



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

LAKE COUNTY/CITY AREA PLANNING COUNCIL (APC) AGENDA

DATE: Wednesday, December 1, 2021

TIME: 9:00

PLACE: Audioconference

Dial-in number: 1 (669) 900-6833 / **Meeting ID:** 829 7068 2663# **Passcode:** 515608

Zoom link provided to Board Members in distribution email and to public by request.

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 Board meeting will also be by audioconference. Public comments will be available during Wednesday's meeting on any agenda item. Please send comments to our Board Secretary, Charlene Parker, at cparker@dbcteam.net and note the agenda item number being addressed. Oral comments will also be accepted by telephone during the meeting when public comment is invited by the Chair.

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

PUBLIC EXPRESSION

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

CONSENT CALENDAR

4. Proposed Adoption of Resolution #21-22-14 to Implement Teleconferencing Requirements During a Proclaimed State of Emergency Pursuant to Assemble Bill 361
5. Approval of November 10, 2021 Minutes

REGULAR CALENDAR

6. Approval of Draft Lake APC Meeting Calendar *(Davey-Bates)*
7. Presentation of the Local Road Safety Plan Update *(Casey, Headway Transportation, LLC)*
8. Public Hearing and Discussion of the Lake APC's Draft 2022 Regional Transportation/Active Transportation Plan (RTP/ATP) Negative Declaration and Resolution #21-22-15 *(Speka)*
9. Public Hearing and Adoption of 2022 Regional Transportation Improvement Program Resolution # 21-22-16 *(Casey)*
10. Exploration of Participation in, or Creation of, a Renewable Energy Network (REN) in Lake County *(Davey-Bates, Barrett, Gjerde)*
11. California Transportation Commission's 2023 Active Transportation Plan Virtual Site Visits *(Davey-Bates)*

RATIFY ACTION

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

REPORTS

14. Reports & Information:

- a. Lake APC Planning Staff
 - i. Grant Updates (*Speka*)
 - ii. Pavement Management Program (PMP) Update (*Casey*)
 - iii. SR 53 Corridor Local Circulation Plan (*Casey/Davey-Bates*)
 - iv. Miscellaneous
- c. Lake APC Administration Staff
 - i. APC Budget Update
 - ii. Next Meeting Date – **February 9, 2021**
 - iii. Miscellaneous
- d. Lake APC Directors
- e. Caltrans
 - i. SR 29 Project Update (*Pimentel*)
 - ii. Lake County Project Status Update (*Ahlstrand, Preston*)
 - iii. Miscellaneous
- f. Rural Counties Task Force
 - i. Next Meeting Date – **January 21, 2021** (*Teleconference*)
- g. California Transportation Commission
 - i. Next Meeting Date – **December 8 – 9** (*Virtual*)
- h. California Association of Councils of Governments (CalCOG)
 - i. CDAC Meeting – **December 3, 2021** (*Webinar*)
 - ii. CalCOG Board of Directors Meeting – (*TBD*)
- i. Miscellaneous

INFORMATION PACKET

- 15. a) Build Back Better Act Fact Sheet
- b) 9/16/21, 10/21/21 Lake TAC Minutes
- c) 11/8/21 SSTAC Minutes

ADJOURNMENT

PUBLIC EXPRESSION

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

AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS

To request disability-related modifications or accommodations for accessible locations or meeting materials in alternative formats (as allowed under Section 12132 of the ADA) please contact the Lake Area Planning Council office at (707) 263-7799, at least 5 days' notice before the meeting.

ADDITIONS TO AGENDA

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

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

CLOSED SESSION

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

POSTED: November 24, 2021

Attachments:

*Agenda Item #4 – Resolution #21-22-14
Agenda Item #5 – 11/10/21 Lake APC Draft Minutes
Agenda Item #6 – 2022 Draft APC Meeting Calendar
Agenda Item #7 – Staff Report & Presentation
Agenda Item #8 – Staff Report, Reso, Affidavit & Draft Plan
Agenda Item #9 – Staff Report, Reso, Affidavit & Draft RTIP
Agenda Item #10 – Staff Report, REN Abstract, AMBAG
Report & Presentation*

*Agenda Item #11 – Staff Report
Agenda Item #14a-iii – PMP Staff Report
Agenda Item #14a-iii – SR 53 Staff Report*

Information Packet:

*a) Fact Sheet
b) Draft 9-16-21 TAC Minutes
Draft 10-21-21 TAC Minutes
c) Draft 11-8-21 SSTAC Minutes*

LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION 21-22-14

RESOLUTION TO IMPLEMENT TELECONFERENCING REQUIREMENTS DURING A PROCLAIMED STATE OF EMERGENCY PURSUANT TO ASSEMBLY BILL 361

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

WHEREAS, The Area Planning Council (APC) is committed to preserving the Ralph M. Brown Act requirements that all meetings of a legislative body of a local agency be open and public and that any person may attend and participate in such meetings;

WHEREAS, A state of emergency was proclaimed by Governor's Executive Order N-33-20 on March 4, 2020, addressing the threat of the COVID-19 pandemic, and remains in effect;

WHEREAS, the Brown Act allows for legislative bodies to hold meetings by teleconference, but imposes specific requirements for doing so;

WHEREAS, on March 17, 2020, in order to address the need for public meetings during the present public health emergency, Governor Newsom issued Executive Order No. N-29-20, suspending the Act's teleconferencing requirements; and

WHEREAS, on June 11, 2021, Governor Newsom issued Executive Order No. N-8-21, continuing the suspension of the Brown Act's teleconferencing requirements through September 30, 2021; and

WHEREAS, these Executive Orders allowed legislative bodies to meet virtually as long as certain notice and accessibility requirements were met; and

WHEREAS, the State Legislature amended the Brown Act through Assembly Bill No. 361 (AB 361) on September 16, 2021; and

WHEREAS, AB 361 amended the Brown Act so that a local agency may use teleconferencing without complying with the regular teleconferencing requirements of the Act, where the legislative body holds a meeting during a proclaimed state of emergency and makes certain findings; and

WHEREAS, COVID-19 and variants thereof remain a current threat to the health and safety of the general public, APC Staff, and members of this Board; and

WHEREAS, the APC has an important governmental interest in protecting the health, safety, and welfare of those who participate in meetings of the APC legislative and advisory bodies subject to the Brown Act; and

WHEREAS, in response to the current threat to the public of the COVID-19 virus and its existing and potential variants, there is a desire to implement teleconference meetings pursuant to the requirements of the Brown Act so long as this State of and Emergency continues to exist.

NOW, THEREFORE, BE IT RESOLVED THAT:

The Area Planning Council hereby finds, determines, declares, orders, and resolves as follows:

1. That the foregoing recitals are true and correct and incorporates them by this reference;
2. The Area Planning Council finds, by a majority vote, that there exists a proclaimed state of emergency; and
3. As a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

In accordance with AB 361, based on the findings and determinations herein, meetings of APC's legislative and advisory bodies will be held remotely by virtual means, suspending Brown Act teleconferencing rules while providing for all feasible means of public participation.

This resolution shall be effective upon adoption and remain in effect until APC's next regular board meeting on February 9, 2021, when Lake APC shall consider renewing its findings by subsequent resolution, in accordance with AB 361.

Adoption of this Resolution was moved by Director _____, seconded by Director _____, and carried on this 1st day of December 2021, by the following roll call vote:

AYES:

NOES:

ABSENT:

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

ATTEST: Lisa Davey-Bates
Executive Director

Stacey Mattina, Chair
APC Member



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

Wednesday, November 10, 2021

Location: Audioconference (in response to “Shelter-in-Place” directive)

Present

Bruno Sabatier, Supervisor, County of Lake
Stacey Mattina, City Council Member, City of Lakeport
Dirk Slooten (Alternate-Perdock), Council Member, City of Clearlake
Russ Cremer, City Council, City of Clearlake
Chuck Leonard, Member at Large

Absent

Moke Simon, Supervisor, County of Lake
Kenneth Parlet, Council Member, City of Lakeport
Russell Perdock, Council Member, City of Clearlake
Vacant Position, Member at Large

Also Present

Lisa Davey-Bates, Executive Director, Admin. Staff – Lake APC
James Sookne, Admin Staff – Lake APC
Alexis Pedrotti, Admin Staff – Lake APC
Charlene Parker, Admin Staff – Lake APC
Nephele Barrett, Planning Staff – Lake APC
John Speka, Planning Staff – Lake APC
Danielle Casey, Planning Staff – Lake APC
Tatiana Ahlstrand, Caltrans District 1 (Policy Advisory Committee)
Mike Khammash, Caltrans Project Manager
Scott DeLeon, Public Works Director, County of Lake
Dan Gjerde, Mendocino Council of Governments
Gary McFarland, Project Manager – Paratransit Services
Clarissa Kincy, Mobility Manager – Lake Links

1. Call to Order/Roll Call

Chair Mattina called the meeting to order at 9:05 a.m. Secretary Charlene Parker called roll.
Members present: Sabatier, Slooten (*Alternate-Perdock*), Cremer, Mattina, Leonard

2. Adjourn to Policy Advisory Committee

Chair Mattina adjourned to the Policy Advisory Committee (PAC) at 9:06 a.m. to include
Caltrans District 1 staff and allow participation as a voting member of the Lake APC.

3. PUBLIC EXPRESSION

Chair Mattina requested public comments including any written comments.

Lisa Davey-Bates introduced Dan Gjerde, Chair, Mendocino County Board Supervisor, 4th District, and Mendocino Council of Governments (MCOG).

Dan Gjerde stated that the Mendocino County Board of Supervisors has created an ad-hoc committee to look into starting, or possibly joining an existing Renewable Energy Network (REN). Several RENs, such as Bay REN are already in existence. One of the main purposes of a REN involves extending rebates to businesses and residents for energy conservation projects. The Mendocino County Board of Supervisors voted to direct MCOG staff to explore creating a REN for our area. Dan noted that more than one county is needed to establish the REN. He stated that MCOG has also reached out to Humboldt as a potential partner. Dan asked the Board if it was possible to have an item on the Lake APC's agenda next month for a more detailed discussion on creating or joining an existing REN.

Director Cremer asked if he would send the Board members more information on the program. Dan replied that he would send the information to Lisa so she could forward to the Board Members. Lisa replied that she will forward the REN information to the Board Members, and she would be happy to add an item to next month's agenda for further discussion.

CONSENT CALENDAR

- 4. Proposed Adoption of Resolution #21-22-13 to Implement Teleconferencing Requirements During a Proclaimed State of Emergency Pursuant to Assemble Bill 361**
- 5. Approval of October 6, 2021 Draft Minutes**
- 6. Approval of September 8, 2021 Draft Minutes**

Director Cremer made a motion to approve the Consent Calendar, as presented. The motion was seconded by Director Sabatier and carried unanimously.

Roll Call Vote: Ayes (6)-Directors Sabatier, Slooten (Alternate -Perdock), Cremer, Mattina, Leonard, Tatiana Ahlstrand (PAC), Noes (0); Abstain (0); Absent (3) Directors Perdock, Simon – Vacant Member-at-Large

REGULAR CALENDAR

- 7. Presentation and Discussion of the Draft 2022 Regional Transportation (RTP)/Active Transportation Plan (ATP)**

John introduced this item, explaining that the Regional Transportation Plan/Active Transportation Plan (RTP/ATP) is the region's 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 for the region. John gave an overview stating that the plan included a variety of the elements that were overarching issues, state highway system, local streets and roads, active transportation, public transit, tribal transportation, and aviation. John noted the Active Transportation Plan (ATP) element. Starting in 2017, non-motorized projects identified within the ATP were eligible to apply for grants under the State Active Transportation Program. The focus of the ATP was to improve and integrate bicycle and pedestrian networks.

The priority projects included for the County of Lake were South Main Street/Soda Bay Road, Middletown multi-use trail, and Konocti Road Safe Routes to school. The City of Clearlake projects were near the transit center and Dam Road Extension. The City of Lakeport projects were Hartley Road and 10th Street boulevard improvements. John mentioned the overarching issues that need to be considered were complete streets, greenhouse gas emissions, Climate Action Plan Transportation Infrastructure (CAPTI), wildfires, goods movements, non-emergency medical transportation, and funding challenges.

John explained the State Highway System Element and noted the project list was mainly derived from Caltrans and included SR 29 improvements, Lucerne Complete Streets, and several safety projects funding through the State Highway Operation and Protection Program (SHOPP).

John explained the Social Pinpoint process for the public participation and noted the areas of concern were inadequate sidewalks, bike paths, condition of the streets and roads, and paving the existing roads.

John invited the Board Members to participate in the virtual online workshop scheduled on November 17, 2021, at 6:00 PM, which would provide the opportunity for questions and comments on the document as well as the environmental review.

John explained that a draft of the RTP/ATP was released last month, and staff was seeking comments from interested agencies and the public until its adoption. The CEQA (environmental) document was also being circulated for a 30-day review period providing notice that a final draft will go before the Lake APC Board for adoption at its regular meeting on December 1. The TAC committee will be asked to provide recommendation and comments at its November 18 meeting. Lastly staff will incorporate comments from local and state agencies along with those received from the public into a final draft.

Director Cremer asked staff to resend the link for the virtual workshop. John replied that he would send it to them later today.

The group discussed the potential funding issues and thanked staff for all the work put into the plan.

Chair Mattina requested any public comments regarding the Draft 2022 Regional Transportation (RTP)/Active Transportation Plan (ATP). No comments were presented.

8. Discussion and Recommended Approval of the Second Amendment to the 2021/22 Final Overall Work Program

Alexis Pedrotti referenced the staff report and Overall Work Program (OWP) funding spreadsheets that were included in the packet. She gave a brief description of Overall Work Program and the amendment process. An email was sent to the Lake Technical Advisory Committee (TAC) explaining the changes. Alexis explained that the total funding amount of \$1,042,767 would not change. The focus of this amendment was to allocate \$7,000 of Local Transportation Funding (LTF) from Project Reserves – Work Element 604 to the Pavement Management Program (PMP) Update – Work Element 611.

Alexis explained that the Project Selection Committee met and selected the top consultant for the PMP Project. The consultant budget was slightly higher than the original budget in the FY 2021/22 Overall Work Program. The current OWP budget of \$95,000 was relatively low considering past PMP Updates have ranged from \$95,000 to \$120,000. The selected consultant included a budget that included options from \$99,445 (Option 1) to \$101,572 (Option 2). Additionally, the consultant was the lowest bidder and was the highest-ranking proposal. The amendment would authorize the additional \$7,000 from reserves for this project.

Alexis reported that due to the project delays of the State Route 53 Corridor Study, APC Staff has been working with Caltrans District 1 and Headquarters to get a grant amendment approved for the State Route 53 Corridor Study, which was a FHWA/SPR Grant funded project. The amendment included minor sub-task clarifications and a schedule adjustment. These changes have been included in Work Element 617 and have been approved by Caltrans.

The group discussed the PMP and noted that the consultant selected was the lowest bidder. APC staff has started the contract negotiations process and the second amendment would finalize the funding.

Chair Mattina requested any public comments regarding the Second Amendment to the 2021/22 Final Overall Work Program. No comments were presented.

Director Sabatier made a motion to approve the Second Amendment of the 2021/22 Lake APC Budget, as presented. The motion was seconded by Director Cremer and carried unanimously.

Roll Call Vote: Ayes (6)-Directors Sabatier, Slooten (Alternate -Perdock), Cremer, Mattina, Leonard, Tatiana Ahlstrand (PAC), Noes (0); Abstain (0); Absent (3) Directors Perdock, Simon – Vacant Member-at-Large

Discussion of the Draft 2022 Regional Transportation Improvement Program (RTIP)

Danielle Casey gave a brief overview of the Regional Transportation Improvement Program (RTIP)/State Transportation Improvement Program (STIP) process and noted that the California Transportation Commission (CTC) approved a 2022 fund estimate for the Lake County region in the amount of \$1,934,000. A reserve amount from the 2020 STIP cycle in the amount of \$81,000 will also be added. Of the total amount, \$96,000 are identified for Planning, Programming and Monitoring (PPM), leaving \$1,919,000 available for new or existing projects. Danielle reported that during the November TAC meeting, the committee discussed projects involving continuing cost increases for each of the projects and how they might be covered by this or future STIP cycles. It was determined that the TAC recommend that the \$1.919 million now available should be reserved for future funding considerations. Danielle explained that the Draft RTIP included with your packet was currently in progress and the yellow highlights show areas of the report still being prepared. Danielle noted that the TAC committee has determined the amount of Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding for each local agency and now staff was waiting for the local agencies to determine what projects they want to spend their relief funds. The final draft will be presented for board approval at the December 1, 2021, meeting.

Lisa Davey-Bates added that staff had recently received an email from the City of Lakeport and the County of Lake about how they would like to spend those funds.

Director Cremer asked if he could help remind staff that she was waiting to hear back from the City of Clearlake. Danielle thanked Director Cremer for his offer to assist, but noted she'd reach out again to the City of Clearlake.

The group discussed that the reserve amount was \$1.919 million for STIP, and that the CRRSAA funds were a onetime COVID-19 fund amount.

Chair Mattina requested any public comments regarding the Regional Transportation Improvement Program. No comments were presented.

RATIFY ACTION

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

Chair Mattina adjourned the Policy Advisory Committee at 10:57 a.m. and reconvened as the APC.

10. Consideration and Adoption of Recommendations of Policy Advisory Committee

Director Sabatier made a motion to adopt the recommendations of the Policy Advisory Committee and reconvene as the APC. The motion was seconded by Director Cremer and carried unanimously.

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

REPORTS

11. Reports & Information

a. Lake APC Planning Staff

i. Update on Various Grant Programs

John reported that a new cycle of the Sustainable Transportation Planning Grant deadline has passed, and staff did not submit the two applications that were previously discussed. The first project was the Wildfire Evacuation and Preparedness Plan. John stated that there was another opportunity through the Fire Safe Council called the County Evaluation Route Grant. This grant opens soon, and consists of evacuation route planning, public education, signage, and relative activity. The County would need to be the main applicant of the grant application. The second application was the development of an Electric Vehicle Charging Infrastructure Study, and that will likely be pursued on the next round of Sustainable Transportation Planning Grant cycle.

John reported that staff plans to push out the schedule for the Transit Development Plan Update since the Request for Proposals would be circulated during the holiday season. Historically fewer proposals are received when RFPs are distributed that time of year.

Director Slooten expressed his concerns regarding PG & E and not having the capability to have super charging stations. John replied that the Electric Vehicle Charging Infrastructure Study would analyze the entire County.

ii. Pavement Management Program (PMP) Update

Danielle Casey reported that a selection committee was formed to review and score the proposals for the Pavement Management Program Update and GIS Linkage Update. The committee consisted of staff from APC, Caltrans, County of Lake, City of Clearlake, and City of Lakeport. Staff was expected to have the contract negotiations process completed soon.

The group discussed the Lake County roads and questioned if they were satisfactory for self-driving cars. It was determined that Caltrans and the County use striping that would be recognizable with modern technology and paint striping crews have started incorporating those changes to accommodate autonomous vehicles.

Lisa stated one of the options for the PMP Update was semi-automated process which included signals, guardrails, markings, and signs and said she imagined that would be the option that would be chosen for the PMP update.

iii. State Route 53 Corridor Project

Danielle Casey reported that the SR53 Corridor Local Circulation Study conducted by TJKM, and Quincy Engineering nearly completed, and that Caltrans had approved the contract and timeline extension. The stakeholder group reached consensus over potential

scenarios for future intersection improvements to create smooth traffic flows along the SR53 corridor. Quincy Engineering was currently working on the final renderings to be included in the final report. The stakeholders will review the results at the meeting on Tuesday, November 16. APC Staff expects TJKM will complete the draft report before the end of the year.

iv. Local Road Safety Plan Update

Danielle Casey reported that the Local Road Safety Plan (LRSP) Studies were proceeding on schedule. Headway Staff has presented an overview of the information compiled this year, and a list of priority projects. The TAG discussed the projects that were identified as priorities and the possibility of HSIP applications to improve the project areas once the final Local Road Safety plan was developed. APC Staff was expecting a draft of the plans for review before the end of 2021.

v. Miscellaneous

None

b. Lake APC Administration Staff

i. Next Meeting Date – December 1, 2021 (*Virtual*)

Lisa stated we should plan for the December meeting to be held via Zoom, but that there is typically no meeting in January. Lisa stated that she hoped the Lake APC would be able to meet in person in February 2022.

ii. Miscellaneous

Alexis Pedrotti gave a brief budget update, stating that due to the COVID-19 pandemic, staff has been monitoring the Local Transportation funds (LTF) more closely. Alexis was happy to report that the LTF has continued to show higher than anticipated revenues.

c. Lake APC Directors:

Chair Mattina thanked staff for attending Doug Grider's retirement party.

d. Caltrans

None

i. SR 29 Project Update:

Jeff Pimentel reported that headquarters has generated a list for District 1 to evaluate capacity transportation projects and dollars. Jeff indicated that the capacity projects will be assessed and categorized. The project benefits such as accessibility/connectivity, economic development, goods movement, and safety will be considered. Caltrans staff feels that the recently revised fact sheet aligns well with the goals of the Administration.

The group discussed the project benefits and the overall need, multimodal corridor safety, fire evacuation, frontage roads, interregional public transit and that Lake County has the second lowest median household income in California.

Lisa thanked Jeff for all the hard work and recognized that she appreciates the partnership.

Lake County Project Status:

Tatiana Ahlstrand reported that Lake County had submitted two grant applications for the Sustainable Transportation Planning Grant. The City of Lakeport for the Active Transportation Plan and one from Robertson Rancheria for a Tribal Long-Range Transportation Plan.

Tatiana reported that she was still working with the Office of Traffic Safety (OTS), relating to safety concerns at the Hwy 20/ 53 roundabout, the collisions on Dam Road, Bell Park Avenue left turn channelization, and the left turn lane on State Route 29 into

- Lower Lake.
- ii. Miscellaneous
- e. Rural Counties Task Force
 - i. Next Meeting Date – November 19, 2021
- f. California Transportation Commission
 - i. Next Meeting Date – December 8 – 9 (*Los Angeles/Webinar*)
- g. California Association of Councils of Governments (CalCOG)
 - i. CDAC Meeting – December 3 (*Webinar*)
 - ii. Focus on the Future – November 16 – 17 (*Virtual*)
- h. Miscellaneous

INFORMATION PACKET

- 12 a) 4/15/21 Draft SSTAC Minutes

ADJOURNMENT

The meeting was adjourned by Chair Mattina at 10:26 a.m.

Respectfully Submitted,

DRAFT

Charlene Parker
Administrative Associate



LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director
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Draft

2022

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

<u>DATE</u>	<u>LOCATION</u>	<u>NOTE:</u>
JANUARY 12	Lakeport	Typically do not meet
FEBRUARY 9	Lower Lake	
MARCH 9	Lakeport	
APRIL 6	Lower Lake	Date change CTC 13 th & 14 th
MAY 11	Lakeport / Fieldtrip	
JUNE 1	Clearlake	Date change Budget Hearings 8 th & 9 th
JULY 13	Lower Lake	Typically do not meet
AUGUST 10	Lakeport	
SEPTEMBER 14	Clearlake	
OCTOBER 5	TBD / Fieldtrip	Date change CTC 12 th & 13 th
NOVEMBER 9	Lower Lake	
DECEMBER 14	Lakeport	

Notes:

League of California Cities Annual Conference September 7 – 9

Highlighted dates reflect meeting will be held on first Wednesday due to other meeting conflicts.



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Local Road Safety Plan Update

DATE PREPARED: 11/24/2021

MEETING DATE: 12/01/2021

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. Lauren Picou, Project Manager for Headway Transportation will be presenting the draft reports at this Board Meeting. The drafts can be viewed at the following links:

City of Clearlake: [DRAFT_LRSP_City-of-Clearlake.pdf \(securservercdn.net\)](https://securservercdn.net/DRAFT_LRSP_City-of-Clearlake.pdf)

City of Lakeport: [DRAFT_LRSP_City-of-Lakeport.pdf \(securservercdn.net\)](https://securservercdn.net/DRAFT_LRSP_City-of-Lakeport.pdf)

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 before 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.

ACTION REQUIRED: For information and discussion purposes only, adoption will be required at a future meeting.

ALTERNATIVES: None

RECOMMENDATION: None

Lake County Cities of Clearlake and Lakeport Local Road Safety Plans

Lake Area Planning Council
LRSP Presentation Board Meeting
12/01/2021
9:00 AM
Zoom Meeting



What is a Local Road Safety Plan (LRSP)

- ▶ Strategic Highway Safety Plan (SHSP)
- ▶ Local Road Safety Plan (LRSP)
 - ▶ Provides a framework for organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local and rural roads.
 - ▶ Data-driven process
 - ▶ Address 4E's of traffic safety
 - ▶ Engineering
 - ▶ Enforcement
 - ▶ Education
 - ▶ Emergency Services
 - ▶ Required for future federal HSIP funding cycles



Source: FHWA

Developing the LRSP



STAKEHOLDER
WORKING GROUP



ESTABLISH VISION
& MISSION
STATEMENTS



CRASH DATA
ANALYSIS



IDENTIFY
EMPHASIS AREAS



PUBLIC INPUT -
INTERACTIVE MAP
& ONLINE SURVEY



STRATEGIES TO
ADDRESS
EMPHASIS AREAS



IMPLEMENTATION
PLAN FOR
STRATEGIES

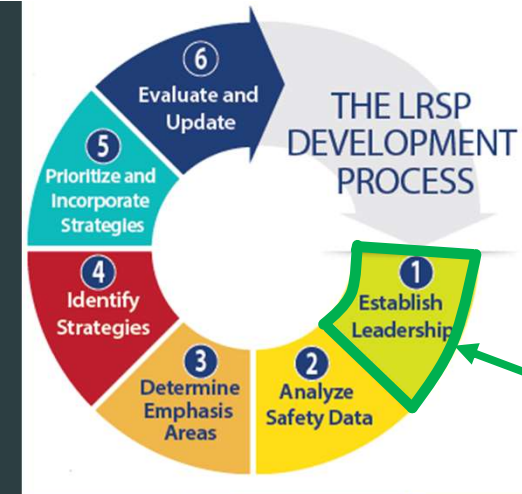


FINAL LRSP
(DECEMBER 2021)

Stakeholders

- Multiagency
- Role is to plan, implement and evaluate the LRSP
- Stakeholders participated in 3 working group meetings

Name	Title	Agency
Alexis Pedrotti	Associate Program Planner / Administrator	Lake Area Planning Council
Andrew White	Police Chief	Police Department
Brad Rasmussen	Police Chief	Lakeport Police Department
Clarissa Kincy	CEO/Mobility Manager	Lake Links
Danielle Casey	Project Coordinator	Lake Area Planning Council
David Swartz	City Engineer	City of Clearlake
Doug Grider	Public Works Director	Lakeport Public Works
James Sookne	Transit Coordinator	Lake Transit Authority/Lake APC
Jim Kennedy	Public Works Superintendent	Lakeport Public Works
Kevin Ingram	Community Development Director	City of Lakeport
Lisa Davey-Bates	Executive Director	Lake Area Planning Council
Mark Mueller	District Area Engineer	Caltrans
Olivia Grupp	Public Works Projects Coordinator	Lakeport Public Works
Ron Ladd	Public Works Superintendent	Lakeport Public Works
Willie Sapeta	Fire Chief	Lake County Fire Protection District



Vision & Mission Statements

► Vision:

“To help all transportation users in Clearlake/Lakeport reach their destination safely.”

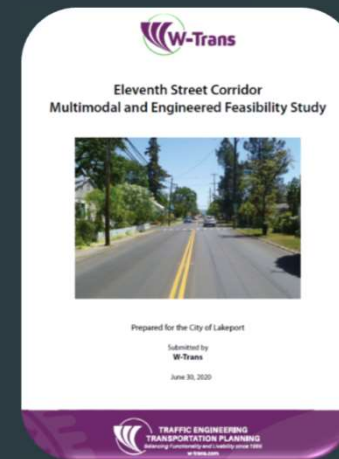
► Mission:

“To reduce the number of fatalities and serious injuries occurring on the roadway system in Lakeport/Clearlake for all users.”



Planned Safety Efforts, Initiatives and Projects

- ▶ 2022 Lake County Regional Transportation Plan/Active Transportation Plan
- ▶ 2017 Lake County Regional Transportation Plan
- ▶ Active Transportation Plan for Lake County (December 2016)
- ▶ Lake Walks Study/Lake County Pedestrian Facility Needs Inventory and Engineered Feasibility Study (2019)
- ▶ SR 53 Corridor Study (2011)
- ▶ 11th Street Corridor Multimodal and Engineering Study (2020)



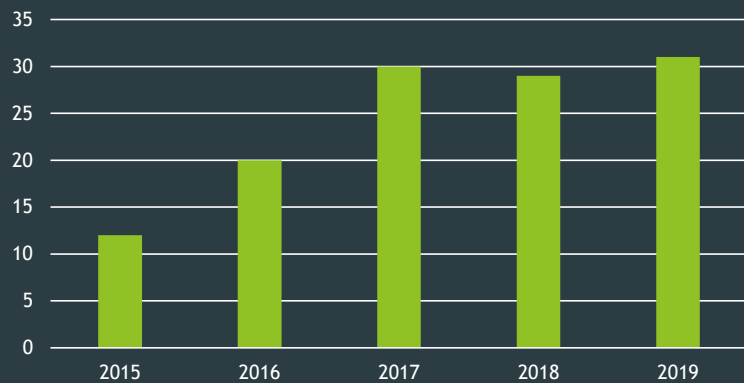
Crash Data Analysis

- ▶ Initial to help determine Focus Areas
- ▶ Detailed to establish strategies and countermeasures

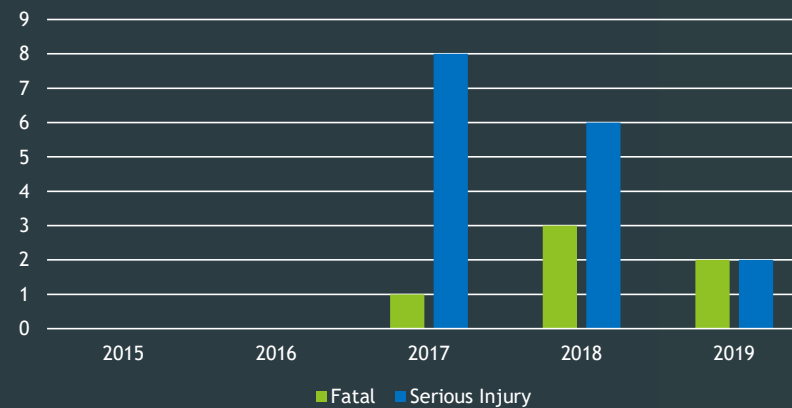


Overall Crash Trends in Clearlake

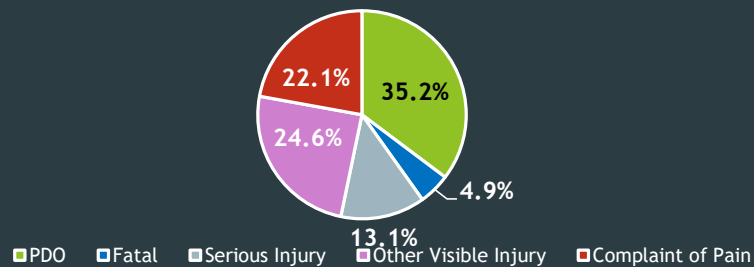
Clearlake - Total Crashes by Year
(2015 - 2019)



Clearlake - Fatal & Serious Injury Crashes
(2015 - 2019)

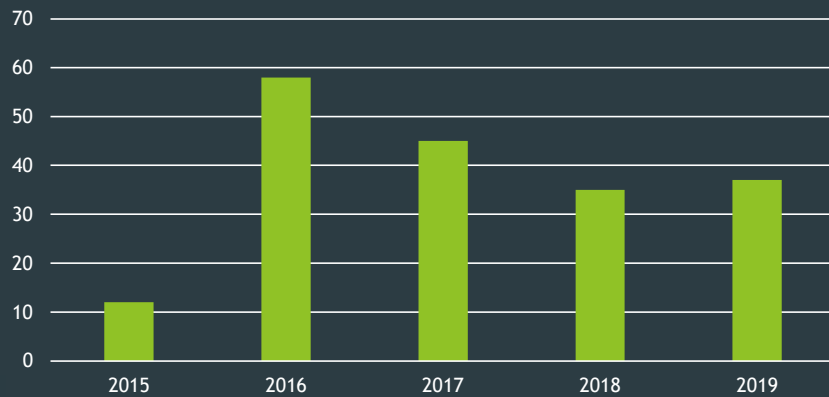


Clearlake - Crash Severity (2015 - 2019)

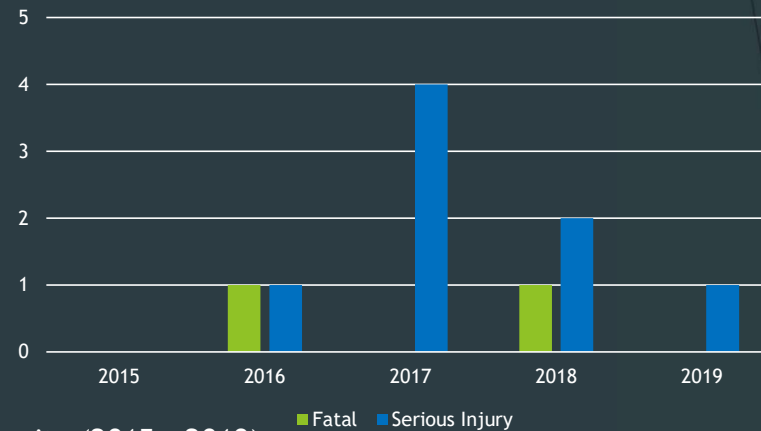


Overall Crash Trends in Lakeport

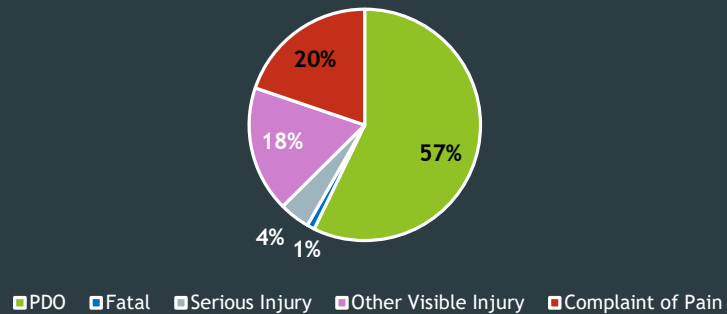
Lakeport - Total Crashes By Year (2015 - 2019)



Lakeport - Fatal & Serious Injury Crashes by Year (2015 - 2019)

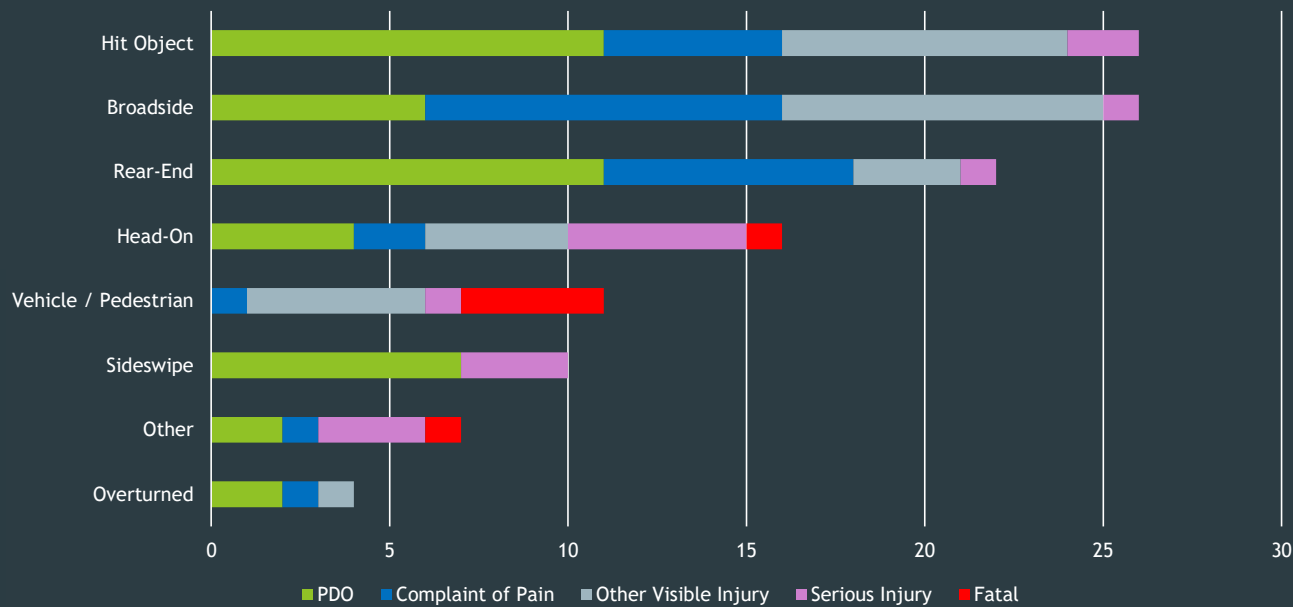


Lakeport - Crash Severity (2015 - 2019)



Overall Crash Trends in Clearlake

Clearlake - Crash Severity By Crash Type (2015 - 2019)



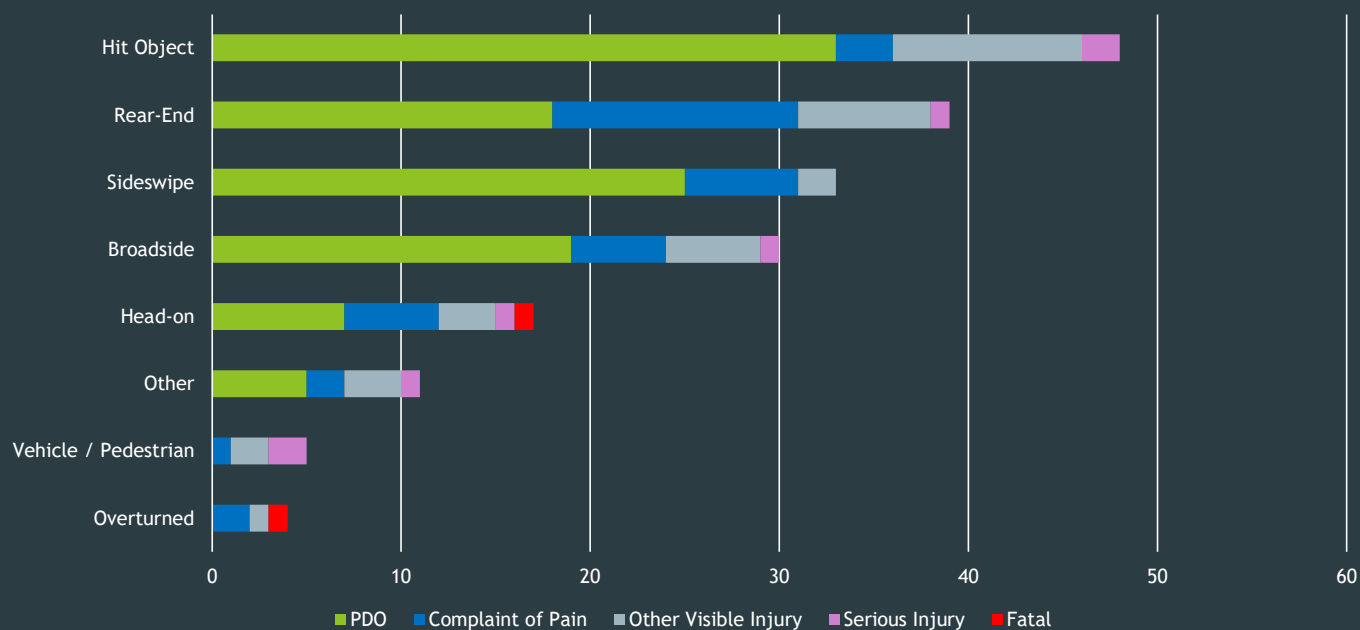
Broadside & Hit Object types account for 42% of all crashes

Pedestrian crashes account for 9% of overall crashes but 22.7% of serious injury and fatal crashes



Overall Crash Trends in Lakeport

Lakeport - Crash Severity by Crash Type (2015 - 2019)

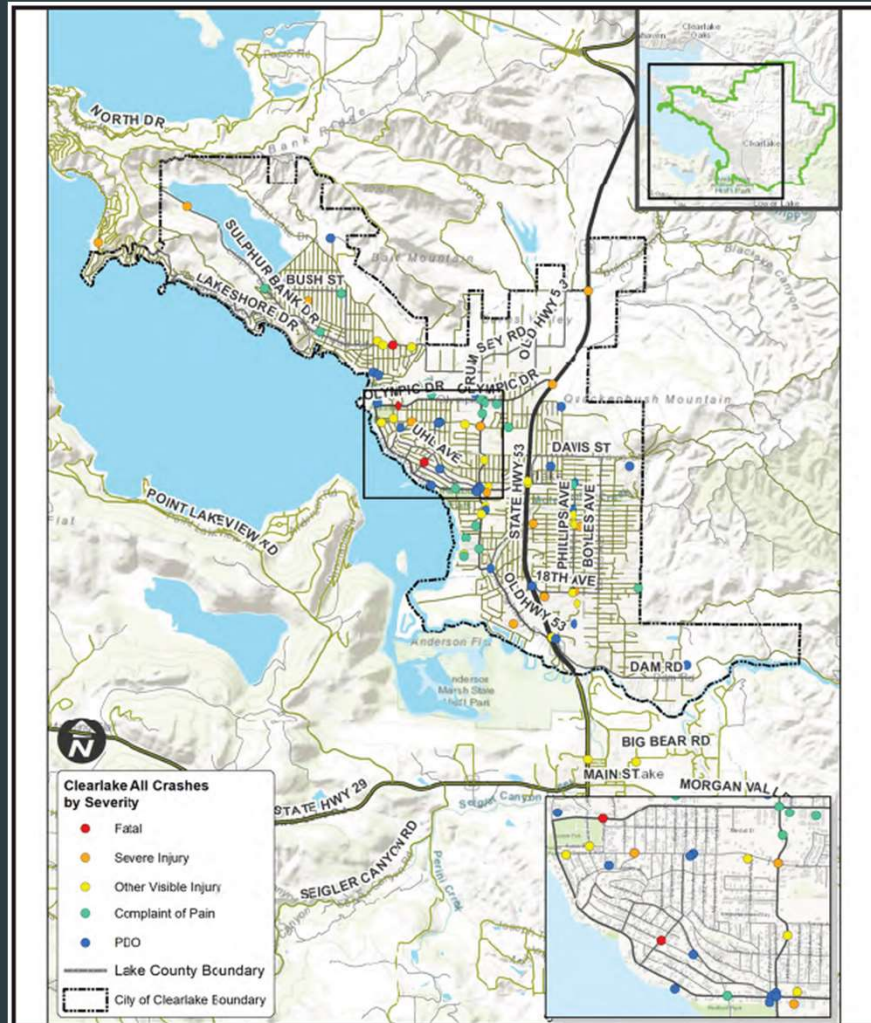


Hit Object accounts for the highest percentage of overall crashes with 25%

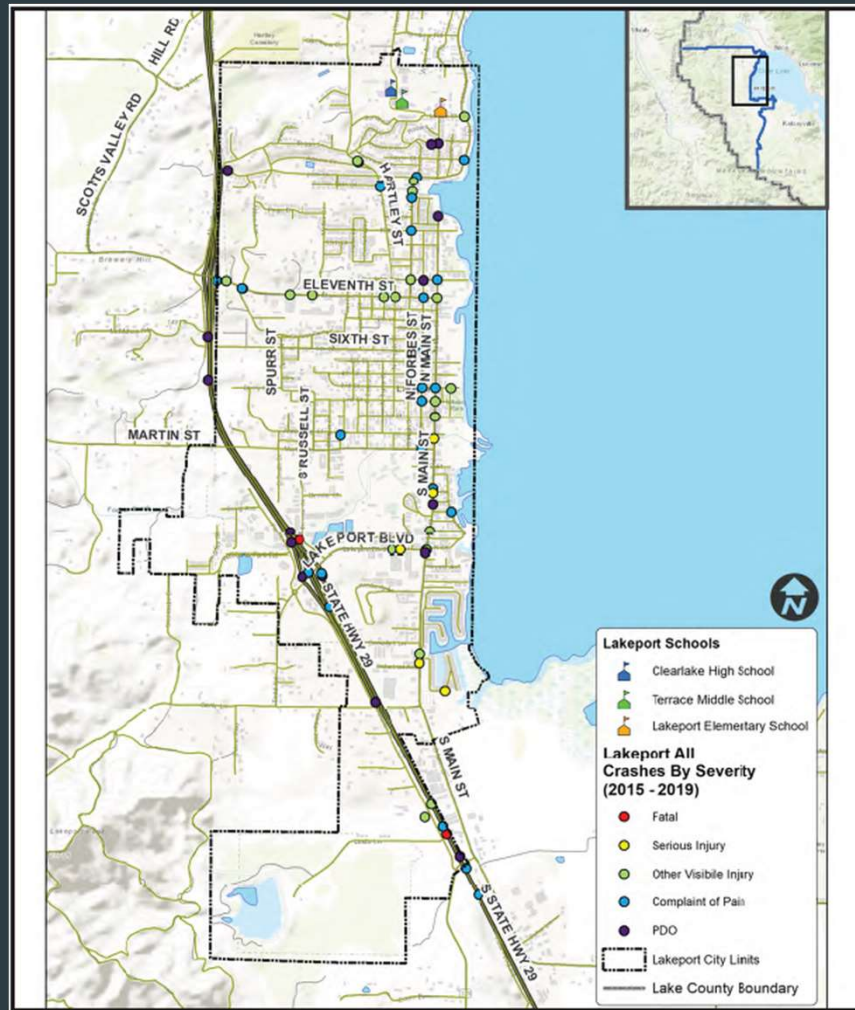
Pedestrian crashes account for 2.7% of overall crashes but 20% of fatal & serious injury crashes



Overall Crash Trends in Clearlake



Overall Crash Trends in Lakeport



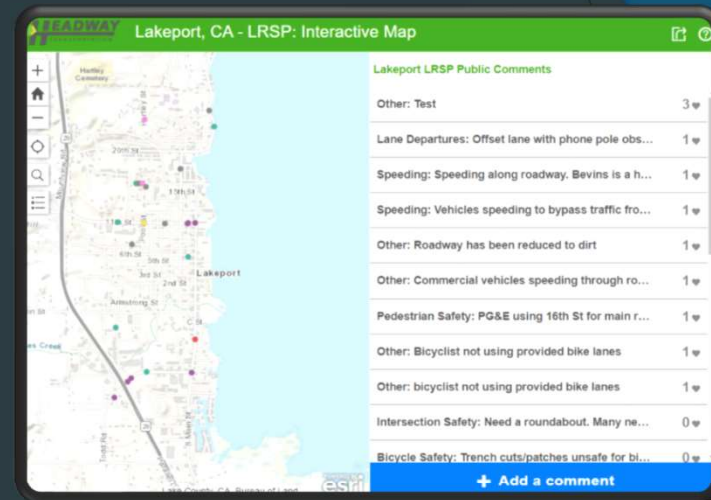
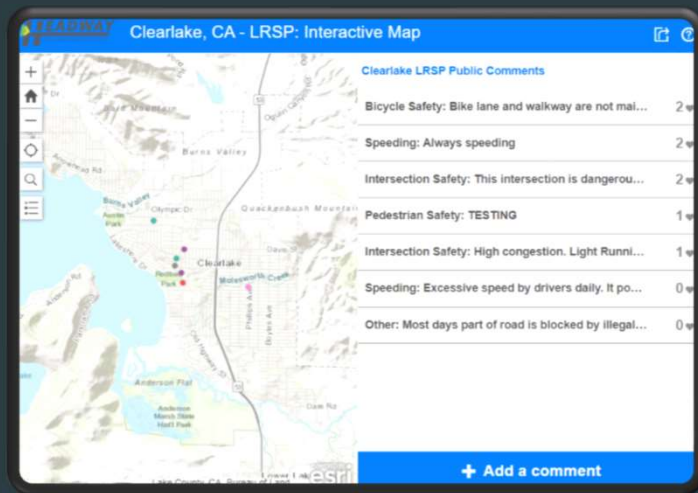
Focus Areas

- Intersection Safety
- Lane Departures
- Pedestrian Safety
- Bicycle Safety
- Distracted Driving
- Speeding
- Impairment
- Lighting



Public Outreach Plan

- Format - Survey Questions followed by a link to an Interactive Map
- Timeframe April-May 2021
- Separate outreach for Clearlake and Lakeport
- Distribution via websites and social media



Survey Questions

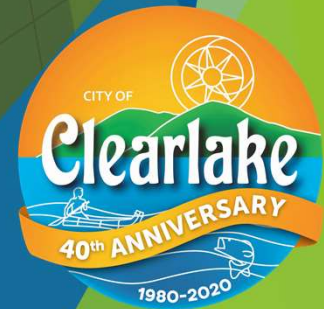
#	Questions	Answer Choices
1	What is your primary mode of transportation?	Personal Vehicle, bicycle, walking, public transport, carpool/rideshare, other
2	What is your age range?	<16-20, 21-30, 31-40, 41-50, 51-65, 65+
3	Did your travel habits change during COVID restrictions (approximately March 2020-present)?	No-, stayed the same, Yes- traveled less, Yes-traveled more, Yes- changed mode of transportation, Other
4	Please rank the following categories based on your personal level of concern regarding each category, with "1" representing the highest concern.	Intersection Safety Lane Departures, Pedestrian Safety, Bicycle Safety, Distracted Driving, Speeding, Impairment, and Lighting
5	Please enter any comments relating to transportation safety in Clearlake or Lakeport	Open

Clearlake

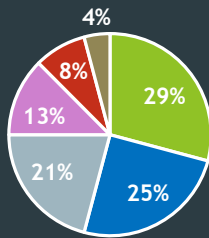
- ▶ 91 completed surveys
- ▶ 10 map comments

Lakeport

- ▶ 75 completed surveys
- ▶ 24 map comments



Survey Trends in Lakeport

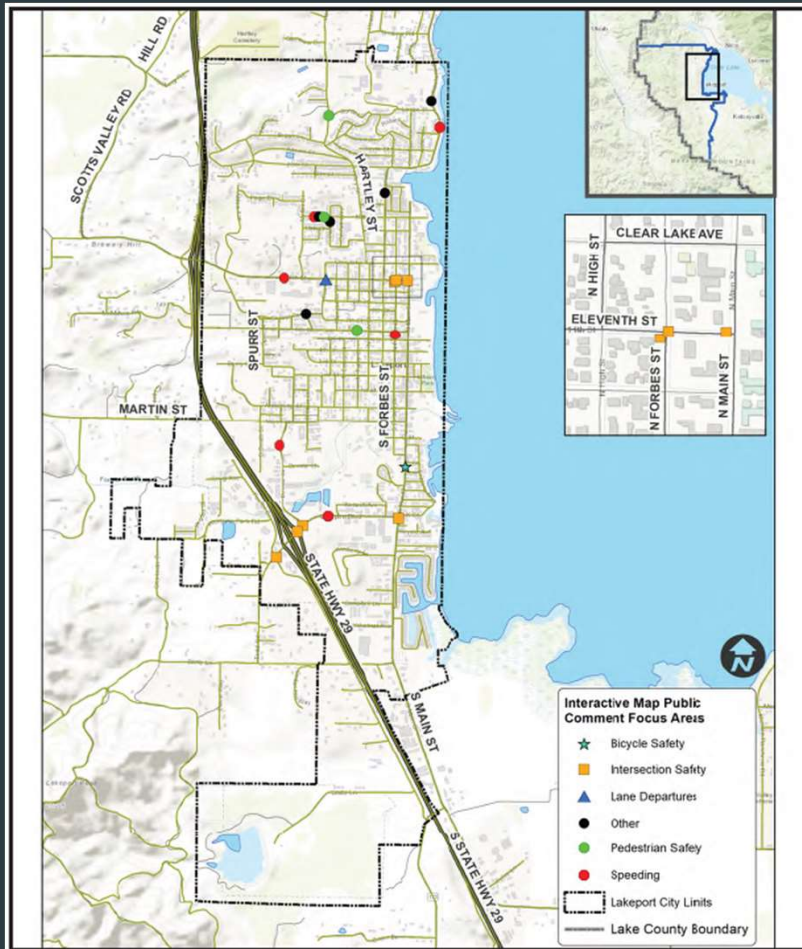


■ Intersection Safety ■ Speeding
■ Other ■ Pedestrian Safety
■ Lane Departures ■ Bicycle Safety

Interactive Map Comments by Focus Area

Focus Area	Priority
Distracted Driving	1
Impaired Drivers	2
Speeding	3
Intersection Safety	4
Pedestrian Safety	5
Bicycle Safety	6
Lighting	7
Lane Departures	8

Focus Area Priority



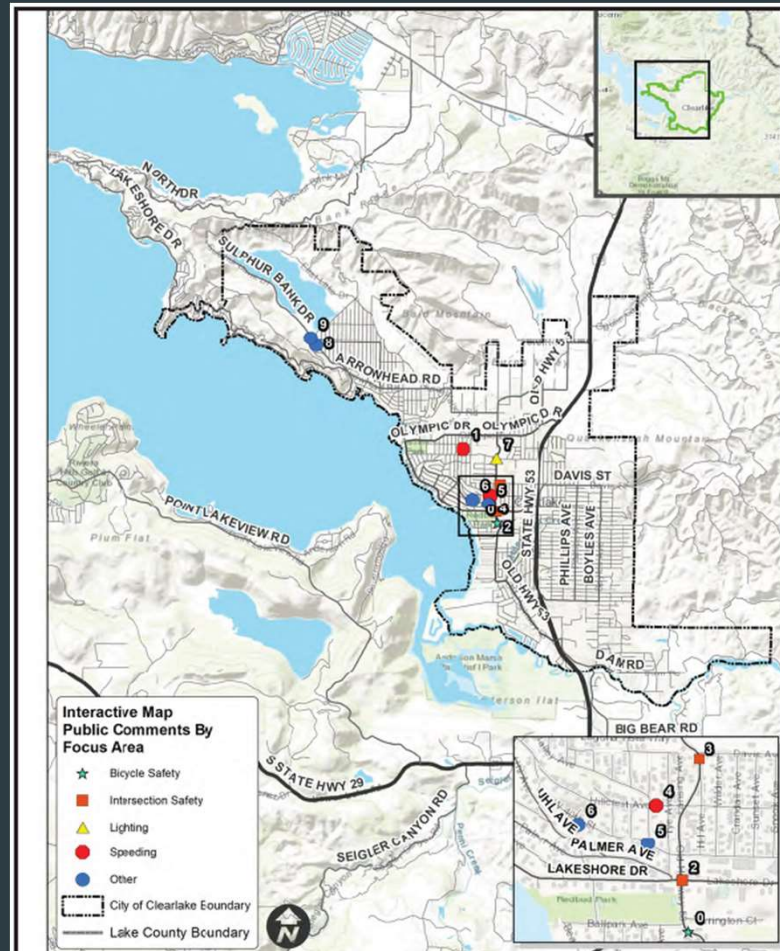
Survey Trends in Clearlake

Comment Category	Total Comments
Intersection Safety	12
Poor Sidewalks	11
Roadway Conditions	11
Poor Lighting	10
Speeding	9

Most Frequent Question 5 Response Category

Focus Area	Priority
Distracted Driving	1
Impaired Drivers	2
Pedestrian Safety	3
Intersection Safety	4
Lighting	5
Speeding	6
Bicycle Safety	7
Lane Departures	8

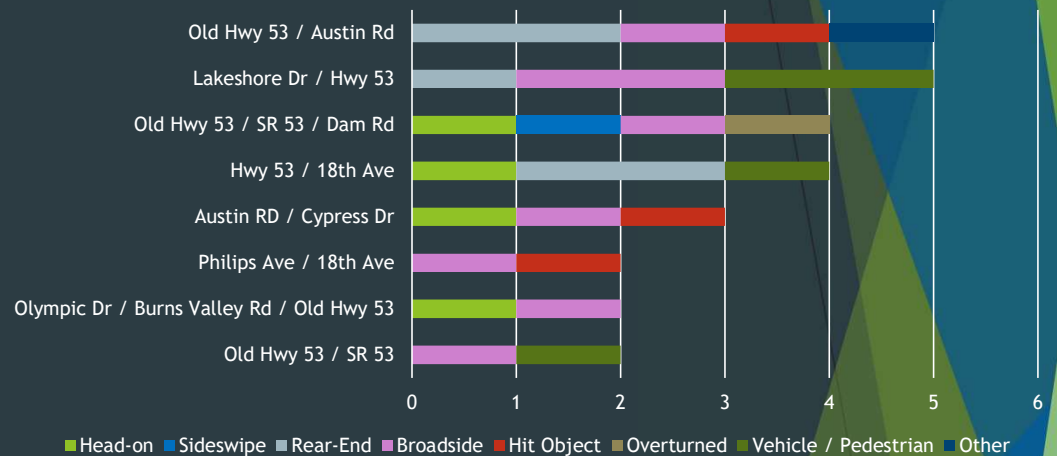
Focus Area Priority



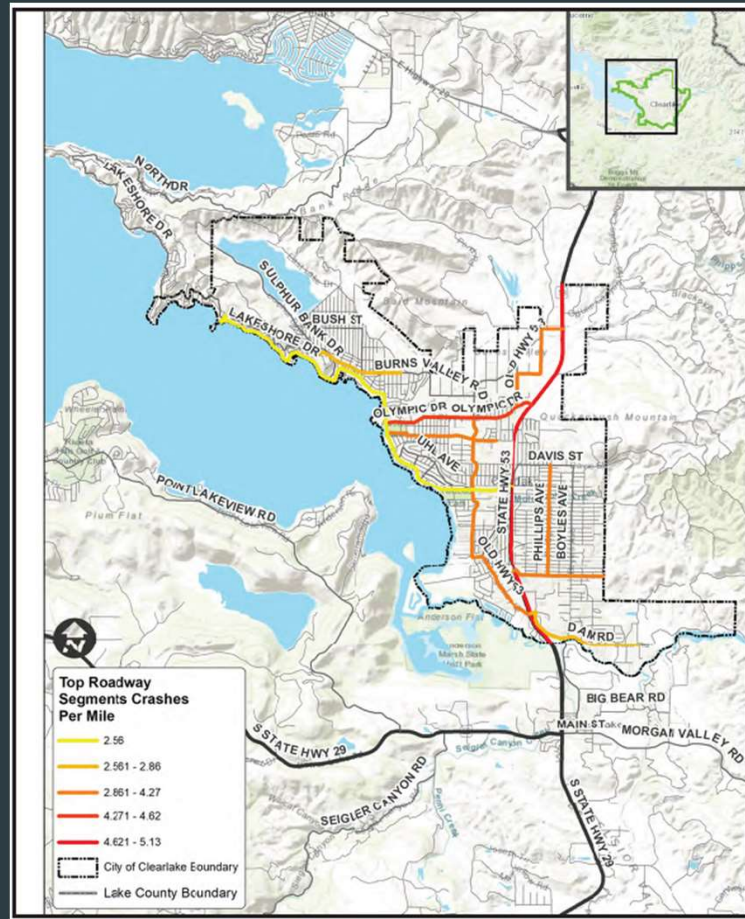
Detailed Crash Analysis: Top Intersections for Crashes in Clearlake

Intersection	Control	Total Crashes	Serious Injury and Fatal Crashes
Lakeshore Dr / Hwy 53	Signalized	5	1
Old Hwy 53 / Austin Rd	Unsignalized	5	1
Hwy 53 / 18th Ave	Signalized	4	1
Old Hwy 53 / SR 53 / Dam Rd	Signalized	4	2
Austin Rd / Cypress Dr	Unsignalized	3	0
Old Hwy 53 / SR 53	Unsignalized	2	1
Olympic Dr / Burns Valley Rd / Old Hwy 53	Signalized	2	1
Phillips Ave / 18th	Unsignalized	2	0
Top Intersections:		27	7
All Intersection Crashes:		48	12

Crashes at Top Intersections by Crash Type

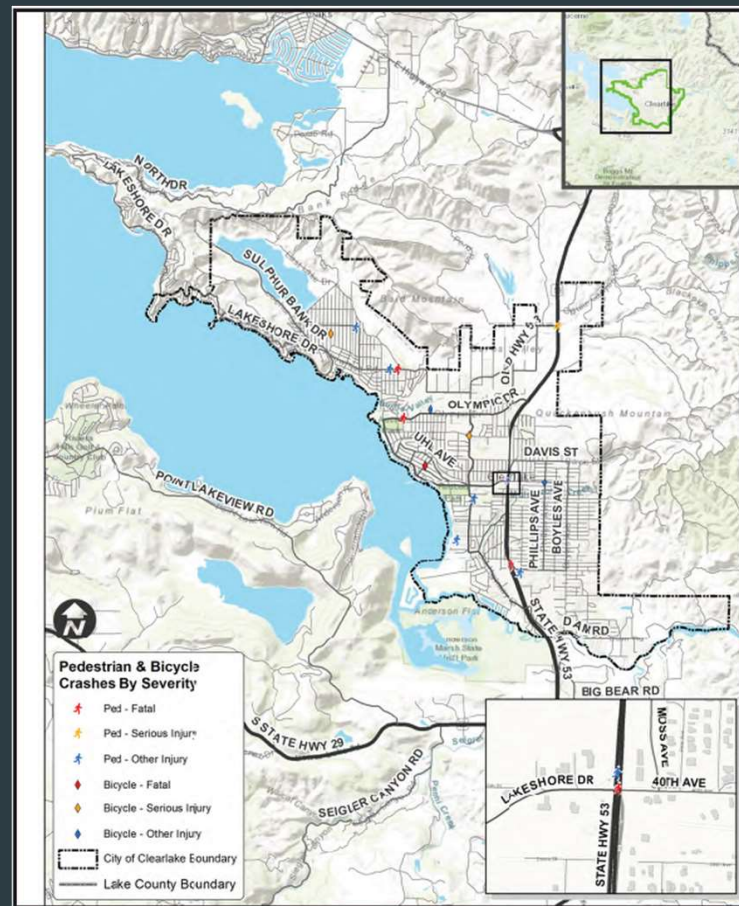
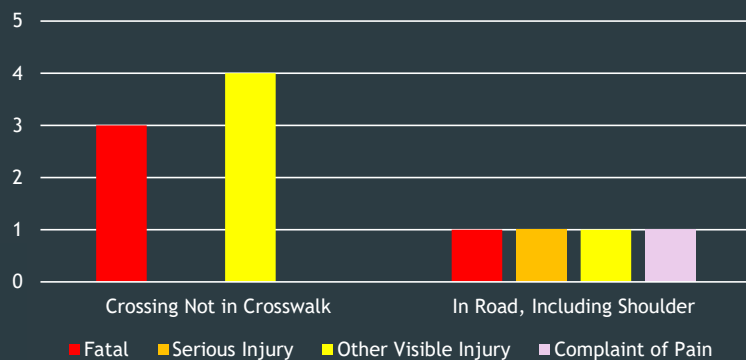


Detailed Crash Analysis: Top Roadway Segments in Clearlake



Detailed Crash Analysis: Pedestrian Data in Clearlake

Clearlake Pedestrian Actions by Crash Severity (2015 - 2019)



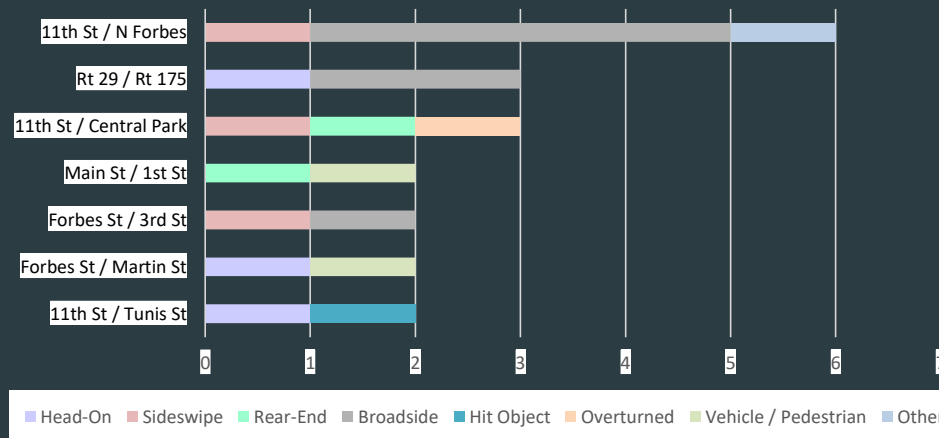
Key Takeaways- Clearlake

- ✓ The public is most concerned with distracted driving, impaired driving, intersection safety, and poor sidewalk and roadway conditions.
- ✓ Engineering countermeasures will primarily focus on systemic safety measures at intersections and along roadway segments with high number of crashes and will build upon other planned projects
- ✓ Old Hwy 53 was identified in the crash data and public outreach as an area of concern.
- ✓ Enforcement and education initiatives will be recommended to reduce crashes due to distracted and impaired driving



Detailed Crash Analysis: Top Intersections for Crashes in Lakeport

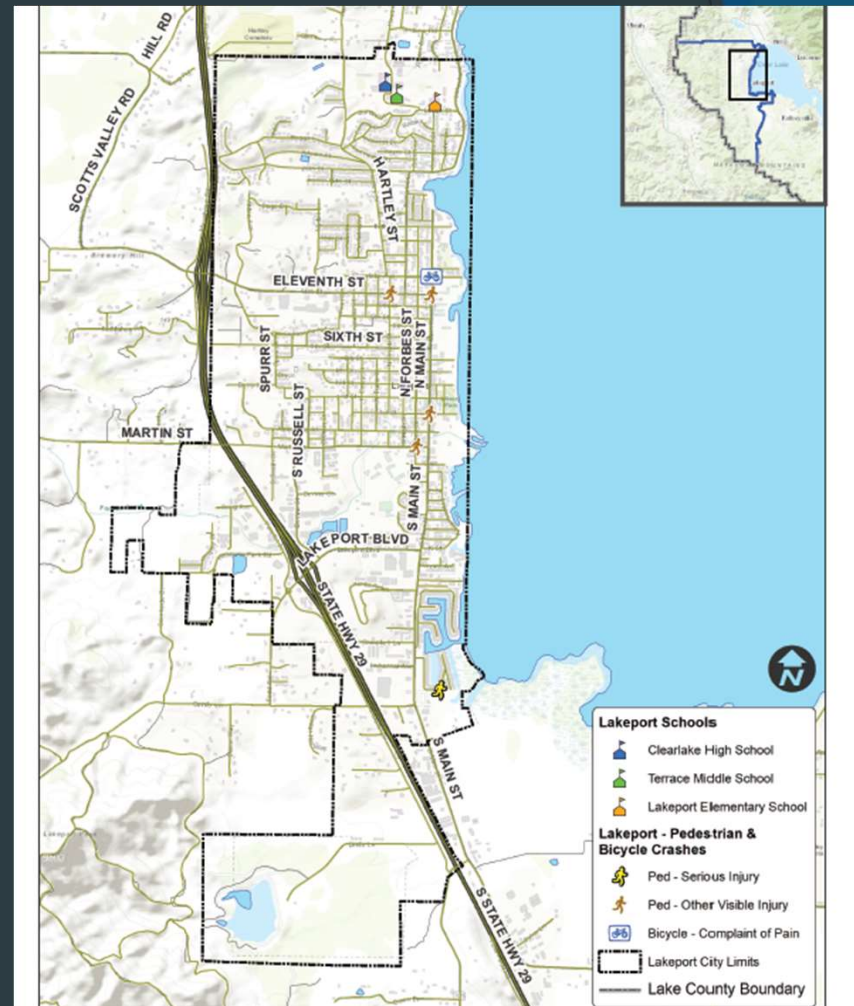
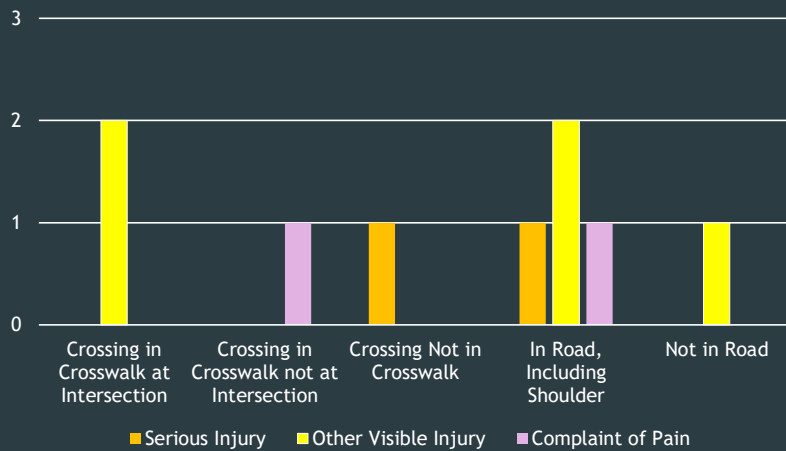
Intersection	Control	Total Crashes	Serious Injury and Fatal Crashes	Public Outreach Support
11 th St. / N Forbes St.	Unsignalized	6	0	2
Rt 29 / Rt 175	Signalized	3	0	0
11 th St. / Central Park	Unsignalized	3	0	0
Main St. / 1 st St.	Unsignalized	2	0	1
Forbes St. / 3 rd St.	Unsignalized	2	0	1
Forbes St. / Martin St.	Unsignalized	2	0	0
11 th St. / Tunis St.	Unsignalized	2	1	0
S. Main St. / E St.	Unsignalized	1	1	0



Detailed Crash Analysis: Top Roadway Segments for Lakeport



Detailed Crash Analysis: Pedestrian Data in Lakeport



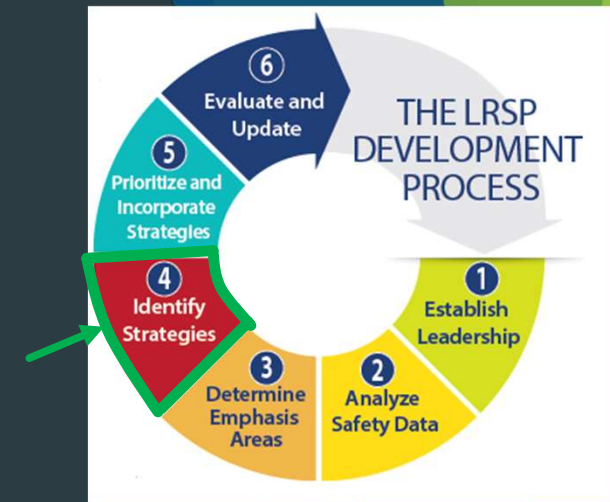
Key Takeaways - Lakeport

- ✓ The public is most concerned with poor roadway conditions, impaired drivers, distracted driving, and speeding.
- ✓ Engineering countermeasures will primarily focus on systemic safety measures at intersections and along roadway segments with high number of crashes and will build upon other planned projects.
- ✓ Main Street, 11th Street, Forbes Street, Hartley Street, and Lakeshore Boulevard were identified through both the public outreach and data analysis efforts as having the highest priority safety issues and greatest potential to increase safety.
- ✓ Enforcement and education initiatives will be recommended to reduce crashes due to distracted, impaired driving, and motorcycle safety.



Countermeasures

Solutions that are S.M.A.R.T.



- *Four E's of Safety Planning*
 - *Education*
 - *Engineering*
 - *Enforcement*
 - *Emergency Services*
- *Systemic vs. Location Specific*

Focus Area Strategy Tables

- ▶ One for each Focus Area for each City
- ▶ Identifies countermeasures and strategies across the 4 E's
- ▶ For each Focus Area:
 - ▶ Actions/Target Outputs
 - ▶ Responsible Parties
 - ▶ Short/Medium/Long-Term
 - ▶ Performance Measures
 - ▶ Monitoring & Evaluation
 - ▶ Potential Funding Sources

Distracted Driving Focus Area Strategy Table City of Lakeport Local Road Safety Plan							
Strategic Linkage							
Identified as one of 16 Challenge Areas in the latest California Strategic Highway Safety Plan (SHSP). <i>Distracted Driving ranked as the highest safety priority for Lakeport residents based on the public survey results.</i>							
Objectives				Success Indicators			
Increased awareness of safety impacts of distracted driving. Implement successful public outreach and driver engagement efforts to increase awareness.				Overall reduction in crashes, injuries, and fatalities related to distracted driving.			
	Actions	Target Output	Responsible Parties (Secondary Party)	Date of Completion	Performance Measures	Monitoring and Evaluation	Potential Funding Opportunities
Education	Distracted Driving Public Outreach Campaign	Local distracted driving messaging campaign using a variety of media outlets	City of Lakeport - Public Works & Police Lake Area Planning Council	Medium-term	1. Grant funding obtained for specific Distracted Driving outreach campaign 2. Implemented outreach campaign for full quarter (3 months)	Total, fatal & serious injury crashes involving distracted driving (cellphone usage, or other distraction)	NHTSA 402, NHTSA 405(e)
Enforcement	High-Visibility Cell Phone / Text Messaging Enforcement Campaign	Conduct high visibility enforcement program, contingent on staff resources, to provide citations as needed. <i>May be combined with High Visibility Enforcement programs from other Focus Areas .</i>	City of Lakeport - Police Department	Short-term / Medium - Term	Short-term: Grant funding obtained for increased High Visibility Enforcement Program Medium-term: High Visibility Enforcement Program established & implemented quarterly	Total, fatal & serious injury crashes involving distracted driving (cellphone usage, or other distraction) Number of distracted driving or distracted driving related violations issued during High Visibility program and annually	CTFGP, NHTSA 402, NHTSA 405(e)
Engineering	Engineering projects for Pedestrian/Bicycle Safety, Intersection Safety, and Lane Departures will contribute to improvements to Distracted Driving						
EMS	None Identified.						



Countermeasures - Engineering

HSIP General

- Systemic and Site Specific
- Categories:
 - Signalized Intersections
 - Unsignalized Intersections
 - Roadways

HSIP Analyzer Manual for BCR Applications

Table 1. Countermeasures for Signalized Intersections

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
S01	Lighting	Add intersection lighting (S.I.)	Night	40%	20	100%	Medium
S02	Signal Mod.	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	All	15%	10	100%	Very High
S03	Signal Mod.	Improve signal timing (coordination, phases, red, yellow, or operation)	All	15%	10	50%	Very High
S04	Signal Mod.	Provide Advanced Dilemma Zone Detection for high speed approaches	All	40%	10	100%	High
S05	Signal Mod.	Install emergency vehicle pre-emption systems	Emergency Vehicle	70%	10	100%	High
S06	Signal Mod.	Install left-turn lane and add turn phase (signal has no left-turn lane or phase before)	All	55%	20	90%	Low
S07	Signal Mod.	Provide protected left turn phase (left turn lane already exists)	All	30%	20	100%	High
S08	Signal Mod.	Convert signal to mast arm (from pedestal-mounted)	All	30%	20	100%	Medium
S09	Operation/Warning	Install raised pavement markers and striping (Through Intersection)	All	10%	10	100%	Very High
S10	Operation/Warning	Install flashing beacons as advance warning (S.I.)	All	30%	10	100%	Medium
S11	Operation/Warning	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	100%	Medium
S12	Geometric Mod.	Install raised median on approaches (S.I.)	All	25%	20	90%	Medium
S13PB	Geometric Mod.	Install pedestrian median fencing on approaches	P & B	35%	20	90%	Low
S14	Geometric Mod.	Create directional median openings to allow (and restrict) left-turns and u-turns (S.I.)	All	50%	20	90%	Medium
S15	Geometric Mod.	Reduced Left-Turn Conflict Intersections (S.I.)	All	50%	20	90%	Medium
S16	Geometric Mod.	Convert intersection to roundabout (from signal)	All	Varies	20	100%	Low
S17PB	Ped and Bike	Install pedestrian countdown signal heads	P & B	25%	20	100%	Very High
S18PB	Ped and Bike	Install pedestrian crossing (S.I.)	P & B	25%	20	100%	High
S19PB	Ped and Bike	Pedestrian Scramble	P & B	40%	20	100%	High
S20PB	Ped and Bike	Install advance stop bar before crosswalk (Bicycle Box)	P & B	15%	10	100%	Very High
S21PB	Ped and Bike	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	P & B	60%	10	100%	Very High

Source: HSIP Analyzer Manual for BCR Applications

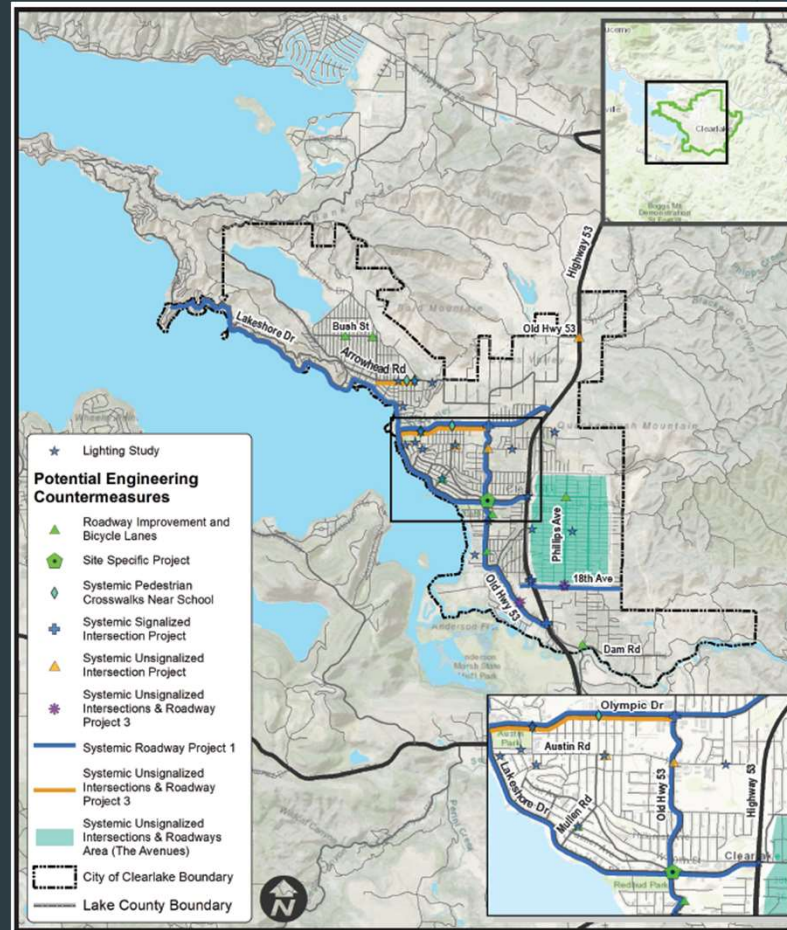
ID #	Focus Area	Potential Project	Potential Location(s)
1*	Intersection Safety	Site Specific	11th St. / Forbes
2	Intersection Safety	Site Specific	Rt 29/ Rt 175
3	Intersection Safety	Systemic Unsignalized Intersections 1	11 th St. / Central Park 11th St. / Tunis Forbes St. / Martin St. 11th / Rt 29 N. Forbes St. / 3rd St. S. Main St. / E St. S. Main St. / Lakeport Blvd.
4	Intersection Safety	Systemic Unsignalized Intersections 2	11 th St. / Central Park 11th St. / Tunis Forbes St. / Martin St. Forbes St. / Martin St.
5	Pedestrian Safety	Systemic Pedestrian Crosswalk at Unsignalized Intersections	11th / Brush 11th / Main Main / 1st Clearlake / N. Main St 11th St. Corridor
6	Pedestrian Safety	Systemic Sidewalk	6th Street Lakeshore Blvd 11th St. Corridor Lakeshore Blvd Main St.
7	Lane Departures	Systemic Clear Recovery Zone	Lakeshore Blvd Main St.
8	Lane Departures	Site Specific	Lakeshore Blvd
9	Lane Departures	Site Specific	11th St. Corridor
10	Lane Departures / Distracted Driving / Intersection Safety	Site Specific	Main St.
11	Lighting	Systemic Lighting Study	Multiple, See Figure 27
12	Speeding	Systemic Speed 1	Lakeshore Blvd 11th St. Main St. Lakeport
13	Speeding	Systemic Speed 2	Various

Potential Projects: Lakeport



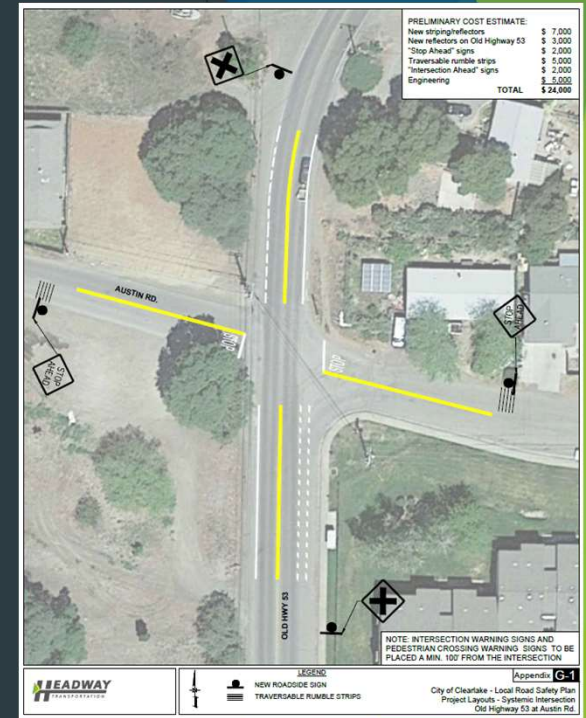
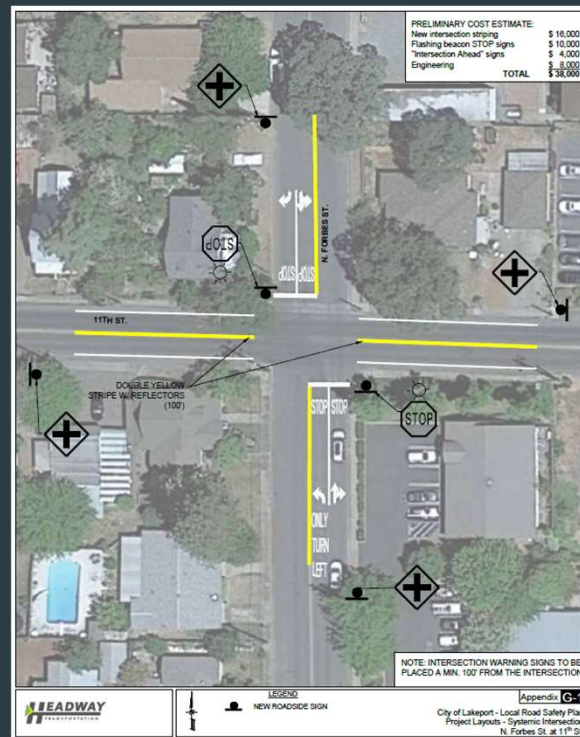
ID #	Focus Area	Project	Potential Locations
1	Intersection Safety	Site Specific	Lakeshore Dr/ Hwy 53 (Signalized)
2	Intersection Safety	Systemic Signalized Intersections	Hwy 53/ 18th Ave (Signalized)
			Old Hwy 53/ SR 53 / Dam Rd (Signalized)
			Olympic Dr/ Burns Valley Rd/ Old Hwy 53 (Signalized)
3	Intersection Safety	Systemic Unsignalized Intersections	Old Hwy 53/ Austin Rd (Unsignalized)
			Austin Rd/ Cypress Dr (Unsignalized)
			Old Hwy 53/ SR 53 (Unsignalized)
			Phillips Ave/ 18th
4	Intersection Safety and Lane Departures	Systemic Unsignalized Intersections and Roadways	The Avenues - group of intersections. Approximately bordered by Pine Avenue to the west, Parker Avenue to the east, 45th Avenue to the north, and 18th Avenue to the south.
5	Pedestrian and Bicycle Safety	Systemic Pedestrian Crosswalks Near School	Arrowhead Rd/ Ciwa St
			Arrowhead Rd/ Halika St
			Old Hwy 53/ Airport Rd
6	Pedestrian and Bicycle Safety	Systemic Sidewalk	Olympic/ Pine St
			Olympic Dr/ Maple St
			Arrowhead Rd Near School
7	Lane Departures	Systemic Roadway	Old Hwy 53/ Airport Rd
			Olympic Street Near School
			Old Highway 53
8	Lighting	Lighting Study	Lakeshore Drive
9	Speeding	Systemic Speed Project	Olympic Drive
10	Pedestrian and Bicycle Safety	Community-Wide	18th Ave
		Roadway, Bicycle and Pedestrian Improvements	Various

Potential Projects: Clearlake



Additional Step: Layouts, Estimated Costs and BCRs for 2 Projects

- ▶ Systemic Unsignalized Intersections
- ▶ Systemic Pedestrian Improvements
- ▶ This information can be used in an HSIP application
- ▶ Cities may choose to add/remove locations and/or modify countermeasures in the application



Countermeasures - Education

Focus Area	Actions	Target Output	Funding Opportunities
Distracted Driving	Distracted Driving Public Outreach Campaign	Local distracted driving messaging campaign using a variety of media outlets	NHTSA 402, NHTSA 405(e)
Impaired Driving	Drunk & Impaired Driving Awareness Campaign	Reduced number of alcohol-involved serious injuries and fatalities	NHTSA 402, NHTSA 405(e)
Speeding	Speed Kills Campaign	Conduct public outreach campaign about the importance of driving the speed limit and the impact just 5 mph can have on the severity of a crash	NHTSA 402, NHTSA 405(e)
Pedestrian and Bicycle Safety	Safe Routes to School	Safe Routes to School plan created for local elementary and middle school with identified projects and recommended improvements	ATP
Pedestrian and Bicycle Safety	Bike Safety Education for Children	Bike safety instruction for Lakeport children through school or City program	ATP, NHTSA 402
Pedestrian and Bicycle Safety	Active Lighting / Conspicuity Enhancement	Make pedestrians & bicyclists in the City of Lakeport more visible at night to avoid collisions by providing free lighting equipment and retroreflective clothing	NHTSA 402 NHTSA 405(h)
Pedestrian and Bicycle Safety	Share the Road & Pedestrian Safety Awareness Messaging	Increase driver awareness of pedestrian & bicyclist rights and needs on the roadway	NHTSA 402
Motorcycle Safety	Motorcycle Safety awareness messaging	Increased driver awareness of motorcyclists & Reduction in motorcyclist involved crashes	NHTSA 402, NHTSA 405(e)



Countermeasures - Enforcement

Focus Area	Actions	Target Output	Funding Opportunities
Distracted Driving	High-Visibility Cell Phone / Text Messaging Enforcement Campaign	Conduct high visibility enforcement program, contingent on staff resources, to increase awareness of enforcement efforts and to provide citations as needed. May be combined with High Visibility Enforcement programs from other Focus Areas.	CTFGP, NHTSA 402, NHTSA 405(e)
Impaired Driving	Passive Alcohol Sensors (PAS)	Equip officers with Passive Alcohol Sensors to increase efficiency of Alcohol Checkpoints and normal traffic stops	NHTSA 402, NHTSA 405(e)
Impaired Driving	Publicized Sobriety Checkpoints	Highly publicized sobriety checkpoints conducted regularly to increase perceived risk of arrest for impaired driving	CTFGP, NHTSA 402, NHTSA 405(d)
Impaired Driving	High-Visibility Saturation Patrols	Focused patrols around specific areas where impaired-driving crashes are common as part of an on-going saturation program	CTFGP, NHTSA 402, NHTSA 405(d)
Speeding	Targeted Speed Enforcement Program	Reduced speeding issues along select corridors through regular and targeted enforcement patrols	NHTSA 402, NHTSA 405(e)
Pedestrian and Bicycle Safety	Pedestrian Crosswalk Sting Program	Conduct intermittent crosswalk sting operation in high pedestrian areas (Main Street, Forbes St, etc.) to increase drive awareness of pedestrian safety.	CTFGP, NHTSA 402, NHTSA 405(e)



Implementation Plan

- ▶ Key steps for successful implementation
- ▶ Non-Engineering Programs
- ▶ Grant Funding




Next Steps

- ▶ Final LRSP by December 31, 2021
- ▶ Monitor, Evaluate and Update





City of Clearlake
DRAFT Local Road Safety Plan (LRSP)

Prepared for:


City of Clearlake
14050 Olympic Drive
Clearlake, CA 95422



Lake Area Planning Council
525 South Main Street, Suite G
Ukiah, CA 95482





Prepared by:  **HEADWAY**
TRANSPORTATION 2240 St. George Lane, Suite 1
Chico, CA 95926


City of Lakeport
DRAFT Local Road Safety Plan (LRSP)

Prepared for:


City of Lakeport
225 Park Street
Lakeport, CA 95453


Lake Area Planning Council
525 South Main Street, Suite G
Ukiah, CA 95482



Prepared by:  **HEADWAY**
TRANSPORTATION 2240 St. George Lane, Suite 1
Chico, CA 95926



Questions?



Thank You

Lauren Picou, PE, PTOE, RSP1
Senior Associate I
lpicou@headwaytransportation.com





LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: 2022 Regional Transportation Plan/Active
Transportation Plan

DATE PREPARED: November 23, 2021
MEETING DATE: December 1, 2021

SUBMITTED BY: John Speka, Senior Transportation Planner

BACKGROUND: The Regional Transportation Plan/Active Transportation Plan (RTP/ATP) is the region's 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/ATP covers present and future transportation needs, deficiencies and constraints, as well as providing estimates of available funding for future transportation projects in the region.

A draft of the RTP/ATP was released at the end of October for public review and comment. The corresponding CEQA document was also posted at that time, along with a notice that the final draft would come before the Board for adoption at today's meeting. Much of this was discussed before the Board at its November 10 meeting along with an overview presentation on the RTP/ATP. Since that time, APC staff discussed portions of the draft with Caltrans District 1 staff, when it was noted that comments from that office would not be ready until the end of November, or just prior to today's meeting. As a result, the draft has yet to be revised to incorporate Caltrans suggested edits.

Staff is therefore recommending that today's hearing be opened for public discussion and comment as originally noticed in the regional media, but also that the final adoption be continued until the subsequent meeting on February 9, 2022, in order for the final draft to reflect revisions recommended by Caltrans. It should be added that the current draft was also presented to the TAC at its November 18 meeting, where a recommendation was made for approval subject to incorporation of relevant comments received.

As noted last month, the Draft RTP/ATP and related CEQA document can be located on the Lake APC website by the link below.

<https://www.lakeapc.org/news/draft-2022-lake-county-regional-transportation-plan-active-transportation-plan-rtp-atp/>

ACTION REQUIRED:

1. Make finding that proper notice of meeting has been provided. This consists of a legal notice in the October 29 edition of the Record Bee, a notice posted on the Lake APC website, and notice sent to State and local agencies and local Tribal Governments.
 2. Receive staff report.
 3. Open public hearing.
 4. Receive public comments.
 5. Close public hearing.
 6. Continue hearing until February 9, 2022, for consideration of final draft adoption of the 2022 Lake County Regional Transportation Plan/Active Transportation Plan (RTP/ATP).
-

ALTERNATIVES: None

RECOMMENDATION: The Lake APC continues the public hearing on the 2022 Lake County Regional Transportation Plan/Active Transportation Plan (RTP/ATP) until February 9, 2022.

LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION 21-22-15

RESOLUTION ADOPTING A NEGATIVE DECLARATION AND APPROVING THE 2022 LAKE COUNTY REGIONAL TRANSPORTATION PLAN/ACTIVE TRANSPORTATION PLAN (RTP/ATP)

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

WHEREAS, the Lake Area Planning Council (APC) is the designated Regional Transportation Planning Agency for Lake County; and

WHEREAS, in accordance with Government Code 65080, the Lake Area Planning Council is required to update the Regional Transportation Plan every four years; and

WHEREAS, public participation and outreach activities were conducted to provide the opportunity for the public to be involved in the development of the 2022 Regional Transportation Plan/Active Transportation Plan and the Negative Declaration; and

WHEREAS, the Lake APC's Technical Advisory Committee reviewed the draft RTP/ATP at their meeting of November 18, 2021, and recommended approval; and

WHEREAS, adoption of the RTP/ATP will not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory; and

WHEREAS, adoption of the RTP/ATP will not have possible environmental effects that are individually limited but cumulatively considerable; and

WHEREAS, the Lake APC has found, on the basis of the whole record, that there is no substantial evidence that adoption of the RTP/ATP will have a significant effect on the environment;

WHEREAS, pursuant to the California Environmental Quality Act (CEQA), a Negative Declaration was prepared for the Plan and noticed and made available for agency and public review on October 27, 2021; and

WHEREAS, the Lake APC Board held a public, legally noticed hearing on December 1, 2021, and continued to February 9, 2022, at which time the Board heard and received all relevant testimony and evidence presented orally or in writing regarding the Negative Declaration and the Project. All interested persons were given an opportunity to hear and be heard regarding the Negative Declaration and the Project.

NOW, THEREFORE, BE IT RESOLVED THAT:

The Lake Area Planning Council hereby adopts a Negative Declaration and approves the 2022 Lake County Regional Transportation Plan/Active Transportation Plan and directs staff to forward this resolution and the appropriate documentation to California Department of Transportation (Caltrans) and the California

Transportation Commission (CTC).

ADOPTION OF THIS RESOLUTION was moved by Director _____, seconded by Director _____, and carried this 9th day of February, 2022, by the following roll call vote:

AYES:

NOES:

ABSENT:

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

ATTEST: Lisa Davey-Bates
Executive Director

Stacey Mattina, Chair
APC Member

Lake County Publishing
Lake County Record-Bee

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Lakeport, CA 95453
(707) 263-5636
advertising@record-bee.com

2110531

LAKE COUNTY / CITY AREA PLANNING COUNCIL
367 NORTH STATE STREET, STE 204
UKIAH, CA 95482

**Affidavit of Publication
STATE OF CALIFORNIA
County of Lake**

I, Molly E. Lane, being first duly sworn, depose and say: That at and during all the dates and times herein mentioned I was, and now am the legal clerk of the Lake County Record-Bee, a newspaper published for the dissemination of local or telegraphic news and intelligence of a general character, having a bona fide subscription list of paying subscribers, and which is, and has been, established, printed and published at regular intervals, to-wit: Daily (except Sunday and Monday) in the City of Lakeport, County and State aforesaid, for more than one year preceding the date of the publication below mentioned, a newspaper of general circulation, as that term is defined by Section 6,000 et al, of the Government Code of the State of California, and is not and was not during any said times, a newspaper devoted to the interests or denomination, or for any members of such classes, professions, trades, callings, races or denominations.

That at, and during all of said dates and times herein mentioned, affiant had and now has knowledge and charge of all notes and advertisements appearing in said newspaper; that the notice of which the annexed is printed copy, was published each week in the regular and entire issue of one or more number of the said newspaper during the period and times of publication thereof, to-wit:

For 1 issue published therein on the following date, viz: 10/29/2021;

that said notice was published in said newspaper proper and not in a supplement; that said notice, as so published, was set in type not smaller than nonpareil, and was preceded with words printed in black face type not smaller than nonpareil, describing and expressing in general terms the purport and character of said notice, as fully appears from the exact copy of said notice, which is hereto annexed as aforesaid.

Executed this 16th day of November, 2021 at Lakeport, California. I hereby declare under penalty of perjury that I have read the foregoing and that it is true and correct.



Molly E. Lane, Legal Clerk

Legal No.

0006618302

RB21938

**NOTICE OF PUBLIC
HEARING AND
AVAILABILITY OF
DRAFT NEGATIVE
DECLARATION FOR
PUBLIC REVIEW**

**NOTICE IS HEREBY
GIVEN** that the Lake Area Planning Council (APC) will meet on Wednesday, December 1, 2021, at 9:00 a.m. or as soon thereafter as possible, to conduct a public hearing on the following project and the Draft Negative Declaration.

Project Title: 2022 Lake County Regional Transportation Plan/Active Transportation Plan

Project Description: The Regional Transportation Plan/Active Transportation Plan (RTP/ATP) is a transportation planning document prepared by the Lake Area Planning Council. The Plan provides a vision of regional transportation goals, policies and objectives for all modes of travel, including local streets and roads, State highways, public transit, bicycle, pedestrian and aviation. It assesses current transportation, identifies needs and problems, and suggests actions to solve these problems and improve transportation throughout the region. The plan also considers financing options in relation to projects discussed within the plan.

Location: All of Lake County, including the cities of Lakeport and Clearlake.

Environmental Determination: The Lake Area Planning Council has prepared a Draft Negative Declaration for the above project.

Review Period: The

public review period shall begin on October 29, 2021, and will close on November 30, 2021.

The RTP/ATP and Draft Negative Declaration may be reviewed at (or copies received from) the Lake APC offices, 525 S. Main St, Ste. B, Ukiah. The documents can be viewed online at www.lakeapc.org.

Your comments regarding the RTP/ATP and/or Negative Declaration are invited. Written comments should be submitted to the Lake County/City Area Planning Council, 525 S. Main St, Ste. B, Ukiah, CA, 95482 no later than November 30, 2021. Oral comments may be presented at the public hearing. Comments may also be presented at the public hearing. Pursuant to AB 361, Lake APC continues to conduct their meetings virtually. Virtual meeting information, and in-person locations if available, will be posted to Lake APC's website under the "Board of Directors" tab. For additional information, please contact John Speka (speka@dow-associates.com) at the Lake Area Planning Council, 707-263-7799.

JOHN SPEKA, Senior Transportation Planner
Publish: 10/29/21



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Public Hearing and Adoption of the 2022 Regional
Transportation Improvement Program

DATE PREPARED: 11/23/2021
MEETING DATE: 12/01/2021

SUBMITTED BY: Danielle Casey, Project Coordinator

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, \$96,000 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 \$96,000 for PPM, that leaves \$1,919,000 available for new or existing projects.

It is important to note that State Guidelines say that STIP funds cannot be used to partially fund a component of a project. They are able to be used to completely fund a component, or complete funding of a partially funded component. The priority projects as previously designated by the APC Board are the Lake 29 Expressway, South Main and Soda Bay Road, and the Dam Road Extension Roundabout. Because the Fund Estimate is not enough money to finish funding any future phases of any of the priority projects, the TAC has decided to leave the money unprogrammed and use it for future funding considerations.

At their November meeting, the TAC recommended approval of the draft RTIP, which includes no new programming. The RTIP is presented today for approval by the APC. A draft resolution has been prepared, and is attached, for consideration in adopting the RTIP. Following adoption by the APC, the RTIP will be submitted to CTC by the December 15 due date.

ACTION REQUIRED:

1. Make finding that proper notice of meeting has been provided. Notice was published in the Record Bee on 11/12/21.
2. Receive staff report.
3. Open public hearing.
4. Receive public comments.
5. Close public hearing.
6. Action by Resolution on the 2022 Regional Transportation Improvement Program.

ALTERNATIVES: Adopt the RTIP with changes

RECOMMENDATION: Approve the Resolution adopting the 2022 Regional Transportation Improvement Program as presented and authorizing staff to submit the adopted RTIP to Caltrans and the California Transportation Commission.

LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION NO. 21-22-16

RESOLUTION ADOPTING THE 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

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

WHEREAS,

- The Lake County/City Area Planning Council (APC) is the designated Regional Transportation Planning Agency (RTPA) for Lake County; and
- The APC, as the RTPA, is required by State law to prepare, adopt, and submit to Caltrans and the California Transportation Commission by December 15, 2021, a Regional Transportation Improvement Program (RTIP); and
- In August of 2021 the California Transportation Commission released a 2022 State Transportation Improvement Program (STIP) Fund Estimate which identifies funds available for programming by regional transportation planning agencies; and
- The 2022 STIP Fund Estimate identified a new programming target for the Lake County region of \$1,934,000; and
- The 2020 RTIP included a reserve of \$81,000; and
- COVID Relief Shares subject to STIP Guidelines have been programmed in the RTIP in the amount of \$524,187; and
- The APC conducted a competitive application cycle for projects to utilize available funding; and
- The 2022 RTIP has been prepared which includes the following programming:

Planning, Programming & Monitoring	\$96,000
Nice/Lucerne Cutoff Asphalt Rehabilitation	\$204,507
Clearlake Guard Rail Project	\$186,737
Lakeport Green Street Reconstruction	\$132,943

Total All Programming Needs: \$620,187

- The Technical Advisory Committee has voted to leave the remaining \$1,919,000 unprogrammed at this time; and
- The APC also desires to make minor programming changes, including schedule changes, to existing STIP projects, as listed in the Project Programming Request Index and shown in individual Project Programming Request forms; and

- The APC desires to keep all other existing project programming in tact unless otherwise identified in the RTIP document; and
- The Technical Advisory Committee has recommended approval of the 2022 Regional Transportation Improvement Program; and

NOW, THEREFORE, BE IT RESOLVED THAT:

The APC finds that the 2022 Regional Transportation Improvement Program (RTIP) is consistent with Lake County's adopted Regional Transportation Plan; and

The APC hereby adopts the 2022 Regional Transportation Improvement Program (RTIP), including programming identified above, and directs staff to forward this resolution and the appropriate documentation to Caltrans and the California Transportation Commission.

Adoption of this Resolution was moved by Director _____, seconded by Director _____, and carried on this 1st day of December 2021, by the following roll call vote:

AYES:

NOES:

ABSENT:

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

ATTEST: Lisa Davey-Bates
Executive Director

Stacey Mattina, Chair
APC Member

Lake County Publishing
Lake County Record-Bee

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(707) 263-5636
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2110531

LAKE COUNTY / CITY AREA PLANNING COUNCIL
367 NORTH STATE STREET, STE 204
UKIAH, CA 95482

**Affidavit of Publication
STATE OF CALIFORNIA
County of Lake**

I, Molly E. Lane, being first duly sworn, depose and say: That at and during all the dates and times herein mentioned I was, and now am the legal clerk of the Lake County Record-Bee, a newspaper published for the dissemination of local or telegraphic news and intelligence of a general character, having a bona fide subscription list of paying subscribers, and which is, and has been, established, printed and published at regular intervals, to-wit: Daily (except Sunday and Monday) in the City of Lakeport, County and State aforesaid, for more than one year preceding the date of the publication below mentioned, a newspaper of general circulation, as that term is defined by Section 6,000 et al, of the Government Code of the State of California, and is not and was not during any said times, a newspaper devoted to the interests or denomination, or for any members of such classes, professions, trades, callings, races or denominations.

That at, and during all of said dates and times herein mentioned, affiant had and now has knowledge and charge of all notes and advertisements appearing in said newspaper; that the notice of which the annexed is printed copy, was published each week in the regular and entire issue of one or more number of the said newspaper during the period and times of publication thereof, to-wit:

For 1 issue published therein on the following date, viz: 11/12/2021;

that said notice was published in said newspaper proper and not in a supplement; that said notice, as so published, was set in type not smaller than nonpareil, and was preceded with words printed in black face type not smaller than nonpareil, describing and expressing in general terms the purport and character of said notice, as fully appears from the exact copy of said notice, which is hereto annexed as aforesaid.

Executed this 16th day of November, 2021 at Lakeport, California. I hereby declare under penalty of perjury that I have read the foregoing and that it is true and correct.



Molly E. Lane, Legal Clerk

Legal No.

0006623580

RB21979

MEETING NOTICE
NOTICE IS HEREBY
GIVEN that the Lake County/City Area Planning Council (APC), which is the regional transportation planning agency for Lake County, will hold a public hearing on Wednesday, December 1, 2021, at 9:00 a.m. or as soon thereafter as possible.

Public Hearing -
Adoption of 2020 Regional Transportation Improvement Program

The APC will hold a public hearing to consider adoption of a Regional Transportation Improvement Program (RTIP) which will program approximately \$1,934,000 for transportation projects in Lake County over the next five years.

The purpose of this public hearing is to receive public testimony prior to formal adoption of the 2022 RTIP. Your comments regarding the RTIP are invited. Written comments should be submitted to the Lake County/City Area Planning Council, 525 S. Main St, Ste. B, Ukiah, CA, 95482 no later than November 30, 2021. Oral comments may be presented at the public hearing. Comments may also be presented at the public hearing. Pursuant to AB 361, Lake APC continues to conduct their meetings virtually. Virtual meeting information, and in-person locations if available, will be posted to Lake APC's website under the "Board of Directors" tab. For additional information, please contact Danielle Casey (casey.d@dow-associates.com) at the Lake Area Planning Council, 707-

Lake County/City Area Planning Council
2022 Regional Transportation Improvement Program

Adopted: December 2021

INSERT COVER LETTER

2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2022 RTIP)

Table of Contents

	<u>Page Number</u>
<u>Cover Letter</u>	
A. <u>Overview and Schedule</u>	
Section 1. Executive Summary	X
Section 2. General Information	X
Section 3. Background of Regional Transportation Improvement Program (RTIP).....	X
Section 4. Completion of Prior RTIP Projects.....	X
Section 5. RTIP Outreach and Participation	X
B. <u>2022 STIP Regional Funding Request</u>	
Section 6. 2022 STIP Regional Share and Request for Programming.....	X
Section 7. Overview of Other Funding Included in Delivery of RTIP Projects.....	X
Section 8. Interregional Transportation Improvement Program (ITIP) Funding/Needs.	X
Section 9. Multi-Modal Corridors - Projects Planned Within the Corridor.....	X
Section 10. Highways to Boulevards Conversion Pilot Program	X
C. <u>Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP</u>	
Section 11. Regional Level Performance Evaluation.....	X
Section 12. Regional and Statewide Benefits of RTIP.....	X
D. <u>Performance and Effectiveness of RTIP</u>	
Section 13. Evaluation of the Cost Effectiveness of RTIP.....	X
Section 14. Project Specific Evaluation.....	X
E. <u>Detailed Project Information</u>	
Section 15. Overview of Projects Programmed with RIP Funding.....	X
F. <u>Appendices</u>	
Section 16. Project Programming Request (PPR) Forms	
Section 17. Board Resolution or Documentation of 2022 RTIP Approval	
Section 18. Documentation on Coordination with Caltrans District (Optional)	
Section 19. Detailed Project Programming Summary Table (Optional)	
Section 20. Alternative Delivery Methods (Optional)	
Section 21. Additional Appendices (Optional)	

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A. Overview and Schedule

Section 1. Executive Summary

The Lake County/City Area Planning Council (APC) is the Regional Transportation Planning Agency (RTPA) for Lake County. The APC is required by California State Law to prepare and adopt a Regional Transportation Improvement Program (RTIP) by December 15 of each odd numbered year. This RTIP has been developed in conformance with State law and the adopted 2017 Lake County Regional Transportation Plan.

At the August 18-19, 2021 CTC meeting, the California Transportation Commission adopted the 2022 State Transportation Improvement Program Fund Estimate. The Fund Estimate identified a STIP programming target through FY 2026/27 of \$1,934,000 for the Lake County region. The available funding includes \$96,000 available for Planning, Programming & Monitoring, leaving \$1,838,000 available for projects. There is also \$81,000 available that was not programmed in the 2020 RTIP. This leaves a total of \$1,919,000 available for projects.

The \$1,919,000 available has not been programmed for new or existing projects; it will be left for future funding considerations.

Section 2. General Information

- **Regional Agency Name**
Lake County/City Area Planning Council
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**
- **Regional Agency Website Link:** <http://www.lakeapc.org>
RTIP document link: <https://www.lakeapc.org/library/plans/>
RTP link: <https://www.lakeapc.org/library/plans/>
- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

Name	Lisa Davey-Bates
Title	Executive Director
Email	ldaveybates@dbcteam.net
Telephone	707-234-3314
- **RTIP Manager Staff Contact Information**

Name	Danielle Casey	Title	Project Coordinator
Address	525 South Main Street, Suite B		
City/State	Ukiah, CA		
Zip Code	95482		

Email caseyd@dow-associates.com
Telephone 707-263-7799 Fax 707-463-2212

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

Name	Teresa Favila	Title	Deputy Director
Address	1120 N Street		
City/State	Sacramento, CA		
Zip Code	95814		
Email	teresa.favila@catc.ca.gov		
Telephone	916-653-2064	Fax	916-653-2134

Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

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

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

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

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

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

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 18, 2021
Caltrans identifies State Highway Needs	September 15, 2021
Caltrans submits draft ITIP	October 15, 2021
CTC ITIP Hearing, North	November 1, 2021
CTC ITIP Hearing, South	November 8, 2021
Regional Agency adopts 2022 RTIP	December 1, 2021
Regions submit RTIP to CTC (postmark by)	December 15, 2021
Caltrans submits ITIP to CTC	December 15, 2021
CTC STIP Hearing, North	January 27, 2022
CTC STIP Hearing, South	February 3, 2022
CTC publishes staff recommendations	February 28, 2022
CTC Adopts 2020 STIP	March 23-24, 2022

B. Public Participation/Project Selection Process

RTIP projects are derived from the Regional Transportation Plan, which is developed through extensive public participation. The public participation process for the current RTP included public workshops held throughout the County, public events, public hearings, and surveys. Interagency and Intergovernmental involvement included outreach to all cities and the county and consultation with Tribal governments at initial stages of plan development, and throughout the process. In addition to the public participation that goes into the RTP, the RTIP is then developed through a series of public meetings, including a public hearing which is noticed in regional newspapers. As described in Section 4, priority regional projects have been established by the APC. When available and if needed, funding is awarded to these projects prior to other projects being considered for funding. If additional funding is available, projects are selected through a competitive process using adopted criteria.

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

Caltrans District: 1

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

B. 2022 STIP Regional Funding Request

Section 6. 2022 STIP Regional Share and Request for Programming

A. 2022 Regional Fund Share Per 2022 STIP Fund Estimate

\$2,015,000 STIP Target

\$524,187 STIP COVID Relief Shares

B. Summary of Requested Programming –

Project Name and Location	Project Description	Requested RIP Amount
Planning, Programming & Monitoring		\$96,000
County Covid Share	Nice/Lucerne Cutoff Asphalt Rehabilitation – New overlay	\$204,507
Clearlake Covid Share	Guard Rails	\$186,737
Lakeport Covid Share	Green Street Reconstruction	\$132,943

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

[Click here to enter text.](#)

Proposed 2022 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	Local Funds	SHOPP	DEMO	Utility Underground Funding	
Lake 29 Expressway (Segment 2C)	15630	17951		72882			106463
Lake 29 Expressway (Segment 2A)	900	5100					6000
Lake 29 Expressway (Segment 2B)	900	5100					6000
South Main St. Widening & Bike lanes	5547		47		1707	1250	8551
Soda Bay Rd. Widening & Bike lanes	1503		1		1493	1250	4247
Totals	24480	28151	48	72882	3200	2500	131,261

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Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

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

No ITIP funding is requested.

Lake County has no rail network, the majority of people travel the region via the interregional highways via private car or bus service from the Lake Transit Authority (LTA). Currently the most traveled highway is the SR 20 Corridor. Because this highway traverses the North Shore of Clear Lake through various small towns, SR 20 is subject to long delays if traffic incidents occur along the corridor. The Area Planning Council's long-term goal is to make the SR 53/SR 29 Corridor the principal arterial corridor through the region. SR 53 and SR 29 are a fair distance from the lake shore therefore less environmentally sensitive. A three-mile portion of SR 29 is currently under construction expanding the highway from two lanes to four lanes. It is Lake APC's priority to continue this expansion in order to accommodate freight traffic and improve safety.

Section 9. Projects Planned Within Multi-Modal Corridors

The significant corridor in the Lake County region is the SR 20 Corridor, which also includes portions of SR 53 and SR 29. The Lake 29 Improvement Project is the primary component of what is referred to as the region's "Konocti Corridor," the preferred east-west route through Lake County. The project proposes to widen an approximately eight-mile stretch of State Route (SR) 29 from an existing two-lane highway to a four-lane divided highway with controlled access. The overall goals of the project are to improve truck speeds and travel time reliability by providing consistent and increased free-flow speeds through this segment of SR 29. The project was broken down into three segments to help diffuse the overall burden of funding in its entirety. Segment "2C," roughly consisting of the westernmost three-mile section of the project is nearing completion as of this writing. However, funding for right-of-way, construction and support costs of the remaining two segments ("2A" and "2B") has yet to be secured. As part of the larger Konocti Corridor, the project will also encourage interregional traffic to utilize the southshore routes (SR 53 and SR 29) as opposed to SR 20 along the northshore, where the highway also serves as "Main Street" to the communities of Nice, Lucerne, Glenhaven and Clearlake Oaks, thereby increasing corridor safety for multimodal users in these areas.

Section 10. Highways to Boulevards Conversion Pilot Program

As referenced in Section 8 and 9, SR 20 along the North Shore of Clear Lake serves as a “Main Street” to the communities of Nice, Lucerne, Glendale and Clearlake Oaks. The RTP identifies the effort to divert the majority of traffic through the county to the SR53/SR29 Corridor via the Lake 29 Improvement Project. SR 20 would be a great candidate for the Highways to Boulevards Conversion Pilot Program.

The Highway 20 Northshore Communities Traffic Calming Plan and Engineered Feasibility Study, completed in 2020, outlines the regional efforts to focus on the local transportation functions served by Highway 20 in these Northshore communities by reducing vehicle speeds and enhancing pedestrian and bicyclist access and safety. The plan is available on the Lake APC website.

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

Section 11. Regional Level Performance Evaluation (per Section 19A of the guidelines)

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

Below are relevant goals, policies, and objectives excerpted from the 2017 Lake County Regional Transportation Plan, adopted by the APC in February of 2018. The following tables from the RTP summarize the projects from the 2020 RTIP, all of which have been carried over from previous STIP cycles. Specific goals, objectives and policies are then listed which support each project, followed by a description of how the projects link to the objectives and policies.

ELEMENT: OVERARCHING POLICIES

Objectives	Policies
1. Coordinate, support and encourage multi-modal regional planning activities in Lake County across all jurisdictional boundaries	1.1 - Participate in the regional planning efforts of other agencies
	1.2 - Coordinate with local and state agencies on health, security and emergency response planning efforts
	1.3 - Assist and encourage local agencies in their efforts to implement the Lake County 2030 Regional Blueprint
	1.4 - Incorporate Blueprint principles and policies into planning documents

Objectives	Policies
	1.5 - Pursue funding from various sources to fund planning projects consistent with the Lake County 2030 Regional Blueprint
2. Support Complete Streets planning to improve connectivity of the transportation system	2.1 - Pursue funding in partnership with federal, state and local agencies to fund projects consistent with California's 2008 Complete Streets legislation
	2.2 - Encourage local agencies to adopt Complete Streets policies and implement Complete Streets strategies and projects
	2.3 - Incorporate Complete Streets concepts and policies into future planning documents
	2.4 – Encourage and support and encourage transit and Active Transportation planning and facility improvements
	2.5 – Utilize principles developed through the Wine Country Interregional Partnership (IRP) to identify strategies to improve the jobs-housing imbalance
	2.6 - Support effort to reduce dependency on automobile use
	2.7 – Support and facilitate the installation of electric vehicle charging stations for public use
3. Reduce Greenhouse Gas Emissions by promoting and facilitating transit use and increasing Active Transportation alternatives	3.1 - Facilitate implementation of the Countywide Safe Routes to School (SRTS) Plan and construction of SRTS projects to encourage students to walk and bike to school rather than traveling by car
	3.2 - Update the Active Transportation Plan consistent with the Regional Transportation Plan update schedule, or as needed to keep the plan current and meaningful
	3.3 - Support increased frequency/expansion of transit service consistent with the local Unmet Transit Needs process
4. Reduce and mitigate environmental impacts of current and future transportation projects	4.1 - Early in the planning and design process, involve community members and environmental organizations to identify potential environmental issues as well as potential avoidance, minimization and mitigation opportunities
5. Increase funding for transportation planning, pre-construction activities and construction	5.1 - Pursue non-traditional funding sources for planning, pre-construction and construction of transportation projects
	5.2 - Work cooperatively and collaboratively with other agencies and organizations to secure funding for projects which further the goals, objectives and policies identified in the Regional Transportation Plan

ELEMENT: STATE HIGHWAY SYSTEM

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

Objectives	Policies
1. Improve mobility on the state highway system throughout Lake County	1.1 - Support as the highest priority, completion of remaining segments of the Lake 29 (Diener Dr. – S.R. 175) Expressway Project
	1.2 – Coordinate with Caltrans to seek ITIP, SHOPP, SB 1 and INFRA funding for the Lake 29 (Diener Drive – SR 175) Expressway Project

Objectives	Policies
	<p>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</p> <p>1.4 - Identify for funding consideration mobility improvements on SR 20 consistent with the Highway 20 Traffic Calming and Beautification Plan</p> <p>1.5 - Identify for funding consideration projects consistent with the SR 53 Corridor Study.</p> <p>1.6 - Implement strategies and projects to encourage trucks and inter-regional traffic to use the Principle Arterial Corridor (includes portions of SR 20, 29 and all of 53) to travel through Lake County.</p> <p>1.7 - Consider strategies and improvements consistent with the Lake County 2030 Regional Blueprint Plan.</p> <p>1.8 – Implement strategies and projects consistent with the Interregional Transportation Strategic Plan (ITSP) and California Freight Mobility Plan (CFMP)</p>
2. Improve safety conditions on the State highway system serving Lake County	<p>2.1 - Coordinate with Caltrans to identify safety issues, develop solutions and identify funding opportunities.</p> <p>2.2 - Coordinate with local and state agencies on security and emergency response planning efforts, including the identification of key evacuation and emergency access routes.</p> <p>2.3 - Implement traffic calming & safety improvements along sections of highway segments that function as “Main Street” in communities including Middletown, Lucerne, Nice, and Clearlake Oaks.</p> <p>2.4 - Identify for funding consideration safety projects on all State highways (SR 20, SR 29, SR 53, SR175, & SR 281) in Lake County.</p> <p>2.5 - Identify for funding consideration mobility improvements on SR 20 consistent with the Highway 20 Traffic Calming and Beautification Plan</p> <p>2.6 – Cooperate with Caltrans and Lake County to facilitate implementation of the Highway 20 Traffic Calming and Beautification Plan projects in North Shore communities</p> <p>2.7 - Pursue grant funding for studies and projects to improve active transportation alternatives within State highway segments that function as “Main Street” in Lake County Communities</p> <p>2.8 - Consider construction of grade separations (interchanges, overpasses and underpasses) as well as roundabouts as long-term solutions to safety and capacity issues at major intersections/junctions on the Principal Arterial System</p> <p>2.9 - Facilitate the identification of State highway related safety issues within local communities and throughout the County</p> <p>2.10 - Coordinate with Caltrans to identify safety issues and provide input to the District 1 State Highway Operations and Protection Plan (SHOPP)</p> <p>2.11 – Support the continued development of the Upstate CA Regional ITS Plan for the North State Super Region. Upon its completion, ensure that future ITS projects affecting the Lake County region are in conformance with the goals of the Plan</p>

Objectives	Policies
3. Facilitate efficient and safe transportation of goods within and through Lake County	3.1 – Support as the highest priority, completion of remaining segments of the Lake 29 (Diener Drive – SR 175) Expressway Project
	3.2 – As a secondary priority, identify constraints to highway freight movement on segments of the Principal Arterial System not yet programmed for improvement
	3.3 – Identify improvements to Minor Arterial segments of the State Highway system that facilitate safe and efficient goods movement
	3.4 - Work with the California Trucking Association and other industry organizations to improve safety and remove constraints to safe and efficient goods movement
	3.5 - When planning and designing road projects, consider the needs of vehicles used for goods movement, including STAA trucks, and vehicles transporting agricultural commodities and products

ELEMENT: BACKBONE CIRCULATION AND LOCAL ROADS

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

Objectives	Policies
1. Maintain, rehabilitate and construct local streets and roads consistent with local and regional needs, city and County area plans and policies, and Complete Streets policies	1.1 - Identify local streets and reconstruction projects for funding consideration from the State Transportation Improvement Program (STIP) as well as other sources.
	1.2 - Funding resources that may be available through the STIP will be prioritized for capital and safety projects and may not be generally available for rehabilitation projects.
	1.3 - Plan and design rehabilitation and reconstruction projects consistent with the Complete Streets Act of 2008.
	1.4 - Use the Pavement Management Program to identify and prioritize rehabilitation needs.
2. Develop multi-modal transportation facilities as needed to adequately serve the mobility needs of residential, commercial and industrial development	2.1 - Coordinate with state and local agencies and developers to ensure that multi-modal transportation alternatives, consistent with the Complete Streets Act, are considered in the design and construction of their transportation projects
	2.2 - Support establishment of traffic impact fees to construct new transportation facilities associated with new development
3. Improve traffic flow, capacity, safety and operations on the local transportation network	3.1 - Identify for funding consideration local streets and roads capacity, safety and operational projects from funding resources available through STIP and other resources.
	3.2 - Implement improvements identified in the Capital Improvement Program of the Roadway Needs Study.
	3.3 - Coordinate with local agencies on security and emergency response planning efforts, including the identification of key evacuation and emergency access routes.
	3.4 - Limit the approval of new direct access points to State highways

	3.5 - Plan and design local and State improvements consistent with the 53 Corridor Study
	3.6 - Plan and design improvements consistent with the Highway 20 Traffic Calming and Beautification Plan
4. Pursue Federal, State, local and private funding sources for transportation system maintenance, restoration and improvement projects consistent with this plan	4.1 - Consider development and implementation of a Transportation Impact Fee Program in coordination with Caltrans, the County of Lake, the City of Lakeport and the City of Clearlake.
	4.2 - Assist local agencies in identifying and applying for funding resources for improvements to all travel
	4.3 - Actively pursue funding including local, state, federal and private sources, including local-option sales taxes, fees and other programs

ELEMENT: BICYCLE AND PEDESTRIAN

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

Objectives	Policies
1. Facilitate and promote walking, bicycling and other active modes of transportation	1.1 – Increase the utility of the non-motorized transportation network by expanding the extent and connectivity of the existing bicycle and pedestrian facilities
	1.2 - Develop and maintain a non-motorized traffic count program for the region to identify travel demand and investment priorities
	1.3 - Work with State and local agencies to incorporate bicycle and pedestrian amenities, like secure bicycle parking facilities, and safety countermeasures into planning requirements and improvement projects
	1.4 - Encourage and assist local agencies to develop and revise planning documents, zoning ordinances and policies to meet the objectives of the Active Transportation Program and the Complete Streets Act
2. Reduce Greenhouse Gas Emissions and Vehicle Miles Traveled	2.1 – Act to reduce greenhouse gas emissions and vehicle miles traveled by increasing pedestrian and bicycle trips
	2.2 - Promote safe and convenient bicycle and pedestrian access to transit
	2.3 - Assist local agencies in the adoption of policies, ordinances, and plans that promote more walkable communities with a mix of land uses
3. Enhance public health through the development of active transportation projects	3.1 - Work with local agencies, schools and public health organizations to engineer, educate, encourage, enforce and evaluate bicycle and pedestrian environments for the benefit of all users and all abilities
4. Preserve investments in the multimodal transportation system	4.1 – Maintain safe and accessible bicycle and pedestrian environments to encourage active transportation
	4.2 - Plan and budget for lifecycle costs when constructing new facilities for active transportation
5. Increase funding for transportation planning, design and construction	5.1 – Pursue non-traditional funding sources for planning, design and construction
	5.2 - Work cooperatively and collaboratively with other agencies to secure funding for projects that further the goals, policies and objectives of the Active Transportation plan

	5.3 - Incorporate bicycle and pedestrian facilities into road improvement and maintenance projects
	5.4 - Encourage local agencies to require new development to install, contribute to and/or maintain bicycle and pedestrian facilities, including end-of-trip facilities

**Summary and Evaluation of Projects from the Lake County
2020 Regional Transportation Improvement Program**

Local Agency	Project	PPNO	Goals, Policies, Objectives & Performance Measures	Evaluation/Discussion
City of Lakeport	Lakeport Blvd & South Main St Intersection Improvements	3089	LR Objective 3, Policy 3.1	This project will construct a roundabout, thereby improving the flow of traffic and increasing safety through this busy intersection.
City of Clearlake	Dam Rd/Dam Rd Extension Roundabout	3125	LR Objective 3, Policies 3.1, 3.5, SH Objective 1, Policy 1.5	This project will provide a connection on the local road system that was identified in the SR 53 Corridor Study and will relieve traffic impacts on SR 53.
Lake County	Soda Bay Road Widening & Bike lanes	3033R	O Objective 2, Policy 2.4, LR Objective 1 & 3, Policies 1.1, 1.2, 1.3, 3.1, BP Objective 1 & 3, Policies 1.1, 3.3	Widen and reconstruct roadway, bike lanes to be added in conjunction with roadway widening. Bike lanes on this route identified in 2002 Lake County Regional Bikeway Plan.
Lake County	South Main St. Widening & Bike lanes	3032R	O Objective 2, Policy 2.4, LR Objective 1 & 3, Policies 1.1, 1.2, 1.3, 3.1, BP Objective 1 & 3, Policies 1.1, 3.3	Widen and reconstruct roadway, bike lanes to be added in conjunction with roadway widening. Bike lanes on this route identified in 2002 Lake County Regional Bikeway Plan.
Caltrans	Lake 29 Expressway Project (Segments 2A, 2B & 2C)	3100	O Objective 5, Policy 5.2, SH Objectives 1, 2, & 3, Policies 1.1, 1.7, 3.2	Highest priority segment of the expressway project. 60% improvement to safety (current fatality rate is 6 times average). Leverages approximately \$50 mill in other funding. Provide four lane facility, reducing collisions, reducing congestion and delay and improve efficiency of goods movement.

Key: O = Overarching Policies

LR = Backbone Circulation and Local Roads

SH = State Highway System

BP = Bicycle & Pedestrian

Section 12. Regional and Statewide Benefits of RTIP

The existing programmed projects provide significant regional and statewide benefit.

The Lake 29 Expressway Project will provide a 60% improvement to safety in an area with a history of numerous fatal accidents. This portion of SR 29 is part of the Route 20 Principal Arterial Corridor, which was identified by Caltrans as a High Emphasis Focus Route in California. This route provides a critical connection between the I-5 corridor in the Sacramento Valley and the US-101 corridor serving the north coast, and provides links between the largest population centers of Lake County. Improving this section of the Route will serve both local residents and the traveling public.

The project will reduce both collisions and congestion and improve efficiency of goods movement. The current 2-lane highway has at-grade intersections, narrow shoulders, limited passing opportunities, congestion and unstable traffic flow. It is not safely nor effectively managing the current traffic flows, nor will it for anticipated traffic growth into the future.

Lake County economic development has been impeded by the difficulty of transporting goods into and out of the county. The north shore communities along SR 20 are prime locations for revitalization of the tourism and hospitality industry that thrived early in Lake County's history. Current traffic conditions on the north shore are impeding this revitalization. Along the north shore, residences, schools, parks and shopping destinations are located adjacent to the highway and the interregional and truck traffic moving through these communities has negatively impacted the quality of life for residents and visitors with air pollution, noise and traffic safety. SR 29 is better suited to manage interregional traffic as it does not serve as a main street for any communities and adjacent land uses are mostly agricultural and industrial.

The benefits of a completed project are also in line with the Caltrans 2015 Interregional Transportation Strategic Plan (ITSP), which identifies the SR 20/29/53 Principal Arterial Corridor as a "Strategic Interregional Corridor". According to the ITSP, the interregional facility "provides the corridor with vital connections to the interstate system and the rest of the State, providing access to basic goods and services along with routine and emergency medical services. Nearly all segments of the SHS are identified as high wildfire exposure by 2055 in the 2019 Caltrans Climate Change Vulnerability Assessment. This corridor would be the major transportation corridor for response and recovery efforts in the event of emergencies such as forest fires. The region and Lake County have experienced increased and high levels of wildland fire damage with significant wildfires in Lake County in 2015, 2016, 2017 and 2018 burning over 600,000 acres. This project will help move people efficiently out of evacuation areas and provide efficient mobility for emergency response.

The proposed project is expected to improve overall safety for bicyclists by providing widened shoulders that bicyclists can use, thus reducing modal conflicts. In addition to the direct benefit of SR 29 users, there will be significant benefit to non-motorized users of SR 20 within the "Main Street" communities listed prior by encouraging interregional and truck traffic to utilize the Principal Arterial Corridor of SR 20/29/53.

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

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

D. Performance and Effectiveness of RTIP

Section 13. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

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

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

Infrastructure Condition: The South Main & Soda Bay Road Corridor project will completely reconstruct a length of a busy commercial corridor with a PCI of 37 (as of 2018). Although this roughly 4 mile stretch of road will not make a significant change in the County's overall PCI, it is a significant regional route.

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

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

Section 14. Project Specific Evaluation (Required per Section 19D)

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

E. Detailed Project Information

Section 15. Overview of Projects Programmed with RIP Funding

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

AGENCY	PROJECT	COMPONENT	Prior	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Clearlake	Dam Rd/Dam Rd Extension Roundabout	E&P	211					
		PS&E	563					
		ROW	570					
Lakeport	Lakeport Blvd & S. Main Intersection	E&P	71					
		PS&E	88					
		ROW	106					
		CON		700				
Caltrans	Lake 29 Expressway 2C	ROW*	13,308					
		CON	69,274					
	Lake 29 Expressway 2A	PS&E	6000					
	Lake 29 Expressway 2B	PS&E**	6000					
Lake County	South Main Street Corridor Improvements	CON	4416					
	Soda Bay Road Corridor Improvements	CON	662					
APC	PPM		177	47	48	50	48	48
	TOTAL PROPOSED PROGRAMMING		101,446	747	48	50	48	48

[Click here to enter text.](#)

F. Appendices

Section 15. Project Programming Request (PPR) Forms

Section 16. Board Resolution or Documentation of 2020 RTIP Approval

Section 17. Detailed Project Programming Summary Table

Section 18. STIP Project Location Map



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Regional Energy Network (REN) Opportunities

DATE PREPARED: 11/24/2021

MEETING DATE: 12/01/2021

SUBMITTED BY: Lisa Davey-Bates, Executive Director

BACKGROUND:

A Regional Energy Network (REN) is a program established through a California Public Utilities Commission (CPUC) application and approval process for the purpose of allowing local governments to design and administer energy efficient programs. Examples of REN activities include rebate programs, workforce training and technology development. The programs are funded by the CPUC through the Public Goods Charge that customers are already paying. Programs are customized and funded based on local needs.

In order to ensure that large rebates are available and expand the pool of qualified contractors and employees in this field, Mendocino Council of Governments (MCOG) is interested in either joining an existing Regional Energy Network or proposing a new multi-jurisdictional REN. This could possibly be established with jurisdictions within Mendocino County, or as a Mendo-LakeREN, or NorthCoastREN, encompassing Mendocino and possibly Lake, Humboldt, Del Norte and Trinity Counties.

MCOG staff, in collaboration with an ad hoc committee, have been tasked with exploring options for creating a regional climate agency and joining an existing or creating a new REN. In addition, MCOG is reaching out to its member agencies to explore interest of these concepts. I expect their participation in the upcoming meeting to update Lake APC Board Members of any new information they have gathered to this point, and to seek input from our agency as to whether or not Lake County is interested in pursuing a partnership?

Per the request of APC members at the November 10th meeting, I'm attaching information from two agencies that will provide a bit more history, and the development of RENs in other rural areas of the State.

ACTION REQUIRED: None

ALTERNATIVES: None

RECOMMENDATION: Direct staff to explore options for joining an existing Regional Energy Network or developing a new Regional Energy Network program.

RURAL REGIONAL ENERGY NETWORK (REN)

Delivering Energy Efficiency Solutions to Rural and Hard-to-Reach Communities in California

ISSUE

California Investor Owned Utilities (IOUs) have had a difficult time providing rural and hard-to-reach areas of the state with consistent, predictable, and cost-effective energy efficiency services. **The Rural Hard to Reach Working Group (RHTR) is exploring creation of a Rural Regional Energy Network (REN) designed to serve rural and hard-to-reach (RHTR) California communities. RHTR REN services will fill service gaps while ensuring that rural California communities continue to receive EE services and the associated benefits.**

BACKGROUND

In 2012, the California Public Utilities Commission (CPUC) recognized the need for better access to and delivery of energy efficiency services to Californians who were not being served adequately by their local IOUs (see [D.12.11.015](#)). The Commission created a new partnership model, known as a Regional Energy Network (REN), to leverage key local government attributes, including a commitment to community, an ability to innovate and adapt, and capacity to connect programs to climate action planning at a regional level, as described in the CPUC's Decision D.12.11.015.

Three RENs are currently in operation: BayREN in the nine-County Bay Area, SoCalREN in Southern California, and Tri-County REN covering Ventura, Santa Barbara, and San Luis Obispo counties. Together they are fulfilling these CPUC directives in their jurisdictions, building a viable infrastructure with customized, flexible, and innovative programs that reflect local government values and serve local needs. The CPUC identified additional areas that could benefit from future REN development, including the largely rural Central Valley, San Joaquin Valley, and Sierra Nevada. RHTR members are exploring the creation of a REN for these and other rural regions — a so-called “*Rural REN*” — that can provide more consistent, predictable, and cost-effective energy efficiency services while encouraging greater public and private sector energy leadership and accelerating achievement of California's emission reduction and public health goals in the state's less populated communities.

NEED

Rural and hard-to-reach customers do not have easy access to program information or generally do not participate in energy efficiency programs due to language, income, housing type, geographic, or built space ownership (eg. split incentives) barriers. These customer groups also tend to have increased financial barriers as compared to more urban and affluent communities, making it more difficult for them to undertake equipment replacements in both commercial and residential environments. Available research and data suggest that serving rural areas has been an ongoing challenge that a Rural REN would be best equipped to address. For example:

- A September 2018 ACEEE report titled [Reaching Rural Communities with Energy Efficiency Programs](#) indicates that rural populations are more spread out and housing stock is less dense,

so utility programs serve fewer customers per mile of line and usually at greater cost than in urban areas. In addition, rural customers face barriers, including: lack of infrastructure such as broadband access that is necessary to implement advanced energy savings opportunities; reluctance to engage in unfamiliar programs; and shortage of trained, qualified, and available contractors to do agreed-upon work. Yet nationwide, rural households are shown to have a higher median energy burden than their surrounding areas, meaning they generally have greater energy efficiency needs.

- The August 2018 Better Building Summit Energy Exchange presentation on “[Energy Strategies for Rural Communities](#)” noted that rural America has a greater proportion of low-to-moderate-income families who may have problems financing energy efficiency investments, consumes energy at rates about 10% higher than urban areas, and includes agricultural businesses that consume significant amounts of energy.
- The [Targeted Process Evaluation of the Local Government Partnership Program](#), a 2016 report evaluating the utilities’ Local Government Partnership (LGP) programs, validates the RHTR Working Group’s concerns regarding service delivery challenges across multiple utilities in geographically isolated partnership areas, saying:

[o]ur findings suggest that partnerships with low population density and far from urban centers experience marketplace barriers that make municipal retrofits challenging. These partnerships are found within PG&E, SCE, and SCG territories. Some... experienced a lack of trained local contractors available within their communities to perform energy efficiency retrofit work, difficulty attracting out-of-area contractors, and a lack of energy efficient equipment available locally for comprehensive retrofits.

In addition to national and statewide assessments, RHTR has observed a variety of programmatic barriers at the regional and local levels, such as:

- Programs are designed to deliver cost effective savings, so by default they tend to target areas with the highest potential to meet program Total Resource Cost (TRC) requirements; these often are the more urban, affluent, and energy-dense areas, leaving out the more dispersed, lower-income rural and hard-to-reach communities.
- Custom projects often do not move forward because of: (a) industry standard practice definitions geared towards urban affluent communities; or (b) project scale that is not sufficient to advance through a statewide Custom Retrofit Incentive pathway.
- 3rd party implementers do not have a financial incentive to serve rural or hard-to-reach communities; in effect, current and projected implementation environments will continue to disincentivize service to those communities through: (a) unachievable cost effectiveness requirements, and (b) pay-for-performance contracting.
- There is great potential for a massive loss in capacity should rural implementer budgets collapse – this holds true for all local government partner implementers.

A Rural REN is needed to bridge these gaps while identifying and deploying a suite of high-quality services as cost-effectively as possible in areas that: (a) share similar geographic/demographic characteristics; (b) share similar program design and delivery challenges; and (c) lack other regional

partnership vehicles, such as Councils of Governments, to meet local and statewide energy efficiency and emission reduction goals.

PROGRAM

RHTR proposes a rural-focused REN to design programs that will leverage economies of scale and situational similarity to provide services that are additive, rather than duplicative or competitive, with utility programs. **By establishing such a Rural REN now, the CPUC will insulate rural ratepayers from future program contractions and other disruptions resulting from the financial liability challenges facing California's three primary IOUs.**

RHTR Working Group Jurisdictions



The Rural REN will address hard-to-reach markets with a range of support, marketing, outreach, training and technical assistance services, including pilot programs to build both capacity and infrastructure development. The Rural REN will take a portfolio approach, offering a mix of flexible and innovative resource and non-resource programs customized to a community's specific needs. For example, a Rural REN will:

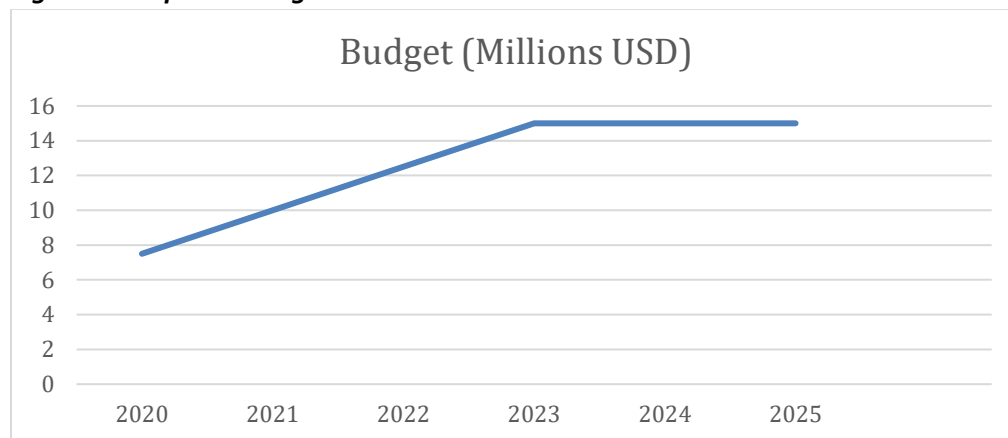
- Ensure that rural ratepayers do not get left behind as California aggressively pursues a new energy future through the next five years of the rolling portfolio.
- Accelerate achievement of statewide efficiency and emission reduction goals through use of emerging technology and commitment to transformative policies, such as zero net energy.
- Deliver rural resource-based energy services to the Residential, Commercial, Public, Industrial, and Agricultural sectors.
- Ensure more equitable service delivery through increased customer education and assistance.
- Provide resources and trainings to improve knowledge of and compliance with California's energy codes and standards.
- Offer accessible and customized workforce trainings that foster and improve home performance practices and knowledge of building science, thereby increasing energy savings and code compliance.
- Help rural leaders better understand and embrace advanced energy efficiency goals.
- Pilot new innovative program and/or delivery concepts specific to rural or hard-to-reach regions as well as geared toward scaling to areas beyond RHTR.

While the RHTR Working Group acknowledges that under a Rural REN, resource programs will not be governed by the same TRC considerations as IOU program activities, per D.12-11-015, the Rural REN will be committed to developing programs that enhance services, cost savings, and energy savings, and provide value to the CPUC, California ratepayers, and the RHTR Working Group's represented jurisdictions and stakeholders.

BUDGET

Budgets are dynamic and largely dependent on RHTR partners' varying implementation capacities; but we believe the following figure presents a feasible ramp-up curve.

Figure 1: Proposed Budget



CONCLUSION

While state regulators and utilities may theoretically offer or even encourage energy efficiency programs in rural areas, we know from experience that the higher costs associated with such programs drag down the overall cost-effectiveness of the energy efficiency portfolio at a time when there is increased demand for greater cost-effectiveness to benefit ratepayers statewide. California's rural communities may comprise only 20% of the state's population; but cover half the state's land area, making it very difficult for urban-centered utilities to deliver adequate services while meeting these cost-effectiveness mandates. A rural-focused REN will provide a more workable and effective delivery model to build a pipeline and implement projects, ensuring that all constituents and ratepayers, whether urban or rural, are receiving the promise envisioned by and the services supported by their contributions to the Public Purpose Program fund.

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MEMORANDUM

TO: AMBAG Board of Directors

FROM: Maura F. Twomey, Executive Director

RECOMMENDED BY: Amaury Berteaud, Special Projects Manager

SUBJECT: Creating a Rural Regional Energy Network

MEETING DATE: April 14, 2021

RECOMMENDATION:

Information only.

BACKGROUND/ DISCUSSION:

Energy Efficiency programs like AMBAG Energy Watch are funded by the California Public Utilities Commission with a public goods charge that each consumers pays on their electricity bill. The concept behind having consumers fund energy efficiency is based on the understanding that reductions in energy usage created by energy efficiency programs are cheaper than the cost of building new power plants to meet additional electricity demand. Traditionally, investor owned utilities have been tasked by the California Public Utilities Commission with collecting the public goods charge as well as to design and manage energy efficiency programs to meet energy reductions goals in a cost effective manners. The Local Government Partnerships programs are one of the many types of programs designed and administered by investor owned utilities.

In order to be funded by the California Public Utilities Commission, traditional energy efficiency programs must meet stringent cost effectiveness requirements. This has led the investor owned utilities to design programs with very strict guidelines relating to what measures and what types of customers can be supported. As a result fewer programs are designed in certain sectors such as the residential sector, where it is difficult to meet the cost effectiveness requirements. Within individual programs, this can also incentivize implementers to focus on larger scale projects that produce more energy efficiency savings relative to project management and marketing costs. Finally, because programs are often intended to function for the entire investor owned utility territory, they are often designed to work primarily in large urban centers and as such do not always reflect the realities of working in smaller rural communities.

Planning Excellence!

In the early 2010s, the California Public Utilities Commission envisioned a new type of program called Regional Energy Networks (RENs). RENs were created as an innovative framework for local governments to design and administer energy efficiency programs and report directly to the commission. The goal was for the regional energy networks to create energy efficiency programs that would serve customers not otherwise served by the investor owned utility programs. Crucially, programs administered by regional energy networks were not bound to the same strict cost effectiveness requirements as traditional energy efficiency programs. In 2012, the California Public Utilities Commission allowed two RENs to begin operations as pilot initiatives: BayREN and SoCalREN. BayREN started operating in the in the San Francisco Bay Area, was administered by ABAG, and deployed single and multifamily residential energy efficiency programs. SoCalREN started operating in counties served by both Southern California Edison and SoCal Gas and was administered by the county of Los Angeles. Following the success of these two programs in 2018 and 2019, the California Public Utilities Commission issued decisions opening the way for the creation of new RENs and making the two pilot RENs permanent.

In 2015, AMBAG was one of the founding members of the Rural Hard to Reach Working Group. The Rural Hard to Reach Group is composed of energy efficiency program implementers dedicated to the mission of bringing energy efficiency opportunities to rural communities throughout California. In the past year, AMBAG staff has been working with these partners to develop the concept of creating a Rural Regional Energy Network (RuralREN). A Rural Hard to Reach partner, the Redwood Coast Energy Authority, has offered to act as the RuralREN administrator, taking on the burden of regulatory engagement and compliance with the California Public Utilities Commission reporting requirements. AMBAG's role would be to design and implement energy efficiency programs in our region. The initial year one budget estimate for the RuralREN is \$20 million, with an AMBAG sub allocation of \$2 million.

By participating in the creation of a RuralREN and designing programs tailored the needs of our community, AMBAG staff hopes to bring new funding and expanded energy efficiency support to our region. The goal is for RuralREN programs to be designed by rural communities, in rural communities, and for rural communities. This approach will ensure that resources are deployed to customers who traditionally have had the least access while also demonstrating that rural communities have deep potential to help meet California's energy efficiency goals. Once the initial RuralREN programs demonstrate success even more programs could then be deployed, further increasing funding and support for the AMBAG region.

AMBAG staff is currently working with rural hard to reach partners to develop a memorandum of understanding to define the shared goals and objectives of the RuralREN. The RuralREN memorandum of understanding will also establish the necessary administrative and governance structure to promote a cooperative and

successful implementation of future RuralREN activities. AMBAG staff will bring the RuralREN memorandum of understanding for approval at the May 12, 2021 AMBAG board meeting. Once the memorandum is approved by all rural hard to reach partners, work will begin on designing a formal business plan for the Rural Regional Energy Network. Rural hard to reach partners will provide a presentation to the California Energy Efficiency Coordinating Council on the concept of a RuralREN in June 2021 and then submit the RuralREN business plan to the California Public Utilities Commission in September 2021. If the business plan is approved, AMBAG staff will then work with regional and rural hard to reach partners to design programs and submit proposed implementation plans to the California Public Utilities Commission. Once the implementation plans are approved and the Commission authorizes funds to be disbursed, the RuralREN programs will officially start. The current target date for the start of RuralREN program implementation is January 1, 2023.

ALTERNATIVES:

None.

FINANCIAL IMPACT:

None.

COORDINATION:

AMBAG is working with the rural hard to reach partners to create a Rural Regional Energy Network. RHTR partners include: Kern, San Luis Obispo, and Ventura County, the High Sierra Energy Foundation, the Redwood Coast Energy Authority, the San Joaquin Valley Clean Energy Organization, and the Sierra Business Council.

ATTACHMENTS:

None.

APPROVED BY:

Maura F. Twomey, Executive Director



Creating a Rural Regional Energy Network

AMBAG Board of Directors Meeting

April 14th, 2021

Amaury Berteaud, Special Projects Manager



Background

- In California, every electricity bill contains a public goods charge. In 2020, over \$800,000,000 were collected from ratepayers and used to implement energy efficiency programs.
- All ratepayer funded energy efficiency programs are overseen by the California Public Utilities Commission (CPUC). The goal is to reduce energy use so that costly power plants do not have to be built.
- In our region, the AMBAG Energy Watch Program, a partnership between PG&E and AMBAG, provided rebates for energy efficiency projects as well as turnkey assistance to cities, counties and school districts.

California Public Utilities Commission & Regional Energy Networks

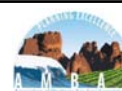


- Regional Energy Networks (RENs) were first envisioned as an innovative framework for local governments to design and administer energy efficiency programs.
- In 2012 the California Public Utilities Commission (CPUC) allowed two RENs to begin operations as pilot programs. The goal was for the RENs to serve customers not currently served by other energy efficiency programs.
- By launching new programs, RENs bring energy efficiency incentives and increased technical support to previously underserved communities
- RENs are allowed to design innovative programs which focus on serving communities in ways traditional energy efficiency programs do not.

California Public Utilities Commission & Regional Energy Networks



- In 2018 and 2019 , the CPUC issued decisions opening the way for the creation of new RENs and making the two pilot RENs permanent.
- In order to create a new REN a presentation first has to be made to the California Energy Efficiency Coordinating Committee (CAEECC).
- A detailed business plan must then be submitted to the CPUC, and demonstrate how the new REN provides new and unique value towards meeting California's energy, climate, and equity goals.



Early RuralREN Development Exploration

- AMBAG has been collaborating with partners working on energy efficiency in other rural regions.
- The Rural and Hard to Reach Working Group has participated in the CPUC regulatory process to represent the rural regions of California.
- Over the past three years AMBAG has explored the concept of serving rural customers with a REN.

Rural and Hard to Reach Working Group



RuralREN Concept

- The Rural and Hard To Reach partners pool resources and expertise to create a RuralREN. The RuralREN will implement programs that are specifically designed to address the needs of rural communities.
- A presentation is made to the CAEECC and a business plan is submitted to the CPUC. If the business plan is approved, RuralREN partners work together to design and submit programs for approval.
- The Redwood Coast Energy Authority would act the administrator for the RuralREN. They would file regulatory submissions and reporting documents to the CPUC as well as provide RuralREN budget oversight.
- The RuralREN would provide an opportunity for a coalition of smaller stakeholders to bring funding to communities where it is most needed.



RuralREN Proposed Budget and Programs

- The proposed budget and programs will be created as part of the business plan submitted to the CPUC.
- The current estimate is for a year one RuralREN budget of \$20 million, with an AMBAG share of \$2 million.
- As the RuralREN ramps up, new programs could be designed and the budget could be increase to reflect this new capacity.
- Initial program concepts include: workforce training, codes and standards education, technical support for the public sector, agricultural sector programs, and residential programs.



RuralREN timeline and next steps

- Staff will bring a RuralREN founding Memorandum of Understanding (MOU) as a consent item to the May board meeting.
- Once the MOU is signed by all RuralREN partners presentation will be made at the June 2021 CAEECC meeting.
- The RuralREN Business Plan will be submitted to the CPUC in September 2021.
- AMBAG staff will work with RuralREN and regional partners to design programs and create an implementation plan throughout 2022.
- RuralREN programs are expected to launch on January 1st 2023.



Questions?



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: CTC Active Transportation Program Virtual Site Visits

DATE PREPARED: 11/24/2021

MEETING DATE: 12/01/2021

SUBMITTED BY: Lisa Davey-Bates, Executive Director

BACKGROUND:

The California Transportation Commission's Active Transportation Program will be holding virtual site visits for all interested agencies across the state to discuss their upcoming projects with Commission staff.

Commission staff has availabilities on Tuesday's (1:00 pm - 3:00 pm) and Friday's (9:00 am - 3:00 pm) each week beginning November 2021 through February 2022.

Because of the holiday season, I suggest we select dates in late January or February. Per the CTC's request, we should select two to three dates. If we plan to highlight multiple projects with Commission staff, we'll need to request ample time for virtual site visits, or separate time slots for each project.

Lake APC staff will also reach out to the Lake Technical Advisory Committee to see if there are projects that they would like to present to the Commission.

ACTION REQUIRED: None

ALTERNATIVES: None

RECOMMENDATION: Provide Lake APC staff with Active Transportation Program project lists and times that work for your agency for virtual site visits.



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Pavement Management Program Request for Proposals
and Selection Committee

DATE PREPARED: 11/23/2021
MEETING DATE: 12/01/2021

SUBMITTED BY: Danielle Casey, Project Coordinator

UPDATE:

On Friday, August 13, 2021 Lake APC Staff distributed a Request for Proposal for the Pavement Management Program Update and GIS Linkage Update in Lake County. Proposals were due to the APC by Friday, September 10, 2021. APC Staff received three proposals; proposals were from Nichols Consulting Engineers (NCE), Quality Engineering Solutions (QES), and Pavement Engineering, Inc (PEI).

A selection committee was formed to review and score the proposals. The committee consisted of staff from APC, Caltrans, County of Lake, City of Clearlake, and City of Lakeport. All members of the committee gave the highest score to the proposal presented by NCE.

Notices to all proposers and an Intent to Award for NCE were sent out on Friday, October 22, 2021. The protest period ended on Friday, October 29, 2021 and no protests were received.

Lake APC Staff will be met with NCE staff in regards to contract negotiations on the afternoon of November 10, 2021. APC Staff and NCE Staff agreed to extend the timeline in the received proposal to accommodate for the upcoming wet season. Both agencies also agreed on a Not-to-Exceed amount of \$101,572 for the contract. The not-to-exceed amount will allow for the local agencies to choose from a walking survey or hybrid survey for their jurisdictions. The contract will be drafted by APC Staff, sent to NCE for approval and signature, and should be active by the middle of December.

A kick-off meeting should take place in January.

ACTION REQUIRED: For information and discussion purposes only.

ALTERNATIVES: None

RECOMMENDATION: None



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

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

DATE PREPARED: 11/23/2021
MEETING DATE: 12/01/2021

SUBMITTED BY: Danielle Casey, Project Coordinator

UPDATE:

The SR53 Corridor Local Circulation Study conducted by TJKM is still in process. A contract and timeline extension have been approved by Caltrans.

Stakeholder meetings are still taking place, and have recently been replaced by longer workshop style meetings where the stakeholders review the concepts created by Quincy Engineering along with TJKM. The group has reached consensus over potential scenarios for future intersection improvements to create smooth traffic flow along the SR53 corridor. Quincy Engineering is currently working on the final renderings to be included in the final report. Two more meetings are scheduled to review final renderings. Meetings are scheduled for November 30 and December 7. Once the renderings are complete, TJKM can complete the report. Participants in the stakeholder meeting include APC Staff, TJKM, Quincy Engineering, the City of Clearlake, and Caltrans.

APC Staff expects a final draft of the study before the end of the year.

Grant funds for this project expire June 2022.

ACTION REQUIRED: For information and discussion purposes only.

ALTERNATIVES: None

RECOMMENDATION: None

Information Packet



NANCY PELOSI
SPEAKER OF THE HOUSE

FACT SHEET

FROM SPEAKER OF THE HOUSE NANCY PELOSI
SPEAKER.GOV

November 18, 2021

H.R. 5376, The Build Back Better Act

This Transformational Bill Creates Jobs, Cuts Taxes, and Lowers Costs for American Families

Key Points:

- This week, the House will consider H.R. 5376, the Build Back Better Act. **The Build Back Better Act delivers once-in-a-generation action to lower the everyday costs that burden working families – from health care to child care & more.**
- **The Build Back Better Act lowers costs and fights inflation because it is fully paid for by making big corporations & the wealthiest pay their fair share.** No one making under \$400,000 will pay a penny more in taxes.
- **Together, the bipartisan infrastructure bill and the Build Back Better Act will create an average of 2 million jobs each year over the course of the decade.** The Build Back Better Act focuses its investments in the following three key areas:
 - **Lower Health Care Costs**
 - Finally negotiating lower drug costs for seniors and halting Big Pharma's outrageous price hikes above inflation for all Americans.
 - Ensuring Americans with diabetes don't pay more than \$35 per month for their insulin.
 - Creating a new, out-of-pocket cap of \$2,000 on what seniors pay for their drugs in Medicare Part D.
 - Expanding the ACA to make coverage more affordable for those who buy insurance on their own. Dramatically lowers premiums in the ACA Marketplace, with individuals seeing a reduction in their premiums of more than \$800 per year. Expands the ACA to cover those in the states that have refused to adopt the Medicaid expansion.
 - Helps older Americans access affordable hearing care by expanding Medicare.
 - **Lower Child Care & Family Care Costs**
 - Saves most families more than half their current spending on child care, ensuring the vast majority of families will have to pay no more than 7 percent of their income for child care.
 - Expanding the basic promise of free schooling in America for the first time in 100 years with universal pre-school for all 3- and 4-year olds.
 - Establishes a universal and permanent paid family and medical leave program, providing four weeks of paid parental, family caregiving, and medical leave.
 - Gives more than 35 million families a major tax cut by extending the Biden Child Tax Credit.
 - Expands access to high-quality home care for older adults and people with disabilities.
 - Cuts the cost of postsecondary education, with such steps as increasing the maximum Pell Grant.
 - Reduces families' housing costs and expands housing options, with a major housing initiative.
 - **The Largest Investment to Combat Climate Crisis in History**
 - Build Back Better is the largest effort to combat climate change in American history, investing \$555 billion over 10 years in clean energy and climate investments.
 - Green tax credits will save the average American family hundreds of dollars per year in energy costs.
 - Ensures clean energy technology – from wind turbine blades to solar panels to electric cars – will be built in the United States, creating hundreds of thousands of good jobs here at home.

TITLE I: Committee on Agriculture

Making Critical Investments in Agricultural Research and Infrastructure

- **Ensuring America's Global Competitiveness in Agriculture:** Provides \$2 billion for agricultural research to advance American food and agriculture system's global competitiveness, innovation, infrastructure, food security, equity and climate change resilience.
 - **Funds the Foundation for Food and Agriculture** to leverage public private partnerships and deploy solutions to urgent climate and food security solutions.
 - **Includes \$1 billion for 1890, and 1994 Land-Grant, and other Minority Serving Institutions** (MSIs) to continue developing a pipeline of diverse talent serving the food and agriculture sector and ensure that MSIs have equitable resources to continue delivering competitive research.
 - **Invests in urban agriculture** to enhance the opportunity for urban communities to strengthen their agricultural production, equitable food access and food waste reduction efforts.
- **Strategic Conservation Investments:** More than \$28 billion for critical conservation initiatives including:
 - **Environmental Quality Incentives Program:** Includes \$9 billion for the EQIP – a voluntary conservation program supporting farmers and forest managers with conserving & improving natural resources on their land.
 - **Regional Conservation Partnership Program:** Commits \$7.5 billion or RCPP to support conservation, restoration and sustainable use of soil, water and wildlife on a regional and watershed scale.
 - **Soil Conservation:** \$5 billion for Soil Conservation Assistance for producers who establish cover crops for soil health.
 - **Conservation Stewardship Program:** Includes \$4.1 billion for CSP – the largest conservation program in the United States – to encourage conservation of soil, water, air and other related natural resources on private lands.
 - **Agricultural Conservation Easement Program:** Funds ACEP at \$1.7 billion to help private and tribal landowners, land trusts and local and state governments protect croplands and grasslands on working farms and ranches by limiting non-agricultural uses of the land through conservation easements as well as enhancing and restoring wetlands for water quality and wildlife benefits.

Creating Good Jobs & Modernizing Water and Energy Resources for Rural Communities

- **Modernizing Energy and Water Systems:** Provides \$18 billion in rural job creating investments to ensure our rural communities and those residing on tribal lands have access to clean water and reliable, efficient and renewable energy.
 - **Clean Energy Transition for Rural Communities:** Includes \$15 billion for rural communities small businesses and rural electric co-ops to transition to renewable energy practices as well as a more resilient, reliable, and effective energy grid.
 - **Lead-Pipe Replacement:** Build Back Better Act contains \$10 billion for the full replace of lead services lines in drinking systems throughout the country – of this allocation, \$1 billion is included in this title for USDA efforts.
 - **Commits \$1 billion to renewable biofuels infrastructure** important to farmers and our fight against climate change.
 - **Includes \$1 billion to create a new Rural Partnership Program** to provide flexible grant funding for rural community growth, building economic resilience, and aiding economic recovery for vulnerable communities.

Investing in Healthy Resilient Forests

- **Combating Forest Fires and Contributing to Healthy Forests:** Invests \$26.95 billion in forest resilience initiatives to ensure our public and private lands have the resources necessary to address increasingly devastating fire seasons, restore forest ecosystems, improve watershed and address climate change.

Debt Relief for Farmers

- **Providing Critical Financial Relief for Farmers in Need:** \$12 billion in debt relief for farmers in need and for USDA to tailor its programs to support new and existing farmers through outreach, education and technical assistance. Importantly, this is offset by \$6 billion from the American Rescue Plan Act.

TITLE II: Committee on Education and Labor

Dramatically Lowering the Cost of Child Care for Working Families

- Working families across the country are facing a child care crisis. The high cost of child care is straining family budgets and pushing millions of Americans out of the workforce – a majority of whom are women. The lack of affordable child care is also hurting our economy. As workers are forced to stay home, employers are struggling to fill job openings to meet demand and grow their businesses.
- The Build Back Better Act will dramatically lower the cost of child care for many families. Under the bill, the vast majority of families would not pay more than seven percent of their income on child care, representing an enormous savings from what they pay now. The bill invests a total \$390 billion for the child care initiative and the universal preschool initiative.
- Under the bill, child care providers would also have resources to raise wages for child care workers and expand available supply to serve more children and families.

Ensuring Universal Preschool for 3-and 4-Year-Olds

- Early childhood education provides children and families the strong foundation they deserve. Yet, currently, many families do not have access to participate in preschool programs, and often communities do not have the resources to support universal preschool programs.
- The Build Back Better Act invests in securing universal preschool for three- and four-year-olds so that children can go on to live happier, healthier, and more productive lives. The bill invests a total of \$390 billion for the child care initiative and the universal preschool initiative.
- Under this bill, there will be free, high-quality preschool for three- and four-year olds, and communities will have resources to help them provide safe and healthy environments for preschool programs.

Providing \$9 Billion in Investments in HBCUs, TCUs, and MSIs

- The Build Back Better Act invests \$3 billion in a competitive grant program to improve the research capacity and research and development infrastructure at four-year Historically Black Colleges and Universities (HBCUs) Tribal Colleges and Universities (TCUs), and Minority-Serving Institutions (MSIs). The competitive grant program will consist of planning grants for a period of one to two years and implementation grants for a period of one to five years.
- The bill also invests \$6 billion in institutional aid grants to HBCUs, TCUs, and MSIs, which can be used by these institutions to strengthen their academic, administrative, and fiscal capabilities and award need-based financial aid to low-income students.

Providing \$12.5 Billion to Lower the Cost of Higher Education for Students

- The bill takes several steps to lower the cost of higher education to students, including the following:
 - Increases the maximum Pell Grant by \$550.
 - Expands federal financial aid to individuals with DACA, TPS, and DED status.
 - Provides the maximum Pell Grant to students who receive federal means-tested public benefits.

Providing \$500 Million for Retention and Completion Grants

- The bill provides \$500 million for retention and completion grants to support the scaling of practices that have been shown to be successful in improving student outcomes, including retention, completion, and transfer rates, and labor market outcomes, with a particular emphasis on improving outcomes among underserved students.

Investing in Our K-12 Teachers

- The bill invests nearly \$650 million in addressing the nationwide teacher shortage by funding efforts to recruit and train educators, with a particular emphasis on educators from underrepresented backgrounds. Including:

- **Grow Your Own Programs:** Provides roughly \$112 million for grants to eligible partnerships, for the purpose of funding “Grow Your Own” programs that address shortages of teachers in high-need subjects, shortages of school leaders in high-need schools, and low diversity within the teacher and school leader workforce.
- **Teacher Residencies:** Provides roughly \$112 million to award grants to eligible partnerships for the development and support of high-quality teacher residency programs.
- **Support School Principals:** Provides roughly \$112 million to award grants for the development and support of school leadership programs.
- **Hawkins:** Provides roughly \$112 million for the Augustus F. Hawkins Centers of Excellence Program to award grants to support teacher preparation programs at Historically Black Colleges and Universities and Minority Serving Institutions.
- **Funding for the Individuals with Disabilities Education Act Part D Personnel Development:** Provides more than \$160 million for grants to eligible entities for the development of personnel to serve children with disabilities.
- **Grants for Native American Language Teachers and Educators:** Provides \$200 million for grants to prepare, train, and offer professional development to Native American language teachers and Native American early childhood educators to ensure the survival and continuing vitality of Native American languages.

Helping Workers Secure Good-Paying Jobs

- Public workforce development programs – including paid job training opportunities, career navigation services, and wraparound support – are critical to helping American workers secure good-paying jobs and providing employers the talent they need to succeed and grow. The pandemic has led millions of Americans to consider new careers in emerging and in-demand fields, and the investments in the bipartisan infrastructure bill will further increase the demand for skilled workers.
- The Build Back Better Act invests \$20 billion in workforce development programs that allow workers to build new skills while earning a paycheck, including:
 - Providing \$5 billion for Community College and Industry Partnership Grants, to be administered by the Department of Education.
 - Providing \$5 billion for Industry or Sector Partnership Grants.
 - Providing \$2 billion for Dislocated Worker Training.
 - Providing \$1.5 billion for Youth Workforce Investment Activities.
 - Providing \$1 billion for Registered Apprenticeships, Youth Apprenticeships, and Pre-Apprenticeships
 - Providing \$1 billion for Adult Worker Training.
 - Providing \$1 billion for Direct Care Workforce Training Grants
 - Providing \$500 million for Job Corps and \$500 million for re-entry programs to provide returning citizens with a second chance.
- Strengthens enforcement of our nation’s labor, employment, and civil rights laws to protect workers’ right to organize, strengthen workplace safety, and deter wage theft and employment discrimination.

Investing in a Civilian Climate Corps

- The Build Back Better Act funds public service opportunities to fight climate change – carried out through AmeriCorps -- and workforce development activities carried out through the Department of Labor – to prepare workers for good-paying jobs in emerging fields to help address the climate crisis. Specifically, the bill provides \$15.22 billion for the Civilian Climate Corps at AmeriCorps and provides \$4.28 billion for pre-apprenticeship, apprenticeship and other workforce programs at the Department of Labor.

Helping Prevent Child Hunger

- Even before the pandemic, more than five million children lived in homes that did not have reliable access to nutritious food. This has a lasting impact on children’s physical health, mental health, and their education. Every child should have the basic nutrition they need for a healthy and happy childhood.

- The Build Back Better Act invests \$10 billion in proven child nutrition programs that will bolster the fight against child hunger, including expanding free school meals to nearly 9 million additional children and investing in food assistance for children during the summer.

Supporting Communities

- The Build Back Better Act supports vital programs that allow seniors and people with disabilities to live, work, and thrive in their communities. Further, it recognizes the importance of home-based care by creating a Technical Assistance Center for Supporting Direct Care and Caregiving. The Build Back Better Act provides support for assistive technology and invests over \$1 billion in proven *Older Americans Act* programs – to help seniors who have been disproportionately impacted by the pandemic.
- The bill also provides \$75 million to support health care and community support services for pregnant women, parenting women, and young families.

Lowering the Cost of Prescription Drugs

- The Build Back Better Act reduces the costs of prescription drugs for workers and their families by capping cost-sharing for life-saving insulin at \$35 per month and by requiring pharmacy benefit managers (PBMs) to provide transparency regarding drug costs in private health plans, as well as rebates, fees, and other compensation charged by PBMs.

TITLE III: Committee on Energy and Commerce

Health Care/Home Care

Expanding ACA to Close the Coverage Gap (Also Reported by Ways and Means)

- Currently, there are 12 states that have still not expanded Medicaid: Alabama, Florida, Georgia, Kansas, Mississippi, North Carolina, South Carolina, South Dakota, Tennessee, Texas, Wisconsin, and Wyoming.
- The Build Back Better Act would provide access to affordable coverage through 2025 to the millions of Americans who currently fall within the coverage gap because they live in a state that did not expand Medicaid. Closing the coverage gap will allow up to 4 million uninsured Americans to gain access to coverage.
- The bill expands the ACA to close the coverage gap by providing that, from 2022 through 2025, those in the coverage gap will have access to quality affordable coverage through the ACA Marketplaces, with eligibility for premium tax credits expanded below the federal poverty line. Due to the very low incomes of these individuals, they will qualify for coverage with \$0 premiums. *(These provisions are within the Ways and Means Committee jurisdiction.)*
- The bill also provides for enhanced cost sharing assistance to ensure that these individuals can get the health care they need with minimal cost-sharing. *(This provision is within the Energy and Commerce Committee jurisdiction.)*
- In addition, the bill also provides a bump in the Federal Medical Assistance Percentage (FMAP) for 2023 through 2025 for those states that have already expanded Medicaid, which they can only receive if they maintain their expansion. *(This provision is within the Energy and Commerce Committee jurisdiction.)*

Expanding Affordable Health Care Coverage

- The Build Back Better Act includes several provisions to expand affordable health care coverage and lower the cost of health care, including the following:
 - Provides temporary enhanced ACA Marketplace cost-sharing reduction assistance to individuals in the Marketplaces with household incomes below 138 percent of the federal poverty level for calendar years 2022 through 2025. (This provision relates to the provisions in the bill closing the Medicaid Coverage Gap (see above.)
 - Makes available \$10 billion annually to states for calendar years 2023 through 2025, providing the option for states to establish a reinsurance program to help lower premiums or use the funds to provide financial assistance to reduce out-of-pocket costs.

- Provides \$100 million for the ACA's health insurance consumer information grants for calendar years 2022 through 2025 to help consumers learn about their coverage options and to better assist consumers experiencing problems with their health coverage.
- Provides ACA cost-sharing reduction assistance to individuals receiving unemployment compensation for calendar years 2022 through 2025.
- Improves transparency in the pharmacy benefit manager (PBM) market, giving health plan sponsors a tool to be smarter shoppers for PBM services in order to reduce costs. The bill requires that group health plan sponsors receive a semi-annual report on the costs, fees, and rebate information associated with their pharmacy benefit manager (PBM) contracts.
- Ensures coverage of at least one of each type and dosage form of insulin under private insurance and ensures coverage of these insulin products before the application of any deductible and limits other cost sharing to no more than \$35.

Home- and Community-Based Services

- The Build Back Better Act makes historic investments to allow more seniors and individuals with disabilities to receive the services they need in their homes, alongside their friends and family.
- The bill invests \$150 billion to expand access to quality home-based services and care for millions of older adults and people with disabilities.
- Specifically, the bill provides grants to states to develop plans to expand access to home and community-based services (HCBS) and strengthen the HCBS workforce. The bill also provides states with a permanent six percentage point increase to the federal medical assistance percentage (FMAP) if the state implements an HCBS improvement program to strengthen and expand HCBS.
- The bill will also strengthen the direct care workforce by improving provider payment rates and giving states the resources to improve their care infrastructure.
- In addition, the bill makes permanent Money Follows the Person and protections against spousal impoverishment for partners of HCBS recipients, both successful policies that help low-income older adults and individuals with disabilities receive care in their homes.

Other Critical Medicaid Improvements

- The bill makes several improvements to expand access and continuity of care to some of our most vulnerable citizens, including requiring that state Medicaid programs:
 - Provide 12 months of continuous Medicaid and CHIP eligibility to postpartum women;
 - Provide 12 months of continuous eligibility to children enrolled in Medicaid and CHIP;
 - Provide coverage to justice-involved individuals 30 days prior to their release.
- The bill also makes important investments to strengthen and expand access to behavioral health under Medicaid. It provides all state Medicaid programs with incentives to cover Certified Community Behavioral Health Clinics. It also permanently extends the option for states to cover Community-Based Mobile Crisis Intervention Services to help individuals experiencing a crisis quickly get the treatment they need.
- The bill also permanently increases federal Medicaid funding for the territories and corrects a long-standing historical injustice by permanently increasing each territory's FMAP to 83 percent.

Adding Hearing Coverage Under the Medicare Program (Also Reported by Ways and Means)

- Beginning January 1, 2023, the bill allows for qualified audiologists to deliver aural rehabilitation and treatment services under Medicare, in addition to the hearing and balance assessment services provided under current law. It also allows for qualified hearing aid professionals to deliver hearing assessment services under Medicare, beginning January 1, 2023.
- Beginning January 1, 2023, the bill also provides for coverage of hearing aids under Medicare Part B for individuals with moderately severe, severe or profound loss in one or both ears, once every five years, and if furnished through a written order by a physician, qualified audiologist, qualified hearing aid professional, physician assistant, nurse practitioner, or clinical nurse specialist, qualified to write such order by the state.

Children's Health Insurance Program

- The bill makes comprehensive improvements to the Children's Health Insurance Program (CHIP) for low-income children, including:
 - Authorizing permanent funding for CHIP.
 - Providing permanent funding for several programs related to CHIP, including the pediatric quality measures program and the child enrollment contingency fund to provides states with additional funding in the event its CHIP allotment is insufficient.
 - Closing a longstanding loophole and ensuring that all CHIP programs are able to receive low-cost prescription drugs.
 - Providing states with an option to increase CHIP income eligibility levels above the existing statutory ceiling.

Maternal Health

- Currently, the United States ranks among the worst place in the developed world on maternal mortality, and Black women are 2.5 times more likely than White women to die due to complications resulting from childbirth.
- The Build Back Better Act makes significant public health investments to reduce inequities in maternal health outcomes and strengthening the maternal health workforce, including the following:
 - Providing \$100 million in funding to award grants to address social determinants of maternal health for pregnant and postpartum individuals.
 - Providing \$75 million in funding to the Department of Health and Human Services (HHS) Office of Minority Health to award grants to community-based organizations to address social determinants of maternal health for pregnant and postpartum individuals.
 - Providing \$170 million in funding to award grants to accredited schools of nursing to grow and diversity the perinatal nursing workforce.
 - Providing \$50 million in funding to award grants to establish or expand programs to grow and diversity the doula workforce.
 - Providing \$75 million in funding to award grants to establish or expand programs to grow and diversify the maternal mental health and substance use disorder treatment workforce.
 - Providing \$100 million in funding to award grants to address maternal mental health conditions and substance use disorders with respect to pregnant, lactating, and postpartum individuals, including in areas with significant racial or ethnic disparities in maternal health outcomes.
 - Providing \$50 million in funding to award grants to Minority-Serving Institutions to study maternal mortality, severe maternal mortality, and adverse maternal health outcomes.

9/11 Health

- The Build Back Better Act provides \$2.86 billion in funding for the World Trade Center Health Program to address projected shortfalls in coverage for the program.

Public Health Infrastructure and Workforce

- The Build Back Better Act invests \$9.5 billion in public health infrastructure and workforce to support the construction and modernization needs of health centers; to expand capacity for training the next generation of primary health care providers; to provide additional resources and supports for mental and behavioral health needs and suicide prevention; to promote palliative care and hospice education and training; and for additional purposes.

Pandemic Preparedness

- The Build Back Better Act provides \$10 billion for pandemic preparedness, including the following:
 - Providing \$7.0 billion in funding to support core public health infrastructure activities to strengthen the public health system through grants to state, territorial, local, or Tribal health departments, and expanding and improving activities of the Centers for Disease Control and Prevention (CDC).
 - Providing \$1.4 billion in funding to support renovation, improvement, expansion, and modernization of state and local public health laboratory infrastructure; enhance the capacity of

the laboratories at CDC; and enhance the ability of CDC to monitor and exercise oversight over the biosafety and biosecurity of state and local public health laboratories.

- Providing \$1.3 billion in funding to the Assistant Secretary for Preparedness and Response to prepare for and respond to public health emergencies, including shoring up the Strategic National Stockpile, strengthening our supply chains, and supporting domestic and global manufacturing of vaccines, among other purposes.
- Providing \$300 million for improving infrastructure at the Food and Drug Administration (FDA), including technological infrastructure (including through the development of integrated systems and interoperability of IT systems) and laboratory and related facilities infrastructure.

Community Violence Initiative

- The Build Back Better Act provides \$2.5 billion in funding for the CDC to support public health interventions to reduce community violence and trauma. (There is an additional \$2.5 billion in the Judiciary Committee title for similar community violence reduction efforts.)

Tackling Climate Change

Reducing Climate Pollution

- **Climate Pollution Reduction Grants:** Includes \$5 billion to EPA to establish a climate pollution reduction grant program for states, municipalities, and Tribes to implement greenhouse gas pollution reduction plans.
- **Greenhouse Gas Reduction Fund:** \$29 billion to nonprofit, state and local climate finance institutions that support the rapid deployment of low- and zero-emission technologies – with at least 40 percent of investments to be made in low-income and disadvantaged communities.
- **Reducing Air Pollution at Ports:** \$3.5 billion for the purchase and installation of zero-emission equipment and technology at ports and for the development of climate action plans.
- **Reducing Methane Pollution:** Provides over \$700 million to immediately reduce methane pollution from petroleum and natural gas systems, and holds companies accountable for wasted methane pollution above industry targets.

Clean Vehicles

- **Vehicle Manufacturing in America:** Provides \$3.5 billion for domestic manufacturing conversion grants to automobile manufacturers and suppliers to boost the production of efficient electric vehicles and promote the transition to zero-emission vehicles.
- **Clean Heavy-Duty Vehicles:** \$5 billion to the EPA for a new grant program to replace certain heavy-duty vehicles – such as garbage trucks and school buses – with zero-emission vehicles.
- **Zero-Emission Transportation Technologies:** \$3 billion in DOE's Advanced Technology Vehicles Manufacturing program to support development of innovative technologies and American manufacturing of zero-emission transportation technologies.
- **Zero-Emissions Vehicle Infrastructure:** \$1 billion for the build out of publicly accessible electric vehicle supply equipment and hydrogen fueling infrastructure in underserved, rural, or disadvantaged communities.

Investing in Clean Energy, Innovation and Communities

- **Boosting Innovative Climate Solutions:** \$40 billion in new loan guarantee authority and \$3.6 billion to defray the costs of loan guarantees to support American innovation and new technology solutions to address climate change.
- **Community Reinvestment Financing:** \$5 billion for the cost of providing communities across the country with financial support for low-carbon energy investments and initiatives.
- **21st Century Energy Grid:** Almost \$3 billion for the construction and siting of reliable, high-capacity transmission lines for electric energy.
- **Home Energy Efficiency:** \$12.5 billion in home energy efficiency and appliance electrification rebates – reducing energy usage and electrifying appliances is crucial to tackling the climate crisis.

Infrastructure & Environmental Justice

- **Lead-Pipe Replacement:** Build Back Better Act contains \$10 billion for the full replace of lead services lines in drinking systems throughout the country – of this allocation, \$9 billion is included in this title.
- **Environmental and Climate Justice Block Grants:** \$3 billion in direct grants to community-led projects that address environmental and public health harms related to pollution and climate change – funding local projects and solutions to decrease pollution and increase climate readiness.

Broadband

- **Next Generation 9-1-1:** \$470 million in grants for the implementation of Next Generation 9-1-1 services – saving lives by improving emergency response and allowing callers to send text messages, images or videos to 9-1-1 to help those responding better assess the nature of an emergency.
- **Closing the Homework Gap:** \$300 million to the Emergency Connectivity Fund to ensure students, school staff and library patrons have internet connectivity and devices at places other than schools and libraries.
- **Broadband Affordability Initiatives:** \$100 million to the Federal Communications Commission (FCC) to provide information and outreach to the public around broadband and communications affordability initiatives.
- **Making Affordable Broadband Accessible:** \$295 million for the National Telecommunications and Information Administration (NTIA) to establish a pilot program that will provide grants to public-private partnerships for projects that increase access to affordable broadband.
- **Increasing Access to Affordable Connected Devices:** \$475 million to provide eligible households with new or refurbished computers, laptops or tablets for free or at reduced rates.

Securing Supply Chains

- **Manufacturing supply chains:** \$5 billion to the Department of Commerce to monitor and identify critical manufacturing supply chain vulnerabilities that imperil our national and economic security and support domestic companies and other domestic entities in closing those vulnerabilities.

Consumer Protection

- **Strengthening Protections for American Consumers:** \$500 million to the Federal Trade Commission to establish and operate a new Privacy Bureau, including by hiring technologists and other experts, to realize the FTC's work related to unfair or deceptive acts or practices related to privacy, data security, identity theft, data abuses and other related matters.

TITLE IV: Committee on Financial Services

Investing in Affordable, Equitable, Sustainable & Accessible Housing for the 21st Century

Makes a \$151 billion investment toward our nation's affordable housing infrastructure including funding to rehabilitate millions of affordable housing units, bring sustainable homeownership within reach for millions of first-generation homebuyers, eliminate the nation's flood insurance program debt, and provide other critical investments in vulnerable communities across the country. Specifically includes:

- **Rental Assistance:** \$24 billion to fund incremental Housing Choice Vouchers and supportive services, \$7.1 billion of which is provided to serve people experiencing or at risk of homelessness or survivors of domestic violence and human trafficking; and \$1 billion to the Project Based Rental Assistance program, which provides rental assistance to eligible households in specific properties.
- **Repairing Public and Assisted Housing:** \$65 billion to address the nation's public housing capital backlog that has contributed to the dire health and safety issues impacting public housing residents today; and \$1.6 billion to preserve and improve safety conditions in properties receiving Project-Based Rental Assistance.

- **Affordable Housing Investments:** \$10 billion for the HOME program to preserve, create or retrofit affordable homes for low-income families; \$15 billion to support creation and preservation of affordable rental homes for the lowest income households; \$1 billion to support to develop affordable housing for seniors and people with disabilities; \$2 billion in investments in rural rental housing; and \$2 billion to establish a grant program for property owners of federally assisted housing make energy efficiency upgrade and improve property resiliency.
- **Community Development Block Grant:** \$3.05 billion for CDBG funding for affordable housing infrastructure – including allocations for predominately low-income rural communities such as Colonias – and manufactured housing communities.
- **Strengthening Resilience Under the National Flood Insurance Program:** Forgives \$20.5 billion in NFIP debt, directs \$600 million to support flood mapping, and \$600 million for FEMA to set up a means-tested affordability program for NFIP policyholders with incomes up to 120 percent of area median income.
- **Promoting First-Generation Homeownership:** \$10 billion in first-time, first-generation homebuyer downpayment assistance to help millions of Americans become homeowners and begin building wealth and \$5 billion to subsidize 20-year mortgages for first-generation homebuyers.
- **Addressing Lead-Based Paint Hazards:** \$5 billion to address lead-based paint and other health hazards in low-income family housing across the country.
- **Investments in Native American Communities:** \$1 billion to Native American, Alaska Native and Native Hawaiian communities to address their most pressing housing and community development needs.

TITLE V: Committee on Homeland Security

Funding for Cybersecurity Risk Mitigation, Bolstering Security of Houses of Worship, and Intensifying Department of Homeland Security Sustainability and Environmental Efforts

- **Bolstering Cybersecurity and Infrastructure Security Agency (CISA) Operations:** Invests \$400 million in the activities of the Cybersecurity and Infrastructure Agency (CISA) to enhance the Nation’s cybersecurity posture, including the following specific investments:
 - **Cybersecurity Risk Mitigation:** Provides \$100 million for cybersecurity risk mitigation.
 - **Cybersecurity Training:** Provides \$15 million for the Cybersecurity Education and Training Assistance Program to provide training to bolster the pipeline of future cybersecurity professionals and necessary mission support activities.
 - **Cybersecurity Awareness, Training, and Workforce Development:** Provides \$100 million to enhance cybersecurity awareness, training, and workforce development efforts, including necessary mission support activities.
 - **Multi-State Information Sharing and Analysis Center:** Provides \$35 million in federal assistance to the Multi-State Information Sharing and Analysis Center (MS-ISAC) to carry out cybersecurity activities including maintaining a 24/7 Security Operations Center to provide real-time network monitoring, threat analysis, and early warning notifications to states.
 - **CyberSentry:** Provides \$50 million for the CyberSentry program to enhance the cyber resilience of organizations that own or operate critical infrastructure.
 - **Cloud Security:** Provides \$50 million for the purpose of executing the secure cloud architecture activities, migration advisory services, and cloud threat hunting capabilities of the Cybersecurity and Infrastructure Security Agency.
 - **Industrial Control Systems Security:** Provides \$50 million for the purpose of researching and developing the means by which to secure operational technology and industrial control systems against security vulnerabilities.
- **State and Local Cybersecurity Assistance:** Invests a total of \$100 million in cybersecurity assistance to enhance the cybersecurity of state networks, including the following specific investments:

- **State and Local Cybersecurity Recruitment and Training:** Provides \$80 million to the FEMA Administrator, in consultation with the CISA Director, to award grants, contracts, or cooperative agreements to state, local, Tribal, and territorial government for cybersecurity recruitment and training to enhance efforts to address cybersecurity risks and cybersecurity threats.
- **Migration of State Networks to .Gov Domain:** Provides \$20 million to the FEMA Administrator, in consultation with the CISA Director, to award grants, contracts, or cooperative agreements to state, local, Tribal, and territorial governments to carry out activities to migrate the online services of such governments to the .gov internet domain.
- **Nonprofit Security Grant Program:** Provides \$100 million to the FEMA Administrator for the Nonprofit Security Grant Program (NSGP) which provides Federal assistance to churches, synagogues, mosques, and other non-profits to bolster security. Half of the funding is to be disbursed to non-profits through the Urban Area Security Initiative Grant Program and half is to be disbursed through the State Homeland Security Grant Program.
- **Sustainability and Environmental Programs:** Provides \$900 million to the Office of Chief Readiness Support Officer for the Department of Homeland Security's sustainability and environmental programs to intensify efforts to reduce its carbon footprint.

TITLE VI: Committee on Judiciary

Provisions on Immigration

- **Protections and Work Permits:** The Build Back Better Act gives the Secretary of Homeland Security the authority to grant temporary protection to certain undocumented immigrants.
- The protections provided in this provision are tied to a provision in the Immigration and Nationality Act that gives the Secretary of Homeland Security the discretion to allow people to enter or remain in the United States "for urgent humanitarian reasons or significant public benefit."
- Specifically, this provision gives the Secretary of Homeland Security the authority to grant temporary protection to those who entered the United States prior to January 1, 2011, if they pass a background check to the satisfaction of the Secretary and are not inadmissible to the United States on criminal, national security, or other grounds.
- Individuals who are granted such protections will also receive employment authorization.
- This provision only applies to individuals who have set down roots here – those who have lived and worked in service to our country and our communities for more than 10 years.

Individuals Who Could be Eligible for Relief Under the Bill

- Estimates indicate that 7 million individuals could be eligible for relief under this provision. Critically, this includes:
 - 1.6 million Dreamers;
 - 360,000 TPS recipients; and
 - 3.6 million essential workers, including 1 million farm workers.

Bars to Eligibility for Protections and Work Permits

- Individuals are ineligible for relief if the Secretary of Homeland Security makes certain findings tied to the existing grounds of inadmissibility in the Immigration and Nationality Act, including:
 - There are "reasonable grounds to believe" the applicant is a risk to national security, including that they will engage in any "unlawful activity."
 - The applicant has certain criminal convictions, including a single misdemeanor involving the intent to injure, to permanently steal or damage property, or to deceive or defraud that resulted in a sentence of more than 6 months.
 - The applicant has 2 such misdemeanors regardless of sentence.
 - The applicant has a conviction for a controlled substance offense or there is reason to believe the applicant is a trafficker in controlled substances.

- The applicant is ineligible for citizenship.
- The applicant has voted unlawfully in an election.
- **Recapture of Unused Immigrant Visa Numbers:** The Build Back Better Act includes several provisions regarding recapture of unused immigrant visa numbers, including the following:
 - Includes provisions to prevent future loss of unused employment-based visas.
 - Recaptures family-sponsored and employment-based visas that went unused in fiscal years 1992 through 2021.
 - Allows certain individuals who were selected to apply for diversity visas in fiscal years 2017, 2018, 2019, 2020, or 2021, but who were refused a visa or denied admission to the United States because of specific executive orders, or who were unable to complete the visa or admissions process because of COVID-19-related restrictions, to reapply for such visas.
- **Adjustment of Status:** The Build Back Better Act includes several provisions regarding adjustment of status, including the following:
 - Allows an individual who is eligible for adjustment of status but who is waiting for a visa number to become available, to submit an application for adjustment to Legal Permanent Resident (LPR) status if such individual pays a supplemental fee of \$1,500 (plus \$250 for each derivative beneficiary.)
 - Allows an individual to receive an exemption from the per-country and worldwide limitations on immigrant visas and have their status adjusted to LPR by the Secretary of Homeland Security if they meet certain criteria, such as being the beneficiary of a certain type of visa petition, having a visa petition that bears a priority date more than 2 years before the individual requests a waiver of the numerical limitations, and having paid a supplemental fee.
- **Additional Supplemental Fees:** The bill includes certain provisions regarding supplemental fees, including establishing additional supplemental fees as follows:
 - \$100 for certain family-sponsored immigrant visa petitions.
 - \$800 for each employment-based immigrant visa petition.
 - \$15,000 for each employment-based fifth preference petition.
 - \$19 for each Form I-94/I-94W issued to nonimmigrants who enter the United States.
 - \$250 for each F-1 and M-1 nonimmigrant student and J-1 exchange visitor to be paid by the approved educational institution or designated exchange visitor program.
 - \$500 for each application to replace an LPR card that has expired or is expiring.
 - \$500 for each petition for E, H-1B, L, O, or P status.
 - \$500 for each application to change or extend nonimmigrant status.
 - \$500 for applications for employment authorization filed by spouses of certain nonimmigrants, students seeking option practical training, and applicants for adjustment of status.
- **U.S. Citizenship and Immigration Services (USCIS):** The bill also appropriates \$2.8 billion for the U.S. Citizenship and Immigration Services for FY 2022, for the purpose of increasing the capacity of USCIS to efficiently adjudicate applications and reduce case processing backlogs.

Community Violence Initiative

- **The Build Back Better Act invests \$2.5 billion in various violence intervention initiatives** administered by the following three offices within the Department of Justice: the Office of Justice Programs (OJP), the Office of Community Oriented Policing Services (COPS Office), and the Office of Violence Against Women (OVW). These three offices are eligible to award grants which are specifically designed to address community-based violence intervention and reduction.
- The bill states that the \$2.5 billion in funding provided shall be used:
 - To award competitive grants or contracts to various entities as determined by the Attorney General, to support evidence-informed intervention strategies to reduce community violence.
 - To support training, technical research, evaluation, and data collection on the strategies that are most effective in reducing community violence and ensuring public safety.

- Shall be used to support research, evaluation, and data collection on the differing impact of community violence on demographic categories.

Antitrust

- The bill provides \$500 million to the Department of Justice Antitrust Division for carrying out work related to competition and enforcement of the antitrust laws.
- The bill also provides \$500 million to the Federal Trade Commission for work related to unfair methods of competition and enforcement of the antitrust laws.

Additional Appropriations for Enforcement Relating to Federal Income Tax Evasion

- The bill provides \$498 million to the Department of Justice Tax Division to enforce federal laws against tax evasion, including by pursuing civil cases or prosecuting criminal violations.

TITLE VII: Committee on Natural Resources

Building a Stronger, Cleaner American Economy that Fights Climate Change

- **Making Critical Investments in Indian Country:**
 - **\$2.3 billion** for Indian Health Service health facility construction, maintenance, and improvement
 - **\$730 million** for the Bureau of Indian Affairs Road System and Tribal transportation facilities
 - **\$500 million** for Tribal public safety and justice
 - **\$470 million** for Tribal climate resilience and adaptation plus \$50 million for Hawaiian climate resilience and adaption
 - **\$300 million** to provide electricity through renewable energy systems to tribal homes.
- **Investing in Coastal Communities & Climate Resilience:** \$6 billion to the National Oceanic and Atmospheric Administration (NOAA) to assist in the conservation, restoration, and protection of coastal and marine habitats to increase climate resilience of coastal communities.
- **Fisheries Infrastructure, Conservation & Restoration:** Includes \$1.2 billion to NOAA for marine fishery infrastructure, stock assessments and research, and marine facilities upgrades and management; and \$1 billion for habitat restoration and conservation projects for Pacific salmon and steelhead populations.
- **Protecting Public Lands:** \$2.5 billion for the conservation, protection, restoration and resiliency of public lands administered by the National Park Service and Bureau of Land Management.
- **New Fees and Royalties on the Extraction of Public Resources:** Raises billions of dollars in fossil fuel industry fees by increasing outdated royalty rates and extending royalties to methane pollution, ending noncompetitive leasing, charging annual fees for the extraction of public resources, strengthening bonding standards for oil and gas leaseholders, charging fees on offshore pipelines and idled oil and gas wells, eliminating royalty relief, and requiring companies pay for annual inspection costs.
- **Getting Our Kids Outside:** Invests \$100 million for urban parks and increasing childhood outdoor access to recreational facilities in urban areas.
- **Repeals Drilling in ANWR:** Repeals the Arctic National Wildlife Refuge Oil and Gas Program which was passed as part of the House Republicans' 2017 Tax Act and cancels the leases sold in January 2021 at the end of the Trump Administration.
- **Critical Capital Infrastructure in U.S. Territories:** \$1 billion for capital infrastructure investments to be divided between the territories.

TITLE VIII: Committee on Oversight and Reform

Making Key Investments to Combat Climate Change

- **GSA Clean Fleets:** Provides nearly \$3.0 billion dollars to the GSA for the procurement of zero-emission and electric vehicles and related costs. This investment will allow GSA to purchase tens of thousands of electric vehicles and cut hundreds of thousands of metric tons of CO₂ annually – equivalent to tens of millions of gallons of gas saved every year.
- **USPS Clean Fleets:** The bill provides:

- \$2.57 billion for the purchase of United States Postal Service’s electric delivery vehicles.
- \$3.41 billion for the purchase, design, and installation of the requisite infrastructure to support USPS electric delivery vehicles at facilities that the USPS owns or leases from non-federal entities.

GSA Emerging Technologies

- **Promoting Emerging and Sustainable Technologies:** Provides \$975 million to GSA for emerging and sustainable technologies, allowing the federal government to benefit from cutting-edge solutions to reduce pollution and cut costs.

GSA Procurement and Technology

- **Providing Funding for GSA to Promote Green Materials:** The bill provides \$3.25 billion for the purchase of goods, services, and systems to improve energy efficiency, promote the purchase of lower-carbon materials, and reduce the carbon footprint.

Environmental Justice

- Provides \$25 million for timely and effective implementation of President Biden’s Justice40 Initiative. Under this initiative, the President has pledged to deliver at least 40 percent of the benefits of infrastructure investments to the communities that have been most impacted by economic injustice.

Technology Modernization Fund

- Provides \$250 million to carry out the purposes of the Technology Modernization Fund.

Federal Citizens Service Fund

- Provides \$200 million to carry out the purposes of the Federal Citizen Services Fund.

Information Technology Oversight and Reform Fund

- Provides \$50 million for the Information Technology Oversight and Reform Fund.

TITLE IX: Committee on Science, Space and Technology

Investing in Our Nation’s Research Infrastructure

Department of Energy

- **Research, Development & Demonstration Projects:** \$1 billion for demonstration projects carried out by DOE’s Office of Energy Efficiency and Renewable Energy; \$985 million to support research at the Office of Science; and \$10 million for demonstration projects to reduce the environmental impacts of produced water.
- **High-assay Low Enriched Uranium:** \$500 million to support availability of high-assay low enriched uranium (HALEU).
- **Improving Diversity in Energy Department Projects:** \$5 million to support DOE’s Office of Economic Impact and Diversity to improve diversity across the Department’s research, development and demonstration activities.

National Aeronautics and Space Administration (NASA)

- **Revitalizing NASA’s Infrastructure:** \$748 million to repair, modify, modernize and construct NASA infrastructure and facilities.
- **Investing in the Future of Aviation:** \$225 million for aeronautics research and development on sustainable aviation.
- **Assessing and Mitigating Climate Change:** \$115 million to support climate research and initiatives to understand, observe and mitigate climate change.

National Institute of Standards and Technology Research (NIST)

- **Modernizing Research Infrastructure:** \$650 million for NIST to upgrade, renovate or replace outdated research facilities and equipment.
- **Investing in American Manufacturers:** \$260 million for the Hollings Manufacturing Extension Partnership (MEP) – a public-private partnership with MEP centers in all 50 states and Puerto Rico dedicated to serving small and medium-sized manufacturers – and \$220 million for advanced manufacturing research, development and testbeds.

- **National Fire Research:** \$100 million for research related to wildfire impact on communities.

National Oceanic and Atmospheric Administration (NOAA)

- **Forecasting for Weather and Climate:** \$500 million for NOAA research on climate change including:
 - **\$200 million** to accelerate advancements in research, observations and modeling related to weather, coasts, oceans and climate
 - **\$100 million** for competitive climate research grants
 - **\$100 million** for the development and distribution of climate science information products for educational and training purposes
 - **\$100 million** for research infrastructure and procurement
- **Climate Education & Computing Capacity:** \$20 million educational activities and materials to improve public understanding of the climate crisis and \$200 million for NOAA to increase computing capacity, data management and storage.
- **Hurricane Hunters:** \$139 million for additional hurricane hunters – specially equipped aircraft that play an integral role in hurricane forecasting.

National Science Foundation (NSF)

- **Seeking Solutions Through Science:** \$1.52 billion to fund the Directorate for Technology, Innovation and Partnerships to accelerate use-inspired and translational research to address some of the worlds most challenging problems.
- **Investing in NSF Core & Climate Research:** \$675 million for NSF research awards, traineeships, scholarships and fellowships across all STEM disciplines and \$500 million for climate change related research.
- **Promoting Diversity in Science:** \$200 million for research capacity building at Minority Serving Institutions (MSIs), \$100 million to fund the modernization of academic research facilities and instrumentation at MSIs, and \$25 million to ensure demographic diversity in NSF initiatives.
- **Replacing Obsolete Research Infrastructure:** \$200 million for the restoration, renovation or replacement of obsolete science and engineering facilities and \$200 million for mid-scale and major research infrastructure.

TITLE X: Committee on Small Business

Investing in America's Entrepreneurs & Small Businesses

- **Provides \$5 billion for Small Business Administration programs that increase access to capital, foster entrepreneurial development, expand federal procurement opportunities and drive innovation.**
Included in this funding:
 - \$1.9 billion to fund a direct loan product under the SBA's 7(a) lending program.
 - \$1 billion to establish a nationwide network of uplift incubators to spur economic development and grow the next generation of entrepreneurs in underrepresented communities and assist new businesses and small government contractors.
 - \$275.9 million to enhance, improve and expand the Community Advantage Loan Program.
 - \$62 million to increase equity investment in the Small Business Investment Company, including \$40 million to implement the MicroCap SBIC license initiative to increase investments in underserved markets, and to increase the pool of eligible fund manager applicants.
 - \$35 million to establish a grant for nonprofits to operate federal entrepreneurship training programs to assist veteran small business contractors.
 - \$30 million to enhance outreach to Native American, Rural, and emerging small business owners and entrepreneurs.

TITLE XI: Committee on Transportation and Infrastructure

Investing in More Equitable and Sustainable Transportation Systems and Infrastructure

Provides \$39 billion to make America's infrastructure more sustainable, resilient, and equitable and to reduce carbon pollution from the transportation sector.

- **Improving Access to Affordable Housing:** \$10 billion to support access to affordable housing and enhance mobility for low-income people and residents of disadvantaged or persistent poverty communities – breaking the crippling cycle of car dependence that is required to live and thrive in so many communities.
- **Investing in High-Speed Rail:** \$10 billion for high-speed rail corridor assistance to support the planning and development of public high-speed rail projects.
- **Promoting Economic Development in Communities Nationwide:** \$5.25 billion to the Economic Development Administration including \$3.36 billion to create regional innovation hubs, \$1.20 billion to provide RECOMPETE investments in persistently distressed communities, \$240 million to provide assistance to energy and industrial transition communities, and \$240 million for predevelopment in public works projects.
- **Reducing Carbon Pollution:**
 - **Community Climate Incentive Grants:** \$4 billion to fund grants to states and metropolitan areas to help reduce on-road carbon pollution – addressing the largest source of transportation greenhouse gas emissions, including the establishment of a greenhouse gas performance measure at DOT.
 - **Aviation:** \$300 million for the Department of Transportation to support investments for projects that develop or apply low-emission aviation technologies or produce, transport, blend or store sustainable aviation fuels.
- **Coast Guard Infrastructure:** \$650 million to Coast Guard to design, construct or replace existing facilities with climate resilient infrastructure and \$350 million for the Coast Guard's acquisition of a Great Lakes Icebreaker.
- **Greening Federal Buildings:** \$500 million for the General Services Administration's Federal Buildings Fund to convert GSA owned or managed buildings to high-performance green buildings.
- **Neighborhood Access and Equity:** \$4 billion to reconnect communities that were divided by highways and other existing infrastructure barriers to support neighborhood equity, safety and affordable transportation access.
- **Port Infrastructure and Supply Chain Resilience:** \$600 million to the Maritime Administration to support supply chain resilience, reduce port congestion, environmental remediation, develop offshore wind resources, and reduce the impact of ports on the environment.
- **Investing in Wastewater Infrastructure:** \$2.125 billion to invest in water infrastructure including sewer overflow and stormwater reuse projects including a greater federal cost share of these projects that serve low income and financially distressed communities; wastewater infrastructure investment for the installation, repair or replacement of domestic septic systems; and investments for alternative water source projects like groundwater recharge and potable reuse.
- **Territorial Infrastructure:** \$320 million for Territorial Highway Transportation in order to bring investments in territorial infrastructure in line with the increases to States in the Bipartisan Infrastructure bill.

TITLE XII: Committee on Veterans' Affairs

Keeping Our Promise to Our Nation's Veterans & Updating VA's Aging Infrastructure

- Includes \$5 billion to invest in Department of Veterans Affairs' aging infrastructure, its workforce, and the support structures that serve our nation's veterans.
 - **Rebuilding Underfunded VA Medical Facilities:** Includes \$2.3 billion to address the immediate and long-term infrastructure needs of VA, \$1.8 billion for new VA medical facility leases, and \$455 million for the enhanced use lease program.

- **Increasing Health Professional Opportunities at VA Facilities:** \$268 million for VA to invest in an education and training program for health provisional students and to increase the number of residency positions at VA medical facilities.
- **Modernizing VA Service Records and Expediting Claims Process:** Provides \$150 million for VA to scan veteran service records held at the National Archives for living and recently deceased veterans to prevent claims processing delays.
- **Increasing Transparency and Accountability:** Provides \$5 million in funding to the VA Office of Inspector General to support oversight of VA projects and activities funded in this bill.

TITLE XIII: Committee on Ways and Means

Establishing Paid Family and Medical Leave

- The United States lags behind the rest of the industrialized world when it comes to guaranteeing paid family and medical leave. Only 21 percent of American workers have access to employer-provided paid family leave, and just 42 percent of American workers have access to paid medical leave through an employer-provided plan.
- The Build Back Better Act establishes a universal and permanent family and medical leave program. The program provides four weeks of paid parental, family caregiving, and medical leave.
- The benefits of paid family and medical leave are substantial, including improving business productivity, boosting employee morale, reducing turnover, and making it easier for employers to attract skilled workers. The benefits also include strengthening the labor force, providing income security to families who might otherwise need public assistance to make ends meet, and helping women stay in the workforce.

Giving the HHS Secretary the Power to Negotiate Lower Drug Prices and Preventing Drug Price Increases Above Inflation With “Inflation Rebates”

Giving the HHS Secretary the Power to Negotiate Lower Drug Prices, Lowering Costs for Millions of Americans

- The Build Back Better Act empowers the Secretary of Health and Human Services to negotiate drug prices directly with drug companies for high-priced drugs without competition that have been marketed for 9 years for small molecule and 13 years for biologics.
- Under the bill, the Secretary would negotiate the prices of up to 10 drugs for plan year 2025, which then ramps up to 20 drugs by plan year 2028 and each plan year thereafter.
- The Secretary would collect important information for drugs selected for negotiation, such as R&D costs, prior federal financial support, extent to which the drug addresses an unmet need and more. The Secretary uses this information to engage in a back-and-forth negotiation with a manufacturer to arrive at an agreed to fair price. The Secretary is explicitly directed to consider the innovation that a selected drug represents.
- Depending on how long the drug has been on the market, the Secretary will achieve at least a 25-60% reduction on a drug’s price.
- The bill would limit the scope of negotiations for small biotechnology companies.
- The bill ensures that any negotiated drug is covered for Medicare beneficiaries.

Requiring Drug Companies to Pay Rebates If Drug Prices Increase Faster than Inflation, Also Lowering Costs for Millions of Americans

- The bill prevents drug companies from unfairly increasing their prices beyond inflation for Medicare beneficiaries and those with private insurance. In the case a manufacturer increases their price beyond inflation, they will have to pay a rebate back to the federal government – paying back the excess amount above inflation.
- Under the bill, the inflation rebates are calculated with the cost of the drugs of millions of Americans with Medicare Part B and Medicare Part D, but also those with private insurance.
- Year after year, drug companies have hiked the costs of drugs well above the rate of inflation, subjecting seniors to soaring prices.

- Drug prices are continuing to jump in the United States. Just since January 2021, there have been over 1,110 price hikes for prescription drugs, and 90 percent of these increases were higher than the rate of inflation.

Capping Out-of-Pocket Costs on Drug Spending in Medicare and Reforming the Medicare Part D Benefit

- This bill creates a new, out-of-pocket cap in Medicare on prescription drug costs, at \$2,000, adding an important protection for Medicare beneficiaries, and lowers beneficiaries' cost sharing in the initial coverage phase.
- Under current law, Medicare Part D does not have an out-of-pocket maximum.
- With the increasing number of high-cost specialty drugs, many beneficiaries find that just one medicine can cost thousands of dollars in out-of-pocket costs.
- In addition to the new out-of-pocket cap in Medicare on drug costs, the bill also lowers insulin prices so that Americans with diabetes don't pay more than \$35 per month for their insulin.
- Finally, the bill also reforms the Medicare Part D benefit design to bring down seniors' costs. It increases the liability of drug manufacturers to provide a downward pressure on prices and also increases the liability of private insurance plans to incentivize insurers to better manage costs.

Expanding ACA to Close the Coverage Gap (Also Reported by Energy and Commerce)

- Currently, there are 12 states that have still not expanded Medicaid: Alabama, Florida, Georgia, Kansas, Mississippi, North Carolina, South Carolina, South Dakota, Tennessee, Texas, Wisconsin, and Wyoming.
- The Build Back Better Act would provide access to affordable coverage through 2025 to the millions of Americans who currently fall within the coverage gap because they live in a state that did not expand Medicaid. Closing the coverage gap will allow up to 4 million uninsured Americans to gain access to coverage.
- The bill expands ACA to close the coverage gap by providing that, from 2022 through 2025, those in the coverage gap will have access to quality affordable coverage through the ACA Marketplaces, with eligibility for premium tax credits expanded below the federal poverty line. Due to the very low incomes of these individuals, they will qualify for coverage with \$0 premiums. *(These provisions are within the Ways and Means Committee jurisdiction)*
- The bill also provides enhanced cost sharing assistance for these individuals. *(This provision is within the Energy and Commerce Committee jurisdiction).*
- The bill also provides a bump in the Federal Medical Assistance Percentage (FMAP) for 2023 to 2025 for those states that have already expanded Medicaid, which they can only receive if they maintain their expansion. *(This provision is within the jurisdiction of the Energy and Commerce Committee)*
- The bill also includes a Medicaid maintenance of effort requirement for states. *(This provision is within the jurisdiction of the Energy and Commerce Committee)*

Improving Affordability and Reducing Premium Costs of Health Insurance for Consumers

- The Build Back Better Act extends through 2025 the enhanced premium subsidies in the ACA Marketplace that were included in the American Rescue Plan. These enhanced subsidies have made health insurance in the Marketplace considerably more affordable. In 2021, Americans purchasing their coverage in the Marketplace have seen their premiums decrease an average of \$67 per month – which is more than \$800 each year. Indeed, 48 percent of new consumers are now paying a monthly premium of \$10 or less. Also, the median deductible for new consumers has fallen by over 90 percent – from \$750 to \$50.
- The Build Back Better Act makes enhanced ACA subsidies available through 2022 for recipients of unemployment compensation, extending protections provided for those losing their jobs included in the American Rescue Plan. The Congressional Budget Office found that this provision would help 500,000 people newly enroll and receive a premium tax credit. Most of those people would have otherwise been uninsured.

Adding Hearing Coverage Under the Medicare Program (Also Reported by Energy and Commerce)

The *Build Back Better Act* makes vital investments in seniors and people with disabilities by expanding Medicare to include coverage for hearing services and hearing aids.

- Beginning January 1, 2023, this provision expands access to services provided by audiologists and licensed hearing aid professionals. It also provides coverage of hearing aids under Medicare Part B for individuals with moderately severe, severe, or profound hearing loss in one or both ears, once every five years.
- Alongside the Biden Administration's recent release of the Food and Drug Administration's over-the-counter hearing aid rule, this provision ensures that all Americans who need hearing aids will be able to access them. The average cost of hearing aids is \$4,700 – making this a vital investment for in the health of millions of beneficiaries who previously had to pay for these expensive devices out-of-pocket.

Extending the Child Tax Credit for One Year

- The Build Back Better Act extends the enhanced Child Tax Credit that was included in the American Rescue Plan for one year, through the end of 2022. However, in 2022, unlike 2021, only taxpayers with income below \$150,000 (in the case of joint filers), \$112,500 (in the case of a head of household), and \$75,000 (in the case of other filers) will receive the tax credit as an advance monthly payment deposited in their bank account. It is estimated that the enhanced Child Tax Credit will cut the rate of child poverty in half. The amount of the monthly enhanced child tax credit is \$250 per child and \$300 per child under age 6 – amounting to \$3000 per child per year or \$3,600 per child under age 6 per year. Under current law, the credit would have expired at the end of 2021.
- The bill also makes the refundability of the Child Tax Credit permanent, ensuring that Americans who are most in need can benefit from the credit in the same way that all other families do.

Extending the Expanded and Improved Earned Income Tax Credit for One Year

- The bill extends the expansion and improvements in the Earned Income Tax Credit for workers without qualifying children that were included in the American Rescue Plan for one year, through the end of 2022.

Supporting Low Income Students

- Exempts Pell Grants from tax and determining a student's maximum American Opportunity Tax Credit (AOTC) benefit through 2026.
- Repeals the racist and harmful prohibition on students with prior felony drug convictions from accessing the American Opportunity Tax Credit.

Trade Adjustment Assistance

- Trade Adjustment Assistance provides a lifeline of key workforce development services and monetary support to workers who have lost their jobs due to trade.
- Last year, the COVID-19 pandemic's disruption of trade and critical U.S. supply chains played a key role in the economy's downturn and the hardship workers endured.
- To respond strongly to the needs of our trade-impacted workforce, the Build Back Better Act includes modernized TAA proposals, to ensure benefits reach the most severely affected communities. In addition, the TAA's funding proposals help ensure that the program helps address inherent racial disparities and inequities in our economy.

Skilled Nursing Facilities

The *Build Back Better Act* invests in the foundation of nursing home care, filling much-needed gaps in transparency, quality of care, and staffing to ensure nursing homes are better prepared to face future public health emergencies. Specifically, the Build Back Better Act:

- Invests in nursing home staffing to improve quality and safety issues in nursing homes.
- Improves nursing home quality and cost data to ensure patients and families have access to accurate quality data.
- Invests in nursing home survey and enforcement process to improve patient safety.

Elder Justice Programs

The *Build Back Better Act* makes key investments to fund vital elder justice programs that help protect America's seniors and people living with disabilities by investing in existing *Elder Justice Act* programs. It provides increased

support for state and local Adult Protective Services offices and long-term care ombudsman programs to better detect and prevent elder abuse, neglect, and exploitation.

- It also creates and invests in three new programs that address:
 - training and retention of the long-term care workforce;
 - social isolation; and
 - linkages between social support services, health services, and legal services to address more effectively social determinants of health in vulnerable communities.

Elder Justice Act Long-Term Care Workforce Training Program

The *Build Back Better Act* invests in training and retaining the long-term care workforce through grants to states.

- These grants invest in ensuring the workforce has access vital resources that incentivize entering and staying in the field – such as affordable and accessible child care, wage subsidies, student loan repayment, and transportation.
- It also invests in the people providing these critical services – a population of workers essential to the delivery of health care services to our most vulnerable, who for too long have been overlooked for their important contributions to our nation’s health.

Expanding and Diversifying the Health Care Workforce

- The Build Back Better Act makes critical investments to improve the health care workforce by expanding opportunities for new workers and clinicians from diverse backgrounds.

Health Profession Opportunity Grant (HPOG) Program

- Over the last 11 years, the Health Profession Opportunity Grant (HPOG) Program has proven to be highly successful. The HPOG model combines high-caliber job training with critical workforce supports targeted to low-income parents seeking good-paying health careers. It uses a career ladder approach to get people into health jobs quickly. The HPOG program trains workers in the allied health care professions – such as Certified Nursing Assistants and Physician Assistants.
- In a recent study on the health care workforce, HHS found that the U.S. is currently suffering a significant shortage of these allied health care professionals.
- Therefore, the Build Back Better Act reauthorizes and expands the Health Profession Opportunity Grant Program so that HPOGs can be part of the solution to build back better our health care workforce.

Pathway to Practice Training Program

- Projections show that the United States may need as many as 124,000 **new** physicians in the next 10 years to meet the health care needs of this country. The physician workforce shortage is acutely felt in marginalized communities in this country; Black, Hispanic, Native Americans are underrepresented in the medical field, and rural and underserved areas have seen persistent physician shortages throughout the years.
- The Pathway to Practice Training Program in the *Build Back Better Act* eliminates the barrier of the high cost of physician education for certain students to train a more diverse physician workforce and more physicians in and from rural and underserved areas, shrink the physician shortage, and ensure these new physicians are equipped with structural and cultural competencies to help them reduce health inequities and disparities.

New Graduate Medical Education Residency Positions

- The Build Back Better Act also adds an additional 4,000 residency positions funded by Medicare to address physician workforce shortage.

Infrastructure Financing and Community Development

- The bill invests in affordable housing through a historic expansion of the low-income housing tax credit, which will result in the creation of 812,000 additional affordable homes. It substantially increases state allocations for three years, increasing allocations by 10 percent, 20 percent, and 30 percent for 2022, 2023, and 2024. It also unlocks more affordable housing by lowering the bond threshold test from 50 percent to 25 percent. Last but not least, it better targets LIHTC investments for the most vulnerable by providing an enhanced credit for certain projects serving extremely low-income tenants as well as certain tribal projects.

- The bill establishes a new Neighborhood Homes tax credit that would support neighborhood stabilization and pathways to home ownership by encouraging the rehabilitation of affordable homes in low-income communities while protecting the character of those communities with guardrails like income requirements for owners, sales price caps, and anti-flipping policies.
- The bill promotes parity for tribal communities by making long overdue changes to the tax rules related to tribal issuance of government bonds, a more generous low-income tax credit subsidy for tribal projects, and a new \$175,000,000 New Markets Tax Credit allocation exclusively for use in low-income tribal communities and for projects that serve or employ low-income tribe members.
- The bill provides assistance to the territories through a new tax credit for qualified domestic corporations with business operations in the territories. The credit amount is 20% of up to \$50,000 in wages and fringe benefits paid to each full-time employee working in any of the five territories. For qualifying small domestic corporations, the credit amount is 50% of up to \$142,500 in wages and fringe benefits paid to each full-time employee.
- The bill also addresses the tax treatment of certain payments to farmers, ranchers, or forest landowners that was described in the American Rescue Plan Act. Such payment will not be included in the gross income of the payee and any otherwise allowable deductions continue to be deductible notwithstanding the tax-free treatment of the payment.

State and Local Tax (SALT) Deduction

- The Build Back Better Act raises the current \$10,000 cap on the State and Local Tax (SALT) deduction that is in place under current law through 2025 to \$80,000 for the years 2021 through 2030. It then reinstates the \$10,000 limitation for 2031. According to the Joint Committee on Taxation, this provision raises \$14.8 billion over 10 years.

Fighting Climate Change, With Numerous Green Energy Provisions

- Invests over \$320 billion in renewable energy and energy efficiency tax incentives in order to meet President Biden's goal of reducing US carbon emissions by 50% below 2005 levels by 2030.
- Ensures green energy incentives in the tax code will create good, well-paying jobs in the emerging green economy.

Renewable Electricity and Reducing Carbon Emissions

Below are key provisions in the bill promoting renewable energy and reducing carbon emissions.

- **Extension and Modification of Credit for Electricity Produced from Certain Renewable Resources:** Builds on current successful tax incentives that promote the deployment of green energy technologies, while providing new incentives for activities that reduce greenhouse gas emissions.
- Extends and expands the existing suite of renewable energy tax provisions to provide five years of incentives for transmission, energy storage, geothermal, microgrid controllers under the current Investment Tax Credit (ITC) and Production Tax Credit (PTC) framework.
- Allows a 100% PTC for wind energy property and allows solar energy property the option of taking the PTC.
- In 2027, transitions many of the current green energy tax incentives to a "technology neutral" ITC and PTC.
- Expands the investor base for these technologies by allowing an election for a direct payment of green energy tax incentives.
- Provides an enhanced benefit for projects targeting low-and moderate-income communities, tribal communities, and energy communities.
- Attaches strong labor and domestic content standards to key tax incentives to ensure good-paying jobs.
- Extends and expands the 45Q credit for carbon oxide sequestration.

Renewable Fuels

Builds on successful tax incentives to reduce transportation emissions and further promote the production and uptake of renewable fuels.

- Extends tax incentives promoting the production and expansion of renewable fuels and creates new incentives for sustainable aviation fuel. In 2027, this package transitions many of the current fuel tax incentives to a “technology neutral” ITC and PTC.
- Creates a new credit to jumpstart the development of clean hydrogen.

Green Energy and Energy Efficiency Incentives for Individuals

Expands incentives for energy efficiency and conservation in homes and buildings, with updated standards.

- Provides a refundable tax credit for individuals installing residential solar, wind, battery storage, and other renewable technologies.
- Expands the credit for energy-efficient home modifications while updating efficiency standards, with enhanced incentives for electric heat pumps and electric heat pump water heaters.
- Increase the energy efficient commercial building deduction and expands the deduction to support energy efficient building retrofits.
- Extends and increases the new energy efficient home credit with updated standards and enhanced incentives for net-zero ready homes.
- Excludes payments from utilities or similar government entities for water conservation, storm water management, and waste-water management from Federal tax.
- Creates a tax credit for individuals and businesses who participate in a state-based wildfire resiliency program.

Greening the Fleet and Alternative Vehicles

Supports widespread adoption of zero-emission cars, vans, and buses through tax credits for purchasing vehicles, and supporting deployment of publicly accessible electric vehicle charging infrastructure:

- Continues the successful deployment of zero-emission vehicles through expanding the electric vehicle credit and extending credits for fuel cell vehicles and 2- and 3-wheeled electric vehicles.
- Creates a new credit for zero-emission commercial vehicles, with the ability for tax-exempt entities like governments to receive direct payments for buses and other government vehicles.
- Expands accessibility to electric vehicles by making credits for electric vehicles refundable and providing a new refundable credit for low- and moderate-income families to purchase used electric vehicles.
- Extends and expands credits for charging electric vehicles and refueling fuel cell vehicles, with enhanced incentives for fast charging that is accessible to the general public.
- Promotes other transportation options by reinstating exclusion from income for employer-provided bike commuter benefits, providing a refundable credit for electric bicycles, expanding credits to electric scooter and bicycle charging stations.

Investments in the Green Workforce

Invests in the green workforce by providing tax credits for advanced manufacturing facilities and mechanical insulation.

- Provides additional tax incentives for renewable energy and efficiency projects that engage in high-road labor practices to ensure that the emerging green economy provides good, sustainable, high-paying jobs for workers
- Revives the advanced energy project credit for facilities engaging in green energy and energy efficiency technology manufacturing.
- Creates new tax credits for domestic manufacturing of semiconductor and solar and wind components.
- Provides a credit for the labor costs of installing mechanical insulation property.

Environmental Justice

Advances environmental justice using tax credits for research and other academic programs

- Provides a capped, competitive credit for university programs focused on the impacts of climate change on low-income communities and communities of color.
- Prioritizes projects including Historically Black Colleges and Universities and other Minority Serving Institutions.

Superfund

- Provides new revenue streams for Superfund cleanup efforts by reinstating excise taxes on petroleum products and chemicals.

How the Bill Is Paid For: Ensuring Multinational Corporations and High-Income Individuals Pay Their Fair Share

- The Build Back Better Act responsibly pays for our priorities while ensuring that taxpayers making less than \$400,000 a year won't see their taxes go up by one penny.
- The comprehensive set of revenue provisions in the bill listed below will ensure that the bill is fully paid for.

15% Corporate Alternative Minimum Tax

- Establishes a new "alternative minimum tax" of 15 percent on all U.S. corporations earning more than \$1 billion a year in profits. The minimum tax would be assessed on "book" income reported to shareholders, rather than profits reported to IRS.

Strengthening the Global Minimum Tax

- Ensures that U.S. companies pay a minimum tax of 15 percent on profits they earn overseas, as part of our international agreement to end the "race to the bottom" in business taxation, and prevents base erosion by foreign-parented companies in low-tax jurisdictions.

Making Sure High-Income Individuals Pay Their Fair Share

- Provides a new surtax on the income of multi-millionaires and billionaires – the wealthiest 0.02 percent of Americans. The surtax would apply a 5 percent rate above income of \$10 million, and an additional 3 percent surtax on income above \$25 million.
- Reforms and makes permanent rules that allow high income taxpayers to offset investment income with unrelated losses

IRS Investments to Close the Tax Gap

- Provides for closing the tax gap – the difference between what is owed to the IRS in taxes and what is actually collected each year – with \$80 billion in investments in the IRS to hire new agents and modernize IRS technology, improving taxpayer experience and ensuring everyone pays their share.

Closing Medicare Tax Loophole for Wealthy

- Closes the loopholes that allow some wealthy taxpayers to avoid paying the 3.8% Medicare tax on non-employment income.

Tax on Stock Buybacks

- Provides a 1 percent surcharge on corporate stock buybacks, which corporate executives too often use to enrich themselves rather than investing in workers and growing their businesses.

Repealing Trump Rebate Rule

- Repealing the Trump rebate rule saves taxpayers, as well as seniors, money. Among its negative effects, the Trump rebate rule had the effect of increasing the monthly Medicare premium that seniors have to pay.



LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director

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TECHNICAL ADVISORY COMMITTEE MEETING

Draft Meeting Minutes

Thursday, October 21, 2021

9 a.m.

Meeting held via Zoom

Present

Destiny Preston, Caltrans District 1
James Sookne, Lake Transit Authority
Doug Grider, City of Lakeport
Alan Flora, City of Clearlake
Scott DeLeon, County of Lake
Mary Darby, County of Lake

Absent

Joel Skeen, California Highway Patrol
Paul Curren, City of Lakeport (Engineering Consultant)
Dave Swartz, City of Clearlake (Engineering Consultant)
Jenni Byers, City of Lakeport
Dale Goodman, City of Clearlake

Also Present

Lisa Davey-Bates, Lake Area Planning Council
Nephele Barrett, Lake Area Planning Council
Danielle Casey, Lake Area Planning Council
Alexis Pedrotti, Lake Area Planning Council
John Speka, Lake Area Planning Council
Ron Ladd, City of Lakeport
Olivia Grupp, City of Lakeport
John Everett, County of Lake
Mike Khammash, Caltrans District 1
Tasha Ahlstrand, Caltrans District 1
Jeff Pimentel, Caltrans District 1

1. Call to order

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

2. Approval of September 16, 2021 Minutes

Motion by Doug, seconded by James, and carried unanimously to approve the September 16, 2021, minutes as written.

3. 2022 Regional Transportation Improvement Program Project Selection

Danielle gave a brief overview of the Regional Transportation Improvement Program (RTIP)/State Transportation Improvement Program (STIP) process and noted that the California Transportation Commission (CTC) approved a 2022 fund estimate for the Lake County region in the amount of \$1,934,000. A reserve amount from the 2020 STIP cycle in the amount of \$81,000 will also be added. Of the total amount, \$96,000 are identified for Planning, Programming and Monitoring (PPM), leaving \$1,919,000 available for new or existing projects. Past Board resolutions have identified three priority projects, which means they would need to be considered before most other requests for funds can be approved.

Funding requests from TAC member jurisdictions included the following:

- **South Main/Soda Bay Road Corridor Improvements** (County) –

Funding Need: CON \$3,754,000

Currently Committed: \$662,000

Additional Notes: South Main Street segment is fully funded; Soda Bay Road segment needs additional funding.

- **Lake 29 Expressway 2A** (Caltrans) –

Funding Need: R/W Support: \$2,000,000

R/W Capital: \$15,000,000

CON Support: \$9,000,000

CON Capital: \$65,000,000

Currently Committed Funding: PS&E: \$6,000,000

Additional Notes: Caltrans provides 85% of funding, local agency provides 15%

R/W Support: $\$2,000,000 \times .15 = \$300,000$

R/W Capital: $\$15,000,000 \times .15 = \$2,250,000$

CON Support: $\$9,000,000 \times .15 = \$1,080,000$

CON Capital: $\$65,000,000 \times .15 = \$9,750,000$

- **Lake 29 Expressway 2B** (Caltrans) –

Funding Need: R/W Support: \$2,000,000

R/W Capital: \$31,000,000

CON Support: \$9,000,000

CON Capital: \$85,000,000

Currently Committed: PS&E: \$6,000,000

Additional notes: Caltrans provides 85% of funding, Local agency provides 15%

R/W Support: $\$2,000,000 \times .15 = \$300,000$

R/W Capital: $\$31,000,000 \times .15 = \$4,650,000$

CON Support: $\$9,000,000 \times .15 = \$1,080,000$

CON Capital: $\$85,000,000 \times .15 = \$12,750,000$

- **Dam Road Roundabout** (Clearlake) –

Funding Need: CON \$4,500,000

Currently Committed: City staff to confirm local commitment for the construction component. Other existing committed funding in the STIP is for project development.

During the September TAC meeting, the County noted that the Soda Bay Road project would need further time extensions, and because of this would be opting out of receiving funds from this round of the STIP.

With regard to the Lake 29 Expressway Project, the limited amount of STIP funding would fall short of funding a component of the project in its entirety, and therefore would likewise not be considered during this round.

The Dam Road Roundabout project would also require more than the available STIP funding amount.

The committee then discussed several matters involving continuing cost increases for each of the projects and how they might be covered by this or future STIP cycles. Ultimately, it was determined that the TAC recommend that the \$1.919 million now available should be reserved until the next cycle so that it may be able (along with future fund estimates) to meet the costs of a component of one of the priority projects.

Motion by Doug, seconded by Alan, and carried unanimously to table action until the October meeting.

4. **Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)**

Danielle discussed how a formula for distribution of CRRSAA funds was determined by the TAC at their May 2021 meeting based on a combination of lane miles and population (after establishing a baseline of \$100,000 for each jurisdiction). The breakdown was as follows:

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

Danielle was to contact jurisdictions the following week to determine what projects the money was expected to be spent. The STIP portions of the formulas would need to be included before the Board's at their November meeting. The STBG portion was a simpler process that was less time sensitive. Guidelines were discussed to help guide the project decisions.

John Everett mentioned the County's Konocti Safe Routes to School as a possibility for its portion, which still needed additional environmental work. The project would be mainly funded through earmark funding assuming the infrastructure bill was passed by the feds, but additional funds would also be needed.

5. **Announcements and Reports** a. **Lake APC**

i. Update on Planning Grants

John Speka reported that staff was not going to pursue Sustainable Transportation Planning Grants as discussed at prior meetings, based on time instead needed to complete the RTP. Originally, staff had discussed applying for funds to prepare a Zero Emission Vehicle infrastructure plan and a wildfire evacuation and preparedness plan. The first of the two would be pushed out for possible future rounds of the Sustainable Transportation Planning Grant cycles, or else look into other possible state or federal programs that could be appropriate prior to that. The second project was a possible candidate for a State Fire Safe Council grant opportunity for evacuation type planning projects that was opening up in November. The City of Lakeport was looking at preparing an application on their own for a city specific active transportation plan. John was to write a letter of support from Lake APC.

John also asked Doug whether Lakeport had heard back about any possible awards from the Federal Lands Access Program applied for several months back as the award dates were supposed to come in late summer/early fall. Doug had not heard anything yet.

ii. Regional Transportation Plan Update

John reported that staff had released a draft of the RTP for public review and comment. The comment period would remain open between now and the target adoption date of December 1 before the Lake APC Board. The TAC was asked to provide comments on the draft during this timeframe as well. The 30-day CEQA review period would also be started by the end of the month.

iii. Update on Strategic Partnerships Grant

Danielle gave a brief update on the SR 53 corridor project, stating that staff would be scheduling meetings between the consultant and staff from Clearlake and Caltrans in the coming weeks to try to have a draft completed soon.

iv. Local Road Safety Plan Update

Danielle reported that work with Headway Consultants is nearing completion on plans for both Clearlake and Lakeport. The plans are a requirement of the Highway Safety Improvement Program (HSIP) for future applications. The consultant will be helping prepare HSIP applications for the two cities as part of the contract. The next HSIP Cycle is scheduled in 2022.

v. Pavement Management Program (PMP)

A consultant has been chosen by the Selection Committee for the updated PMP. The next step will include contract negotiations and project initiation should be begun before long. A brief discussion among TAC members involved road inspection methods to be used in the process.

vi. Miscellaneous- None

b. Lake Transit Authority

- i. **Transit Hub Update.** James reported that staff has met with the environmental consultants with the environmental review scheduled to be done by May of next year. Lisa added that there were informative discussions on the hydrogen fueling component of the project. Alan asked about the property transfer which was still being finalized. Lisa added that construction was estimated to begin in 2024.
- ii. **Current Transit Projects.** Lisa noted that a kick-off meeting with Caltrans was scheduled for later today for the Transit Development Plan (TDP) Update project.

iii. Miscellaneous

The “free-fare” program was scheduled to end this month. Also, driver recruitment was still going on as new drivers were still needed in order to resume full service. Lisa added that the hazard bonus pay for drivers was coming to an end as the federal funded subsidies were ending soon, which may also have an impact on recruitment.

c. Caltrans

i. **Lake County Projects Update.** Mike Khammash discussed a newly approved contract for the Kelsey Creek Bridge to begin preliminary construction work. Tasha discussed the Clean California project, with District 1 receiving \$4.6 million for infrastructure enhancement projects covering two cycles (\$2.3 million apiece). This would include the Lake 20 Gateway and Transit Beautification Project involving decorative shelters and gateway monuments along Highway 20. Final approval by headquarters was still needed and she would keep the TAC posted.

John asked about the Lucerne Complete Streets project which he had heard received funding for the initial environmental work. The project would include Class 4 bike lanes and widened sidewalks along Highway 20 through much of the community of Lucerne. Mike noted that there was funding for the environmental phase hopefully beginning next July.

ii. Miscellaneous. None.

d. Regional Housing Update

John reported that Lake APC was still waiting on a Standard Agreement to be sent from the Department of Housing and Community Development before any of the funds could be reimbursed to the local agencies.

e. Local Agency Updates

Scott asked if Lake APC had any information regarding traffic safety advisory committees. As part of the process of installing speed bumps on County roads, the proposals needed to go through a review process that included a traffic safety advisory entity. Lake APC did not have any information on it, but Doug (Lakeport) and Alan (Clearlake) both offered help by providing information offline on how their respective traffic safety advisory bodies worked. Scott also mentioned the County is hiring a consultant to prepare a five-year pavement rehabilitation plan to have projects ready to go once funding becomes available.

Alan noted that Clearlake had several projects the City was currently working on including a bigger eight-mile project on Lakeshore and San Joaquin funded through CDBG (approximately \$13 million). The City was also looking at a potential bond issue to help speed up 10 years' worth of road maintenance projects.

Doug gave a "farewell" address of sorts (his final TAC meeting before retirement) praising the TAC and all the help of all of its members over the years.

Finally, Lisa mentioned that the CTC was offering to come to locations around the State to site view potential ATP project areas and for TAC members to consider the offer for possible projects in their own jurisdictions.

6. **Information Packet.** None
7. **Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda** - None
8. **Next Proposed Meeting** – November 18, 2021
9. **Adjourn Meeting** - Meeting adjourned at 10:45 a.m.

Respectfully Submitted,

John Speka
Lake APC Planning



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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TECHNICAL ADVISORY COMMITTEE MEETING

Draft Meeting Minutes

Thursday, September 16, 2021
9 a.m.

Meeting held via Zoom

Present

Saskia Rymer-Burnett, Caltrans District 1
Destiny Preston, Caltrans District 1
James Sookne, Lake Transit Authority
Doug Grider, City of Lakeport
Dave Swartz, City of Clearlake (Engineering Consultant)
Dale Goodman, City of Clearlake
John Everett, County of Lake
Jenni Byers, City of Lakeport
Alan Flora, City of Clearlake

Absent

Joel Skeen, California Highway Patrol
Paul Curren, City of Lakeport (Engineering Consultant)
Tocarra Nicole Thomas, County of Lake
Scott DeLeon, 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
John Everett, County of Lake
Mike Khammash, Caltrans District 1
Kyle Finger, City of Clearlake
Jeff Pimentel, Caltrans District 1

1. Call to order

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

2. Approval of August 26, 2021 Minutes

Motion by Doug, seconded by James, and carried unanimously to approve the August 26, 2021, minutes as written.

3. **Presentation on Lake 29 Expressway Improvement Project**

Jeff gave the committee an update on phases 2A and 2B of the project. He explained the funding breakdown for the project and listed potential funding opportunities for the future. He also added resources the committee can use to view the project's progress online. He then shared photos of the job site.

4. **RTIP/STIP Update**

Danielle gave a brief explanation of the RTIP/STIP processes and referred to the various proposed funding requests in her staff report. These included:

- **South Main/Soda Bay Road Corridor Improvements** (County) – *Received 9/8/2021, 4:02pm*

Funding Need: CON \$3,754,000

Currently Committed: \$662,000

Additional Notes: South Main Street segment is fully funded; Soda Bay Road segment needs additional funding.

- **Lake 29 Expressway 2A** (Caltrans) – *Received 9/9/2021, 3:15pm*

Funding Need: R/W Support: \$2,000,000

R/W Capital: \$15,000,000

CON Support: \$9,000,000

CON Capital: \$65,000,000

Currently Committed Funding: PS&E: \$6,000,000

Additional Notes: Caltrans provides 85% of funding, local agency provides 15%

R/W Support: $\$2,000,000 \times .15 = \$300,000$

R/W Capital: $\$15,000,000 \times .15 = \$2,250,000$

CON Support: $\$9,000,000 \times .15 = \$1,080,000$

CON Capital: $\$65,000,000 \times .15 = \$9,750,000$

- **Lake 29 Expressway 2B** (Caltrans) – *Received 9/9/2021, 3:15 pm*

Funding Need: R/W Support: \$2,000,000

R/W Capital: \$31,000,000

CON Support: \$9,000,000

CON Capital: \$85,000,000

Currently Committed: PS&E: \$6,000,000

Additional notes: Caltrans provides 85% of funding, Local agency provides 15%

R/W Support: $\$2,000,000 \times .15 = \$300,000$

R/W Capital: $\$31,000,000 \times .15 = \$4,650,000$

CON Support: $\$9,000,000 \times .15 = \$1,080,000$

CON Capital: $\$85,000,000 \times .15 = \$12,750,000$

- **Dam Road Roundabout** (Clearlake) – *Received 9/9/2021, 4:54 pm*

Funding Need: CON \$1,900,000

Currently Committed: City staff to confirm local commitment for the construction component. Other existing committed funding in the STIP is for project development.

The committee then discussed which of the methods would best suit the needs of the cities

and the county.

Motion by Destiny, seconded by Doug, and carried unanimously to table action until the October meeting.

5. Announcements and Reports

a. Lake APC

i. Update on Planning Grants

John reported that APC was awarded a grant for the Transit Development Plan Update in June. However, the Wildfire Evacuation Planning Grant application was unsuccessful. He added that staff will receive the results of the Federal Lands Access Program grant application in the fall.

ii. Regional Transportation Plan Update

John reported that staff is in the final stages of completing a draft of the RTP, and will be seeking comments once it is released in the coming weeks. The next steps will involve a public release of the draft RTP (mid-September), followed by circulation of an environmental document for a 30-day review period (end of October). Staff will incorporate comments from local and state agencies along with those received from the public into a final draft.

iii. Update on Strategic Partnerships Grant

Danielle gave a brief update on the SR 53 corridor project, stating that staff anticipates its completion by the end of the year.

iv. FY 2022-23 Caltrans Sustainable Communities Grants Call for Projects

John reported that Clean California is a program involving litter abatement and other environmental efforts that Lake APC will be applying to in February 2022. Following a question from Jenni, staff discussed REAP funding and how to use it.

v. Local Road Safety Plan Update

Danielle reported that staff met with Headway Consultants and traveled to areas of highest safety concern in the county in August. The consultants have since sent staff the new technical safety memorandum, which will go out to the cities for review soon.

vi. Miscellaneous. Lisa reported that the Rotary Club of Ukiah will be holding drive-in movie fundraisers throughout the month.

b. Lake Transit Authority

i. Transit Hub Update. James reported that staff should be receiving the finished document from the environmental contractors soon.

ii. Current Transit Projects. There will be a new shelter put in place at the new Tribal Health Center in Clearlake.

c. Caltrans

i. Lake County Projects Update. Destiny reported that she will be sending out a flyer for the upcoming grant workshop. Caltrans is looking for data for traffic models and other resources. Kyle Finger shared the link to the Clean California website.

ii. Miscellaneous. None.

d. Local Agency Updates

John Everett gave a brief update on upcoming projects. Doug reported that the Hartley project will be going out to bid by the end of the month. There will be a rehab project between North Main Street and 5th Ave.

- 6. Information Packet.**
- 7. Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda - None**
- 8. Next Proposed Meeting – October 21, 2021**
- 9. Adjourn Meeting - Meeting adjourned at 10:42 a.m.**

Respectfully Submitted,

Monica Galliani
Lake APC Planning



LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director

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SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC) MEETING Draft Meeting Minutes

Monday, November 8, 2021

1:00 p.m.

Zoom video/audio conference

Present: Paul Branson – Chair, Dena Eddings-Green, Clarissa Kincy, Holly Goetz (1:09 p.m.), Pastor Shannon Kimble-Auth (1:48 p.m.)

Absent: Michelle Dibble – Vice Chair, Karen Dakari

Non-SSTAC Attendees: Saskia Rymer-Burnett (Caltrans), Destiny Preston (Caltrans)

Staff Present: Lisa Davey-Bates, James Sookne, Charlene Parker, John Speka

1. Call to Order and Introductions

The meeting was called to order at 1:05 p.m.

2. Public Input

None.

3. Approval of Draft April 15, 2021 SSTAC Meeting Minutes

Clarissa motioned, Dena seconded, to approve the April 15, 2021 minutes as presented. Approved unanimously.

4. 2022 Lake County Regional Transportation/Active Transportation Plan Update

John provided an update on the status of the 2022 Lake County Regional Transportation/Active Transportation Plan. This is a long-term transportation planning documents that includes many modes of transportation, including public transit. John requested that the SSTAC review the public transit element and, if appropriate, provide feedback. John invited the group to the virtual public workshop that was being held on November 17th. The draft 2022 Lake County Regional Transportation/Active Transportation Plan is set to go before the Lake APC Board on December 1st for adoption.

Paul did have a comment regarding the public transit element. He stated that the goals, policies, and objectives for this section touch on the issues facing many riders but don't really address how to solve any of the issues. He said he'd provide his comments to John in writing.

5. FY 2022/23 Unmet Transit Needs Process

James presented the list of 21/22 unmet needs for review and went over the proposed timeline for the 22/23 unmet needs process. Clarissa and Dena suggested that the group take up the list after the beginning of the year, giving them a little time to reach out to folks to see if there are any additional needs that should be added to the list.

James stated that many of the needs identified on last years' list will be studied further in the TDP update that will be started in early 2022. The two items on the list that have seen progress are the Out-of-County NEMT service and eastbound service to the I-5 corridor, connecting riders to the

Sacramento area. LTA has been working with Lake Links to provide service to the Santa Rosa and Ukiah areas through the Medi-Links program. As the program grows and additional funding is available, destinations will expand to the SF Bay and Sacramento Areas. Regarding the eastbound service, LTA has been working with other rural transit operators in northern California in what is informally known as the Far North Transit Group. Through this group, we've been working to align our various schedules to create a seamless service from Oregon to the Bay Area and close gaps in service. A conceptual plan has been developed and the next step is to seek funding for a vehicle and operation of the new route.

6. Contactless Payments and Regional Fare Implementation

Lisa stated that LTA has been working with Greg Pratt from Humboldt Transit Authority and other agencies from the Far North Transit Group to implement a contactless fare payment system on our buses. This new system would allow riders to simply tap on and off the bus instead of having to pay cash. Some of the benefits of this system would be less passenger/driver interaction, less interaction with cash, and less time to count cash at the end of each day. As part of this program, all of the participating Far North Transit Group agencies will restructure their fare systems so that a rider can travel between systems without having to worry about paying different types of fares for each agency. LTA is going to implement a trial period beginning in early 2022 and will use the data gathered from the trial to determine the exact fare structure.

Paul referred back to his time working with Marin Transit and how easy it was to use the Clipper Card. James pointed out that this system would differ from the Clipper Card in that it uses near field communications (NFC) that can be found in debit/credit cards, smart phones, smart watches, etc. so there wouldn't be a need to load/reload any card. Lisa stated that there will be some sort of cap for the riders that would be similar to the weekly/monthly passes that exist now.

7. Update on Lake Links a. Mobility Manager Report

Some changes were recently made to the Pay-Your-Pal program to scale it back to only essential trips. The program had been expanded during COVID to assist users during the pandemic. Lake Links participated in the Heroes Health and Safety event to provide outreach to the community about the various programs more information on the Pay Your Pal program.

8. Update on Lake Transit Projects and Grants

LTA had the kick-off meeting with the environmental consultant for the TIRCP project in September and has been meeting with them every 2 weeks. We anticipate completing the environmental phase in mid-2022. The Lake APC was successful in getting funding for a Transit Development Plan (TDP) update and the RFP for that project will go out in early 2022. LTA is still running reduced service due to the pandemic and is in need of additional drivers to return to full service. LTA is hoping to further increase service around the beginning of the new year but that will depend on the driver situation. LTA resumed fare collection on November 1 and will end the hazard pay bonus at the end of the year.

Paul brought up the 5310 call for projects that will officially be announced on January 3, 2022. LTA intends to apply for another round of funding for the out of county NEMT program. LTA has been working with Lake Links to find solutions to stretch the existing grant funds to ensure that the existing program can continue until new funding is available.

Prior to this meeting, Paul sent out some information about possible legislation that was drafted by the California Senior Legislature. The group isn't an official legislative group; rather they provide recommendations and input to the state legislature in hopes of passing senior-friendly legislation.

Every year, they put together a top-10 list that they try to find sponsors for. One of the bills in this year's list is Public Transportation Accessible Transportation Seniors and Disabled. The premise of this bill is to develop a new funding source specifically for the transportation needs for seniors and people with disabilities. These funds would be distributed directly to the Counties or other agencies such as CTSAs that directly deal with these populations.

9. Update on Lake Transit Authority (LTA) Meetings

a. November 10, 2021 meeting

James stated that there wasn't too much on the agenda for the upcoming meeting. There is going to be a more formal presentation from Caltrans' consultant on the contactless fare payment system. Other than that, there is a Disadvantaged Business Enterprise (DBE) complaint process and procedure document that the Board needs to approve to be fully compliant with a recent FTA audit.

10. Update on Human Services Transportation Programs

a. People Services

None.

11. Discussion of issues and/or concerns of SSTAC Members

Pastor Shannon stated that it would be very helpful to have calendar invites sent out with the agendas in the future. She also brought up the need for transportation to Ukiah for the 30 people in Lake County who need to get to the methadone clinics in Santa Rosa and Ukiah. Lake County has a lack of addiction/recovery services and there aren't any methadone clinics in the County. One of her clients had a court date at 9am in Ukiah and had no way to get there and she was wondering if there was a way for a LTA bus to go to Ukiah earlier for morning appointments. James stated that this isn't the first time that earlier service to Ukiah has been requested. However, LTA is currently short drivers and still needs to get back to full service. Once that happens, we can look at the schedule and see if there are any changes that can be made to address this issue. Clarissa stated that about a month ago, Sutter Hospital reached out to her to see if Lake Links had anyone that was going to the methadone clinic in Ukiah and she's waiting to hear back from them for further information. Holly did confirm that the appointments at the methadone clinic in Ukiah are quite early and is an unmet need for a vulnerable population.

12. Discuss next meeting Date: – January 18th, 2022 at 2:30

13. Announcements/Good of the Order

James stated that Holly and Pastor Shannon's terms on the SSTAC expired at the end of October and he'll bring this back in January for a formal recommendation from the SSTAC with proposed approval at the February APC meeting.

14. Adjourn SSTAC Meeting - Meeting adjourned at 2:07 p.m.

Respectfully Submitted,

James Sookne, Lake APC Administration