



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

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Administration: Suite 204 ~ 707-234-3314
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LAKE COUNTY/CITY AREA PLANNING COUNCIL (APC)

AGENDA

DATE: Wednesday, May 8, 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

CONSENT CALENDAR

4. Approval of March 6, 2019 Minutes
5. Approval of April 10, 2019 Minutes *(to be distributed under a separate cover)*

REGULAR CALENDAR

6. Discussion and Recommended Approval of Resolution # 18-19-13 to Determine if Unmet Transit Needs are Reasonable to Meet *(Sookne)*
7. Presentation of 2019/20 (Draft) APC Budget *(Pedrotti)*
8. Discussion of 2019/20 (Draft) Overall Work Program *(Pedrotti)*
9. Discussion and Recommended Approval of Amended Lake APC Meeting Calendar *(Sookne)*
10. Consideration of Opposition to Introduced State Legislative Bills: SB 152, AB 1402 (to amend Active Transportation Program funding formula)

RATIFY ACTION

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

REPORTS

13. 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 – **June 12, 2019 (Lakeport)**
 - ii. Miscellaneous

- d. Lake APC Directors
- e. Caltrans
 - i. SR 29 Project Update
 - ii. Lake County Project Status Update
 - iii. Miscellaneous
- f. Rural Counties Task Force
 - i. Next Meeting Date – **May 10, 2019 (Sacramento)**
- g. California Transportation Commission
 - i. Next Meeting Date – **May 15 – 16 (San Diego)**
- h. California Association of Councils of Governments (CalCOG)
 - i. CalCOG Directors Meeting – **May 29, 2019 (Sacramento)**
 - i. Miscellaneous

INFORMATION PACKET

- 14. a. Highway Infrastructure Program Funds Fact Sheet
- b. ACA 1 – Affordable Housing & Public Infrastructure Amendment

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) 234-3314, 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: May 2, 2019

Attachments:

- Agenda Item #4 – 3/06/19 Lake APC Draft Minutes*
- Agenda Item #6 – Resolution 18-19-13 for Unmet Needs*
- Agenda Item #7 – FY 2019/20 Draft Budget*
- Agenda Item #8 – FY 2019/20 Draft OWP*
- Agenda Item #9 – Amended Lake APC Meeting Calendar*
- Agenda Item #10 – Staff Report*
- Agenda Item #13a – Summary of Meetings Staff Report*
- Agenda Item #13ei – Caltrans SR 29 Memo*
- Information Packet #14 – a) Fact Sheet*
 - b) ACA 1 Amendment*



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

Wednesday, March 6, 2019

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

Present

Bruno Sabatier, Supervisor, County of Lake
Moke Simon, Supervisor, County of Lake
Russ Cremer, City Council, City of Clearlake
Stacey Mattina, City Council Member, City of Lakeport
Chuck Leonard, Member at Large

Absent

Kenneth Parlet, Council Member, City of Lakeport
Nick Bennett, Council Member, City of Clearlake
Vacant Position, Member at Large

Also Present

Lisa Davey-Bates, Executive Director, Admin. Staff – Lake APC
Alexis Pedrotti, Admin. Staff - Lake APC
James Sookne, Admin Staff – Lake APC
John Speka, Planning Staff – Lake APC
Rex Jackman, Caltrans District 1 (Policy Advisory Committee - Teleconference)
Scott DeLeon, Public Works Director, County of Lake
Doug Herren, Public Works Director – City of Clearlake
Mike Baker, City of Clearlake
Karl Parker, Mobility Manager – LTA
Eileen Dumont, Chair of Lake Links
Paul Branson, Board Member of Lake Links

1. Call to Order/Roll Call

Chair Mattina called the meeting to order at 9:09 a.m. Secretary, Alexis Pedrotti, called roll. Members present: Sabatier, Simon, Cremer, Mattina, Leonard, and Kelso (PAC).

2. Adjourn to Policy Advisory Committee

Chair Mattina adjourned to the Policy Advisory Committee (PAC) at 9:09 a.m. to include Caltrans District 1 staff and allow participation as a voting member of the Lake APC.

3. PUBLIC EXPRESSION

Doug Herren, Public Works Director for the City of Clearlake announced his retirement, mentioning what a pleasure it has been working with a great group of individuals. He appreciates all the continued support and leadership over the years. He also introduced Mike Baker, to the

council, who will be taking over some of Doug's responsibilities.

Various members of the APC Board and members of the public wished Doug well on his retirement and commended him on great service.

REGULAR CALENDAR

4. Public Hearing: Unmet Transit Needs for Fiscal Year 2019/20

On an annual basis the Lake APC conducts its formal Unmet Transit Needs process. The main purpose is to identify priority transit needs for transit dependent or transit disadvantaged populations within Lake County. The Transportation Development Act (TDA) requires any region using Local Transportation Funds (LTF) for streets and roads purposes to complete the Unmet Transit Needs Process. Although Lake APC does not utilize LTF for any streets and roads purposes, the agency finds the process to be useful and a well-defined tool for identifying potential needs in the county.

The process began at the November SSTAC meeting, where the FY 18/19 list of unmet needs was presented and reviewed. After the completion of the Bus Passenger Facilities Plan Public Survey, the SSTAC reviewed and presented a list of potential unmet transit needs. That draft list is then brought before the council for review and determination. The Area Planning Council needed to make a determination based on the adopted definitions of unmet needs.

The SSTAC did choose to split one previously identified need into two separate needs. Item #1 on the Unmet Transit Needs List addressing service to Spring Valley and connecting service to Sacramento will now be two separate needs. They also voted to add one additional item pertaining to the Lake Transit Authority's transfer policy and to address all policies overall.

Chair Mattina announced all Proof of Publication had been provided.

Director Leonard made a motion to accept the provided documentation as proper proof of required publication, as presented. The motion was seconded by Director Simon and carried unanimously.

Director Sabatier identified concerns pertaining to recent effects on Social Services connections and access. This issue has been brought up for immediate concern. Director Sabatier was curious if there was any potential for adjusting some times and schedules. Confirming the transit agency is ensuring access to these services remains a priority for this county.

Chair Mattina opened the Public Hearing at 9:21 a.m.

No public comments were presented to the council.

Chair Mattina closed the Public Hearing at 9:21 a.m.

To conclude this step in the process, the Lake APC Board was requested to 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.

Director Sabatier referenced # 5, an unmet need pertaining to fixed route service on Sunday, wondering how many transit systems actually offer Sunday service around the state. There are a

few offered, but Lake County will always continue to struggle with funding availability. Understandably this item remains as an unmet need, with a large hurdle to overcome. Additionally, many services and stores are closed on Sundays. At this point, this need particularly remains unreasonable to meet.

Director Sabatier didn't see bus stop improvements as an unmet need identified on the list. Some of LTA's stops are in great condition, while some are terrible. Although bus stop conditions are not identified on the Unmet Transit Needs List, they will be addressed in the current Bus Passenger Facilities Plan. John Speka has reported at several meetings on this planning project that is currently about 50% complete. When finished, the consultant will have a completed inventory and recommendation list for staff to review and target potential upgrades for the system.

Lisa Davey-Bates noted a potential unmet need that has not been addressed would be adding a bus stop at Mendocino College. LTA is currently operating the free college fare program, which includes Mendocino College. The campus does not offer a facility for students to seek shelter while waiting for the bus. The population of Lake County students traveling over to Mendocino College is a fair amount, the college would love the support.

Director Sabatier made a finding that 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, with the inclusion of one additional need addressing the Mendocino College Shelter; as amended. The motion was seconded by Director Leonard and carried unanimously.

Roll Call Vote: Ayes (6) – Directors Simon, Sabatier, Cremer, Mattina, Leonard and Rex Jackeman (PAC); Noes (0); Abstain (0); Absent (3) – Directors Bennett, Parlet, and Vacant Member-at-Large

5. Discussion and Proposed Re-designation of Consolidated Transportation Service Agency from Lake Transit Authority to Lake Links - 501(c)(3)

The staff report provided by Lisa Davey-Bates included 10 years of history for the CTSA and NEMT Program. Initially the Lake APC was awarded a grant that completed the Non-Emergency Medical Transportation (NEMT) Plan. Requests for this service were pouring in around the county, helping to initialize and warrant the need in Lake County. In 2015, the concept for re-designating the Consolidated Transportation Services Agency (CTSA) duties to a non-profit organization was developed. An initial priority was development of the NEMT brokerage.

Since then, staff has been diligently working with the CTSA and the AD-Hoc committee to build and develop the non-profit, Lake Links. A few years back it was approved to hire professional help in non-profit development. Originally, Innovative Paradigms was hired to begin the non-profit development, later taken over by Phil McGuire, McGuire Management Consultancy. Phil has been an essential piece to the development and knowledge to this program. Although it has been slow moving, the program continues to move forward.

In 2018, Lake Links was established and incorporated, this being a very exciting accomplishment. Currently, the Lake Links board has four members of a five-member board; Eileen Dumont, Paul Branson, Russ Cremer (APC Board Member) and Lisa Davey-Bates. However, Lisa Davey-Bates will become the Ex-Officio member, offering two additional board member spots. Things are finally picking up pace and moving forward, allowing the group to take on the official designation as the CTSA, which currently resides with Lake Transit Authority (LTA).

Eileen Dumont, recently retired Director for People Services Inc., spoke about her involvement with the Social Services Transportation Advisory Council (SSTAC) in Lake County for several years. NEMT services are a necessary and valuable benefit to our county. For several years working with People Services, Eileen has seen the extreme need around Lake County. This re-designation of the CTSA will play a large role in guiding the non-profit to partnering with the hospitals and receive further funding, as well as accepting donations into the program. The experienced board members on the Lake Links Board offer great support and knowledge. Eileen is thrilled to see this program up and running, and looks forward to keeping things moving forward. She, as the Chair for the Lake Links Board, requested the support and approval from the Lake APC to re-designate the CTSA responsibility to Lake Links.

Currently the program is funded with a three-year FTA Section 5310 grant. There were some concerns whether a re-designation of the CTSA would cause issues with the grant funding. Lisa addressed these concerns with Caltrans, who administers the 5310 program, and there will be no impact with the re-designation on the funding.

Paul Branson moved to Clearlake Oaks 4 years ago, after retiring from a job similar to Karl's position here in Lake County. He understands the needs well, and is excited to see Lake Links up and running with plenty of funding to help make this a very successful program. The current board holds great experience and offers much value to Lake Links. Mr. Branson expressed his appreciation for the board's consideration for re-designating the CTSA to Lake Links.

Director Cremer reported he was the last board member to join the Lake Links team. Working with Eileen, Paul and Lisa has been a great experience to date, and he looks forward to seeing what the future holds. Additionally, a huge piece of the success goes to Phil McGuire and Greg Miller. These two have been an essential piece of the development. It was valuable to visit another CTSA and see how things are operating and function in their area. It gave a good example how Lake County could be running their program. Director Cremer is excited to continue moving forward.

Director Sabatier was curious about the data collection pertaining to the program, and if this information would be valuable to local hospitals and other agencies. If this data was available it might help to create and develop better partnerships around the areas. All the data collection for the Pay-Your-Pal Program tracking has been exceptional. The Out-Of-County NEMT Services are a little more difficult. Karl continues to work hard at collecting and tracking valuable data for all parties involved. A hurdle currently is being able to accurately understand, document and track the need for services, the services that are obtained, and services that are referred, but not obtained at various agencies and areas. Director Sabatier focuses on increasing access to health care in the area, and would love to evaluate the data Karl develops.

Phil McGuire addressed the board, appreciating the kind comments. He feels very strongly about the team currently on board at Lake Links and believes this program will have much success. In his experience working with several CTSA's, he is pleased to note the leadership here is impressive. Lake Links is at the point of moving forward and establishing all necessary pieces to get up and running.

The Lake APC took action back in FY 2012/13 to allocate 5% of the Transportation Development Act (TDA) funding to the Consolidated Transportation Services Agency (CTSA). This allocation was able to start accruing a fund for quite a few years prior to the program getting up and running. Continuing the 5% allocation every year to the CTSA will help to continue services and maintain a great program.

Director Leonard made a motion to approve the re-designation of the Consolidated Transportation Service Agency from Lake Transit Authority to Lake Links - 501(c) (3), as presented. The motion was seconded by Director Sabatier and carried unanimously.

Roll Call Vote: Ayes (6)–Directors Simon, Sabatier, Cremer, Mattina, Leonard and Rex Jackman (PAC); Noes (0); Abstain (0); Absent (3) – Directors Bennett, Parlet, and Vacant Member-at-Large

6. Discussion and Proposed Approval of Local Transportation Funds for additional planning of Lake Transit Authority’s Transit Hub

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, and various designs were included in the staff report. Additional options discussed also included additional parking, electric vehicle plug-ins, park and ride options, and including park-like landscaping.

After more recent discussions, it seems appropriate to re-hire LSC Consultants, who previously designed the drawings for the Transit Hub Location Plan to draw up a few additional drawings to present to the Board of Supervisors. Lake APC Staff was requesting the authorization and approval to hire and work with LSC on new drawings of the LTA Transit Hub Facility, with the inclusion of a presentation to the Board of Supervisors (BOS).

Director Cremer was curious about the negotiating process with the BOS. The property appraised at \$260,000, and staff remains hopeful the BOS will be willing to negotiate and come down on the price. Director Mattina noted originally when discussions began surrounding this project many years back, it was hopeful the county would consider donating the property to LTA. There was never any official agreement or discussion surrounding the county donating the property; it was simply an idea and discussion of the LTA Board years ago. Prior to any negotiations of the property, there is still remaining work and discussions to be done surrounding possible subdivision or boundary line adjustments.

Lisa Davey-Bates did note how productive the meeting between LTA Staff and the City of Clearlake was and additionally that the project continues to move forward. Staff is hopeful to have further information or a presentation by May or June and begin working into an agreement after that.

Director Sabatier made a motion to approve a “not-to-exceed” amount of \$15,000 in LTF funds for additional consultant work, as presented. The motion was seconded by Director Cremer and carried unanimously.

Roll Call Vote: Ayes (6)–Directors Simon, Sabatier, Cremer, Mattina, Leonard and Rex Jackman (PAC); Noes (0); Abstain (0); Absent (3) – Directors Bennett, Parlet, and Vacant Member-at-Large

RATIFY ACTION

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

Chair Mattina adjourned the Policy Advisory Committee at 10:10 a.m. and reconvened as the APC.

8. Consideration and Adoption of Recommendations of Policy Advisory Committee

Director Cremer made a motion to adopt the recommendations of the Policy Advisory Committee. The motion was

seconded by Director Simon and carried unanimously.

Roll Call Vote: Ayes (5)–Directors Simon, Sabatier, Cremer, Mattina, and Leonard; Noes (0); Abstain (0); Absent (3) – Directors Bennett, Parlet, and Vacant Member-at-Large

REPORTS

9. Reports & Information

a. Lake APC Staff Summary of Meetings –

The summary of meetings report was included for the boards review, staff was happy to answer any questions.

b. Lake APC Planning Staff

Lake APC Planning Staff had nothing further to add. Various reports were included at the previous board meeting.

Miscellaneous – None

c. Lake APC Administration Staff

i. Next Meeting Date – April 10, 2019 (Lower Lake)

- ##### **ii. Miscellaneous** – Lisa Davey-Bates mentioned she wrote a letter of support for Celia McAdams. Lisa has worked with her for a number of years. She is now applying to be a member of California Transportation Commission. Lisa fully supports her, and feels she is very familiar with rural issues and conditions.

d. Lake APC Directors:

Nothing to report.

e. Caltrans

i. Lake County Project Status:

Rex explained that Jamie Mattioli, Caltrans Project Manager for Lake 29 Segment 2, has reported that this segment of the project continues to be on schedule. Construction is still planned for next year. There remain three parcels within the right of way that will need to go to condemnation, but Caltrans plans to work around them. One issue that may arise or delay this project could be utilities. There have been delays experienced more recently with PG&E due to lawsuits. Jamie will continue to keep APC updated and plans to not let that significantly impact the schedule.

Rex also reported for Cathy McKeon, Caltrans Project Manager for Lake County. She provided Rex with a brief status on projects around the county. She requested that Rex mention she will be in contact with Scott DeLeon to discuss a possible partnership on an Office of Emergency Services Hazard Mitigation Grant for Bachelor Creek area.

ii. Miscellaneous

Caltrans remains short staffed and they appreciate our patience during the transition. The status sheet and map was not been updated for the meeting.

f. Rural Counties Task Force

- ##### **ii. 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)

- ##### **1. Regional Leadership Forum – March 14-16, 2019 (Yosemite)**

2. CalCOG Directors Meeting – March 15, 2019 (Yosemite)

i. Miscellaneous

Nothing to report.

INFORMATION PACKET

- a) NARC Transportation Infrastructure Reauthorization Principles
- b) CalCOG Bill Tracker – Provided as a useful tool.

ADJOURNMENT

The meeting was adjourned by Chair Mattina at 10:16 a.m.

Respectfully Submitted,

DRAFT

Alexis Pedrotti
Administrative Assistant



LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

TITLE: 2019/20 Unmet Transit Needs Finding

DATE PREPARED: April 30, 2019

MEETING DATE: May 8, 2019

SUBMITTED BY: James Sookne, Program Manager

BACKGROUND:

Lake APC has been conducting formal Unmet Transit Needs processes since 2014. The 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).

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. In March of this year, a public hearing was held by the APC at which a finding was made that the list contained needs that met the definition of Unmet Transit Needs and referred the list to the APC and LTA staff for further analysis.

LTA staff has now completed the analysis and has provided a response for each (see attached). The attachment contains all the needs that were identified along with a response and recommendation addressing them. As noted in the analysis, all available TDA dollars are already expended and responding to new potential needs is difficult. In most cases, it will mean that LTA and/or the APC must either find a new funding source, such as a federal or state grant, or weigh the importance of the unmet need against cutting an existing service.

At their meeting on April 16, the SSTAC discussed the list of potentially unmet transit needs and their responses. A recommendation was made to the APC that findings can be made that there are unmet transit needs, some of which are reasonable to meet according to the adopted definition. The APC shall now consider the recommendation and make findings, via resolution, as to whether or not any of the needs are reasonable to meet. A draft resolution has been prepared and is attached to this report.

ACTION REQUIRED: Adopt by resolution a finding that either (a) there are no unmet transit needs, (b) there are no unmet needs that are reasonable to meet, or (c) there are unmet transit needs, including needs that are reasonable to meet.

ALTERNATIVES: None identified.

RECOMMENDATION: As indicated on the attachment, staff believes that most of the needs on the list qualify as unmet needs, with at least one believed to be reasonable to meet at this time. It is recommended that the attached Resolution be approved, finding that there are identified unmet transit needs that are reasonable to meet, and listing findings specific to each need.

LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION 18-19-13

DETERMINATION OF UNMET TRANSIT NEEDS

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 for Lake County; and

WHEREAS, the Transportation Development Act (TDA) requires that before any Local Transportation Funds (LTF) are allocated for streets and roads purposes, the transportation planning agency shall conduct a process to determine if there are any unmet transit needs that are reasonable to meet; and

WHEREAS, the APC does not typically allocate LTF for streets and roads purposes, but has determined that the Unmet Transit Needs Process will still be conducted as it provides an opportunity to formalize the process of identifying potential transit needs and opportunities to meet those needs if feasible, meets the citizen participation requirements of the TDA, and is identified as a responsibility of the Social Services Transportation Advisory Council (SSTAC); and

WHEREAS, the APC has adopted definitions for the terms "unmet transit needs" and "reasonable to meet" to be used in the Unmet Transit Needs Process; and

WHEREAS, a list of potential unmet transit needs was developed by the Social Services Transportation Advisory Council; and

WHEREAS, that list of potential unmet transit needs was considered by the APC at a public hearing on March 6, 2019, at which time the APC made a finding that the list included unmet transit needs, according to the adopted definition; and

WHEREAS, that list has been analyzed by APC and LTA staff and recommendations have been made to the SSTAC; and

WHEREAS, the SSTAC has recommended to the APC that the list contains unmet transit needs, including one that has been determined to be reasonable to meet at this time; and

WHEREAS, the attached list includes the needs and findings specific to each need as recommended by the SSTAC and staff; and

NOW, THEREFORE, BE IT RESOLVED THAT:

The Lake Area Planning Council hereby makes the finding that there are unmet transit needs, including needs that are reasonable to meet. The basis for this finding has been included in an analysis attached to this Resolution.

Adoption of this Resolution was moved by Director _____, seconded by Director _____, and carried on this 8th day of May 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
Chairperson



Lake Transit Authority

Lisa Davey-Bates, Executive Director

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367 North State Street, Ste. 204
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Operations
P.O. Box 698
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April 9, 2019

Lisa Davey-Bates
Executive Director
Lake Area Planning Council
367 N. State Street, Suite 204
Ukiah, CA 95482

Lake Transit Authority Response to Potential Unmet Transit Needs & Recommended Findings for the APC FY 2019/20

Dear SSTAC Members, Technical Advisory Committee Members, and APC:

Thank you for the opportunity to respond to the list of FY 2019/20 Potential Unmet Needs. Lake Transit Authority (LTA) takes these very seriously. It is unfortunate that all available TDA dollars are already expended making our response to new potential needs difficult. In most cases, responding to an unmet need will mean that LTA and/ or the APC must either find a new funding source, such as a federal or state grant, or weigh the importance of the unmet against cutting an existing service.

1. Eastbound service to Spring Valley. Currently, there is no service east of SR 53.

Response: Transit service for residents of Spring Valley is an unmet need. The Live Oak Transportation Project, an FTA Section 5317 funded program that was sponsored by the Area Agency on Aging and operated by Live Oak Senior Center, attempted to serve Spring Valley residents while that project was active for several years beginning in 2009. According to Pat Grabam, the transportation project manager, there was very little demand for service. The Spring Valley community is composed of about 360 rural residential households scattered along an approximate six mile stretch of New Long Valley Road. The population is about 845 and the population density is 169 people per square mile. The distance to the start of New Long Valley Road at State Route 20 is about 11 miles from Clearlake Oaks, or 18 miles from Clearlake. The distance to Spring Valley, combined with its low density, and the lack of demand for service in a recent transportation project, make it very unlikely that another transportation service attempt would be successful. LTA recommends that a service directed to serving residents along the length of New Long Valley Road is not reasonable to meet based on past performance, low population density, and low demand.

Recommended Finding: At this time, service to Spring Valley is an unmet need that is unreasonable to meet; however, it should be studied in the next Transit Development Plan for Lake County.

2. Eastbound service, allowing people to connect with service to the Sacramento area. Currently, the closest connection is at the Cache Creek Casino.

Response: Intercity bus service connecting to Sacramento is an unmet need that may be reasonable to meet. Lake Transit Authority was included in a coordinated joint Transit and Intercity Rail Capital Program (TIRCP) grant application submitted by the Shasta Regional Transportation Agency that would provide capital funding for a zero-emission bus project called North State Express. Unfortunately, due to funding constraints, the Lake Feeder Line that would have connected Clearlake to Williams was not part of the final project that was awarded to SRTA. Without funding from the TIRCP grant, there is no opportunity to fund service to Sacramento in 2019/20; and it is unknown if there will be an opportunity in subsequent years. Therefore, this unmet need is not reasonable to meet.

Recommended Finding: The unmet need for service connecting to the Sacramento region is unreasonable to meet at this time due to a lack of funding.

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.

Response: Over the past three years, the APC found that this is an unmet need that is not reasonable to meet at this time due to limited demand. Nevertheless, LTA, as the CTSA, has taken steps that may improve services to outlying areas. Working together with the APC, LTA has helped to form a non-profit agency called Lake Links whose mission is specifically to coordinate efforts to address mobility needs, particularly NEMT needs, in Lake County. LTA, as the CTSA, was successful in obtaining FTA 5310 grant funding to provide for a full-time mobility coordinator and assistant to develop the LTA/Lake Links mobility management program. Program activities include support for clinic operated wheelchair lift equipped vehicles, further development of the volunteer driver program, and development of NEMT wheelchair lift equipped services. These efforts are meeting more of the need, but still fall short of a dedicated program to provide wheelchair lift equipped service that will meet widely dispersed trips in outlying areas. LTA has also been exploring a potential relationship with Partnership Health and their NEMT broker, MTM, to provide Med-Cal funded, wheelchair equipped NEMT service. LTA and Lake Links continue to work with the health and social services community to define the need and potential funding agreements for service.

Recommended Finding: There are unmet transit needs for wheelchair lift equipped NEMT services in outlying areas beyond one mile from fixed routes. The demand is very limited and widely dispersed making it unreasonable to meet at this time.

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.

Response: LTA, through its Lake Links CTSA program, will implement a program to provide NEMT service to out-of-county locations in 2019. LTA has been awarded an FTA 5310 grant for \$225,139 to provide Out-of-County NEMT services and senior center transportation programs for three years. The grant application addressed NEMT needs for trips to Ukiah and Santa Rosa. There is potential to modify the program to include trips to San Francisco, or to work together with Bay Area transportation providers to transfer passengers to SF at Santa Rosa.

Recommended Finding: NEMT service to out-of-county locations is reasonable to meet and will be implemented in 2019. Initially, the service will include Ukiah and Santa Rosa.

5. Fixed route service on Sundays. Another frequently noted need subject to funding availability.

Response: There is a need for service on Sundays throughout Lake County, but the level of demand for service is not well documented. Based on transit industry statistical evidence, transit service attracts fewer riders on Saturday than weekdays, and even fewer on Sunday than on Saturday. LTA Saturday ridership supports the industry evidence as there are 35 to 40 percent fewer Lake Transit riders on Saturdays than on weekdays. Sundays would likely generate even fewer riders. Meanwhile, there would be added expense to staff dispatch, supervision, and maintenance duties as well as for the actual vehicle operations. Implementing Sunday service could only be done at this time by reducing service on other days of the week. Because of added support staff expenditures, the reductions would likely eliminate more hours of existing service than the number of Sunday hours added.

Recommended Finding: There is an unmet need for transit service on Sundays. The need is not reasonable to meet at this time due to the likelihood that a service revision required to accommodate Sunday service would have negative impacts on services on other days that would outweigh the benefits achieved on Sundays. This unmet need and potential alternative service plans should be studied in the next Transit Development Plan for Lake County.

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.

Response: To the extent that the need is within Lake Transit operating hours, this need will be accommodated by Lake Transit routes or paratransit services provided that the origin and destination are within one mile of fixed routes. If the need is outside of normal operating hours, Lake Transit is not required to provide service under the ADA. It is unknown at this time if there is an unmet need. If there is an unmet need, the Redwood Coast Regional Center is responsible to fund transportation needs of developmentally disabled persons. Existing service providers, including LTA are available to extend service programs if funding is available.

Recommended Finding: Expanded transit service and mobility training to accommodate job placement for developmentally disabled persons in Lake County is not an unmet need at this time.

7. NEMT after normal business hours. Instances in which a need for non-emergency transport arises outside of normal service hours.

Response: During LTA business hours, many NEMT needs are met by LTA transit and paratransit services. When LTA is closed, the only resources are typically taxi and emergency medical transportation provided by fire districts. Utilizing EMT services for NEMT needs is costly and problematic. One idea to address this situation is to extend LTA paratransit hours, or provide an alternative NEMT service through Lake Links, and work with the fire districts to dispatch the most appropriate and cost-effective service. The extent of the need for afterhours NEMT is not well documented, and the feasibility of providing afterhours NEMT is therefore unknown.

Recommended Finding: NEMT after Lake Transit operating hours is an unmet need. At this time, it is unknown if it is reasonable to meet. This requires additional study by LTA, Lake Links, and/or the APC.

8. Periodically re-evaluate the LTA transfer policy to ensure it is fair and equitable to everyone.

Response: Ensuring that all LTA policies are fair and equitable to everyone is extremely important; however, by the definition adopted in 2014, this is not an unmet transit need. Although LTA policies are written to be as fair and equitable as possible, they should be reviewed periodically for ongoing effectiveness.

Recommended Finding: By definition, periodically re-evaluating the LTA transfer policy to ensure it is fair and equitable to everyone is not an unmet need.

Again, thank you for the opportunity to respond to unmet needs testimony. The partnership between LTA and the Area Planning Council to identify unmet needs, and plan appropriate responses has continued to provide many useful and important transportation improvements.

Sincerely,

A handwritten signature in blue ink, appearing to read "James Sookne".

James Sookne
Program Manager

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

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

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

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



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Draft 2019/20 APC Budget

DATE PREPARED: April 29, 2019

MEETING DATE: May 8, 2019

SUBMITTED BY: Alexis Pedrotti, Associate Program Planner/Administrator

BACKGROUND:

Attached to this staff report you will find the draft 2019/2020 Lake APC Budget. This draft provides you the opportunity to see the anticipated revenues and expenditures for the upcoming Fiscal Year. This budget does not include any estimated carryover funding amounts. Final amounts will not be available until early July, at which time the budget will be amended to reflect the actual carryover. I would like to point out a few items of interest:

- 1) The estimated Local Transportation Fund (LTF) revenues are expected to increase by 5.763% compared to last year. As a reminder, LTF revenues are generated by $\frac{1}{4}$ cent of the general sales tax which is collected by the Board of Equalization and returned to the County in which they were collected. Although a requirement of the Transportation Development Act, Lake APC has not received an estimate from the County Auditor as required by the (TDA) for Fiscal Year 2019/20. This has been an ongoing situation for the Lake APC. However, even without the estimate from the auditor's office, Lake APC Staff has developed a process to compare and evaluate the revenues to provide an estimate of LTF funding for next year.
- 2) The Administration Contractor, Davey-Bates Consulting (DBC), has been providing services since October 1, 2014. The current contract is set to expire September 30, 2019. The board approved a one year extension at the last board meeting on April 10, 2019, continuing Administration and Fiscal Services for the Lake APC and LTA through September 30, 2020. From July 1, 2019 to September 30, 2019, the contract administration rate will remain the same as the current rate included in the FY 2018/19 contract. Beginning October 1, 2019 the contract amount will increase to accommodate the CPI increase of 3.69% per the contract extension with DBC. Administration Staff for LTA has been included in the DBC Contract Extension and included in the Lake APC overall administration amount.

As noted, this is the Draft Budget that is available for discussion, but no action is needed. The Final Budget will be brought back in June for adoption. I would be happy to answer any questions regarding the draft budget at the Board Meeting on May 8, 2019.

ACTION REQUIRED: None – action on the Final 2019/20 Lake APC Budget will be requested at the June 2018 meeting.

ALTERNATIVES: None identified.

RECOMMENDATION: None. This is for your information only.



LAKE COUNTY/CITY AREA PLANNING COUNCIL

FY 2019/20

DRAFT- BUDGET SUMMARY

REVENUES	Budget				Actual				COMMENTS:
	Adopted:			Actual	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	
LOCAL:									
Local Transportation Funds (LTF)									
Local Transportation Funds (LTF) Estimated-2019/20	\$ 1,561,560	\$ -	\$ -	\$ 1,561,560					\$0.00 Estimated 2019/20 Revenues based on a 5.763% increase
LTF Prior-Year Unallocated LTF Revenue	\$ -	\$ -	\$ -	\$ -					
LTF Carry-Over from 2018/19 Work Program	TBD	\$ -	\$ -	\$ -					2018/19 actual carryover amounts will be reflected in the 1st Amendment
LTF Carry-Over from 2018/19 LTA Allocation	\$ -	\$ -	\$ -	\$ -					
LTF Carry-over -2% Bike & Ped - 2018/19 Allocation	TBD	\$ -	\$ -	\$ -					
LTF Carry-over - Administration - 2018/19 Allocation	TBD	\$ -	\$ -	\$ -					
LTF Carry-over -5% CTSA- 2018/19 Allocation	TBD	\$ -	\$ -	\$ -					
LTF Carry-Over - Exec Directors Reserve 2018/19	TBD	\$ -	\$ -	\$ -					Reserve Account Balance will be adjusted to reflect the actual amount in the Final
LTF Carry-Over - OWP Planning Reserve Account	TBD	\$ -	\$ -	\$ -					
Total Local Transportation Funds:	\$ 1,561,560	\$ -	\$ -	\$ 1,561,560					
Planning Programming & Monitoring (PPM) Funds									
Planning Programming & Monitoring (PPM) Funds-2019/20	\$ 40,000	\$ -	\$ -	\$ 40,000					
PPM Carry-Over Funds from 2018/19 Work Program	TBD	\$ -	\$ -	\$ -					2018/19 actual carryover amounts will be reflected in the 1st Amendment
Total PPM Funds:	\$ 40,000	\$ -	\$ -	\$ 40,000					
Total Local Revenues:	\$ 1,601,560	\$ -	\$ -	\$ 1,601,560					
STATE:									
Rural Planning Assistance Funds (RPA)									
Rural Planning Assistance (RPA) Funds programmed in 2019/20	\$ 294,000	\$ -	\$ -	\$ 294,000					2018/19 Allocation
RPA Carryover Funds from 2018/19 OWP	TBD	\$ -	\$ -	\$ -					2018/19 carryover amounts will be reflected in the Final or 1st Amendment
Total RPA Funds:	\$ 294,000	\$ -	\$ -	\$ 294,000					
State Transit Assistance (STA) Funds									
STA Allocation to Lake Transit Authority	\$ 670,644	\$ -	\$ -	\$ 670,644					2019/20 STA Alloc. - Allocation based on preliminary estimate. 1/2019
STA Carry-Over to Lake Transit Authority 2018/19	TBD	\$ -	\$ -	\$ -					2018/19 carryover amounts will be reflected in the Final or 1st Amendment
Total STA Funds:	\$ 670,644	\$ -	\$ -	\$ 670,644					
State of Good Repair (SGR) Program Funds									
State of Good Repair Program Allocation 2019/20	\$ 93,430	\$ -	\$ -	\$ 93,430					2019/20 SGR Alloc. - Allocation based on estimate - Jan 2019.
State of Good Repair Program Carryover 2018/19	TBD	\$ -	\$ -	\$ TBD					2018/19 actual carryover amounts will be reflected in the 1st Amendment
Total SGR Funds:	\$ 93,430	\$ -	\$ -	\$ 93,430					
State Highway Account - Sustainable Communities Grant									
Eleventh Street Corridor Study (WE 609) - FY 2018/19 Carryover	TBD	\$ -	\$ -	\$ TBD					2018/19 estimated carryover amounts will be reflected in the Final
Hwy 20 NS Traffic Calming Plan & EFS (WE 615) -FY18/19 Carryover	TBD	\$ -	\$ -	\$ TBD					2018/19 estimated carryover amounts will be reflected in the Final
Total SHA Funds:	\$ -	\$ -	\$ -	\$ -					
Total State Revenues:	\$ 1,058,074	\$ -	\$ -	\$ 1,058,074					
FEDERAL:									
Regional Surface Transportation Program (RSTP)									
RSTP Local Agency Distribution (2019/20):	\$ 656,399	\$ -	\$ -	\$ 656,399					Passes through to cities/County
RSTP Carryover (2018/19):	TBD	\$ -	\$ -	\$ -					Apportionment for FY 2018/19. Allocation will be received in 2019/20
Total RSTP Funds for Distribution:	\$ 656,399	\$ -	\$ -	\$ 656,399					2018/19 carryover amounts will be reflected in the Final or 1st Amendment
FTA Section 5304 - Sustainable Communities									
LTA Bus Passenger Facilities Plan (WE 618) FY 2018/19 Carryover	TBD	\$ -	\$ -	\$ TBD					2018/19 estimated carryover amounts will be reflected in the Final
L.C Ped Facility Needs Inventory & EFS (WE 619) FY 2018/19 Carryover	TBD	\$ -	\$ -	\$ TBD					2018/19 estimated carryover amounts will be reflected in the Final
Total FTA 5304 Funds:	\$ -	\$ -	\$ -	\$ -					
5311 Federal Funds - FFY 2019	TBD			TBD					FFY 2019-Regional Apportionment to LTA
Total Federal Revenues:	\$ 656,399	\$ -	\$ -	\$ 656,399					
GRAND TOTAL REVENUES	\$ 3,316,033	\$ -	\$ -	\$ 3,316,033					

ALLOCATIONS

COMMENTS:

	Budget				Actual				Year-to-Date Total	
	Adopted:	Adjustment	Adjustment	Estimated Actual	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr		
LOCAL:										
Local Transportation Funds (LTF)										
Administration Breakdown:										
<i>DBC Contract (July 1, 2019 to Sept 30, 2019)</i>	\$ 121,943	\$ -	\$ -	\$ 121,943						June 1, 2019 to September 30, 2019 based on current DBC contract.
<i>DBC Contract Extension (Oct 1, 2019 to Sept 30, 2019)</i>	\$ 381,428	\$ -	\$ -	\$ 381,428						Contract Ext October 1, 2019 to September 30, 2020 = \$508,570
<i>Board Member Reimbursement for Meetings</i>	\$ 4,000	\$ -	\$ -	\$ 4,000						(Oct to June = \$381,427.56) *Includes LTA Administration
<i>Training/Travel Expenses (uncontracted)</i>	\$ 2,500	\$ -	\$ -	\$ 2,500						\$50 per diem reimbursement to board members for meeting attendance
<i>Lake County Auditor/Controller</i>	\$ 6,000	\$ -	\$ -	\$ 6,000						Covers expenses for training/travel not included in contract or work program.
<i>Fiscal Audit</i>	\$ 9,500	\$ -	\$ -	\$ 9,500						Accounting services by the County of Lake Auditor's Office
<i>Performance Audit</i>	\$ -	\$ -	\$ -	\$ -						Annual requirement of TDA to audit LTF funds
<i>Membership Dues - CalCOG, NARC, NSSR</i>	\$ 5,000	\$ -	\$ -	\$ 5,000						Facilitates communication between COGs, local officials, state/federal agencies & public
<i>Contingency</i>	\$ 6,000	\$ -	\$ -	\$ 6,000						Unexpected costs beyond typical annual LTF expenses
Total 2019/20 Administration Allocations	\$ 536,377	\$ -	\$ -	\$ 536,377						
LTF Carry-Over - Administration - 2018/19 Allocation	TBD	\$ -	\$ -	\$ -						Carryover amount to be determined
Bicycle and Pedestrian Reserve Fund	\$ 20,504	\$ -	\$ -	\$ 20,504						2% LTF Allocation for Bike and Pedestrian Purposes
LTF Carry-over -2% Bike & Ped - 2017/18 Allocation	TBD	\$ -	\$ -	\$ -						Carryover amount to be determined
LTF 2019/20 Work Program Allocation	\$ 50,000	\$ -	\$ -	\$ 50,000						
LTF Carry-Over from 2017/18 Work Program	TBD	\$ -	\$ -	\$ -						Actual Carryover amount will be reflected in the 1st Amendment
LTF (Article 4.5) 5% Allocation to CTSA - 2019/20	\$ 51,259	\$ -	\$ -	\$ 51,259						
LTF Carry-over -5% CTSA- 2018/19 Allocation	TBD	\$ -	\$ -	\$ -						Carryover amount to be determined
LTF Allocation to Lake Transit Authority 2019/20	\$ 903,426	\$ -	\$ -	\$ 903,426						
LTF Carry-Over from 2018/19 LTA Allocation	TBD	\$ -	\$ -	\$ -						Carryover amount to be determined
LTF Reserve Accounts										
LTF Carry-Over - Exec Directors Reserve 2018/19	TBD	\$ -	\$ -	\$ -						Executive Directors Reserve Account Balance
LTF Carry-Over - OWP Planning Reserve Account	TBD	\$ -	\$ -	\$ -						To be included in Final
Total LTF Allocations:	\$ 1,561,560	\$ -	\$ -	\$ 1,561,560						
Planning Programming & Monitoring (PPM) Funds										
Planning Programming & Monitoring (PPM) Funds	\$ 40,000	\$ -	\$ -	\$ 40,000						2018/19 PPM Allocation Amount
PPM Carry-Over from 2018/19 Work Program	TBD	\$ -	\$ -	\$ -						Estimated Carryover amount, 1st Amendment will reflect actuals.
Total PPM Allocations:	\$ 40,000	\$ -	\$ -	\$ 40,000						
Total Local Allocations:	\$ 1,601,560	\$ -	\$ -	\$ 1,601,560						
STATE:										
Rural Planning Assistance Funds (RPA)										
Rural Planning Assistance (RPA) Funds programmed in 2019/20	\$ 294,000	\$ -	\$ -	\$ 294,000						
RPA Carryover Funds from 2018/19 OWP	\$ -	\$ -	\$ -	\$ -						Carryover amount to be determined
Total RPA Funds:	\$ 294,000	\$ -	\$ -	\$ 294,000						
State Transit Assistance (STA) Funds										
STA Allocation to Lake Transit Authority	\$ 670,644	\$ -	\$ -	\$ 670,644						2019/20 STA Alloc. - Allocation based on preliminary estimate. 1/2019
STA Carry-Over to Lake Transit Authority 2018/19	TBD	\$ -	\$ -	\$ -						2018/19 carryover amounts will be reflected in the Final or 1st Amendment
Total STA Funds:	\$ 670,644	\$ -	\$ -	\$ 670,644						
State of Good Repair (SGR) Program Funds										
State of Good Repair Program Allocation 2019/20	\$ 93,430	\$ -	\$ -	\$ 93,430						2019/20 SGR Alloc. - Allocation based on estimate - Jan 2019.
State of Good Repair Program Carryover 2018/19	TBD	\$ -	\$ -	\$ TBD						2018/19 actual carryover amounts will be reflected in the 1st Amendment
Total SGR Funds:	\$ 93,430	\$ -	\$ -	\$ 93,430						
State Highway Account - Sustainable Communities Grant										
Eleventh Street Corridor Study (WE 609) - FY 2018/19 Carryover	TBD	\$ -	\$ -	\$ TBD						2018/19 estimated carryover amounts will be reflected in the Final
Hwy 20 NS Traffic Calming Plan & EFS (WE 615) -FY18/19 Carryover	TBD	\$ -	\$ -	\$ TBD						2018/19 estimated carryover amounts will be reflected in the Final
Total SHA Funds:	\$ -	\$ -	\$ -	\$ -						
Total State Allocations:	\$ 1,058,074	\$ -	\$ -	\$ 1,058,074						
FEDERAL:										
Regional Surface Transportation Program (RSTP)										
RSTP Local Agency Distribution (2019/20):	\$ 656,399	\$ -	\$ -	\$ 656,399						2019/20 Actuals
Lakeport (8%)	\$ 72,102	\$ -	\$ -	\$ 72,102						Passes through to cities/County
Clearlake (22%)	\$ 198,280	\$ -	\$ -	\$ 198,280						Distributed based on population.
Lake County (70%)	\$ 386,017	\$ -	\$ -	\$ 386,017						County's separate RSTP 182.6(d2) apportionment-\$244,873 included in formula
RSTP Carryover (2018/19):	TBD	\$ -	\$ -	\$ -						2018/19 carryover amounts will be reflected in the Final or 1st Amendment
Total RSTP Funds for Distribution:	\$ 656,399	\$ -	\$ -	\$ 656,399						
FTA Section 5304 - Sustainable Communities										
LTA Bus Passenger Facilities Plan (WE 618) FY 2018/19 Carryover	TBD	\$ -	\$ -	\$ TBD						2018/19 estimated carryover amounts will be reflected in the Final
L.C Ped Facility Needs Inventory & EFS (WE 619) FY 2018/19 Carryover	TBD	\$ -	\$ -	\$ TBD						2018/19 estimated carryover amounts will be reflected in the Final
Total FTA 5304 Funds:	\$ -	\$ -	\$ -	\$ -						
5311 Federal Funds - FFY 2019	TBD	\$ -	\$ -	\$ TBD						FFY 2019-Regional Apportionment to LTA
Total Federal Allocations:	\$ 656,399	\$ -	\$ -	\$ 656,399						
GRAND TOTAL ALLOCATIONS	\$ 3,316,033	\$ -	\$ -	\$ 3,316,033						



LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

TITLE: Draft 2019/20 Overall Work Program (OWP)

DATE PREPARED: April 30, 2019

MEETING DATE: May 8, 2019

SUBMITTED BY: Alexis Pedrotti, Associate Program Planner/Administrator

BACKGROUND:

Each January Lake APC staff solicits local agencies, the transit agency and others for potential planning projects to be included in the upcoming Overall Work Program (OWP). Last year the Lake Area Planning Council's (APC) Overall Work Program included \$464,586 in transportation-planning projects. Rural Planning Assistance (RPA) funds, Planning Programming & Monitoring (PPM) funds, Local Transportation Funds (LTF) and Sustainable Communities Grant funds were the sources of funding. The range of funding is consistent and typically averages in the neighborhood of \$400,000 annually. This figure fluctuates slightly depending on the State Transportation Improvement Program's (STIP) fund estimate from which PPM are derived, the need for Local Transportation Funds for administration, transit and 2% of the bike and pedestrian allocation, and the allocation of RPA by the State.

Planning, Programming and Monitoring (PPM) Funds are slightly up from last year's allocation of \$35,000 to a mere \$40,000 in Fiscal Year 2019/20. The RPA allocation is steady at \$294,000 for FY 2019/20. Those funding sources (PPM & RPA) are set in stone, therefore approximately \$50,000 of LTF funding will be needed to fund planning projects proposed in the upcoming OWP.

Caltrans District 1 Planning Staff and several departments from Caltrans Headquarters received the Draft OWP in March, and District 1 staff submitted their comments back to the Lake APC in April 2019. Caltrans has some minor comments that will be incorporated into the final document.

On March 21, 2019, the Technical Advisory Committee (TAC) met and reviewed the draft OWP that was submitted to Caltrans for Fiscal Year 2019/20. In past years, typically the requests for funding are more than the available amount. This year, however that was not the case. There was \$27,384 of local funding still available after all the requests were met. These funds were set aside in the reserve element to accommodate a local match requirement or need in the upcoming fiscal year. The APC applied for two additional grants that would require local match funding in the amount of \$49,317, if awarded.

APC action is not needed on the draft document which I have attached for your review. Lake APC will be required to take action on the Final Work Program which will be adopted in June. The final OWP will be presented to the TAC in May for one final review prior to being presented to the Lake APC Board for discussion and proposed approval.

ACTION REQUIRED: None. This is an informational item only.

ALTERNATIVES: None

RECOMMENDATION: Information only, no action is required.



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

Final Amended

2019
Lake Transit Authority
&
Lake County/City Area Planning Council
Meeting Schedule

<u>DATE</u>	<u>LOCATION</u>	<u>NOTE:</u>
JANUARY 9	Lakeport	Typically do not meet
FEBRUARY 13	Lower Lake	
MARCH 6	Lakeport	Date change CTC 13 th & 14 th
APRIL 10	Lower Lake	
MAY 8	TBD Lakeport	Lake APC Fieldtrip
JUNE 12	Clearlake	Fieldtrip
JULY 10	Lower Lake	Typically do not meet
AUGUST 7	Lakeport	Date change CTC 14 th & 15 th
SEPTEMBER 11	Clearlake	
OCTOBER 2	TBD	Lake APC Fieldtrip Date change CTC 9 th & 10 th
NOVEMBER 13	Lower Lake	
DECEMBER 11	Lakeport	



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Opposition to SB 152 & AB 1402 – Proposed Legislation -
Changing the Active Transportation Program

DATE PREPARED: 5/1/19
MEETING DATE: 5/8/19

SUBMITTED BY: Nephela Barrett, Planning Services

BACKGROUND:

The Active Transportation Program (ATP) is a competitive grant program that provides funding for bicycle and pedestrian facilities and programs. It was created by the legislature in 2013 and combined several smaller competitive grant programs. As it currently exists, the ATP funding is distributed as follows: 50% statewide competitive program, 10% small urban and rural competitive program, and 40% to the large urban areas to conduct their own programs. Agencies in rural regions, including Lake County, can compete under the statewide competitive portion as well as the small urban and rural portion, a total of 60% of the total funding. Successful projects include the Middletown Multi-Use Path, Upperlake Pedestrian Improvement Project, Phillips Avenue Bikelanes, and Hartley Street Safe Routes to School.

When the ATP was created, it allowed for a more effective use of these funds by requiring only a single application. Combining programs also made it possible to fund more of the best projects around the State, which may have previously been limited by smaller pots of funding in the individual programs. The existing framework of the ATP, including the funding distribution, was developed cooperatively between the CTC and the State's regional transportation agencies. It involved numerous committees and subcommittees to formulate the existing program. Every transportation agency in the state had an opportunity to provide input, and almost all participated.

Two pieces of legislation have recently been introduced that propose significant changes to the Active Transportation Program—SB 152 (Beall) and AB 1402 (Petrie-Norris). The most significant item proposed in these bills is a drastic change to the funding distribution. AB 1402 proposes 75% to the large urban areas to conduct their own programs, 15% to the small urban and rural competitive program, and only 10% to the statewide competitive program. SB 152 initially mirrored AB 1402, but has recently been amended to the following: 60% to the large urban areas, 15% to the small urban and rural competitive program, and 25% to the statewide competitive program. While the modest increase to the small urban and rural portion may seem positive, the fact is that these proposals cut the competitive funding available to rural agencies from the current 60% down to 40% (SB 152) or 25% (AB 1402).

It appears that the motivation behind these bills is a perception by certain regions (the Bay Area and Orange County) that they did not receive their “fair share” of funding in the last funding cycles based on their population. However, a greater population isn't always an indicator of the greatest need. Accident rates and severity are often higher on rural routes than in urban areas. In addition, success of any given agency or region changes from one cycle to the next, and it may be that those that were unsuccessful previously will work to improve their application or project and be awarded funding in future cycles.

The reduced funding to rural agencies isn't the only negative aspect of these proposals. Senate Bill 1 added considerably to the money available in the ATP. In 2018, voters showed their support for SB 1 by defeating Proposition 6. These current attempts to take money away from non-MPO regions and change the competitive nature of the ATP significantly changes what voters supported. This

could be seen as a reason to again attempt to eliminate SB 1 by its opposition, which could be devastating not only for the Active Transportation Program, but all transportation funding programs.

For these reasons, staff recommends that the APC Board formally oppose both SB 152 (Beall) and AB 1402 (Petrie Norris). Draft letters of opposition will be provided to the Board at the meeting.

The full text and history of both bills can be accessed by searching the California Legislative Information website, or by using the following links:

https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200AB1402

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB152

ACTION REQUIRED:

Adopt a position of opposition to SB 152 (Beall) and AB 1402 (Petrie-Norris) and authorize the chair to sign letters of opposition.

ALTERNATIVES:

1. Do not adopt a position on one or both bills.
2. Formally support one or both bills (not recommended)

RECOMMENDATION: Staff recommends that the APC Board formally oppose Senate Bill 152 (Beall) and Assembly Bill 1402 (Petrie-Norris) and authorize the Chair to sign letters of opposition (to be presented at the meeting).



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Meetings Attended by APC Staff

DATE PREPARED: April 30, 2019

MEETING DATE: May 8, 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, Pedrotti, Speka, Sookne) | 4/10/19 |
| 2. | California Transportation Commission (CTC)
Chico
(Dow) | 4/10/18 |
| 3. | Lake SSTAC Meeting
Lower Lake
(Sookne) | 4/16/19 |
| 4. | Caltrans/RTPA Quarterly Meeting
Teleconference
(Davey-Bates, Barrett) | 4/16/19 |
| 5. | Pedestrian Facility Needs Inventory and EFS (LakeWalks) Project Meeting
Teleconference
(Speka) | 4/23/19 |
| 6. | Hwy 20 Northshore Traffic Calming Plan Project Meeting
Teleconference
(Speka) | 4/24/19 |
| 7. | COG Director Association of California (CDAC)
Teleconference
(Davey-Bates, Barrett) | 4/30/19 |
| 8. | Pedestrian Facility Needs Inventory and EFS (LakeWalks) Project Meeting
Teleconference
(Speka) | 5/7/19 |

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.

Memorandum

*Making Conservation
 a California Way of Life.*

To: LAKE AREA PLANNING COUNCIL

Date: May 1, 2019

File:

From: JAIME MATTEOLI
 Project Manager
 Caltrans District 1

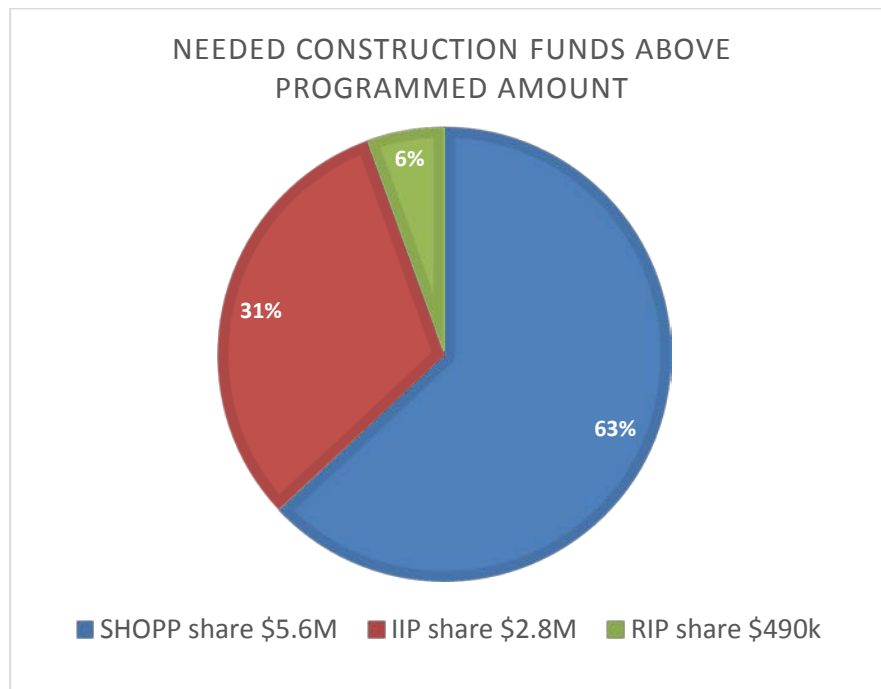
Subject: Lake 29 Expressway Segment 2C – Construction Funding

The purpose of this memo is to update the Lake APC board on the current funding situation for Segment 2C of the Lake 29 Expressway Project.

The table below shows the current funding situation in units of thousands of dollars. Currently Segment 2C has \$60.47 million funded between STIP and SHOPP funds for construction of the expressway. This programmed amount was based on cost estimates from 2017. The current construction cost estimate is \$69.3 million. This cost estimate increase is the result of the following:

1. \$6M more in excavation costs because of a greater amount of subsurface rock than previously anticipated. Rock is more expensive to excavate, place, and dispose of.
2. \$2.5M in escalation of all construction costs because of an 8-month delay of PG&E utility relocations. PG&E had several challenges including bankruptcy that resulted in inability to relocate utilities on the previous schedule.

	IIP	RIP	Total STIP	SHOPP	Total
Total Invested	\$ 20,510	\$ 18,482	\$ 38,992	\$ 66,052	\$ 105,044
Programmed Construction	\$ 11,526	\$ 10,824	\$ 22,350	\$ 38,115	\$ 60,465
			37%	63%	
Cost Estimate			\$ 25,616	\$ 43,684	\$ 69,300
Need	\$ 2,776	\$ 490	\$ 3,266	\$ 5,569	\$ 8,835



The pie chart above shows how Caltrans proposes to divide allocation of the needed construction funds. The SHOPP would provide 63%, \$5.6 million; the Interregional Improvement Program (IIP) would provide 31%, \$2.8 million; and the Regional Improvement Program (RIP) would provide 6%, \$490,000. Caltrans and Lake APC have agreed to an IIP/RIP funding ratio of 85%/15% for cost increases. Lake APC has invested \$18.5 million in the Lake 29 Expressway Project through the Regional Investment Program since 1998.

Caltrans made efforts to reduce costs without reducing the much-needed scope of the project. The design team (1) scrutinized all project quantities and unit prices and (2) optimized the thickness of the pavement to provide the lowest life-cycle costs. The project creates regional and interregional benefits including traffic calming on the north shore, reducing collisions, and facilitating efficient movement of goods and people to aid economic growth.

Caltrans recommends consensus for approval from the board that we request allocation of the full estimate at the June 2019 California Transportation Commission meeting. Allocation of this \$69.3M would require additional funds from SHOP and STIP, including \$490,000 in Regional Improvement Program funds, which would reduce future shares. It is critical that construction funds are allocated before July 2019 for funding to remain in place.

Attachment
none

c:

Information

Packet

Highway Infrastructure Program Funds Fact Sheet

BACKGROUND

- Made up of two apportionments
 - FHWA Notice N4510.826 issued April 25, 2018 and FHWA Notice N4510.835 issued March 15, 2019
 - <http://www.fhwa.dot.gov/legregs/directives/notices/n4510826/>
 - www.fhwa.dot.gov/legregs/directives/notices/n4510835/
- Total of \$4.709 billion appropriated for distribution to the States by formula
- Distributed to States in the same ratio as the FY 2018 and FY 2019 formula obligation limitations, respectively
- Suballocated within State:
 - By population (Local Agency portion, 53% in 2018 and 54% in 2019)
 - Urbanized areas > 200,000 population
 - Areas > 5,000 to 200,000 population
 - Areas 5,000 population or less
 - Any Area (State portion, 47% in 2018 and 46% in 2019)
 - Funding Distribution from CT Transportation Programming
 - www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/hip-2018.pdf
- FHWA Highway Infrastructure Program Guidance
 - www.fhwa.dot.gov/federalaid/projects.pdf#page=78

AVAILABILITY OF FUNDS

- The **2018 Apportioned HIP funds** must **obligate by September 30, 2021** and **expend by September 30, 2026**.
- The **2019 Apportioned HIP funds** must **obligate by September 30, 2022** and **expend by September 30, 2027**.
- Funds are not subject to Obligation Limitation. As such, HIP obligations do not count against the Region's/State's balance of formula OA.
- Federal share according to 23 USC 120
 - 90% on interstate, 80% otherwise, subject to sliding scale
 - 100% for certain safety projects

ELIGIBILITY

- Projects eligible according to 23 USC 133(b)(1)(A); e.g. construction of roads, bridges and tunnels.
- PROJECTS MUST BE ON THE FEDERAL-AID SYSTEM. No projects on roads classified as a local road or rural minor collector unless:
 - on a Federal-aid highway system on January 1, 1991
 - for bridges (except new bridge at new location)
 - approved by the Secretary
- Rural minor collectors are differentiated from urban minor collectors using the latest (2010) U.S. Census Maps
 - www.census.gov/geographies/reference-maps/2010/geo/2010-census-urban-areas.html
- For **2019 Apportioned funds**, eligibility also includes "elimination of hazards and the installation of protective devices at railway-highway crossings."

REQUIREMENTS

- Programming and expenditure of funds must be consistent with 23 U.S.C. 134 and 135
 - Projects must be consistent with the Long-Range Statewide Transportation Plan & Metropolitan Transportation Plans
 - HIP funds must be programmed for projects identified in the FTIP/FSTIP prior to obligation
- Disadvantaged Business Enterprises (DBE) rules apply

MISCELLANEOUS

- HIP funds CANNOT be exchanged for State Cash (unlike RSTP funds, per Streets and Highways Code 182.6)
- Follow Local Assistance Procedures Manual to process HIP funding requests.

Q and A

1. Will DLA be allowing Toll Credit to be used for the HIP?
 - a. Yes, the decision to use Toll Credit on a specific project, however, resides with the programming entity (MPO/RTPAs, Bridge/Safety Program coordinators). With the relatively short time frame for which these funds are available, toll credits will help use them faster.
2. Can HIP be used for Safety/ATP projects off the Fed-Aid system?
 - a. No, the 2018 guidelines say the funds cannot be used on local roads and rural minor collectors (off fed-aid system). "Pursuant to section 133(c) of title 23, U.S.C., projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on January 1, 1991, except; (1) for a bridge or tunnel project (other than the construction of a new bridge or tunnel at a new location); and (2) as approved by the Secretary. Further, 23 U.S.C. 133(g)(1) allowing a portion of Surface Transportation Block Grant funds to be obligated on roads functionally classified as minor collectors does not apply to these funds."
3. Will we have to end up segregating the costs on projects for reporting purposes?
 - a. Yes, costs will need to be segregated on engineer's estimates for dissimilar fund eligibilities as applicable. No special reporting requirements have identified. Separate fund line entries for the HIP funds will be required on the E-76s, Finance Letters, invoices, etc., to allow tracking of the funds usage.
4. Can HIP funds be added to existing projects?
 - a. Yes, eligibility and programming requirements apply.
5. Are Ferry projects eligible under the Highway Infrastructure Program?
 - a. No, see eligibility requirements for more information on what is eligible for HIP funds.
6. Are HIP funds only for the Construction phase of work?
 - a. No, HIP fund may also be used on PE and RW phases of work, so long as the work leads directly to a constructed project.
7. Can HIP funds be used for a Planning Report or Planning Study?
 - a. No, HIP funds must be used to construct a project; hence HIP funds cannot be used for planning reports or planning studies for future projects.
8. How are HIP funds awarded to local agencies?
 - a. The HIP funding distribution among the states is determined by FHWA. Once California receives its distribution, Caltrans Programming further apportions the funding per the population distribution, as required by the HIP. MPOs or RTPAs award the specific HIP projects, in accordance with 133(d)(3) of title 23, U.S.C. MPOs and RTPAs are responsible for programming the HIP projects within their jurisdictions into the FTIP/FSTIP prior to fund obligation.
9. Were additional funds set aside from the second appropriation? If so, who may qualify for those funds?
 - a. Yes, the 2019 Act set aside \$3.25B for other non-HIP programs/activities. This includes bridge replacement and rehabilitation program (\$475M), the Territorial Highway Program (\$5M) and the Nationally Significant Federal Lands and Tribal Projects program (\$25M). Any funding California received from these set asides are not part of the HIP, hence, eligibility and award for these are administered via the rules of each of their respective programs.

Date of Hearing: March 27, 2019

ASSEMBLY COMMITTEE ON LOCAL GOVERNMENT

Cecilia Aguiar-Curry, Chair

ACA 1 (Aguiar-Curry) – As Amended March 18, 2019

SUBJECT: Local government financing: affordable housing and public infrastructure: voter approval.

SUMMARY: Proposes amendments to the California Constitution to allow a city, county, or special district, with 55% voter approval, to incur bonded indebtedness or impose specified special taxes to fund projects for affordable housing, permanent supportive housing, or public infrastructure. Specifically, **this bill:**

- 1) Allows a city, county, city and county, or special district, to incur indebtedness in the form of general obligation (GO) bonds to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing for persons at risk of chronic homelessness, including persons with mental illness, or the acquisition or lease of real property for public infrastructure, affordable housing, or permanent supportive housing, as defined, to be approved by 55% of the voters voting on the proposition.
- 2) Allows a city, county, city and county, or special district, to impose, extend, or increase a sales and use tax or transactions and use tax, or parcel tax, for the purposes of funding the construction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing for persons at risk of chronic homelessness, including persons with mental illness, or the acquisition or lease of real property for public infrastructure, affordable housing, or permanent supportive housing, as defined, if the proposition proposing that tax is approved by 55% of the voters voting on the proposition.
- 3) Defines the following terms:
 - a) “Affordable housing” to include housing developments, or portions of housing developments, that provide workforce housing affordable to households earning up to 150% of countywide median income, and housing developments, or portions of housing developments, that provide housing affordable to lower, low-, or very low income households;
 - b) “At risk of chronic homelessness” to include, but not be limited to, persons who are at high risk of long-term or intermittent homelessness, including persons with mental illness exiting institutionalized settings, including, but not limited to, jail and mental health facilities, who were homeless prior to admission, transition age youth experiencing homelessness or with significant barriers to housing stability, and others, as defined in program guidelines;
 - c) “Permanent supportive housing” to mean housing with no limit on length of stay, that is occupied by the target population, and that is linked to onside or offside services that assist residents in retaining the housing, improving their health status, and maximizing their ability to live and, when possible, work in the community. “Permanent supportive

housing” includes associated facilities, if those facilities are used to provide services to housing residents; and,

- d) “Special district” to mean an agency of the state, formed pursuant to general law or special act, for the local performance of governmental or proprietary functions with limited geographic boundaries, and includes a transit district, except that “special district” does not include a school district, redevelopment agency, or successor agency to a dissolved redevelopment agency.
- 4) Defines “public infrastructure” to include, but not be limited to, projects that provide any of the following:
 - a) Water or protect water quality;
 - b) Sanitary sewer;
 - c) Treatment of wastewater or reduction of pollution from stormwater runoff;
 - d) Protection of property from impacts of sea level rise;
 - e) Parks and recreation facilities;
 - f) Open space;
 - g) Improvements to transit and streets and highways;
 - h) Flood control;
 - i) Broadband internet access service expansion in underserved areas;
 - j) Local hospital construction;
 - k) Public safety buildings or facilities, equipment related to fire suppression, emergency response equipment, or interoperable communications equipment for direct and exclusive use by fire, emergency response, police or sheriff personnel; and,
 - l) Public library facilities.
 - 5) Provides specific requirements for voter protection, public notice, and financial accountability.
 - 6) Prohibits a special district, other than a board of education or school district, from incurring any indebtedness or liability exceeding any applicable statutory limit, as prescribed by the statutes governing the special district as they currently read or may thereafter be amended by the Legislature.
 - 7) Allows the voter approval thresholds specified above in 1) and 2), above, to apply to a local measure imposing, extending, or increasing a sales and use tax, a transactions and use tax, or a parcel tax, or GO bonded indebtedness for the purposes specified above, submitted to voters at the same election as ACA 1.

EXISTING LAW:

- 1) Authorizes cities and counties to impose a general tax for general governmental purposes with the approval of a majority of the voters.
- 2) Authorizes cities, counties, and special districts to impose a special tax for specified purposes with the approval of two-thirds of the voters.
- 3) Authorizes school districts, community college districts, or county offices of education to incur school bonded indebtedness with the approval of 55% of the voters voting on the bond measure, to fund the construction, reconstruction, rehabilitation, or replacement of school facilities, including the furnishing and equipping of school facilities.

FISCAL EFFECT: This bill has been keyed non-fiscal. It was referred to both the Local Government and Appropriations Committees on March 18, 2019.

COMMENTS:

- 1) **Bill Summary.** ACA 1 lowers the voter threshold from a two-thirds supermajority to 55% majority to approve local (city, county, and special district) GO bonds and certain special taxes for affordable housing, public infrastructure, and permanent supportive housing projects, and defines those terms. ACA 1 also requires the proposition submitted to the voters to contain certain accountability provisions including a requirement that the proceeds from the bonds or taxes only be used for the purposes specified in the ACA, and not for employee salaries or other operating expenses, a list of specific projects to be funded and a requirement that the city, county, or special district has evaluated alternative funding sources, and a requirement that the city, county, or special district conduct both an annual performance audit and an independent financial audit that is then posted and easily accessible to the public. A citizens' oversight committee must also be appointed to ensure that the proceeds of the bonds or special tax are expended only for the purposes described in the measure approved by the voters.

This is an author-sponsored measure.

- 2) **Author's Statement.** According to the author, "In practice, local officials propose a local bond or special tax, and then it is up to the voters in that community to decide whether they support the idea or not. Local governments and local voters know best what their communities need. In some neighborhoods this means a new library or fire station; in others this means an increase in the affordable housing stock. ACA 1 will empower local governments to address local priorities without needing to wait for state and federal funding initiatives. A majority vote tax measure is much more likely to pass, while voters would still need to overwhelmingly support a bond or special tax in order for it to be approved with 55 percent of the vote. ACA 1 will level the playing field and create parity between school districts and cities, counties, and special districts, so that all local governments have a viable financing tool to address community needs."
- 3) **Background.** The California Constitution requires a two-thirds vote at the local level for both GO bonds and special taxes, regardless of what the city, county, or special district proposes to use the funds for. Local school districts, however, must only achieve 55% voter approval for school bonds to fund the construction, reconstruction, rehabilitation, or

replacement of school facilities, including the furnishing and equipping of schools, or the acquisition or lease of real property vote (Proposition 39, 2000).

- 4) **Arguments in Support.** Supporters argue that when the state seeks voter approval for a statewide measure, it requires a simple majority, but when a city or county seeks voter approval for a similar investment, they face a stringent two-thirds vote threshold. Supporters believe ACA 1 will level the playing field and create parity with school districts, which need 55% approval for school construction, so that cities, counties and special districts have a viable financing tool to help address important community needs for affordable housing, public infrastructure, and permanent supportive housing. Because of the numerous challenges in funding important public infrastructure and housing projects for their communities, supporters argue that this constitutional amendment is necessary to deal with the urgent need for investment in housing, and the chronic underfunding of local infrastructure to improve storm water management, transit development, park facilities, and streets and roads. Supporters also argue that one of the major obstacles to building housing, particularly in infill areas, is the cost of critical infrastructure, which often neither the developer or the city or county has the money to fund.

- 5) **Arguments in Opposition.** Howard Jarvis Taxpayers Association argues that “ACA 1 repeals one of the most important protections in Proposition 13 by lowering the existing two-thirds vote threshold for both local bonds and special taxes to 55 percent for a myriad of purposes. While revenue raised from ACA 1 may slightly increase the affordable housing stock, it will also have the perversely negative effect of increasing the cost of housing dramatically. Nationwide, according to the National Association of Home Builders, an increase of just \$1,000 in the new median home price knocks 120,000 potential buyers out of the market. Making it easier to approve hundreds of dollars a year in new annual bonds and parcel won’t make it easier to afford a home, and it won’t make it easier for renters, a third of whom spend half their take home pay on rent, to be able to save. With these housing expenses, it’s little wonder that California’s homeownership rate of 54 percent is well off the national average of 64 percent, and that the large majority of the 100,000 people who leave California each year make less than \$90,000. Proposition 13 is not the cause of California’s evaporating middle-class.”

- 6) **Two-Thirds Legislative Approval and Statewide Ballot Approval Requirements.** This measure requires the approval of two-thirds of the membership of each house in the Legislature, and approval by a majority of voters at a statewide ballot election to ratify the changes to the Constitution.

REGISTERED SUPPORT / OPPOSITION:

Support

American Planning Association, California Chapter
Association of California Healthcare Districts
California Association of Councils of Government
California Association of Housing Authorities
California Association of Sanitation Agencies
California Coalition for Rural Housing
California Contract Cities Association
California Housing Consortium
California Housing Partnership
California Labor Federation, Afl-Cio
California Library Association
California Park & Recreation Society
California Professional Firefighters
California Special Districts Association
California State Association Of Counties
California State Association Of Electrical Workers
California State Council Of Laborers
California State Pipe Trades Council
California Transit Association
California Yimby
City of Camarillo
City Of Davis
City of Gustine
City Of Laguna Beach
City Of Lodi
City of Manteca
City Of Moorpark
City Of San Luis Obispo
County of Santa Clara
East Bay for Everyone
East Bay Municipal Utility District
East Bay Regional Parks District
Greater Merced Chamber of Commerce
Housing California
International Union Of Elevator Constructors, Local 18
International Union Of Elevator Constructors, Local 8
International Union Of Operating Engineers, Cal-Nevada Conference
League Of California Cities
Midpeninsula Regional Open Space District
Non-Profit Housing Association Of Northern California
Professional Engineers In California Government
San Diego Housing Federation
San Mateo County-City/County Association Of Governments
Santa Clara Valley Water District

Silicon Valley At Home (Sv@Home)

Support (continued)

Solano Transportation Authority

Southern California Association Of Nonprofit Housing

Spur

The Two Hundred

Urban Counties Of California

Ventura Council Of Governments

Western States Council Sheet Metal, Air, Rail And Transportation

Oppose

Howard Jarvis Taxpayers Association

Valley Industry and Commerce Association

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