	September 15, 2019
Caltrans submits draft ITIP	October 1, 2019
CTC ITIP Hearing, North	October 8, 2019
CTC ITIP Hearing, South	October 15, 2019
Regional Agency adopts 2020 RTIP	December 11, 2019
Regions submit RTIP to CTC (postmark by)	December 15, 2019
Caltrans submits ITIP to CTC	December 15, 2019
CTC STIP Hearing, South	January 30, 2020
CTC STIP Hearing, North	February 6, 2020
CTC publishes staff recommendations	February 28, 2020
CTC Adopts 2020 STIP	March 25-26, 2020

B. Public Participation/Project Selection Process

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

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

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

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. 2020 STIP Regional Funding Request

Section 6. 2020 STIP Regional Share and Request for Programming

A. 2020 Regional Fund Share Per 2020 STIP Fund Estimate

\$189,000 STIP Target

B. Summary of Requested Programming –

The following table summarizes new programming.

Project Name and Location	Project Description	Requested RIP Amount
Planning, Programming & Monitoring		\$108,000

C. Summary of Programming since 2018 RTIP Approval –

The following table summarizes programming since the previous RTIP approval.

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.	\$543,000

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

Proposed 2020 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	Local Funds	SHOPP	DEMO	Utility Underground Funding	
Lake 29 Expressway (Segment 2C)	15630	17951		72882			106463
Lake 29 Expressway (Segment 2A)	900	5100					6000
Lake 29 Expressway (Segment 2B)	900	5100					6000
South Main St. Widening & Bike lanes	5547		47		1707	1250	8551
Soda Bay Rd. Widening & Bike lanes	1503		1		1493	1250	4247
Totals	24480	28151	48	72882	3200	2500	131,261

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.

No ITIP funding is requested.

Section 9. Projects Planned Within Multi-Modal Corridors (per Sections 11 and 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 2020 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 2017 Lake County Regional Transportation Plan, adopted by the APC in February of 2018. The following tables from the RTP summarize the projects from the 2020 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
1. Coordinate, support and encourage multi-modal regional planning activities in Lake County across all jurisdictional boundaries	1.1 - Participate in the regional planning efforts of other agencies
	1.2 - Coordinate with local and state agencies on health, security and emergency response planning efforts
	1.3 - Assist and encourage local agencies in their efforts to implement the Lake County 2030 Regional Blueprint
	1.4 - Incorporate Blueprint principles and policies into planning documents
	1.5 - Pursue funding from various sources to fund planning projects consistent with the Lake County 2030 Regional Blueprint
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 California's 2008 Complete Streets legislation
	2.2 - Encourage local agencies to adopt Complete Streets policies and implement Complete Streets strategies and projects
	2.3 - Incorporate Complete Streets concepts and policies into future planning documents
	2.4 – Encourage and support and encourage transit and Active Transportation planning and facility improvements
	2.5 – Utilize principles developed through the Wine Country Interregional Partnership (IRP) to identify strategies to improve the jobs-housing imbalance
	2.6 - Support effort to reduce dependency on automobile use
	2.7 – Support and facilitate the installation of electric vehicle charging stations for public use
3. Reduce Greenhouse Gas Emissions by promoting and facilitating transit use and increasing Active Transportation alternatives	3.1 - Facilitate implementation of the Countywide Safe Routes to School (SRTS) Plan and construction of SRTS projects to encourage students to walk and bike to school rather than traveling by car
	3.2 - Update the Active Transportation Plan consistent with the Regional Transportation Plan update schedule, or as needed to keep the plan current and meaningful
	3.3 - Support increased frequency/expansion of transit service consistent with the local Unmet Transit Needs process
4. Reduce and mitigate environmental impacts of current and future transportation projects	4.1 - Early in the planning and design process, involve community members and environmental organizations to identify potential environmental issues as well as potential avoidance, minimization and mitigation opportunities
5. Increase funding for transportation planning, pre-construction activities and construction	5.1 - Pursue non-traditional funding sources for planning, pre-construction and construction of transportation projects
	5.2 - Work cooperatively and collaboratively with other agencies and organizations to secure funding for projects which further the goals, objectives and policies identified in 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 the highest priority, completion of remaining segments of the Lake 29 (Diener Dr. – S.R. 175) Expressway Project
	1.2 – Coordinate with Caltrans to seek ITIP, SHOPP, SB 1 and INFRA funding for the Lake 29 (Diener Drive – SR 175) Expressway Project
	1.3 – Support periodic update of the approved environmental document for the Lake 29 (Diener Drive – SR 175) Expressway Project to ensure its long-term viability in aiding project implementation into the future
	1.4 - Identify for funding consideration mobility improvements on SR 20 consistent with the Highway 20 Traffic Calming and Beautification Plan
	1.5 - Identify for funding consideration projects consistent with the SR 53 Corridor Study.
	1.6 - Implement strategies and projects to encourage trucks and inter-regional traffic to use the Principle Arterial Corridor (includes portions of SR 20, 29 and all of 53) to travel through Lake County.
	1.7 - Consider strategies and improvements consistent with the Lake County 2030 Regional Blueprint Plan.
	1.8 – Implement strategies and projects consistent with the Interregional Transportation Strategic Plan (ITSP) and California Freight Mobility Plan (CFMP)
2. Improve safety conditions on the State highway system serving Lake County	2.1 - Coordinate with Caltrans to identify safety issues, develop solutions and identify funding opportunities.
	2.2 - Coordinate with local and state agencies on security and emergency response planning efforts, including the identification of key evacuation and emergency access routes.
	2.3 - Implement traffic calming & safety improvements along sections of highway segments that function as “Main Street” in communities including Middletown, Lucerne, Nice, and Clearlake Oaks.
	2.4 - Identify for funding consideration safety projects on all State highways (SR 20, SR 29, SR 53, SR175, & SR 281) in Lake County.
	2.5 - Identify for funding consideration mobility improvements on SR 20 consistent with the Highway 20 Traffic Calming and Beautification Plan
	2.6 – Cooperate with Caltrans and Lake County to facilitate implementation of the Highway 20 Traffic Calming and Beautification Plan projects in North Shore communities
	2.7 - Pursue grant funding for studies and projects to improve active transportation alternatives within State highway segments that function as “Main Street” in Lake County Communities
	2.8 - Consider construction of grade separations (interchanges, overpasses and underpasses) as well as roundabouts as long-term solutions to safety and capacity issues at major intersections/junctions on the Principal Arterial System
	2.9 - Facilitate the identification of State highway related safety issues within local communities and throughout the County

Objectives	Policies
	2.10 - Coordinate with Caltrans to identify safety issues and provide input to the District 1 State Highway Operations and Protection Plan (SHOPP)
	2.11 – Support the continued development of the Upstate CA Regional ITS Plan for the North State Super Region. Upon its completion, ensure that future ITS projects affecting the Lake County region are in conformance with the goals of the Plan
3. Facilitate efficient and safe transportation of goods within and through Lake County	3.1 – Support as the highest priority, completion of remaining segments of the Lake 29 (Diener Drive – SR 175) Expressway Project
	3.2 – As a secondary priority, identify constraints to highway freight movement on segments of the Principal Arterial System not yet programmed for improvement
	3.3 – Identify improvements to Minor Arterial segments of the State Highway system that facilitate safe and efficient goods movement
	3.4 - Work with the California Trucking Association and other industry organizations to improve safety and remove constraints to safe and efficient goods movement
	3.5 - When planning and designing road projects, consider the needs of vehicles used for goods movement, including STAA trucks, and vehicles transporting agricultural commodities and products

ELEMENT: BACKBONE CIRCULATION AND LOCAL ROADS

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

Objectives	Policies
1. Maintain, rehabilitate and construct local streets and roads consistent with local and regional needs, city and County area plans and policies, and Complete Streets policies	1.1 - Identify local streets and reconstruction projects for funding consideration from the State Transportation Improvement Program (STIP) as well as other sources.
	1.2 - Funding resources that may be available through the STIP will be prioritized for capital and safety projects and may not be generally available for rehabilitation projects.
	1.3 - Plan and design rehabilitation and reconstruction projects consistent with the Complete Streets Act of 2008.
	1.4 - Use the Pavement Management Program to identify and prioritize rehabilitation needs.
2. Develop multi-modal transportation facilities as needed to adequately serve the mobility needs of residential, commercial and industrial development	2.1 - Coordinate with state and local agencies and developers to ensure that multi-modal transportation alternatives, consistent with the Complete Streets Act, are considered in the design and construction of their transportation projects
	2.2 - Support establishment of traffic impact fees to construct new transportation facilities associated with new development
3. Improve traffic flow, capacity, safety and	3.1 - Identify for funding consideration local streets and roads capacity, safety and operational projects from funding resources available through STIP and other resources.

operations on the local transportation network	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 local and State 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 funding resources for improvements to all travel
	4.3 - Actively pursue funding including local, state, federal and private sources, including local-option sales taxes, fees and other programs

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. Facilitate and promote walking, bicycling and other active modes of transportation	1.1 – Increase the utility of the non-motorized transportation network by expanding the extent and connectivity of the existing bicycle and pedestrian facilities
	1.2 - Develop and maintain a non-motorized traffic count program for the region to identify travel demand and investment priorities
	1.3 - Work with State and local agencies to incorporate bicycle and pedestrian amenities, like secure bicycle parking facilities, and safety countermeasures into planning requirements and improvement projects
	1.4 - Encourage and assist local agencies to develop and revise planning documents, zoning ordinances and policies to meet the objectives of the Active Transportation Program and the Complete Streets Act
2. Reduce Greenhouse Gas Emissions and Vehicle Miles Traveled	2.1 – Act to reduce greenhouse gas emissions and vehicle miles traveled by increasing pedestrian and bicycle trips
	2.2 - Promote safe and convenient bicycle and pedestrian access to transit
	2.3 - Assist local agencies in the adoption of policies, ordinances, and plans that promote more walkable communities with a mix of land uses
3. Enhance public health through the development of active transportation projects	3.1 - Work with local agencies, schools and public health organizations to engineer, educate, encourage, enforce and evaluate bicycle and pedestrian environments for the benefit of all users and all abilities
4. Preserve investments in the multimodal transportation system	4.1 – Maintain safe and accessible bicycle and pedestrian environments to encourage active transportation
	4.2 - Plan and budget for lifecycle costs when constructing new facilities for active transportation

5. Increase funding for transportation planning, design and construction	5.1 – Pursue non-traditional funding sources for planning, design and construction
	5.2 - Work cooperatively and collaboratively with other agencies to secure funding for projects that further the goals, policies and objectives of the Active Transportation plan
	5.3 - Incorporate bicycle and pedestrian facilities into road improvement and maintenance projects
	5.4 - Encourage local agencies to require new development to install, contribute to and/or maintain bicycle and pedestrian facilities, including end-of-trip facilities

**Summary and Evaluation of Projects from the Lake County
2020 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	3125	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 & Bike lanes	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 & Bike lanes	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 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 bike lanes 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 37 (as of 2018). 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 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
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*	13,308					
		CON	69,274					
	Lake 29 Expressway 2A	PS&E	6000					
	Lake 29 Expressway 2B	PS&E**	6000					
Lake County	South Main Street Corridor Improvements	CON			4416			
	Soda Bay Road Corridor Improvements	CON			662			
APC	PPM		75	46	56	47	48	50
	TOTAL PROPOSED PROGRAMMING		94,939	5881	626	747	48	50

*Note: The funding shown for Lake 29 Expressway Segment 2C CON is an increase of \$543 since the last STIP cycle.

Approved by CTC 6/29/2019

F. Appendices

Section 15. Project Programming Request (PPR) Forms

Section 16. Board Resolution or Documentation of 2020 RTIP Approval

Section 17. Detailed Project Programming Summary Table

Section 18. STIP Project Location Map

SECTION 15

APPENDIX

PROJECT PROGRAMMING REQUEST FORMS

PROJECT PROGRAMMING REQUEST INDEX & SUMMARY

PPNO	Implementing Agency	Project	Summary of Changes from Existing Programming
3125	Clearlake	Dam Road/Dam Road Extension Roundabout	No changes
3122	Caltrans	Lake 29 Expressway Segment 2A	No changes
3121	Caltrans	Lake 29 Expressway Segment 2B	No changes
3100	Caltrans	Lake 29 Expressway Segment 2C	Cost increases of \$543,000 in ROW & CON added at the June CTC meeting
3089	Lakeport	Lakeport Blvd/S. Main Intersection	Fund #1 previously identified incorrectly as Federal Funding – changed to read “RIP – State Only Funding”
3033R	Lake County	Soda Bay Road Widening & Reconstruction	No changes
3032R	Lake County	South Main Street Widening & Reconstruction	No changes
3002P	Lake APC	PPM	Add and redistribute programming

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/06/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
01		0119000038		3125			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LAK	53	1.1	1.2	Clearlake, City of			
				MPO		Element	
				Non-MPO		CO	
Project Manager/Contact		Phone		E-mail Address			
Douglas Herren		(707)994-8201		dherren@clearlake.ca.us			
Project Title							
Dam Road/Dam Road Extension Roundabout							
Location (Project Limits), Description (Scope of Work)							
In the City of Clearlake at the intersection of Dam Road Extension about 400 feet from and connected to State Route 53 at Post Mile 1.10. Construct a roundabout with multi-lane entries on all approaches and four 10 foot shared use pathways and crosswalks for pedestrians and bicycles.							
Component							
PA&ED		Clearlake, City of					
PS&E		Clearlake, City of					
Right of Way		Clearlake, City of					
Construction		Clearlake, City of					
Legislative Districts							
Assembly:	4	Senate:	2	Congressional:	3		
Project Benefits							
This high growth area has a number of businesses, including Walmart, Konocti Education, 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		Intersection(s) modified			Each	1	
ADA Improvements N		Bike/Ped Improvements Y			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals N					Reduces Greenhouse Gas Emissions N		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					08/01/2019		
Circulate Draft Environmental Document				Document Type	11/15/2019		
Draft Project Report					08/15/2019		
End Environmental Phase (PA&ED Milestone)					12/01/2019		
Begin Design (PS&E) Phase					07/01/2020		
End Design Phase (Ready to List for Advertisement Milestone)					03/01/2021		
Begin Right of Way Phase					01/01/2021		
End Right of Way Phase (Right of Way Certification Milestone)					06/15/2021		
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 Mar, 1 2018 v7.08)

Date: 12/06/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
01	LAK, ,	53, ,		0119000038	3125	
Project Title: Dam Road/Dam Road Extension Roundabout						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)		211						211	Clearlake, City of
PS&E			563					563	Clearlake, City of
R/W SUP (CT)									Clearlake, City of
CON SUP (CT)									Clearlake, City of
R/W				570				570	Clearlake, City of
CON									Clearlake, City of
TOTAL		211	563	570				1,344	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		211						211	
PS&E			563					563	
R/W SUP (CT)									
CON SUP (CT)									
R/W				570				570	
CON									
TOTAL		211	563	570				1,344	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)		211						211	Lake County/City Area Planning Co
PS&E			563					563	
R/W SUP (CT)									
CON SUP (CT)									
R/W				570				570	
CON									
TOTAL		211	563	570				1,344	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		211						211	
PS&E			563					563	
R/W SUP (CT)									
CON SUP (CT)									
R/W				570				570	
CON									
TOTAL		211	563	570				1,344	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/06/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
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		CO	
Project Manager/Contact		Phone		E-mail Address			
Jaime Matteoli		(707)441-2097		jaime.matteoli@dot.ca.gov			
Project Title							
Lake 29 Expressway - Segment 2A							
Location (Project Limits), Description (Scope of Work)							
In Lake County near Kelseyville on Lake 29 Expressway. Construct Segment 2A, an approximately 3.0 mile portion of the 8-mile long, 4-lane Expressway Project.							
Component							
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							
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							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Mixed flow lane-mile(s) constructed			Miles	5.09	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals N					Reduces Greenhouse Gas Emissions 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)					11/30/2016		
Begin Design (PS&E) Phase					07/01/2018		
End Design Phase (Ready to List for Advertisement Milestone)					01/01/2020		
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 Mar, 1 2018 v7.08)

Date: 12/06/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
01	LAK, ,	29, ,	29841	0118000078	3122	
Project Title: Lake 29 Expressway - Segment 2A						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Caltrans
PS&E	6,000							6,000	Caltrans
R/W SUP (CT)					2,000			2,000	Caltrans
CON SUP (CT)					9,000			9,000	Caltrans
R/W					12,000			12,000	Caltrans
CON					65,000			65,000	Caltrans
TOTAL	6,000				88,000			94,000	
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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Co
PS&E	900							900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	900							900	
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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	5,100							5,100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	5,100							5,100	
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	

Fund No. 3:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
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	
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	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/06/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
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		CO	
Project Manager/Contact		Phone		E-mail Address			
Jaime Matteoli		(707)441-2097		jaime.matteoli@dot.ca.gov			
Project Title							
Lake 29 Expressway - Segment 2B							
Location (Project Limits), Description (Scope of Work)							
In Lake County near Kelseyville on Lake 29 Expressway. Construct Segment 2B, an approximately 3.0 mile portion of the 8-mile long, 4-lane Expressway Project.							
Component							
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 Rote 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							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		New roadway lane-mile(s)			Miles	5.38	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals N					Reduces Greenhouse Gas Emissions 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)					11/30/2016		
Begin Design (PS&E) Phase					07/01/2018		
End Design Phase (Ready to List for Advertisement Milestone)					07/01/2020		
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 Mar, 1 2018 v7.08)

Date: 12/06/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
01	LAK, ,	29, ,	29831	0118000079	3121	
Project Title: Lake 29 Expressway - Segment 2B						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Caltrans
PS&E	6,000							6,000	Caltrans
R/W SUP (CT)					2,000			2,000	Caltrans
CON SUP (CT)					9,000			9,000	Caltrans
R/W					12,000			12,000	Caltrans
CON					65,000			65,000	Caltrans
TOTAL	6,000				88,000			94,000	
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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Co
PS&E	900							900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	900							900	
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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	5,100							5,100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	5,100							5,100	
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	

Fund No. 3:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
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	
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	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/06/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
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							
Lake-29 Expressway Project - Segment 2C							
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							
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		Mixed flow lane-mile(s) constructed			Miles	3.08	
ADA Improvements N		Bike/Ped Improvements Y			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals Y				Reduces Greenhouse Gas Emissions N			
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)					11/30/2016		
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)					05/06/2019		
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)					05/06/2019		
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)					12/01/2022		
Begin Closeout Phase							
End Closeout Phase (Closeout Report)					09/01/2026		

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/06/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
01	LAK, ,	29, ,	29821	0114000044	3100	
Project Title: Lake-29 Expressway Project - Segment 2C						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	4,000							4,000	Caltrans
PS&E	6,138							6,138	Caltrans
R/W SUP (CT)	2,220							2,220	Caltrans
CON SUP (CT)	10,278							10,278	Caltrans
R/W	13,308							13,308	Caltrans
CON	69,274							69,274	Caltrans
TOTAL	105,218							105,218	
Proposed Total Project Cost (\$1,000s)									Notes
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)	10,278							10,278	
R/W	13,308							13,308	
CON	69,274							69,274	
TOTAL	105,218							105,218	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Co \$11313 CON voted 06/26/19
PS&E	750							750	
R/W SUP (CT)	150							150	
CON SUP (CT)	999							999	
R/W	2,229							2,229	
CON	11,313							11,313	
TOTAL	15,441							15,441	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	750							750	
R/W SUP (CT)	150							150	
CON SUP (CT)	999							999	
R/W	2,229							2,229	
CON	11,313							11,313	
TOTAL	15,441							15,441	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.025.700
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans \$14296 CON voted 06/26/19
PS&E	750							750	
R/W SUP (CT)	150							150	
CON SUP (CT)	1,250							1,250	
R/W	1,309							1,309	
CON	14,296							14,296	
TOTAL	17,755							17,755	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	750							750	
R/W SUP (CT)	150							150	
CON SUP (CT)	1,250							1,250	
R/W	1,309							1,309	
CON	14,296							14,296	
TOTAL	17,755							17,755	

Fund No. 3:		Other State - National Hwy System (NH)							Program Code
		Existing Funding (\$1,000s)							20.XX.800.200
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	4,000							4,000	Caltrans
PS&E	4,638							4,638	
R/W SUP (CT)	1,920							1,920	
CON SUP (CT)	8,029							8,029	
R/W	9,770							9,770	
CON	43,665							43,665	
TOTAL	72,022							72,022	
		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)	8,029							8,029	
R/W	9,770							9,770	
CON	43,665							43,665	
TOTAL	72,022							72,022	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/06/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
01	29822	0119000099		3100M			
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.matteo@dot.ca.gov			
Project Title							
Lake-29 Expressway Project-Segment 2C-Mitigation Child							
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. Mitigate and perform revegetation for Construction of Segment 2-C, an approximately 3.1 mile portion of the 8-mile long, 4-lane Expressway Project.							
Component							
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		Mixed flow lane-mile(s) constructed			Miles	3.08	
ADA Improvements N		Bike/Ped Improvements Y			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals Y		Reduces Greenhouse Gas Emissions 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)					11/30/2016		
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)					05/06/2019		
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)					05/06/2019		
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)					12/01/2022		
Begin Closeout Phase							
End Closeout Phase (Closeout Report)					09/01/2026		

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/06/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
01	LAK, ,	29, ,	29822	0119000099	3100M	
Project Title: Lake-29 Expressway Project-Segment 2C-Mitigation Child						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)	500							500	Caltrans
R/W	10							10	Caltrans
CON	735							735	Caltrans
TOTAL	1,245							1,245	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)	500							500	
R/W	10							10	
CON	735							735	
TOTAL	1,245							1,245	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Co \$132 CON voted 06/26/19
PS&E									
R/W SUP (CT)									
CON SUP (CT)	55							55	
R/W	2							2	
CON	132							132	
TOTAL	189							189	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)	55							55	
R/W	2							2	
CON	132							132	
TOTAL	189							189	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.025.700
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans \$140 CON voted 06/26/19
PS&E									
R/W SUP (CT)									
CON SUP (CT)	55							55	
R/W	1							1	
CON	140							140	
TOTAL	196							196	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)	55							55	
R/W	1							1	
CON	140							140	
TOTAL	196							196	

Fund No. 3:	Other State - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.800.200
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)	390							390	
R/W	7							7	
CON	463							463	
TOTAL	860							860	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)	390							390	
R/W	7							7	
CON	463							463	
TOTAL	860							860	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/06/19
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
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		Lakeport, City of				
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		Intersection(s) modified			Each	1
Local streets and roads		Sidewalk mile(s)			Miles	0.3
ADA Improvements Y		Bike/Ped Improvements Y			Reversible Lane analysis	N
Inc. Sustainable Communities Strategy Goals		N			Reduces Greenhouse Gas Emissions Y	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					08/01/2019	
Circulate Draft Environmental Document					01/01/2020	
Draft Project Report					07/01/2020	
End Environmental Phase (PA&ED Milestone)					10/01/2020	
Begin Design (PS&E) Phase					12/01/2020	
End Design Phase (Ready to List for Advertisement Milestone)					12/01/2022	
Begin Right of Way Phase					12/01/2020	
End Right of Way Phase (Right of Way Certification Milestone)					12/01/2022	
Begin Construction Phase (Contract Award Milestone)					08/01/2023	
End Construction Phase (Construction Contract Acceptance Milestone)					08/01/2024	
Begin Closeout Phase					09/01/2024	
End Closeout Phase (Closeout Report)					03/01/2025	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/06/19

District	County	Route	EA	Project ID	PPNO	Alt. 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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	80							80	Lakeport, City of
PS&E		12	88					100	Lakeport, City of
R/W SUP (CT)									Lakeport, City of
CON SUP (CT)									Lakeport, City of
R/W		14	106					120	Lakeport, City of
CON				1,085				1,085	Lakeport, City of
TOTAL	80	26	194	1,085				1,385	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	80							80	
PS&E		12	88					100	
R/W SUP (CT)									
CON SUP (CT)									
R/W		14	106					120	
CON				1,085				1,085	
TOTAL	80	26	194	1,085				1,385	

Fund No. 1:	RIP - State Only Funding								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	71							71	Lake County/City Area Planning Co
PS&E			88					88	Previously identified incorrectly as Federal Funding.
R/W SUP (CT)									
CON SUP (CT)									
R/W			106					106	
CON				700				700	
TOTAL	71		194	700				965	
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	20-21	21-22	22-23	23-24	24-25	25-26+	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	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/03/19	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.		
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)263-2345		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		Implementing Agency					
		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-mile(s) rehabilitated			Miles	1.8	
State Highway Road Construction		Pedestrian/Bicycle facilities mile(s) constructed			Miles	0.9	
ADA Improvements N		Bike/Ped Improvements Y			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals N		Reduces Greenhouse Gas Emissions Y					
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)					01/30/2019		
Begin Construction Phase (Contract Award Milestone)					01/30/2020		
End Construction Phase (Construction Contract Acceptance Milestone)					10/30/2020		
Begin Closeout Phase					11/30/2020		
End Closeout Phase (Closeout Report)					01/01/2021		

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/03/19

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

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	263							263	Lake County/City Area Planning Co
PS&E									\$53 PAED voted 04/27/06
R/W SUP (CT)									\$210 PAED voted 03/15/07
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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	26							26	Lake County/City Area Planning Co
PS&E									\$26 PAED voted 02/01/07
R/W SUP (CT)									\$10 RW voted 03/05/13
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	20-21	21-22	22-23	23-24	24-25	25-26+	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	20-21	21-22	22-23	23-24	24-25	25-26+	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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Co \$310 PSE EXT. TO 310 \$242 PSE EXT. TO 242 \$310 PSE voted 03/05/13 \$232 RW voted 03/05/13
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 Mar, 1 2018 v7.06)

Complete this page for amendments only

Date: 12/03/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
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 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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
SCOTT DE LUCA		DIRECTOR	12/9/19

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/04/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
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)263-2345		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		Implementing Agency					
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 operational improvement(s)			Each	1	
ADA Improvements N		Bike/Ped Improvements Y			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals N		Reduces Greenhouse Gas Emissions Y					
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					01/25/2007		
Circulate Draft Environmental Document				Document Type	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		
Begin Construction Phase (Contract Award Milestone)					09/07/2017		
End Construction Phase (Construction Contract Acceptance Milestone)					10/27/2017		
Begin Closeout Phase					11/27/2017		
End Closeout Phase (Closeout Report)					12/29/2017		

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/04/19

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

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	2,412							2,412	Lake County
PS&E	1,300							1,300	Lake County
R/W SUP (CT)									Lake County
CON SUP (CT)									Lake County
R/W	1,200							1,200	Lake County
CON		4,845						4,845	Lake County
TOTAL	4,912	4,845						9,757	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	2,412							2,412	
PS&E	1,300							1,300	
R/W SUP (CT)									
CON SUP (CT)									
R/W	1,200							1,200	
CON			4,845					4,845	
TOTAL	4,912		4,845					9,757	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.621
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	570							570	Lake County/City Area Planning Co
PS&E									\$45 PAED voted 04/27/06
R/W SUP (CT)									\$240 PAED voted 03/15/07
CON SUP (CT)									
R/W									
CON									
TOTAL	570							570	
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	570							570	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	570							570	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.621
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	58							58	Lake County/City Area Planning Co
PS&E									\$29 PAED voted 02/01/07
R/W SUP (CT)									\$14 RW voted 03/05/13
CON SUP (CT)									
R/W	28							28	
CON									
TOTAL	86							86	
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	58							58	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	28							28	
CON									
TOTAL	86							86	

Fund No. 3:		Demo - Demonstration-State TEA21 (DEMOS21)							Program Code
		Existing Funding (\$1,000s)							20.30.010.680
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	1,784							1,784	
PS&E	300							300	
R/W SUP (CT)									
CON SUP (CT)									
R/W	472							472	
CON		429						429	
TOTAL	2,556	429						2,985	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)	1,784							1,784	
PS&E	300							300	
R/W SUP (CT)									
CON SUP (CT)									
R/W	472							472	
CON			429					429	
TOTAL	2,556		429					2,985	

Fund No. 4:		Local Funds - Local Transportation Funds (LTF)							Program Code
		Existing Funding (\$1,000s)							LOCAL FUNDS
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Co \$500 PSE EXT. TO 500 \$364 PSE EXT. TO 364 \$500 PSE voted 03/05/13 \$350 RW voted 03/05/13
PS&E	1,000							1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W	700							700	
CON		4,369						4,369	
TOTAL	1,700	4,369						6,069	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E	1,000							1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W	700							700	
CON			4,369					4,369	
TOTAL	1,700		4,369					6,069	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 12/04/19

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

SECTION 1 - All Projects**Project Background**

This 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

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 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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
SCOTT DE LEON		DIRECTOR	12/9/19

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
01	LAK, ,	, ,		0119000090	3002P	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Lake County/City Area Planning
R/W									
CON	1,887	46	46	47				2,026	Lake County/City Area Planning
TOTAL	1,887	46	46	47				2,026	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,887	46	56	47	48	50		2,134	
TOTAL	1,887	46	56	47	48	50		2,134	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Co
PS&E									\$86 CON voted 07/16/98
R/W SUP (CT)									\$26 CON voted 09/10/99
CON SUP (CT)									\$81 CON voted 07/01/00
R/W									\$52 CON voted 07/03/01
CON	1,887	46	46	47				2,026	\$155 CON voted 04/03/03
TOTAL	1,887	46	46	47				2,026	\$64 CON voted 03/03/05
									\$67 CON voted 06/07/07
									\$66 CON voted 07/03/08
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,887	46	56	47	48	50		2,134	
TOTAL	1,887	46	56	47	48	50		2,134	

SECTION 16
APPENDIX
BOARD RESOLUTION

LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION NO. 19-20-10

RESOLUTION ADOPTING THE 2020 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, 2019, a Regional Transportation Improvement Program (RTIP); and
- In August of 2019 the California Transportation Commission released a 2020 State Transportation Improvement Program (STIP) Fund Estimate which identifies funds available for programming by regional transportation planning agencies; and
- The 2020 STIP Fund Estimate identified a new programming target for the Lake County region of \$189,000; and
- The Fund Estimate takes into account the \$543,000 that was added to Segment 2C of the SR 29 project at the June 2019 CTC meeting and previously approved by the APC board; and
- The APC conducted a competitive application cycle for projects to utilize available funding; and
- The Technical Advisory Committee has voted to leave the remaining \$81,000 unprogrammed at this time; and
- The 2020 RTIP has been prepared which includes the following programming:

Planning, Programming & Monitoring	\$108,000
Additional Programming	\$0

Total All Programming Needs:	\$108,000
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- 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 intact unless otherwise identified in the RTIP document; and
- The Technical Advisory Committee has recommended approval of the 2020 Regional Transportation

Improvement Program; and

NOW, THEREFORE, BE IT RESOLVED THAT:

The APC finds that the 2020 Regional Transportation Improvement Program (RTIP) is consistent with Lake County's adopted Regional Transportation Plan; and

The APC hereby adopts the 2020 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.

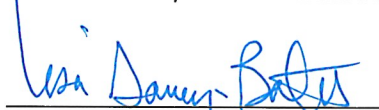
Adoption of this Resolution was moved by Director Cremer, seconded by Director Harris, and carried on this 11th of December 2019, by the following roll call vote:

AYES: Directors Simon, Mattina, Cremer, Sabatier, Harris (Alternate) and Rex Jackman (PA)

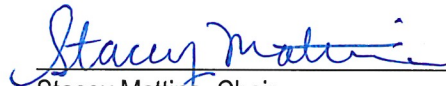
NOES: NONE

ABSENT: Directors Perdock and Parlet, Vacant Position (Member-at-Large)

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



ATTEST: Lisa Davey-Bates
Executive Director



Stacey Mattina, Chair
APC Member

SECTION 17

APPENDIX

DETAILED PROGRAMMING SUMMARY TABLE

Lake County/City Area Planning Council

2020 RTIP Proposed Programming

AGENCY	PROJECT	PPNO	COMPONENT	Prior	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Clearlake	Dam Rd/Dam Rd Extension Roundabout	3125	E&P	211					
		3125	PS&E		563				
		3125	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		75	46	56	47	48	50
	TOTAL PROPOSED PROGRAMMING			33488	803	5657	747	48	50

*Note The funding shown for Lake 29 Expressway Segment 2C CON is an increase of \$543 since the last STIP cycle. Approved by CTC 6/29/2019

**Note CON Funding for South Main Street and Soda Bay Road Corridor Improvements has been moved out one year

SECTION 18
APPENDIX
STIP PROJECT LOCATION MAP

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM PROJECT LOCATION MAP

