



# LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

525 South Main Street, Ukiah, CA 95482  
Administration: Suite G ~ 707-234-3314  
Planning: Suite B ~ 707-263-7799

## TECHNICAL ADVISORY COMMITTEE (TAC) MEETING AGENDA

**DATE:** Thursday, August 26, 2021  
**TIME:** 9 a.m.  
**PLACE:** Audioconference

In accordance with the modified Brown Act Requirements established by Governor Newsom's Executive Order N-29-20, and to facilitate Social Distancing due to COVID-19, Lake Area Planning Council's Technical Advisory Committee meeting will be by audioconference only. Public comments will be available during Thursday's meeting on any agenda item. Please send comments to our administrative assistant, Monica Galliani, at [gallianim@dow-associates.com](mailto:gallianim@dow-associates.com) and note the agenda item number being addressed. Oral comments will also be accepted by telephone during the meeting when public comment is invited.

**Dial-in number: 1 (669) 900-6833 / Meeting ID: 862 4870 5714#**

***\*Zoom link provided to members in distribution email and to public by request***

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1. Call to order
2. Approval of May 20, 2021 Minutes
3. RTIP/STIP Update (*Casey*)
4. Discussion and Recommended Approval of the First Amendment to the 2021/22 Overall Work Program (*Pedrotti/Davey-Bates*)
5. Regional Transportation Plan Local Streets and Roads Element Goals and Policies (*Speka*)
6. Announcements and Reports
  - a. Lake APC
    - i. Update on Planning Grants (*Speka*)
    - ii. Update on Strategic Partnerships Grant (*Casey*)
    - iii. Innovative Concepts (*Davey-Bates*)
    - iv. Local Road Safety Plan Update (*Casey*)
    - v. Miscellaneous
  - b. Lake Transit Authority
    - i. Transit Hub Update (*Sookne*)
    - ii. Current Transit Projects (*Sookne/Davey-Bates*)
    - iii. Miscellaneous
  - c. Caltrans
    - i. Lake County Projects Update
    - ii. Miscellaneous
  - d. Local Agency Updates

7. Information Packet
  - i. CAT Plan Fact Sheet
  - ii. Transportation Funding in California 2020
8. Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda
9. Next Proposed Meeting – **September 16, 2021**
10. Adjourn meeting

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

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

Posted: August 20, 2021

List of Attachments:

*Agenda Item #2 – 05/20/21 Draft Lake TAC Minutes*  
*Agenda Item #3 – RTIP/STIP Staff Report*  
*Agenda Item #3a – Resolution 12-13-11*  
*Agenda Item #3b – June 12 2013 APC Minutes*  
*Agenda Item #3c – Resolution 17-18-10*  
*Agenda Item #4 – OWP Staff Report*  
*Agenda Item #4a – OWP Financial Spreadsheets*  
*Agenda Item #5 - RTP Local Streets and Roads Goals and Policies Staff Report*  
*Agenda Item #5a – Draft RTP Goals and Policies*  
*Agenda Item 6ai – Grant Update Staff Report*  
*Agenda Item 6aii – SR53 Staff Report*  
*Agenda Item 6aiii – Innovative Concepts Staff Report*  
*Agenda Item 6aiii – Innovative Concepts Backup*  
*Agenda Item 6aiv – LRSP Staff Report*  
*Info Item 1 – CAT Plan Fact Sheet*  
*Info Item 2 – Transportation Planning In California 2020*



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## TECHNICAL ADVISORY COMMITTEE MEETING

### Draft Meeting Minutes

Thursday, May 20, 2021  
9 a.m.

Meeting held via Zoom

#### Present

Saskia Rymer-Burnett, Caltrans District 1  
James Sookne, Lake Transit Authority  
Doug Grider, City of Lakeport  
Jenni Byers, City of Lakeport  
Dave Swartz, City of Clearlake (Engineering Consultant)  
Dale Goodman, City of Clearlake  
Scott DeLeon, County of Lake

#### Absent

Joel Skeen, California Highway Patrol  
Paul Curren, City of Lakeport (Engineering Consultant)  
Alan Flora, City of Clearlake  
Tocarra Nicole Thomas, County of Lake

#### Also Present

Alexis Pedrotti, Lake Area Planning Council  
Lisa Davey-Bates, Lake Area Planning Council  
Danielle Casey, Lake Area Planning Council  
Monica Galliani, Lake Area Planning Council  
John Speka, Lake Area Planning Council  
Kevin Ingram, City of Lakeport  
Olivia Grupp, City of Lakeport  
Kyle Finger, Caltrans District 1  
Clarissa Kincy, Mobility Manager – LTA  
Mark Roberts, City of Clearlake  
John Everett, County of Lake  
Alexis Kelso, Caltrans District 1  
Tatiana Ahlstrand, Caltrans District 1  
Jamie Matteoli, Caltrans District 1

**1. Call to order**

The meeting was called to order at 9:02 a.m.

**2. Approval of April 15, 2021 Minutes**

*Motion by Doug, seconded by James, and carried unanimously to approve the April 15, 2021, minutes as written.*

**3. Coronavirus Response and Relief Supplemental Appropriations Act of 2021**

Danielle reported that the approved distribution of the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA, HR 133) funds uses a formula-based split of 50% on STIP and 50% on RSTP/STBG, which amounts to \$863,816 for Lake County. Of that amount \$27,589 is required for Planning, Programming and Monitoring (PPM) leaving \$836,227 for projects. That division is further broken down to show that a total of \$524,187.00 in STIP funding and \$312,040.00 in STBG funding.

She presented a table of various funding scenarios to the Committee. Scott and Doug indicated their favor of Scenario #2a, shown below.

	<b>Scenario 2A</b> <b>\$100,000 Base</b>		
	<b>STIP</b>	<b>CRRSAA (STBG)</b>	<b>Total</b>
County	\$ 204,506.73	\$ 312,040.00	\$ 516,546.73
Clearlake	\$ 186,737.15	\$ -	\$ 186,737.15
Lakeport	\$ 132,943.12	\$ -	\$ 132,943.12
<b>Total</b>	<b>\$ 524,187.00</b>	<b>\$ 312,040.00</b>	<b>\$ 836,227.00</b>

She went on to explain STIP/STBG funding scenarios in greater detail. Further discussion ensued.

*Motion by Doug, seconded by Scott, and carried unanimously to accept scenario 2a.*

**4. Discussion of Potential RAISE Program Funding for SR 29**

Lisa reported meeting with Caltrans and discussing moving forward with a RAISE grant application to secure Right of Way funding to complete phases “2A” and “2B” of the SR 29 Project. Alexis Kelso added that an application by Lake APC would need to be supported by Caltrans.

**5. Review and Discussion of Final Draft FY 2021/22 Overall Work Program (OWP)**

Alexis gave a short overview of the contents of the adjustments to the updated OWP, including funding sources and possible grant funds. She noted that the SR 53 Project will be added back into the Final Overall Work Program. An estimated amount of \$77,500 (\$62,000 FHWA Grant Funding + \$15,500 LTF Funding) has been included in the Final. Actual carryover amounts for this project will be reflected in the first amendment to the OWP. As proposed, the Final FY 2021/22 Overall Work Program will total \$701,000. She added that the Pavement Management Program will begin in June 2022. Saskia added points of focus that came from Caltrans in their initial feedback and additions to the OWP.

*Motion by Doug, seconded by James, and carried unanimously to accept the work program as presented.*

**6. Announcements and Reports**

**a. Lake APC**

**i. Update on Planning Grants**

John reported that staff will hear the results of their applications to the Transit Development Plan Update and the Wildfire Evacuation Planning Grant in June. He added that he has been working with Doug and the City of Lakeport on a Federal Lands Access Program grant for improvements to Martin Street.

**ii. Update on Strategic Partnerships Grant**

Danielle reported that the SR 53 study is still ongoing. The project is undergoing scheduling changes that will be brought to the next meeting.

**iii. Local Road Safety Plan Update**

The Local Roads Safety Plan is in the public outreach phase. Staff has been working to circulate information on social media and other public posting sites.

**iv. Climate Action Plan for Transportation Infrastructure (CAPTI)**

Lisa reported that CAPTI supports projects that work to improve climate change and reduce vehicle miles traveled. She submitted a letter in response to the draft document stating her concerns about the detrimental factors affecting Lake County projects. She advised the committee to be cautious of the document and the program. Dave Swartz encouraged local agencies to make similar comments. Further discussion involving the draft document guidelines in comparison to project goals ensued.

**v. Miscellaneous.** None.

**b. Lake Transit Authority**

- i. Current Transit Projects.** Grant management for Transit and Intercity Rail Capital Program (TIRCP) has been moving along as scheduled. James added that Route 8 will be returning to Lakeport in mid-June.

**c. Caltrans**

- i. Caltrans Project Development Update and Asset Management Presentation.** Valency Fitzgerald and Alexis Kelso gave a quick overview of the presentation. They then presented the State Highway Operation and Protection Program (SHOPP) Asset Management section, which describes the Caltrans project selection and project portfolio change management processes. These demonstrated how Caltrans decides to fund and plan for upcoming projects. They then highlighted select upcoming projects and funding plans and proceeded to present the RTPA Input Opportunities section. They went over topics such as pre-project nomination input, project initiation document (PID) development, and project development. They concluded the meeting by describing the Transportation Planning Scoping Information Sheet (TPSIS), which breaks down and compiles project information. Committee members applauded Caltrans staff for their hard work.

**ii. Lake County Projects Update.** None.

**iii. Miscellaneous.** None.

**d. Local Agency Updates**

Doug thanked APC and Caltrans staff for their hard work. John Everett reported that there may be delays in the South Main and Soda Bay project. Dave mentioned that the City of Clearlake is almost ready to award an RFP for the Dam Road project. Jamie suggested holding an opening ceremony for Highway 29.

**7. Information Packet**

- i. RTP Flyer**

8. **Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda** - None
9. **Next Proposed Meeting** – June 17, 2021
10. **Adjourn Meeting** - Meeting adjourned at 10:42 a.m.

Respectfully Submitted,

Monica Galliani  
Lake APC Planning



## LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

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**TITLE:** Draft 2022 Regional Transportation Improvement Program  
STIP Fund Estimate

**DATE PREPARED:** 8/20/2021  
**MEETING DATE:** 8/26/2021

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**SUBMITTED BY:** Danielle Casey, Project Coordinator

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**BACKGROUND:**

Each odd-numbered year we consider the programming of projects that are to be included in the State Transportation Improvement Program (STIP) that goes into effect July 1 of the following year. We do this by developing our Regional Transportation Improvement Program (RTIP) which programs our Regional Improvement Program (RIP) shares of funding as identified by the California Transportation Commission (CTC) in the Fund Estimate (FE).

The CTC approved the Fund Estimate for 2022 the FE at the August 18-19, 2021 meeting. The FE identifies a STIP programming target through FY 2026/27 of \$1,934,000. Of the \$1,934,000, \$146,000 are programmed for Planning, Programming and Monitoring. In the fall of 2019, you will recall that \$81,000 was available in the 2020 STIP. Because of the small amount, the TAC decided to reserve the money for future distribution. Adding this money to the new Fund Estimate means that there is a total of \$2,015,000 available. When subtracting the \$146,000 for PPM, that leaves \$1,869,000 available for new or existing projects.

Previously the Board adopted Resolution 12-13-11 (and later, resolution 17-18-10) which identifies the Regionally Significant Priority Projects in the county. These projects are to be considered the Priority for STIP Funding until projects are fully funded and/or completed. These projects are:

- Lake 29 Expressway
- South Main Street/Soda Bay Road Corridor Improvements
- Dam Road/Phillips Avenue Extension (later amended to Dam Road/Dam Road Extension Roundabout)

These resolutions are attached for your review.

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**ACTION REQUIRED:** Distribute funding amongst the Regionally Significant Priority Projects which are, Lake 29 Expressway, South Main Street/Soda Bay Road Corridor Improvements, and Dam Road/Dam Road Extension Roundabout.

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**ALTERNATIVES:** The TAC can also decide to keep the 2022 STIP Fund Estimate in reserves for future funding.

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**RECOMMENDATION:** Distribute funding amongst the Regionally Significant Priority Projects.

# LAKE COUNTY/CITY AREA PLANNING COUNCIL

## RESOLUTION 12-13-11

### RESOLUTION ADOPTING REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) POLICIES AND PROJECT SELECTION CRITERIA

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

#### WHEREAS,

- On December 7, 2011 the Lake Area Planning Council and local agency staff met to discuss policies and criteria to be used as part of Regional Transportation Improvement Program (RTIP) development process; and
- As a result of that meeting, the following outcomes resulted:

It was agreed that future State Transportation Improvement Program (STIP) funds should be programmed towards regionally significant projects rather than distributed by formula to local agencies; and

Three regionally significant projects were identified: Lake 29 Expressway, South Main/Soda Bay Road and the Phillips Avenue Extension; and

Criteria would be established to prioritize the regionally significant projects for funding in each STIP cycle; and

A portion of STIP funds could be used for rehabilitation and reconstruction purposes once regionally significant projects were funded.

- Whereas, based on the above-mentioned outcomes, Lake APC staff developed the following RTIP Policies and Project Selection Criteria;

As part of the development of the Regional Transportation Improvement Program (RTIP), local agencies will propose regionally significant projects for funding for that cycle;

Rehabilitation and Reconstruction projects remain a priority for the region and could be considered for funding once regionally significant project needs have been met;

The following criteria will be used as a method of prioritizing projects for funding: Regional Significance, Readiness, Urgency, One-Time Funding Opportunity, Leveraging Other Funds, Safety, Traffic Volume, Reasonableness/Cost Benefit;

**NOW THEREFORE BE IT RESOLVED THAT:**

Three regionally significant projects have been identified and are a high-priority for the Lake County/City Area Planning Council. Funding for those projects (Lake 29 Expressway, South Main/Soda Bay Road & Phillips Avenue Extension) will be prioritized based on the established criteria. Additional regionally significant projects may be considered for funding once priority project needs have been considered.

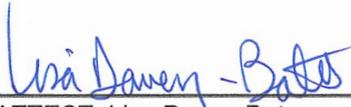
Adoption of this Resolution was moved by Director Leonard, seconded by Director Mattina, and carried on this 12th day of June, 2013, by the following roll call vote:

AYES: Directors Mattina, Scheel, Leonard, Luiz, Wharff, Mettam (PAC)

NOES:

ABSENT: Directors Fortino Dickson, Smith, Comstock

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



ATTEST: Lisa Davey-Bates  
Executive Director



Marsha Wharff  
Chair



## CONSENT CALENDAR

### 3. Approval of May 8, 2013 (Draft) Minutes

*Director Leonard made a motion to approve the minutes of May 8, 2013. The motion was seconded by Director Smith and carried unanimously.*

## REGULAR CALENDAR

### 4. Discussion and Approval of Annual Fiscal Audit for the Year Ending June 30, 2012

Lisa reported that the fiscal audit went well. Lisa said there is a new requirement for a fund balance policy which will be included in the new Policy and Procedures Manual which is currently under development. Chairperson Wharff asked if the issue with the County Auditor's Office has been resolved. Lisa said that issue was related to the Performance Audit, and that while the issue has still not been resolved, she expects to be able to work with the new staff person in the County Auditor's Office to address the issue.

*Director Smith made a motion to approve the Annual Fiscal Audit for the year ending June 30, 2012. The motion was seconded by Director Leonard and carried unanimously. Full roll call: 8 Ayes – Smith, Mattina, Scheel, Luiz, Fortino Dickson, Wharff, Leonard and Mettam; 0 Noes; 0 Abstain; 1 Absent – Comstock.*

### 5. Discussion and Proposed Approval of Final 2013-14 Lake County/City Area Planning Council's Budget and adoption of resolutions:

- a. **Resolution No. 13-14-1 Allocating 2013-14 Local Transportation Funds for Administrative Purposes**
- b. **Resolution No. 13-14-2 Allocating 2013-14 Local Transportation Funds for Bicycle and Pedestrian Facilities**
- c. **Resolution No. 13-14-3 Allocating 2013-14 Local Transportation Funds and 2012-13 Carryover Funds for Planning Projects Included in the Work Program**
- d. **Resolution No. 13-14-4 Allocating 2013-14 Local Transportation Funds to Lake Transit Authority**
- e. **Resolution No. 13-14-5 Allocating State Transit Assistance Funds to Lake Transit Authority**
- f. **Resolution No. 13-14-6 Approving State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring Fund Transfer Agreement**

Lisa referenced the 2013-14 Budget and staff report in the agenda packet. Lisa reviewed the changes to the budget. Director Smith noted a typo where the year was indicated as 2013/13. Lisa said she would correct the year. Lisa said the budget document included in the agenda packet includes the last two years for comparison. Lisa said there is also a list of all the funding sources. Lisa reviewed each of the Resolutions included as part of the 2013-2014 Budget approval. Lisa noted that \$993,000 of Local Transportation Funds is allocated to Lake Transit. Lisa said the extension agreement with Dow & Associates is also included in the packet. Lisa said all of the Resolutions can be approved as one motion.

*Director Smith made a motion to approve the Final 2013-14 Lake County/City Area Planning Council's Budget as presented and adopt Resolutions 13-14-1 through 13-14-6 as presented. The motion was seconded by Director Scheel and carried unanimously*

**6. Discussion and Recommended Approval of the 2013/14 Final Overall Work Program (OWP)**

Lisa referenced the staff report in the agenda packet. Lisa said the development of the OWP began in February with a call for projects. Lisa said the Technical Advisory Council (TAC) discussed the draft OWP, and Caltrans reviewed and provided comments on the draft OWP. Lisa said in May a draft OWP was presented to the APC, and only minor changes were made in the final version. Lisa reported that the TAC recommends approval of the OWP.

*Director Leonard made a motion to approve the 2013/14 Final Overall Work Program and authorize the Executive Director to sign necessary certifications/agreements, and forward to Caltrans as required. The motion was seconded by Director Fortino Dickson and carried unanimously.*

**7. Consideration of Contract with Mark Wall for Transit Planning Services Pursuant to the Work Program**

Lisa explained that the contract with Mark Wall is entered into each year. Lisa said there is an error in Section 5, where \$8,000 should be \$21,000. Lisa reported that Brad Mettam with Caltrans called her to discuss this contract in light of an audit currently underway at Caltrans. Based on the discussion, Lisa recommended revising the contract language in part so it would meet current federal standards. Lisa proposed changing Section 5 as follows:

*PAYMENT: As compensation for services, Wall shall be entitled to receive a total of ~~\$8,000~~ \$12,000 for the term of this contract. Wall shall be paid in arrears for his services, ~~when the funds are received from CalTrans.~~ Wall shall file an invoice at the end of each calendar quarter, setting forth the number of hours of service and the amount of his claim for services. ~~The Executive Director shall file the claim for payment with CalTrans. Immediately upon receipt of the funds, the Executive Director shall cause the funds to be deposited with the Lake County Auditor-Controller, together with instructions to pay Wall the amount of his approved invoice.~~*

*Director Mattina made a motion to approve, as amended, the Contract with Mark Wall for Transit Planning Services Pursuant to the Work Program. The motion was seconded by Director Scheel and carried unanimously. Full roll call: 8 Ayes – Smith, Mattina, Scheel, Luiz, Fortino Dickson, Wharff, Leonard and Mettam; 0 Noes; 0 Abstain; 1 Absent – Comstock.*

**8. Discussion, Public Hearing and Proposed Approval of Regional Housing Needs Allocation (RHNA)**

Nephele Barrett referenced the staff report in the agenda packet. Nephele explained that the last RHNA was completed in 2008. Nephele said the State of California assigns the number of housing units to the region, and that the Housing Elements of the County and the cities need to show adequate land and zoning to accommodate the number of units. Nephele noted that the housing does not need to be constructed. Nephele reviewed the staff report and the RHNA plan in the agenda packet. Nephele explained that APC staff met with staff from the County and the cities of Lakeport and Clearlake to establish a methodology to allocate the housing units across the three jurisdictions. Nephele noted that the number of units that needed to be allocated were significantly lower than in 2008 so it was easier to allocate the units among the jurisdictions. Nephele referenced the table in the staff report that indicated to recommended

allocation based on the methodology developed. Nephele also referenced the Resolution 12-13-13 in the agenda packet.

Director Fortino Dickson asked is the total number of housing units was assigned by the state. Nephele said yes, the State Department of Housing and Community Development (HCD) supplies the total number plus the breakdown by income category. Director Fortino Dickson asked if a formula was then used to divide the units between the jurisdictions. Nephele said yes, the methodology adopted by the committee was used to determine the allocation between the jurisdictions. Director Fortino Dickson asked if the number of units accounts for existing affordable housing. Nephele said the allocation is for new units, and does not include existing housing units. Nephele said the State did consider current vacancy rates, the current market conditions, current rate of income levels, and also used 2010 census data. Director Wharff noted that RHNA is allocating land to be able to build these types of housing units, but is not requiring construction of the units. Director Leonard noted that if there is not a demand for a certain type of housing, then developers will not build that type of housing. There was an extensive discussion about the allocation of units, and the type of housing. Nephele noted that most of the housing units would be apartment buildings.

Director Smith noted that Clearlake has more low income apartments than other jurisdictions, and has more than its fair share of low income housing. He said the number of housing units should be spread out throughout the county. He also noted a correction on page one of the RHNA Plan in Table 1 where the total should be 2070. The group discussed how there are seven low income apartment buildings in Clearlake, and three senior housing complexes. Director Smith noted that the HCD does not count mobile homes as low income housing. Nephele said she attended a meeting with HCD, County staff and Mendocino County staff where the mobile home issue was discussed. Nephele stated that HCD staff indicated that if mobile homes meet the criteria of low income, they could count as low income housing. The issue was discussed at length. Director Smith said the 2010 census data should be reviewed to see the numbers for low and moderate income levels, and the percentages for each jurisdiction to make sure the housing allocation is consistent with the population. Director Wharf noted that there are more low income residents in the City of Clearlake, so there would be a higher need for low income housing. Director Fortino Dickson noted that having more low income housing may draw in more low income residents. Director Smith said he thinks the allocation should be adjusted. There was much discussion on how the allocation could be adjusted, and what criteria would be used. Director Fortino Dickson asked if someone knew what the existing allocation of (constructed) affordable housing was for each jurisdiction. Nephele said she did not know. Nephele noted that the RHNA allocation also needs to consider the available land. Director Mattina noted that Lakeport does not have a lot of available land, while Clearlake and the County has more area that is not currently developed. Nephele stated that undeveloped land in the last allocation is still available for this current round of allocation. Nephele stated that she met with Planning staff from each of the jurisdictions. She said the APC needs to adopt an allocation that is reasonable given the available land. Nephele explained that the planning staff in each jurisdiction needs to have the RHNA allocation information to update the Housing Element for their jurisdiction. Director Wharff suggested that the cities may want to look at their Housing Element to see how it related to RHNA, and noted that for the last allocation more land was allocated than needs to be allocated this time. Director Luiz said he would like to consider other numbers, and noted that the City Manager has some concerns about development constraints. Nephele said she needed an updated "statement of constraints" from

the City of Clearlake.

Nephele stated that the local agencies need to have their Housing Elements updated by June 30, 2014. Director Smith said Clearlake would need to allocate about seven acres of land for low and very low housing. He stated he wants to adjust the number in a more fair way.

Chairperson Wharff asked Nephele to take the concerns of the APC Directors back to the local jurisdictions and discuss options with the planners.

Director Smith said he spoke to Joan Phillippe yesterday about the concerns with the allocation. Director Fortino Dickson said she also met with Joan to discuss her concerns. Director Smith said he would review the numbers and come up with some input.

Chairperson Wharff asked Nephele to provide a chart with census information, including population and income levels, along with the Housing Elements for each jurisdiction, so the APC Directors could review and discuss the information.

Director Mattina asked if the local jurisdictions would have enough time to update their Housing Elements. Nephele said she did not know if they would have enough time. The discussion of RHNA concluded at this point in the meeting.

*Director Smith made a motion to continue the public hearing to the next APC meeting, with time and date certain of August 14<sup>th</sup>, 2013 after 9:30 a.m. The motion was seconded by Director Luiz and carried unanimously.*

**9. Discussion, Public Hearing and Proposed Approval of 1<sup>st</sup> Amendment to the Regional Transportation Improvement Program (RTIP)**

Nephele referenced the staff report and explained that the County is proposing the program \$615,000 towards the Soda Bay Road project for construction costs. Nephele said these funds had been placed in reserve for the County for programming at a later date. Nephele said the APC has identified the South Main/Soda Bay Road Corridor Project as a regionally important project. Nephele explained that because these funds were identified in the RTIP, an amendment is required in order to program the funds for the project. Nephele explained that the amended RTIP would be submitted to the California Transportation Commission (CTC) for approval. *Director Luiz made a motion to receive the staff report for the Proposed Approval of 1st Amendment to the Regional Transportation Improvement Program (RTIP). The motion was seconded by Director Scheel and carried unanimously.*

**Note:** At 10:12 a.m. the Directors took a short break. Directors Smith and Fortino Dickson left the meeting at this point.

The Directors reconvened at 10:17 a.m.

At 10:20 a.m., Chairperson Wharff opened the Public Hearing for the Proposed Approval of 1st Amendment to the Regional Transportation Improvement Program (RTIP).

There was no public comment.

At 10:21 a.m., Chairperson Wharff closed the Public Hearing.

*Director Leonard made a motion to approve the 1st Amendment to the Regional Transportation Improvement Program (RTIP). The motion was seconded by Director Luiz and carried unanimously. Full roll call: 6 Ayes – Mattina, Scheel, Luiz, Wharff, Leonard and Mettam; 0 Noes; 0 Abstain; 3 Absent – Comstock, Fortino Dickson, and Smith.*

**10. Discussion and Recommended approval of Resolution No. 12-13-11 Establishing Regional Transportation Improvement Program (RTIP) Policies and Project Criteria**

Lisa referenced the staff report and explained that a “roundtable forum” was previously held by the APC and local agency staff to discuss and establish project priorities and criteria as part of the RTIP process. Lisa said the development of the priorities and criteria is needed to be consistent with State Transportation Improvement Program (STIP) guidelines. Lisa said she worked with Nephela to develop the Resolution, which was presented to the TAC for their input. Lisa said the Resolution was revised based on TAC input. Lisa referenced the Resolution and noted that the three top priority projects identified are: (1) the Lake 29 Expressway, (2) Phillips Avenue in Clearlake, and (3) South Main Street/Soda Bay Road corridor project. Lisa said roadway rehabilitation and reconstruction is also included on the list. Lisa referenced the criteria for selecting projects for funding. Lisa asked if the Directors had any questions. Director Mattina stated that she had spoken to Scott Harter, City Engineer for the City of Lakeport, and he likes the proposed policies and criteria.

*Director Leonard made a motion to approve Resolution No. 12-13-11 establishing RTIP Policies and Project Criteria. The motion was seconded by Director Mattina and carried unanimously. Full roll call: 6 Ayes – Mattina, Scheel, Luiz, Wharff, Leonard and Mettam; 0 Noes; 0 Abstain; 3 Absent – Comstock, Fortino Dickson, and Smith.*

**11. Discussion of Forum to Consider Funding Options for Streets/Roads Maintenance in Lake County**

Lisa referenced the draft Forum Agenda in the agenda packet. Lisa said she had a conference call with Marsha Wharff and Eileen Goodwin to discuss and revise the agenda for the Forum. Lisa said the TAC subsequently reviewed the agenda and provided input. Lisa reviewed the proposed agenda and the topics to be discussed. Lisa said information would be presented regarding the various funding options and the per-household cost of potential sales tax. Lisa said a key issue would be the Expenditure Plan. Lisa said the timing would be based on getting a transportation sales tax initiative on the November 2014 ballot. Chairperson Wharff asked when the Forum would take place. Lisa said the Forum would likely be held in September. Director Mattina asked who would be invited to participate in the Forum. Lisa said Lake APC Directors, local agencies, the chambers of commerce, the business community, and all of the City Council members and the Board of Supervisors. Lisa said a broad cross section of people would be invited. Lisa said she has a draft list of various organizations to invite, and has reviewed the list with the TAC. Lisa said the people that usually do not support tax measures would also be invited. Director Luiz indicated that the City of Clearlake is interested in pursuing a tax effort for the City. Lisa stated the Forum is intended to be a frank, open discussion about the options for funding and taxes, and how to move forward as a region. Director Wharff said the Forum would help everyone come together to discuss the issues about local funding needs for street and road maintenance. Lars Ewing said it is helpful to have to Forum to identify potential

obstacles and educate people about the issue. Lisa said Eileen Goodwin could help with the overall campaign effort if the tax is placed on the ballot. Director Luiz noted that Darrell Steinberg recently introduced legislation that would lower the votes needed to pass a local sales tax.

## **RATIFY ACTION**

### **12. Adjourn Policy Advisory Committee and Reconvene as Area Planning Council**

Chairperson Wharff adjourned to Policy Advisory Committee and reconvened as the APC at 10:38 a.m.

### **13. Consideration and Adoption of Recommendations of Policy Advisory Committee**

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

## **REPORTS**

### **14. Reports & Information**

#### **a. Lake APC Administration & Planning Staff**

##### **1. Summary of Meetings**

##### **2. Lake 2030 Blueprint Update**

Terri referenced the staff report and the list of Blueprint site visits scheduled for June. Terri noted that a site visit will not be conducted at the Middletown Rancheria as most of the Tribal Council members will be out of town for the week. Director Mattina asked if the City Council members were invited to participate. Terri explained that local agency staff, City Council members, Planning Commissioners, and Board of Supervisor members have been invited to participate in the site visits.

##### **3. Update Middletown Community Action Plan (CAP) & SR29 South Corridor Engineered Feasibility Study (EFS) Project**

Terri referenced the staff report in the agenda packet. Terri reported that a Community meeting was held on June 4<sup>th</sup> in Middletown at the High School which focused on the Middletown Community Action Plan portion of the project. Rex Jackman noted that the meeting was rather lively at times, and that Caltrans and APC staff will review “lessons learned” with the project consultant to better manage the public at future meetings. Terri noted that information from the Blueprint site visit scheduled for Middletown will be incorporated into the MCAP/SR 29 EFS project.

##### **4. Clearlake Lakeshore Drive Downtown Corridor Plan**

Terri referenced the staff report in the agenda packet and reported that the administrative draft of the corridor plan is available for review. Terri reviewed the staff report, noting the sections of the corridor plan and some of the comments provided by Lake APC, Lake Transit and the City Engineer. Terri said a hard copy is available at Clearlake City Hall, and a copy was also provided to the Clear Lake Chamber of Commerce. Terri said once the report is revised, it will be presented to the City of Clearlake City Council, then to the Lake APC. Terri said the project consultant will coordinate with the Clearlake City Manager regarding the scheduling of the presentation to the City Council.

**5. Clearlake General Plan Update**

Director Luiz reported that the City Manager is coordinating with Cal Poly to have another team of students develop the EIR for the Clearlake General Plan.

**6. Next Meeting Date – July 10**

Lisa noted that the next meeting will be held August 14<sup>th</sup> since the APC usually does not hold a meeting in July.

**b. Lake APC Directors**

**c. Caltrans**

**1. County Project Status Report**

Sebastian joined the meeting via teleconference along with Rex Jackman. Brad Mettam stated that he recently joined Caltrans District 1 as the Deputy Director for Planning, and said he previously worked for Caltrans out of Bishop. Sebastian said he did not have any specific updates. He noted that prep work will start in July on a portion of SR 29 south of Lower Lake. Lisa said at the Middletown Community meeting there were many complaints about the condition of the roadway. Sebastian explained that grinding of the pavement was conducted as part of the preparation for the paving project which will begin in July. Lisa suggested doing some public outreach about the planned project so the public will know that the roadway will be repaved. Sebastian said public outreach efforts are planned.

Chairperson Wharff asked what the surveyors are doing along the portion of SR 20 near Blue Lakes. Sebastian said they are surveying for a project to install more guardrails along that section, and that the project will be constructed in 2015. Sebastian said it is project #8 on the Project Status List. Sebastian said the design plans for the roundabout at SR 29 and SR 20 should be completed in October. Sebastian said he has communicated with a group including Terri Persons, County staff and community and tribal representatives regarding the design. Sebastian said having some type of geometric pattern, textures, and possible colored concrete are all options. Terri said she would follow-up with the Caltrans staff regarding the design ideas.

**d. California Association of Councils of Governments (CalCOG)**

**1. Next CalCOG Meeting – July 30, 2013**

No reports from CalCOG representative.

**e. Rural Counties Task Force (RCTF)**

**1. Next Meeting Date – July 19, 2013**

No reports from the RCTF.

**f. Miscellaneous**

No miscellaneous reports.

**INFORMATION PACKET**

**15. Information Packet**

**a. Lake TAC Draft Minutes – 5/16/13**

Lisa referenced the information packet.

**PUBLIC EXPRESSION**

**16. Public Input**

No public input was received.

**ADJOURNMENT**

**17. Adjourn Meeting** – The meeting was adjourned at 11:02 a.m.

Respectfully Submitted,



Terri Persons  
Senior Transportation Planner

# LAKE COUNTY/CITY AREA PLANNING COUNCIL

## RESOLUTION 17-18- 10

### RESOLUTION UPDATING THE ESTABLISHMENT OF REGIONAL PRIORITY PROJECTS

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

#### WHEREAS,

- At their meeting of June 12, 2013, the Area Planning Council (APC) adopted Resolution #12-13-11 which adopted policies for development of Regional Transportation Improvement Programs and established regional priority projects; and
- The three projects established as regional priorities at that time were the Lake 29 Expressway, South Main/Soda Bay Road Corridor Project, and the Dam Road/Phillips Avenue Extension; and
- Funding needs for the regional priority projects must be considered by the APC when awarding funding available through the State Transportation Improvement Program; and
- At their meeting of October 26, 2017, the TAC recommended that an additional project be included in the list of regional priority projects—the City of Clearlake's Dam Road/Dam Road Extension Roundabout project; and
- The project is considered regionally significant due to its linkage between SR 53 and local street system, current congestion from the intersection impacting the State system, access to a busy commercial area and multiple schools, and proximity to other regional projects;

#### NOW THEREFORE BE IT RESOLVED THAT:

The Lake County/City Area Planning Council will consider funding needs for regional priority projects when awarding funding from the State Transportation Improvement Program. Funding for other projects may be considered once current needs for these projects have been considered. The regional priority projects are as follows:

- Lake 29 Expressway
- South Main Street/Soda Bay Road Corridor Improvements
- Dam Road/Phillips Avenue Extension
- Dam Road/Dam Road Extension Roundabout

Adoption of this Resolution was moved by Director Mattina, and seconded by Director Simon and carried on this 8<sup>th</sup> day of November 2017, by the following roll call vote:

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

NOES: None

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

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



\_\_\_\_\_  
ATTEST: Lisa Davey-Bates  
Executive Director



\_\_\_\_\_  
Jeff Smith  
Chair



## LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

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**TITLE:** 2021/22 (Proposed) OWP First Amendment

**DATE PREPARED:** 8/20/21

**MEETING DATE:** 8/26/21

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**SUBMITTED BY:** Alexis Pedrotti, Project Manager

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### **BACKGROUND:**

The Final FY 2021/22 Overall Work Program (*totaling \$701,000*) was adopted by the Lake APC Board on June 2, 2021. Now that the FY 2020/21 books have closed, we need to carry over and reprogram unexpended planning funds, some of which expire 6/30/22. Included in this amendment are Rural Planning Assistance (RPA) Funds, Planning, Programming and Monitoring (PPM) Funds, Local Transportation Funds (LTF) and State/Federal Planning Grant Funding. This amendment will be presented to the APC Board of Directors at their September 8, 2021, Board Meeting for approval. Discussing the amendment to the Work Program with the TAC prior the APC meeting will allow for comments and/or necessary changes.

The Final OWP included carryover estimates for RPA and the grant funding, and this amendment adjusted those totals to reflect the actual carry over amounts. The total amount being carried over into the FY 2021/22 OWP is \$347,092 (\$59,085 - RPA; \$43,440 – PPM; \$62,450 – LTF; \$97,780 – FHWA/Strategic Partnership Grant Funds; \$84,317- Local Road Safety Plan Funds),

Carryover amounts are broken down by agency below:

- APC Staff Consultant: \$56,343
- City of Clearlake: \$9,537
- City of Lakeport: \$14,155
- County of Lake DPW: \$0
- Consultant / Other Direct Costs: \$267,056

Much of the carryover that came from the FY 2020/21 OWP has been added to the respective elements in the FY 2021/22 OWP. Unexpended RPA funds have been included in this proposed amendment but will not become official until RPA fund balances are certified by Caltrans.

In addition, the Lake APC was successful in receiving Federal Transit Administration (FTA) Sustainable Communities grant funds to complete the Lake County Transit Development Plan Update for a total grant award of \$103,580 which has been incorporated under Work Element 615. Local funds have been allocated from the Reserve Element (Work Element 604) to fulfill Lake APC's local match requirement of 11.47%, totaling \$13,420, bringing the overall Work Element total to \$117,000.

Work Element 603 has been added to the OWP to conduct a Vehicle Miles Traveled (VMT) analysis of the Principal Arterial Corridor and the impacts to the north shore communities once the entire Lake 29 Expressway is completed. A total of \$100,00 has been estimated to complete this work and will be discussed further during the Lake TAC meeting.

Included with the staff report are the detailed financial sheets clarifying the changes made with strikeouts and bolding. I am requesting that the Technical Advisory Committee (TAC) consider the amendment and if edits are not needed and approve the 2021/22 OWP as proposed. The new amended OWP total is \$1,042,767.

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**ACTION REQUIRED:** Approve 2021/22 Work Program First Amendment as proposed.

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**ALTERNATIVES:** Do not approve amended Work Program and provide alternative suggestions.

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**RECOMMENDATION:** Approval of 2021/22 Work Program First Amendment as presented. Recommend APC Board approve the First Amendment to the Overall Work Program at their regularly scheduled board meeting on September 8, 2021.

**LAKE COUNTY WORK PROGRAM  
SUMMARY OF FUNDING SOURCES  
BY WORK ELEMENT**

WE	Title	RPA	PPM	LTF	Other	Total Costs
600	Regional Planning & Intergovernmental Coordination	<del>\$ 139,500</del>	\$ -	\$ -	\$ -	<del>\$ 139,500</del>
		<b>\$ 158,916</b>	\$ -	\$ -	\$ -	<b>\$ 158,916</b>
601	TDA Activities & Coordination	\$ -	\$ -	<del>\$ 45,500</del>	\$ -	<del>\$ 45,500</del>
		\$ -	\$ -	<b>\$ 53,859</b>	\$ -	<b>\$ 53,859</b>
602	Transit Planning & Performance Monitoring	<del>\$ 15,000</del>	\$ -	\$ -	\$ -	<del>\$ 15,000</del>
		<b>\$ 17,889</b>	\$ -	\$ -	\$ -	<b>\$ 17,889</b>
603	<b>Lake Co. Principal Arterial Corridor VMT Study (NEW)</b>	\$ -	\$ -	<b>\$ 100,000</b>	\$ -	<b>\$ 100,000</b>
604	Lake County Project Reserve Funds	\$ -	\$ -	<del>\$ 25,000</del>	\$ -	<del>\$ 25,000</del>
		\$ -	\$ -	<b>\$ 14,752</b>	\$ -	<b>\$ 14,752</b>
605	Federal & State Grant Prep., Monitoring & Assistance	\$ -	25,000	<del>\$ 19,000</del>	\$ -	<del>\$ 44,000</del>
		\$ -	\$ -	<b>\$ 22,027</b>	\$ -	<b>\$ 47,027</b>
606	Speed Zone Studies	\$ 12,500	\$ -	\$ -	\$ -	\$ 12,500
607	Special Studies	<del>\$ -</del>	21,000	<del>\$ 16,500</del>	\$ -	<del>\$ 37,500</del>
		<b>\$ 10,079</b>	\$ -	<b>\$ 29,826</b>	\$ -	<b>\$ 60,905</b>
608	Planning, Programming, & Monitoring	\$ -	25,000	\$ 15,000	\$ -	\$ 40,000
609	Sustainable Transportation Planning	\$ 7,500	\$ -	\$ -	\$ -	\$ 7,500
610	Active Transportation	<del>\$ 10,000</del>	\$ -	\$ -	\$ -	<del>\$ 10,000</del>
		<b>\$ 13,086</b>	\$ -	\$ -	\$ -	<b>\$ 13,086</b>
611	<b>Pavement Management Program Update (New)</b>	\$ 71,000	28,440	\$ 2,060	\$ -	\$ 101,500
612	Technology Support Services	<del>\$ -</del>	\$ -	\$ 15,000	\$ -	<del>\$ 15,000</del>
		<b>\$ 6,036</b>	\$ -	\$ -	\$ -	<b>\$ 21,036</b>
613	Transportation Information Outreach	\$ -	\$ -	\$ 2,000	\$ -	\$ 2,000
614	Regional and Active Transportation Plans Update ( <i>Carryover</i> )	<del>\$ 41,000</del>	\$ -	\$ -	\$ -	<del>\$ 41,000</del>
		<b>\$ 46,079</b>	\$ -	\$ -	\$ -	<b>\$ 46,079</b>
615	<b>Lake Co. Transit Development Plan (NEW)</b>	\$ -	\$ -	<b>\$ 13,420</b>	<b>\$ 103,580</b>	<b>\$ 117,000</b>
616	Training	\$ -	\$ -	<del>\$ 2,500</del>	\$ -	<del>\$ 2,500</del>
		\$ -	\$ -	<b>\$ 12,151</b>	\$ -	<b>\$ 12,151</b>
617	State Route 53 Corridor Local Circulation Study ( <i>Carryover</i> )	\$ -	\$ -	<del>\$ 15,500</del>	<del>\$ 62,000</del>	<del>\$ 77,500</del>
		\$ -	\$ -	<b>\$ 24,450</b>	<b>\$ 97,800</b>	<b>\$ 122,250</b>
618	Local Road Safety Plans ( <i>Carryover</i> )	\$ 10,000	\$ -	\$ -	<del>\$ 75,000</del>	<del>\$ 85,000</del>
		\$ -	\$ -	\$ -	<b>\$ 84,317</b>	<b>\$ 94,317</b>
	<b>Totals</b>	<del>\$ 306,500</del>	<b>\$ 99,440</b>	<del>\$ 158,060</del>	<del>\$ 137,000</del>	<del>\$ 701,000</del>
		<b>\$ 353,085</b>	\$ -	<b>\$ 304,545</b>	<b>\$ 285,697</b>	<b>\$ 1,042,767</b>

**LAKE COUNTY WORK PROGRAM  
SUMMARY OF EXPENDITURES BY WORK ELEMENT**

WE	Title	Lake DPW	Lakeport	Clearlake	APC Staff Consultant	Other	Total Costs
600	Regional Planning & Intergovernmental Coordination	\$ 10,000	\$ 2,500	\$ 5,000	<del>\$ 120,000</del>	\$ 2,000	<del>\$ 139,500</del>
					<b>\$ 139,416</b>		<b>\$ 158,916</b>
601	TDA Activities & Coordination	\$ 1,500	<del>\$ 2,500</del>	<del>\$ 2,000</del>	<del>\$ 37,500</del>	<del>\$ 2,000</del>	<del>\$ 45,500</del>
			<b>\$ 7,128</b>	<b>\$ 3,211</b>	<b>\$ 38,391</b>	<b>\$ 3,629</b>	<b>\$ 53,859</b>
602	Transit Planning & Performance Monitoring	\$ -	\$ -	\$ -	<del>\$ 15,000</del>	\$ -	<del>\$ 15,000</del>
					<b>\$ 17,889</b>		<b>\$ 17,889</b>
603	<b>Lake Co. Principal Arterial Corridor VMT Study (NEW)</b>					<b>\$ 100,000</b>	<b>\$ 100,000</b>
604	Lake County Project Reserve Funds	\$ -	\$ -	\$ -	\$ -	<del>\$ 25,000</del>	<del>\$ 25,000</del>
						<b>\$ 14,752</b>	<b>\$ 14,752</b>
605	Federal & State Grant Prep., Monitoring & Assistance	\$ 8,500	<del>\$ 7,500</del>	\$ 3,000	\$ 25,000	\$ -	<del>\$ 44,000</del>
			<b>\$ 10,527</b>				<b>\$ 47,027</b>
606	Speed Zone Studies	\$ -	\$ -	\$ -	\$ 12,500	\$ -	\$ 12,500
607	Special Studies	\$ 15,000	<del>\$ -</del>	<del>\$ 2,000</del>	<del>\$ 20,500</del>	\$ -	<del>\$ 37,500</del>
			<b>\$ 5,000</b>	<b>\$ 10,326</b>	<b>\$ 30,579</b>		<b>\$ 60,905</b>
608	Planning, Programming, & Monitoring	\$ 10,000	\$ -	\$ 5,000	\$ 25,000	\$ -	\$ 40,000
609	Sustainable Transportation Planning	\$ -	\$ -	\$ -	\$ 7,500	\$ -	\$ 7,500
610	Active Transportation	\$ -	\$ -	\$ -	<del>\$ 10,000</del>	\$ -	<del>\$ 10,000</del>
					<b>\$ 13,086</b>		<b>\$ 13,086</b>
611	<b>Pavement Management Program Update (New)</b>	\$ -	\$ -	\$ -	\$ -	\$ 101,500	\$ 101,500
612	Technology Support Services	\$ 3,500	<del>\$ 1,500</del>	\$ -	\$ -	<del>\$ 10,000</del>	<del>\$ 15,000</del>
			<b>\$ 3,000</b>			<b>\$ 14,536</b>	<b>\$ 21,036</b>
613	Transportation Information Outreach	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ 2,000
614	Regional and Active Transportation Plans Update <i>(Carryover)</i>	\$ -	\$ -	\$ -	<del>\$ 41,000</del>	\$ -	<del>\$ 41,000</del>
					<b>\$ 46,079</b>		<b>\$ 46,079</b>
615	<b>Lake Co. Transit Development Plan Update (NEW)</b>	\$ -	\$ -	\$ -	<del>\$ 10,000</del>	<b>\$ 107,000</b>	<b>\$ 117,000</b>
616	Training	\$ -	\$ -	\$ -	<del>\$ 2,500</del>	\$ -	<del>\$ 2,500</del>
					<b>\$ 4,903</b>	<b>\$ 7,248</b>	<b>\$ 12,151</b>
617	State Route 53 Corridor Local Circulation Study <i>(Carryover)</i>	\$ -	\$ -	\$ -	<del>\$ 2,500</del>	<del>\$ 75,000</del>	<del>\$ 77,500</del>
					<b>\$ -</b>	<b>\$ 122,250</b>	<b>\$ 122,250</b>
618	Local Road Safety Plans <i>(Carryover)</i>	\$ 5,000	\$ -	\$ 5,000	\$ -	<del>\$ 75,000</del>	<del>\$ 85,000</del>
						<b>\$ 84,317</b>	<b>\$ 94,317</b>
	<b>Totals</b>	<b>\$ 53,500</b>	<del><b>\$ 14,000</b></del>	<del><b>\$ 22,000</b></del>	<del><b>\$ 321,000</b></del>	<del><b>\$ 290,500</b></del>	<del><b>\$ 701,000</b></del>
			<b>\$ 28,155</b>	<b>\$ 31,537</b>	<b>\$ 372,343</b>	<b>\$ 557,232</b>	<b>\$ 1,042,767</b>



## LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

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**TITLE:** Discussion of RTP Update- Local Streets and Roads Element and Draft Goals, Objectives and Policies      **DATE PREPARED:** 8/19/21  
**MEETING DATE:** 8/26/21

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**SUBMITTED BY:** John Speka, Senior Transportation Planner

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

Lake APC staff is preparing a draft of the Regional Transportation Plan (RTP), and will be seeking comments upon its release in the coming weeks. However, for the current meeting, staff would like to go over the Local Streets and Roads Element specifically with TAC members as it is the most relevant of the seven modal elements. (A rough draft will be sent via email prior to the 8/26/21 TAC meeting for discussion purposes). The second item is a draft list of Goals, Objectives and Policies for each of the seven RTP elements. Staff would also like to discuss and receive feedback from TAC members on this list prior to circulating a draft of the RTP for public review.

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**ACTION REQUIRED:** Discussion and feedback on draft documents.

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**ALTERNATIVES:** N/A

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**RECOMMENDATION:** N/A

## **Goals, Objectives and Policies**

### **Overarching Issues (OI)**

**Goal: Develop a multi-modal system of seamless transportation facilities designed to serve both regional and interregional needs.**

**Objective #OI-1:** Coordinate, support and encourage multi-modal regional planning activities in Lake County across jurisdictional boundaries.

**Policy OI-1.1-** Participate in the regional planning efforts of other agencies.

**Policy OI-1.2-** Coordinate with local and State agencies on health, security and emergency response planning efforts. Work cooperatively with local, regional and State agencies to ensure effective emergency response efforts are well coordinated during natural disasters such as wildfire or flood events.

**Policy OI-1.3-** Support non-motorized, recreational opportunities in and around Clear Lake such as increased public access to the lake, trail development for hiking and equestrian uses, and continued efforts to develop a bike route around the lake.

**Policy OI-1.4-** Evaluate individual projects with an eye for potential regionwide impacts when formulating, designing and constructing transportation projects of various modes and at all levels.

**Policy OI-1.5-** Work with local jurisdictions to further housing goals of the region and to update and implement Regional Housing Needs Allocations (RHNA).

**Policy OI-1.6-** Encourage projects that emphasize infill and transit-oriented development within the region.

**Objective #OI-2:** Support Complete Streets planning to improve multi-modal forms of connectivity within the transportation system.

**Policy OI-2.1-** Pursue funding in partnership with federal, State and local agencies to fund projects consistent with Complete Streets concepts and design strategies.

**Policy OI-2.2-** Encourage local agencies to adopt Complete Streets policies and implement Complete Street strategies and projects.

**Policy OI-2.3-** Incorporate Complete Streets concepts and policies into future planning documents.

**Policy OI-2.4-** Implement existing strategies within planning documents such as Active Transportation Plan and Highway 20 Northshore Communities Traffic Calming Plan.

**Policy OI-2.5-** Encourage and support transit and active transportation planning and facility improvements.

**Policy OI-2.6-** Support efforts to reduce dependency on automobile use including promotion of bicycle/pedestrian transportation and public transit use.

**Objective #OI-3:** Reduce Greenhouse Gas emissions by promoting and facilitating transit use and increasing active transportation alternatives.

**Policy OI-3.1-** Facilitate implementation of the Active Transportation Plan (ATP) and construction of ATP and older Safe Routes to School (SRTS) projects to encourage students to walk and bike to school rather than traveling by car.

**Policy OI-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.

**Policy OI-3.3-** Support increased frequency/expansion of transit service consistent with the local Unmet Transit Needs process.

**Policy OI-3.4-** Support and facilitate the installation of electric vehicle charging stations for public use. Explore options for affordable, clean energy technology and programs.

**Policy OI-3.5-** Pursue funding to prepare a regional Travel Demand Model to assist in developing projects that will reduce Vehicle Miles Traveled (VMT) in the region.

**Policy OI-3.6-** Support planning projects that further greenhouse gas reducing efforts at the State level such as SB 32, SB 375, and SB 743.

**Policy OI-3.7-** Support planning projects which will facilitate a transition to zero emission vehicles consistent with Executive Order EO N-79-20.

**Objective #OI-4:** Reduce and mitigate environmental impacts of current and future transportation projects.

**Policy OI-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.

**Policy OI-4.2 -** Work with local jurisdictions to develop project specific mitigation measures as a means of reducing Vehicle Miles Traveled (VMT) resulting from land use development.

**Objective #OI-5:** Increase funding for transportation planning, pre-construction activities and construction.

**Policy OI-5.1-** Pursue both traditional and non-traditional funding sources for planning, preconstruction and construction of transportation projects.

**Policy OI-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.

**Objective #OI-6:** Support planning projects that will benefit public health in the region.

**Policy OI-6.1-** Pursue funding sources that encourage active transportation and promote active forms of recreation for residents and visitors of all ages and physical capabilities.

**Policy OI-6.2-** Encourage non-motorized planning activities that result in lower GHG emissions and other air pollutants as a means of improving air quality in the region.

**Policy OI-6.3-** Pursue funding sources for mobility-oriented projects that improve access to health care for seniors, disabled or economically disadvantaged residents of the region.

### **State Highway System (SHS)**

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

**Objective #SHS-1:** Improve mobility on the State highway system throughout Lake County.

**Policy SHS-1.1-** Support as the highest priority, completion of remaining segments of the Lake 29 (Diener Drive – SR 175) Expressway Project.

**Policy SHS-1.2–** Coordinate with Caltrans to seek ITIP, SHOPP, SB 1 and RAISE funding for the Lake 29 (Diener Drive – SR 175) Expressway Project.

**Policy SHS-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.

**Policy SHS-1.4-** Identify for funding consideration mobility improvements on SR 20 consistent with the Highway 20 Northshore Communities Traffic Calming Plan and the Active Transportation Plan.

**Policy SHS-1.5-** Identify for funding consideration projects consistent with the SR 53 Corridor Study.

**Policy SHS-1.6-** Implement strategies and projects to encourage trucks and interregional traffic to use the Principal Arterial Corridor (includes segments of SR 20 and SR 29, and all of 53) for travel through Lake County.

**Policy SHS-1.7-** Implement strategies and projects consistent with the Interregional Transportation Strategic Plan (ITSP) and California Freight Mobility Plan (CFMP).

**Objective #SHS-2:** Improve safety conditions on the State highway system serving Lake County.

**Policy SHS-2.1-** Coordinate with Caltrans to identify safety issues, develop solutions and identify funding opportunities. Include regional input into the District 1 State Highway Operations and Protection Plan (SHOPP).

**Policy SHS-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.

**Policy SHS-2.3-** Implement traffic calming and safety improvements along State highway segments that function as “Main Streets” within communities such as Middletown, Nice, Lucerne, Glendale and Clearlake Oaks.

**Policy SHS-2.4-** Identify for funding consideration safety projects on all State highways (SR 20, SR 29, SR 53, SR 175 and SR 281) in Lake County.

**Policy SHS-2.5-** Identify for funding consideration mobility improvements on SR 20 consistent with the Highway 20 Northshore Communities Traffic Calming Plan.

**Policy SHS-2.6-** Cooperate with Caltrans and Lake County to facilitate implementation of the Highway 20 Northshore Communities Traffic Calming Plan projects in North Shore communities.

**Policy SHS-2.7-** Pursue grant funding for studies and projects to improve active transportation alternatives within State highway segments that function as “Main Streets” within Lake County communities.

**Policy SHS-2.8-** Consider construction of grade separations (e.g. interchanges, overpasses, underpasses) and roundabouts as long-term solutions to safety and capacity issues at major intersections/junctions on the Principal Arterial System.

**Policy SHS-2.9-** Facilitate the identification of State highway related safety issues within local communities and throughout the County.

**Policy SHS-2.10-** Support the continued development of the Upstate CA Regional ITS Master Plan. Upon its completion, ensure that future ITS projects affecting the Lake County region are in conformance with the goals of the Plan.

**Objective #SHS-3:** Facilitate efficient and safe transportation of goods within and through Lake County.

**Policy SHS-3.1-** Identify constraints to highway freight movement on segments of the Principal Arterial System not yet programmed for improvement.

**Policy SHS-3.2-** Identify for funding consideration mobility improvements along the Principal Arterial Corridor (SR 20, SR 53 and SR 29) consistent with the California Freight Mobility Plan 2020 (CFMP) and Trade Corridor Enhancement Program (TCEP) Guidelines.

**Policy SHS-3.3-** Identify improvements to Minor Arterial segments of the State highway system that facilitate safe and efficient goods movement.

**Policy SHS-3.4-** Work with the California Trucking Association and other industry organizations to improve safety and remove constraints to safe and efficient goods movement.

**Policy SHS-3.5-** When planning and designing road projects, consider the needs of vehicles used for goods movement, including Surface Transportation Assistance Act (STAA) trucks and vehicles transporting agricultural commodities and products.

### **Local Streets and Roads (LSR)**

**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.**

**Objective #LSR-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.

**Policy LSR-1.1-** Identify local streets and roads reconstruction projects for funding consideration from the State Transportation Improvement Program (STIP) as well as other sources.

**Policy LSR-1.2-** Prioritize funding resources that may be available through the STIP for capital and safety projects ahead of those for potential rehabilitation projects.

**Policy LSR-1.3-** Plan and design rehabilitation and reconstruction projects consistent with Complete Streets concepts and design strategies.

**Policy LSR-1.4-** Use the Pavement Management Program to identify and prioritize rehabilitation and reconstruction needs.

**Objective #LSR-2:** Develop multi-modal transportation facilities as needed to adequately serve the mobility needs of residential, commercial and industrial development.

**Policy LSR-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.

**Policy LSR-2.2-** Support establishment of traffic impact fees to construct new transportation facilities associated with new development.

**Policy LSR-2.3-** Identify for funding consideration multi-modal mobility improvements on the Eleventh Street corridor in Lakeport consistent with recommendations of the Eleventh Street Corridor Multimodal and Engineered Feasibility Study.

**Objective #LSR-3:** Improve traffic flow, capacity, safety and operations on the local transportation network.

**Policy LSR-3.1-** Identify for funding consideration local streets and roads capacity, safety and operational projects through the STIP as well as other resources.

**Policy LSR-3.2-** Coordinate with local agencies on security and emergency response planning efforts, including the identification of key evacuation and emergency access routes.

**Policy LSR-3.3-** Limit the approval of new direct access points to State highways.

**Policy LSR-3.4-** Plan and design local and State improvements consistent with the SR 53 Corridor Study.

**Policy LSR-3.5-** Plan and design improvements consistent with the Highway 20 Northshore Communities Traffic Calming Plan.

**Objective #LSR-4:** Pursue federal, State, local and private funding sources for transportation system maintenance, restoration and improvement projects consistent with this Plan.

**Policy LSR-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.

**Policy LSR-4.2-** Assist local agencies in identifying and applying for funding resources for improvements to all travel modes.

**Policy LSR-4.3-** Actively pursue funding sources from local, State, federal and private funding sources, including local-option sales taxes, fees and other programs.

### **Active Transportation (AT)**

**Goal: Increase the number of local and regional trips accomplished by bicycling and walking; increase safety and mobility for non-motorized modes of travel; enhance public health by providing access to non-motorized facilities while reducing overall Vehicle Miles Traveled (VMT), both locally and regionally.**

**Objective #AT-1:** Facilitate and promote walking, bicycling and other active modes of transportation.

**Policy AT-1.1-** Increase the utility of the non-motorized transportation network by expanding the extent and connectivity of the existing bicycle and pedestrian facilities.

**Policy AT-1.2-** Develop and maintain a non-motorized traffic count program for the region to identify travel demand and investment priorities.

**Policy AT-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.

**Policy AT-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.

**Objective #AT-2:** Reduce Greenhouse Gas emissions and Vehicle Miles Traveled (VMT).

**Policy AT-2.1-** Act to reduce Greenhouse Gas emissions and VMT by increasing pedestrian and bicycle trips.

**Policy AT-2.2-** Promote safe and convenient bicycle and pedestrian access to transit.

**Policy AT-2.3-** Assist local agencies in the adoption of policies, ordinances, and plans that promote more walkable communities with a mix of land uses.

**Policy AT-2.4-** Encourage VMT reducing mitigation measures for discretionary development projects at the local and State level.

**Objective #AT-3:** Enhance public health through the development of active transportation projects.

**Policy AT-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.

**Policy AT-3.2-** Identify for funding consideration pedestrian facility improvements consistent with the Lake County Pedestrian Facilities Needs Inventory.

**Objective #AT-4:** Preserve investments in the multi-modal transportation system.

**Policy AT-4.1-** Maintain safe and accessible bicycle and pedestrian environments to encourage active transportation.

**Policy AT-4.2-** Plan and budget for lifecycle costs when constructing new facilities for active transportation.

**Objective #AT-5:** Increase funding for transportation planning, design and construction of active transportation facilities.

**Policy AT-5.1-** Pursue non-traditional funding sources for planning, design and construction of active transportation facilities.

**Policy AT-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.

**Policy AT-5.3-** Incorporate bicycle and pedestrian facilities into road improvement and maintenance projects.

**Policy AT-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.

## **Public Transit (PT)**

**Goal: Provide reliable mobility for all residents and visitors in Lake County.**

**Objective #PT-1:** Identify unmet transit needs of residents and visitors of Lake County

**Policy PT-1.1-** Provide a forum for public agency coordination and public involvement in the transit planning and implementation process.

**Policy PT-1.2-** Conduct a formal Unmet Transit Needs Process as outlined in the Transportation Development Act.

**Policy PT-1.3-** Convene the Social Service Transportation Advisory Council (SSTAC) on a quarterly basis.

**Policy PT-1.4-** Conduct outreach efforts consistent with the Public Participation Plan.

**Objective #PT-2:** Establish priorities and design services to meet the mobility needs of transit users.

**Policy PT-2.1-** Coordinate with local agencies and organizations (including the SSTAC) to identify needs and opportunities to improve services and facilities.

**Policy PT-2.2-** Enhance non-emergency medical transportation in Lake County by working with the Consolidated Transit Services Agency (Lake Links) to explore and/or create new programs (e.g. volunteer driver, microtransit, etc.), or else to strengthen and/or expand existing programs.

**Objective #PT-3:** Provide a safe and accessible transit system.

**Policy PT-3.1-** Support implementation of the 2019 LTA Bus Passenger Facility Plan.

**Policy PT-3.2-** Coordinate with local agencies, organizations and businesses to improve and install transit passenger facilities, including bus stop, turnouts, benches and shelters along existing and new routes.

**Policy PT-3.3-** Consider the impacts of new development (residential and commercial) on the transit system and identify appropriate mitigation measures to be incorporated into the proposed development.

**Policy PT-3.4-** Coordinate with State and local agencies to plan and design transit services and facilities consistent with the Complete Streets Act of 2008.

**Policy PT-3.5-** Ensure proper maintenance of the transit fleet and operations center and provide adequate maintenance personnel training.

**Policy PT-3.6-** Improve connectivity between transit facilities, pedestrian facilities and bicycle facilities.

**Policy PT-3.7-** Improve streets and road conditions, including drainage, along transit routes.

**Objective #PT-4:** Improve the efficiency of the transit system.

**Policy PT-4.1-** Continue to seek ways in which to reduce Greenhouse Gas emissions from public transit sources.

**Policy PT-4.2-** Seek ways in which to reduce fuel and utility costs for public transit.

**Policy PT-4.3-** Improve transit system performance monitoring, reliability and dispatching efficiency using GPS and mobile data transmission systems.

**Policy PT-4.4-** Coordinate with Lake Transit Authority and Lake Links (Consolidated Transportation Services Agency) to improve public transportation and non-emergency medical transportation in Lake County.

**Objective #PT-5:** Support efforts to improve transit service to employment centers, retail centers, educational institutions, public facilities and medical facilities.

**Policy PT-5.1-** Promote connectivity and coordination with other transportation services.

**Policy PT-5.2-** Assist Caltrans with improving existing and locating new Park & Ride lots along transit routes.

**Policy PT-5.3-** Improve transit service for commuters and for intercity travel.

**Policy PT-5.4-** Explore alternatives for increasing intercity connections to locations in other counties and to other transportation systems.

**Policy PT-5.5-** Pursue funding for planning projects that focus on “first and last mile” access to and from key transit destinations.

**Objective #PT-6:** Maximize funding for transit services and facilities

**Policy PT-6.1-** Support efforts to obtain funding through public and private funding sources for transit planning and transit services.

**Policy PT-6.2-** Identify opportunities to utilize the Consolidated Transportation Services Agency to facilitate services that complement and coordinate with Lake Transit services.

**Objective #PT-7:** Improve and monitor the security of the transit system.

**Policy PT-7.1-** Continue to update, as needed, GPS/mobile data-based video camera and automatic vehicle locator equipment to monitor security and quality assurance, and to enhance performance monitoring and track transit system reliability.

**Policy PT-7.2-** Support Lake Transit Authority efforts to plan and provide for transit services security and emergency response and recovery efforts.

**Policy PT-7.3-** Coordinate with County OES/Emergency Response Commander on emergency response planning activities, including identification of bus stop locations near potential evacuation centers (schools, senior centers, etc.).

### **Tribal Transportation (TT)**

**Goal: Provide Lake County's tribal members a safe, effective and functional multi-modal transportation system.**

**Objective #TT-1:** Consider the transportation needs of tribal members, employees, clients and students traveling between tribal communities, housing, employment centers, public service facilities, medical facilities and schools.

**Policy TT-1.1-** Develop, design and implement transportation projects in coordination with Tribal Transportation plans.

**Policy TT-1.2-** Coordinate with tribal communities during planning, design and construction of transportation projects to address and manage potential impacts to cultural, archaeological and environmental resources.

**Policy TT-1.3-** Facilitate protection of cultural resources during design, construction and maintenance of transportation facilities.

**Objective #TT-2:** Consult with and involve tribal communities early in the planning and design processes.

**Policy TT-2.1-** Assist tribal communities with the development of Tribal Transportation plans and other transportation efforts as requested.

**Policy TT-2.2-** Provide opportunities for consultation with tribal councils on transportation issues.

**Policy TT-2.3-** Invite tribal representatives to attend public meetings and workshops and to participate in advisory committees on transportation issues.

**Objective #TT-3:** Facilitate access to transportation resources for tribal communities.

**Policy TT-3.1-** Support efforts by tribal communities to obtain funding for transportation projects.

**Policy TT-3.2-** Provide information to tribal communities on opportunities to receive assistance and funding to improve transportation services for tribal members, employees and visitors.

### **Aviation (AV)**

**Goal: Provide an aviation system with physical and operational facilities that meet the regional and interregional general and commercial aviation needs of Lake County.**

**Objective #AV-1:** Support implementation of the Airport Land Use Compatibility Plan (ALUCP), Airport Master Plan and other plans that further improvements to the aviation system.

**Policy AV-1.1-** Ensure that the RTP and other planning documents are consistent with the Airport Land Use Compatibility Plan (ALUCP).

**Policy AV-1.2-** Support implementation of the Airport Master Plan and Capital Improvement Plan.

**Policy AV-1.3-** Support the modernization and improvement of air transportation activities and services.

**Policy AV-1.4-** Review and comment on County General Plan amendments, rezoning applications and other entitlement projects and environmental documents in the vicinity of Lampson Field to facilitate safety, operations and land use compatibility near the airport.

**Objective #AV-2:** Improve medical transportation services.

**Policy AV-2.1-** Support improvements at Lampson Field that facilitate medical transportation services, including REACH Air Medical Services.

**Objective #AV-3:** Improve Emergency Response and Recovery.

**Policy AV-3.1-** Develop plans and support projects that are consistent with the County Office of Emergency Services (OES) response and recovery plans.

**Policy AV-3.2-** Encourage coordination with agencies involved in emergency services, including the County of Lake, U.S. Forest Service, Bureau of Land Management, CalFIRE and other agencies.

**Objective #AV-4:** Support goods movement.

**Policy AV-4.1-** Consider the landside and operational needs of air carrier and delivery services when planning and designing airport facility improvements.

**Policy AV-4.2-** Encourage aviation facility improvements that facilitate goods movement.

**Objective #AV-5:** Maximize funding opportunities for aviation planning and improvements.

**Policy AV-5.1-** Support efforts to obtain State and federal funding, including grant and loan programs.

**Policy AV-5.2-** Assist in the development of aviation planning resources (including an airport GIS layer) to increase competitiveness from discretionary sources.



## LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

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**TITLE:** Update on Various Grant Programs

**DATE PREPARED:** 8/19/21

**MEETING DATE:** 8/26/21

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**SUBMITTED BY:** John Speka, Senior Transportation Planner

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**BACKGROUND:** Below is a summary of current grant projects staff will be monitoring in the coming months.

**New Sustainable Transportation Planning Grants** – On June 22<sup>nd</sup>, Lake APC staff received an award notice for a Sustainable Transportation Planning Grant to update the 2015 Transit Development Plan (TDP). The TDP assists staff in identifying mobility improvements for transit dependent area residents and visitors. Aside from traditional fixed-route service improvements, the updated Plan will also look at less traditional options such as the potential for micro-transit and on-demand services, particularly for transit dependent users struggling with the regular fixed route options. The grant award is in the amount of \$103,580, with a local match of \$13,420, to complete the \$117,000 project.

A second application to fund a “Wildfire Evacuation and Preparedness Plan” for the region was not successful. The intention of this project was to provide a regional reference document to help ensure seamless coordination between agencies with respect to transportation and evacuation services, including OES, LTA and other potential providers. This is still believed to be an important study given the wildfire history of the County over the last several years and staff plans on resubmitting a revised version of the application for this year’s upcoming cycle.

**Federal Lands Access Program (FLAP)** – As noted at past APC meetings, staff had also assisted the City of Lakeport with an application to the Federal Lands Access Program (FLAP) for improvements to Martin Street as access through the City to Cow Mountain recreation facilities. That request is for \$2.13 million and award notifications won’t be made until Fall 2021.

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**ACTION REQUIRED:** Informational only

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**ALTERNATIVES:** N/A

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**RECOMMENDATION:** N/A



## LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

**TITLE:** Strategic Partnerships Planning Grant Update  
 SR53 Corridor Local Circulation Study Project

**DATE PREPARED:** 8/20/2021  
**MEETING DATE:** 8/26/2021

**SUBMITTED BY:** Danielle Casey, Project Coordinator

**UPDATE:**

The SR53 Corridor Local Circulation Study conducted by TJKM is still in process. Due to project delays caused by the Coronavirus pandemic, the original contract schedule was modified in the middle of 2020, but was still projected to reach completion in June 2021. In May 2021, APC Staff spoke with TJKM project manager, Ruta Jariwala regarding the projected schedule. Both APC Staff and Ms. Jariwala agreed to extend the contract because of additional delays that have occurred in late 2020 and early 2021. Over the past few months many discussions have taken place regarding the scope of the project, and the new schedule to be implemented in the contract extension. The group has reached consensus on the new scope, which focuses on three intersections more in depth, and will provide short, medium and long-range capital improvement projects. Grant funds for this project expire June 2022.

Please view the new schedule below.

<b>SR 53 Corridor Local Circulation Study</b>			
<b>PROJECT STATUS</b>			
#	Task Description	Details	Date of Submittal
<b>1 Task 1:Coordination with Project Partners &amp; Consultant</b>			
1.1	Formation of TAG	Completed	
1.2	Kick-Off Meeting	Completed	8/1/2020
1.3	TAG Meetings	Bi-weekly Meetings	
<b>2 Task 2:Data Collection/Determine Existing and Future Year Traffic Conditions</b>			
2.1	List of resource documents reviewed	Completed	
2.2	Data Collection Methodology	Data Collection Results and Proposed Methodology Memo	1/15/2021
2.3	Technical Memorandum-Future Traffic Forecast	Estimation of Future Traffic growth along State Route 53 Corridor Tech Memo submitted	2/23/2021
		Update - Estimation of Future Traffic growth along State Route 53 Corridor Tech Memo submitted	3/1/2021
2.4	Existing Conditions Report	Draft Existing Conditions Report submitted	4/5/2021
<b>3 Task 3:Analysis of Existing and Future Traffic Impacts</b>			
3.1	Initial Findings Memo	Recommendations Tech Memo submitted	4/20/2021
3.2	Analysis Areas of Expected Growth and Conceptual Layouts	Submitted	5/25/2021
3.3	SR 53 Corridor Draft Travel Demand Impact Report (part of the overall Study Report)	Draft Report to be submitted	9/13/2021
3.4	SR 53 Corridor Final Travel Demand Impact Report	Final Report to be submitted	11/29/2021
<b>4 Task 4:Identify Needed Improvements on Corridor and Local Street &amp; Prepared Draft Corridor CIP</b>			
4.1	Preliminary Draft SR 53 Corridor CIP (part of the overall Study Report)	CIP chapter in Draft Report	9/13/2021
4.2	Draft SR 53 Corridor CIP	Final Report	11/29/2021
<b>5 Task 5:Prepare Policy Recommendations</b>			
5.1	Draft Policy Recommendations (part of the overall Study Report)	Draft Report	9/13/2021
5.2	Final Policy Recommendations	Final Report	11/29/2021
<b>6 Task 6:Prepare SR 53 Corridor Local Circulation Study</b>			
6.1	Draft State Route 53 Corridor Local Circulation Study	Draft Project Report	9/13/2021
6.2	Final State Route 53 Corridor Local Circulation Study	Final Project Report	11/29/2021

**ACTION REQUIRED:** For information and discussion purposes only.

**ALTERNATIVES:** None

**RECOMMENDATION:** None



## LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

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**TITLE:** Innovative Concepts Submittals

**DATE PREPARED:** 8/19/21

**MEETING DATE:** 8/26/21

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**SUBMITTED BY:** Lisa Davey-Bates, Executive Director

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**BACKGROUND:** In preparation for potential federal funding proposed in the Biden Administration's American Jobs Plan, Caltrans initiated a call for proposals for innovative Concepts that align with statewide priorities, articulated in the 2050 California Transportation Plan (CTP), Climate Action Plan for Transportation Infrastructure (CAPTI), and Caltrans Strategic Plan.

The call for "Innovative Concepts" was an opportunity for California to identify future transportation investments that align with statewide priorities. Attached to this staff report you will find the Innovative Concepts Fact Sheet as well as all three proposals that were submitted by staff:

- Development and construction of the Bridge Arbor Bikeway
- A pilot project providing ferry service on Clear Lake
- Installation of electric charging stations and new electric buses
- Development and construction of a transit center in Lakeport

There was a very quick turn around requirement for the proposals, therefore staff reviewed potential projects that would fit within the constructs of this potential funding opportunity and submitted to Caltrans on July 23, 2021.

Whether submitted concepts are selected for further development or not, Caltrans will follow up with all concept applicants.

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**ACTION REQUIRED:** Informational only

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**ALTERNATIVES:** N/A

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**RECOMMENDATION:** N/A

## CALL FOR INNOVATIVE CONCEPTS

### INTRODUCTION

The Biden Administration's, American Jobs Plan is proposing a "once in a generation" investment in our national infrastructure, and California's transportation system could be one of the greatest beneficiaries of new federal funds. California needs to be prepared to lead and guide these investments.

To meet that challenge, we need to develop a new pipeline of projects that infuses creative and innovative ideas. The call for Innovative Concepts is aimed at restarting conversations with our partners about the possibilities that California wants to achieve. Innovative Concepts will help kickstart different kinds of solutions that can be used to benefit all of California's communities.

In preparation for potential federal funding proposed in the Biden Administration's American Jobs Plan, Caltrans HQ is seeking proposals for innovative concepts that will align with statewide priorities, articulated in both the Climate Action Plan for Transportation Infrastructure (CAPTI) Investment Framework and the California Transportation Plan 2050 (CTP):

"CalSTA will implement the Executive Orders within the existing framework and goals set forward in the California Transportation Plan (CTP) 2050. The California Transportation Plan is the state's broad vision for the future of the transportation system in California, with a focus on advancing equity and climate priorities by expanding travel options for all Californians." – Draft CAPTI

This call for innovative concept proposals from Caltrans Districts, Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Agencies (RTPAs), and local/regional transit agencies is intended to lead to a new pipeline of potential implementable projects, demonstration projects, pioneering processes, and pilot programs. Caltrans districts are highly encouraged to coordinate with their partners to develop truly innovative concepts that are aligned with statewide priorities (Figure 1).

Proposals will be evaluated by Caltrans HQ Innovative Concepts Workgroup. This workgroup will review to confirm alignment with statewide priorities and provide support to the applicants in advancing the most transformative proposals by providing guidance, support, and if feasible, resources to implement proposal ideas.

FIGURE 1 STATEWIDE PRIORITIES

CALSTA PRIORITIES	CALTRANS STRATEGIC PLAN	CALTRANS PRIORITIES	STATEWIDE PLANS
<ul style="list-style-type: none"> <li>•Climate Action Plan for Transportation Infrastructure (CAPTI)                             <ul style="list-style-type: none"> <li>•EO N-19-19</li> <li>•EO N-79-20</li> </ul> </li> <li>•Sustainable Freight                             <ul style="list-style-type: none"> <li>•EO B-32-15</li> </ul> </li> <li>•Broadband                             <ul style="list-style-type: none"> <li>•EO 73-20</li> </ul> </li> <li>•Race and Equity                             <ul style="list-style-type: none"> <li>•CalSTA Statement on Racial Equity, Justice and Inclusion in Transportation</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>•Safety first.</li> <li>•Cultivate excellence.</li> <li>•Enhance and connect the multimodal transportation network.</li> <li>•Strengthen stewardship and drive efficiency.</li> <li>•Lead climate action.</li> <li>•Advance equity and livability in all communities.</li> <li>•Caltrans Equity Statement</li> </ul>	<ul style="list-style-type: none"> <li>•Safety</li> <li>•Modality</li> <li>•Innovation</li> <li>•Efficiencies</li> <li>•Partnerships/Stakeholder Engagement</li> </ul>	<ul style="list-style-type: none"> <li>•California Transportation Plan 2050</li> <li>•California Interregional Transportation Strategic Plan</li> <li>•California Freight Mobility Plan</li> <li>•California State Rail Plan</li> <li>•California Aviation System Plan</li> <li>•Statewide Transit Strategic Plan</li> <li>•California State Bicycle and Pederstian Plan</li> </ul>

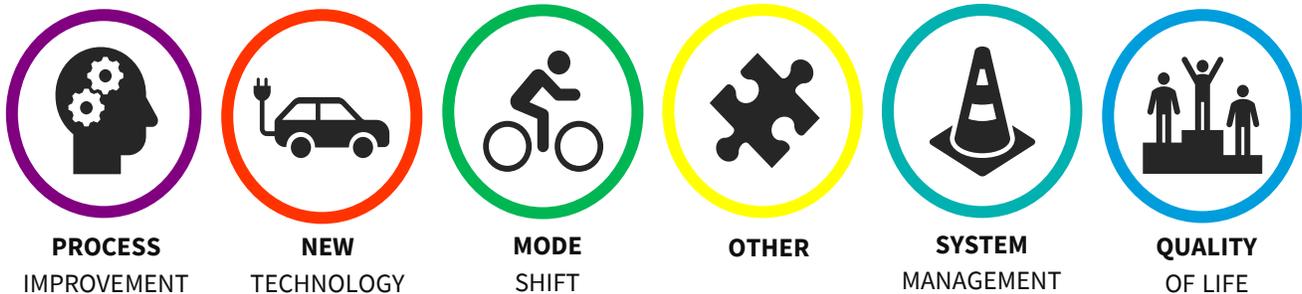
Considering the CAPTI, CTP 2050, and the Strategic Plan (SP) goals and recommendations – as a guiding principle for concept ideas, strong proposals should continue to bridge gaps and align planning policy.

### HQ INNOVATIVE CONCEPTS WORKGROUP

Caltrans Division of Transportation Planning (DOTP) under the direction of the Deputy of Planning and Modal Programs, Jeanie Ward-Waller, will take the lead in developing the diverse HQ Workgroup consisting of DOTP; Division of Rail and Mass Transit; Traffic Operations; Division of Research, Innovation, and System Information; Programming; Sustainability; and Caltrans Office of Race and Equity. The HQ Workgroup will lead in the development of a process framework, concept evaluation, the discussion surrounding the promotion of proposals, and working with applicants on an implementation path.

Project proposal topics will be cataloged by theme to streamline the management review process (figure 2):

FIGURE 2 PROPOSAL THEMES\*



\*THEMES ARE SUBJECT TO CHANGE

## CONCEPT CRITERIA

When developing project proposals, specify how you would define your transportation solution. Would you categorize your idea as a study, pilot project, or implementable project? Perhaps your idea is something different altogether. Your innovative solution should have an objective beyond a needs-based approach.

Consider building on topics that support the following:

- Providing seamless, affordable, multimodal travel options in all contexts (rural & urban) to all users
- Support investment in Zero Emission Vehicle (ZEV) infrastructure
- Developing a zero-emission freight transportation system
- Advancing social and racial equity
- Make safety improvements to reduce fatalities and severe injuries of all users towards zero
- Reduce Vehicle Miles Traveled (VMT) and passenger vehicle travel
- Provide alternatives to highway capacity expansion
- Assess physical climate risk
- Promote compact infill development
- Protect natural and working lands from conversion to more intensified uses

## TIMELINE

\*TIMELINE SUBJECT TO CHANGE

April 23 - Formed and held first meeting with HQ divisions to develop scope of call for concepts.

May 14 - Kick off with the Planning District Deputy Directors to introduce the topic and invite proposals.

May 27 – Held two-hour statewide workshop with the districts.

July 16 – Proposals due to HQ from districts and partners.

TBD - HQ will review proposals and work with districts on a path to implementation.

### POTENTIAL TOPIC IDEAS

- State highway bus only lanes
- Transformative active transportation projects on a regional scale
- Micro-transit and vanpool opportunities
- ZEV bus charging
- Highways to Boulevards
- Pricing Implementation
- Extend previous pilot projects such as e-highway (catenary), inland shipping, etc.
- New proposals for transit efficiencies, freight efficiencies, international border, micro mobility
- California Sustainable Freight Action Plan initiatives such as green short line rails, tugboats, alternate fuels

**From:** [Smartsheet Forms](#)  
**To:** [ldaveybates@dbcteam.net](mailto:ldaveybates@dbcteam.net)  
**Subject:** Confirmation - Innovative Concepts Proposal  
**Date:** Friday, July 23, 2021 2:32:27 PM

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Thank you for submitting your Innovative Concepts proposal. A copy of your completed proposal has been included below for your records.

For questions, comments, and or concerns please contact:  
[Ryan.Carrillo-Kovach@dot.ca.gov](mailto:Ryan.Carrillo-Kovach@dot.ca.gov)

## Innovative Concepts Proposal

**Submission Date** 07/23/2021

**First Name** Lisa

**Last Name** Davey-Bates

**Contact Email** [ldaveybates@dbcteam.net](mailto:ldaveybates@dbcteam.net)

**Agency Type** Partner

**Partner Agency** Lake Area Planning Council

**Innovative Concept Solution** The Bridge Arbor Bikeway is a project that will transform Lake County, as it will provide a safe and pleasurable route for commuters wishing to leave their car at home and hop on a bike to commute to and from work. It will also provide a facility for recreational purposes for those that enjoy being outdoors. There are currently no facilities like this in Lake County. There is a growing interest in bicycling and walking for commuting, for recreation, and for other trip purposes. Currently this activity occurs on highspeed roadways, such as State Route 29 and State Route 20. Both safety and efficiency can be impaired because of the mixture of motorized and non-motorized modes of travel. Construction of bikeways or pedestrian walkways can promote safety, active lifestyles, and recreational opportunities while enhancing capacity.

This project consists of the development and construction of both Class 1 and Class 3 bikeways between the Nice-Lucerne Cutoff at Westlake Drive and extends to the Bridge Arbor North/State Route 20 intersection at the Town of Upper Lake. The total project length is approximately 3.4 miles.

At the southerly end of the project (Segment 1), two existing County Maintained Roads (Westlake Drive, Bridge Arbor Road) will require only minor improvements such as “Bike Route” and/or “Share the Road” sign installations. Minor shoulder improvements and new pavement markings may also be included in this segment.

Segment 2 begins at Bridge 14C-19 (Closed due to structural deficiencies) and extends north along Bridge Arbor Road approximately .34 miles. This segment is currently paved with asphalt, but was closed to vehicular traffic because of vandalism and illegal dumping at the Bridge Arbor Fishing Access Area.

Segment 3 will provide for the construction of a pre-engineered pedestrian and bicycle bridge spanning Middle Creek approximately 300-feet south of the confluence of Scotts Creek and Middle Creek. The Railspan bridge will likely be constructed in four segments and connect Bridge Arbor Road with an existing levee parallel to Middle Creek. All of the piers supporting the bridge will be constructed beyond the limits of the existing creek channel.

Segment 4 will include construction of the bikeway along the creek side of the existing levee between the pedestrian/bicycle bridge and Bridge Arbor North, a distance of approximately .72 miles. This segment will be improved to a Class I bikeway standard with an asphalt or chip seal surface. Fencing along the toe of the levee will be required to restrict access to the top of the levee.

Segment 5 is an existing paved County Maintained road (Bridge Arbor North) and extends from the existing levee to State Route 20 directly across from Main Street, Upper Lake. Improvements to this segment will be minimal and will include “Share the Road” and/or “Bike Route” signs to designate this segment as a Class III bike route.

**Innovative  
Concept  
Summary**

This project would create the mode shift that will help improve quality of life in the disadvantaged communities of Lake County. This bicycle and pedestrian path would create an additional method for system users to commute to the county seat of Lakeport. There are few pedestrian or active transportation projects in Lake County because large swaths of land throughout the county are privately owned and cities and towns in Lake County are spread apart. The rural nature of the county means that most citizens use private motorized vehicles or transit to move about. This path would provide a

mode shift which would decrease vehicular traffic on Highways 20 and 29 and provide a safe path for bicyclists and pedestrians. Lake County is already a great place for bicycles, as evidenced by the popular “pedal around the puddle” event, where participation seems to grow each year. Its physical beauty, relatively mild climate and abundance of wildlife, makes Lake County ideal for bicycle transportation. This project will attract both residents and visitors to live, work and play.

**Links**

**Excluding costs, are there potential known barriers to your concepts delivery?**

No

**Concept Scope Criteria**

Deliverable Project

**Process in place**

No

**Concept Theme**

Mode Shift

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**To:** ldaveybates@dbcteam.net  
**Subject:** Confirmation - Innovative Concepts Proposal



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For questions, comments, and or concerns please contact:  
Ryan.Carrillo-Kovach@dot.ca.gov

## Innovative Concepts Proposal

**Submission Date** 07/23/2021  
**First Name** Lisa  
**Last Name** Davey-Bates  
**Contact Email** ldaveybates@dbcteam.net  
**Agency Type** Partner  
**Partner Agency** Lake Transit Authority

**Innovative Concept Solution** In collaboration with its transportation partners, the Lake Transit Authority proposes to establish a waterborne transportation service on Clear Lake, in Lake County, California. Clear Lake is the largest natural freshwater lake within the state, with 68 square miles of surface area. It is the oldest lake in North America and is 19 by 8 miles at its widest point. The lake presents transportation challenges because of its size and geographical location. That said, Clear Lake is a wonderful resource to Lake County and could provide a new mode of transportation that would be beneficial for commuters, and recreational purposes.

Clear Lake has been identified as an impaired water body under the Clean Water Act, indicating that it does not comply with applicable water quality standards. As such, taking measures to reduce the number of pollutants flowing into the lake by reducing the amount of vehicular traffic on the road network would be beneficial to the lake's health and vitality.

Demographically, Lake County has some of the lowest income levels in the State, and highest percentages of elderly and disabled populations. Many residents are dependent upon public transit, and often times do not own a vehicle. The majority of the County's population reside along the shoreline.

Clearlake and Lakeport are the two population centers, and account for approximately 32% of the total population.

For decades, the County has been considering opportunities for utilizing waterborne transportation in Lake County. In 1986, a study was conducted to determine the feasibility of implementing a ferry system on Clear Lake which would reduce demand on the state highway system and complement intercity transit service.

Lake Transit Authority operates intercity bus route service from Clearlake to Lakeport Monday – Saturday, from approximately 6:00am to 9:30pm. Dial-A-Ride service is also available in both cities during the same days and hours as the local bus routes. These services would often serve as last-mile transportation options that would meld nicely with the new ferry service.

State Route 20 is a 23-mile long segment along the north shore of Clear Lake and was designated a Pedestrian Safety Corridor in 2007 through a collaborative effort between Caltrans, CHP, and local business and restaurants. The proposed waterborne transportation service would provide mode-shift opportunities, thereby reducing vehicular traffic along the north shore of Lake County, providing a safer corridor for pedestrian and bicycle use.

Further preliminary planning would be conducted to investigate environmental concerns, vessel options and operational factors such as ferry service areas, hours of operation, revenue projections and costs of service.

This innovative and new waterborne transportation option would provide a long-term transportation solution that is aligned with California’s goal of providing a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health.

**Innovative  
Concept  
Summary**

Lake Transit Authority proposes to implement a new ferry service to improve the quality of life for users of the transportation system in Lake County. Clear Lake is a natural resource that could improve system management, create the opportunity for mode shift to improve access to destinations, improve transportation options within disadvantaged communities, and protect and enhance Lake County’s historic and natural resources.

**Links**

**Excluding  
costs, are  
there  
potential  
known  
barriers to  
your concepts  
delivery?**

No

<b>Concept Scope Criteria</b>	Pilot Project
<b>Process in place</b>	Not Applicable
<b>Concept Theme</b>	System Management

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## Innovative Concepts Proposal

**Submission Date** 07/23/2021  
**First Name** Lisa  
**Last Name** Davey-Bates  
**Contact Email** ldaveybates@dbcteam.net  
**Agency Type** Partner  
**Partner Agency** Lake Transit Authority

**Innovative Concept Solution** In coordination with their transportation partners, Lake Transit Authority (LTA) proposes to install DC Fast Chargers at their operations and maintenance facility in Lower Lake and at the corporate yard of one of their partners in the City of Lakeport, in which both locations are in economically disadvantaged areas of rural Lake County. As part of the project, LTA will procure electric buses to replace fossil-fuel powered buses currently used on local and most intercity routes. The addition of fast chargers to the corporate yard will also help that agency electrify their fleet.

This project will complement LTA’s new transit center in Clearlake and help LTA achieve the goal of being a clean, carbon neutral transit system. The addition of electric buses and charging infrastructure will allow LTA to deploy zero-emission buses (ZEBs) on local routes in Clearlake and Lakeport as well as the intercity routes between the two cities. Through the deployment of zero-emission technologies, LTA will provide the following benefits across the Lake County region:

- Reduce GHG emissions in transit-dependent and disadvantaged communities
- Save energy and reduce dependency on fossil fuels

- Help expand the zero-emission vehicle industry to bring new jobs to the local communities
- Provide additional societal benefits by encouraging improved mobility and connectivity with zero-emission transportation modes and reduced growth in vehicle miles traveled (VMT)

This project is also consistent with the following:

- CalSTA priorities EOs N-19-19 and N-79-20
- Innovative Clean Transit (ICT) regulations
- Caltrans Strategic Plan
  - Enhance and connect the multimodal transportation network
  - Advance equity and livability in all communities
- Caltrans priorities
  - Modality
  - Efficiencies
  - Partnerships/Stakeholder Engagement
- Transit and Overarching Goals and Policies of the Regional Transportation Plan for Lake County

**Innovative Concept Summary**

The installation of DC fast chargers and procurement of electric buses will enable Lake Transit Authority to deploy zero-emission buses on most routes within the transit system; helping LTA achieve the goal of being a clean, carbon neutral transit system. This project will also reduce GHG emissions in transit-dependent and disadvantaged communities, reduce LTA's dependency on fossil fuels, help increase the workforce, and encourage improved mobility and connectivity with zero-emission transportation modes and reduced VMT.

**Links**

**Excluding costs, are there potential known barriers to your concepts delivery?**

No

**Concept Scope Criteria**

Deliverable Project

**Process in place**

Yes

**Concept Theme**

System Management

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For questions, comments, and or concerns please contact:  
Ryan.Carrillo-Kovach@dot.ca.gov

## Innovative Concepts Proposal

**Submission Date** 07/23/2021

**First Name** Lisa

**Last Name** Davey-Bates

**Contact Email** ldaveybates@dbcteam.net

**Agency Type** Partner

**Partner Agency** Lake Transit Authority

**Innovative Concept Solution** Lake Transit Authority (LTA) proposes to design and construct a new transit center within the City of Lakeport, an economically disadvantaged region of rural Lake County. As part of the project, bicycle and pedestrian facilities in the surrounding area will be constructed; thus, removing barriers and improving multi-modal access for users of all modes.

Currently, the primary transfer site for several routes in Lakeport is located along the City's main thoroughfare, creating congestion, safety hazards, and delays with boarding and alighting schedules. This existing transfer point is responsible for several barriers and inefficiencies affecting future ridership growth, the general image of the system, and the overall effectiveness of transit operations in the region.

The new facility will alleviate the above noted problems, reducing delays and associated idling times, while making it a safer and more attractive location overall. Included as part of the project are several components focused on greenhouse gas (GHG) reduction. The new transit center will include solar panels on south-facing pitched rooftops, electric vehicle chargers, and bike lockers. The multi-modal improvements surrounding the new transit center will increase access to public transit and improve the

City's active transportation network.

This project will complement LTA's new transit center in Clearlake and the addition of electric vehicle chargers will allow LTA to deploy zero-emissions buses (ZEBs) on the local route in Lakeport as well as the intercity routes between Clearlake and Lakeport.

The project will begin with a feasibility study to determine the best location for the new transit facility and multi-modal improvements. Once the preferred location is identified, LTA will purchase the property and begin the environmental process. Once the appropriate environmental work is complete, LTA will design and construct the transit facility and associated multi-modal improvements.

This project is consistent with the following:

- CalSTA priorities – EOs N-19-19 and N-79-20
- Caltrans Strategic Plan
  - Enhance and connect the multimodal transportation network
  - Advance equity and livability in all communities
- Caltrans priorities
  - Modality
  - Efficiencies
  - Safety
- Transit and Active Transportation Goals and Policies of the Regional Transportation Plan for Lake County

**Innovative  
Concept  
Summary**

This project will create a safer, more efficient system within the City of Lakeport and beyond. It will increase access to destinations, optimize system performance, help eliminate transportation burdens for low-income communities, improve air quality, and expand access to health transportation options.

**Links**

**Excluding costs, are there potential known barriers to your concepts delivery?**

No

**Concept Scope Criteria**

Deliverable Project

**Process in place**

Yes

**Concept Theme**

System Management



## LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

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**TITLE:** Local Road Safety Plan Update

**DATE PREPARED:** 8/20/2021

**MEETING DATE:** 8/26/2021

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**SUBMITTED BY:** Danielle Casey, Project Coordinator

---

**UPDATE:**

The Local Road Safety Plan for the Cities of Clearlake and Lakeport are being developed by Headway Transportation, LLC. Studies are proceeding on schedule. The third Stakeholder Working Group meeting is scheduled for Monday, August 23, 2021. An update on that meeting will be given during the TAC meeting.

The Stakeholder Working Group is comprised of Headway Staff, APC Staff, Caltrans, Lake Transit Authority (LTA), City of Clearlake Staff, Clearlake Police Department, City of Lakeport Staff and Lakeport Police Department. If additional meetings are needed those will be scheduled in the future.

Local Road Safety Plans are expected to be complete by April 2022, in time for HSIP Applications – which will require the LRSP's to be eligible for funding.

The total amount of money available for the LRSP is \$80,000 for Lakeport and \$50,000 for Clearlake.

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**ACTION REQUIRED:** For information and discussion purposes only.

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**ALTERNATIVES:** None

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**RECOMMENDATION:** None

# ACTIVE TRANSPORTATION PLAN 2021



## AT A GLANCE



### LOCATION

The Plan covers all state highways in Del Norte, Humboldt, Lake, and Mendocino Counties



### PUBLIC ENGAGEMENT

468 people identified 1,464 walking or bicycling needs



### SCHEDULE

8/16: Draft Plan posted  
9/3: Comments due  
10/31: Final Plan posted



### MORE INFORMATION

[www.catplan.org/district-1](http://www.catplan.org/district-1)



### QUESTIONS

Alexis Kelso  
[alexis.kelso@dot.ca.gov](mailto:alexis.kelso@dot.ca.gov)  
707-498-0536



Fact Sheet Updated 07/22/21

## WHAT IS THE DISTRICT 1 ACTIVE TRANSPORTATION PLAN?

The District 1 Active Transportation Plan is part of a comprehensive effort to identify locations with bicycle and pedestrian needs in each Caltrans district across California. This Plan identifies challenges to people's ability to walk, cycle, and reach transit on the state highway system in Del Norte, Humboldt, Lake, and Mendocino Counties.

## WHAT'S INSIDE THE PLAN?

The Plan identifies pedestrian and cyclist needs on and across the state highway system and prioritizes highway segments and crossings to inform future investments. The Plan's main output is a list and map of location-based needs and prioritized highway segments.

The Plan also includes information on statewide context, public engagement, walking and cycling in District 1 today, and next steps.

## HOW CAN I REVIEW THE PLAN AND PROVIDE COMMENTS?

The Plan has two elements--a Summary Report and a Story Map. The Summary Report provides an overview of the planning process and some key context and findings. The Story Map provides an opportunity to view and interact with a series of maps that highlight the pedestrian and bicycling issues, needs, and opportunities described in the Summary Report.

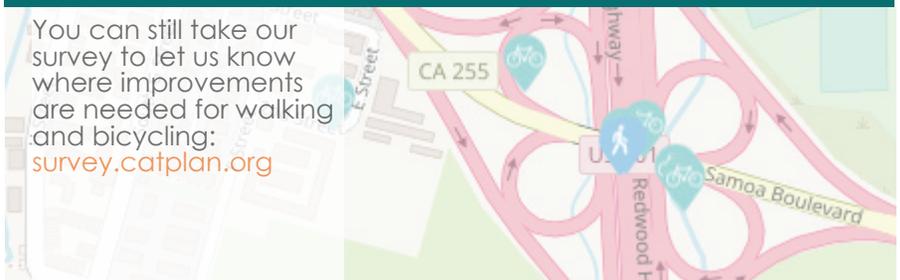
Access the  
Summary Report and Story Map at  
[www.catplan.org/district-1](http://www.catplan.org/district-1)  
Links will be posted by August 16, 2021.

Submit comments to Alexis Kelso by  
September 3, 2021  
by email ([alexis.kelso@dot.ca.gov](mailto:alexis.kelso@dot.ca.gov))  
or phone (707-498-0536).



## I KNOW A LOCATION THAT NEEDS IMPROVEMENT!

You can still take our survey to let us know where improvements are needed for walking and bicycling:  
[survey.catplan.org](http://survey.catplan.org)





# TRANSPORTATION FUNDING IN CALIFORNIA 2020

California Department of Transportation | Division of Transportation Planning | Transportation Economics Branch



### *Disclaimer*

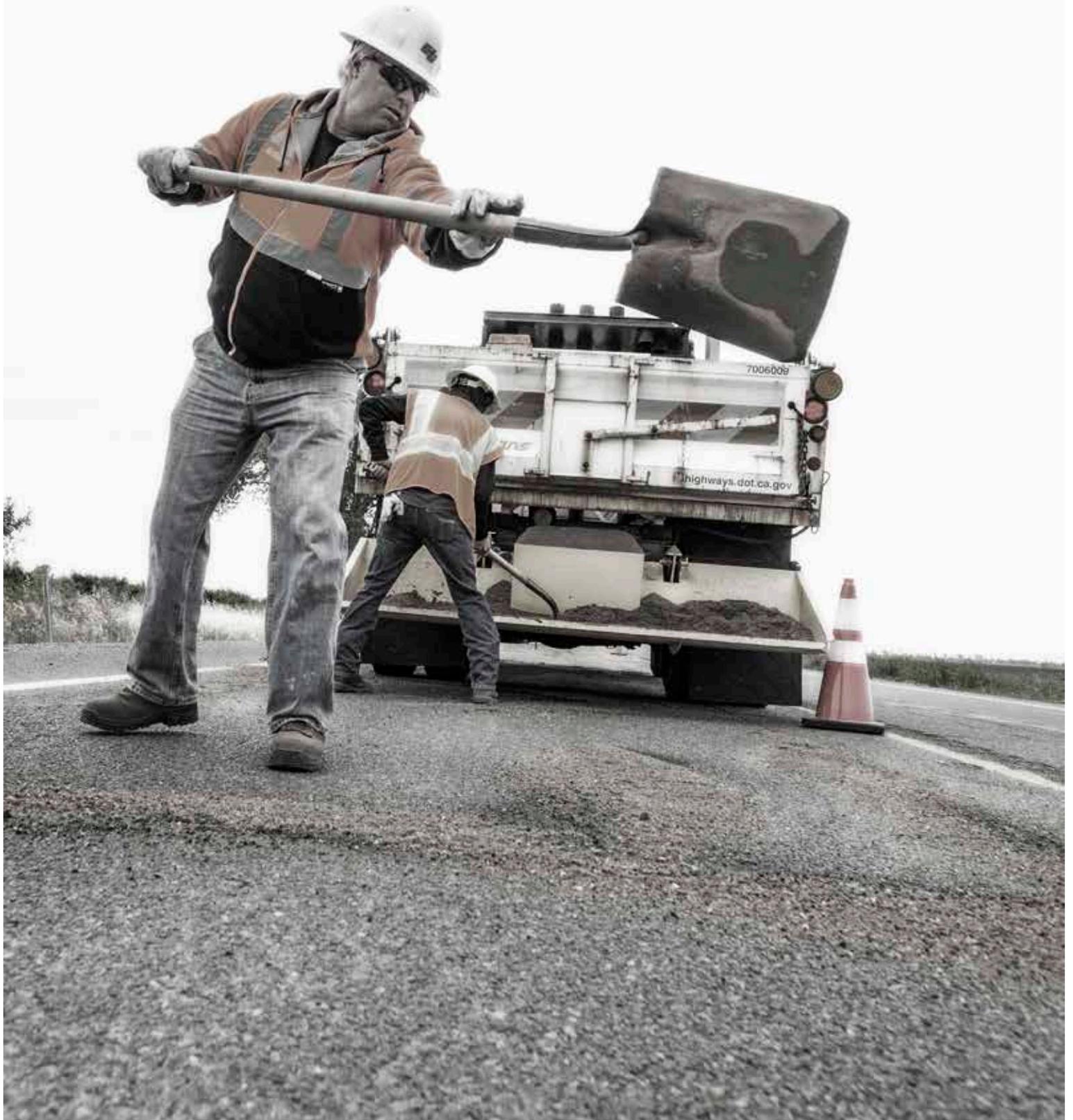
This guide provides an overview of transportation funding sources and apportionments to entities and programs. The information stated in this document should not be used for accounting purposes, as some figures are drawn from sources with varying accounting practices. Any stated financial figures are subject to change. The latest version of this document can be viewed online at <https://dot.ca.gov/programs/transportation-planning/economics-data-management/transportation-economics/transportation-funding-in-ca>

# TRANSPORTATION FUNDING IN CALIFORNIA 2020



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Division of Transportation Planning | Office of Transportation Economics



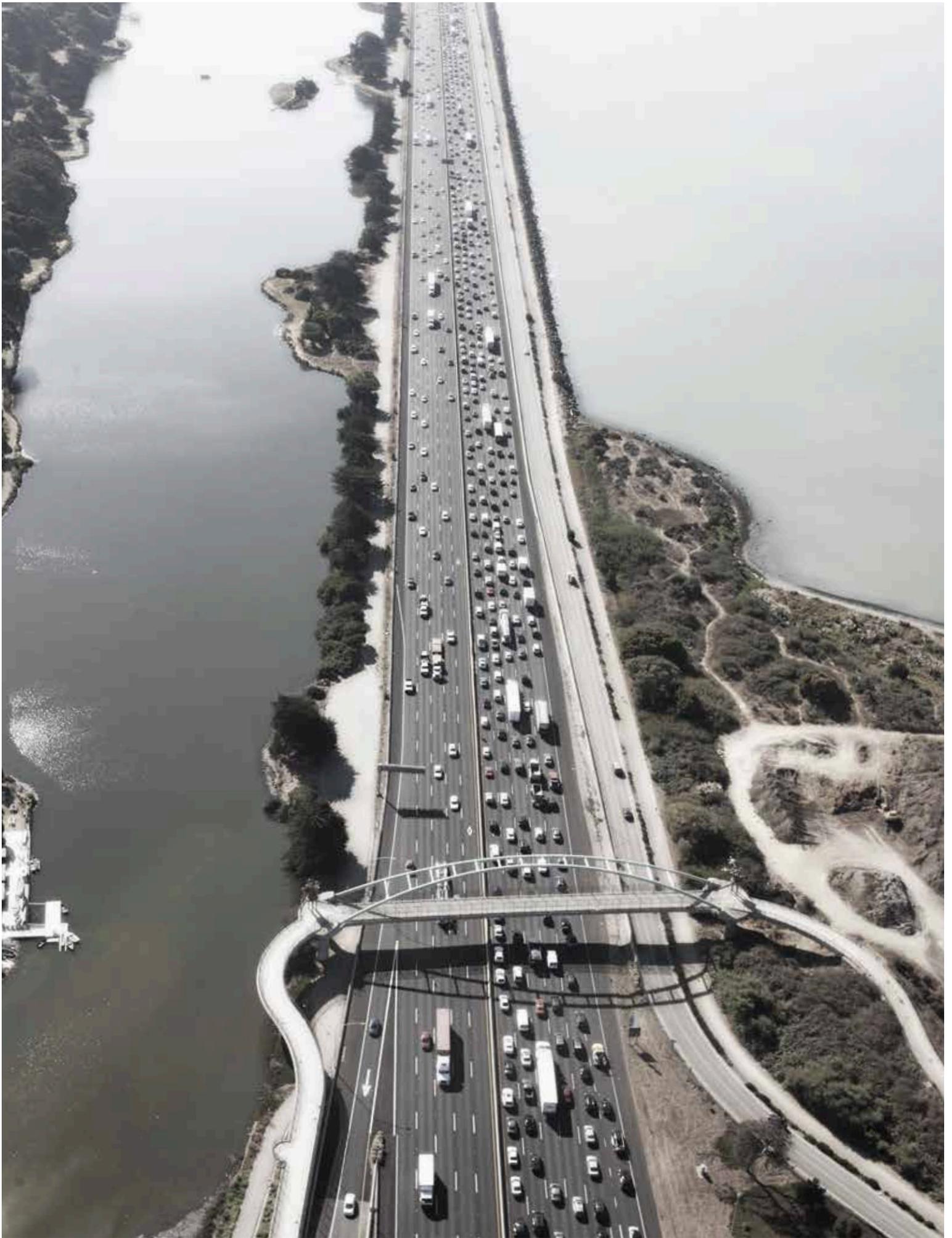
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# AN OVERVIEW OF THE TRANSPORTATION SYSTEM

California’s transportation network consists of streets, highways, railways, airports, seaports, bicycle routes, and pedestrian pathways. This network provides people and businesses the ability to access destinations and move goods, services, and information throughout the State. Construction, operation, and maintenance responsibilities are shared amongst State, regional, tribal and local governments. Moreover, funding for these activities comes from federal, State, and local taxes, fees and assessments, private investments and tribal investments. This collaborative effort results in a well-integrated transportation network that provides mobility for 40 million people, while helping California sustain its position as the world’s fifth largest economy.

## ■ The State Highway System and Local Roadways and Streets

Over 27 million licensed drivers in California travel hundreds of billions of miles, annually, on public roads throughout the State. The California Department of Transportation (Caltrans) is responsible for approximately 52,265 lane miles of interstate freeways and State routes known as the State Highway System (SHS). Caltrans also inspects hundreds of public and special use airports and heliports (Chart 17) and maintains over 13,000 state-owned bridges (Chart 19).

Metropolitan planning organizations (MPOs) and regional transportation planning agencies (RTPAs) are responsible for planning, coordinating, and financing local transportation projects. Regional agencies and local governments operate and maintain approximately 329,500 lane miles of public roads and streets.

## ■ Public Transit

Over 400 transit operators serve more than 1.2 billion passenger trips (2019) in California annually. These operators provide services such as fixed-route buses, dial-a-ride programs, local and express commuter services, ferry, and paratransit. Local governments, regional agencies, tribal governments, and federal and State agencies operate or finance public bus or rail services (Charts 12 and 13). Commuter rail services such as Metrolink, Caltrain, and heavy rail systems like BART operate in large urban areas, servicing daily commuters and interregional travelers. In addition, local and regional transit agencies operate six light rail systems, providing regional service for daily

commuters. Caltrans funds three intercity routes—the Pacific Surfliner, the San Joaquin, and the Capitol Corridor. These three routes are managed by local joint power authorities.

## California Roadways

	SHS	Local
Lane-Miles	52,265	329,500
Total Annual Vehicle Miles of Travel (billion)	192	154
Percent Annual Vehicle Miles of Travel	55%	45%

2018 California Public Road Data, Statistical Information derived from the Highway Performance Monitoring System (HPMS)

## ■ Other Modal Services

State, regional, local, tribal, and private entities operate and maintain airports, seaports, railways, ferry terminals, bicycle routes, and pedestrian pathways. These modes provide Californians options to travel long or short distances. California’s economy relies on the network to move people and goods through the air, water, rail, or roadway. In 2019, California exported \$173 billion in goods to 229 foreign economies. Top foreign economies included Mexico, Canada, China, Japan, and South Korea.

# THE TRANSPORTATION SYSTEM'S DECISION MAKERS

Federal, State, regional, local, and tribal government entities guide and fund the transportation network through coordination, planning, construction, operation, and maintenance activities.

## ■ Federal Level

The President and Congress enhance the nation's transportation network by creating national policies and allocating funds to states. This effort is carried forward through the Fixing America's Surface Transportation (FAST) Act (2015) authorization and various funding programs such as the Better Utilizing Investments to Leverage Development (BUILD) (formerly known as the Transportation Investment Generating Economic Recovery (TIGER)), the Infrastructure for Rebuilding America (INFRA) (formerly known as the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE)), and the Surface Transportation Block Grant Program (formerly known as the Transportation Alternatives Program). The FAST Act is set to expire on September 30, 2020. The United States Department of Transportation (U.S. DOT) implements and enforces regulations and allocates funds to state, regional, tribal, and local agencies. The U.S. DOT is comprised of agencies that are responsible for specific transportation themes such as highways, transit, aviation, safety, and other emphasis areas. Caltrans partners with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Federal Railroad Administration (FRA), and other federal agencies.

## ■ State Level

At the State level, transportation is a coordinated effort amongst the California State Legislature, California State Transportation Agency (CalSTA), California Transportation Commission (CTC), and Caltrans.

### *California State Legislature*

The Legislature signifies its transportation initiatives and spending priorities by establishing policies and financial resources through State statutes such as the Revenue and Taxation Code, the Streets and Highways Code, and the Government Code. The Governor and Legislature appropriate funds for the transportation network through the annual budget. The Legislature has the authority to designate transportation resources statutorily. For more information visit: <http://leginfo.legislature.ca.gov>.

### *California State Transportation Agency*

CalSTA's mission is to "develop and coordinate the policies and programs of the State's transportation entities to achieve the State's mobility, safety and air quality objectives from its transportation system." CalSTA oversees the Board of Pilot Commissioners, California Highway Patrol, CTC, Caltrans, Department of Motor Vehicles, New Motor Vehicle Board, High-Speed Rail Authority, and the Office of Traffic Safety. For more information visit: [www.calsta.ca.gov](http://www.calsta.ca.gov).

### *California Transportation Commission*

CTC consists of 11 appointed voting members and two non-voting ex-officio members. The Governor appoints nine members, and the Senate Rules Committee and the Speaker of the Assembly each appoint one member. CTC's responsibilities include 1) programing and allocating State and federal funds for the construction of various modes such as highway, passenger rail and transit improvements throughout California, 2) advising and assisting the Secretary of Transportation and the California State Legislature regarding policies, plans, and programs pertaining to transportation, and 3) aiding in the development of State and federal legislation and adopting policies to implement enacted laws. For more information visit: [www.catc.ca.gov](http://www.catc.ca.gov).

### *Caltrans*

Caltrans plans, designs, constructs, and maintains the SHS to account for motor vehicles, transit and active transportation modes. This effort involves nominating interregional capital improvement projects to the CTC for construction. Caltrans also collaborates and partners with public and private entities such as the federal, State, regional, tribal governments, and Amtrak to advance the transportation network. For more information visit: [www.dot.ca.gov](http://www.dot.ca.gov).

## ■ Tribal Governments

There are 109 federally recognized tribes, and many non-recognized tribes, located within the State that have transportation needs. Tribal governments establish plans and policies that are used to prioritize projects through tribal transportation improvement plans, making them eligible for federal funding (Chart 24). Tribes often leverage funding by collaborating with the State, regional, or local planning agencies on projects of mutual interest through their planning processes, and long-range transportation planning documents.

## ■ Regional Level

The MPOs, RTPAs, and local governments maintain public streets and roads and allocate resources to the SHS. These entities collaborate with federal and State agencies to meet transportation mandates and implement the objectives of policymakers on behalf of the public.

### *Metropolitan and Regional Planning Organizations*

Under federal law (Title 23 United States Code Section 134), there are 18 MPOs in California with populations greater than 50,000 people. In addition, California has designated 26 RTPAs with populations less than 50,000 people (CA Government Code Section 29532 et. seq.). These regional agencies are responsible for planning, coordinating, and administering federal, State, and local funds that enhance their region's multimodal transportation network. Each agency is responsible for developing an overall work program (an annual document), a regional transportation plan (a 20-year planning and programming document), and a regional transportation improvement program (a 5-year financial document) that is included in Caltrans' State Transportation Improvement Program. For more information visit: <https://dot.ca.gov/programs/transportation-planning/regional-planning/federal-state-planning-program>.

### *Local Government Level*

California has 482 incorporated cities and 58 counties; each local government has authority over its roads, streets, and land-uses within its jurisdictional boundary. Local governments and transit operators nominate transportation projects for funding to their metropolitan or regional transportation planning organizations. County transportation authorities are responsible for developing expenditure plans for self-imposed, voter-approved, local sales tax measures.



# TRANSPORTATION FUNDING SOURCES

California’s transportation network receives funding from federal, State, local, and tribal governments, and private revenue sources (Chart 1). Federal, State, and local revenues are collected through: 1) user fees and taxes, 2) property access charges, and 3) subsidies. Regional and local governments provide half of California’s transportation funding, whereas, the federal and State governments each provide roughly a quarter of the remaining amount. Caltrans’ Division of Budgets reports that the State’s motor vehicle fees and taxes, alone, will generate approximately

\$17.6 billion (Estimate is prior to COVID-19) in transportation revenues for Fiscal Year (FY) 2020-21 (Chart F, 2020-21 California Transportation Financing Package). The passage of the Road Repair and Accountability Act (2017), also known as California Senate Bill (SB) 1, is expected to provide California over \$5 billion in additional transportation funding annually by increasing motor (gasoline and diesel) fuel tax rates and creating new fee mechanisms. SB 1 will adjust for inflation starting 2020.

## Transportation Funding Sources

<b>User Taxes and Fees</b>	<ul style="list-style-type: none"> <li>» Federal and State gasoline or diesel taxes</li> <li>» Vehicle weight fees (debt service)</li> <li>» Tolls</li> <li>» Transportation Improvement Fee</li> <li>» Zero-Emission Vehicle Registration Road Improvement Fee</li> <li>» Other various fees</li> </ul>
<b>Property Related Charges</b>	<ul style="list-style-type: none"> <li>» Property taxes</li> <li>» Benefit assessment districts</li> <li>» Developer fees</li> </ul>
<b>Subsidies</b>	<ul style="list-style-type: none"> <li>» Sales taxes</li> <li>» General Funds provided by federal, State, and local governments</li> <li>» Externalized Costs</li> </ul>

Source: The Santa Clara Valley Transportation Authority: Introduction to Transportation Funding

## ■ Federal Funds

### *Federal Fuel Excise Tax*

The Internal Revenue Service collects this tax—18.4¢/gallon gasoline and 24.4¢/gallon diesel fuel—and deposits it into the Highway Trust Fund (HTF).

- Approximately 85 percent of the HTF account goes into the Highway Account. FHWA appropriates funding to each state for specific purposes (Chart 22).
- The remaining 15 percent of the HTF account goes into the Transit Account. The FTA allocates this funding to regional agencies and local transit providers in each state for specific transit purposes (Chart 23).
- California receives most of its federal tax contributions through the Federal Obligation Authority (OA).

For more information visit: [www.fhwa.dot.gov/policy/olsp/fundingfederalaid](http://www.fhwa.dot.gov/policy/olsp/fundingfederalaid).

## ■ State Funds

### *State Fuel Excise Tax*

Beginning July 1, 2020, state fuel excise taxes are subject to annual inflation rate adjustments. The inflation adjusted rates for FY 2020-21 are 50.5¢/gallon on gasoline and 38.5¢/gallon on diesel fuel. State Fuel Excise Tax revenues (Chart 2) are shared between the State Highway Account (SHA) and the Road Maintenance & Rehabilitation Account (RMRA), and local entities, according to a statutory formula (Chart 4), while also backfilling the truck weight fee revenue.

Under Article XIX of the California Constitution, revenues raised from taxes and fees must be spent on transportation improvement efforts. In addition, SB 1 mandates implementation of cost savings and accountability practices such as streamlining the environmental process, identifying specific performance measures, and improving transportation investment reporting accuracy.

The excise tax on gasoline is comprised of two taxes:

- For FY 2020-21, the inflation adjusted base gasoline excise tax is 32¢/gallon. This rate will be adjusted annually for inflation. Of the total 32¢/gallon, 19.2¢ is split as follows: cities and counties receive approximately 36 percent of this revenue, while the remaining 64 percent goes to the SHA. The remaining 12.8¢ is deposited directly into the RMRA (Chart 2).
- The incremental excise tax (formerly known as the price-based excise tax) for FY 2020-21 is 18.5¢/gallon. This rate will be adjusted annually for inflation. This revenue is first used to backfill weight fees. Any remaining funds are allocated among local roadways (44 percent), new construction projects (STIP, 44 percent), and highway maintenance and rehabilitation (SHOPP, 12 percent).

For FY 2020-21, the State's diesel excise tax is 38.5¢/gallon (Chart 3). This rate will be adjusted annually for inflation. Pursuant to SB 1, the diesel sales tax was increased by 4 percent on November 1, 2017.

The State also collects excise taxes on general aviation and aircraft jet fuel (Chart 17).

<sup>1</sup> [www.cdtfa.ca.gov/formspubs/1504.pdf](http://www.cdtfa.ca.gov/formspubs/1504.pdf)

### *Vehicle Taxes and Fees*

SB 1 created two new transportation funding mechanisms—the transportation improvement fee and the zero-emission vehicle registration fee:

- The Transportation Improvement Fee (TIF) charges vehicle owners an annual fee based on the current market value of a vehicle—for calendar year 2020, the TIF ranges from \$27 to \$188—at the same time vehicle registration fees are due. This fee is used to fund transportation related purposes and is adjusted annually for inflation on January 1, every year based on the California Consumer Price Index (Chart 3).
- The Zero-Emission Vehicle Registration Fee, effective July 1, 2020, charges electric vehicle owners an annual flat \$100 fee that will be adjusted for inflation starting on January 1, 2021. This fee only applies to electric vehicles with the model year 2020 and newer. Fees will be transferred to the RMRA for various transportation related purposes (Chart 3).

### *State Sales Tax*

The California Department of Tax and Fee Administration (formerly the California Board of Equalization) collects state sales taxes on gasoline, aircraft jet, and diesel fuels. A bulk of the sales tax on gasoline was eliminated on July 1, 2010, but a collection of 2.25 percent remains. Revenues generated from the sales tax on gasoline are allocated for non-transportation related purposes.

A sales tax rate of 7.25 percent applies to aircraft jet fuels and is utilized for aviation and airport needs. The state sales tax on diesel fuel is 13 percent and allocated for public transportation and transit purposes. About 10.5 percent of these tax revenues<sup>1</sup> apply to public transportation funding, which is specifically apportioned out for the following purposes (Chart 7):

- 4.75 percent base sales tax is given to the State and local transit agencies through the Public Transportation Account (PTA) for State Transit Assistance (STA). This account provides revenue for State and local transit purposes as outlined in the Transportation Development Act (TDA).
- 0.5 percent (SB 1 created) is dedicated to the State Rail Assistance Program. This program provides funding to intercity and commuter rail

agencies for operation and capital purposes.

- 5.25 (1.75 percent incremental sales tax and 3.5 percent SB 1 sales tax increase) percent is dedicated to the STA program for local transit operation and capital purposes.

### *Truck Weight Fees*

The State collects commercial vehicle fees based on weight, generating over \$1 billion a year. The California Department of Motor Vehicles (DMV) calculates weight fees based on the gross weight of commercial vehicles. These fees are deposited into the SHA and then transferred to the Transportation Debt Service Fund to pay for transportation bond debt (Chart 6).

### *Proposition 1B Bonds*

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) authorized the State to sell \$19.9 billion in general obligation bonds for transportation projects. This Act provides California funding for congestion relief, goods movement facilitation, air quality improvement, and safety and security enhancements to improve the transportation network (Chart 9).

### *Motor Vehicle License and Other Fees*

The State collects vehicle license, registration, and driver license fees. These revenues are allocated to the California Highway Patrol (CHP) and DMV for traffic law enforcement and regulations (Chart 21). For more information on California's transportation funding structure visit: <https://catc.ca.gov/reports-resources/annual-reports>.

## ■ Local and Other Funds

Various local funding sources provide additional revenues for numerous transportation purposes.

### *Local Sales Tax Measures (Self-Help Counties)*

Counties can adopt a sales tax increase for transportation programs. The passage of a local sales tax measure requires 2/3 of local voter approval, generally lasting 20 to 30 years (Chart 11).

TRANSPORTATION FUNDING IN CALIFORNIA 2020

- Twenty-five counties have implemented sales tax measures for their transportation needs
- Four transit authorities have approved permanent local tax measures

### *TDA of 1971*

This act is funded by the Local Transportation Fund (LTF) and the STA fund. Revenues for the LTF are generated from a 0.25 percent general statewide sales tax for local transportation purposes. STA funds are derived from the statewide sales tax on diesel fuel (Charts 7 and 8).

### *Transit Fares*

Provided approximately \$1.8 billion<sup>2</sup> (2016) for local transit systems in California.

### *Local General Funds and Other Local Funds*

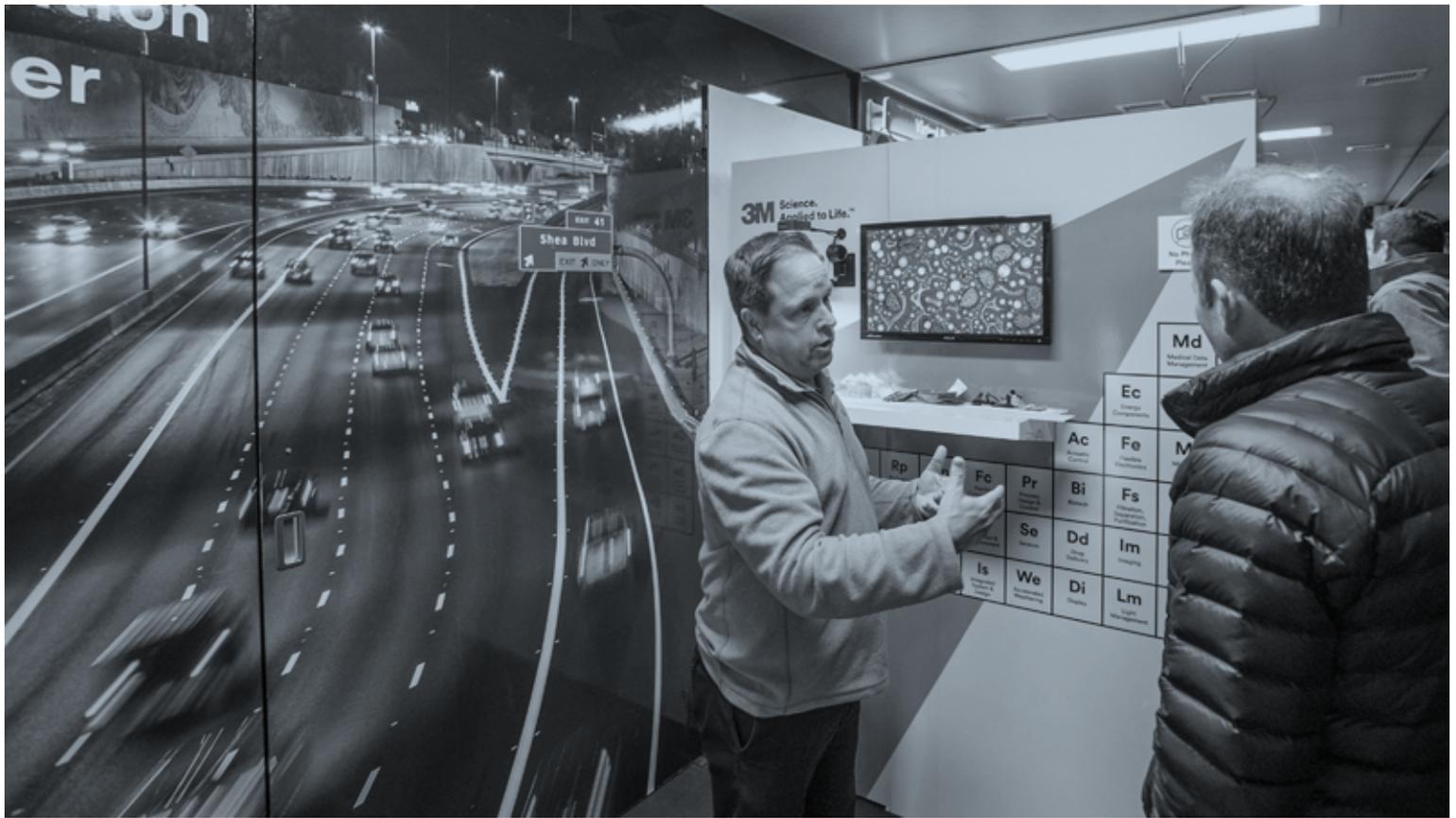
Includes property taxes, developer fees, street assessments, bonds, fines, and forfeitures (Chart 10).

## ■ California Senate Bill 1 — The Road Repair and Accountability Act of 2017

As mentioned, in addition to the excise tax increases (Chart 2), the Legislature created two new fees that generate additional revenues for California's transportation system (Chart 3). The first of which is the Transportation Improvement Fee that became effective January 1, 2018. For 2020, this additional registration fee ranges from \$27 to \$188 and is based on a vehicle's market value (Chart 3). The second fee is the Zero-Emission Vehicle Road Improvement Fee, which requires zero-emission vehicle owners to pay \$100 annually per vehicle beginning with the 2020 model year (Chart 3).

Aside from established transportation revenue mechanisms, current practices may need to be revised in the future because of emerging innovations such as alternative energy vehicles. As more people turn to electric vehicles, fuel tax revenues will decrease over time and impact the transportation network.

<sup>2</sup> <https://bythenumbers.sco.ca.gov/Raw-Data/Transit-Operators-Raw-Data-for-Fiscal-Years-2003-2/ez7u-5dub>



### *California Road Charge Pilot Program*

As required by Senate Bill (SB) 1077 (DeSaulnier, 2014), the State assessed the potential for mileage-based revenue collection, as an alternative to the motor fuel tax system, to preserve and maintain road and highway infrastructure. A strategy such as a road charge may be necessary given the expected reduction in fuel excise revenue as vehicles become more fuel efficient.

The CTC assembled a 15-member Road Charge Technical Advisory Committee (TAC) to develop recommendations for the design of a Road Charge Pilot Program. This nine-month pilot had more than 5,000 vehicles participate and recorded over 37 million miles driven, through six different reporting methods (manual to high technology options). In December of 2017, California State Transportation Agency (CalSTA) submitted its findings from this effort to the Legislature, the CTC, and the TAC. This effort proved that a road charge revenue mechanism can be functional, but further research is needed to determine if it can be implemented given ever-changing technology, innovation, and adoption feasibility. For additional information on the pilot program and

ongoing research efforts, visit:

<https://dot.ca.gov/programs/road-charge/faqs>.

# FEDERAL AND STATE TRANSPORTATION PROGRAMMING

Federal and State governments allocate revenue by programming funds for policy initiatives.

## ■ Federal Programming

Congress authorizes the federal government to spend its transportation revenue on programs that support public policy interests for a given amount of time—typically a five- to six-year period. An authorization sets the maximum amount of funding that can be appropriated to such programs each fiscal year (FY). Congress reviews appropriation bills to allocate funding for all federal agencies, departments, and programs annually, providing the legal authority for federal agencies to spend money during the upcoming FY on administered programs. The federal government can only allocate up to the maximum amount identified in the authorization for the upcoming year. FHWA and FTA are the main recipients of federal transportation funding; funds are allocated to each state based on various program requirements.

### *Current Federal Authorization: Fixing America's Surface Transportation (FAST) Act*

President Barack Obama signed into law the FAST Act on December 4, 2015, allocating \$305 billion for transportation purposes over a five-year span (Federal FY 2016-2020). The FAST Act focuses on improving the nation's surface transportation infrastructure and enhancing the safety of this network. In addition, the passage of the FAST Act resulted in several changes to programs that FHWA and FTA administer (Charts 22 and 23). The U.S. House of Representatives passed the Investing in a New Vision for the Environment and Surface Transportation (INVEST) in America Act, to replace

the FAST Act that will sunset on September 30, 2020. However, the Senate has not yet released their version of the bill to replace the FAST Act. For additional information visit: <https://www.transportation.gov/fastact/>.

## ■ State Programming

Similar to federal programming, the Legislature dictates how State revenues are spent on the transportation network. The Legislature appropriates State funding for specific purposes each year.

### *State Transportation Improvement Program (STIP):*

The STIP funds new construction projects that add capacity to the transportation network. STIP consists of two components, Caltrans' Interregional Transportation Improvement Program (ITIP) and regional transportation planning agencies' Regional Transportation Improvement Program (RTIP). STIP funding is a mix of State, federal, and local taxes and fees (Chart 5).

### *State Highway Operation and Protection Program (SHOPP)*

This program provides funds for pavement rehabilitation, operation, and safety improvements on State highways and bridges.

### *Local Assistance Program*

Caltrans administers more than a billion annually in federal and State funding to over 600 cities, counties, and regional agencies. The program provides entities

with the opportunity to improve their transportation infrastructure or provide additional services.

**Public Transportation Account (PTA) according to Transportation Development Act (TDA)**

The PTA primarily supports the STA, intercity rail, and transit capital improvements. The STA program disburses funding to transportation entities based on a formula that is dependent on an area’s population and transit operator revenues. These entities then redistribute funding to transit operators within their region for purposes such as operating assistance, capital acquisition and improvement, and transit services (Chart 8).

**Proposition 1B: Transportation Bonds**

As mentioned previously, Proposition 1B projects focus on improving State highways and local roads, transit networks, passenger rail, freight mobility, and air quality. In partnership with the CTC, Caltrans is responsible for administering most of the Proposition

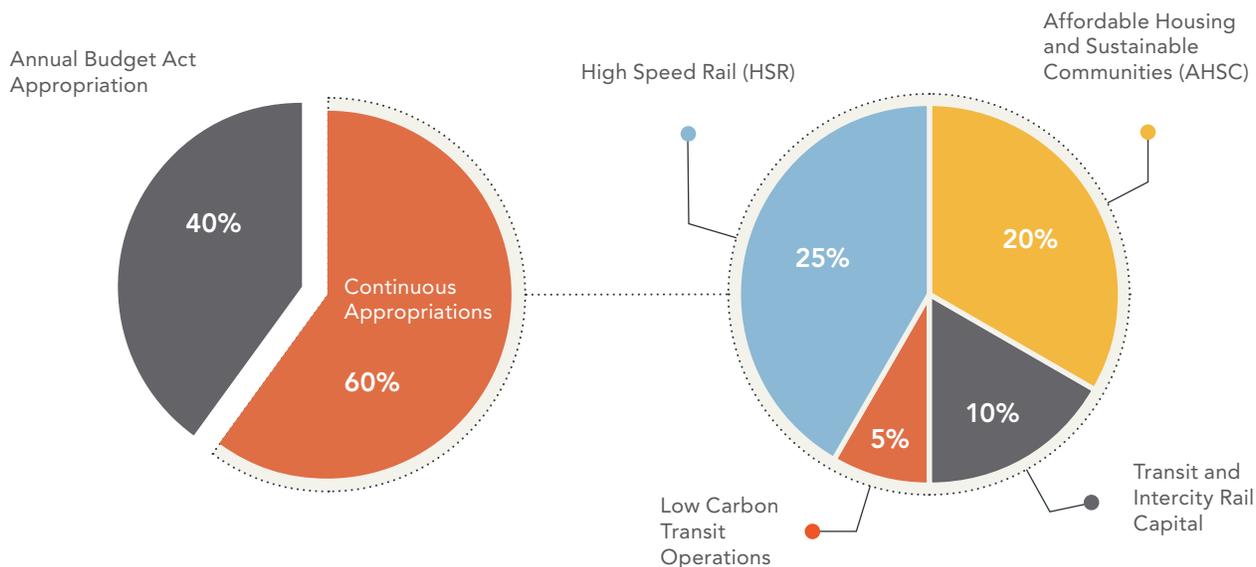
1B funds. Roughly 98 percent of Proposition 1B funding has been extended. Proposition 1B funds are used for the following purposes: SHOPP, Trade Corridors Improvement Fund program, State Route 99, intercity passenger rail, local transit, and seismic retrofitting of local bridges and overpasses (Chart 9). For more information visit:

[www.bondaccountability.dot.ca.gov/bondacc](http://www.bondaccountability.dot.ca.gov/bondacc).

**Cap-and-Trade**

Assembly Bill (AB) 32 (Pavley and Nunez, 2006) requires the reduction of greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (ARB) adopted “cap-and-trade” to meet this goal. This market mechanism policy places a “cap” on entities responsible for 85 percent of the State’s GHG emissions. As part of the cap-and-trade program, ARB conducts quarterly auctions and sells emission allowances that generate billions of dollars in State revenue over multiple years. Proceeds from these auctions are deposited into the Greenhouse Gas Reduction Fund.

**SB 862: Cap-and-Trade Revenue Allocation**



Source: CA Air Resources Board (2017). CA Climate Investments Using Cap-and-Trade Auction Proceeds.



SB 862 (Pavley, 2014) appropriates revenue from the Greenhouse Gas Reduction Fund for three purposes. One of the purposes tied to transportation is the Sustainable Communities and Clean Transportation investment category. This appropriation dedicates 60 percent of cap-and-trade revenue as continuous appropriations for High Speed Rail (HSR) (Chart 15), Affordable Housing and Sustainable Communities, Transit and Intercity Rail Capital Program, and Low Carbon Transit Operations Program (Charts 14 and 15). The remaining 40 percent of funds is available for the Legislature to direct toward future objectives through annual budget act appropriation (Cap-and-Trade Revenue Allocation chart, p.18).

The creation of a carbon market also allows businesses that emit less than their allowance, the ability to sell them to others in a secondary market. Businesses that need extra allowances to make up for their shortfall to reduce GHGs can purchase them from entities that do not use their entire allotment. Businesses face steep fines if their allotment is exceeded. Business sectors that purchase allowances generally include heavy industrial, electricity and natural gas producers (stationary sources) and transportation services (mobile

sources). Governor Jerry Brown extended the cap-and-trade to December 2030 through AB 398 (2017).

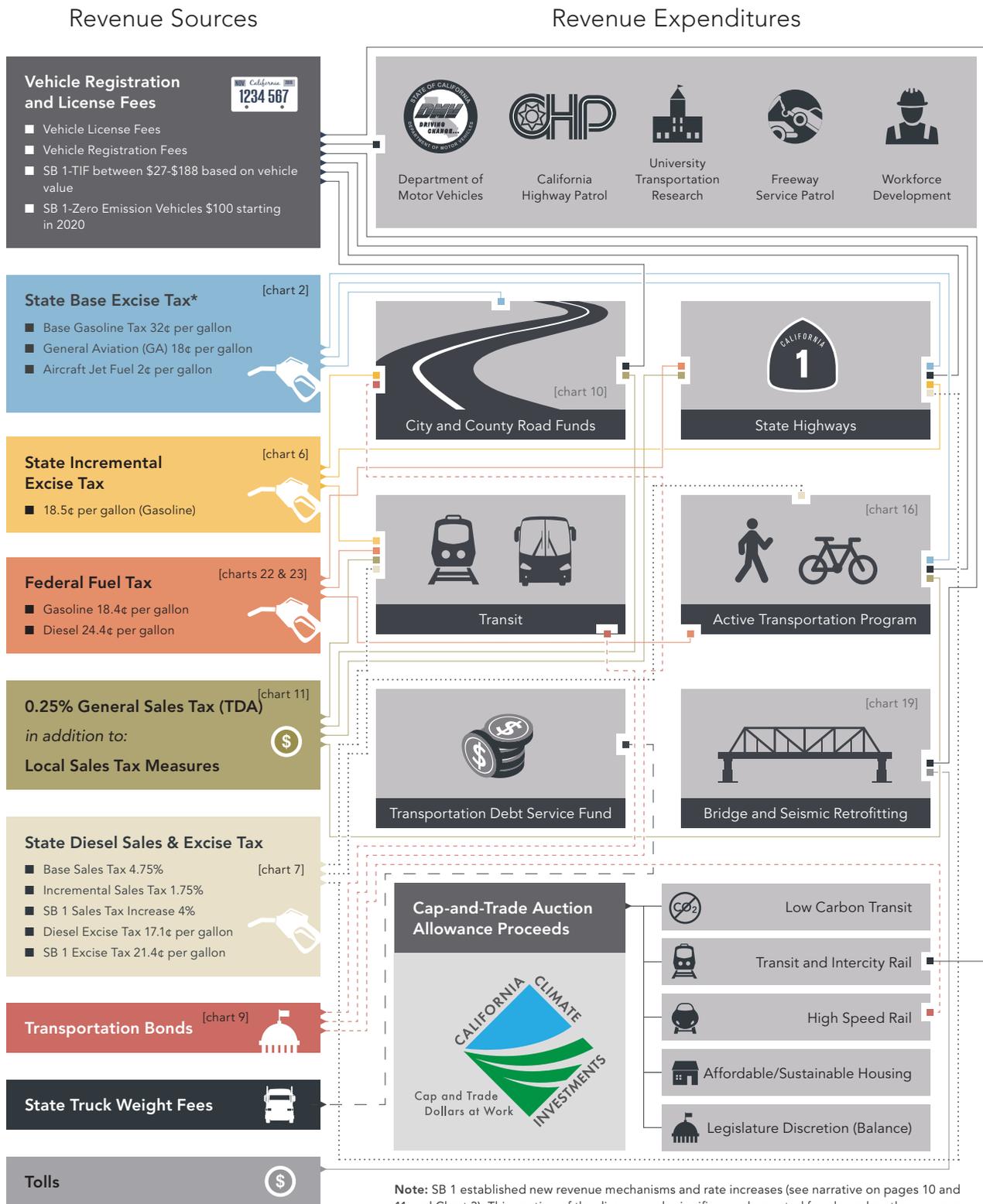
#### *Active Transportation Program (ATP)*

In response to the federal Surface Transportation Block Grant Program, the State's ATP was created on September 26, 2013, with the passage of California SB 99 (Chapter 359, Statutes of 2013), and California AB 101 (Chapter 354, Statutes of 2013). Millions of federal and State dollars are allocated to the ATP each year (Chart 16). This program funds safe routes to school, pedestrian, bicycle, and trail projects. Furthermore, at least 25 percent of the program's funding must be provided for disadvantaged communities (Chart 16). The CTC is responsible for adopting guidelines and programming projects, while Caltrans is responsible for administering the program. For more information visit: <https://catc.ca.gov/programs/active-transportation-program>.

# TRANSPORTATION FUNDING CHARTS



# A SIMPLIFIED OVERVIEW OF FY 2020-21 TRANSPORTATION FUNDING: CHART 1

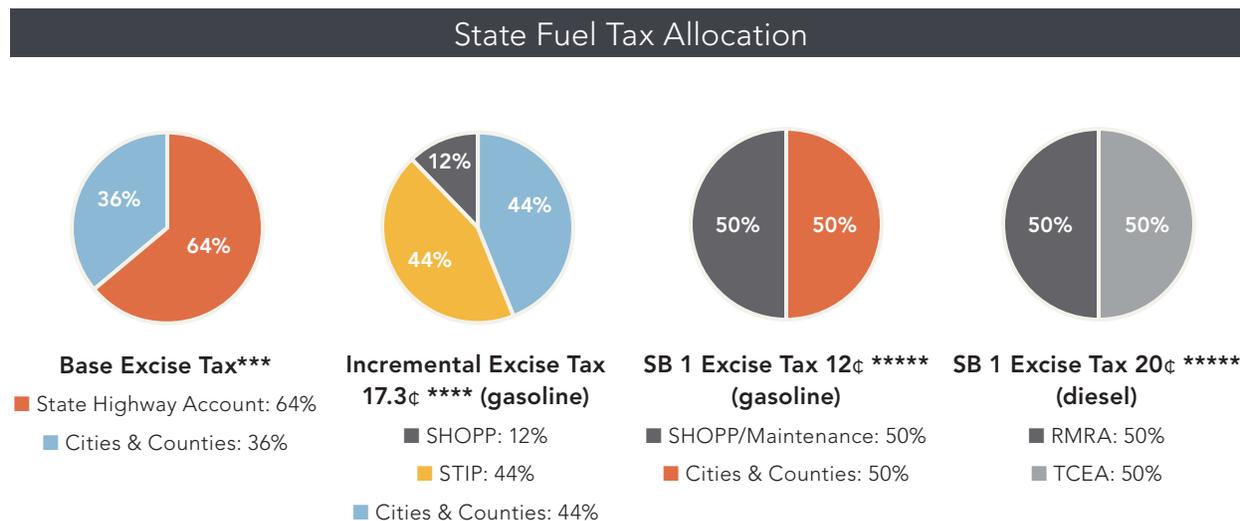
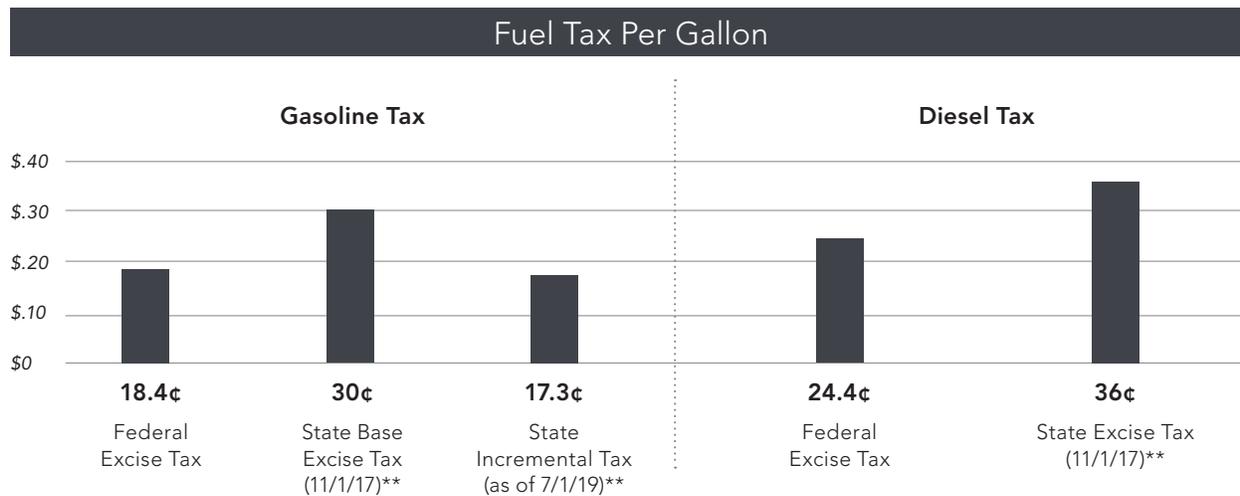


**Note:** SB 1 established new revenue mechanisms and rate increases (see narrative on pages 10 and 11 and Chart 3). This portion of the diagram only signifies newly created fees based on the passage of SB 1 (2017). Revenues from these fees are allocated to state entities and programs.

\* State base excise tax also pays for Refunds and Transfers Account as well as Aeronautics Account.

## FUEL EXCISE TAX: CHART 2\*

(Revenue & Taxation Code, §7360 & 7361.1)



\* Does not include CPI adjustments.

\*\* Tax rates identified reflect established SB 1 (2017) increases. The gasoline and diesel fuel excise taxes will be adjusted for inflation starting July 1, 2020. SB 1 also increased the sales tax rate for diesel fuel, see Chart 6.

\*\*\* The 64/36 split only applies to California's excise tax on motor fuels: 1) 18¢ of the 30¢ State Excise Tax on gasoline and 2) 16¢ of the 36¢ excise tax on diesel.

\*\*\*\* The Fuel Tax Swap was first enacted in 2010 (Assembly Bill (AB) x8-6 and Senate Bill (SB) 70). The Fuel Tax Swap eliminated the sales tax on gasoline and replaced it with the price-based excise tax. Due to conflicts created by the passage of Propositions 22 and 26 by voters, the Legislature reenacted the Fuel Tax Swap through AB 105 (2011). The Fuel Tax Swap eliminated the sales tax on gasoline and replaced it with the price-based excise tax. The California Board of Equalization (BOE) was required to adjust this rate annually. The passage of AB 105 (2011) also authorized the redirection of weight fees from the SHA to the General Fund to pay off obligation bond debt service for specified voter-approved transportation bonds. This chart only reflects funding based on the incremental portion of the excise tax. A large portion of the incremental excise tax goes to SHA to backfill diverted weight fees. After that the resources are allocated to SHOPP, STIP and Local Streets and Roads.

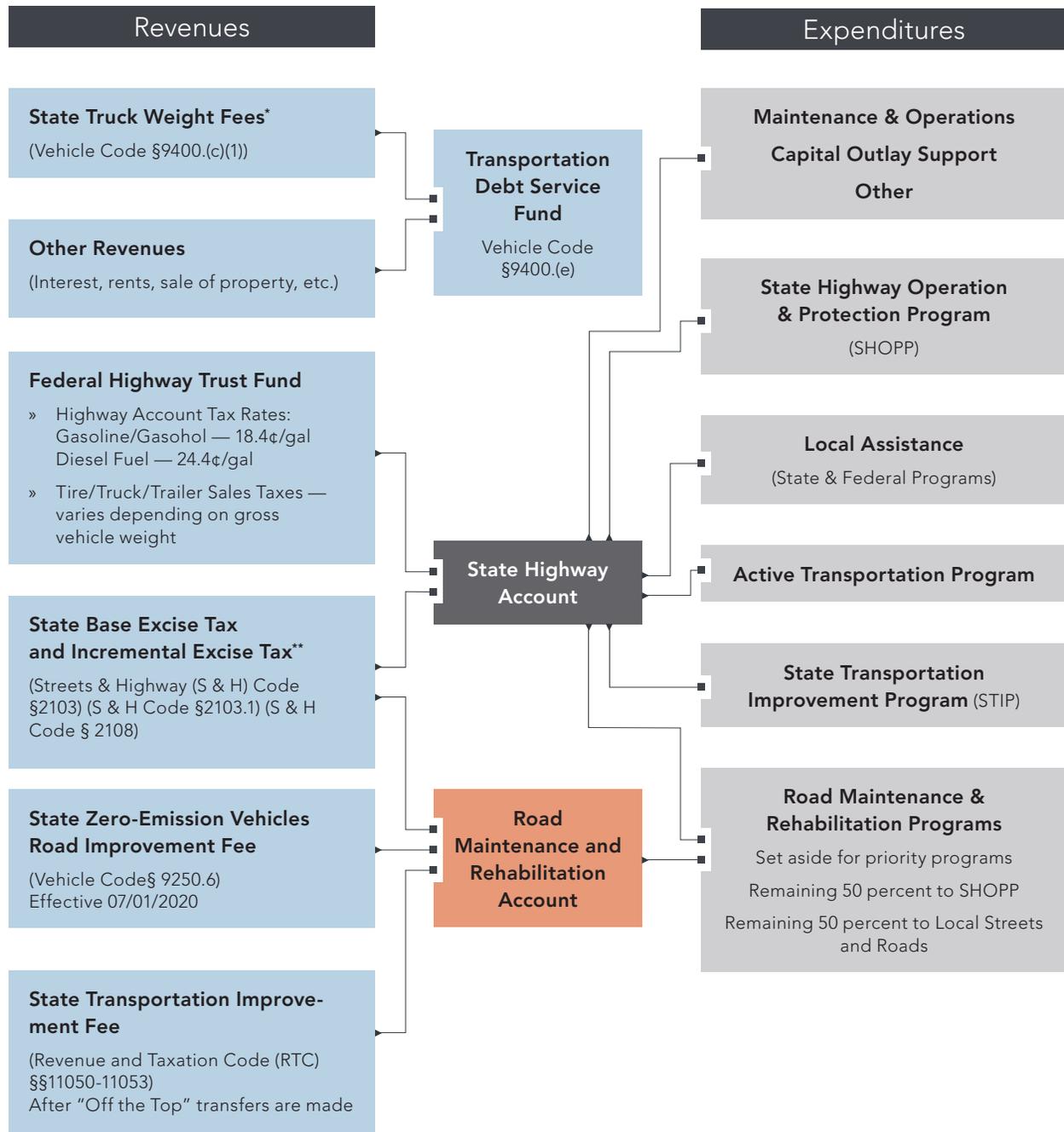
\*\*\*\*\* Specific to the RMRA, after funding for specific transportation programs, revenue will be allocated equally between state and local transportation purposes. See Chart 3 or Chart 4 for more information.

## OVERVIEW OF SENATE BILL 1 (2017): CHART 3\*



\* Projected amounts were prior to impacts of COVID-19 pandemic.

# STATE AND FEDERAL HIGHWAY FUNDING: CHART 4

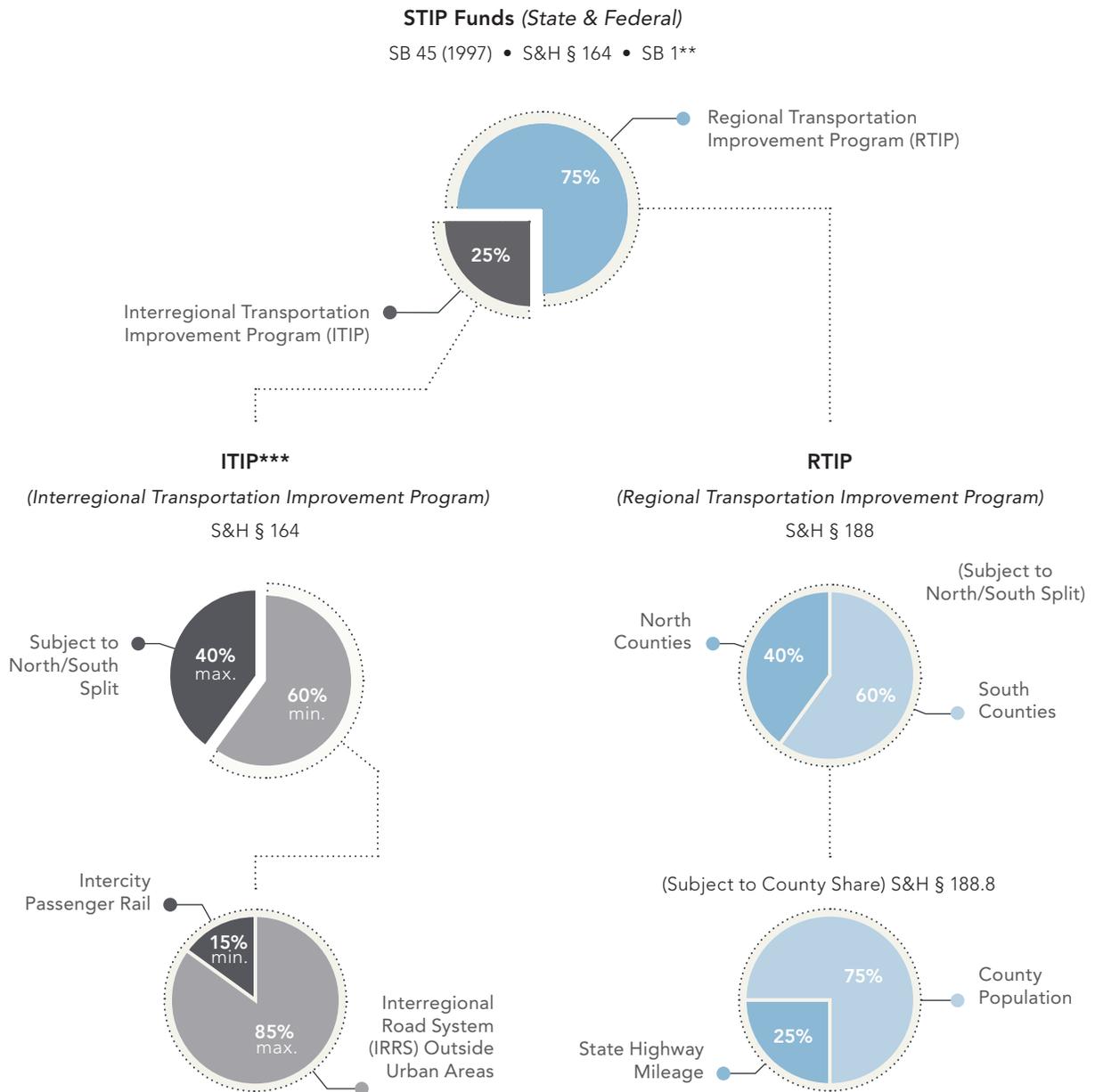


\* Assembly Bill 105 (Fuel Tax Swap) directs revenues from the Truck Weight Fees to pay transportation bond debt service and loans to the General Fund.

\*\* The Fuel Tax Swap was originally enacted in 2010 as ABX8 6/SB 70 and re-enacted in 2011 through AB 105 in response to Propositions 22 and 26 (2010). The Road Maintenance and Rehabilitation Act of 2017 (SB 1) replaces the price-based excise tax with an incremental excise tax of 17.3¢ per gallon rate on July 1, 2019.

# STIP FUNDING DISTRIBUTION: CHART 5

## State/Region, North & South Splits\*, and County Shares



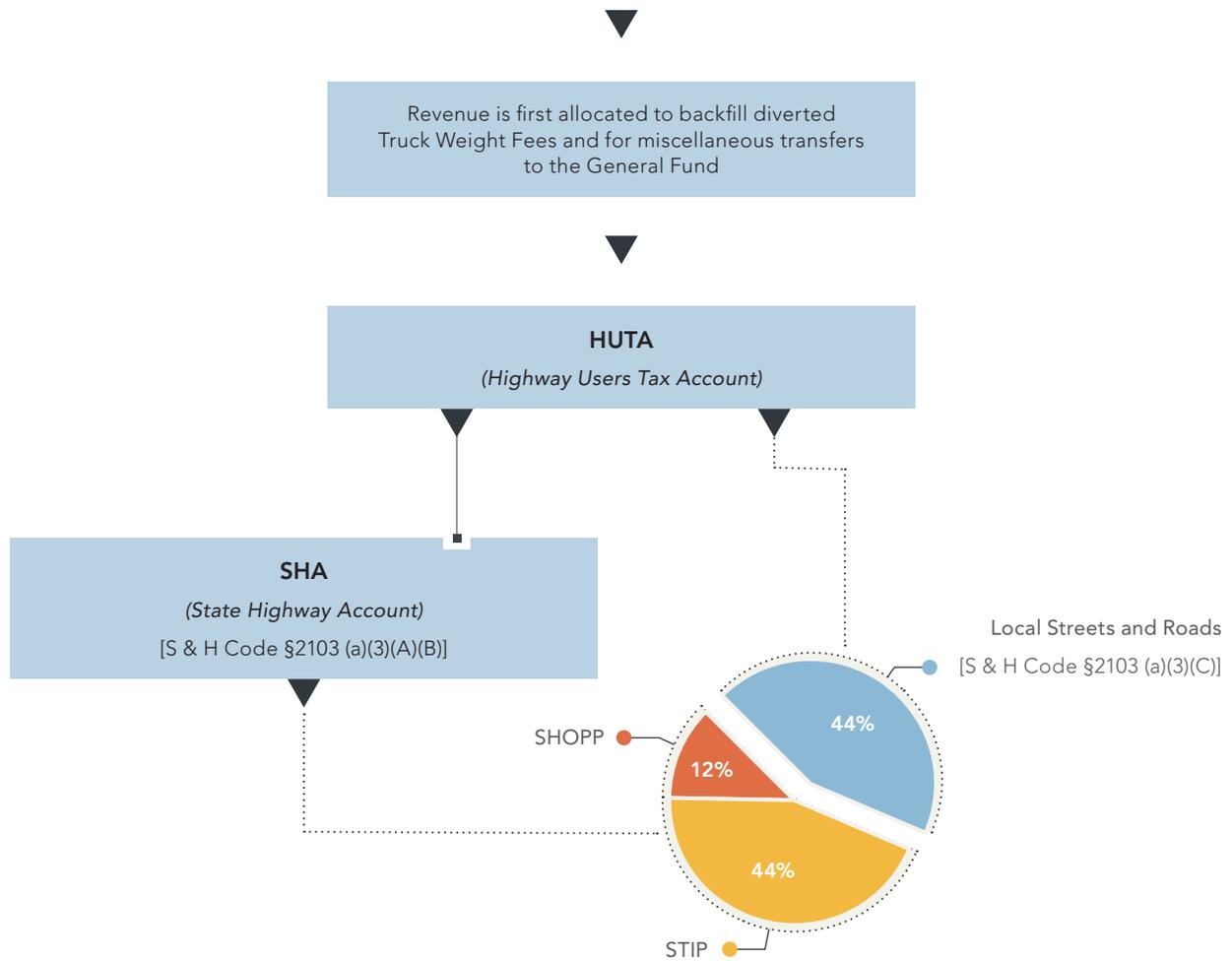
\* The "split" is in reference to SB 45 (1997). It is geographically defined as: 60 percent of funds are allocated to 13 southern counties, while the remainder is allocated to the remaining 45 northern counties. For more information, visit [https://lao.ca.gov/2000/051100\\_cal\\_travels/051100\\_cal\\_travels\\_decisions.html](https://lao.ca.gov/2000/051100_cal_travels/051100_cal_travels_decisions.html)

\*\* SB 1 provides stable funding to the State Transportation Improvement Program over the next 10 years. For more information, visit [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201720180SB1](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB1)

\*\*\* For more information on the ITIP, visit <https://dot.ca.gov/programs/transportation-programming/office-of-capital-improvement-programming-ocip>

# INCREMENTAL EXCISE TAX: CHART 6

## Incremental Excise Tax\* (Fiscal Year 2020-21)

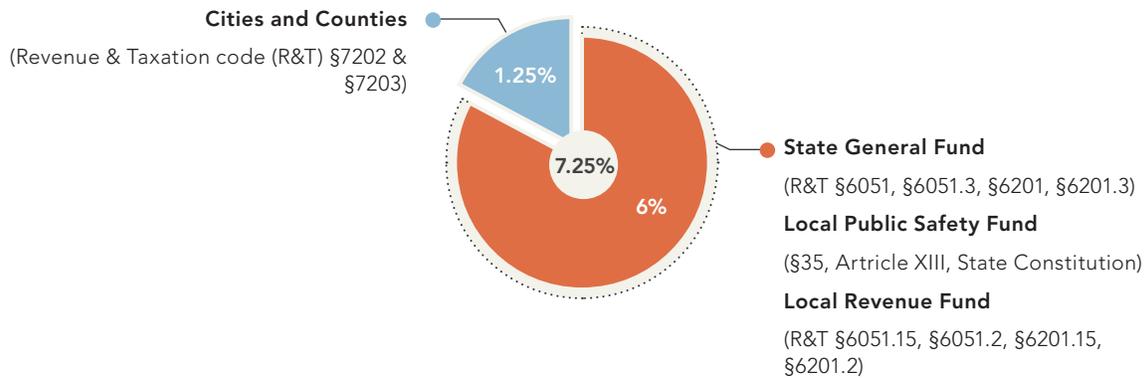


\* The passage of SB 1 eliminates the fuel tax swap revenue neutrality adjustment made by the BOE. This rate will be fixed at 17.3¢/gal. effective 7/1/19 and adjusted for inflation every year after by the California Department of Tax and Fee Administration.

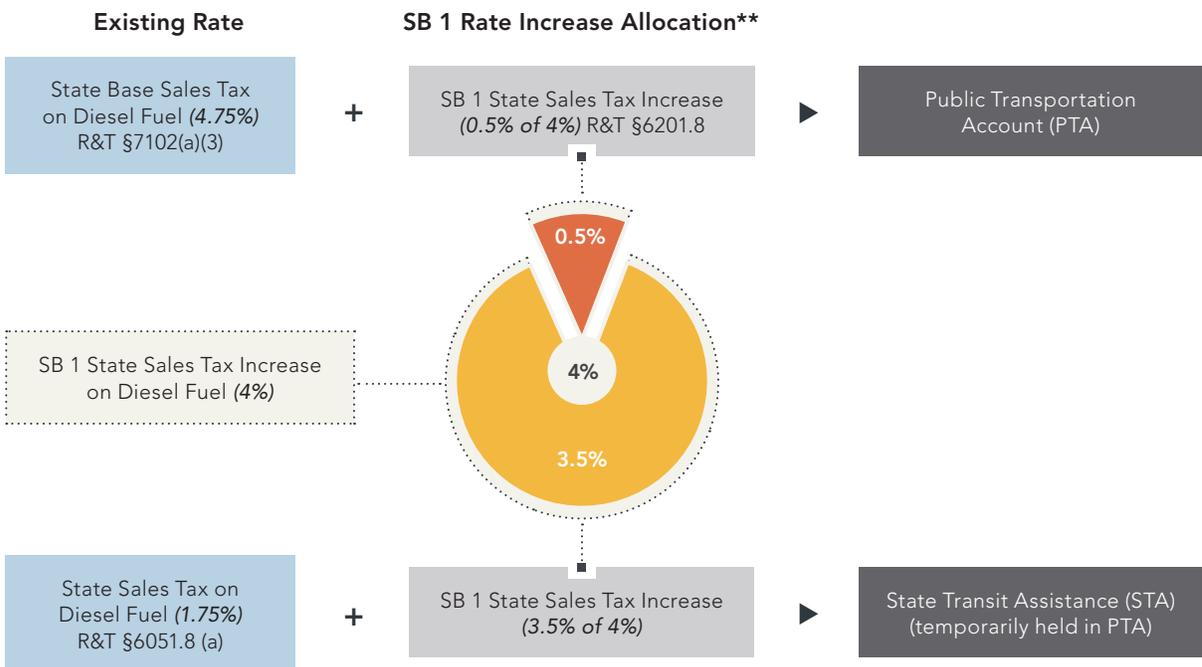
The allocation structure of AB 105 (2011) will remain in place. Truck weight fee revenues from the SHA can still be used to pay down transportation debt services and loans in the Transportation Debt Service Fund.

# STATE SALES AND USE TAX RATE: CHART 7

## California Statewide Base Sales and Use Tax (7.25%)\*



## Statewide Diesel Fuel Sales Tax Rate Allocation



\* In addition to State and local taxes the counties, cities and towns in California may impose one or more district taxes which range from 0.1% to 1%.

\*\* SB 1 increased the sales tax on diesel fuel by 4% on 11/1/17. PTA receives 0.5% and STA receives 3.5% of this SB 1 rate increase. Total Diesel Sales Tax rates is 13% as of 11/1/2017.

# PUBLIC TRANSPORTATION ACCOUNT REVENUES (PTA): CHART 8



## PROPOSITION 1B: CHART 9

### Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006

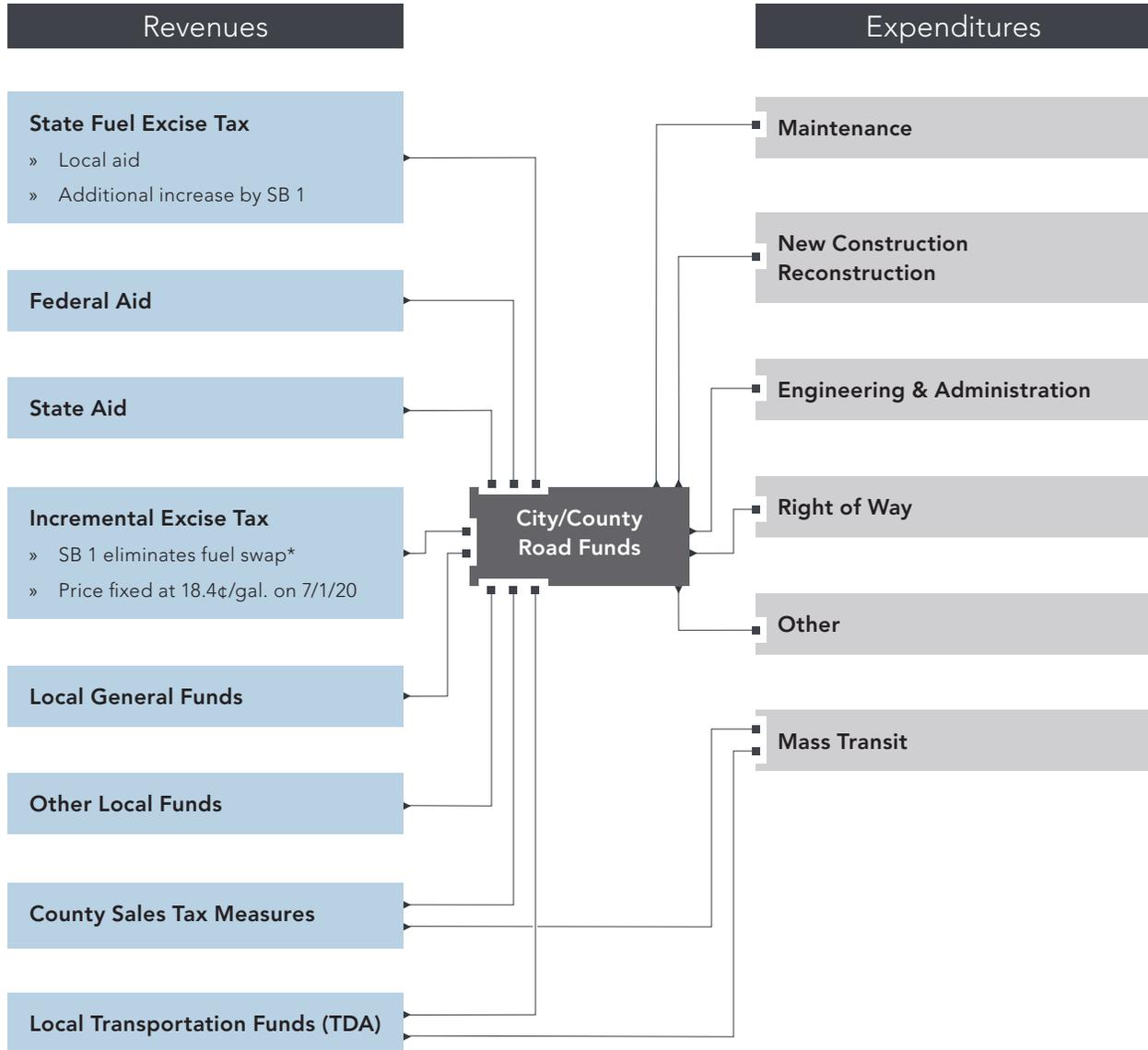
(Authorizes \$19.9 Billion in General Obligation Bonds)

Account/Program	Available (Billions)	Committed (Billions)	Allocation Plan
Corridor Mobility Improvement Account (CMIA)	\$4.50	\$4.50	<ul style="list-style-type: none"> <li>■ Performance improvements on highly congested travel corridors</li> <li>■ Projects are nominated by Caltrans &amp; MPOs/RTPAs</li> <li>■ CTC develops guidelines and approves projects</li> </ul>
Public Transp. Modernization, Improvement & Service Enhancement and Intercity Rail Improvement	\$4.00	\$4.00	<ul style="list-style-type: none"> <li>■ Public Transportation Projects</li> <li>■ Intercity Rail Improvements (\$400M)</li> <li>■ Funds allocated by formula to local agencies</li> </ul>
California Ports Infrastructure, Security, and Air Quality Improvement	\$3.10	\$3.10	<ul style="list-style-type: none"> <li>■ Multimodal improvements along federal trade corridors (\$2B)</li> <li>■ Freight emission reductions along trade corridors (\$1B ARB)</li> <li>■ Grants for port, harbor, ferry terminals security (\$100M)</li> </ul>
STIP Funding Augmentation	\$2.00	\$2.00	<ul style="list-style-type: none"> <li>■ Deposited in Transportation Facilities Account</li> </ul>
Local Streets and Road Improvement, Congestion Relief, and Traffic Safety	\$2.00	\$2.00	<ul style="list-style-type: none"> <li>■ Allocated by Legislature</li> </ul>
State Route 99 Improvements	\$1.00	\$0.99	<ul style="list-style-type: none"> <li>■ Corridor's safety, operational enhancements, rehabilitation or capacity improvements</li> </ul>
State-Local Partnership Program	\$1.00	\$1.00	<ul style="list-style-type: none"> <li>■ State matching funds for local projects (5-year program)</li> </ul>
Transit System Safety, Security, and Disaster Response	\$1.00	\$0.93	<ul style="list-style-type: none"> <li>■ Allocated by Legislature</li> </ul>
Highway Safety, Rehabilitation, and Preservation	\$0.75	\$0.75	<ul style="list-style-type: none"> <li>■ Augments SHOPP funding</li> <li>■ Includes \$250M for traffic light synchronization projects</li> </ul>
Highway-Railroad Crossing Safety	\$0.25	\$0.25	<ul style="list-style-type: none"> <li>■ High-priority grade separation and railroad crossings</li> </ul>
School Bus Retrofit & Replacement	\$0.20	\$0.20	<ul style="list-style-type: none"> <li>■ Reduction of air pollution &amp; child exposure to diesel exhaust</li> </ul>
Local Bridge Seismic Retrofit	\$0.13	\$0.13	<ul style="list-style-type: none"> <li>■ Provides the 11.5% required match for the federal Highway Bridge Replacement and Repair funds</li> </ul>

For more information visit [www.bondaccountability.dot.ca.gov/bondacc](http://www.bondaccountability.dot.ca.gov/bondacc)

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# LOCAL STREET AND ROAD FUNDING: CHART 10



Revenues and expenditures reported in the State Controller, Annual Reports of Financial Transactions:

- » Streets and Roads
- » Transit Operators
- » Transportation Planning Agencies

\* See Road Repair and Accountability Act of 2017 (SB 1)

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# COUNTY TRANSPORTATION SALES TAX MEASURES: CHART 11

## Permanent 0.5% Sales Tax Transit Districts

BART (S.F., Alameda, and Contra Costa)	San Mateo	Santa Clara	Santa Cruz
--	-----------	-------------	------------

### "Self-Help" (Temporary 0.5% Taxes)

County	Duration	Estimated 2020 Revenues (in millions)
Alameda	2015-2045	\$374
Contra Costa	1989-2034	\$96
Fresno	1987-2027	\$85
Imperial	1990-2050	\$14
Los Angeles (1%)	Permanent	\$1,762
Los Angeles (Measure R, 0.5%)	2009-2039	\$881
Los Angeles (Measure M, 0.5%)	2017–Indefinite	\$881
Madera	1990-2027	\$10
Marin*	2005-2025	\$30
Merced	2017-2047	\$17
Monterey (.375%)	2017-2047	\$29
Napa	2018-2043	\$20
Orange	1991-2041	\$369
Riverside	1989-2039	\$205
Sacramento	1989-2039	\$138
San Benito**	2019-2049	\$9
San Bernardino	1990-2040	\$220
San Diego	1988-2048	\$324
San Francisco	1990-2034	\$115
San Joaquin	1991-2041	\$70
San Mateo (Measure A, SamTrans)	1989-2033	\$94
San Mateo (Measure W, .5%, San Mateo County Transit District)***	2019-2049	\$94
Santa Barbara	1990-2040	\$40
Santa Clara	1996-2036	\$257
Santa Clara (VTA 0.125%)	2013-2043 (Est.)	\$64
Santa Clara (VTA-Measure B, 0.5%)	2017-2047	\$257
Santa Cruz	2017-2047	\$21
Sonoma (0.25%)	2005-2025	\$30
Sonoma-Marin (SMART 0.25%)	2009-2029	\$45
Stanislaus	2017-2042	\$51
Tulare	2007-2037	\$41
<b>Total Estimated 2020 Revenue</b>		<b>\$6,643</b>

Article XIII B of the State Constitution provides the authority and requirements for the imposition of local sales tax measures subject to voter approval.

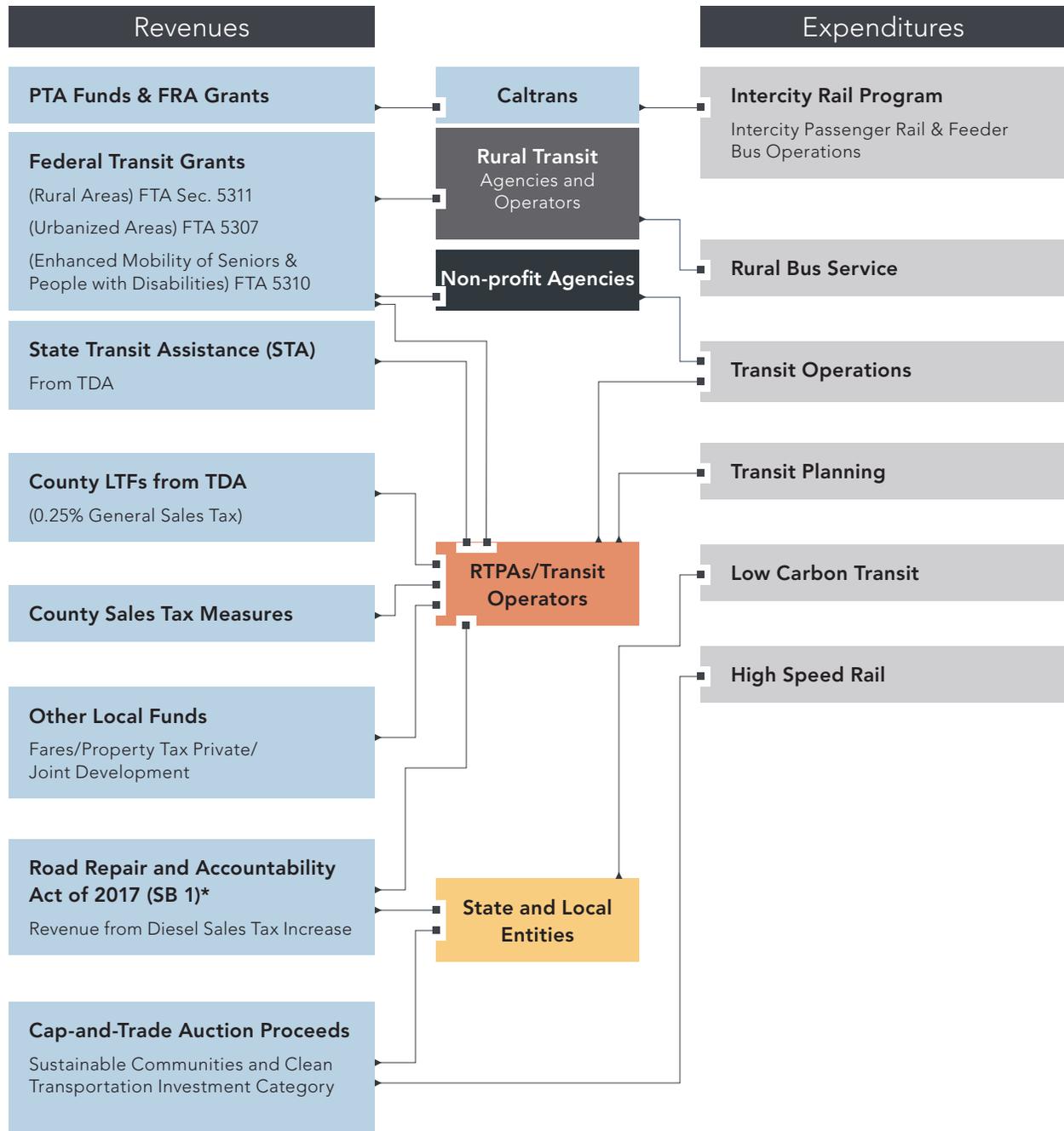
\* Renewal of retail transaction of use (sales) tax. Original one-half cent tax passed in 2004 will expire in 2025. In November 2018, voters renewed this tax for another 30 years.

\*\* Transportation sales tax approved by voters in November 2018. The measure authorizes the county to increase sales tax by 1% with revenue dedicated to road transportation, increasing the total sales tax to 7.25%.

\*\*\* Voters passed a one-half cent sales tax increase in November 2018 to reduce traffic congestion and improve public transportation.

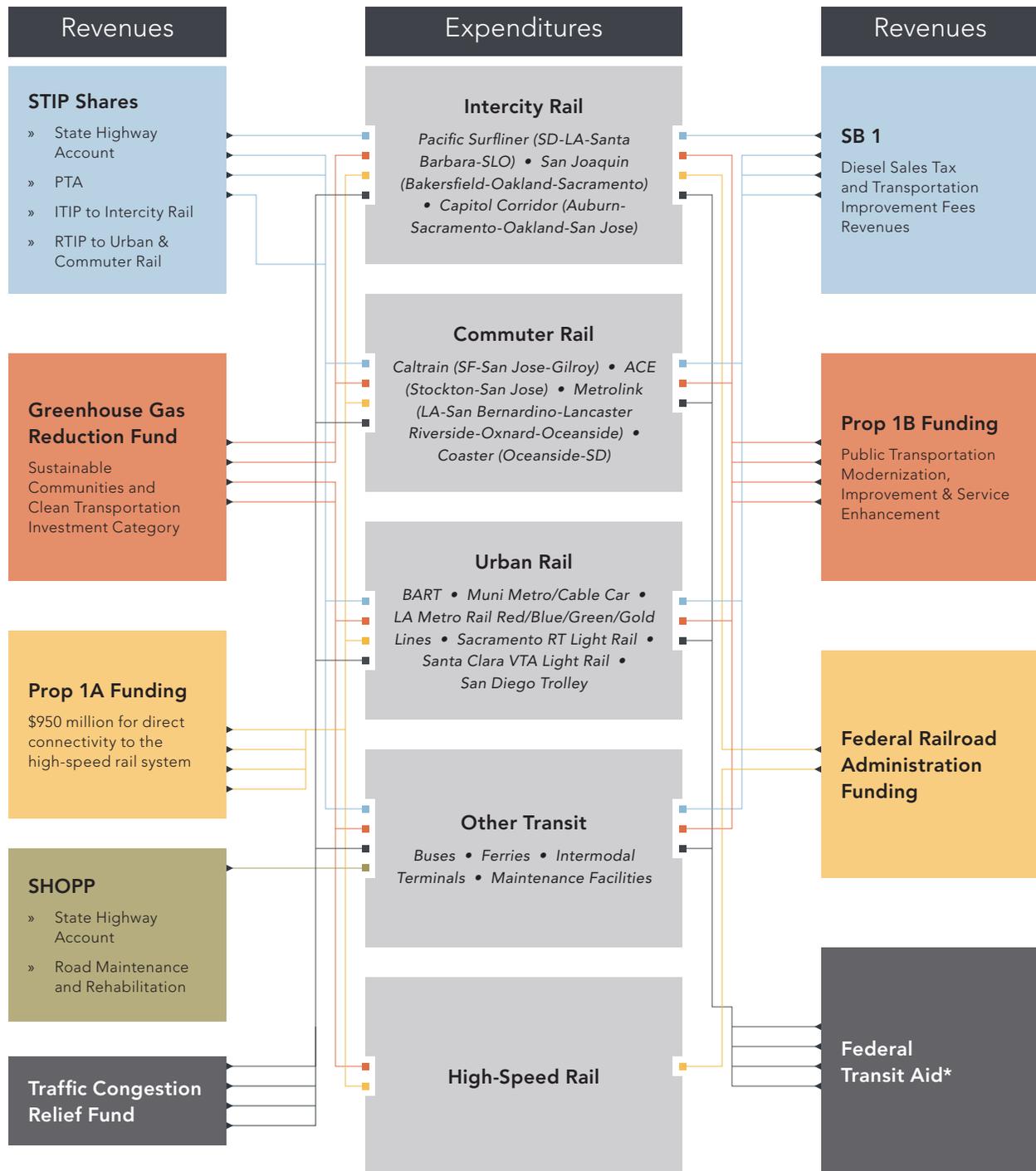
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## TRANSIT AND RAIL OPERATIONS FUNDING: CHART 12



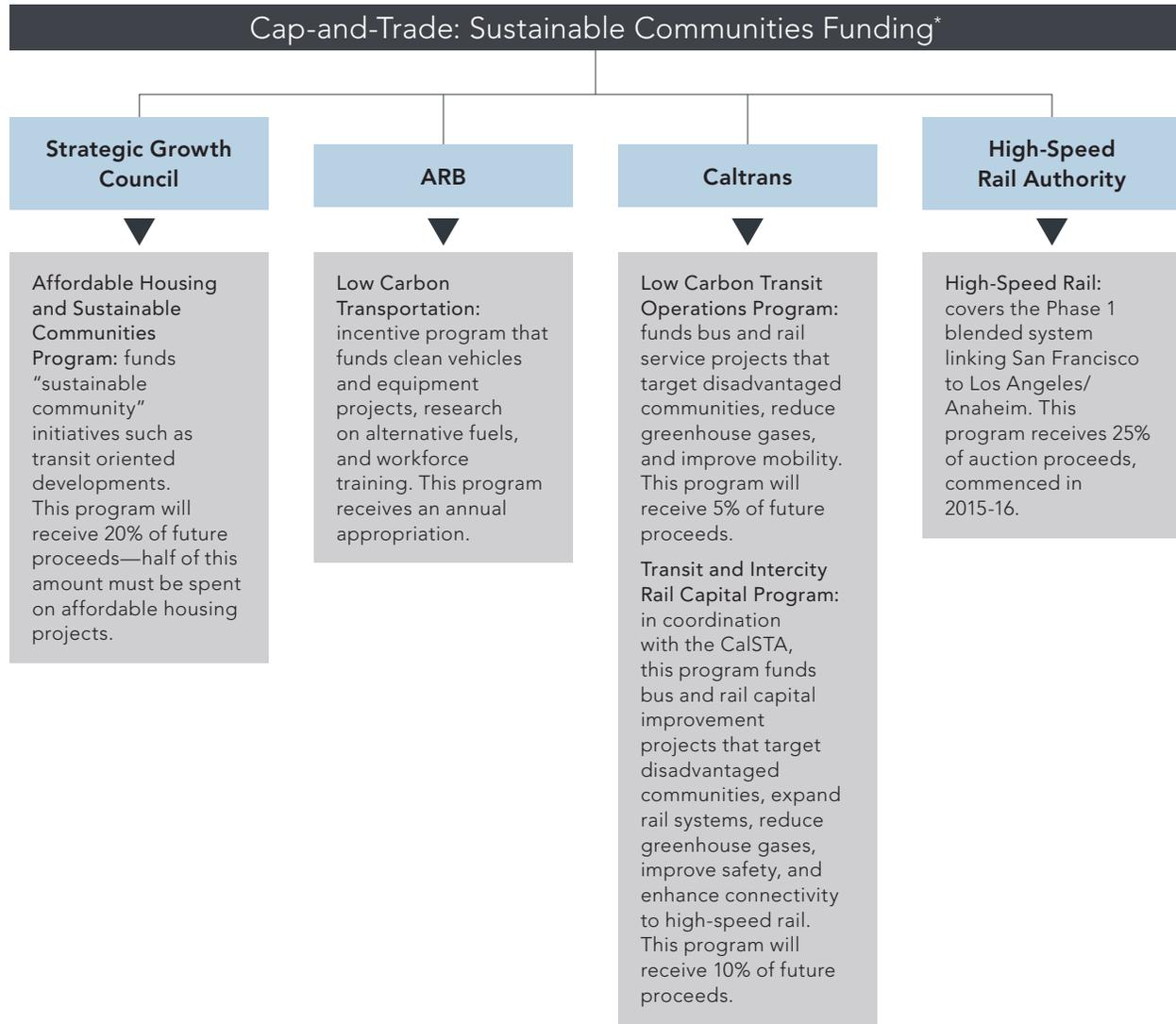
\* See Rebuilding California website at <http://rebuildingca.ca.gov/transit.html>

# TRANSIT AND RAIL CAPITAL FUNDING: CHART 13



\* In addition, Section 104(d)(2) of Federal Highway Act (Title 23 US Code) provides funding for railway/highway crossing hazard elimination in existing and potential high-speed rail corridors.

# CAP-AND-TRADE: SUSTAINABLE COMMUNITIES FUNDING PROGRAMS: CHART 14

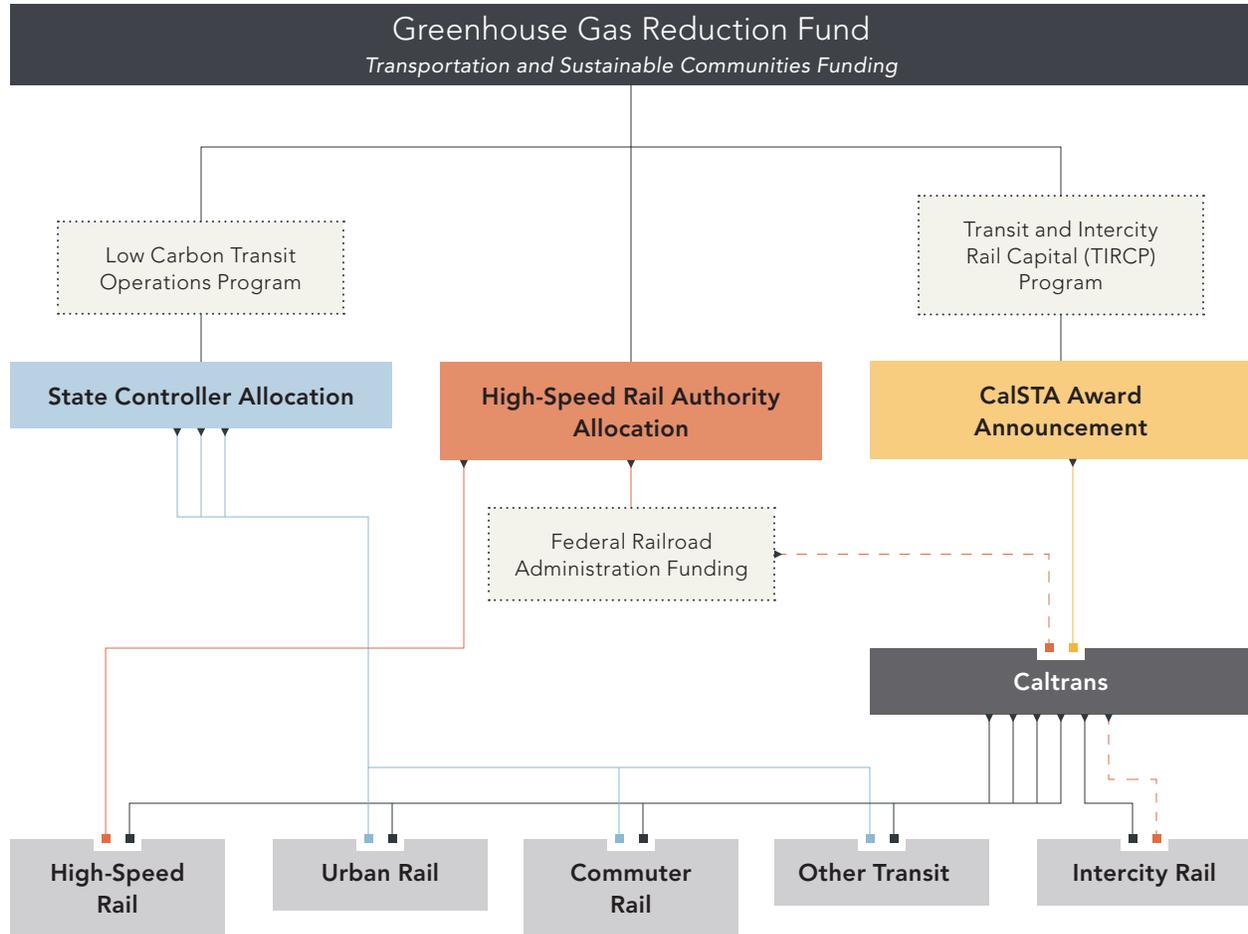


\* The enactment of AB 32, the California Global Warming Solutions Act of 2006, requires the California Air Resources Board to establish a regulatory market-based program. Since 2013, this program sets a "cap" or limit on the amount of greenhouse gas emissions that electric and large industrial plants can produce. Effective January 1, 2015, fuel distributors and suppliers were subjected to the "cap." The "cap" limitation is approximately reduced by 3% per year to reach the state's 2020 greenhouse gas reduction target. The California Legislature and Governor appropriate the collected auction proceeds, known as the Greenhouse Gas Reduction Fund (GGRF), to State agencies for designated purposes. These appropriations are classified by three categories: 1) Transportation and Sustainable Communities Funding, 2) Clean Energy and Energy Efficiency Funding, and 3) Natural Resources and Waste Diversion. This chart only illustrates the Transportation and Sustainable Communities Funding. In addition, the remaining 40% is available for appropriation by state Legislature. Cap-and-Trade program was extended to 2030 on July 25, 2017 (AB 398, Chapter 135).

Please visit the California Air Resources Board's website for more information at <http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/ggrfprogrampage.htm#Transportation>

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# CAP-AND-TRADE AND HIGH-SPEED RAIL FUNDING: CHART 15



# ACTIVE TRANSPORTATION PROGRAM: CHART 16

## Revenue Sources\*

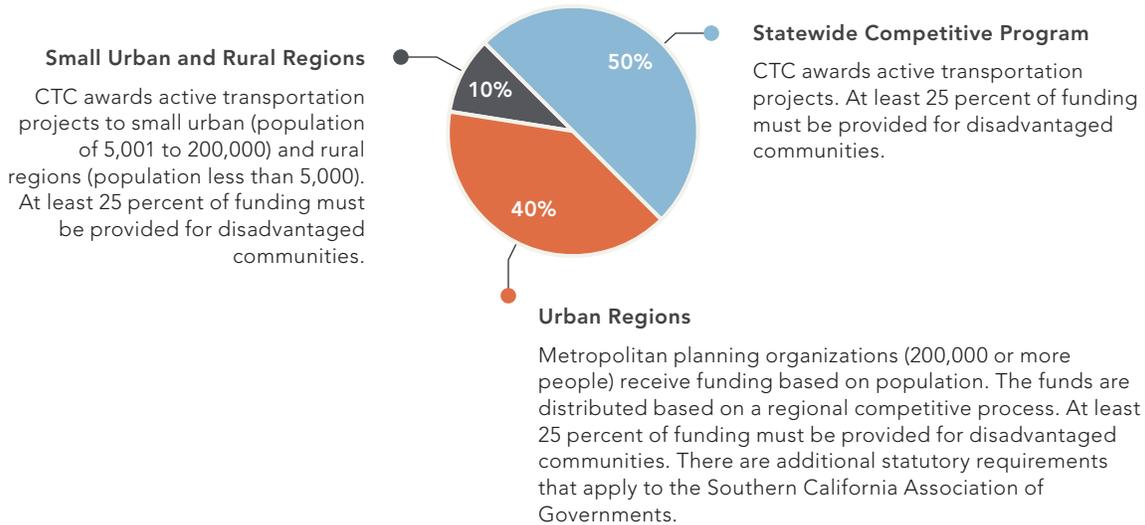
- State Resources**
- » State Highway Account
  - » Road Maintenance and Rehabilitation Account (SB 1)\*\*

- Federal Resources**
- » Federal Highway Account of the Highway Trust Fund
  - » Surface Transportation Block Grant
  - » Highway Safety Improvement Program
  - » Transportation Recreational Trails (non-motorized percentage appropriated to ATP and remaining to Department of Parks and Recreation)
  - » Other Federal Aid

### Active Transportation Program\*\*\*

SB 99, Chapter 359 (2013) and AB 101, Chapter 354 (2013)

*Funds non-infrastructure and infrastructure projects that encourage people to use active transportation modes.*

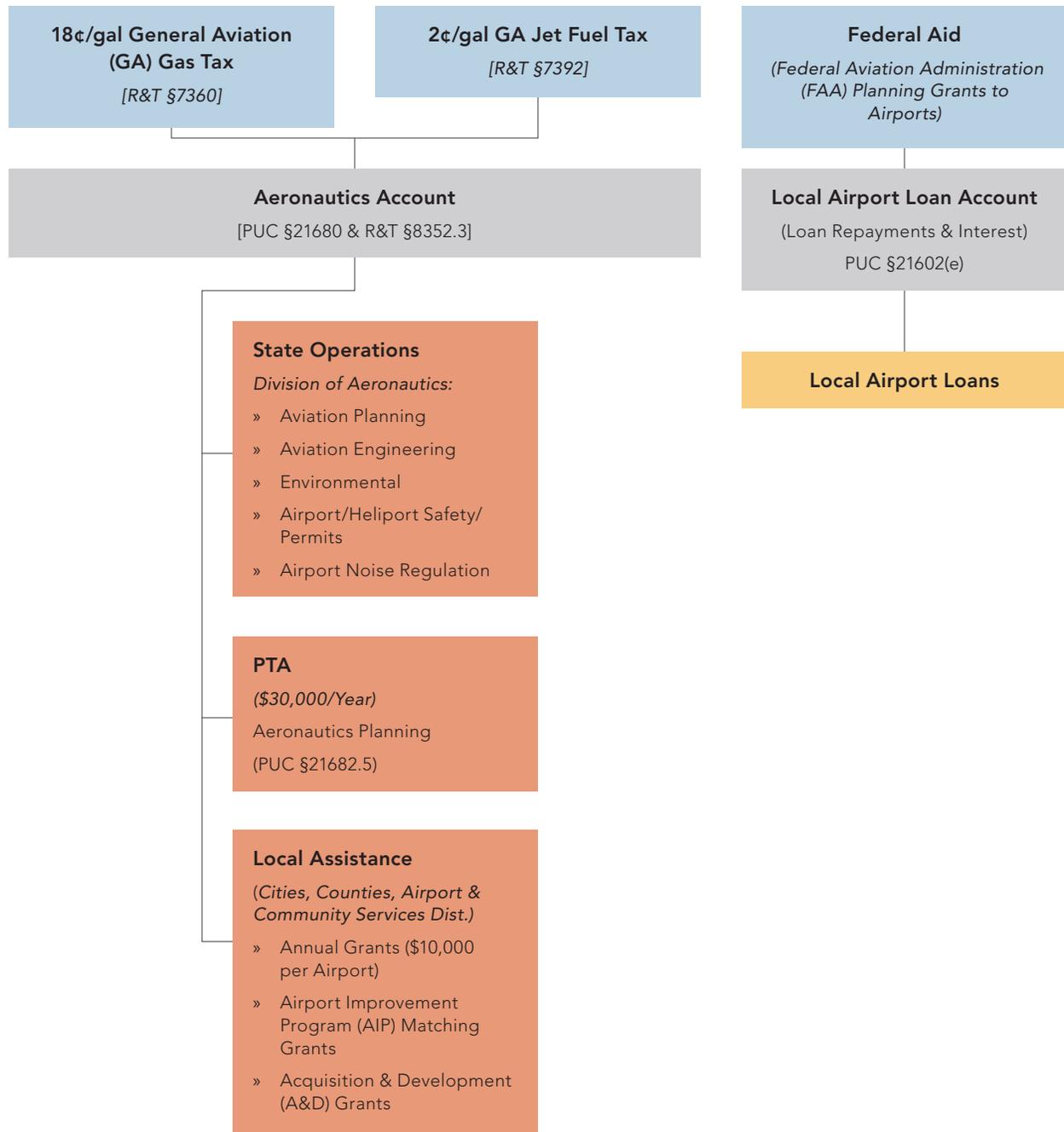


\* Caltrans Active Transportation Program. Retrieved from <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program>

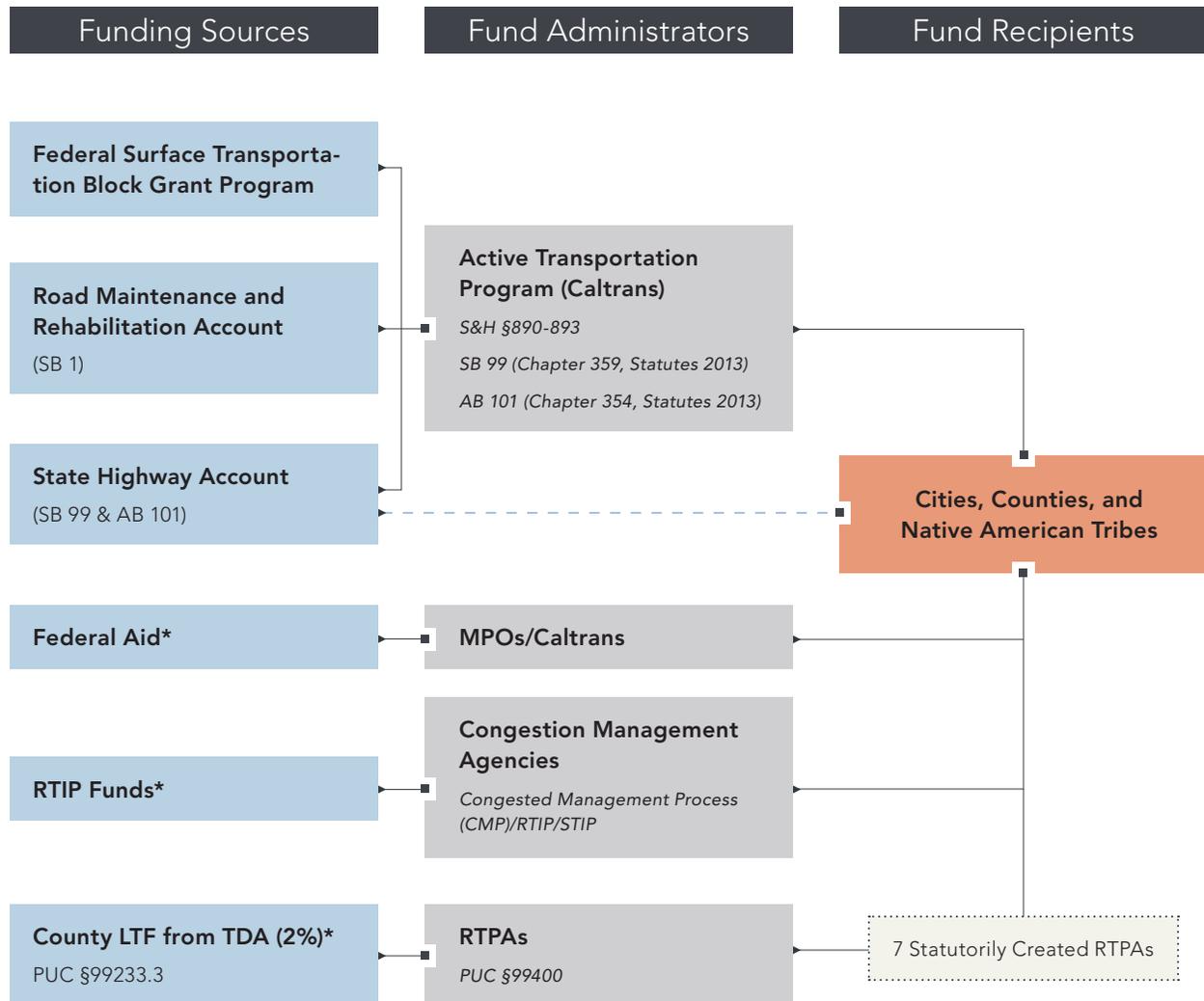
\*\* See Road Repair & Accountability Act of 2017, Chapter 5, Sec. 36, Chapter 2, sub 20329 9a)

\*\*\* California Transportation Commission. 2018. Active Transportation Program Guidelines. Retrieved from <https://catc.ca.gov/programs/active-transportation-program>

# STATE GENERAL AVIATION FUNDING: CHART 17



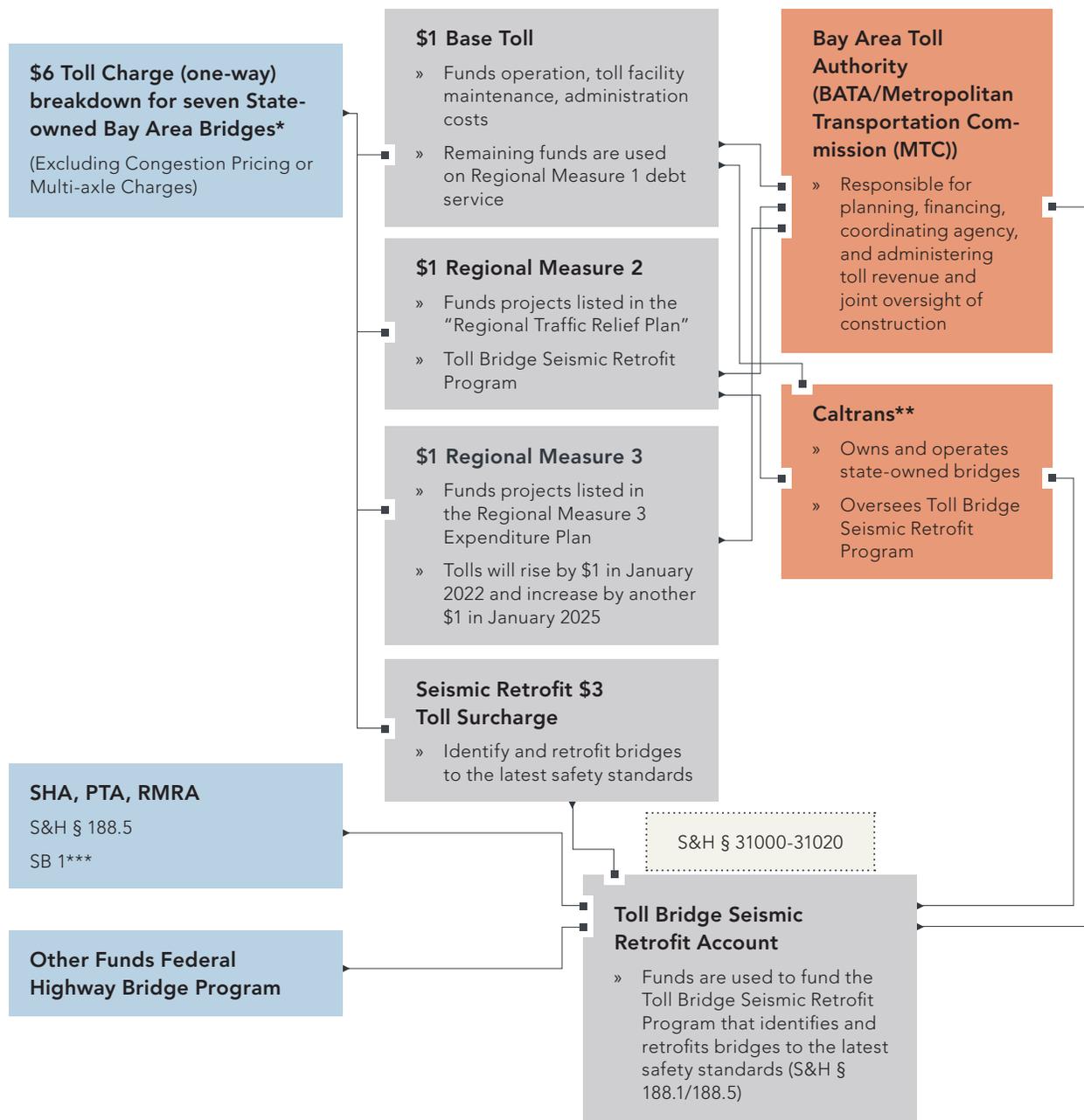
# NON-MOTORIZED TRANSPORTATION FUNDING: CHART 18



\* Bicycle/pedestrian projects are eligible for funding from federal programs: Surface Transportation Block Grant Program/Transportation Enhancement Activities, Better Utilizing Investments to Leverage Development Transportation Discretionary Grants, Associated Transit Improvement, Congestion Mitigation and Air Quality Improvement Program, Highway Safety Improvement Program, National Highway Performance Program/National Highway System, Surface Transportation Program, Recreational Trails Program, Safe Routes to School, Federal Lands Highway & Bridge programs, etc.

The State's Environmental Enhancement Mitigation program and county sales tax measures also provide funding for non-motorized transportation projects.

# STATE TOLL BRIDGE & SEISMIC RETROFIT FUNDING: CHART 19

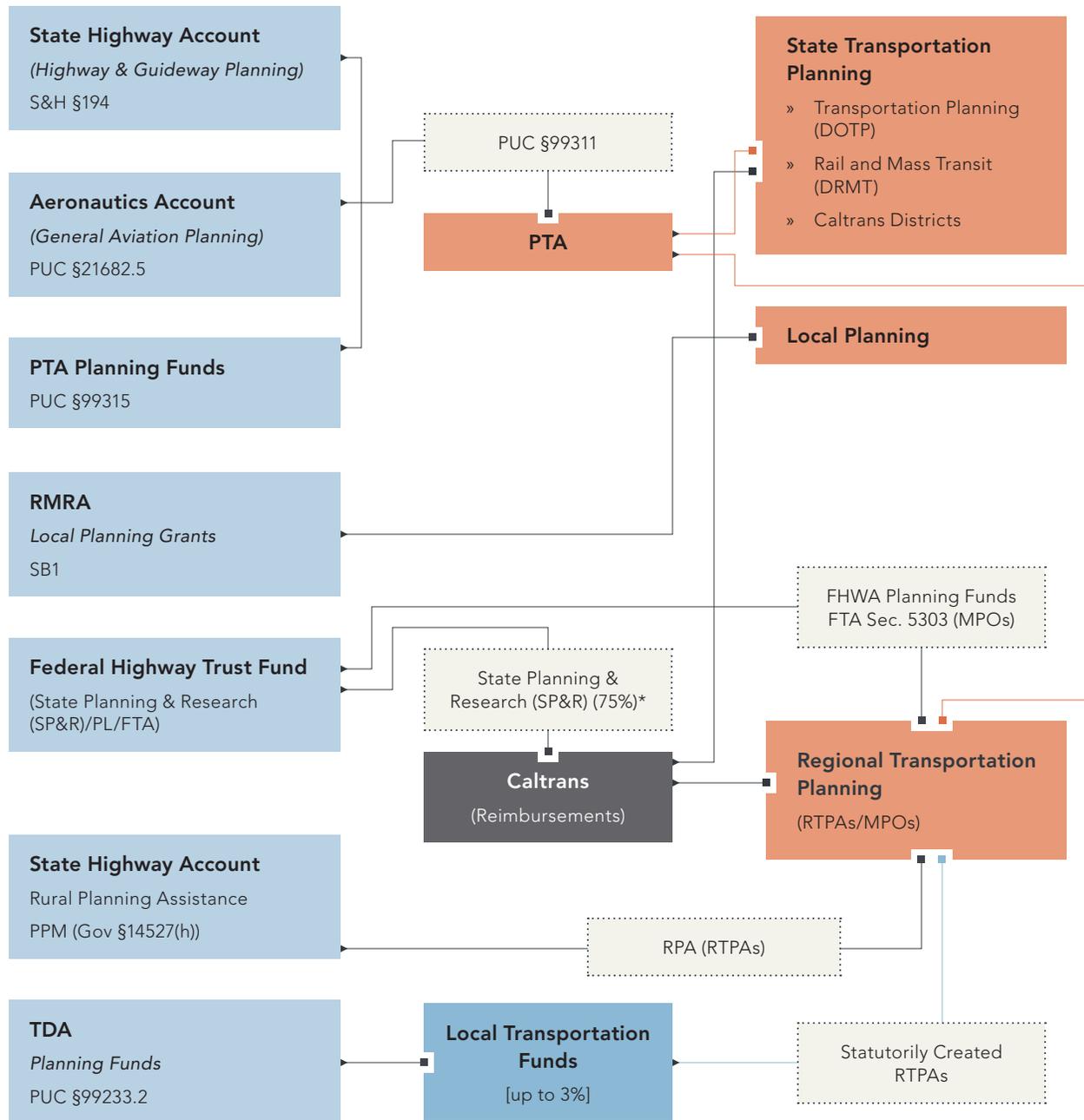


\* San Francisco-Oakland weekday off-peak hours toll is \$5.

\*\* Caltrans collects tolls and is responsible for the maintenance and capital improvements on all state-owned toll bridges (reimbursed by BATA). Assembly Bill 144 (Chapter 71, 2005) provided additional funding of \$3.6 billion from BATA for the Toll Bridge Seismic Retrofit Program.

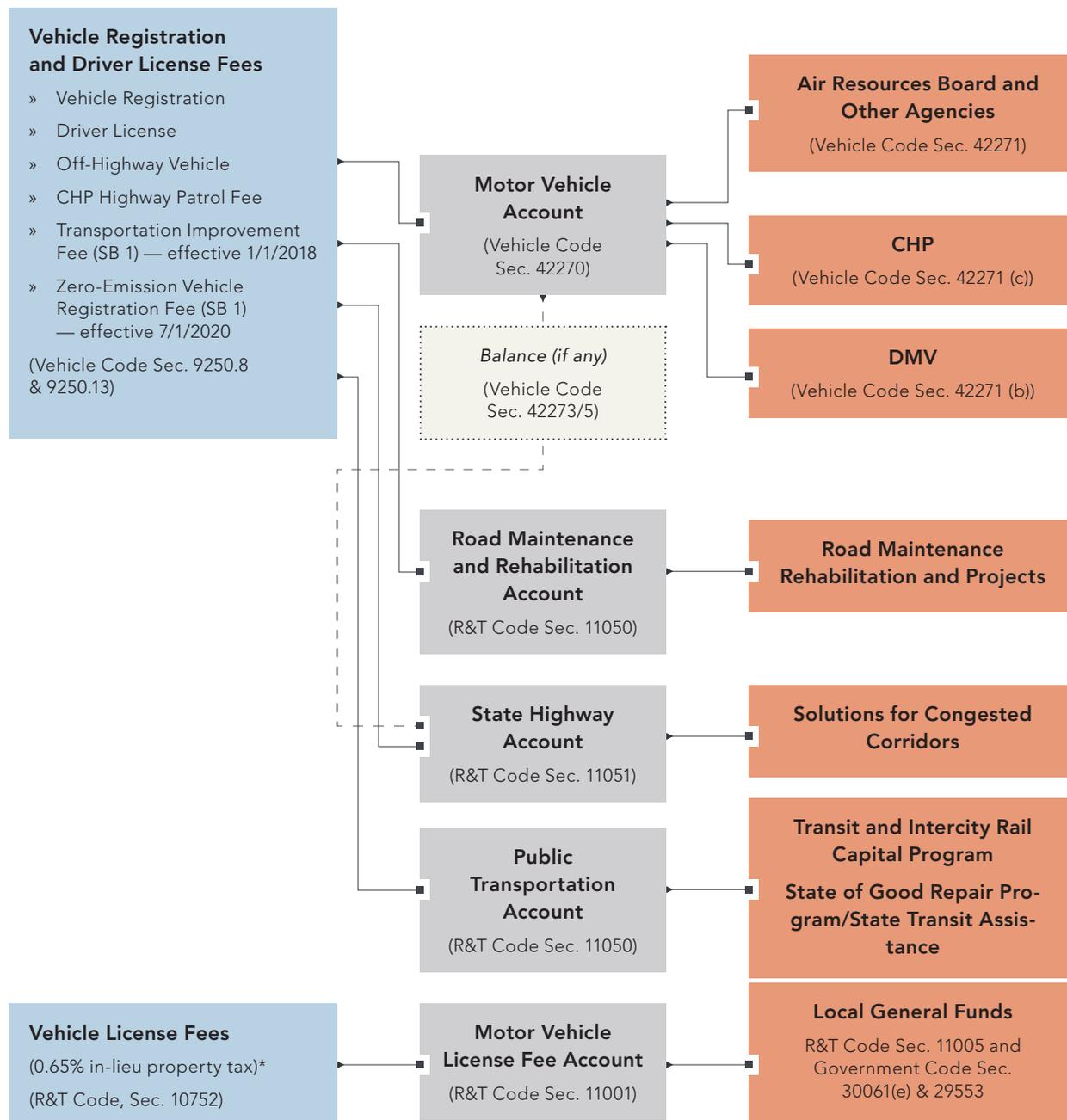
\*\*\* SB1 provides additional funding for bridges and culverts repair and maintenance under Road Maintenance and Rehabilitation Account.

# TRANSPORTATION PLANNING FUNDS: CHART 20



\* The remaining 25% of the SP&R funds are used for research.

# MOTOR VEHICLE FEES: CHART 21



\* In 1998, the Legislature began a series of reductions as stated in Chapter 322, Statutes of 1998 (Cardoza, AB 2797)— 2% vehicle license fee decreased to 0.65% — that became effective in January of 2005.

## FEDERAL-AID HIGHWAY PROGRAMS: CHART 22

### Fixing America’s Surface Transportation Act (FAST Act) Federal Fiscal Year 2016-2020

Program	Description/Provisions
<b>National Highway Performance Program</b>	Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.
<b>Surface Transportation Block Grant Program</b>	Promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
<b>Highway Safety Improvement Program (HSIP)</b>	Aims to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.
<b>Railway-Highway Crossings Program</b>	Provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.
<b>Congestion Mitigation &amp; Air Quality (CMAQ)</b>	Provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).
<b>Metropolitan Planning (PL) Funds</b>	Establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility.
<b>Technology and Innovation Deployment Program</b>	Funds efforts to accelerate the implementation and delivery of new innovations and technologies that result from highway research and development to benefit all aspects of highway transportation.
<b>National Highway Freight Program</b>	<p>Aims to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including;</p> <ul style="list-style-type: none"> <li>■ investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;</li> <li>■ improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;</li> <li>■ improving the state of good repair of the NHFN;</li> <li>■ using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;</li> <li>■ improving the efficiency and productivity of the NHFN;</li> <li>■ improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and</li> <li>■ reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167 (a), (b)]</li> </ul>

For more details: [www.fhwa.dot.gov/fastact/estfy20162020auth.pdf](http://www.fhwa.dot.gov/fastact/estfy20162020auth.pdf)

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## FEDERAL-AID TRANSIT PROGRAMS: CHART 23

### Fixing America’s Surface Transportation Act (FAST Act)

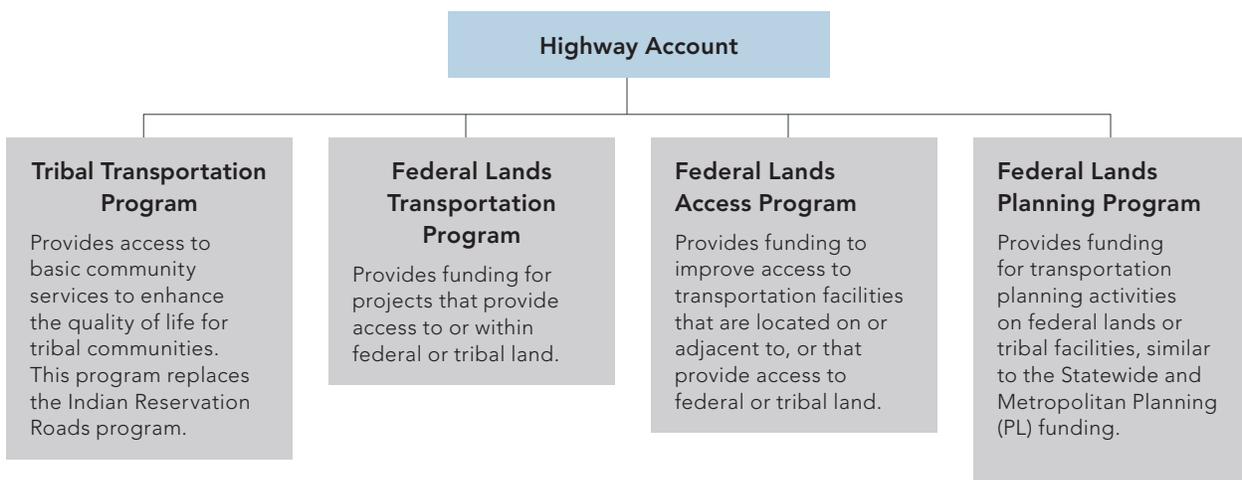
Program	Description/Provisions
<b>Sections 5303, 5304, 5305</b> (Metropolitan & Statewide and Nonmetropolitan Planning)	Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas through a cooperative, continuous, and comprehensive planning process. The result of this process includes long and short-range planning and programming of transportation investment priorities.
<b>Section 5307</b> (Urbanized Area Formula Grants)	Provides funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.
<b>Section 5309</b> (Fixed Guideway Capital Investment Grants)	Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors.
<b>Section 5310</b> (Enhanced Mobility of Seniors and Individuals with Disabilities)	Provides funding to meet the transportation needs of older adults and people with disabilities. Funds are apportioned based on each state’s share for these two groups. States and designated recipients are direct recipients while private nonprofit organizations, states or local government authorities, and operators of public transportation are eligible subrecipients. Eligible activities include accessible buses and vans, related equipment, mobility management and operating assistance funds. Former 5317 New Freedom projects are eligible for 5310 funding.
<b>Section 5311</b> (Rural Transit and Intercity Bus)	Provides formula grants for capital and operating services for rural public transportation systems located in areas with a population less than 50,000. In addition, FTA Section 5311(b) (3) provides funding to assist in the design and implementation of training and technical assistance projects and other support services to meet the needs of transit operators in non-urbanized areas. Section 5311(c) provides federally recognized tribes with funding for capital, operating, planning, and administrative expenses for public transit projects that meet the growing needs of rural tribal communities. Under 5311(f) each state must spend no less than 15 percent of its annual apportionment for the development and support of intercity bus transportation. Projects that were once eligible for the Job Access and Reverse Commute Program (Section 5316) qualify for this program.
<b>Section 5337</b> (State of Good Repair)	Funds are dedicated to repairing and upgrading the nation’s rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT).
<b>Section 5329(e)</b> (State Safety Oversight Program)	Provides funding to oversee the safety of public transportation as it pertains to heavy rail, light rail, buses, ferries, and streetcars.
<b>Section 5339</b> (Bus and Bus Facilities & Low and No Emission Bus Program)	Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Provides funding through a competitive process to States and transit agencies to purchase or lease low or no emission transit buses and related equipment, or to lease, construct, or rehabilitate facilities to support low or no emission transit buses.
<b>Section 5312</b> (Mobility on Demand (MOD) & Public Transportation Innovation)	Funds projects that promote innovative business models and products to deliver high quality, seamless and equitable mobility options for all travelers.

For more details: [www.transit.dot.gov/grants](http://www.transit.dot.gov/grants)

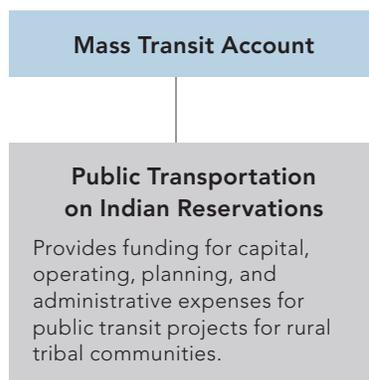
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## TRIBAL GOVERNMENT TRANSPORTATION FUNDING: CHART 24

### Federal Highway Administration Programs



### Federal Transit Administration Programs



**Note:** While all federally recognized tribes can participate in the Tribal Transportation Program (TTP), only those with a tribal transportation plan and a transportation improvement plan are eligible to receive TTP funds.

For more information on FHWA programs visit <https://www.fhwa.dot.gov/fastact/factsheets/tribaltransportationfs.cfm>

For more information on the FTA program visit <https://www.transit.dot.gov/tribal-transit>

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