Final 2022 Lake County Regional Transportation Plan/ Active Transportation Plan

LAKE APC

Lake Area Planning Council

Dow & Associates

2022
Lake County
Final Regional Transportation Plan/ Active Transportation Plan

Prepared for Lake Area Planning Council

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EXECUTIVE SUMMARY

The Regional Transportation Plan (RTP) is a long-range planning document developed by the Lake County/City Area Planning Council (Lake APC), which functions as the Regional Transportation Planning Agency (RTPA) for the Lake County region. It is prepared in cooperation with federal, State, regional and local partner agencies, as well as other stakeholders, including tribal governments and system users. The Plan covers a 20-year horizon with an overall goal of promoting the safe and efficient management, operation and development of a multi-modal transportation system that, when linked with appropriate land use planning, will serve the mobility needs of people and goods movement throughout the region.

DEVELOPMENT OF THE 2022 REGIONAL TRANPSPORTATION PLAN

Since the RTP was last updated in 2017, changes have occurred in numerous areas. New laws have been enacted, public policies adopted and new issues have developed. The 2022 RTP provides an evaluation of these changes in terms of the challenges and opportunities they present in the on-going effort to manage and improve the transportation system throughout the Lake County region.

The RTP is broken into elements which address multiple modes of transportation including the state highway system, local streets and roads, public transit, active transportation and aviation, as well as tribal transportation. Where appropriate, each of the elements identify and describe:

- Current issues, challenges and opportunities
- Performance measures
- Action elements- constrained and unconstrained lists of projects
- Potential funding sources to complete the project lists
- Goals, objectives and policies

Each of the elements also contains a discussion of estimated costs and the likely funding availability for projects relevant to the individual element. An "Overarching Issues" element is further included, which discusses comprehensive items or challenges faced by the region as a whole. The seven elements covered in the RTP can be summarized as follows:

Overarching Issues: Included to cover issues that transcend multiple transportation modes and also reflects the interconnected relationship between modes and system users.

State Highway System: This element analyzes issues involving the five State routes lying either all or partially within the Lake County region including State Route (SR) 20, SR 29, SR 53, SR 175 and SR 281.

Local Streets and Roads: Local transportation systems are covered in this element, centered around streets and roads located within the cities of Clearlake and Lakeport, as well as those lying within the unincorporated regions of the County.

Active Transportation: Formerly known as the Bicycle and Pedestrian Element, this "non-motorized" section of the RTP focuses on bicycle and pedestrian facilities and infrastructure throughout the region. An Active Transportation Plan was adopted by the Lake APC as a stand-alone document in December 2016. The previously adopted RTP included the stand-alone document as its non-motorized element and will continue this practice for future RTP updates. The Active Transportation Plan will henceforth be updated concurrently with the RTP.

Public Transit: This element analyzes fixed route bus services provided by the Lake Transit Authority and related programs assisting elderly or other target populations, such as those provided by the Consolidated Transportation Services Agency (CTSA) for the region known as Lake Links.

Tribal Transportation: Transportation issues and projects impacting tribal lands of the seven recognized tribes are evaluated in this section of the RTP.

Aviation: Focusing mainly on the County's one public facility, Lampson Field, this element discusses current and long-range issues involving air travel in the region.

RELATED PLANS AND PROGRAMS

References are made throughout the RTP to related plans or relevant programs at local, state or federal levels. The 2022 RTP was developed with and guided by the expectation that its own goals, objectives and policies remain consistent with these companion documents and programs. Current transportation planning documents are listed in a bibliography found at the end of this Plan (see Appendix F).

PUBLIC PARTICIPATION

The RTP was developed with input from the public, local agencies and other stakeholders including existing committees that represent broad segments of regional system users, such as the Technical Advisory Committee (TAC) and the Social Services Transportation Advisory Council (SSTAC). Public involvement was guided in part by the Public Participation Plan (PPP) adopted by the Lake APC in 2021, which calls for public awareness and accessibility to the transportation planning process. While outreach for RTP updates has traditionally been conducted through workshops at various locations throughout the County, COVID-19 protocols in place for much of 2020 and 2021 have required alternative forms of engagement. An online interactive mapping platform was used instead for this purpose, soliciting input through "virtual" means such as mapped location-based comments, opinion surveys, and budget preference tools. (see Appendix C for further details in the Public Participation Summary).

I. INTRODUCTION

Transportation is a central feature of everyday life. It connects individuals with the larger society providing access to housing, schools, jobs, markets, healthcare, natural resources, recreation and various other social interactions. Given its multi-modal nature, it impacts far reaching societal goals including economic development, public health, environmental policy and overall quality of life. Transportation planning at the regional level therefore plays an important role in ensuring that a well-designed transportation system balances multiple interests in an equitable fashion, providing connectivity both within and between communities, essentially tying the local to the global.

REGIONAL TRANSPORTATION PLANNING

The Lake County/City Area Planning Council (Lake APC) is the Regional Transportation Planning Agency (RTPA) for the Lake County region. It was established in 1972 after passage of the Transportation Development Act (TDA), which resulted in the creation of similar entities throughout the State (known as Councils of Governments, or COGs) to focus on transportation and other regional planning issues. The Lake APC is comprised of eight members: two from the Lake County Board of Supervisors, two members from the Lakeport City Council, two from the Clearlake City Council and two "at-large" citizen members appointed by the County Board of Supervisors.

The decision-making role of the Lake APC is assisted by three standing committees: the Policy Advisory Committee (PAC), the Technical Advisory Committee (TAC) and the Social Services Transportation Advisory Council (SSTAC). The PAC is made up of members of the Lake Area Planning Council along with a Caltrans District 1 representative, while the TAC consists of the Director of Public Works of Lake County, the Community Development Directors of Lake County and the cities of Clearlake and Lakeport, the City Engineers or Public Works Directors of Clearlake and Lakeport, the Commander of the Lake County Office of the California Highway Patrol, a representative from the Lake Transit Authority, and a transportation planner from the Caltrans District 1 Office. The SSTAC was established in 1988 as a result of Senate Bill (SB) 498 and was formed to represent interests of the elderly, disabled and persons of limited means. Its role is to advise the Lake APC on transportation related issues such as Federal Transit Administration (FTA) transit grant applications and unmet transit needs. SSTAC membership is made up of a potential transit user 60 years of age or older, a potential transit user who is disabled, two representatives of local service providers for seniors, two representatives of local service providers for the disabled, a representative from a local social service provider for persons of limited means and two representatives from the local Consolidated Transportation Services Agency (CTSA).

PURPOSE OF THE REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan (RTP) is a long-range planning document developed by the Lake APC as the RTPA for the Lake County region. It is prepared in cooperation with federal, State, regional and local partner agencies, as well as other stakeholders, including tribal governments and system users. The Plan covers a 20-year horizon (updated every four years) with the purpose of establishing regional goals, identifying and establishing future needs, deficiencies

and constraints, analyzing potential solutions, estimating available funding and proposing investments. The Federal Highway Administration (FHWA) describes the RTP as a "[s]tatement of the ways the region plans to invest in the transportation system...[including] both long-range and short-range program strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods." The 2022 update to the RTP was developed in accordance with these and other guiding principles provided in the Caltrans RTP Guidelines.

LAKE COUNTY REGION

Geography

Lake County is located in Northern California, lying within the Pacific Coastal ranges between the counties of Mendocino and Sonoma to the west, and Glenn, Colusa, Yolo and Napa to the east and south. The County consists largely of mountainous terrain and resource lands surrounding Clear Lake, its primary geographic feature. The lake itself covers approximately five percent of the land area and includes a majority of the County's population centers along its shores. Much of the northern third of the County is unoccupied and lies within the Mendocino National Forest, while the rural southern portions are made up of sparsely populated communities divided among agricultural and other resource lands.

The major transportation corridors in the region are:

- Highway 20, which runs roughly east/west along the north shore of Clear Lake and links Highway 101 in Mendocino County with Interstate 5 in Colusa County to the east

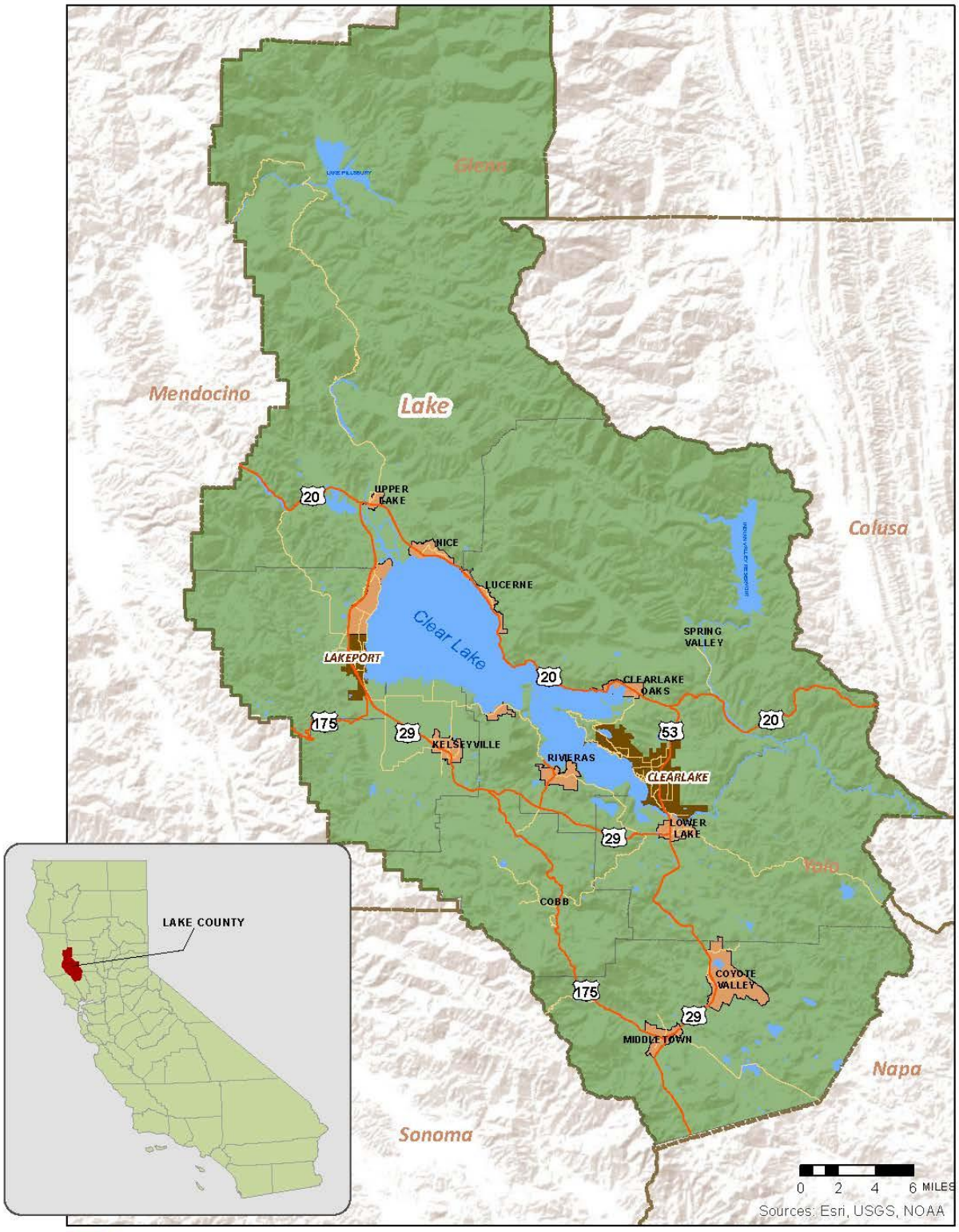
- Highway 29, connecting Highway 20 at the northwest shore of the lake with other communities along its southern shores and further south to Napa County

- Highway 53, which completes the highway system loop on the lake's eastern shore from Highway 20 to Highway 29

- Highway 175, which also connects to Highway 101 in Hopland, linking Mendocino County with Highway 29 and southern portions of the Lake County region

LAKE COUNTY, CALIFORNIA

Map: 1.1



MAP DEVELOPED BY:
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REGIONAL PROJECT AREA

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Demographics

The population of Lake County was estimated at 64,040 as of January 1, 2020.[1] This includes a population of 45,066 within the unincorporated communities of the County, 4,677 within the City of Lakeport, and 14,297 within the City of Clearlake. Population rates have slowed over the last ten years within the region.

A range of growth scenarios were analyzed as part of the 2010 Lake County Regional Blueprint effort estimating populations between 91,000 and 101,000 by 2030 for the combined cities and County. Actual growth rates have remained fairly stagnant or have trended slightly negative since that time. The period from 2001 through 2010 showed an average annual growth rate of 1.03%, while the ten-year span between 2011 and 2020 saw average annual decline of -0.1%. By comparison, the State grew at a slightly steadier average annual rate of 0.96% from 2001 to 2010, and 0.66% from 2011 to 2020. A number of local factors are likely responsible for the slow rates of growth. Among the most significant, however, are four successive years of catastrophic wildfires between 2015 and 2018, including the Rocky Fire (2015), Valley Fire (2015), Clayton Fire (2016), Sulphur Fire (2017), Mendocino Complex Fire (2018), and most recently the Cache Fire (2021), in which hundreds of thousands of acres were burned and thousands of homes and other structures destroyed. While many were able to focus on rebuilding homes and lives, others never returned for a variety of reasons (e.g. lack of insurance, limited opportunities, etc.).

Two notable characteristics of the region are its aging population and its number of residents with disabilities. The U.S. Census[2] estimates 22.3% of the region's population to be 65 years or older, a figure that is well above the statewide figure of 14% and has been trending upward. This can be attributed, in part, to the attractive nature of the region in terms of rural and affordable living for retirement age individuals. The region is also made up of approximately 20.1% claiming some type of disability, which is nearly twice the statewide percentage of 10.6%. Relative to transportation issues, elderly and disabled residents are often less prone to driving than younger individuals and more reliant on other means of transportation such as public transit or walking. In addition, according to a 2012 report from the Bureau of Transportation Statistics, transportation difficulties negatively affect a number of disabled individuals, which can result in many becoming homebound. Based on the County's demographic makeup, a sizable segment of the population would benefit from transit and pedestrian facility improvements in the coming years with an emphasis on safety and accessibility.

Economy

Lake County is frequently ranked among the poorest counties in the United States. Approximately 18.3% of County residents were considered "persons in poverty" according to current Census data,[3] compared to 11.8% statewide. Median household income was $47,040 (statewide median $75,235) as of 2019. Unemployment figures[4] show Lake County (8.3%) to be on par with the

1 State of California Department of Finance
2 2019: ACS 5-Year Estimates
3 United States Census, "Quick Facts"
4 California Employment Development Department, Monthly Labor Force Data, February 2021

statewide rate of 8.4%, as of February 2021. (It should be noted that these figures are likely to be atypical given the ongoing impacts of the COVID-19 pandemic as of this writing. A better reflection may be seen just prior to the pandemic [Annual Average 2019] showing the County unemployment rate at 5.2%, compared to the State's 3.9%.).

Numerous economic benefits could be realized from improvements to the transportation system in the Lake County region. Among these are improved highway accommodations connecting Highway 101 and Interstate 5 in order to better move goods or visitor traffic, alleviating congestion by providing alternative access routes within and between population and commercial centers, or expanding and enhancing bicycle and pedestrian facilities making recreational and other tourist activities more attractive to out-of-county visitors.

Wildfires in the region have also played an outsize role in the health of the local economy. As noted above, since 2015 hundreds of thousands of acres were consumed as well as thousands of homes, dozens of commercial buildings and other structures. As a result of these disasters, economic development efforts within the region will continue to face challenges in terms of resource allocation. This is especially true for transportation projects within non-incorporated portions of the County, which generally has a larger share of road miles to maintain and smaller relative tax base for funding purposes improvements.

Public Health

Health statistics in the Lake County region have persistently ranked at or near the bottom when compared to other counites throughout the State. According to a 2020 County Health Rankings Report,[5] Lake County ranks 58th (out of 58 counties) in overall "Health Outcomes" (measured by "length" and "quality" of life indicators) and 52nd in "Health Factors" (gaged by a combination of behavioral, clinical, social, economic, and environmental measurements). These findings are further corroborated by the 2020 County Health Status Profiles published annually by the State Department of Public Health. Examples from its findings include County death rates due to all cancers (57th), chronic liver disease (55th), accidents, or unintentional injuries (57th), and "all causes" (55th).

Many of these health problems can be linked directly to lifestyle habits such as diet and exercise. Beyond the seemingly obvious health benefits related to physical activity, research has shown that a lack of physical activity is a major contributing factor to heart disease, diabetes, hypertension, obesity, osteoporosis and some cancers. With respect to "healthier" transportation choices, statewide efforts to influence behavior have begun to show some signs of success. A California Household Travel Survey conducted by Caltrans in June 2013 illustrated a growing taste for non-motorized transportation options. While automobile transportation was still by far the most frequently used travel mode, its overall share declined from 86% in 2000, to 75.2% in 2010-2012. Over this same period, "Bicycle Trips" increased as an overall share from 0.8% to 1.5%, and "Walk Trips" doubled from 8.4% to 16.6%. Similar data specific to Lake County was not available, although surveys conducted for the 2016 Active Transportation Plan did point to a lack of

5 2020 County Health Rankings Report- a collaboration of the Robert Wood Johnson Foundation and University of Wisconsin Population Health Institute

sidewalks and bike lanes as two of the biggest factors influencing whether to choose active modes of transportation. Improving the non-motorized infrastructure within the region (i.e. more bike lanes, pedestrian facilities, etc.) would thus play a significant role in helping to promote active and healthier lifestyle choices (see Active Transportation Element).

COVID-19

The COVID-19 pandemic has had obvious health impacts everywhere, affecting the daily lives (and mobility patterns) of local communities, both regionally and globally. Similar to Statewide averages, the Lake County region has seen fluctuations in positive case rates, such as a spike in positive cases during the fall and winter of 2020/21 and a drop the following spring. According to State data, however, a second spike (likely from the more transmissible "Delta" variant) occurred during the late spring and early summer of 2021, with seven-day-average positivity rates in Lake County exceeding Statewide averages by considerable margins (differences around 10%) since early July. The County ranks 3rd in the State out of 58 counties. Vaccination levels in the County rank 38th (52%) as of September 7, 2021. Lake County is also considered to have a "high" vulnerability level, likely based on higher-than-average percentage of seniors and poorer health statistics in general. As of this writing, it is too early to determine the long-term impacts of the pandemic on health or transportation trends.

ACCOMPLISHMENTS SINCE 2017 UPDATE

The following is a list of notable projects completed since the previous RTP was adopted in 2017:

State Highway System

- State Route 20/State Route 53 roundabout completed
- State Route 29 Hartmann Road roundabout completed

Partial Construction of Lake 29 Improvement Project

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 (see State Highway System Element). 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. From west to east on SR 29, the improvements begin just west of its intersection with SR 175 and will end at its intersection with Diener Drive. The overall goal of the project is to improve safety by conversion to freeway, which reduces conflicts and improves travel time reliability by providing consistent, 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, Glendale and Clearlake Oaks, thereby increasing corridor safety for multimodal users in these areas.

Local Roads

County

- Clearlake Oaks Safe Routes to School Sidewalk and Lighting Project
- Upper Lake Safe Routes to School Project
- Clayton (Wrey) Creek Bridge Replacement on Clayton Creek Rd

City of Lakeport

- Bevins Street: asphalt overlay
- Lakeport Blvd: storm damage repair work
- Highway Safety Improvement Program (HSIP) Pavement Markings: Citywide
- Second Street Sidewalk Improvements: curb/gutter/sidewalk, grade corrections and sewer/water improvements from Main St to Park St

City of Clearlake

- Dam Road Extension: new road connecting Phillips Avenue to Dam Road
- Phillips Avenue/18th Avenue: pavement rehabilitation
- Country Club Drive: pavement rehabilitation
- Restriping Project: Citywide
- Burns Valley Civic Center Project: curb, gutter and sidewalk on Olympic Drive and Lakeshore Drive
- Street Maintenance: Old Highway 53 from Olympic Dr to SR 53

<u>2021 California Statewide Local Streets and Roads Needs Assessment</u>

In August 2021, the most recent report of the California Statewide Local Streets and Roads Needs Assessment was released. Typically updated on a biennial since 2008, the study is intended to determine funding levels required to maintain the roughly 144,000 center-line miles (85.9% of all publicly maintained mileage) of local streets and roads throughout the State. Using a Pavement Condition Index (PCI), pavement condition is measured from 0 to 100, with ratings of "Good to Excellent" (PCI>70) requiring only preventative maintenance treatments such as chip seals or slurry seals, "At Risk/Poor" (PCI between 25 and 69) needing Hot Mix Asphalt (HMA) overlays of various thicknesses and "Failed" (PCI<25) requiring complete reconstruction. The Lake County region had an average PCI of 37 (compared to the Statewide average of 65), over its approximately 640 center-line miles. This marks a slight decrease from its PCI of 38 since 2018 (and 40 in prior assessments). An update to Lake County's Pavement Management Program is currently underway

which will conduct PCI surveys and update databases with new pavement conditions. This updated data will be compiled into the next California Local Streets and Roads Needs Assessment.

Active Transportation

Active Transportation Program Grants

The Active Transportation Program (ATP) was first established at the State level in 2013, consolidating previously existing federal and State programs for non-motorized transportation projects (e.g. Bicycle Transportation Account, Transportation Alternatives Program, Safe Routes to School Program, etc.) into one large funding pool. The purpose of the program is to increase the use of active transportation modes, such as biking and walking, through a competitive process which can fund local projects furthering its program goals. Since the first cycle of the ATP in 2014, several grant applications have been awarded for the Lake County region (described below):

2014- Cycle 1: A grant for $564,000 was awarded to the City of Clearlake for the installation of nearly a mile's worth of bicycle lanes on each side of Phillips/Garner Avenue between 18th Avenue and 40th Avenue. The project was complemented by additional Community Development Block Grant (CDBG) funds that were used to rehabilitate the existing roadway, considered an important "collector" street for this section of the City.

2015- Cycle 2: The County of Lake was successful in securing $481,000 from the Program for curb, gutter and sidewalk construction within the unincorporated community of Upper Lake. The project included over 900 total feet of sidewalk at two locations (Government Street and First Street) near the town's schools, creating a safer route to school for pedestrians in that area.

2015- Cycle 2: A second grant for $1,430,000 was awarded to the County enabling the construction of a multi-use paved path for bicyclist, pedestrian and equestrian use within the SR 29 right-of-way south of the unincorporated community of Middletown. Currently being implemented, this project will help to fill critical gaps in the non-motorized infrastructure of the County.

2016- Cycle 3: Safety concerns were addressed near the City of Lakeport's northern limits with a grant for $1,870,000 to be used for sidewalks, curbs and gutters along Hartley Street. The passage is used by students walking to and from the complex of local schools with the improvements extending approximately four-tenths of a mile between residential neighborhoods and the four-school campus. The project is scheduled to start construction in Summer 2021.

2021- Cycle 5: The City of Clearlake was awarded a grant in the amount of $997,000 for a sidewalk and bicycle lane project along Dam Road Extension and South Center Drive. The project will complement a recently funded transit center on the corner of Dam Road Extension and South Center Drive by providing safe bicycle and pedestrian access to and from the planned transit development. This will include sidewalks on either side of the newly constructed road segment between Dam Road Extension and 18th Avenue, further connecting one of the City's largest residential areas with the transit hub, schools, shopping opportunities, fast food dining and County services.

Public Transit

With respect to regional transit services, there were several noteworthy projects and plans completed since 2017. In December 2019, a Bus Passenger Facility Plan was released analyzing needs and priorities for bus stop improvements (e.g. bus stop signs, benches, shelters, access improvements, etc.) in the region. A Transit Development Plan (TDP) and Marketing Plan was also adopted by LTA in 2015 to guide the development of transit services with the goal of providing improved mobility for County residents. In 2021, a new planning grant was awarded for an update to the TDP, which will likely be completed in 2023. The Lake County Coordinated Public Transit- Human Services Transportation Plan was further adopted in 2021, updating the previously used 2015 version, used to identify mobility needs for older adults, persons with disabilities and persons of low-income.

Finally, a Transit Hub Relocation Plan was adopted in 2017. This document proved to be instrumental in determining the location of a regional transit hub, which is currently being funded through a Transit and Intercity Rail Capital Program (TIRCP) grant award of nearly $13 million. The transformative project will construct a new transit center in the City of Clearlake, develop hydrogen fueling infrastructure, (along with four hydrogen buses), and install electric charging stations, helping LTA to lessen its dependence on fossil fuels in the coming years (also see Section VI- Public Transit Element).

UNRESOLVED ISSUES

Lake 29 Improvement Project

As noted under the "Accomplishments since 2017 Update" section above, the project will improve safety and free-flow speeds along an eight-mile stretch of State Route (SR) 29 between the intersections of SR 175 and Diener Drive. By widening a portion of SR 29 from an existing two-lane conventional highway to a four-lane divided highway, the end goal is to improve east-west connectivity, reduce delays, and improve safety for local and interregional traffic on SR 29. The project has remained a top priority for the region for nearly three decades. To date, project accomplishments include the certification of a Final Environmental Impact Report (FEIR) and a nearly completed portion of the westernmost 3.1-mile stretch of the project referred to as "Segment 2C." The remaining segments, "2B" and "2A," have yet to be funded, with purchase of needed right-of-way and construction and support costs still to be determined.

An equally important goal of the project is to encourage interregional traffic to use the preferred southerly route across SR 20, SR 53, SR 29, before returning to SR 20. As part of the larger

"Konocti Corridor" concept, use of this route will relieve the current burden of heavy trucking and congestion through several small communities along the northshore of Clear Lake where SR 20 serves as "Main Street." A number of planning studies for this northshore area have focused on traffic calming measures and multimodal improvements, which are intended to increase the safety and livability of residents and visitors within these underserved communities.

State Route 53 Corridor

State Route (SR) 53 has been identified as a Priority Interregional Facility in the State's Interregional Transportation Strategic Plan, connecting Interstate 5 and Highway 101. Along with SR 53, this includes much of SR 20 as well as portions of SR 29 that lie south and west of Clear Lake. In 2011, a corridor study specific to SR 53 was completed, which analyzed traffic conditions at SR 53 intersections through the City of Clearlake to determine potential long-range improvements for interregional travel through Lake County. Additional goals of the plan were to facilitate local traffic movement within the City and to reduce impacts on the highway system due to local congestion. Several recommendations of the 2011 plan have been implemented since that time. Among the most important of the implemented projects was the 2018 completion of a new north/south connector road between Dam Road Extension and Phillips Avenue, which has alleviated pressure on the SR 53 corridor for local circulation purposes. A follow up study was commissioned in 2019 to reflect updated conditions along the SR 53 corridor. Completion of the updated study is expected by early 2022.

Rehabilitation and Maintenance Funding

The ability to secure adequate funding for maintenance and preservation of existing transportation facilities in the region has long been a difficult challenge. The 2017 passage of Senate Bill (SB) 1 at the State level has provided some relief with the increase in gas taxes raising additional funds for State and local transportation needs. Over time, however, the State goal to reduce greenhouse gas emissions will likely result in a diminished reliance on fossil fuels, impacting the benefits of the gas tax. Local sales tax measures were also approved by voters in the cities of Lakeport and Clearlake in 2016, which have also helped to address immediate street maintenance needs for the respective jurisdictions. While these gas and sales tax efforts have been significant, existing backlogs combined with long-term needs will continue to require more funding than is currently available. This will continue to be a challenge for the region into the foreseeable future.

Non-Emergency Medical Transportation

Non-Emergency Medical Transportation (NEMT) continues to be a need in the region. While some progress has been made over the past several years, a number of gaps still remain for seniors with limited means who live in remote areas or isolated situations. The region's Consolidated Transportation Services Agency, Lake Links, administers Mobility Management services for these targeted populations, which includes the "Pay-Your-Pal" program providing reimbursement costs to private automobile drivers transporting those in need of non-emergency medical trips. However, this is only a partial solution for those unable to find drivers and other in-County forms of NEMT transportation are limited. Services to out-of-County appointments are handled through the Medi-Links program, but are limited to areas such as Ukiah, Willits, Napa and Santa Rosa,

while requests for further services (e.g. Novato, Sacramento, San Francisco) are still needed. New solutions such as micro-transit, expanded door-to-door service, or volunteer driver programs are currently being explored as part of a larger mobility brokerage program. Given the Lake County region's aging and low-income populations, such expanded services will remain an unmet need.

Interregional Public Transportation

The higher-than-average number of seniors, low-income, and persons with disabilities within the Lake County region makes for a relatively transit dependent population when compared to other regions of the State. Many are unable to drive due to physical inability, while others may lack the means to afford or maintain a vehicle. As noted above, Lake Transit and Lake Links might provide local regular or paratransit services serving a number of mobility needs. However, out-of-county or interregional transportation can be more of a challenge with limited options available to Lake County residents. Lake Transit has recently secured funding to expand its fleet with new hydrogen buses and fueling infrastructure, which will allow for consistent linkages to Santa Rosa in the next few years. Additional long-range services to the Interstate 5 corridor are currently being explored as well, subject to available funding.

CONSISTENCY WITH RELATED PLANS AND PROCESSES

The 2022 RTP was developed with the guidance of a number of documents adopted over the past several years. Implementation of its goals and policies is intended to be consistent with the following plans and programs:

California Transportation Plan 2050 (2021)

The California Transportation Plan (CTP 2050) is a long-range policy plan that presents a vision for a safe, integrated and multimodal transportation system throughout the State that is equitable, accessible and sustainable. The CTP 2050 defines goals, policies, and strategies that are intended to meet the mobility needs of its population while also meeting its greenhouse gas emissions reduction targets. The RTP was developed with the eight goals of the CTP in mind, emphasizing, 1) improved multimodal mobility and accessibility, 2) maintenance of the existing transportation system, 3) support of a vibrant and resilient economy, 4) improved public safety and security, 5) livable and healthy communities, 6) environmental stewardship, 7) greenhouse gas reducing and resilient to climate change, and 8) transportation needs of disadvantaged populations in the region.

Caltrans Active Transportation Plan- District 1 (2021)

Caltrans District 1 adopted its Caltrans Active Transportation (CAT) Plan in 2021. The CAT Plan is intended as an individual, District-specific bicycle and pedestrian plan, which implements one of the key strategies of the Statewide plan known as "Toward an Active California (2017)." The CAT Plan identifies bicycle and pedestrian asset needs on, across, or parallel to the State Highway System (SHS), with a focus on "closing gaps and building complete, comfortable networks that consider the context." In almost all cases, the multimodal networks will link SHS segments with segments of the local street system. The CAT Plan also focuses on social equity by engaging with

underserved and disadvantaged communities. Projects identified in the Plan will be funded through State funding and grant programs, or via local funding sources.

Climate Action Plan for Transportation Infrastructure (2021)

The Climate Action Plan for Transportation Infrastructure (CAPTI) is an investment framework prepared by the California State Transportation Agency (CalSTA) in response to executive orders signed by Governor Gavin Newsom in 2019 and 2020. The newly adopted framework is intended to provide guidance to State officials in how discretionary transportation funds are spent with a focus on combating and adapting to climate change, while also supporting public health, safety and equity. The primary purpose of the CAPTI is to drastically reduce greenhouse gas (GHG) emissions in order to reach the State's ambitious climate goals set by previous administrations. The CAPTI is expected to have an impact on transportation planning, project scoping, programming, and mitigation activities throughout the State.

Clean California

Clean California is a Caltrans-led beautification initiative focusing on litter removal and job creation. Through community engagement and education, its aim is to "transform unsightly roadsides into spaces of pride for all Californians." As an important part of the initiative, the Clean California Local Grant Program includes $296 million over a two-year period for local communities to improve local streets and roads, tribal lands, parks, pathways and transit centers by cleaning and enhancing public spaces.

California Freight Mobility Plan (2020)

The California Freight Mobility Plan (CFMP) was adopted in March 2020 as an update to the original 2014 adoption of the Plan. Stemming from the 2012 federal transportation bill, Moving Ahead for Progress in the 21st Century Act (MAP-21), states were encouraged to develop freight plans to improve the condition of the national freight network. Later federal legislation required freight plans to be updated every five years to be eligible for National Highway Freight Program funding. Overarching goals of the Plan are to enhance California's economy, protect the environment, and support a transportation system that can meet current and future freight demands. The SR 20 route (including the SR 29/SR 53 segments) is noted in the CFMP as a "critical east-west interregional freight corridor." Strategies listed for the Northern California Region include "improv[ing] passing opportunities," "address[ing] significant conflicts between local and interregional travel ("Main Streets" as highways)," "complet[ing] the… Expressway System on critical rural freight routes," and "realign[ing] and widen[ing] highways at select locations to allow the passage of industry-standard STAA trucks, thereby opening the entire priority interregional corridor for STAA access." Each of these are notably consistent with the Lake 29 Improvement Project (see above).

California State Wildlife Action Plan (2015)

The California State Wildlife Action Plan (SWAP) was originally adopted in 2005 as a result of the federal State Wildlife Grants program created in 2000. The Program is intended to provide

federal funds to states for the conservation of wildlife diversity. In 2015, the SWAP was updated and included three statewide goals to increase "Abundance and Richness," "Enhance Ecosystem Conditions," and to "Enhance Ecosystem Functions and Processes." A "Transportation Planning Companion Plan," was also adopted in December 2016 combining the priorities of the SWAP with those of Caltrans when planning and designing transportation projects. Each of the projects within the RTP are subject to environmental review per the California Environmental Quality Act (CEQA), which are required to address potential impacts to biological resources. For example, the Environmental Impact Report for the Lake 29 Improvement Project (the largest project currently underway in the region) includes analyses regarding wildlife movement resulting in mitigation requirements for under-crossings within the project area. Consistency with the SWAP will be addressed during the environmental review phases of individual projects within the RTP.

Interregional Transportation Strategic Plan (2021)

The Interregional Transportation Strategic Plan (ITSP) was developed by Caltrans to evaluate the overall connectivity of the interregional transportation system, ensuring that major regions of the State can be reliably accessed. It was initially released in 1998 with significant revisions made in an update in 2015. Relevant to the Lake County region, the "North Coast-Northern Nevada Connections" corridor is a component of the plan comprised of two sub-corridors including a northerly route through Lassen and Humboldt counties (SR 299/SR 44/SR 36/US 395) and its southern complement through Mendocino, Lake, Colusa, Sutter, Yuba and Nevada (SR 20/SR 29/SR 53). Considered a "Priority Interregional Facility," the latter route has been a focus in the Lake County region for decades, with a number of local projects (e.g. Highway 20 Northshore Communities Traffic Calming Plan, State Route 53 Corridor Study, etc.) intended to encourage its use.

Context Sensitive Solutions

Context Sensitive Solutions (CSS) refers to an approach to planning and designing transportation projects that emphasizes collaboration with stakeholders and other interested parties potentially affected by a given project. It is intended to level the playing field between agency and community needs by considering the contexts involved in the development process with respect to scenic, aesthetic, historic, community and environmental resources. Flexibility, creativity and consensus are key to addressing multiple factors when making decisions on individual projects so as to avoid a "one size fits all" solution that may ignore certain concerns otherwise overlooked in the process. Examples of CSS are found in the features of roundabouts located along the north shore of Clear Lake in which local community input led to certain landscaping and design pattern themes on the faces of the structures.

Coordinated Public Transit – Human Services Transportation Plan (2021)

The most recent update of the Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan) was adopted in 2021. Requirements for coordinated plans first appeared in 2012, in response to federal transportation legislation at the time, "Moving Ahead for Progress in the 21st Century," or "MAP-21." Goals and policies of the Coordinated Plan aim to improve awareness and safety of the existing transit system as well as expanding services and mobility for

elderly, disabled and low-income individuals. Projects listed within the plan also enables the local transit provider, Lake Transit Authority, to qualify for several grant programs that may be critical for continued maintenance and operation.

Transit Development Plan (2015)

In 2015, an update to the 2008 Transit Development Plan (TDP) was adopted to help guide the development of Lake Transit services and also to improve mobility options for Lake County residents. The plans have sought to increase ridership, address financial challenges (e.g. rising operation costs, uncertain funding sources, etc.) and ultimately provide direction for the transit system over short term time horizons. In 2021, Lake APC was able to secure funding for a new update which is likely to be completed in 2023.

Bus Passenger Facilities Plan (2019)

Adopted in 2019, the Bus Passenger Facilities Plan provides guidelines and recommendations for improving the safety, comfort and accessibility of transit system passenger facilities, and also to connect passenger facilities to new or existing bicycle and pedestrian infrastructure.

Senate Bill 743 Vehicle Miles Traveled Regional Baseline Study (2020)

The "Senate Bill (SB) 743 Vehicle Miles Traveled Regional Baseline Study" was adopted in 2020 to assist local jurisdictions in complying with legislation aimed at reducing greenhouse gas emissions. SB 743 was passed by the State legislature in 2013. It changed how transportation impacts are measured under the California Environmental Quality Act (CEQA) with respect to land use and transportation plans and projects. With its passage, automobile delay was removed as the primary measure of "transportation impacts" under CEQA and replaced with Vehicle Miles Traveled (VMT) as the preferred metric. Per the legislative changes, as of Ju1y 1, 2020, lead agencies under CEQA were required to analyze project-related VMT to determine whether transportation impacts from a given development would constitute a significant environmental impact. The study was used to determine baseline VMT levels for each of the region's jurisdictions as well as recommending potential mitigations for individual land use and transportation projects subject to CEQA.

General Plans and Area Plans within the Region

Lake County adopted its current General Plan in 2008. The Transportation and Circulation Element of the General Plan discusses goals and policies for the County as a whole, while eight separate "Area Plans" have also been adopted over time with each containing its own circulation component specific to that area. These include plans for the Shoreline Communities, Cobb

Mountain, Kelseyville, Lakeport, Lower Lake, Middletown, the Rivieras and Upper Lake/Nice. General Plans for the cities of Clearlake (2017) and Lakeport (2009) contain their own circulation/transportation elements, which include goals and policies specific to those jurisdictions. Proposed projects within the RTP are expected to be consistent with each of the individual planning documents.

II. OVERARCHING ISSUES

The transportation system in Lake County is used by area residents (both part-time and full-time), visitors and interregional travelers to access commercial, residential and recreational services within and beyond the Lake County region. A number of issues relevant to regional transportation involve multiple policy areas, transportation modes and jurisdictional boundaries and, for this reason, are felt to be better addressed in an "overarching" manner. This section of the RTP, "Overarching Issues," discusses key objectives and related policy areas that cover such overlapping topics. Included in this element are matters of regional concern such as Greenhouse Gas reduction, housing policy, wildfire preparedness and other relevant issues.

COMPLETE STREETS

The Complete Streets Act of 2008 required that updates to local general plans include policies incorporating "complete streets" principles into local transportation networks. Such improvements are aimed at benefiting all users of the system including motorists, pedestrians, bicyclists, persons with disabilities, movers of commercial goods and those reliant on public transportation. In addition, Caltrans' Deputy Directive 64-R2 (October 2014) renewed an earlier 2008 directive, which requires the Department to "[provide] for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State Highway System." For the purposes of the RTP, the concept of Complete Streets fits within the State Highway System, Local Streets and Roads, Active Transportation and Transit elements. Complete Streets remains an especially relevant topic for the communities of Lake County as many roads continue to lack adequate infrastructure for multiple users, yet are still shared by motorists, pedestrians and bicyclists throughout the region.

GREENHOUSE GAS EMISSIONS

On June 1, 2005, Executive Order S-3-05 was signed by then-California Governor Arnold Schwarzenegger setting the following Greenhouse Gas (GHG) reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. In 2006, Assembly Bill (AB) 32 (California Global Warming Solutions Act of 2006) was passed granting authority to the California Air Resources Board (CARB) to develop regulations and market mechanisms enabling those targets to be met. Mandatory caps began in 2012 for significant emissions sources as part of its market-based "Cap-and-Trade" program launched at that time. An additional reduction target of 40 percent below 1990 levels by 2030 was established by Governor Jerry Brown on April 29, 2015, through Executive Order B-30-15, helping to ensure that the previously set goals could remain on track. That directive was codified through the enactment of Senate Bill (SB) 32 in September 2016, essentially updating CARB regulations to meet the targets.

Rural areas such as Lake County are not subject to the same transportation planning requirements as areas with substandard air quality ("non-attainment areas") or those with larger, urban populations. However, because the transportation sector accounts for nearly 50 percent of GHG emissions in California, long-range transportation planning plays an important role at all levels in helping the State to reach its overall reduction goals. Reducing the number of vehicle trips and vehicle miles traveled is key to reducing GHG emissions, whether it is from a regional perspective or a global perspective. Ongoing efforts within the Lake County region to provide a variety of transportation choices will continue to assist larger societal goals in this area.

Public transit provides one such option as an alternative to individual automobile trips for residents and visitors. Lake Transit Authority (LTA) was formed in 1996, establishing a fixed-route, countywide transit service which currently includes interregional links to Calistoga (Napa County) and Ukiah (Mendocino County). Extended regional and out-of-county services will also soon be provided through the addition of hydrogen powered buses and fueling infrastructure recently funded through the Transit and Intercity Rail Capital Program (TIRCP). Increasing LTA ridership will help to reduce overall carbon emissions when used in lieu of single occupancy vehicle trips. Transit services in Lake County are discussed in more detail under the Public Transit Element.

A second means of reducing GHG emissions from automobile use is through increased bicycle and pedestrian travel. One of the primary funding sources for these types of projects is the Active Transportation Program (ATP), which was created at the State level in 2013. This competitive grant program was used to consolidate formerly separate sources, including the Bicycle Transportation Account (BTA) and Safe Routes to School (SR2S), into one centralized grant program. In December 2016, the Lake APC adopted an Active Transportation Plan providing baseline information for the grant writing process by helping to identify key routes, needs and gaps within the existing network of bicycle and pedestrian facilities. The adopted Active Transportation Plan was included in the 2017 RTP Update serving as its "non-motorized" element and will be updated through this and future RTP processes. These and other alternative (non-automobile) modes of transportation will help reduce vehicle trips and vehicle miles traveled throughout the Lake County region, furthering GHG reduction goals of the State.

CLIMATE ACTION PLAN TRANSPORTATION INFRASTRUCTURE

The Climate Action Plan for Transportation Infrastructure (CAPTI) is an investment framework prepared by the California State Transportation Agency (CalSTA) in response to executive orders signed by Governor Gavin Newsom in 2019 and 2020. The newly adopted framework is intended to provide guidance to State officials in how discretionary transportation funds are spent with a focus on combating and adapting to climate change, while also supporting public health, safety and equity. The primary purpose of the CAPTI is to drastically reduce greenhouse gas (GHG) emissions in order to reach the State's ambitious climate goals set by previous administrations. The CAPTI is expected to have an impact on transportation planning, project scoping, programming, and mitigation activities throughout the State. Given the unique position of many rural regions vis-à-vis larger urban areas and their impacts on GHG emissions, it is hoped that the guidance won't penalize smaller regions with fewer population pressures by "one size fits all" type rulemaking. Overall, it is unclear as of this writing what types of impacts the newly adopted framework will have on rural regions such as Lake County.

WILDFIRES

Wildfires have become a recurring threat to many rural regions of the State. Largely a result of climate change (e.g. drought lengths/frequencies, higher average temperatures, stronger/less predictable wind patterns, etc.), the Lake County region has endured several years of catastrophic wildfire seasons. Between 2015 and 2021 alone, hundreds of thousands of acres were consumed, destroying thousands of homes and other structures over that timeframe.

During each of the individual events, combined efforts of local leaders, emergency responders and public transportation officials were used to help evacuate communities of vulnerable or underprivileged residents, providing them with access to provisional shelters set up in various locations throughout the County. Assistance was provided by Lake Transit Authority during the Rocky Fire (2015), the Valley Fire (2015), the Clayton Fire (2016), the Sulphur Fire (2017), and the Mendocino Complex Fire (2018), with special shuttles and fare-free bus service made available as a means of linking evacuees to needed services.

Limited access has also been a concern in some areas of the region (e.g. Anderson Springs Road, Hobergs, Spring Valley, etc.), with the risk of one-way-in/one-way-out road closures or stranded communities during wildfire events.

To help address these issues, evacuation studies or other types of resiliency planning are needed at the regional level. Given the recent frequency of larger events, coordination and preparation between transportation planners and emergency service providers will become increasingly important when bracing for extended fire seasons. Matters of regional "resiliency" will also play a role in wildfire and other natural disaster events when considering current and future transportation planning projects. The Lake 29 Improvement Project (see above) is a prime example as one of the region's key evacuation routes. Planned improvements along that corridor will

provide a safer and more orderly passageway for evacuating traffic during critical and time sensitive emergency situations.

GOODS MOVEMENT

Freight mobility is another important issue with respect to regional and interregional transportation, affecting both the economic health and quality of life within and beyond the Lake County region. Raw materials, semi-finished "input" goods, and final goods all require efficient modes of transportation for an economy to function properly. Lake County relies exclusively on commercial trucking for freight movement in and through the region, underscoring the importance of road maintenance and adequate facilities. Despite the general economic downturn resulting from the 2020/21 COVID-19 pandemic, freight movement on trucks is forecasted to increase for the foreseeable future.

Routes through Lake County play a significant and integral role in the supply chain of goods between the Central Valley and California's North Coast. Traditional patterns of interregional traffic through the County have relied almost exclusively on State Route (SR) 20 in its entirety (i.e. across the northern shores of Clear Lake). This trend has held especially true for commercial trucking. Recent traffic modeling conducted out of Caltrans' District 1 Office confirms a clear preference of heavy duty trucks for the SR 20 route north of the lake (approximately 90%) over that of the southern route via SR 53 and SR 29 (10%). For a number of reasons involving safety, environmental considerations, and impacts to local communities, the long term goal of District and regional transportation planners has been to redirect these interregional patterns away from the northern shores and towards the southern shores of the lake.

The "Priority Interregional Facility" concept refers to this preferred route between Interstate 5 and U.S. 101, utilizing the noted passage south of Clear Lake. It is considered one of 11 "Strategic Interregional Corridors" in the State's 2021 Interregional Transportation Strategic Plan (ITSP), a state-level planning document which helps to guide funding decisions for interregional transportation improvements. The Lake County portion of the corridor consists of SR 20, 53 and 29, with SR 29 serving as a key component in completing the southern portion of the route

connecting SR 53 with SR 20. An eight-mile section of SR 29 is currently planned for improvements that would widen it to a four-lane divided expressway (see State Highway System Element). While not specifically a "freight project," the improvements will be useful for freight travel through the region by creating additional passing opportunities, widening shoulders, separating traffic and decreasing traffic queuing and delays within the Priority Interregional Facility.

Overall, this route is instrumental in connecting four important interregional corridors, including: Interstate 5 (upper Central Valley); U.S. 101 (California's North Coast); SR 99 (entire Central Valley); and SR 70 (western Sierra). As pointed out in the 2020 California Freight Mobility Plan, the larger east-west corridor is not only critical for recreational travel between the Sierra Nevada mountains and the North Coast. it is also a major "crossroads" or "hub" for agricultural and goods movement in the North Central Valley and through the Yuba City/ Marysville urbanized areas (for connections to SR 99 and SR 70). In time, use of the preferred route (SR 20/53/29) is expected to result in improved regional and interregional freight transportation.

Improvements made to SR 29 will also help to lessen truck use of the SR 20 along the north shore of Clear Lake. This is significant in that SR 20 also serves a "Main Street" function through several small communities (Clearlake Oaks, Glenhaven, Lucerne, and Nice), with heavy truck use contributing to local congestion and reduced safety for multimodal users (i.e. bicyclists, pedestrians) of the highway facilities. Reducing the heavier truck (combined with other interregional) traffic along the northshore will also help to reconnect the communities to their greatest asset, access to the lake. Traffic calming and active transportation improvements within the northshore communities have been the focus of several regional planning studies that would further contribute to quality of life and economic benefits by improving the attractiveness of the locales for both residents and visitors.

Finally, a newer issue with respect to goods movement that has been growing in importance is the phenomenon of "e-commerce." With more traditional forms of retail, consumers would patronize local stores or malls to purchase goods. The current e-commerce trend involves on-line purchasing and individualized ground deliveries shipped by different means such as courier service (e.g. FedEx), independent owner-operators of light vehicles (e.g. DoorDash), or Transportation Network Companies (TNCs) like Uber or Lyft. The convenience of e-commerce is leading to a ground shift in how goods are moved from retailers to consumers, which may have longer range implications involving everything from land use patterns to supply chains and trucking. While it remains too early to tell at this point how these developing patterns will affect transportation over the long term, e-commerce appears to be the future and previous forms of goods movement are likely to be altered significantly as a result.

NON-EMERGENCY MEDICAL TRANSPORTATION

The need for improved Non-Emergency Medical Transportation (NEMT) services in Lake County has existed for a number of years. Given the medical requirements of its aging population, the issue remains important. People living in remote areas of the County often must travel considerable distances to reach medical appointments, many of which are located outside Lake

County. In 2015, Lake Transit Authority (LTA) secured grant funding for a Mobility Management program to coordinate NEMT services as well as to address other transportation needs of seniors and low-income residents. The program became known as Lake Links, and would later incorporate into a separate non-profit entity providing it with more flexibility and autonomy, while also being designated the region's Consolidated Transportation Services Agency (CTSA). Examples of Lake Links services include administration of a volunteer driver program (Pay-Your-Pal [PYP]), which is responsible for reimbursing transportation costs for private automobile trips, and a shuttle service providing transportation to out-of-County medical appointments (Medi-Links).

While measurable progress has been made in these areas, many service gaps remain that will continue to need attention. For instance, in-county services are still lacking for those unable to utilize the PYP program or might live outside of Dial-A-Ride service areas. Transportation to appointments outside of regular hours also remains an unmet need. For these and other reasons, efforts to improve and expand NEMT services will continue to be a priority for the region, both now and in the coming years.

FUNDING CHALLENGES

Poor existing road conditions combined with limitations on repair and maintenance funding continue to be among the biggest challenges for the local circulation system. The California Statewide Local Streets and Roads Needs Assessment (2021) listed Lake County as one of only seven counties in the State to receive a "poor" rating, based on its average Pavement Condition Index (PCI) of 37 out of 100. This shows a slight decrease from the 2018 level of 38, but the results overall have changed very little in recent years. A Pavement Management Program has been used by the region since the mid-1990s, which has evolved (since 2008) into periodically updated analyses of pavement conditions, estimated improvement costs, and recommendations. Separated into reports for each of the three local jurisdictions, the Program is intended to assist agencies with prioritization and preventative maintenance planning. Updates for each of the three jurisdictions were completed in 2011, 2015, and 2018, with another update scheduled for 2022.

Other efforts used to help address the issue of funding limitations include two local sales tax measures which were approved in 2016 by voters in the cities of Lakeport and Clearlake. Lakeport's Measure Z was passed for a one-cent sales tax augmenting the City's general fund for use on public safety and road/infrastructure maintenance needs. Similarly, Clearlake voters passed Measure V, a one-cent "specific" tax (receiving the required supermajority of at least 66.7%), which has generated over $1 million annually for road maintenance purposes. The County of Lake has also expressed interest in putting similar transportation sales tax measures on the ballot. However, a poll conducted in 2016 did not show sufficient support for a ballot measure at that time, and a second poll conducted in early 2020 was abandoned as a result of the COVID-19 pandemic interfering with the effort.

In addition, the State legislature passed a transportation funding bill (SB 1) in 2017, which increased gas and diesel fuel taxes as well as new vehicle registration fees, to address an array of transportation projects such as road safety improvements, pothole and street repairs, and work on State highways and bridges. SB1 was initially estimated to generate around $5.2 billion on an

annual basis Statewide, with a number of its programs intended to help local agencies. While the economic downturn caused by the COVID-19 pandemic has severely curtailed these forecasts, at least in the short term, the passage of SB 1 is still expected to be an overall benefit to the region.

In response to the COVID-19 Pandemic, congress passed two bills intended to help local regions withstand economic impacts through the extraordinary disruptions. The first was passed in March 2020 and was known as the Coronavirus Aid, Relief, and Economic Security (CARES) Act. The CARES Act provided over $2 trillion for economic relief for America, of which $25 billion was specifically allocated to help the nation's public transportation system to prevent, prepare for, and respond to COVID-19. A total of $653,801 of CARES ACT Funding was allocated in the Lake APC's Budget for Fiscal Year 2020/21, with another (estimated) $1,282,122 included in this year's budget for Fiscal Year 2021/22. Lake APC staff will administer the funding, which was passed through to Lake Transit Authority for operational uses.

The second legislative response to the pandemic was the Coronavirus Response & Relief Supplement Appropriations Act (CRSAA), passed in December 2020. The bill included $900 billion in supplemental appropriations for COVID-19 relief, including $14 billion of which was allocated to support the transit industry during the COVID-19 public health emergency. An estimated allocation of $1,074,575 was added to the Lake APC budget, which, like the CARES Act, was administered by Lake APC and passed through to the Lake Transit Authority.

CRRSAA also included an apportionment of $911.8 million in highway infrastructure program funds for California. The California Transportation Commission (CTC) approved a distribution method of the funds with 60% going to the State and 40% to the regions, of which 50% was allocated through the Surface Transportation Block Grant (STBG) formula and 50% through the State Transportation Improvement Program (STIP) formula. Funds apportioned to the Lake County region totaled $863,816, with $312,040 flowing through the CRRSAA Program and $524,187.00 through the Mid-Cycle STIP.

Table 2.1 below presents a rough estimate of funding available in the next ten years from various sources. The estimates are based on a combination of past funding amounts, recent gas tax collection and estimated distributions from SB 1 and (one-time) CRRSAA infrastructure funding sources. The table does not include potential grant funding sources, which are typically competitive and highly uncertain. Several elements of the RTP contain more focused Project Lists which include their own estimated costs and potential funding sources.

Table 2.1 Estimated Funding Availability

Funding Source	Estimated Funding Over Next 10 Years ($1,000)
State Transportation Improvement Program (STIP)	$7,794*
Highway Users Tax Account (HUTA)	$32,118**
Regional Surface Transportation Program (RSTP)	$6,604**
State Highway Operating and Protection Program (SHOPP)	$177,169*
Road Maintenance and Rehabilitation Program (SB 1)	$30,059**
Coronavirus Response & Relief Supplement Appropriations Act (CRRSAA) Infrastructure Funds	$837
Total	$254,581

**based on average of past 5 cycles*
***based on average of last 4-year period*

GOALS, OBJECTIVES AND POLICIES

Table 2.2 below lists Objectives and Policies, which are intended to guide transportation development projects over the next four years.

Table 2.2 Overarching Issues Goals, Objectives and Policies

Goal: Develop a multi-modal system of seamless transportation facilities designed to serve both regional and interregional needs.	
Objectives	**Policies**
OI-1: Coordinate, support and encourage multi-modal regional planning activities in Lake County across jurisdictional boundaries.	**OI-1.1:** Participate in the regional planning efforts of other agencies.
	OI-1.2: Coordinate with local and State agencies on health, security and emergency response planning efforts. Work cooperatively with local, regional and State agencies to ensure effective emergency response efforts are well coordinated during natural disasters such as wildfire or flood events.
	OI-1.3: Support non-motorized, recreational opportunities in and around Clear Lake such as increased public access to the lake, trail development for hiking and equestrian uses, and continued efforts to develop a bike route around the lake.
	OI-1.4: Evaluate individual projects with an eye for potential regionwide impacts when formulating, designing and constructing transportation projects of various modes and at all levels.
	OI-1.5: Work with local jurisdictions to further housing goals of the region and to update and implement Regional Housing Needs Allocations (RHNA).

Goal: Develop a multi-modal system of seamless transportation facilities designed to serve both regional and interregional needs.	
Objectives	**Policies**
	OI-1.6: Encourage projects that emphasize infill and transit-oriented development within the region.
OI-2: Support Complete Streets planning to improve multi-modal forms of connectivity within the transportation system.	**OI-2.1:** Pursue funding in partnership with federal, State and local agencies to fund projects consistent with Complete Streets concepts and design strategies.
	OI-2.2: Encourage local agencies to adopt Complete Streets policies and implement Complete Street strategies and projects.
	OI-2.3: Incorporate Complete Streets concepts and policies into future planning documents.
	OI-2.4: Implement existing strategies within planning documents such as Active Transportation Plan and Highway 20 Northshore Communities Traffic Calming Plan.
	OI-2.5: Encourage and support transit and active transportation planning and facility improvements.
	OI-2.6: Support efforts to reduce dependency on automobile use including promotion of bicycle/pedestrian transportation and public transit use.
OI-3: Reduce Greenhouse Gas emissions by promoting and facilitating transit use and increasing active transportation alternatives.	**OI-3.1:** Facilitate implementation of the Active Transportation Plan (ATP) and construction of ATP and older Safe Routes to School (SRTS) projects to encourage students to walk and bike to school rather than traveling by car.
	OI-3.2: Update the Active Transportation Plan consistent with the Regional Transportation Plan update schedule, or as needed to keep the plan current and meaningful.
	OI-3.3: Support increased frequency/expansion of transit service consistent with the local Unmet Transit Needs process.
	OI-3.4: Support and facilitate the installation of electric vehicle charging stations for public use. Explore options for affordable, clean energy technology and programs.
	OI-3.5: Pursue funding to prepare a regional Travel Demand Model to assist in developing projects that will reduce Vehicle Miles Traveled (VMT) in the region.
	OI-3.6: Support planning projects that further greenhouse gas reducing efforts at the State level such as SB 32, SB 375, and SB 743.
	OI-3.7: Support planning projects which will facilitate a transition to zero emission vehicles consistent with Executive Order EO N-79-20.
OI-4: Reduce and mitigate environmental impacts of current and	**OI-4.1:** Early in the planning and design process, involve community members and environmental organizations to identify potential environmental issues as well as potential avoidance, minimization and mitigation opportunities.

Goal: Develop a multi-modal system of seamless transportation facilities designed to serve both regional and interregional needs.	
Objectives	**Policies**
future transportation projects.	**OI-4.2:** Work with local jurisdictions to develop project specific mitigation measures as a means of reducing Vehicle Miles Traveled (VMT) resulting from land use development.
OI-5: Increase funding for transportation planning, pre-construction activities and construction.	**OI-5.1:** Pursue both traditional and non-traditional funding sources for planning, preconstruction and construction of transportation projects.
	OI-5.2: Work cooperatively and collaboratively with other agencies and organizations to secure funding for projects which further the goals, objectives and policies identified in the Regional Transportation Plan.
OI-6: Support planning projects that will benefit public health in the region.	**OI-6.1:** Pursue funding sources that encourage active transportation and promote active forms of recreation for residents and visitors of all ages and physical capabilities.
	OI-6.2: Encourage non-motorized planning activities that result in lower GHG emissions and other air pollutants as a means of improving air quality in the region.
	OI-6.3: Pursue funding sources for mobility-oriented projects that improve access to health care for seniors, disabled or economically disadvantaged residents of the region.

III. STATE HIGHWAY SYSTEM

The State highway system is made up of a network of highways, or routes, that are owned and maintained by the California Department of Transportation (Caltrans). Each highway is designated a State Highway Route number, differentiating one from another, as well as from U.S. and Interstate highways. This element provides an overview of the State highway system as it pertains to the Lake County region.

CURRENT ISSUES, CHALLENGES AND OPPORTUNITIES

All of the main routes entering and leaving Lake County are State highways, including State Route (SR) 20, SR 29 and SR 175. The State highway system within the region also includes SR 53 and SR 281 (running concurrent with a three-mile portion of Soda Bay Road), with all but SR 281 considered to be primary routes for regional and interregional travel. Each of these facilities are owned and operated by the State Department of Transportation (Caltrans).

In the past, Caltrans prepared Transportation ConceptReports (TCRs) to study issues on state routes. The focus of these long range planning documents was on increased safety and improved mobility to meet the community and environmental needs of the individual corridors. Caltrans has since shifted away from developing TCRs to focus on developing Comprehensive Multimodal Corridor Plans (CMCPs). The newer emphasis is on "Corridor Planning" as a multimodal transportation planning approach, which recognizes that transportation needs are based on the complex geographic, demographic, economic, and social characteristics of communities. Looking beyond the corridor as a single purpose route for automobile traffic, the process is collaborative and done in partnership with local communities and transportation partners.

As the region's most important interregional route, the SR 20 ("Konocti") corridor provides a vital link between Interstate 5 in the Sacramento Valley and Highway 101 serving California's north coast. Along the north shore of Clear Lake, SR 20 also serves as a highway "Main Street" for several communities. Both the lake and the topography of the County work to constrain options for expanding capacity along this section of SR 20 leading to congestion, reduced safety for pedestrians and bicyclists. Largely because of this, the preferred interregional route through the County relies on a southerly course around the Lake. Identified by Caltrans as a "Strategic Interregional Corridor" in its Interregional Transportation Strategic Plan (2021), the southern route through Lake County utilizes portions of SR 20, as well as SR 53 and SR 29, to complete a passageway which is better able to address congestion and safety issues often confronted by interregional travelers and local commuters.

To encourage use of this preferred southerly route, regional planning projects have focused on three areas of improvement. When combined, these improvements will comprise the region's "Konocti Corridor":

1. The first has been implementation of the Lake 29 Improvement Project. This component involves a sparsely developed eight-mile section of SR 29 between the communities of Lower Lake and Kelseyville, which is intended to expand a problematic section of the

corridor from two lanes to a four-lane divided highway. (This southern passage also avoids "Main Street" uses of the interregional route resulting in fewer of the community impacts presently experienced by northshore residents.) Once completed, it will increase safety and improve travel flow for interregional traffic and freight movement by allowing for improved passing opportunities, widening existing narrow shoulders, and separating east/west traffic.

2. A second focus area of the project is the SR 53 corridor through the City of Clearlake. This component is likewise intended to facilitate through traffic along the southerly route by limiting current uses of SR 53 for local circulation purposes. Potential projects could include alternatives to existing at-grade intersections or driveway encroachments.
3. Finally, several studies have focused on traffic calming measures on SR 20 through the unincorporated communities along Clear Lake's north shore (e.g. Clearlake Oaks, Glenhaven, Lucerne and Nice). Slowing traffic on this segment would further encourage use of the preferred southshore route, while also providing opportunities to reconnect the communities along the northshore (e.g. easier access to the lake front) and safer means of non-motorized travel for pedestrians and cyclists overall.

KONOCTI CORRIDOR

One of the main focal points for the Lake County region over the last three decades has been implementation of the "Konocti Corridor." The concept refers to a list of interrelated and complementary projects that will ultimately result in improved safety, traffic flows, travel time reliability (for goods movement as well as interregional through traffic), reduced congestion, and increased options for multimodal travel. Realization of this concept will entail consistent and sustained use of the preferred interregional route through the County (from east to west, SR 20, SR 53, SR 29, and returning to SR 20).

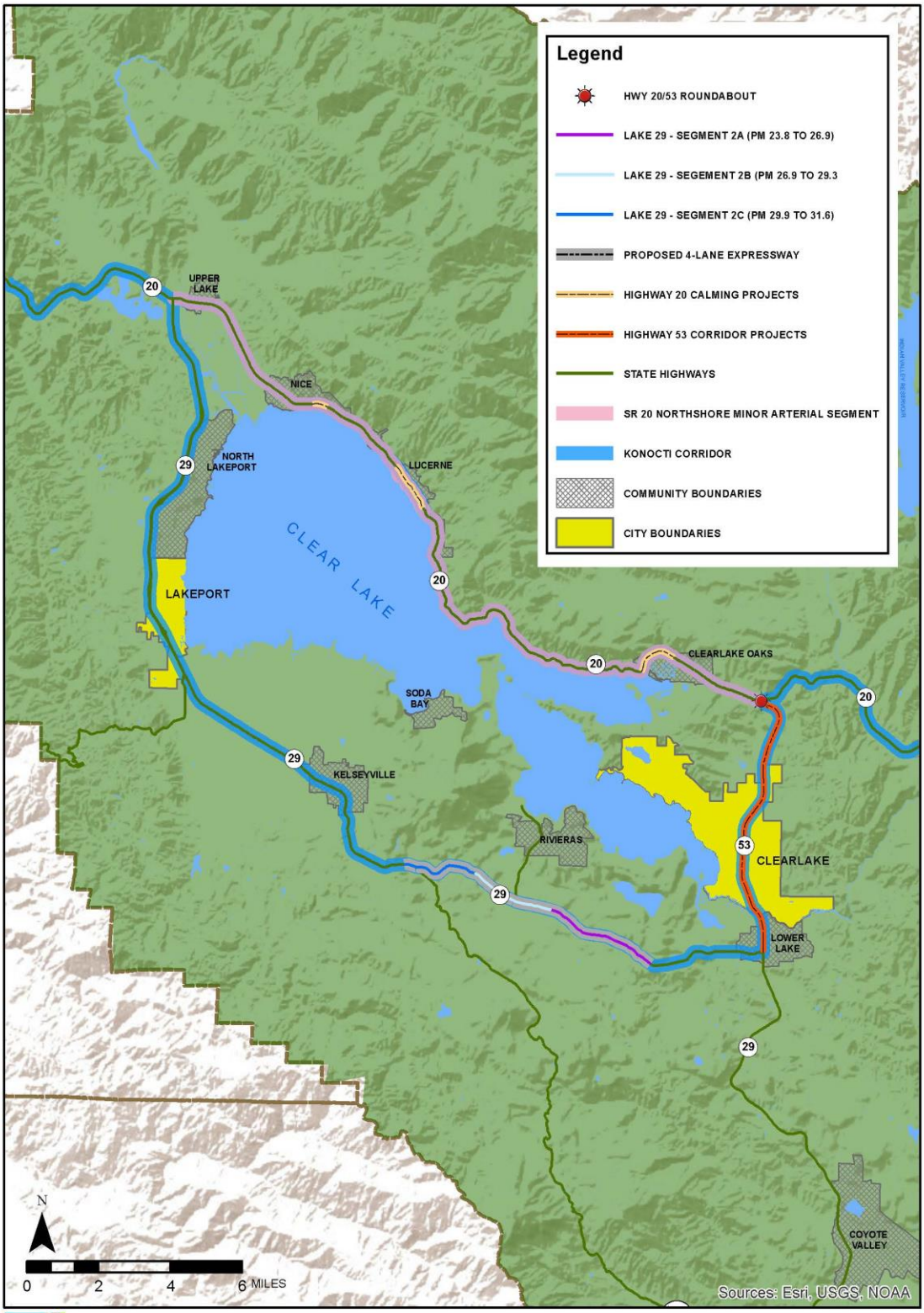
A number of studies and capital projects have been initiated or completed (or remain in progress) over the years intended to facilitate the corridor concept, with heavy investment coming from local, regional, and State resources to help advance its overall vision. As noted above, there are three primary components of the Konocti Corridor:

Lake 29 Improvement Project

As discussed in other sections of this RTP update, the longstanding project is located between the communities of Lower Lake and Kelseyville, where current deficiencies exist along an eight-mile segment of SR 29. The project will widen a problematic stretch of SR 29 from an existing two-lane highway to a four-lane divided highway with controlled access. It is intended to accommodate existing and expected future traffic flows, alleviating safety concerns from its current design limitations such as inadequate sight distance, limited passing opportunities, narrow shoulders, It will also improve the facility for current and future users providing safer and more reliable access between the region's primary economic centers of Lakeport and Clearlake. To date, project accomplishments include the certification of a Final Environmental Impact Report and a nearly-completed portion of the westernmost 3.1-mile stretch of the project, referred to as "Segment 2C."

REGIONAL TRANSPORTATION PLAN
2022 UPDATE

Map: 3.1



MAP DEVELOPED BY:
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STATE HIGHWAY SYSTEM IN LAKE COUNTY
KONOCTI CORRIDOR

The remaining segments, "2B" and "2A," have yet to be funded, with purchase of right-of-way, construction and support costs still needed.

State Route 53 Corridor

The eight-mile SR 53 corridor begins (from the north) at its newly constructed roundabout intersection with SR 20, continues south bisecting the City of Clearlake, and terminates in the unincorporated community of Lower Lake at its junction with SR 29, which splits both south and west from there. A number of improvements have been planned along this stretch intended to benefit interregional traffic as well local circulation needs, especially for the City of Clearlake. From SR 20 to the City's 40th Avenue/Lakeshore Drive intersection, SR 53 consists of two-lanes, expanding to four-lanes for the remainder of the corridor to Lower Lake. The segment through the City also serves a local need for north/south access, an extra burden which was somewhat alleviated in 2018 with the completion of a City-funded connecting road (Dam Road Extension) linking key residential and commercial sections east of the highway. Future plans for grade separated interchanges and other access controls along the route continue to be analyzed as part of the current State Route 53 Corridor Study (see below). Recommended improvements from the study are expected to make the Konocti Corridor concept a more attractive alternative for interregional travelers.

State Route 20 Northshore Communities

A large volume of interregional traffic through Lake County foregoes the southerly route and instead utilizes the "Minor Arterial" segment of SR 20 along the northshore of Clear Lake. The preferred route over SR 53 and SR 29 avoids this northshore segment of SR 20 for several reasons. The lake and the topography of the northshore region combine to physically constrain options for improvements that would increase safety (e.g. shoulder widening, realignment, etc.) or reduce congestion (e.g. providing passing opportunities). In addition, SR 20 serves a "Main Street" function through the unincorporated communities of Clearlake Oaks, Lucerne and Nice. Pedestrians and bicyclists must share the corridor with local and interregional traffic, including heavier volumes of automobiles and trucks utilizing this route in lieu of the southerly (preferred) route. Chances for conflict are further increased by the highway separating most residential and commercial areas of these communities from accessing the lake. Reducing interregional trucking and other through traffic uses along the northshore in these areas will increase safety, enhance the economic viability and livability of these struggling, low-income communities, improve disproportionally poor health statistics by making biking/walking a more attractive option for residents and visitors, and reduce emissions resulting from existing traffic congestion.

The Highway 20 Northshore Communities Traffic Calming Plan was recently adopted (see below), providing recommendations for traffic calming strategies, safe crossings, and bicycle and pedestrian facility improvements. In addition, a recent Complete Streets project has been initiated by Caltrans within the community of Lucerne, implementing several recommendations in the Plan, including sidewalk widening, crosswalk improvements, and separated bike lanes along SR 20. Aside from the local benefits, traffic calming measures are also expected to further encourage use of the preferred interregional route, allowing interregional travelers to avoid unwanted delays and congestion.

STATE HIGHWAYS

The following provides a brief overview of the State routes within the Lake County region:

State Route 20

State Route 20 (Principal Arterial Corridor)

The State Route 20 Principal Arterial Corridor (including portions of SR 20, SR 29 and all of SR 53) refers to the preferred interregional route through Lake County, connecting two important interregional north/south corridors: I-5 to the east and Highway 101 to the west. It has been identified in the Caltrans 2021 Interregional Transportation Strategic Plan as one of several "priority interregional facilities," which are considered among the most important connecting routes outside of urbanized areas providing access to, and links between, the state's economic centers, major recreational areas, and urban and rural regions. Through Lake County, the corridor consists of SR 20 east of its intersection with SR 53, the entire eight-mile section of SR 53 through the City of Clearlake, the entire SR 29 corridor west of Lower Lake, and SR 20 west of its intersection with SR 29 to the Mendocino County line.

Long-term goals of the corridor include improvements along SR 29 and SR 53. A roundabout west of Upper Lake was built at the SR 20/SR 29 junction within the past decade facilitating safer and more orderly traffic movement through the corridor. A second roundabout was nearing completion in 2021 at the junction of SR 20 and SR 53 (just east of the unincorporated community of Clearlake Oaks), likewise improving safety and mobility through the region.

State Route 20 (Minor Arterial Segment)

The Minor Arterial Segment of SR 20 stretches from Upper Lake (intersection with SR 29) to just east of Clearlake Oaks (intersection with SR 53). While much of Lake County is impacted by increased seasonal and recreational traffic during the summer months, this portion of SR 20 is even more so when combined with everyday interregional traffic between the US 101 and I-5 corridors. It is characterized by widespread roadside development, unrestricted lake access, curvilinear alignment, numerous speed zones and few passing opportunities. It also serves as "Main Street" to the north shore communities of Upper Lake, Nice, Lucerne, Glenhaven, and Clearlake Oaks. Residents and visitors wishing to access the lake, parks or other attractions (such as commercial lodging) often must cross SR 20 in areas lacking safe or appropriate crossing facilities. Indeed, safety is a major concern for several transportation modes on these segments of SR 20, including

autos, trucks, transit, pedestrians and bicyclists. The long-term plan for the route calls for additional traffic calming measures in developed areas and "Complete Streets" improvements along the "Main Street" segments. This also complements the Principal Arterial Corridor concept in the 2021 Interregional Transportation Strategic Plan, which encourages use of SR 29 and SR 53 in lieu of passage through the north shore communities.

Recent improvements along this corridor include non-motorized enhancements (sidewalks, bicycle lanes, and streetlamps) through Clearlake Oaks (completed in 2019), as well as initial plans for Complete Street improvements through Lucerne. (It should be noted that, while currently

unfunded, preliminary work for the Lucerne project has been proposed for programming in the Interregional Transportation Improvement Program, or ITIP, and the State Highway Operating and Protection Program, or SHOPP, to be determined in spring 2022; see "Potential Funding Sources" heading below for program details.)

State Route 29

SR 29 can be described in two sections through the Lake County region. The first is a segment extending south from its junction with SR 53 in Lower Lake to SR 128 in Calistoga (Napa County). This portion of SR 29 is considered a Minor Arterial and has historically experienced congestion through the community of Middletown during morning peak hour commutes, due in part to the relative affordability of housing in south Lake County and the better employment opportunities in Napa and Sonoma counties.

The second section (considered a Principal Arterial) extends from the junction of SR 53 in Lower Lake northwest to SR 20 in Upper Lake. This segment experiences greater volumes of traffic as a connecting link between Lakeport and Clearlake, the two major employment and commercial areas in Lake County. As noted, it is also a key link within the Principal Arterial Corridor (including SR 20, SR 53, and SR 29) connecting Interstate 5 and U.S. 101. Widening and safety improvements are currently planned along an eight-mile section of this SR 29 segment that will increase it from a two-lane highway to a four-lane divided expressway. The first phase of the project consists of the westernmost three-mile section begins at the SR 29/SR 175 intersection and extends just west of the "Kit's Corner" junction of SR 29 and SR 281 (referred to as "2C"). It is targeted for completion by February 2022. The remaining segments ("2B" and "2A") extend east to the route's intersection with Diener Drive. Funding for right-of-way acquisition and construction has yet to be determined for these segments. Combined with future traffic calming measures along the north shore, these improvements are expected to incentivize use of the Principal Arterial Corridor, while alleviating "Main Street" congestion on the north shore and providing unimpeded flow south of the lake.

State Route 53

SR 53 extends from its intersection with SR 20 just east of Clearlake Oaks to its junction with SR 29 south of the City of Clearlake at the neighboring unincorporated community of Lower Lake. The highway stretches approximately 7.5 miles, with the northern half mainly consisting of two-lanes and the remainder widening to four-lanes beginning at the 40th Avenue/Lakeshore Drive intersection in the City of Clearlake. Several at-grade, signalized intersections exist on the highway as it continues south bisecting the City. In addition to local, regional and interregional vehicle traffic, SR 53 is traveled by pedestrians and bicyclists. It is also integral to local circulation needs providing north/south access. While the important downtown and lake front areas of the City lie west of the corridor, a considerable amount of residential ("the Avenues"), retail/commercial (Walmart, Big 5, fast food restaurants), and civic facilities (County services, Adventist Health hospital, public schools) are located to the east.

State Route 175

SR 175 begins in Hopland (Mendocino County) at its intersection with US 101 and extends over the Hopland Grade to the south end of Lakeport. From there, a portion of SR 175 runs concurrent with SR 29 to a point southeast of Kelseyville where it continues separately over Cobb Mountain

and again intersects with SR 29 in the community of Middletown. This route is popular for motorists traveling from the south County (Middletown) to the Kelseyville and Lakeport communities. Bottle Rock Road, which runs from SR 175 (near the Black Rock Golf Course) to SR 29 (south of Kelseyville) is also a common route for regional travel associated with SR 175 and is often the preferred route between the south County and Clear Lake's west shore.

State Route 281

SR 281 is approximately three miles in length and provides access from SR 29 to the Clear Lake Riviera community and Konocti Bay. The route begins at its junction with SR 29 (known as "Kit's Corner") and transforms into Soda Bay Road as it continues northwest along the lakeshore to the community of Lakeport. It is also served by Lake Transit from its starting point at Kit's Corner.

PLANS, REPORTS AND STUDIES

A number of studies and reports have been completed identifying issues involving the State highway corridors in Lake County. These documents, several of which are described below, are included by reference in the RTP and listed in a Bibliography (see Appendix F).

State Route 53 Corridor Study (2022)

The "State Route 53 Corridor Study" is an update to a similar plan for SR 53 adopted in 2011. The study was used to evaluate current and future traffic conditions, with an emphasis on access points, future interchange locations, and designs. It involves improvements meant to encourage interregional traffic use of the Principal Arterial Corridor (including portions of SR 20 and SR 29) between I-5 and U.S. 101, while also taking into consideration local and regional circulation needs. Recommendations from the 2011 study implemented over the last 10 years include the addition of a traffic signal at the Olympic Drive intersection of SR 53, a north/south route within the City of Clearlake east of the highway (Dam Road Extension) connecting residential neighborhoods with important commercial and civic centers to the south (formerly accessed by SR 53 alone), and a roundabout at the intersection of SR 20/SR 53. Further recommendations are expected from the updated study that will reflect current conditions, regional travel patterns, and local circulation needs.

Highway 20 Northshore Communities Traffic Calming Plan and Engineered Feasibility Study (2020)

The "Highway 20 Northshore Communities Traffic Calming and Engineered Feasibility Study" was prepared to evaluate the needs, priorities and feasibility of traffic calming measures along Highway 20 through four communities fronting the lake's north shore: Nice, Lucerne, Glenhaven and Clearlake Oaks. A key goal of the plan is to improve safety and mobility for all users (residents, visitors and through traffic) by slowing traffic and providing a mix of transportation modes. The study analyzed current conditions and formulated potential projects such as bicycle, pedestrian and transit friendly developments meant to improve the attractiveness and overall livability of the unincorporated towns. It will help identify Complete Streets and active transportation type

improvements along this segment of the Highway 20 corridor, fitting with the larger concept of encouraging future use of the Principal Arterial Corridor south of Clear Lake.

State Route 29 South Corridor Engineered Feasibility Study (January 2014)/ Middletown Community Action Plan (March 2014)

In early 2014, a study of the southern corridor of SR 29 (from the southern terminus of SR 53 to the Napa County line) and a Middletown Community Action Plan (MCAP) for the unincorporated community of Middletown (which is bisected by the highway) were adopted. The dual studies were used to identify safety and operational improvements including possible bicycle and pedestrian facilities and traffic calming measures along that portion of the SR 29 corridor. Other potential improvements include multi-modal connections and gateway features focusing on a driver's "sense of arrival" with the goal of increased safety through speed reduction. An Active Transportation Program grant was awarded in 2015 for one of the projects identified in the MCAP which will link Middletown with the Twin Pine Rancheria to the south with a paved multi-use path for bicyclist, pedestrian and equestrian use within the SR 29 right-of-way.

INTELLIGENT TRANSPORTATION SYSTEMS

Intelligent Transportation Systems (ITS) refers to a group of communications-based technologies that assist in monitoring and regulating traffic flow, providing warning and advisory messages to motor vehicle drivers, scheduling and routing transit trips, and providing rapid emergency incident response capabilities for emergency and law enforcement personnel. Intended to relieve congestion and also to improve safety on existing infrastructure, examples of ITS technologies include advanced traffic signals, roadway and weather monitoring stations, bus and maintenance vehicle location systems, and electronic roadside information signs. Examples also include emerging technologies such as automated vehicles and Transportation Network Companies (TNCs) that are providing alternatives to more traditional forms of mobility.

Lake County is a rural region which, like many other regions of Northern California north of the Bay Area and Sacramento, has different transportation characteristics than more populous areas of the State. For instance, trip lengths are typically longer, congestion is far less common, remote roads are more difficult to maintain, and communications are more limited. In 2018, Caltrans completed an Upstate California Regional ITS Plan, which addresses the use of ITS strategies for the 16 rural counties making up the "North State Super Region," a coalition of transportation planning agencies facing similar issues based on their rural natures. Overall goals stress the importance of ITS technologies that are useful to these areas, such as traffic signals, Roadside Weather Information Systems, transit traveler information systems and traveler information web sites, among others.

ITS projects that have been implemented in the Lake County region include the following:

- Deployment of motorist call boxes under the Lake Service Authority for Freeway Emergencies (SAFE) program administered by Lake APC

- Installation of changeable message signs by Caltrans on State Route 20, providing warnings and traffic information for users of this and connected regional routes
- Installation of a traffic signal on State Route 53 at Olympic Drive in Clearlake
- Installation of automatic vehicle locator equipment on Lake Transit Authority buses
- Traffic Management System (TMS) improvements on the State Highway System through Lake County in which traffic volume data can be derived from existing traffic signals

The implementation of these and similar projects are expected to conform to the Regional ITS Architecture and, by extension, the National ITS Architecture. The intent of the architectures is to provide a coherent network of ITS strategies supporting overall regional transportation goals and objectives of the RTP as well as other county-wide or corridor-level plans.

PERFORMANCE MEASURES

Like many rural areas, Lake County agencies and local transportation officials are faced with limited resources in which to collect and analyze useful performance data. The performance measures identified below were drawn in part from the *Performance Measures for Rural Transportation Systems Guidebook (2006)*, published by Caltrans to provide a standardized measurement process suitable for transportation systems in rural areas.

Table 3.1 Performance Measures

Category	Performance Measure
Safety- reduction in fatalities, injury and property loss of system users and workers	- Collision data with a focus on number of fatalities, number of serious injuries, and number of non-motorized fatalities/serious injuries - Traffic volumes - Call box (Service Authority for Freeway Emergencies [SAFE]) installment and maintenance
System Preservation- maintaining the condition of the network	- Pavement Management Program (PMP) - Pavement Condition Index (PCI)
	- Level of Service (LOS) - Travel Demand Model • Travel times and distances • Interregional vehicle trip numbers

Mobility/Accessibility- ease or difficulty of traveling from an origin to a destination	• Vehicle Miles Traveled (VMT) for interregional travel • Origin and destination data - Walkability • Pedestrian access to transit facilities within 0.25 mile • Pedestrian access to commercial and/or shopping centers within 0.25 mile
Goods Movement- improved trucking/shipping travel times	Travel Demand Model • Travel times and distances • Interregional vehicle trip numbers • Vehicle Miles Traveled (VMT) for interregional travel • Origin and destination data • North shore/south shore route splits

ACTION PLAN (PROPOSED PROJECTS)

This Action Plan includes projects on State highways in Lake County as well as some local projects. The projects included are financially constrained in that they are currently programmed in the State Transportation Improvement Program (STIP), or identified by local agencies and projects that are expected to be funded.

Table 3.2 State Highway Project List – Financially Constrained

Project Name	**Timeframe***	**Cost**** ($1,000)	**Potential Funding Sources**
SR 29 – Construct a 3.6-mile portion of the Lake 29 Improvement Project - an eight-mile segment between Diener Drive and SR 175, south of Kelseyville*** (Note: the balance of the larger project is included in the un-constrained project list.)	Short term	$87,300	STIP (RIP & IIP), SHOPP
SR 29 PM R34.9 – R35.23 safety, left turn lane	Short term	$7,090	SHOPP
SR 29 PM 11.89 -23.60 pavement 27.8 lane miles	Short term	$5,884	SHOPP
SR 29 PM 12.70 – 14.50 safety, shoulder widening	Short term	$19,090	SHOPP

Project Name	Timeframe*	Cost** ($1,000)	Potential Funding Sources
SR 29 PM 17.74 – 20.73 safety, widen for truck climbing lanes and shoulder	Short term	$12,331	SHOPP
SR 29 PM 31.60 – 52.50 pavement 55 lane miles	Short term	TBD	SHOPP
SR 29 PM 50.82 bridge, widen and upgrade Robinson Creek Bridge	Short term	$14,076	SHOPP
SR 20 PM 9.41 bridge rail replacement	Short term	$3,775	SHOPP
SR 20 PM 0 – 8.18 pavement 16.3 lane miles	Short term	TBD	SHOPP
SR 20 PM 30.67- 30.68 mobility, traffic management system improvements	Short term	$4,497	SHOPP
SR 20 PM remove fire damaged, dead or dying trees	Short term	$3,025	SHOPP
SR 175 PM 0.26 – 0.42 safety curve realignment, shoulder widening	Short term	$5,770	SHOPP
SR 175 PM 17.82 – 22.22 remove hazardous trees	Short term	$2,420	SHOPP

* Short term projects are those expected to be completed within a one- to ten-year period.
Long term projects are those expected to be completed within an eleven- to twenty-year period.
** Estimates reflect potential rates of inflation over term of project.
*** Project considered regionally significant.

Table 3.3 State Highway Project List – Financially Unconstrained

Project Name	Timeframe*	Cost** ($1,000)	Potential Funding Sources
SR 29 – Right-of-way and construction of the remaining 4.4-mile portion of the Lake 29 Improvement Project – an eight-mile segment between Diener Drive and SR 175, south of Kelseyville***	Short term Long term	$130,000	STIP, RAISE
SR 29 PM 17.60 – 18.00 safe, left turn channelization at SR 29 and C Street	Short term Long term	TBD	SHOPP
SR 29 PM 31.60 – 52.50 Pavement maintenance	Short term Long term	TBD	SHOPP, SB 1
SR 29 PM 5.00 – 9.19 safety, Middletown to Grange Road	Short term Long term	TBD	SHOPP
SR 29 PM 49.36 – 52.28 safety, shoulder widening	Short term Long term	TBD	SHOPP
SR 29 PM 28.79 – 33.57 safety, shoulder widening, rumble	Short term Long term	TBD	SHOPP
SR 29 PM 23.50 – 24.50 safety, shoulder widening	Short term Long term	TBD	SHOPP

SR 20 PM 16.74 – 18.02 Lucerne Complete Streets Improvements**	Short term Long term	$29,000	SHOPP, ATP, ITIP, Various
SR 20 PM 29.97 – 30.32 safety, shoulder widening	Short term Long term	TBD	SHOPP
SR 20 PM 46.32 – 46.48 safety, curb improvements	Short term Long term	TBD	SHOPP
SR 20 PM 43.98 – 44.17 safety, curb improvements	Short term Long term	TBD	SHOPP
SR 53 Corridor Study Projects**	Short term Long term	TBD	SHOPP, Various
Traffic Calming Projects on SR 20 in the north shore communities – bike and pedestrian safety**	Short term Long term	TBD	SHOPP, Various

* Short term projects are those expected to be completed within a one- to ten-year period.
Long term projects are those expected to be completed within an eleven- to twenty-year period.
** Estimates reflect potential rates of inflation over term of project.
*** Project considered regionally significant

POTENTIAL FUNDING SOURCES

Funding for transportation projects on the State highway system comes from a several sources that are managed primarily by Caltrans, with involvement by the Lake APC. The two main programs are the State Transportation Improvement Program (STIP) and the State Highway Operating and Protection Program (SHOPP), which are described below.

Table 3.4 State Highway Funding

Funding Sources for State Highway Projects	**Estimated Funding* over next 10 years ($1,000)**
State Transportation Improvement Program (STIP)	$7,794
State Highway Operating and Protection Program (SHOPP)	$177,169
Total	**$184,963**

*Both programs are updated with funding every two years. The amounts can vary greatly between cycles and the estimates are based on averages from the past several cycles (STIP), or else current best information available (SHOPP).

State Transportation Improvement Program

The State Transportation Improvement Program (STIP) is the main source of transportation related capital funding within the Lake County region. At the State level, these funds are divided into two programs. The first is the Regional Improvement Program (RIP), which is funded from a local share of the 75% of State Highway Account (SHA) funds set aside for regional transportation agency programming. The Lake Area Planning Council (APC), as the Regional Transportation Planning Agency (RTPA), has authority to decide how to program the Lake County region's share of RIP funds, subject to STIP eligibility guidelines. To be eligible, projects must be nominated by the regional agency in their biennial Regional Transportation Improvement Program (RTIP).

The second of the two programs, known as the Interregional Improvement Program (IIP), receives the remaining 25% of SHA funds. Caltrans has the authority to program these funds for projects of interregional significance, subject to nomination within the Interregional Transportation Improvement Program (ITIP). Projects nominated for both the RTIP and the ITIP must first be included within the RTP.

STIP funds are primarily intended for capital projects. Eligible projects can include the construction or widening of State highways, local roads, pedestrian and bicycle facilities, grade separations, intermodal facilities, public transit improvements (including buses), and safety projects. While these funds may also be used for local road rehabilitation, the California Transportation Commission (CTC), which has authority over the STIP, has not supported the programming of STIP funds for these types of projects in recent cycles.

Currently, the region's RTIP includes funding for environmental and design work (however, not right-of-way purchase or construction) on Segments 2A and 2B of the Lake 29 Improvement Project listed in Table 3.3 above. Local projects programmed into the RTIP include environmental work on Clearlake's Dam Road/Dam Road Extension roundabout; environmental, right-of-way purchase, and construction of Lakeport's Main Street/Lakeport Boulevard roundabout; and the County of Lake's South Main Street/Soda Bay Road improvements (right-of-way purchase and construction). Each of the noted projects continue to be consistent with all facets of the current Regional Transportation Plan.

State Highway Operating and Protection Program

The State Highway Operating and Protection Program (SHOPP) is a four-year program of projects which focuses on collision reduction, major damage restoration, bridge preservation, roadway preservation, roadside preservation, mobility enhancement and preservation of other transportation facilities related to the State highway system. Non-capital projects are programmed through the SHOPP, which is adopted simultaneously with the STIP every two years. While the Lake APC is allowed to provide input into SHOPP decisions, the State has sole discretionary authority over the use of SHOPP funds. Funding estimates from this source have been historically difficult to determine based on the Statewide competition for safety related project dollars.

Senate Bill (SB) 1 Funds

In 2017, Senate Bill (SB) 1 was passed at the State level. Through a combination of increased taxes and fees, its enactment has generated several millions of extra dollars for highway, street, and road projects in the Lake County region. SB 1, through the Road Maintenance and Rehabilitation Account (RMRA), provides a significant amount of additional funding for the region, which is divided among State and local streets and roads projects. Existing programs such as the Active Transportation Program, the State Highway Operation and Protection Program and the State Transportation Improvement Program were augmented as part of the legislation. Available fundare also disbursed through a variety of SB 1 created programs (both formula as well as competitive based), including the following:

Trade Corridor Enhancement Program (TCEP)- This competitive program is dedicated to infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. The region's "Lake 29 Expressway Improvement Project" could potentially qualify for funding through this source.

Local Streets and Roads Program (LSRP)- Revenues through this program are distributed by formula to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. Each year, cities and counties are required to submit a proposed project list adopted at a regular meeting by their board or council that is then submitted to the California Transportation Commission (CTC) for final approval prior to the funds becoming available.

Local Partnership Program (LPP)- The objective of this formulaic program is to provide extra funding to counties or cities in which voters have approved fees or taxes dedicated solely to transportation improvements (specific tax requiring a supermajority vote of 66.7%) or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. The City of Clearlake is the sole jurisdiction from the region that qualifies for these funds based on a locally approved specific tax measure passed in 2016.

GOALS, OBJECTIVES AND POLICIES

Table 3.5 below lists Goals, Objectives and Policies, which are intended to guide transportation development projects over the next four years.

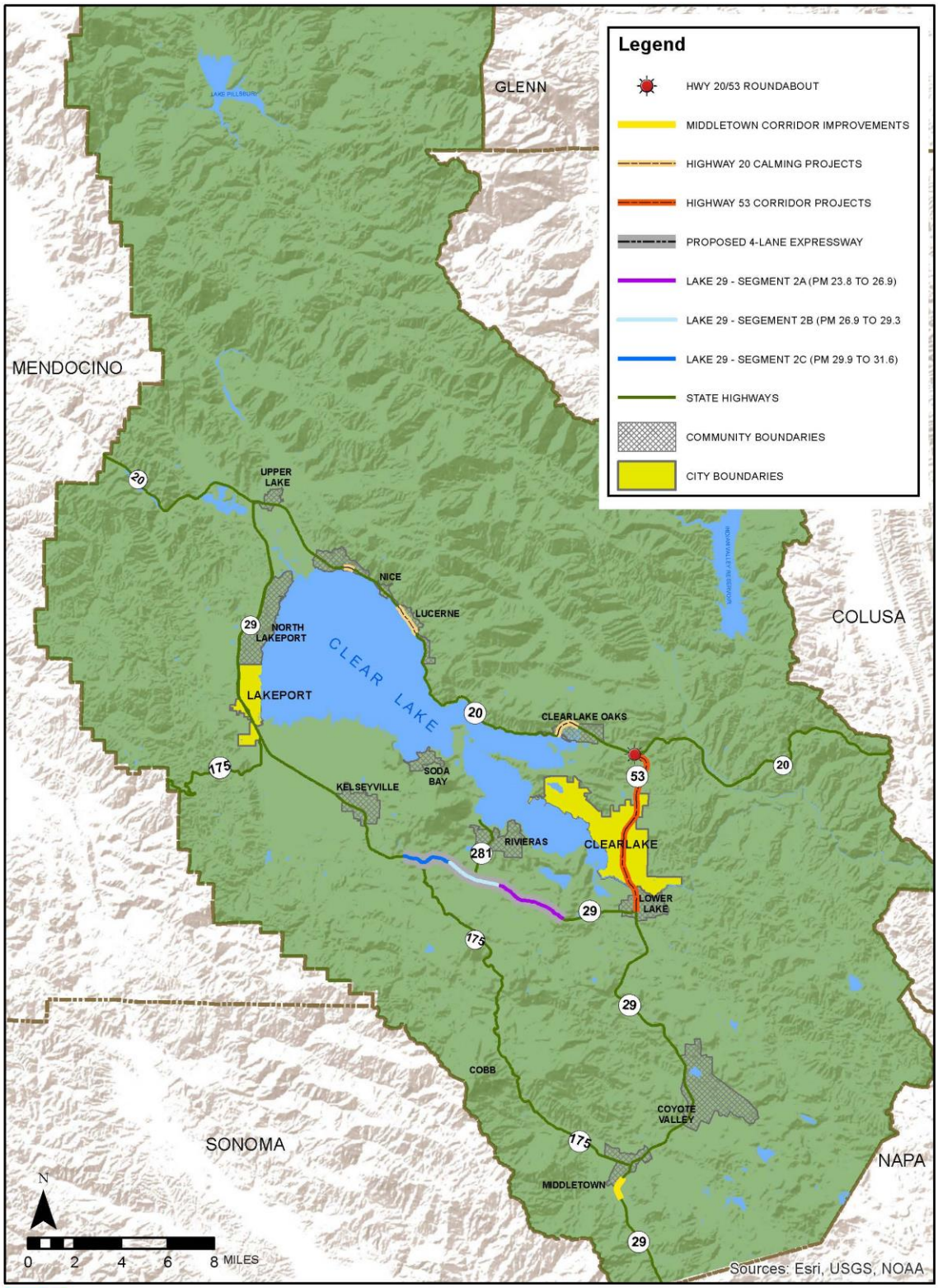
Table 3.5 State Highway System (SHS) Goals, Objectives and Policies

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**
SHS-1: Improve mobility on the State highway system throughout Lake County.	**SHS-1.1**: Support as the highest priority, completion of remaining segments of the Lake 29 (Diener Drive – SR 175) Improvement Project.
	SHS-1.2: Coordinate with Caltrans to seek ITIP, SHOPP, SB 1 and RAISE funding for the Lake 29 (Diener Drive – SR 175) Expressway Project.
	SHS-1.3: Support periodic update of the approved environmental document for the Lake 29 (Diener Drive – SR 175) Expressway Project to ensure its long-term viability in aiding project implementation into the future.
	SHS-1.4: Identify for funding consideration mobility improvements on SR 20 consistent with the Highway 20 Northshore Communities Traffic Calming Plan and the Active Transportation Plan.
	SHS-1.5: Identify for funding consideration projects consistent with the SR 53 Corridor Study.
	SHS-1.6: Implement strategies and projects to encourage trucks and interregional traffic to use the Principal Arterial Corridor (includes segments of SR 20 and SR 29, and all of 53) for travel through Lake County.
	SHS-1.7: Implement strategies and projects consistent with the Interregional Transportation Strategic Plan (ITSP) and California Freight Mobility Plan (CFMP).
SHS-2: Improve safety conditions on the State highway system serving Lake County.	**SHS-2.1:** Coordinate with Caltrans to identify safety issues, develop solutions and identify funding opportunities. Include regional input into the District 1 State Highway Operations and Protection Plan (SHOPP).
	SHS-2.2: Coordinate with local and State agencies on security and emergency response planning efforts, including the identification of key evacuation and emergency access routes.
	SHS-2.3: Implement traffic calming and safety improvements along State highway segments that function as "Main Streets" within communities such as Middletown, Nice, Lucerne, Glendale and Clearlake Oaks.

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**
	SHS-2.4: Identify for funding consideration safety projects on all State highways (SR 20, SR 29, SR 53, SR 175 and SR 281) in Lake County.
	SHS-2.5: Identify for funding consideration mobility improvements on SR 20 consistent with the Highway 20 Northshore Communities Traffic Calming Plan.
	SHS-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.
	SHS-2.7: Pursue grant funding for studies and projects to improve active transportation alternatives within State highway segments that function as "Main Streets" within Lake County communities.
	SHS-2.8: Consider construction of grade separations (e.g. interchanges, overpasses, underpasses) and roundabouts as long-term solutions to safety and capacity issues at major intersections/junctions on the Principal Arterial Corridor.
	SHS-2.9: Facilitate the identification of State highway related safety issues within local communities and throughout the County.
	SHS-2.10: Support the continued development of the Upstate CA Regional ITS Master Plan. Upon its completion, ensure that future ITS projects affecting the Lake County region are in conformance with the goals of the Plan.
SHS-3: Facilitate efficient and safe transportation of goods within and through Lake County.	**SHS-3.1:** Identify constraints to highway freight movement on segments of the Principal Arterial Corridor not yet programmed for improvement.
	SHS-3.2: Identify for funding consideration mobility improvements along the Principal Arterial Corridor (SR 20, SR 53 and SR 29) consistent with the California Freight Mobility Plan 2020 (CFMP) and Trade Corridor Enhancement Program (TCEP) Guidelines.
	SHS-3.3: Identify improvements to Minor Arterial segments of the State highway system that facilitate safe and efficient goods movement.
	SHS-3.4: Work with the California Trucking Association and other industry organizations to improve safety and remove constraints to safe and efficient goods movement.
	SHS-3.5: When planning and designing road projects, consider the needs of vehicles used for goods movement, including Surface Transportation Assistance Act (STAA) trucks and vehicles transporting agricultural commodities and products.

REGIONAL TRANSPORTATION PLAN
2022 UPDATE

Map: 3.2



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STATE HIGHWAY SYSTEM IN LAKE COUNTY
PROPOSED PROJECTS ON STATE ROUTES

IV. LOCAL STREETS AND ROADS

Local streets and roads comprise the majority of the transportation network within Lake County. Poor road conditions along with limited funding continue to plague the region, which has been reflected fairly consistently in periodic Statewide assessments of regional pavement conditions. Local, State and federal resources are made available to address streets and road repairs and improvements for each of the region's three jurisdictions (unincorporated County of Lake, cities of Lakeport and Clearlake). This element will be used to discuss these and related issues.

CURRENT ISSUES, CHALLENGES AND OPPORTUNITIES

As in previous reports, the "2021 California Statewide Local Streets and Roads Needs Assessment" again listed Lake County as one of only several counties in the State to receive a "poor" rating. Unpaved or failing roads requiring complete reconstruction continue to exist throughout the region. Many other local streets and roads fall short of current standards or else lack adequate right-of-way to safely accommodate transit, pedestrians and bicyclists. The issue was also noted through public surveys and other feedback platforms during the community input process of the RTP update, with poor road conditions repeatedly identified as a major concern in the region. Local public works departments are challenged with a large number of identifiable needs in this area combined with inadequate road maintenance and rehabilitation funding. Addressing this issue will likely continue as a primary focus of local agencies into the foreseeable future.

As each of the jurisdictions within the region are responsible for their own individual circulation systems, local streets and roads can be broken down into three succinct jurisdictional boundaries. Current or continuing issues for each are summarized as follows:

City of Lakeport

Constrained east/west circulation has been an ongoing issue for the City. The primary means of access to the City's downtown and lake shore areas are the Eleventh Street and Lakeport Boulevard corridors. Eleventh Street connects the State Route 29 to Main Street at the north end but also includes narrow right-of-way restricting the ability to add adequate pedestrian, bike or transit facilities along the route. Lakeport Boulevard provides a second SR 29/Main Street access at the south end. Other local circulation issues of concern include discontinuous streets, impacts of regional travel, sidewalk gaps and the need for traffic control improvements at key intersections.

City of Clearlake

In 2018, Dam Road Extension was completed, connecting commercial and other service-oriented land uses with the residential "Avenues" area to the north. Prior to this, State Route 53 had provided much of the access between these two important areas. Completion of the connecting road fulfilled a long-planned north/south circulation goal of the City, which will be further enhanced in the next few years with secured funding for a new transit center and bicycle/pedestrian facility improvements in the area. Additional on-going issues include narrow right-of-way, unpaved streets, inadequate drainage, a lack of sidewalks, and limited multi-modal (e.g. vehicles,

pedestrian, cyclist and transit) access (east/west) across the State Route 53 corridor bisecting the City.

Unincorporated Areas of Lake County

The County Department of Public Works has completed a number bridge replacements and paving projects in recent years. With nearly 600 centerline miles of roads to repair or maintain, the County is in a difficult position of having to address both current and long-term transportation needs with costs easily surpassing available funding. Continuing issues within the unincorporated regions of the County include the noted funding limitations for the maintenance of roads and bridges, as well as additional matters such as incomplete bicycle and transit routes linking communities, constrained right-of-way and Countywide pedestrian safety.

ROADWAY CLASSIFICATION

The term "Roadway Classification" refers to the hierarchy by which streets, roads and highways are grouped according to the type of service they are intended to provide. Although definitions can differ slightly between local or regional characterizations, the individual classifications are described in general below:

Freeways

A freeway is a divided highway with controlled access (i.e. regulated ingress/egress) and unrestricted traffic flow (i.e. absence of traffic signals, intersections or property access), intended to provide for the expeditious movement of large volumes of traffic between and through regions, cities and communities. Aside from an approximately seven-mile segment of State Route 29 consisting of a four-lane freeway facility south of Lakeport Boulevard and north of Lyons Road/Nice-Lucerne Cutoff interchanges, no other highways of this type exist in the Lake County region.

Expressways

Similar in many ways to a freeway, an expressway is a divided highway with partial control of access, allowing for a limited number of driveway and at-grade intersections. This classification includes several segments of SR 29 and SR 53, allowing for relatively free movement between and through regions, cities and communities along these corridors.

Arterials

Major/Principal Arterials

Major or principal arterials are restricted access facilities that provide for traffic movement between and across cities and communities, both within and outside of the region. Examples in Lake County include portions of State Route (SR) 20, SR 53 and SR 29, which are considered segments of the region's east/west Principal Arterial Corridor.

Minor Arterials

Minor arterials are intended to provide through-traffic between communities and the region. Further functions of this classification are to provide service to principal traffic generators (e.g. commercial centers, etc.) or connections to major or principal arteries. Regulation of parking, turning movements or driveways is common to maintain smoother traffic flows. Olympic Drive (City of Clearlake), Lakeshore Boulevard (City of Lakeport) and SR 20 along the north shore of Clear Lake (unincorporated region) can all be classified as minor arterials.

Collectors

Major Collectors

These facilities are used to connect residential neighborhoods, commercial/retail hubs, industrial and/or other employment centers. They provide arterial traffic access and intraregional travel routes to higher density land uses and abutting properties. Examples of major collectors include Scotts Valley Road (unincorporated region), Twentieth Street (Lakeport) and Old Highway 53 (Clearlake).

Minor Collectors

Minor collectors are used to link local roads to higher density land uses or to other collector streets and roads. This classification is seldom used (approximately 10% of regional system) with examples including Big Canyon Road near Middletown (unincorporated region) and Martin Street west of SR 29 (also unincorporated, just outside of Lakeport City limits).

Local Roads

All remaining rural or residential streets and roads are considered local roads. This classification serves travel over relatively short distances with a primary function of providing access to adjacent lands. Local roads within the system are primarily two-lane facilities.

LOCAL STREETS AND ROADS

Local streets and roads are considered the backbone of the regional transportation system. As a means of accessing commercial and retail services, employment centers and other daily functions outside of the home, these facilities have a direct impact on the lives of local residents. Repair and maintenance of local streets and roads was by far the top priority noted during the community outreach phase of the RTP update.

Pavement Management Program

The Pavement Management Program (PMP) examines the overall condition of the road network and highlights options for improving the current network-level pavement condition index (PCI). The PCI is a measurement of pavement condition ranging from 0 to 100. A newly constructed road would have a PCI of 100, while a failed road would have a PCI of 25 or less. These scores provide an objective measure from which roadway improvements can be evaluated and prioritized. Overall, the PMP serves as an important tool to identify and balance maintenance needs with the projected revenues of a given year. Pavement Management Program updates were last completed for each jurisdiction in 2018, consistent with a three-year review cycle established by the APC. The average 2018 PCI of the road networks in the region are shown below:

Table 4.1 Road Conditions for Lake County Region

Jurisdiction	**PCI**	**% of Paved Roads with "Fair" to "Good" Condition**
Unincorporated Lake County	37	32.5%
Clearlake	40	31.8%
Lakeport	40	41.9%

(*based on 2018 PMP*)

"Failed" roads, or those falling between 0 and 25 PCI, typically require major rehabilitation. And because the costs involved with the reconstruction of failed roads are greater than those borne for on-going preventative maintenance, available funds are often spent in large part to save the integrity of "non-failed" roads before they too fall into disrepair.

According to the 2018 PMPs, existing funding levels for road maintenance were $3.3 million per year for the County, $2.8 million for the City of Clearlake, and $285,000 for the City of Lakeport. The estimated costs over a ten-year period to bring all roads up to a "good" condition were $129.1 million for the County and $20.2 million for Lakeport. However, based on the City of Clearlake's substantial investment in road maintenance, its current annual funding levels are considered sufficient to accomplish this end without the need for an increase. Subject to current levels of funding, average PCI figures are expected to increase in the County (37 to 43) and City of Clearlake (40 to 85), but fall in the City of Lakeport (40 to 32), over the next 10 years. An updated PMP is expected to be completed in 2022.

Table 4.2 below shows the number of paved miles of streets and roads that each jurisdiction is responsible for within the region.

Table 4.2 Paved Local Road Network

Road Classification	**Centerline Miles**		
	Lake County	**Clearlake**	**Lakeport**
Arterial	13.1	6.1	6.6
Collector	180.9	23.5	9.0

Residential/Local	301.5	33.3	13.6
Other/Airport	1.7	x	x
Gravel	2.6	48.9	0.3
Totals	**499.8**	**111.8**	**29.5**

(*based on 2018 PMP*)

Bridges

The Lake County maintained road system consists of over 600 miles of roads that include 125 bridges. The City of Clearlake has three bridges (one is a Cache Creek Bridge on Lake Street that is shared with the County), while the City of Lakeport has only two. No new bridge work has been initiated in either of the two cities in recent years.

Table 4.3 lists recent, current or planned bridge projects within the unincorporated County regions. Funding for the projects has come from federal Highway Bridge Program (HBP) monies.

Table 4.3 Lake County Region Bridge Projects

Project Name	**Status**
Lake County	
Harbin Creek Bridge on Harbin Springs Road	Completed
Robinson Creek Bridge on Mockingbird Lane	Completed
Clayton Creek Bridge on Clayton Creek Road	Completed
Cache Creek Bridge on Bartlett Springs Road	Completed
Lower Wolf Creek Bridge on Wolf Creek Road	Construction Date TBD
Clover Creek Bridge on First Street	Construction Date TBD
Clover Creek Bridge on Bridge Arbor North Road	Construction Date TBD
N Fork Cache Creek Bridge on Chalk Mountain Road	Construction Date TBD
Cooper Creek Bridge on Witter Springs Road	Construction Date TBD
Bartlett Creek Bridge on Bartlett Springs Road	Construction Date TBD
St. Helena Creek Bridge on Wardlaw Street	Construction Date TBD
Middle Creek Bridge on Rancheria Road	Construction Date TBD

PLANS, REPORTS AND STUDIES

The following plans have been adopted in recent years to help identify potential improvements to local streets and roads in the Lake County region:

Eleventh Street Corridor Multi-Modal Engineered Feasibility Study (2020)

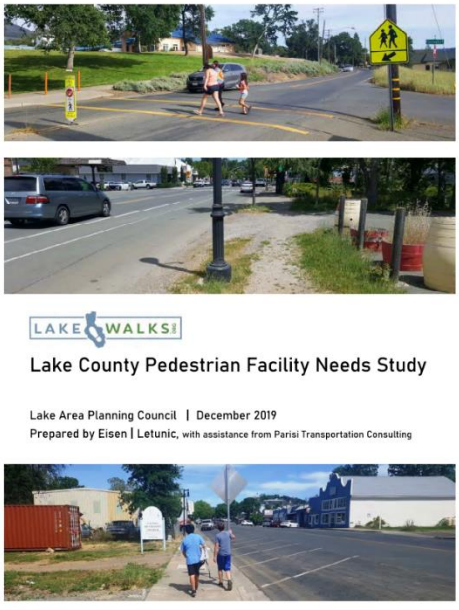
The Eleventh Street corridor is one of two primary east-west arteries through the City of Lakeport providing access to its downtown and lakefront areas. Right-of-way constraints within residential segments along with other speed or safety concerns have limited multi-modal uses of the corridor. The "Eleventh Street Corridor Multi-Modal Engineered Feasibility Study" was adopted in 2020 to address concerns in these areas by analyzing transportation alternatives, costs, and options related to potential street widening projects accommodating bicycle, pedestrian or transit facility improvements within the corridor. Recommendations from the study will also help to improve access to regional employment centers as well as County services (e.g. courthouse, County administration, etc.) located in the heart of Lakeport.

Countywide Sign Inventory Plan (2020)

The "Countywide Sign Inventory Plan" was adopted in 2020 to develop an up-to-date inventory of traffic signs within the more than 750 miles of maintained street/road systems (including approximately 153 unpaved) of the County and two cities. Data collected for each sign was entered into an existing sign database (or other database as recommended by the consultant) for each of the jurisdictions. Features such as GPS coordinates, photos, sign retro-reflectivity, size, type, condition and other attributes as needed were included in the inventory.

Lake County Pedestrian Facility Needs Study (2019)

The "Pedestrian Facilities Needs Inventory and Engineered Feasibility Study," also known as "Lake Walks," was approved by the Lake APC Board in 2019. The intent of the project was to address existing deficiencies in the pedestrian network of the region by identifying priority projects and determining the feasibility of construction based on planning level cost estimates. A total of 40 projects were identified broken up into four areas (Lakeport, Clearlake, State Highway Right-of-Way, and Unincorporated Communities), with 10 priority projects analyzed for each. The Study can be used to facilitate potential future projects when funding becomes available. Ultimately, the project provides options and recommendations leading to the eventual construction of new and infill pedestrian facilities and/or crossings within the region.



PERFORMANCE MEASURES

Like many rural areas, Lake County agencies and local transportation officials are faced with limited resources in which to collect and analyze useful performance data. The performance measures identified below were drawn in part from the *Performance Measures for Rural Transportation Systems Guidebook (2006)*, published by Caltrans to provide a standardized measurement process suitable for transportation systems in rural areas.

Table 4.4 Performance Measures

Category	Performance Measure
Safety- reduction in fatalities, injury and property loss of system users and workers	- Accident data - Traffic volumes
System Preservation- maintaining the condition of the roadway network	- Pavement Management Program (PMP) - Pavement Condition Index (PCI)
Mobility/Accessibility- ease or difficulty of traveling from an origin to a destination	- Level of Service (LOS) - Travel Demand Model • Travel times and distances • Interregional vehicle trip numbers • Vehicle Miles Traveled (VMT) for interregional travel • Origin and destination data - Walkability • Pedestrian access to transit facilities within 0.25 mile • Pedestrian access to commercial and/or shopping centers within 0.25 mile

ACTION PLAN (PROPOSED PROJECTS)

This Action Plan includes projects within individual jurisdictions of the Lake County region. The projects listed are either "financially constrained," in that they are currently programmed in the State Transportation Improvement Program (STIP) or other sources, or else "financially unconstrained," which are those projects identified as priorities by local agencies but currently unfunded.

Table 4.5 Local Streets and Roads Project List – Financially Constrained

Project Name	Timeframe*	Cost** ($1,000s)	Potential Funding Source
Lake County			
Improve traffic flow and safety for motorists/bicyclists from South Main Street at Lakeport City Limit to Route 175 Extension	Short term	$4,416	STIP, Local funds, ATP
Improve traffic flow and safety for motorists/bicyclists from Soda Bay Road at Route 175 Extension to Manning Creek	Short term	$3,754	STIP, Local funds, ATP
Roadway Widening and Reconstruction	Short term/ Long term	$11,000	STIP, Local funds, SB 1
Roadway Rehabilitation	Short term/ Long term	$4,000	Local funds, RSTP, CDBG, SB 1
Roadway Overlay	Short term	$7,000	Local funds, RSTP, SB 1
Bridge Replacement/Rehabilitation	Short term	$15,000	HBP, STIP
Bridge Maintenance and Repair	Short term	$3,000	HBP, Local funds, SB 1
City of Clearlake			
Lakeshore Drive improvements– including roadway widening, installation of turn lanes, construction of sidewalks (project limits: Olympic Drive to Hwy 53)	Short term	$8,000	Local funds, SB 1, CDBG
Lakeshore Drive Rehabilitation (Olympic Street to Calaveras Drive/City Limits)	Short term	$10,000	CDBG
2nd Street/Modoc Street Overlay (Arrowhead Road to Eastlake Drive)	Short term	$811	SB 1-LPP
Roadway Reconstruction/ Rehabilitation (includes roadway widening projects)	Short term	$10,000	Local funds, SB 1, CDBG
Roundabout- Dam Road	Short term	$7,000	STIP, SB 1

Project Name	Timeframe*	Cost** ($1,000s)	Potential Funding Source
Roadway Overlay	Short term	$5,000	Local funds
Crack sealing/Micro-sealing/Restriping Lakeshore Drive (SR 53 to Olympic Drive) Olympic Drive (Lakeshore Drive to SR 53)	Short term	$2,000	Local funds, SB 1
City of Lakeport			
Roundabout- Lakeport Boulevard/Main Street	Short term	$2,000	STIP, RSTP, Local funds
Lakeport Boulevard Rehabilitation	Short term	$2,000	STIP, RSTP, Local funds
Roadway Reconstruction/Rehabilitation	Short term	$1,500	Local funds, SB 1, HUTA
Roadway Overlay	Short term	$1,500	Local funds, SB 1, HUTA

* Short term projects are those expected to be completed within a one- to ten-year period.
Long term projects are those expected to be completed within an eleven- to twenty-year period.
** Estimates reflect potential rates of inflation over term of project.

Table 4.6 Local Streets and Roads Project List – Financially Unconstrained

Project Name	Timeframe*	Cost** ($1,000s)	Potential Funding Source
Lake County			
Roadway Reconstruction/Rehabilitation	Long term	$40,000	Local funds, RSTP, SB 1
Roadway Overlay	Long term	$30,000	Local funds, RSTP, SB 1
Bridge Replacement/Rehabilitation	Long term	$10,000	HBRR, STIP, SB 1
Bridge Maintenance and Repair	Long term	$30,000	HSIP, SB 1
City of Clearlake			
Roundabout- Lakeshore Drive/Olympic Drive	Short term	$5,000	STIP, SB 1
Roadway Reconstruction/Rehabilitation	Long term	$20,000	STIP, Local funds, CDBG
Roadway Overlay	Long term	$15,000	STIP, Local funds
City of Lakeport			
Roundabout- Eleventh Street/Forbes Street	Long term	$5,000	STIP, ATP, HSIP, Local funds
Lakeport Boulevard Reconstruction	Short term	$1,400	STIP, Local funds

Project Name	Timeframe*	Cost** ($1,000s)	Potential Funding Source
Roadway Reconstruction/Rehabilitation	Long term	$12,000	STIP, Local Funds, HUTA
Roadway Overlay	Long term	$12,000	STIP, Local Funds, HUTA

* Short term projects are those expected to be completed within a one- to ten-year period.
Long term projects are those expected to be completed within an eleven- to twenty-year period.
** Estimates reflect potential rates of inflation over term of project.

POTENTIAL FUNDING SOURCES

Funding for local road improvements comes from a number of sources. Below is a list of available funding programs with some that are on-going, such as the State Transportation Improvement Program, while others are competitive grant programs and only periodically available.

State Transportation Improvement Program

The State Transportation Improvement Program (STIP) is one of the main sources of transportation related funding within the Lake County region for larger scale projects. With cycles updated every two years, funding in the STIP is intended mainly for capital projects, such as State highway improvement, local roads, public transit (including buses), pedestrian and bicycle facilities, grade separations, intermodal facilities and safety projects. While these funds may also be used for local road rehabilitation, the California Transportation Commission (CTC) has not supported such non-capital projects in recent STIP cycles, which limits the funding available for maintenance and rehabilitation of local streets and roads.

Highway Users Tax Account

Drawn mainly from excise taxes on gasoline and diesel fuel, the Highway Users Tax Account (HUTA) provides revenues for transportation improvement efforts. These per-gallon rates are adjusted for inflation (as of July 2020), with a set of formulas at the State level used to determine how much cities and counties receive on an annual basis. Table 4.7 provides a breakdown of revenues to jurisdictions within the Lake County region.

Table 4.7 HUTA Funding to Local Jurisdictions Since 2017

Fiscal Year	2017/18	2018/19	2019/20	2020/21	2021/22 (est.)
County of Lake	$2,456,439	$2,403,998	$2,774,297	$2,779,980	$3,161,325
Lakeport	$99,782	$103,646	$108,342	$107,435	$104,539
Clearlake	$313,781	$309,054	$334,177	$334,896	$325,603

Source: California State Controller

Senate Bill 1 Funds

Senate Bill (SB) 1 was passed at the State level in 2017. Through a combination of increased taxes and fees, is has generated several millions of extra dollars annually for road projects in the Lake County region. The funds are funneled through different programs from the Road Maintenance and Rehabilitation Account (RMRA) on an annual basis, augmenting existing funding pots such as the (two-year) STIP cycles, State Transit Assistance funds and the competitive Active Transportation Program. The table below shows additional funding through the RMRA since 2017.

Table 4.8 RMRA Funding to Local Jurisdictions Since 2017

Fiscal Year	2017/18 (Jan – Aug 2018)	2018/19	2019/20	2020/21	2021/22 (est.)
County of Lake	$831,291	$2,617,062	$2,484,235	$2,686,778	$2,788,599
Lakeport	$28,044	$94,148	$83,239	$282,713	$261,402
Clearlake	$91,005	$291,889	$264,128	$88,114	$81,472

Source: California State Controller

Regional Surface Transportation Program

Regional Surface Transportation Program (RSTP) funds are federal monies that are exchanged for State funds (in rural areas) and distributed by the State to the APC. The APC determines a methodology to distribute these funds to local agencies, which can be used for a variety of project types including construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements on roads classified above a local or rural minor collector.

Highway Bridge Program

The Highway Bridge Program (HBP) is another federal program administered through Caltrans as part of the Surface Transportation Bloc Grant Program. The purpose of the HBP is to replace or rehabilitate eligible public highway bridges "over waterways, topographical barriers… [or] …other highways" when they are determined to be structurally deficient and/or functionally obsolete. Reimbursable scopes of work include replacement,

rehabilitation, painting, scour countermeasure, bridge approach barrier and railing replacement, low water crossing replacement and ferry service replacement. An offshoot of the HBP, known as the Bridge Preventative Maintenance Program (BPMP), can also be accessed for projects deemed to be "cost-effective means of extending the useful life" of qualifying facilities. The BPMP is intended to maintain such bridges in good or fair condition before problems arise requiring more costly fixes.

Highway Safety Improvement Program

More federal funding is available through the Highway Safety Improvement Program (HSIP). The competitive Program is intended to reduce fatalities and serious injuries on all public roads. Eligible projects can include infrastructure (i.e. pedestrian and bikeway, traffic calming, pavement marking programs, etc.) or non-infrastructure (i.e. road safety audits, enforcement, data improvements, etc.) projects and must be consistent with the State Highway Safety Plan (SHSP). A recent example is provided from the 10th cycle (2020) of the Program, with the City of Lakeport receiving funding for a traffic sign replacement program. Beginning with Cycle 11 (around April 2022), eligible agencies will be further required to have an adopted Local Roadway Safety Plan (LRSP) in place prior to applying for funds.

High Risk Rural Roads Program

The High Risk Rural Roads (HRRR) Program is a competitive federal grant program. It is intended to correct or improve hazardous roadway conditions on rural major and minor collectors and rural local roads with "significant safety risks" as defined in the State Highway Safety Plan. Examples of such roads include those with higher-than-average fatality rates or those correlated with severe crash types (i.e. lack of shoulders, substandard alignment, hazardous roadside, etc.).

Federal Lands Access Program

The California Federal Lands Access Program (FLAP) is funded through the Federal Highway Administration and is intended to improve or maintain transportation facilities providing access to federal lands. Competitive funding is made available to State, County, Local, or Tribal entities that owning or maintaining such facilities. These can include public highways, roads, bridges, trails or transit systems located on or are adjacent (no more than 10 miles away) to federal lands. Eligible projects are those involving rehabilitation, restoration, construction, and reconstruction projects, engineering and environmental, operations and maintenance of transit facilities, and transportation related planning.

Community Development Block Grant

Community Development Block Grants (CDBG) are federal funds provided by the U.S. Department of Housing and Urban Development (HUD) to local and state governments covering a variety of community development activities. In California, the program is administered by the State Department of Housing and Community Development (HCD) with money used in many rural communities to fund projects involving housing, economic development and infrastructure improvement. Jurisdictions within the Lake County region have periodically used local CDBG

funds for transportation purposes, including street improvement work, paving and other road related projects.

Local Transportation Funding Sources

Local jurisdictions have also used local ballot measures to impose either specific or general taxes on local residents for transportation funding purposes. In 2016, Measure Z was passed in the City of Lakeport calling for a one-cent sales "general" tax (requiring over 50% of votes cast) for use on public safety and road/infrastructure maintenance needs. The tax is estimated to generate approximately $1.5 million annually. Clearlake voters passed a one-cent "specific" tax (receiving the required supermajority of at least 66.7%) raising an estimated $1.6 million annually for road maintenance purposes. Further, as a result of the Clearlake measure being a specific tax, the City was classified as a "self-help" jurisdiction under State law, qualifying them for additional matching dollars through the above referenced Road Maintenance and Rehabilitation Account (SB 1 legislation).

GOALS, OBJECTIVES AND POLICIES

Table 4.9 below lists Goals, Objectives and Policies, which are intended to guide transportation development projects over the next four years.

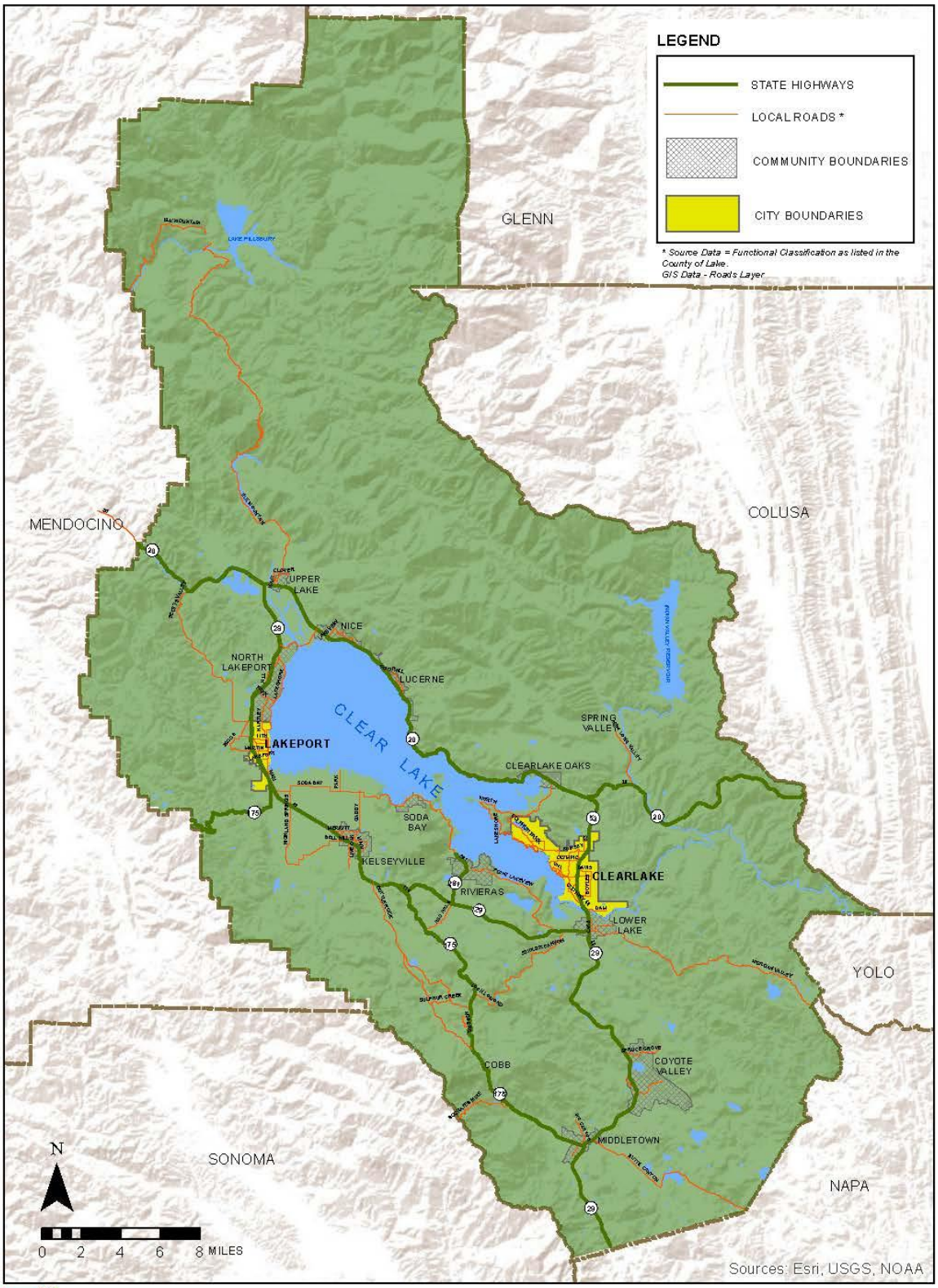
Table 4.9 Local Streets and Roads (LSR) Goals, Objectives and Policies

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**
LSR-1: Maintain, rehabilitate and construct local streets and roads consistent with local and regional needs, city and County area plans, and policies and Complete Streets policies.	**LSR-1.1:** Identify local streets and roads reconstruction projects for funding consideration from the State Transportation Improvement Program (STIP) as well as other sources.
	LSR-1.2: Prioritize funding resources that may be available through the STIP for capital and safety projects ahead of those for potential rehabilitation projects.
	LSR-1.3: Plan and design rehabilitation and reconstruction projects consistent with Complete Streets concepts and design strategies.
	LSR-1.4: Use the Pavement Management Program to identify and prioritize rehabilitation and reconstruction needs.
LSR-2: Develop multi-modal transportation facilities as needed to adequately serve the mobility needs of	**LSR-2.1:** Coordinate with state and local agencies and developers to ensure that multi-modal transportation alternatives, consistent with the Complete Streets Act, are considered in the design and construction of their transportation projects.

residential, commercial and industrial development.	**LSR-2.2:** Support establishment of traffic impact fees to construct new transportation facilities associated with new development.
	LSR-2.3: Identify for funding consideration multi-modal mobility improvements on the Eleventh Street corridor in Lakeport consistent with recommendations of the Eleventh Street Corridor Multimodal and Engineered Feasibility Study.
LSR-3: Improve traffic flow, capacity, safety and operations on the local transportation network.	**LSR-3.1:** Identify for funding consideration local streets and roads capacity, safety, and operational projects from funding sources available through STIP and other resources.
	LSR-3.2: Coordinate with local agencies on security and emergency response planning efforts, including the identification of key evacuation and emergency access routes.
	LSR-3.3: Limit the approval of new direct access points to State highways.
	LSR-3.4: Plan and design local and State improvements consistent with the SR 53 Corridor Study.
	LSR-3.5: Plan and design improvements consistent with the Highway 20 Northshore Communities Traffic Calming Plan.
LSR-4: Pursue federal, State, local and private funding sources for transportation system maintenance, restoration and improvement projects consistent with this Plan.	**LSR-4.1:** Consider development and implementation of a Transportation Impact Fee Program in coordination with Caltrans, the County of Lake, the City of Lakeport and the City of Clearlake.
	LSR-4.2: Assist local agencies in identifying and applying for funding resources for improvements to travel all modes.
	LSR-4.3: Actively pursue funding sources from local, State, federal and private funding sources, including local-option sales taxes, fees and other programs.

REGIONAL TRANSPORTATION PLAN
2022 UPDATE

Map: 4.1



MAP DEVELOPED BY:
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525 S. MAIN STREET, SUITE G
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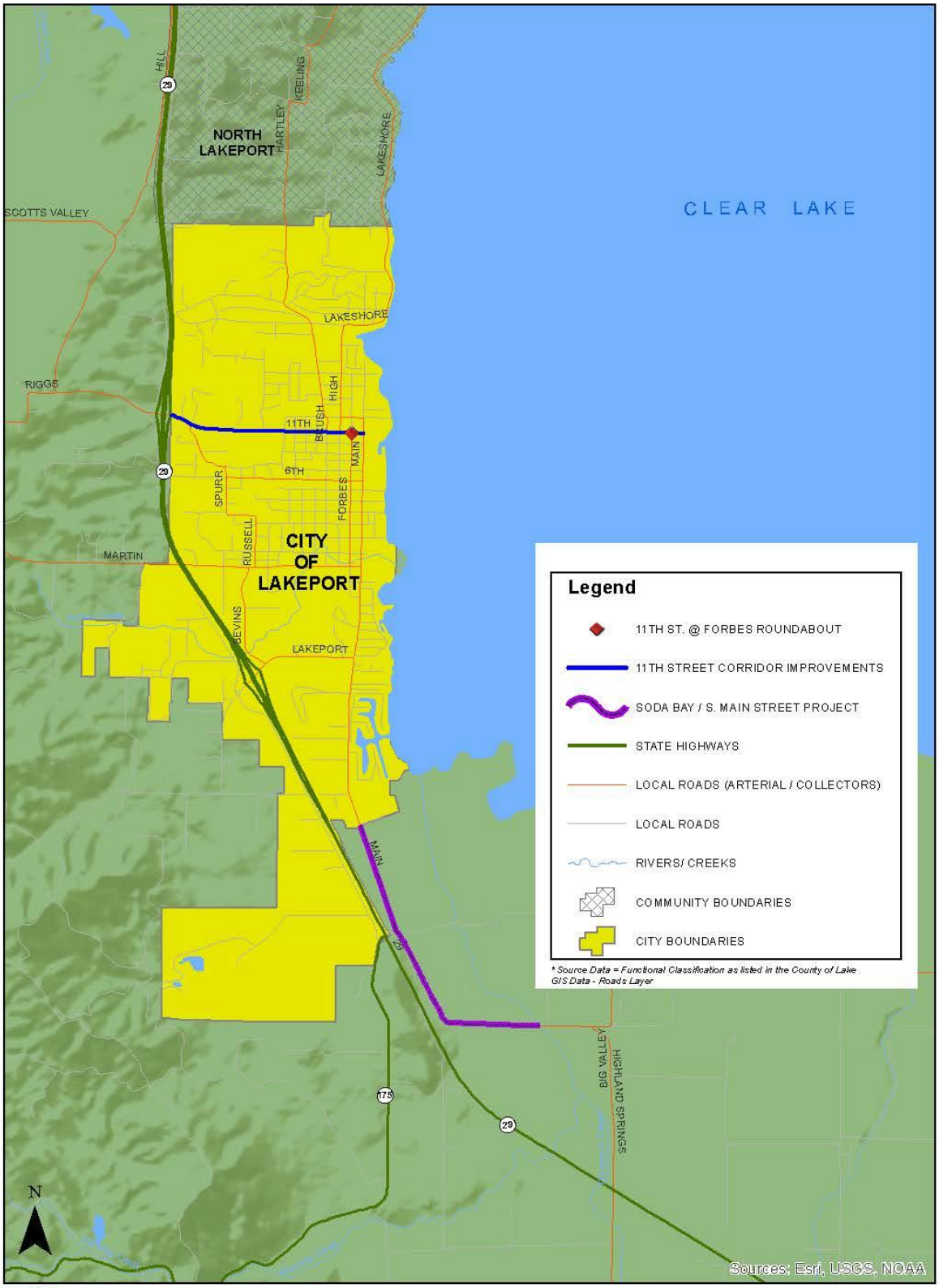
LOCAL ROADS IN LAKE COUNTY
(ARTERIALS AND COLLECTORS)

REGIONAL TRANSPORTATION PLAN
2022 UPDATE

Map: 4.2



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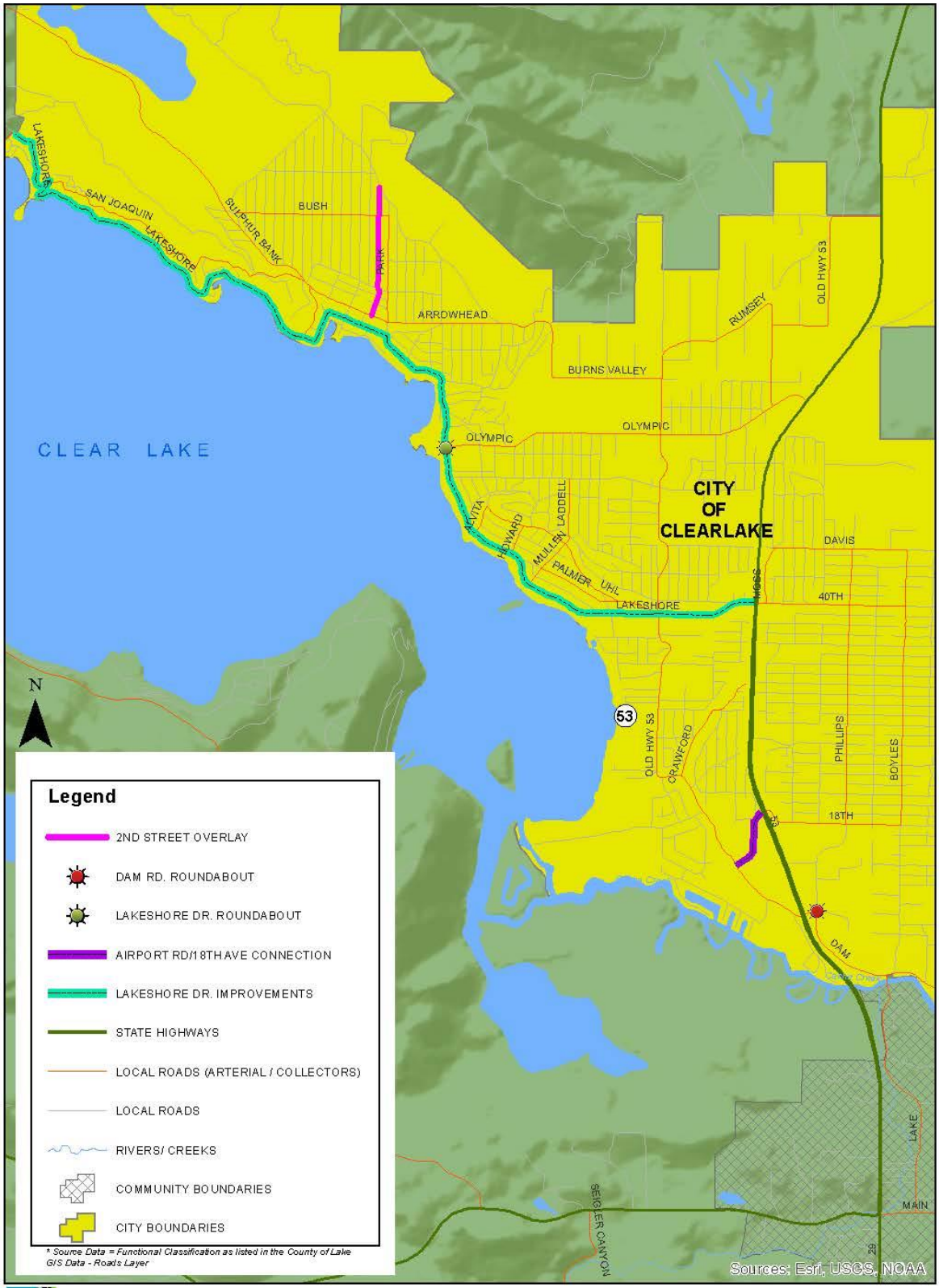
LOCAL ROADS IN LAKEPORT
PROPOSED PROJECTS

REGIONAL TRANSPORTATION PLAN
2022 UPDATE

Map: 4.3



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LOCAL ROADS IN CLEARLAKE
PROPOSED PROJECTS

V. ACTIVE TRANSPORTATION

Efforts have been made in recent years to promote healthier and more active lifestyles. From a transportation planning perspective, the concept of "active transportation" fits well with State planning goals such as improved health, Greenhouse Gas (GHG) reduction and sustainability. Previous RTP updates evaluated projects involving non-motorized (active) modes of transportation within "Bicycle and Pedestrian" elements. This update will cover such issues under the new "Active Transportation" heading.

ACTIVE TRANSPORTATION PLAN/ACTIVE TRANSPORTATION ELEMENT

A separate and stand-alone "Active Transportation Plan for Lake County" (ATP) was adopted by the Lake APC in December 2016. Because this element of the RTP incorporates the same relevant information normally found within the stand-alone Active Transportation Plan, this document will now serve as the Active Transportation Plan. In this fashion, the ATP element will play a dual role. It will continue to be used for future baseline eligibility requirements needed for grant applications under the Active Transportation Program within the Lake County region. However, it will also function as the non-motorized component of this and future RTP updates. As a result, the four-year update cycle of the RTP will also serve as the update of the ATP through the same process.

CURRENT ISSUES, CHALLENGES AND OPPORTUNITIES

As noted earlier, the "2021 California Statewide Local Streets and Roads Needs Assessment" again listed Lake County as one of only several counties in the State to receive a "poor" rating. Unpaved or failing roads requiring complete reconstruction continue to exist throughout the region. Many other local streets and roads fall short of current standards or else lack adequate right-of-way to safely accommodate transit, pedestrians and bicyclists. Because most bicycle facilities and many pedestrian facilities in the region are present within the existing roadway, this problem is present as part of the Active Transportation Network as well as the local streets and roads elements. The issue was also noted through public surveys and other feedback platforms during the community input process of the RTP update, with poor road conditions repeatedly identified as a major concern in the region. Local public works departments are challenged with a large number of identifiable needs in this area combined with inadequate road maintenance and rehabilitation funding. Addressing this issue will likely continue as a primary focus of local agencies into the foreseeable future.

With the expansion of the Active Transportation Grant program, the Lake County region has been the recipient of a number of these grants. With the completion of these projects the region will benefit from additional or improved Active Transportation facilities, including improved or new sidewalks, multi-use paths, and bicycle facilities. Lake County is unlike many of the more prosperous and populous regions of California in that it does not generate large amounts of revenue to fund infrastructure projects. Therefore, there is a large reliance on grants and other state and federal funding opportunities.

REQUIRED PLAN ELEMENTS

The Active Transportation Plan Guidelines state that a city, county, county transportation commission, regional transportation planning agency, MPO, school district, or transit district may prepare an active transportation plan (bicycle, pedestrian, safe-routes-to-school, or comprehensive). An active transportation plan prepared by a city or county may be integrated into the circulation element of its general plan or a separate plan which is compliant or will be brought into compliance with the Complete Streets Act, Assembly Bill 1358 (Chapter 657, Statutes of 2008). An active transportation plan must include, but not be limited to, the following components or explain why the component is not applicable:

Table 5.1

Requirement	Page
A. Mode Share: The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	69
B. Description of Land Use/Destinations: A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	70-75
C. Pedestrian Facilities: A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	76
D. Bicycle Facilities: A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs and those that serve public and private schools.	77
E. Bicycle Parking: A map and description of existing and proposed end-of-trip bicycle parking facilities. Include a description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments. Also include a map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	78
F. Wayfinding: A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	78
G. Non-Infrastructure: A description of existing and proposed bicycle and pedestrian education, encouragement, enforcement, and evaluation programs conducted in the area included within the plan. Include efforts by the law enforcement agency having primary traffic law enforcement responsibility in the	79

area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.	
H. Collision Analysis: The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	79-82
I. Equity Analysis: Identify census tracts that are considered disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents.	82
J. Community Engagement: A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	83
K. Coordination: A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, housing or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan, and local or regional housing plans or process improvements that are adopted or in development.	83
L. Prioritization: A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	85
M. Funding: A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential grant funding for bicycle and pedestrian uses.	85
N. Implementation: A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	87
O. Maintenance: A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	87
P. Resolution: A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix G

A. Mode Share

Neither the County of Lake nor the Lake Area Planning Council currently have a mechanism for tracking the number of bicycle or pedestrian trips throughout the region. Caltrans District 1 is in the process of updating the region Travel Demand Model. The former travel demand model was

known as the Wine County Travel Demand Model and covered Lake, Napa, Sonoma and Mendocino Counties. This model has not been updated since 2011 and therefore is rarely used.

The ATP element does discuss baseline studies that have recently been completed that will help the APC and County apply for future funding opportunities that will be used to upgrade and expand current facilities and fund project for facilities where none exist.

B. Land Use/Destinations

Land use is a key indicator for determining where sidewalks and bikeways are needed. The Active Transportation Program Guidelines require a map and description of existing and proposed land uses. Land use is regulated at the local level, so separate maps and discussions are provided for the County and two cities.

Lakeport

The City of Lakeport has a population of 4,677. The population is not expected to increase substantially within the timeframe of this plan as little growth is expected.

There are four main activity centers around which most active transportation is focused:

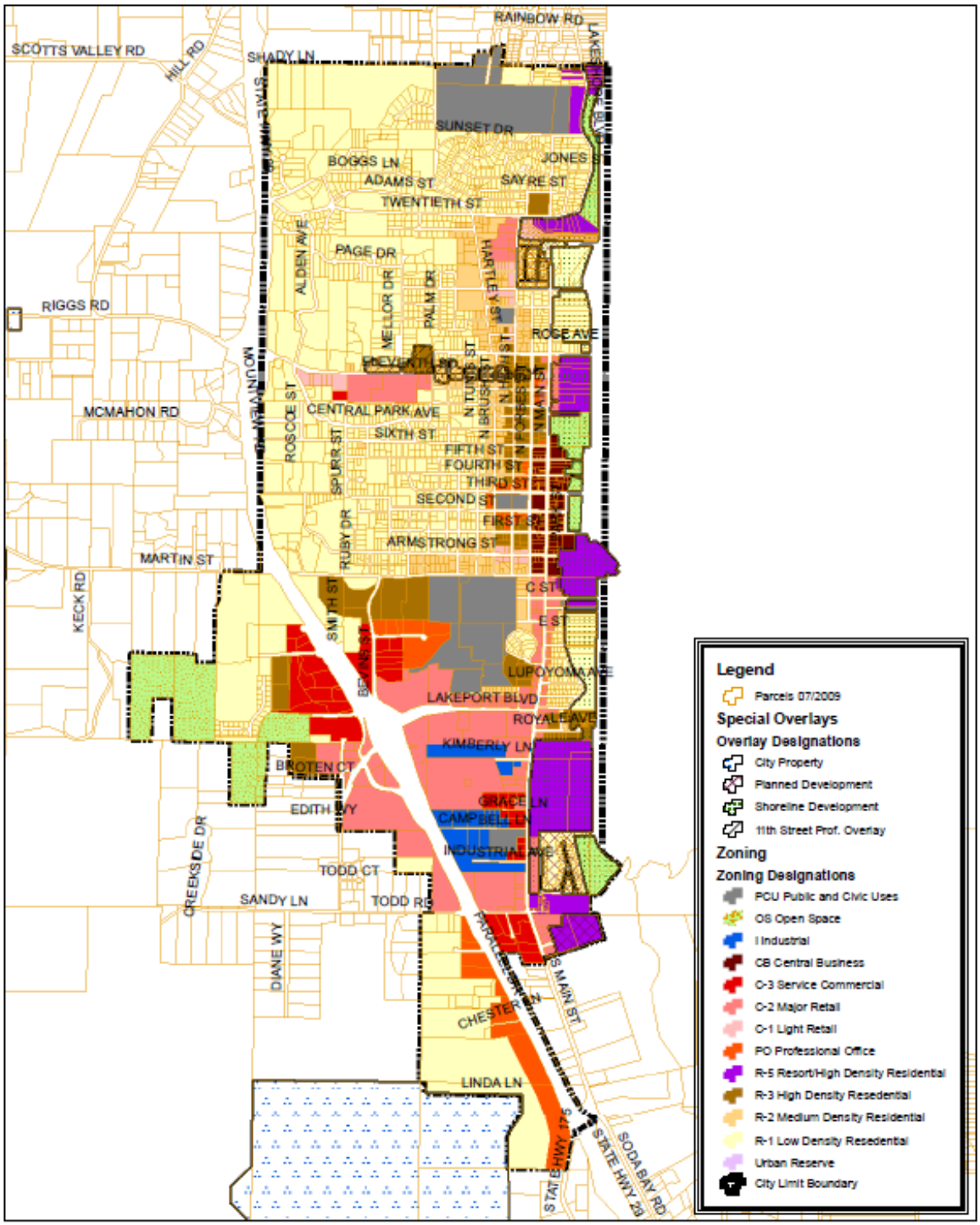
- Downtown and the lakefront parks
- The four Lakeport public schools (Lakeport Elementary School, Terrace Middle School, Clearlake High School and Lakeport Alternative/Home School), located adjacent to one another at the north end of town
- The Mendocino College campus at the south end of town
- Westside Park, on the west side of the State Route 29 freeway

The Westside Park hosts recreational ball fields. The area is accessed most directly via Lakeport Boulevard, which crosses over a freeway segment of State Route 29. The overpass has limited bicycle and pedestrian facilities.

The City of Lakeport is the County seat and contains much of the County's commercial services. The primary commercial corridors are:

- Main Street (North and South)
- Forbes Street
- North High Street
- Lakeshore Boulevard
- Eleventh Street
- Bevins Street
- Parallel Drive
- Lakeport Boulevard

The City has received complaints about the lack of bicycle and pedestrian access along 11th Street. The Eleventh Street Corridor Multi-modal Engineered Feasibility Study was completed in 2020. This study will be used to apply for future grants or funding opportunities when available.



Official Lakeport Zoning Designations

Clearlake

The City of Clearlake has a 2020 population estimate of 14,297 and is the largest city in Lake County. The city has constructed a significant amount of bike and pedestrian improvements on collectors and arterials in recent years, although additional investment in transportation infrastructure is needed for all modes of travel.

The Bikeway Plan for the City of Clearlake's General Plan Circulation Element is limited to the collectors and arterial streets where most of the commercial activity is located. The primary commercial corridors are:

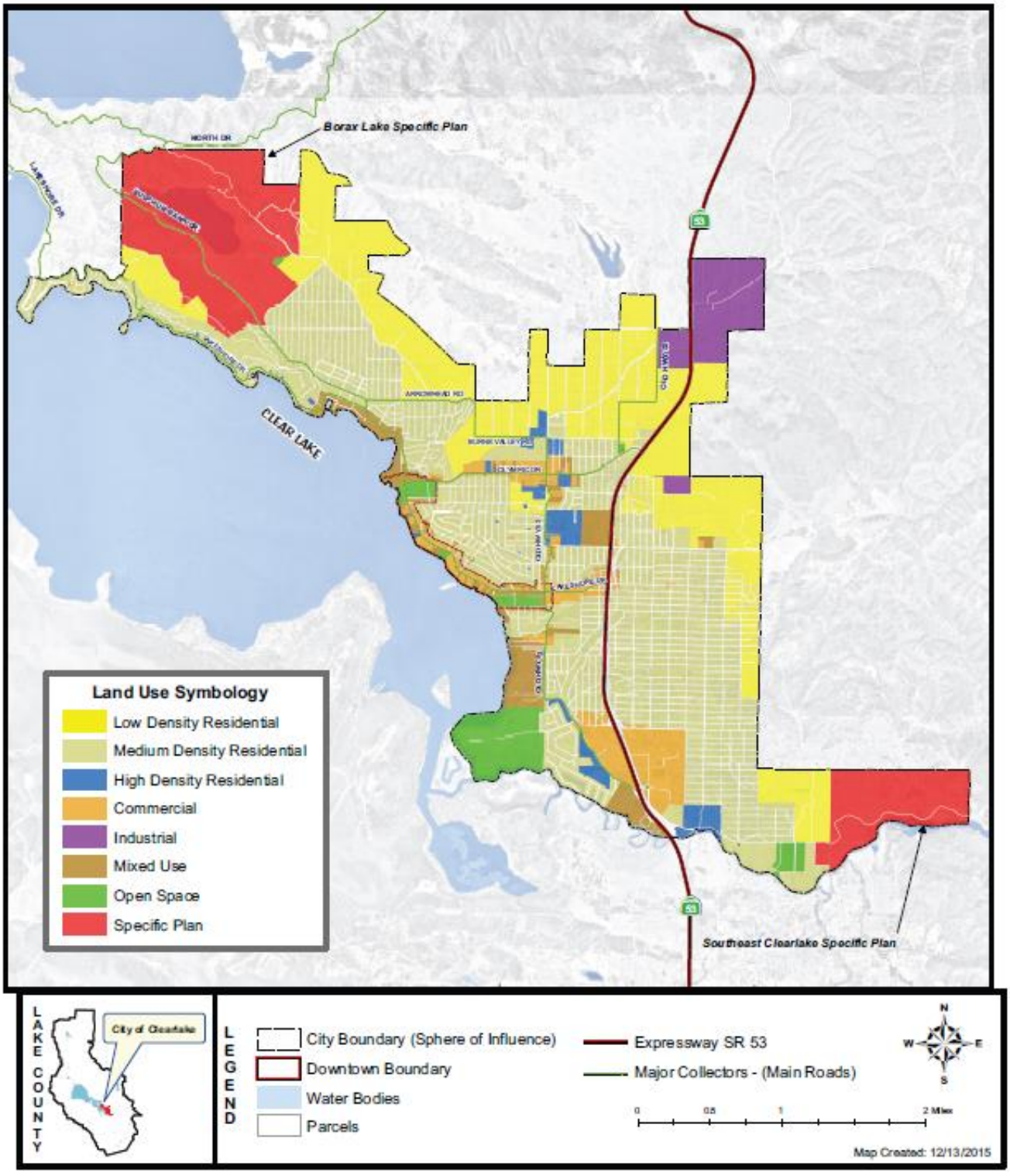
- Dam Road/Dam Road Extension
- Old Highway 53
- Lakeshore Drive
- 40th Avenue
- Olympic Drive

Other important collector streets include:

- Phillips Avenue
- Austin Road
- Burns Valley Road
- Arrowhead Road
- Sulphur Bank Road
- 18th Avenue

Recently, the City has been focusing transportation improvements in two areas: Lakeshore Drive, and Dam Road/Dam Road Extension. The City has been working to implement the Lakeshore Drive Downtown Corridor Plan, which includes upgrades to three City parks and enhanced bicycle and pedestrian facilities to support increased use by neighboring residents.

CITY OF CLEARLAKE LAND USE DESIGNATIONS



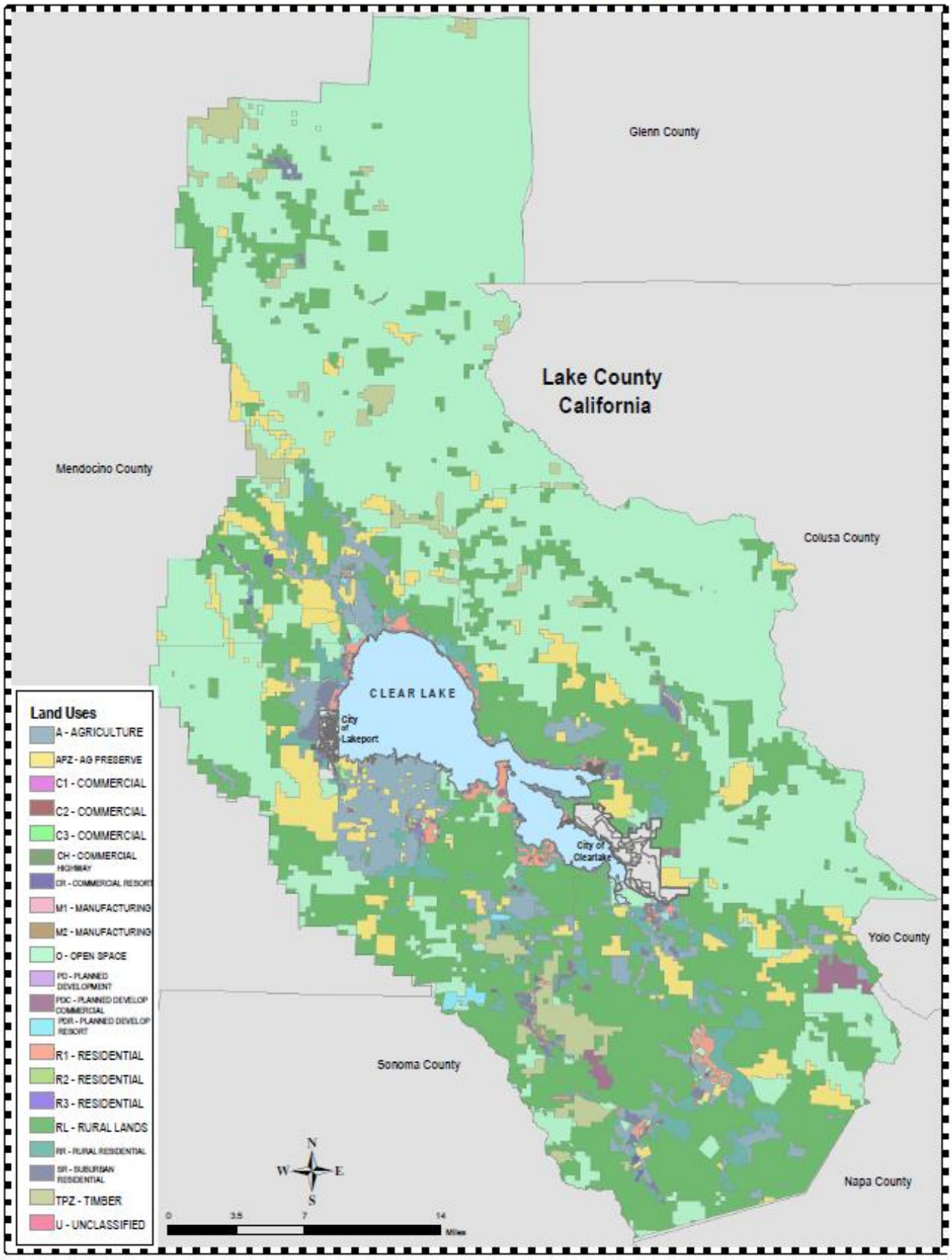
Lake County
The unincorporated portion of Lake County has an approximate population of 45,066. Most of the development is located within a number of small, unincorporated communities, including:

- Upper Lake
- Nice
- Lucerne
- Clearlake Oaks
- Lower Lake
- Clearlake Riviera
- Kelseyville
- Cobb
- Middletown/Coyote Valley

Each of the unincorporated communities has limited commercial development. Other activity centers include Tribal casinos, which are located in Upper Lake, outside of Nice, between Lakeport and Kelseyville, and on the outskirts of Middletown.

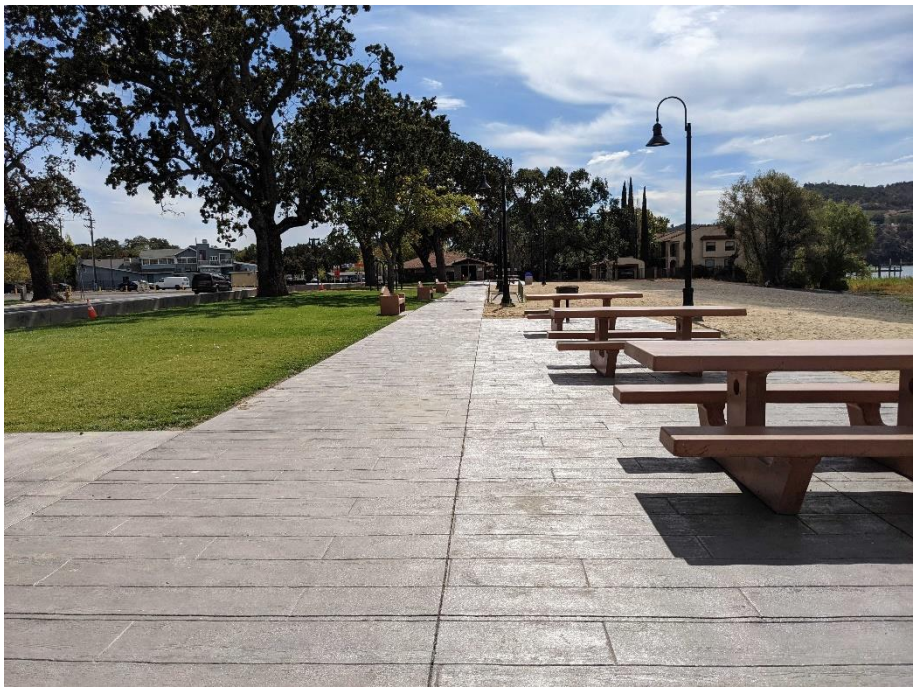
Community organizations in Middletown (Middletown Area Town Hall-MATH, and Middletown Area Merchants Association-MAMA) have had success rallying local interest and capturing the attention of Caltrans and County officials. Caltrans funded a Community Transportation Planning grant for the Middletown Community Action Plan and an Active Transportation grant for the Middletown Multi-use (Class I) Trail project. Caltrans has also initiated projects to construct sidewalks and crosswalks on State Route 29, near the library/senior center.

Land Use Designation Map



C. Pedestrian Facilities

The Complete Streets Act of 2008 required the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, to modify the circulation element. The circulation element plans for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways.



Planning for pedestrian travel has historically been the responsibility of city government. Although the Lake Area Planning Council has developed regional bikeway plans to establish regional priorities for a countywide bicycle network, most pedestrian trips are local. Planning for regional or interregional pedestrian travel has not previously taken place outside of the community context with the exception of recreational facilities. Increasing pedestrian travel for transportation purposes will require safe and convenient access to a mix of land uses.

The Lake Active Transportation Plan will establish short-term priorities long-term recommendations for improving pedestrian infrastructure in the region.

Title II of the **Americans with Disabilities Act** (ADA) requires that state and local governments ensure that persons with disabilities have access to the pedestrian routes in the public right of way. An important part of this requirement is the obligation whenever streets, roadways, or highways are *altered* to provide curb ramps where street level pedestrian walkways cross curbs. This requirement is intended to ensure the accessibility and usability of the pedestrian walkway for persons with disabilities.

An alteration is a change that affects or could affect the usability of all or part of a building or facility. Alterations of streets, roads, or highways include activities such as reconstruction, rehabilitation, resurfacing, widening, and projects of similar scale and effect. Maintenance activities on streets, roads, or highways, such as filling potholes, are not alterations.

The Lake County Pedestrian Facility Needs Study was completed in 2019 and serves as a catalog of the most needed pedestrian facilities throughout the county. The Study was conducted to

prioritize pedestrian infrastructure projects based on technical feasibility, a project scoring criteria and stakeholder input. Planning-level cost estimates are provided for each project and will be used as a baseline for future funding opportunities.

D. Bicycle Facilities

Applicability of Bikeway Standards in the Lake APC Region

For most parts of the Lake County Region, the most efficient use of construction funding for bicycle facilities is to provide Class II bike lanes. The Active Transportation Program is less likely to fund Class III bike lanes, as they do not promote increased use by bicyclists of all abilities. Due to limited road widths, close proximity to traffic and potential hazards at the edge of pavement such as steep drainage ditches and fixed objects, bicyclists of lesser ability consider Class III facilities to have an unacceptable exposure to risk. Class III facilities are most appropriate for low volume, low speed roads where bicycles can safely assume the travel lane.
Class I and Class IV facilities have limited applicability for most of Lake County as these types of projects require right of way acquisition, have an expanded environmental review, and substantially increase the cost of the project. Due to the overwhelming need for bicycle facilities in the region, and considering the limited supply of funding in relation to need, the region can provide more miles of bicycle facilities and provide better access to activity centers by developing Class II facilities.

As much as possible, investment should maintain a geographical equity in the implementation of projects as a way to provide mobility and safety benefits for the region's residents.

Bikeway Classifications

Section 890.4 of the California Streets and Highways Code defines four (4) facility types that provide for and promote bicycle travel:

1. Class I Bikeways, also referred to as "bike paths" or "shared use paths," provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

2. Class II Bikeways, also referred to as "bike lanes", provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

3. Class III Bikeways, also referred to as "bike routes," which provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists.

4. Class IV Bikeways, also referred to as "cycle tracks" or "separated bikeways," promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are protected from vehicular traffic. Types of separation

include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

Definitions

Bicycle Commuter: A person making a trip by bicycle primarily for transportation purposes, including, but not limited to, travel to work, school, shopping, or other destination that is a center of activity, and does not include a trip by bicycle primarily for physical exercise or recreation with such a destination.

Bikeway: All facilities that provide primarily for, and promote, bicycle travel.

Shared Lane Markings: Also known as "sharrows", these are pavement symbols designed to improve the positioning of bicyclists on roadways with regular bicycle use. Sharrows can be used on Class III Bikeways with parallel parking to channelize bikes away from the door swing zone.

E. Bicycle Parking

The Lake Transit Authority was established in 1993 to provide transit service in a growing but rural environment. Bus passenger facilities remain a significant deficiency, including trip-end bicycle facilities. LTA has installed bike lockers at transit hubs; none at transit stops. Bike racks and bike lockers are typically provided on adjacent properties or not at all. Every bus in the LTA fleet has a rack to carry a minimum of two bicycles. School facilities typically provide bicycle parking for students, faculty, and staff.

F. Wayfinding

Currently, none of the jurisdictions in Lake County have developed a wayfinding sign program. The limited extent of facilities for non-motorized travel puts a premium on the development of new facilities and reduces the immediate need for wayfinding signs. Programs that provide traveler information should be considered when developing and constructing bikeways, sidewalks and trails. The Active Transportation Plan and any subsequent, community specific bicycle or pedestrian studies can serve as a reminder for lead agencies to consider the need for wayfinding signs as a way to encourage broad use of active transportation facilities.

G. Non-Infrastructure

The Lake Area Planning Council has provided funding and technical support to school districts, State and local law enforcement units, and local public works staff when developing programs or task forces, associated with Safe Routes to School or other traffic safety needs. Periodic updates to the Active Transportation Plan and Programs are methods for Lake APC staff to offer additional opportunities to promote or participate in educational activities.

The Lake County Office of Education reports that there are no mandated district wide trainings for students regarding bicycle safety. Any education of this sort would be organized by schools on an individual basis.

The 5 E's (Education, Encouragement, Engineering, Enforcement and Evaluation) are used when implementing all projects in the region. Public Outreach (Education) is part of all planning projects, and all completed projects are presented at public forums such as City Hall and County Supervisor meetings. A more in-depth look at the 5E's is below in the "Collision Analysis" section.

As a region that is not as prosperous or populous as other areas in California, Lake County and the APC are always looking for funding opportunities to invest in non-Infrastructure projects.

H. Collision Analysis

Where collision records are strong indicators of safety improvement needs, funding may be available through the Active Transportation Program, the Highway Safety Improvement Program (HSIP), Office of Traffic Safety (OTS), or other State and federal discretionary funding sources. Safety projects are high priorities at all levels of government so a steady stream of funding can reliably be expected where collision rates are high enough or where collisions tend to be severe.

The table below outlines the incident data that has taken place in the Lake County Region between the years 2011 and 2020. This data was obtained from the Transportation Injury Mapping System (TIMS) and the Statewide Integrated Traffic Recording System (SWITRS).

Table 5.2

Clearlake								
Collision Severity	**Total Collisions**	**Percent**	**Bicycle Collisions**	**Percent**	**Percent of Total**	**Pedestrian Collisions**	**Percent**	**Percent of Total**
Fatal	8	4.30%	2	20.00%	25.00%	4	13.79%	50.00%
Severe Injury	32	17.20%	2	20.00%	6.25%	5	17.24%	15.63%
Visible Injury	73	39.25%	3	30.00%	4.11%	12	41.38%	16.44%
Complaint of Pain	73	39.25%	3	30.00%	4.11%	8	27.59%	10.96%
All Collisions	186	100.00 %	10	100.00 %	5.38%	29	100.00 %	15.59%

Lakeport								
Collision Severity	**Total Collisions**	**Percent**	**Bicycle Collisions**	**Percent**	**Percent of Total**	**Pedestrian Collisions**	**Percent**	**Percent of Total**
Fatal	0	0.00%	0	0.00%	0.00%	0	0.00%	0.00%
Severe Injury	12	13.64%	1	50.00%	8.33%	1	10.00%	8.33%
Visible Injury	41	46.59%	0	0.00%	0.00%	6	60.00%	14.63%
Complaint of Pain	35	39.77%	1	50.00%	2.86%	3	30.00%	8.57%
All Collisions	88	100.00 %	2	100.00 %	2.27%	10	100.00 %	11.36%
County of Lake								
Collision Severity	**Total Collisions**	**Percent**	**Bicycle Collisions**	**Percent**	**Percent of Total**	**Pedestrian Collisions**	**Percent**	**Percent of Total**
Fatal	28	3.28%	1	3.45%	3.57%	3	9.68%	10.71%
Severe Injury	146	17.10%	7	24.14%	4.79%	3	9.68%	2.05%
Visible Injury	337	39.46%	14	48.28%	4.15%	17	54.84%	5.04%
Complaint of Pain	343	40.16%	7	24.14%	2.04%	8	25.81%	2.33%
All Collisions	854	100.00 %	29	100.00 %	3.40%	31	100.00 %	3.63%

Northshore Pedestrian Safety Corridor

Caltrans utilized Office of Traffic Safety funds to establish a pedestrian safety corridor along the Northshore portion of State Route 20 due to the high number of pedestrian and automobile collisions along the segment of highway. The high number of interregional trips and through truck trips on the state route conflicts with the number of communities with a state highway as a main street. Pedestrian Safety Corridor signs have been posted on either end of the corridor to alert drivers to the presence of bicycles and pedestrians along the route. Caltrans has also installed signs to provide notice that State Routes 29 and 53, along the south shore of Clear Lake, are the designated routes for trucks hauling hazardous materials.

Three Feet for Safety

Legislation in California was passed which require automobiles to provide three feet of separation between the vehicle and any bicyclists on the roadway. When the roadway is too narrow to pass slower-moving bicyclists without crossing in front of on-coming traffic, vehicles must slow down and wait to pass until it is safe to overtake the bicyclist. This law became effective on September 16, 2014.

Evaluation and Assessment

Evaluation is one of the 5 E's (Education, Encouragement, Engineering, Enforcement and Evaluation) and is often used with non-infrastructure projects as one of the approaches to promote and enhance Safe Routes to School efforts.

Evaluation and assessment, is increasingly used to demonstrate how well transportation investments are spent and whether or not transportation policies and programs are effective in addressing the public's need. MAP-21, the two-year (2012-2014) federal transportation funding (authorization) bill, established performance measures as a standard practice and future authorization bills are expected to continue this requirement.

Performance measures that could be established for Active Transportation modes in the Lake County region include:

- The number of trips made by walking and bicycling
- The number of injuries and fatalities to bicyclists and pedestrians
- The amount of ADA accessible sidewalks and street crossings
- The total amount of sidewalks and bike lanes by jurisdiction

Other performance measures may be developed as needed to address safety, system preservation goals, mobility, accessibility, reliability, productivity, public health conditions, or other indicators affecting the benefits or services expected from the transportation system.

In the Lake County region, bicycle and pedestrian data is not currently collected to measure system performance. Lake APC monitors streets and highways for traffic volumes, prevailing speeds and consultants monitor pavement conditions. The CHP and Caltrans monitor collision history, including reported bicycle and pedestrian collisions. Bicycle and pedestrian collisions are only recorded if law enforcement files an incident report, which is less likely to occur for the less severe injuries. Implementing new data collection programs will require additional expense without the benefit of new funding sources.

At this time, no estimates for the number of bicycle or pedestrian trips are available for the region. Most methods for estimating volumes for active of transportation modes assume that a bicycle and pedestrian count program is employed and that the counts can be incorporated into area travel demand or other simulation models. Theoretical estimates could be determined using California Household Travel Survey data or from manual counts with local data, but the lack of available data introduces a high degree of uncertainty and variability across the different parts of the county.

Enforcement

Enforcement is one of the 5 E's and is often used with Safe Routes to Schools programs or projects due to the nature of non-infrastructure funding. The 2009 Lake County Safe Routes to School Plan includes a brief discussion of enforcement as an option for addressing safe routes to school efforts. Examples of enforcement activities include the posting of crossing guards, establishing school safety patrols, rewards programs (for good behavior), and sting operations where local law enforcement issues citations for moving violations within the school zone.

The Lake Area Planning Council has provided funding and technical support to school districts, State and local law enforcement units, and local public works staff when developing programs or task forces, associated with Safe Routes to School or other traffic safety needs. Should there be future updates to the Safe Routes to School Plan, involvement in such projects are recommended methods for Lake APC staff to offer additional opportunities to promote or participate in enforcement activities.

The Active Transportation Program provides funding for non-infrastructure grants on a competitive basis for start-up or pilot projects. Supplemental non-infrastructure projects can be combined with infrastructure projects and result in an increase in the cost-benefit ratio for the project, thus making the application more competitive. These types of projects are commonly combined with Safe Routes to School-type projects, but could be used to address other safety issues as well.

Education

Non-infrastructure projects consist primarily of education-related programs that target students and their parents. Students may attend school-wide assemblies focused on pedestrian and bicycle safety, take part in bicycle rodeos or bicycle maintenance workshops, and attend group walkabouts or walking audits. The intended outcomes of educational activities are to both increase the number of student trips traveling to and from school in the near term and to establish life-long healthful and environmentally-friendly habits.

The Lake County Office of Education reports that there are no mandated district wide trainings for students regarding bicycle safety. Any education of this sort would be organized by schools on an individual basis.

Encouragement

Encouragement activities have been used to target students to provide an impetus for choosing walking or bicycling as a first step in developing long-term habits of choosing non-motorized modes of transportation. Examples of Encouragement activities include: organizing walking school buses and bicycle trains; holding competitions centered around bicycling and walking; and offering incentives and rewards for students that frequently travel on foot or by bicycle.

While school children make an easy target for developing education, encouragement and enforcement programs, transportation and local government officials in the region are encouraged to seek opportunities to identify and reach out to the broadest possible range of groups within their respective communities.

Engineering

Engineering involves "creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic and establishing safer and fully accessible crossings, walkways, trails, and bikeways." While education, encouragement, enforcement, and evaluation are all important, engineering will create the facilities for people to use. Engineering has led to successful Safe Routes to School projects in Upper Lake, Clearlake Oaks, and Clearlake.

I. Equity Analysis

Lake County is frequently ranked among the poorest counties in the United States. Approximately 18.3% of County residents were considered "persons in poverty" according to current Census data, compared to 11.8% statewide. Median household income was $47,040 (statewide median

$75,235) as of 2019. Unemployment figures show Lake County (8.3%) to be on par with the statewide rate of 8.4%, as of February 2021. (It should be noted that these figures are likely to be atypical given the ongoing impacts of the COVID-19 pandemic as of this writing. A better reflection may be seen just prior to the pandemic [Annual Average 2019] showing the County unemployment rate at 5.2%, compared to the State's 3.9%.). According to definitions under Assembly Bill (AB) 1550, a "low-income community" is characterized as having a median household income (MHI) equal to or less than 80% of the statewide average. Twelve of the 15 census tracts for the County, including the transit center project location in Clearlake, are considered low-income under this definition.

Low-income families often do not have access to vehicles, and therefore are more reliant on bicycle and pedestrian facilities. In addition, the region includes a senior population well above the State average, a disproportionate number of disabled persons, and is typically ranked near the bottom of a number of health categories in Statewide reports released annually. Overall, there are very few communities within the region that would not benefit by having greater access to Active Transportation facilities in order to commute to work and complete daily tasks.

J. Community Engagement

Due to the COVID-19 pandemic, public outreach for the Active Transportation Plan was conducted using the online community engagement platform, Social Pinpoint. Social Pinpoint allowed the Lake Area Planning Council to create a webpage that featured a survey, interactive map, and mock budget scenarios, to obtain information from citizens about areas of concern in their communities. The online mapping tool allowed users to place pins into a location on a map of the region and leave comments explaining the concern for the area. Budget exercises gave participants a set dollar amount and allowed them to distribute the dollars into categories that they deemed most important to the community. The survey was used to collect demographic data about users including what modes they used, how often, and for what reasons they use the transportation network.

APC Staff created videos explaining how to use the website and an overview of what the RTP and ATP are used for. This video was shared on YouTube, each city and the county website and Facebook page, and by various local community groups such as town halls and municipal advisory committees. Staff presented the information at County Supervisor Meetings, City Council Meetings, and at Municipal Advisory Committee Meetings.

More detail and data from Social Pinpoint have been compiled in Appendix C.

K. Coordination

The Active Transportation Element has replaced the existing Regional Bikeway Plan, last updated in 2011 and will serve as the non-motorized element of the Regional Transportation Plan. Other local planning documents that help to define the regional transportation vision and goals are described below.

Caltrans Active Transportation Plan (2021)

The CAT Plan identifies pedestrian and bicycle needs on and across the State Highway System and prioritizes highway segments and crossings to inform future investments.

2017 Lake County Regional Transportation Plan

Regional Transportation Plans (RTPs) are 20+ year planning documents for the Regional Transportation Planning Agencies that provide a picture of the multi-modal transportation needs and development plan for the region. The RTP for Lake County is updated every four years with input from the public.

Eleventh Street Corridor Multimodal and Engineered Feasibility Study (2020)

The study was used to analyze alternatives and develop recommendations to enhance transportation access and safety along the Eleventh Street corridor in the City of Lakeport

Lake County Pedestrian Facility Needs Study (2019)

The study identifies the ten most important and realistic pedestrian infrastructure improvements in the four areas of the county: Clearlake, Lakeport, the northeastern portion Unincorporated Lake County and the southwestern portion of Unincorporated Lake County.

Lakeshore Drive Downtown Corridor Plan (2014)

The plan proposes to establish a complete street environment to revitalize commercial nodes and public parks in order to draw additional tourism and create a positive experience for visitors to Clearlake. Improvements will aim to preserve and enhance the connection between the community and the lakeshore.

Middletown Community Action Plan (2014)

Caltrans and the Lake Area Planning Council collaborated on a Public Partnership Planning grant project to plan for the development of a multi-modal transportation network that addresses the community's needs for main street livability while continuing to serve regional or interregional travel on the two State highways running through town, State routes 29 and 175.

Highway 20 Northshore Communities Traffic Calming Plan and Engineered Feasibility Study (2020)

The Highway 20 Communities Feasibility Studies was completed to supplement the 2006 Highway 20 Traffic Calming and Beautification Plan. These plans serve the unincorporated communities of Upper Lake, Nice, Lucerne, and Clearlake Oaks. All but the community of Upper Lake have Highway 20 as their main street. The plan outlines improvement options for making a more pedestrian and bicycle-friendly atmosphere in the various community downtowns.

Lake County General Plan and Area Plans

Lake County adopted their current General Plan in 2008. The Transportation and Circulation Element of the General Plan discusses goals and policies. Circulation plans were created for each of the eight Area Plans. The area plans vary in age, but the most recent is the **Middletown Area Plan**, which was adopted in 2010. The **Shoreline Communities Area Plan** was adopted in 2007 and is one of the more relevant Area Plans. Area plans do a good job of addressing non-motorized transportation, but only the Middletown Area Plan was adopted after the passage of the Complete Streets Act of 2008. The Lake County General Plan and Area Plans may include information and priorities beyond what is contained in the regional plans and contain valuable considerations for planning purposes.

Lake County is not expecting new large-scale residential development. Most growth is expected to be absorbed within and adjacent to existing communities. Expansion of the Active Transportation network would likely be distributed over existing routes and those routes already identified for improvement.

The Active Transportation Plan creates a work plan for implementing the region's non-motorized transportation priorities. As opportunities arise, outside influences may direct development to lesser priorities of the Active Transportation Plan and its list of financially un- constrained projects. By referencing the above regional planning products, the Lake Area Planning Council supports efforts to implement the above plans.

L. Prioritization

Please view the Action Plan, located on the following pages.

M. Funding Sources

Local Sources

Generally speaking, none of the local governments within the region have a dedicated source of funding for bicycle, pedestrian or bus passenger facilities. The City of Lakeport has a one-half cent sales tax measure to supplement their general fund. This is not a dedicated source of transportation funding but transportation construction and maintenance are allowable expenses [Measure Z was since passed in November 2016, for one full cent]. The Lakeport Public Works Department has developed projects that have improved bicycle and pedestrian travel, but those funds were mingled with costs for roadway improvements so past year expenditures for bike and pedestrian improvements is not available.

In the City of Clearlake, Regional Surface Transportation Program (RSTP) and Highway Users Tax Account (HUTA) funds are rapidly shrinking and the City has no permanent source of transportation funding. The City has passed a bond measure for public infrastructure, which has been used for matching funds for discretionary projects as well as bicycle and pedestrian improvements. The majority of active transportation improvement funds over the last ten years have come from discretionary sources. Additional revenues for roadway improvements, which

included bicycle and pedestrian facilities, were received from Surface Transportation Improvement Program (STIP), Federal Emergency Management Agency (FEMA), American Recovery and Reinvestment Act (ARRA), Community Development Block Grant (CDBG) and Proposition 1B funds. [Measure V was since passed in November 2016 as a specific one cent sales tax for road maintenance.]

The County has been successful in applying for Active Transportation Plan projects, Highway Safety Improvement Program funds, and High-Risk Rural Road funds. The dollar amounts dedicated exclusively to bicycle and pedestrian elements is not readily available.

Transportation Development Act (TDA)

The Transportation Development Act provides funding for public transportation through the Local Transportation Fund (LTF) and the State Transit Assistance (STA) fund. These funds come from sales tax revenues that are generated locally. Lake APC annually allocates 2% of the regional LTF allocation for funding bicycle, pedestrian or ADA projects through a competitive process. These funds can also be used by local agencies as a match for competitive grants, such as the Active Transportation Program.

State Transportation Improvement Program (STIP)

The STIP has historically been the primary source of improvement funds in the Lake County Region for capital projects, as opposed to maintenance or rehabilitation projects. STIP funds have been declining since their inception, but since 2015, these funds have fallen short of projections. In 2016, approximately one-third of the projects programmed for funding beyond the current cycle have had to be removed to make up for a statewide $750 million shortfall in tax revenues. A legislative fix is needed to restore this program to a functional level [Senate Bill 1 was since passed by the Legislature in April 2017 providing additional funds]. Should this funding source remain a viable source of active transportation funding, eligible projects include: improving state highways, local roads, public transit (including buses), pedestrian and bicycle facilities, grade separations, intermodal facilities and safety projects.

Surface Transportation Block Grant (STBG)

The Surface Transportation Block Grant program was previously known as the Regional Surface Transportation Program (RSTP). These funds are distributed annually by the APC to each local entity on a formula basis and may be used on local streets and roads projects, including improvements for bikeway and pedestrian facilities. The source of these funds is the federal Surface Transportation Program.

Active Transportation Program (ATP)

Senate Bill 99 established the Active Transportation Program to combine State and federal funding sources, such as the Bicycle Transportation Account, the State and federal Safe Routes to School programs, the Transportation Alternatives Program (formerly the Transportation Enhancement program) and the federal Recreational Trails Program into a single pot of funds. The goal was to

create one program for funding non-motorized transportation improvements, rather than carve out a number of programs, each with its own goals and a limited amount of funding. Another benefit of combining the funds is an ability to fund more substantial projects that will have a bigger impact on the way Californians travel. Greater investment in non-motorized infrastructure should induce more people to choose a more sustainable, cost-effective mode of travel.

With the current emphasis by the State for developing a more sustainable transportation network, the amount of funding for active modes of transportation has become one of the more reliable and substantial sources of revenue available for improvement projects. While resources for capital improvements dedicated to streets and highways have become more difficult to obtain, the Lake APC region is expected to dedicate more effort to improving the limited bikeway and pedestrian network.

Community Development Block Grant (CDBG)

The program is a flexible program that provides communities with resources to address a wide range of unique community development needs. The Community Development Block Grant program is a U.S. Department of Housing and Urban Development (HUD) program administered by the State of California. Within the parameters of the program, one of a number of eligible project categories includes the construction or reconstruction of streets, including bike lanes and sidewalks. The County of Lake and the City of Clearlake have successfully applied for CDBG funds for projects that include street improvements.

Office of Traffic Safety (OTS)

The Office of Traffic Safety program offers grant funding to assist local agencies with bicycle and pedestrian safety and educational programs. Grants are awarded on a statewide, competitive basis and are not available for construction of bikeway facilities.

N. Implementation

The first step in the implementation of the plan is for the Lake Area Planning Council to adopt this plan as a prerequisite for applying grant funding from the Active Transportation Program. The Lake Area Planning Council has prepared this plan, in part, to benefit the local governments in the region as well. By adopting the Lake Active Transportation by resolution, the County of Lake, the City of Lakeport and the City of Clearlake will have met the requirements and the intent of the Active Transportation Program.

Progress of implementation will be assessed and reported by the Lake Area Planning Council when the Active Transportation Plan or the Regional Transportation Plan is updated. Following the 2022 update, the Regional Transportation Plan will be on a four-year update cycle.

O. Maintenance

The Lake Area Planning Council funds a regional Pavement Management Program (PMP) which monitors pavement condition for city streets and County roads. The PMP reports identify needs

for maintaining roads and adjoining bicycle facilities. It also gives an indication of pavement smoothness which is one of the considerations for ADA compliance. The most recent reporting was completed in November 2018 and found that all three local jurisdictions in Lake County have poor overall road conditions. The next PMP update will be completed in the Spring of 2022. According to the "2018 California Statewide Local Streets and Roads Needs Assessment", Lake County was one of only several counties statewide to be listed as having a poor overall pavement condition index. Additional local funds will be needed to make up for a lack of regional, State or federal funds for maintenance of all modal facilities.

None of the jurisdictions have maintenance programs for sidewalks. Sidewalks and vegetation control may be maintained with existing forces on an as-needed basis. Signs and striping have been maintained using Highway Safety Improvement Program (HSIP) funds when local funding was limited. Lighting and traffic signals are in limited use throughout the region.

P. Resolution

Applicable resolution is attached to Appendix G.

ACTION PLAN (PROPOSED PROJECTS)

This Action Plan includes projects within individual jurisdictions of the Lake County region. The projects listed are either "financially constrained," in that they are currently programmed in the State Transportation Improvement Program (STIP) or funded by other sources, or else "financially unconstrained," which are those projects identified as priorities by local agencies but currently unfunded.

Active Transportation Projects- Financially Constrained

Table 5.3

Project Name	Timeframe*	Cost** ($1,000s)	Potential Funding Source
Lakeport			
Tenth Street Bike Boulevard Improvement Project	1 – 5 years	$150	Local funds
Hartley Road pedestrian improvements (Twentieth Street to City Limits)	1 – 5 years	$1,800	ATP
City of Clearlake			
Transit Center bike/pedestrian improvements	1 – 5 years	$4,500	TIRCP
Dam Road Extension and South Center Drive bike/pedestrian improvements	1 – 5 years	$997	ATP
County of Lake			
South Main Street/Soda Bay Road Widening Project	1 – 5 years	$8,832	STIP
Middletown Multi-Use Trail	1 – 5 years	$1,429	ATP

Project Name	Timeframe*	Cost** ($1,000s)	Potential Funding Source
Konocti Road Safe Routes to School pedestrian improvements	1 – 5 years	$450	Federal earmark funding

Active Transportation Project List – Financially Unconstrained

Table 5.4

Project Name	Timeframe*	Cost ($1,000s)	Potential Funding Source
Lakeport			
Class I Bike/Pedestrian Path adjacent to SR 29 right-of-way between Eleventh Street and Martin Street)	1 – 10 years	TBD	ATP, RTIP, HSIP
Safe Routes to School Lakeshore Boulevard pedestrian improvements	1 – 10 years	TBD	ATP, RTIP, HSIP
Martin Street (Bevins Street to Main Street)	1 – 10 years	TBD	ATP, RTIP, HSIP
North High Street (Eleventh Street to Twentieth Street) pedestrian improvements	1 – 10 years	TBD	ATP, RTIP, HSIP
Bevins Street (Lakeport Boulevard to Martin Street)	10 – 20 years	TBD	ATP, RTIP, HSIP
Eleventh Street (Central Park Avenue to North Main Street) continuous sidewalks	10 – 20 years	TBD	ATP, RTIP, HSIP
Lakeport Boulevard (South Main Street to Parallel Drive)	10 – 20 years	TBD	ATP, RTIP, HSIP
Safe Routes to School (Fairview, Forest, Hillcrest, Sayre, Terrace)	10 – 20 years	TBD	ATP, RTIP, HSIP
Downtown: Main Street, Forbes Street, Park Street between Martin Street and Eleventh Street	10 – 20 years	TBD	ATP, RTIP, HSIP
South Main Street (Martin Street to City Limits)	10 – 20 years	TBD	ATP, RTIP, HSIP
Lakefront Promenade	10 – 20 years	TBD	ATP, RTIP, HSIP
Parallel Drive (Mendocino College to Westside Park Road)	10 – 20 years	TBD	ATP, RTIP, HSIP
Twentieth Street (North High Street to Alden Street)	10 – 20 years	TBD	ATP, RTIP, HSIP
Hwy 175 (Parallel Drive to South Main Street)***	10 – 20 years	TBD	ATP, RTIP, HSIP
Esplanade Street and C Street pedestrian improvements	10 – 20 years	TBD	ATP, RTIP, HSIP
Forbes Creek Trail	10 – 20 years	TBD	ATP, RTIP, HSIP
Howard Avenue Trail	10 – 20 years	TBD	ATP, RTIP, HSIP
Sixth Street (Main Street to Spurr Street) pedestrian improvements	10 – 20 years	TBD	ATP, RTIP, HSIP

Project Name	Timeframe*	Cost ($1,000s)	Potential Funding Source
Westside Park Road	10 – 20 years	TBD	ATP, RTIP, HSIP
First Street	10 – 20 years	TBD	ATP, RTIP, HSIP
Lakeshore Boulevard (Beach Lane to Ashe Street)	10 – 20 years	TBD	ATP, RTIP, HSIP
North Main Street/Sixteenth Street pedestrian improvements	10 – 20 years	TBD	ATP, RTIP, HSIP
Martin/South High/South Forbes/First/C streets pedestrian improvements near Konocti Christian Academy and County Fairgrounds	10 – 20 years	TBD	ATP, RTIP, HSIP
Armstrong Street (North Main Street to Ruby Drive) pedestrian improvements	10 – 20 years	TBD	ATP, RTIP, HSIP
City of Clearlake			
Olympic Drive and Lakeshore Drive pedestrian improvements	1 – 5 years	$700	Local funds, STIP, ATP
Redbud Park Promenade	5 – 10 years	$1,400	Local Funds, ATP
Huntington Avenue/Arrowhead Road pedestrian improvements	5 – 10 years	TBD	ATP, STIP, HSIP, Local Funds
Burns Valley Road/Rumsey Road/Bowers Avenue pedestrian improvements	5 – 10 years	TBD	ATP, STIP, HSIP, Local Funds
Olympic Drive pedestrian improvements	5 – 10 years	TBD	ATP, STIP, HSIP, Local Funds
Walnut Avenue/Olive Street pedestrian improvements	5 – 10 years	TBD	ATP, STIP, HSIP, Local Funds
Division Avenue/Austin Road pedestrian improvements	5 – 10 years	TBD	ATP, STIP, HSIP, Local Funds
Old Highway 53 pedestrian improvements	5 – 10 years	TBD	ATP, STIP, HSIP, Local Funds
Lakeshore Drive-Olympic Avenue to Redbud Park pedestrian improvements	5 – 10 years	TBD	ATP, STIP, HSIP, Local Funds
Lakeshore Drive/40th Avenue- east of Redbud Park pedestrian improvements	5 – 10 years	TBD	ATP, STIP, HSIP, Local Funds
Phillips Avenue pedestrian improvements	5 – 10 years	TBD	ATP, STIP, HSIP, Local Funds
County of Lake			
SR 20 PM 16.74 – 18.02 Lucerne Complete Streets Improvements***	Short term Long term	$29,000	SHOPP, ATP, ITIP, Various
Bridge Arbor Bikeway	1 - 5 years	TBD	Federal Innovative Concepts Program, ATP, STIP
Rainbow Road Complete Streets Improvements (North Lakeport)	1 – 5 years	TBD	ATP

Project Name	Timeframe*	Cost ($1,000s)	Potential Funding Source
Lakeshore Boulevard (North Lakeport) pedestrian improvements	10 – 20 years	TBD	ATP
Central Lucerne- northern side- Country Club Drive, 3rd, 9th, and 10th Avenues pedestrian improvements	10 – 20 years	TBD	ATP
Central Lucerne- southern side- 14th, 15th, 16th, and 17th Avenues and Country Club Drive pedestrian improvements	10 – 20 years	TBD	ATP
Lake Street (Lower Lake) pedestrian improvements	10 – 20 years	TBD	ATP
Middletown- north of Hwy 175- pedestrian improvements	10 – 20 years	TBD	ATP
Middletown- south of Hwy 175- pedestrian improvements	10 – 20 years	TBD	ATP
Bush Street/Pine Streets (Middletown) pedestrian improvements	10 – 20 years	TBD	ATP
Live Oak Drive/Main Street (Kelseyville) pedestrian improvements	10 – 20 years	TBD	ATP
Main Street/ 3rd Street (Kelseyville) pedestrian improvements	10 – 20 years	TBD	ATP
Bell Hill Drive/Main Street (Kelseyville) - pedestrian improvements	10 – 20 years	TBD	ATP
Highway 20 in Upper Lake pedestrian improvements***	10 – 20 years	TBD	ATP
Highway 20 in Nice- western segment pedestrian improvements***	10 – 20 years	TBD	ATP
Highway 20 in Nice- eastern segment pedestrian improvements***	10 – 20 years	TBD	ATP
Highway 20 in Lucerne pedestrian improvements***	10 – 20 years	TBD	ATP
Highway 20 in Clearlake Oaks (Foothill Boulevard to Island Drive) pedestrian improvements***	10 – 20 years	TBD	ATP
Highway 53 in Clearlake/Lower Lake pedestrian improvements***	10 – 20 years	TBD	ATP
Highway 29 (Calistoga Road) in Middletown pedestrian improvements***	10 – 20 years	TBD	ATP
Highway 175 (Main Street) in Middletown pedestrian improvements***	10 – 20 years	TBD	ATP
Highway 175 in Cobb pedestrian improvements***	10 – 20 years	TBD	ATP
Highway 281 (Soda Bay Road) in Clearlake Riviera pedestrian improvements**	10 – 20 years	TBD	ATP

* Short term projects are those expected to be completed within a one- to ten-year period.

Long term projects are those expected to be completed within an eleven- to twenty-year period.
** Estimates reflect potential rates of inflation over term of project.
*** Projects that lie within State right-of-way will typically be implemented by Caltrans unless separate agreements are reached between the State and the individual local agency

GOALS, OBJECTIVES AND POLICIES

Table 5.5 below lists Goals, Objectives and Policies intended to guide the development of active transportation projects over the next four years.

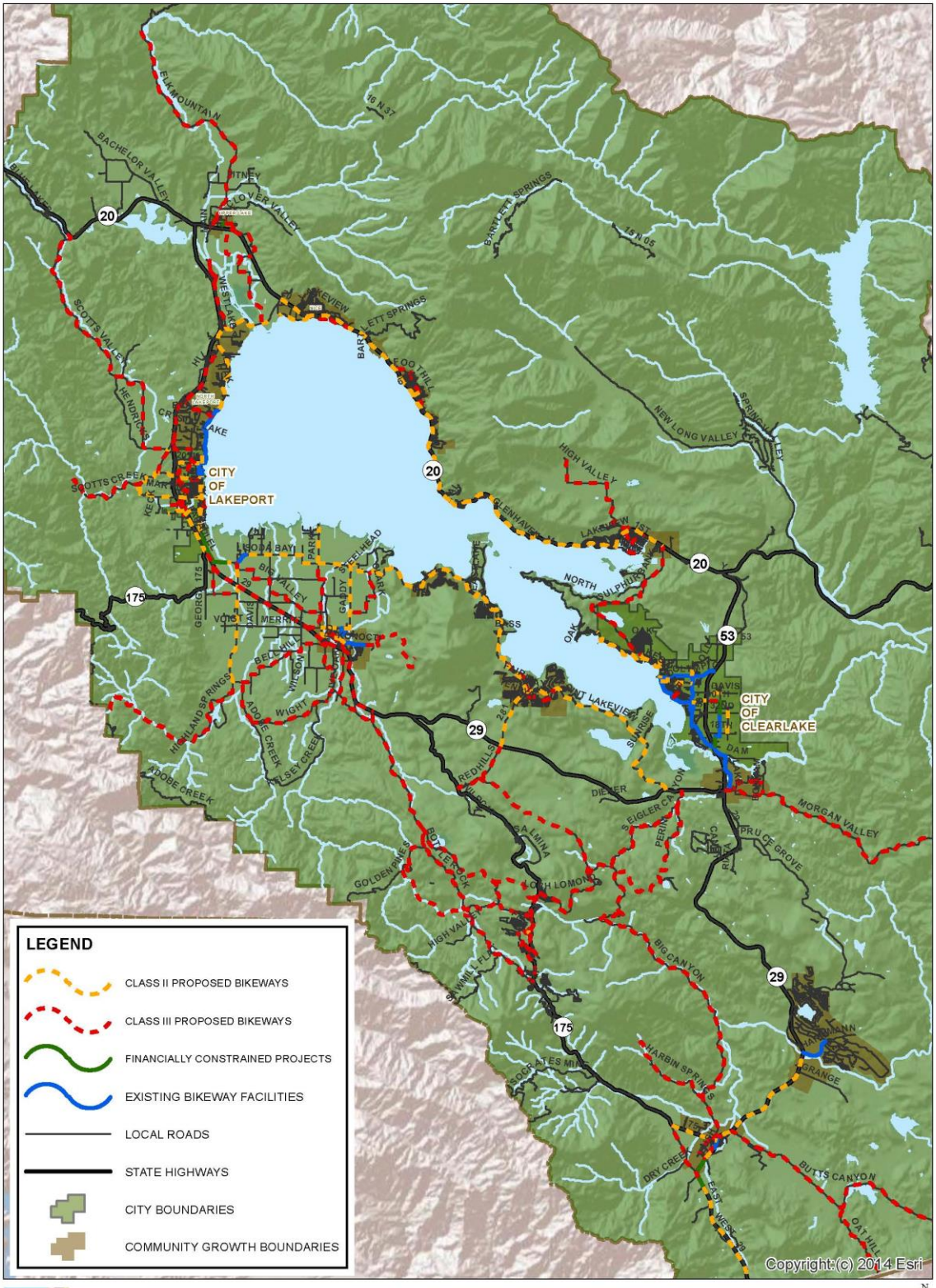
Table 5.5

GOAL: **Increase the number of local and regional trips accomplished by bicycling and walking; increase safety and mobility for non-motorized modes of travel; enhance public health by providing access to non-motorized facilities while reducing overall Vehicle Miles Traveled (VMT), both locally and regionally.**	
Objectives	**Policies**
AT-1: Facilitate and promote walking, bicycling and other active modes of transportation.	**AT-1.1:** Increase the utility of the non-motorized transportation network by expanding the extent and connectivity of the existing bicycle and pedestrian facilities.
	AT-1.2: Develop and maintain a non-motorized traffic count program for the region to identify travel demand and investment priorities.
	AT-1.3: Work with State and local agencies to incorporate bicycle and pedestrian amenities, like secure bicycle parking facilities, and safety countermeasures into planning requirements and improvement projects.
	AT-1.4: Encourage and assist local agencies to develop and revise planning documents, zoning ordinances and policies to meet the objectives of the Active Transportation Program and the Complete Streets Act.
AT-2: Reduce Greenhouse Gas emissions and Vehicle Miles Traveled (VMT).	**AT-2.1:** Act to reduce Greenhouse Gas emissions and VMT by increasing pedestrian and bicycle trips.
	AT-2.2: Promote safe and convenient bicycle and pedestrian access to transit.
	AT-2.3: Assist local agencies in the adoption of policies, ordinances, and plans that promote more walkable communities with a mix of land uses.
	AT-2.4: Encourage VMT reducing mitigation measures for discretionary development projects at the local and State level.
AT-3: Enhance public health through the development of active transportation projects.	**AT-3.1:** Work with local agencies, schools and public health organizations to engineer, educate, encourage, enforce and evaluate bicycle and pedestrian environments for the benefit of all users and all abilities.

GOAL: **Increase the number of local and regional trips accomplished by bicycling and walking; increase safety and mobility for non-motorized modes of travel; enhance public health by providing access to non-motorized facilities while reducing overall Vehicle Miles Traveled (VMT), both locally and regionally.**	
Objectives	**Policies**
	AT-3.2: Identify for funding consideration pedestrian facility improvements consistent with the Lake County Pedestrian Facilities Needs Inventory.
AT-4: Preserve investments in the multi-modal transportation system.	**AT-4.1:** Maintain safe and accessible bicycle and pedestrian environments to encourage active transportation.
	AT-4.2: Plan and budget for lifecycle costs when constructing new facilities for active transportation.
AT-5: Increase funding for transportation planning, design and construction of active transportation facilities.	**AT-5.1:** Pursue non-traditional funding sources for planning, design and construction of active transportation facilities.
	AT-5.2: Work cooperatively and collaboratively with other agencies to secure funding for projects that further the goals, policies and objectives of the Active Transportation Plan.
	AT-5.3: Incorporate bicycle and pedestrian facilities into road improvement and maintenance projects.
	PT-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.

REGIONAL TRANSPORTATION PLAN
2022 UPDATE

Map: 5.1



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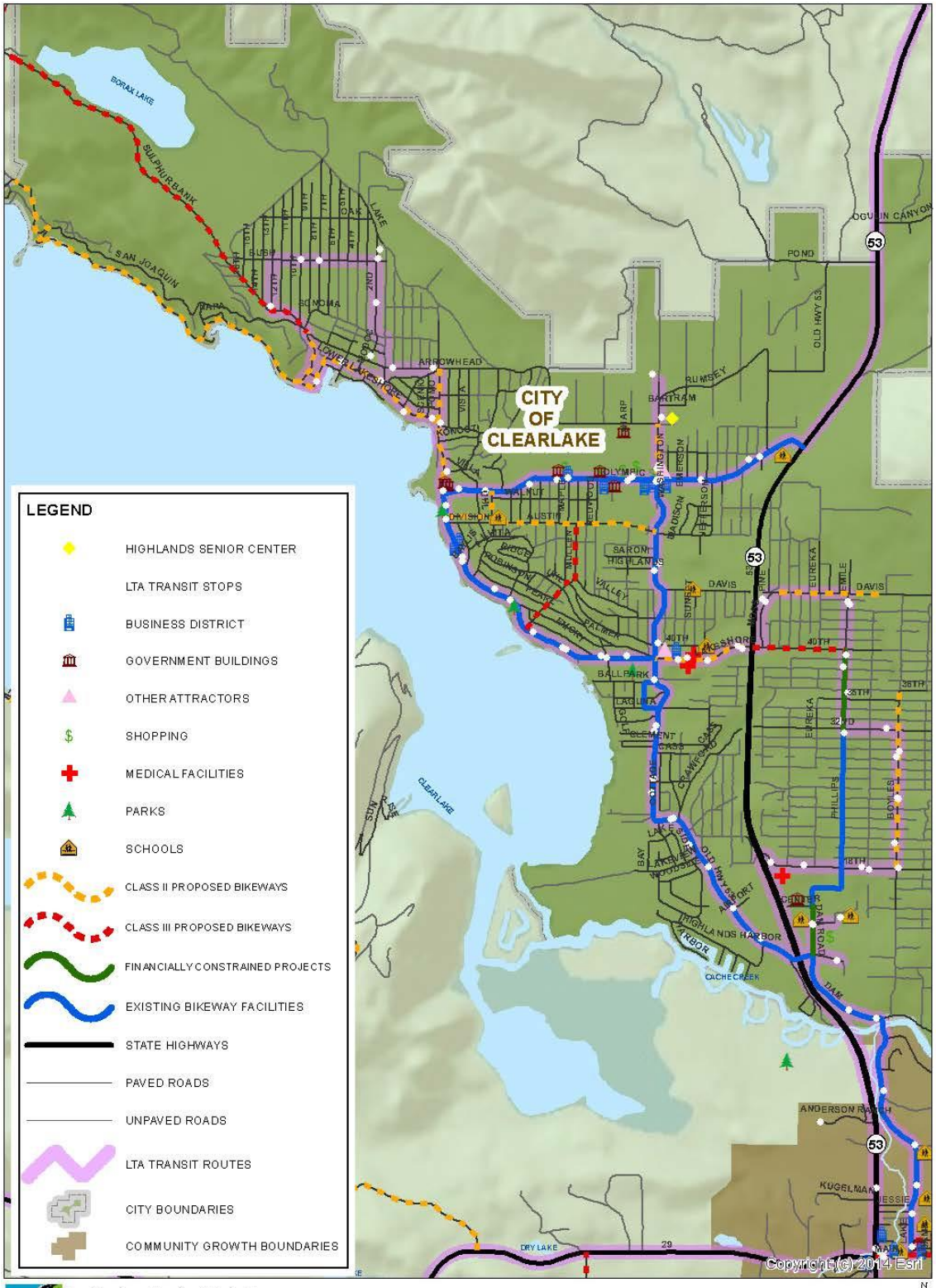
COUNTYWIDE BIKEWAY FACILITIES

0 3 Miles

N

REGIONAL TRANSPORTATION PLAN
2022 UPDATE

MAP #5.2



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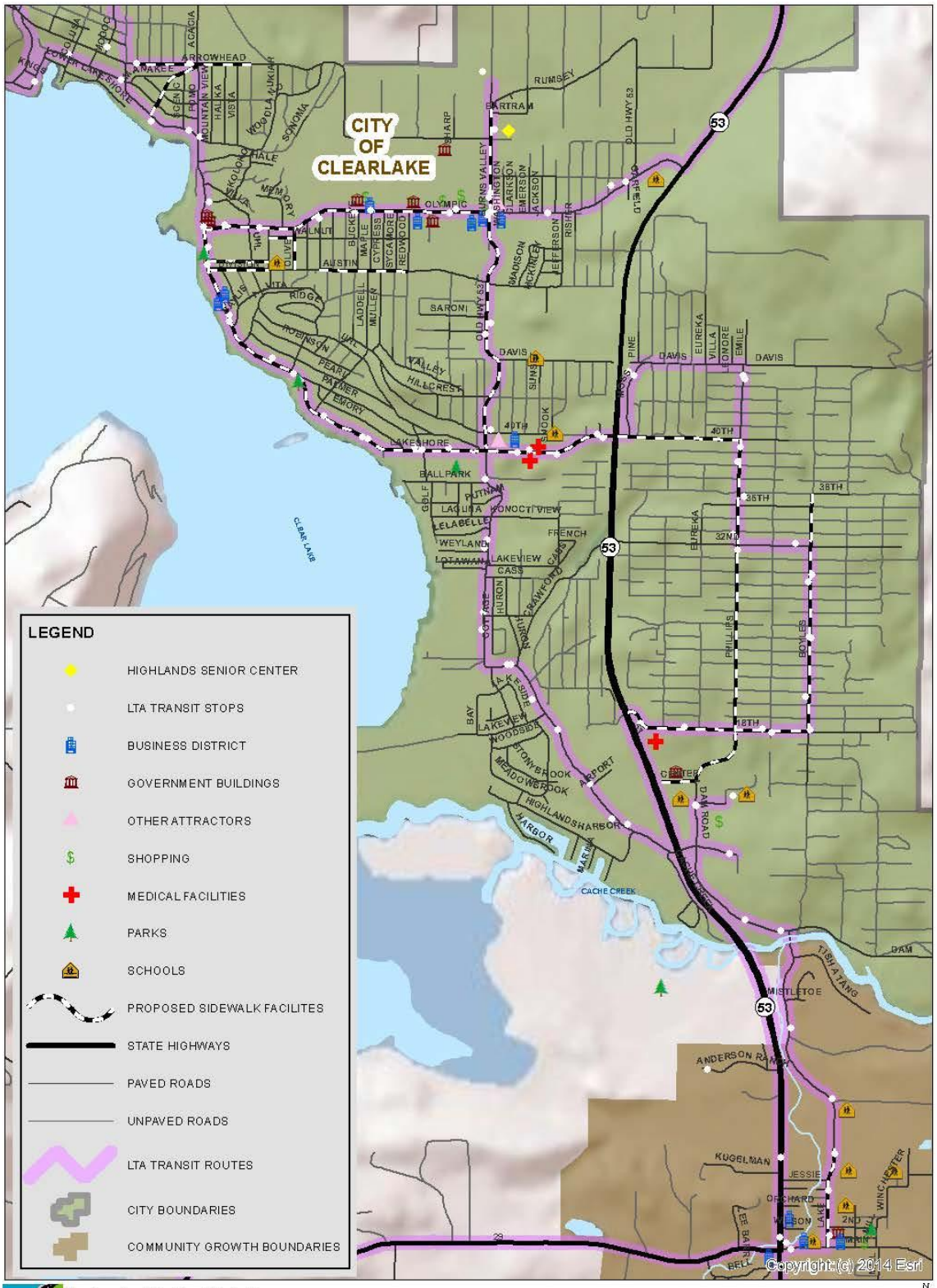
CITY OF CLEARLAKE
BIKEWAY FACILITIES

MAP: 5.3

REGIONAL TRANSPORTATION PLAN
2022 UPDATE



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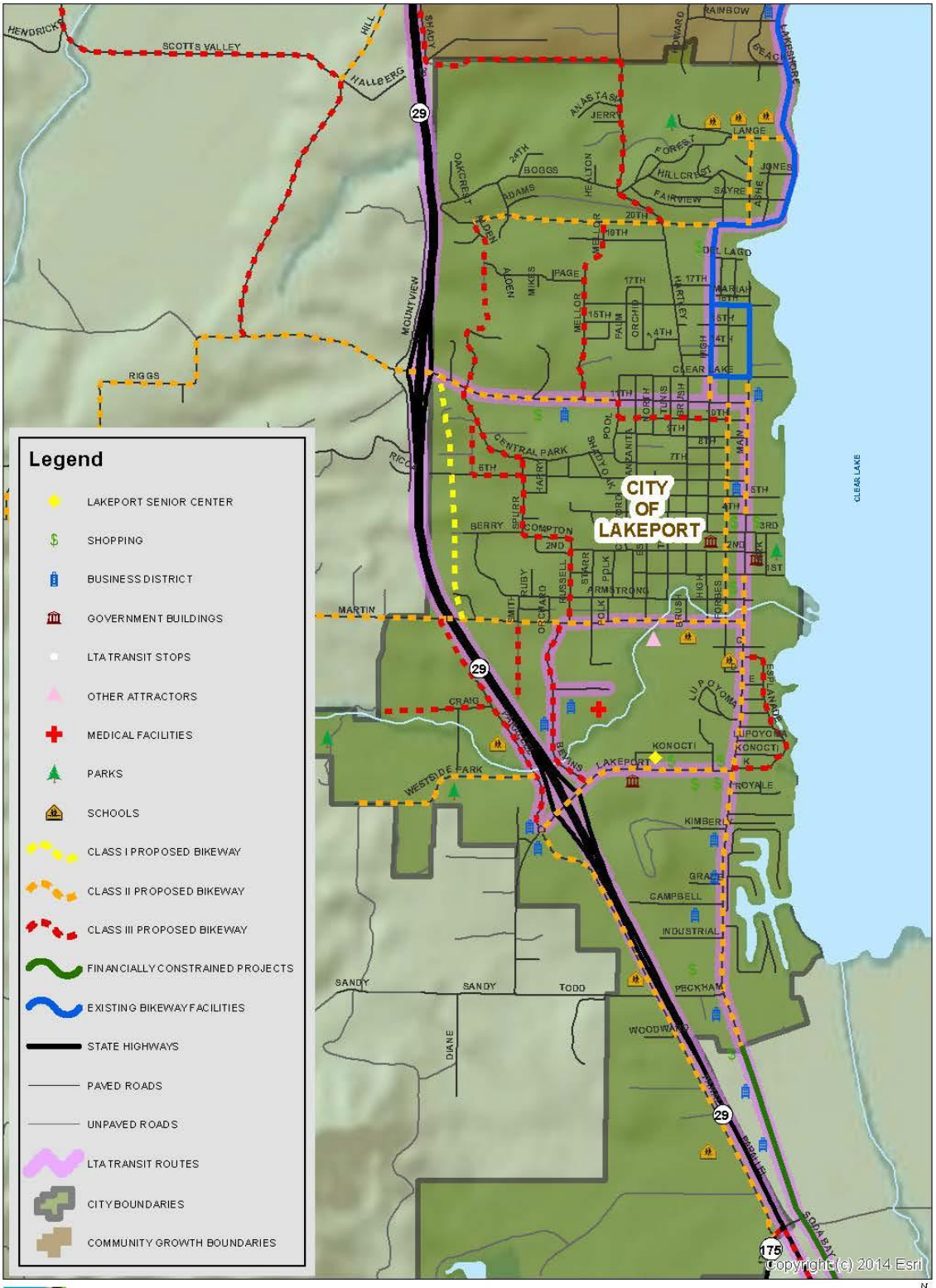
LAKE APC

CLEARLAKE / LOWER LAKE AREA
SIDEWALK FACILITIES

REGIONAL TRANSPORTATION PLAN
2022 UPDATE

MAP: 5.4



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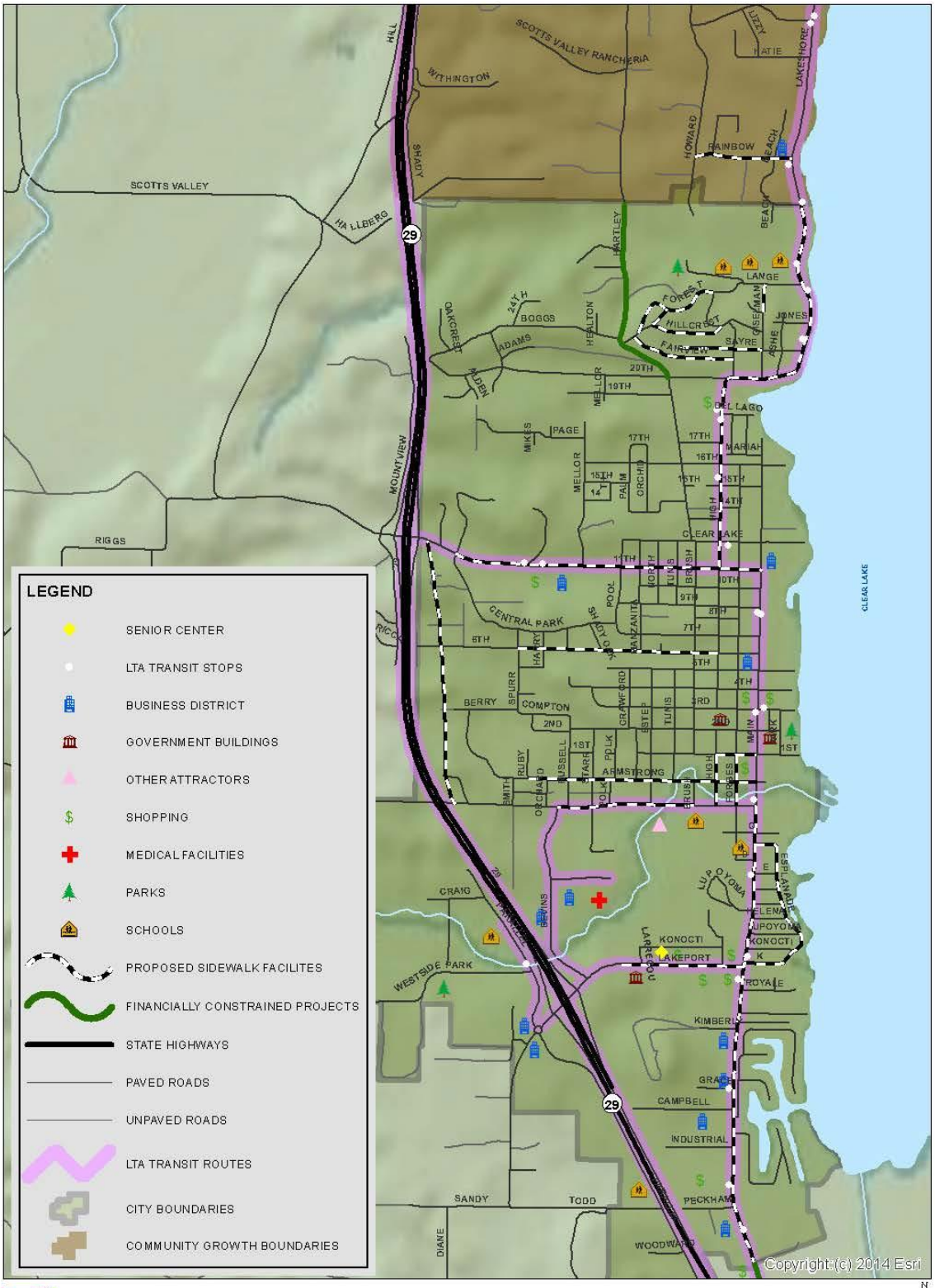
CITY OF LAKEPORT
BIKEWAY FACILITIES

REGIONAL TRANSPORTATION PLAN
2022 UPDATE

MAP: 5.5



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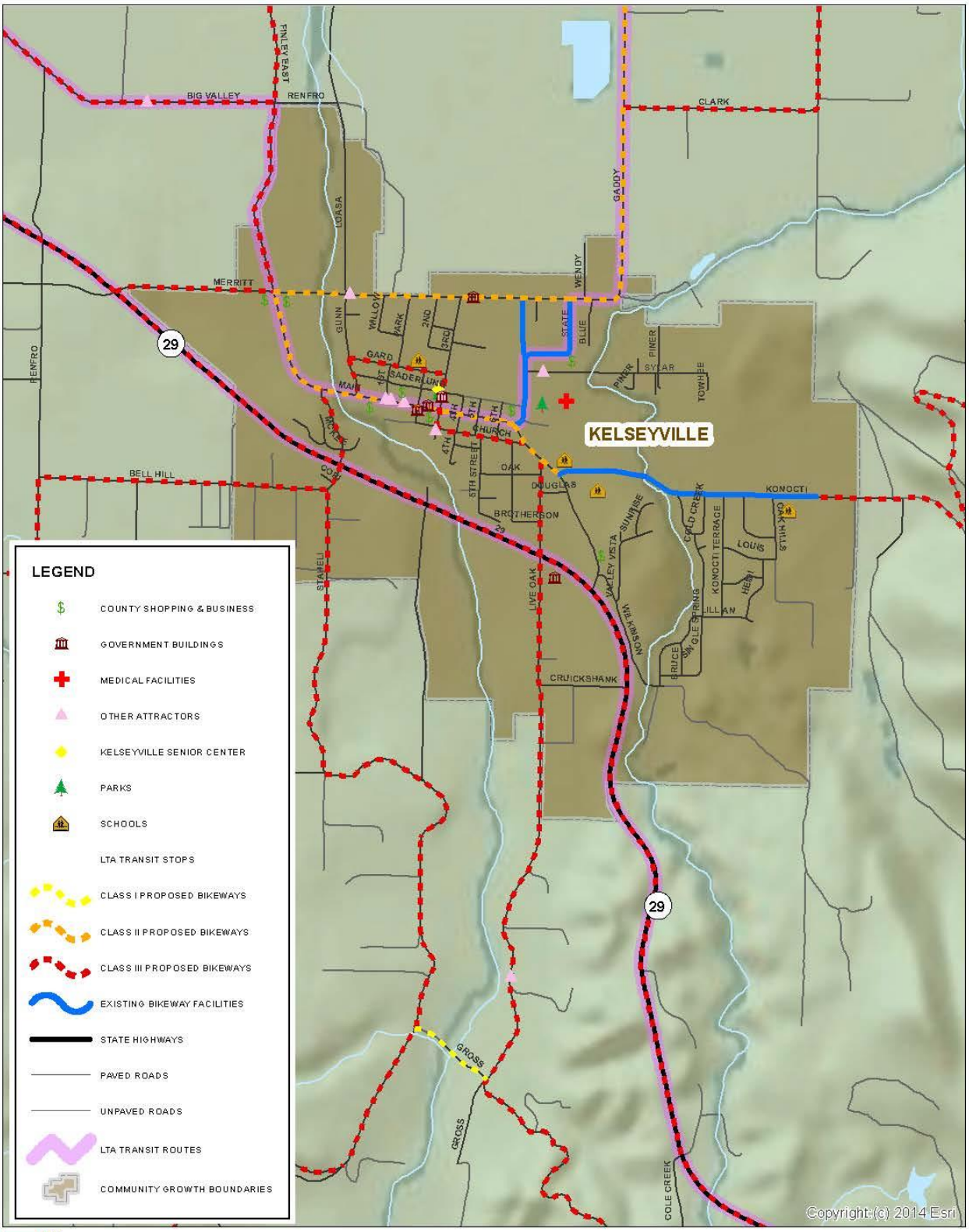
LAKEPORT / NORTH LAKEPORT AREA
SIDEWALK FACILITIES



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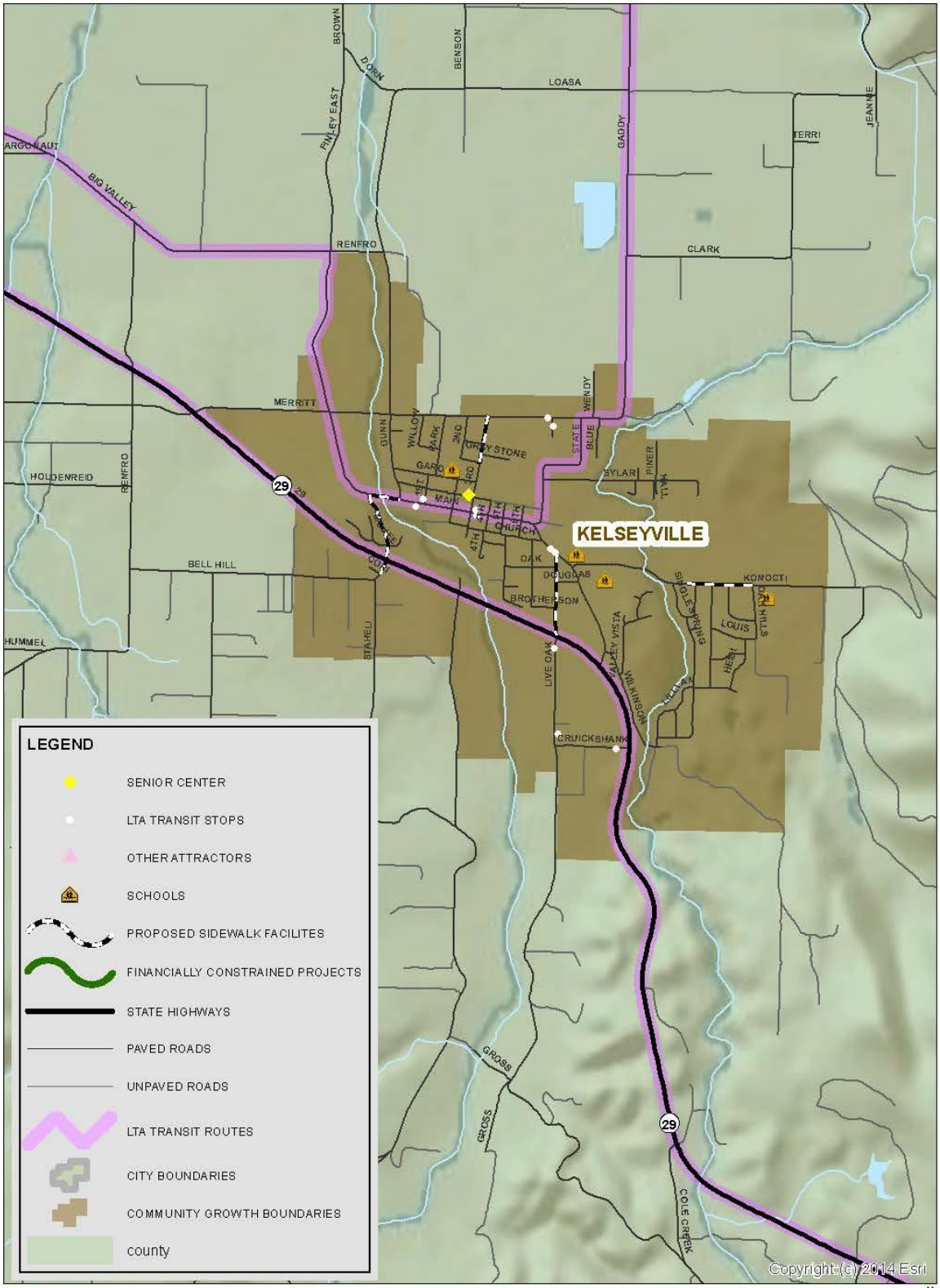
KELSEYVILLE
BIKEWAY FACILITIES

REGIONAL TRANSPORTATION PLAN
2022 UPDATE



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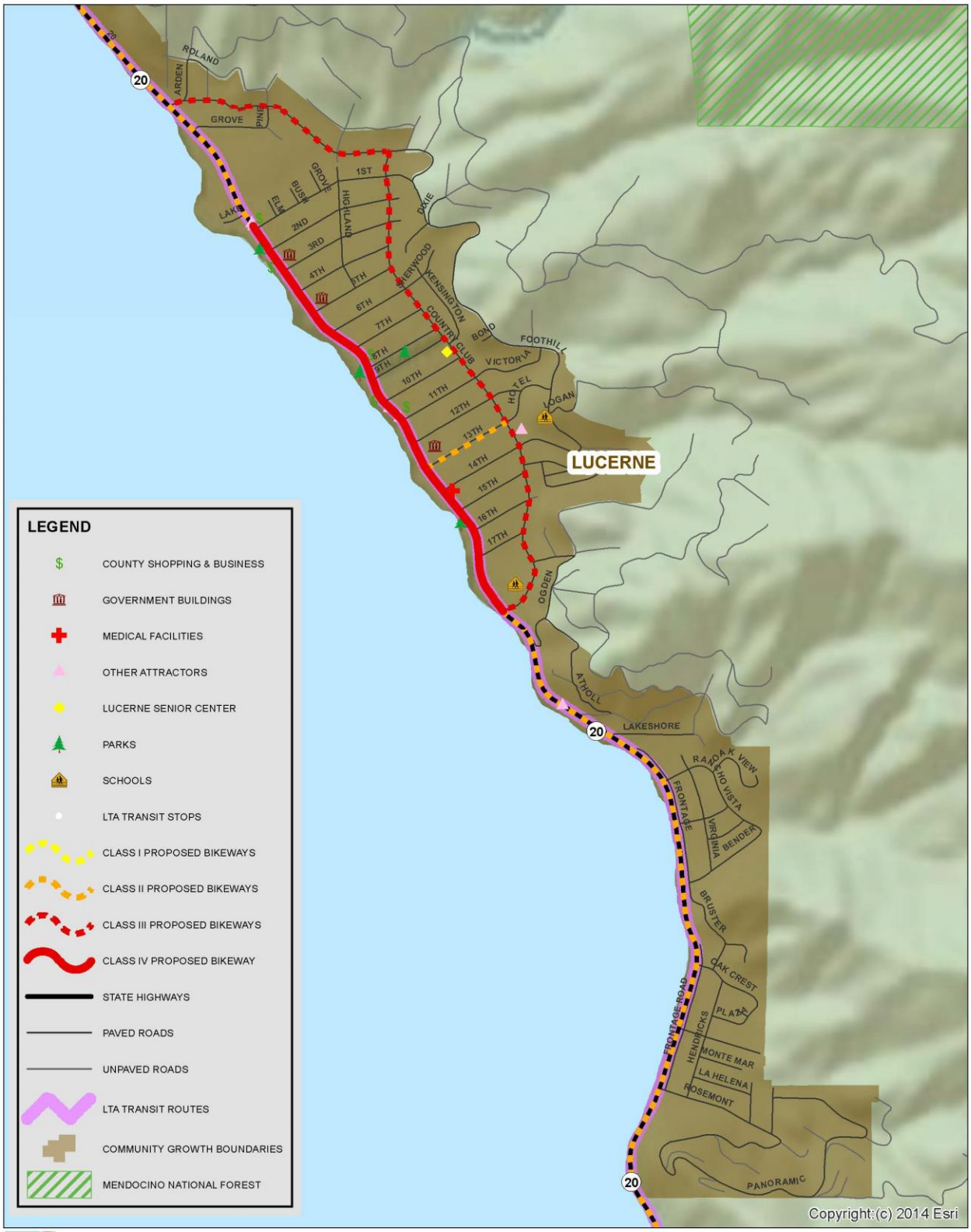
KELSEYVILLE
SIDEWALK FACILITIES

REGIONAL TRANSPORTATION PLAN
2022 UPDATE

MAP: 5.8



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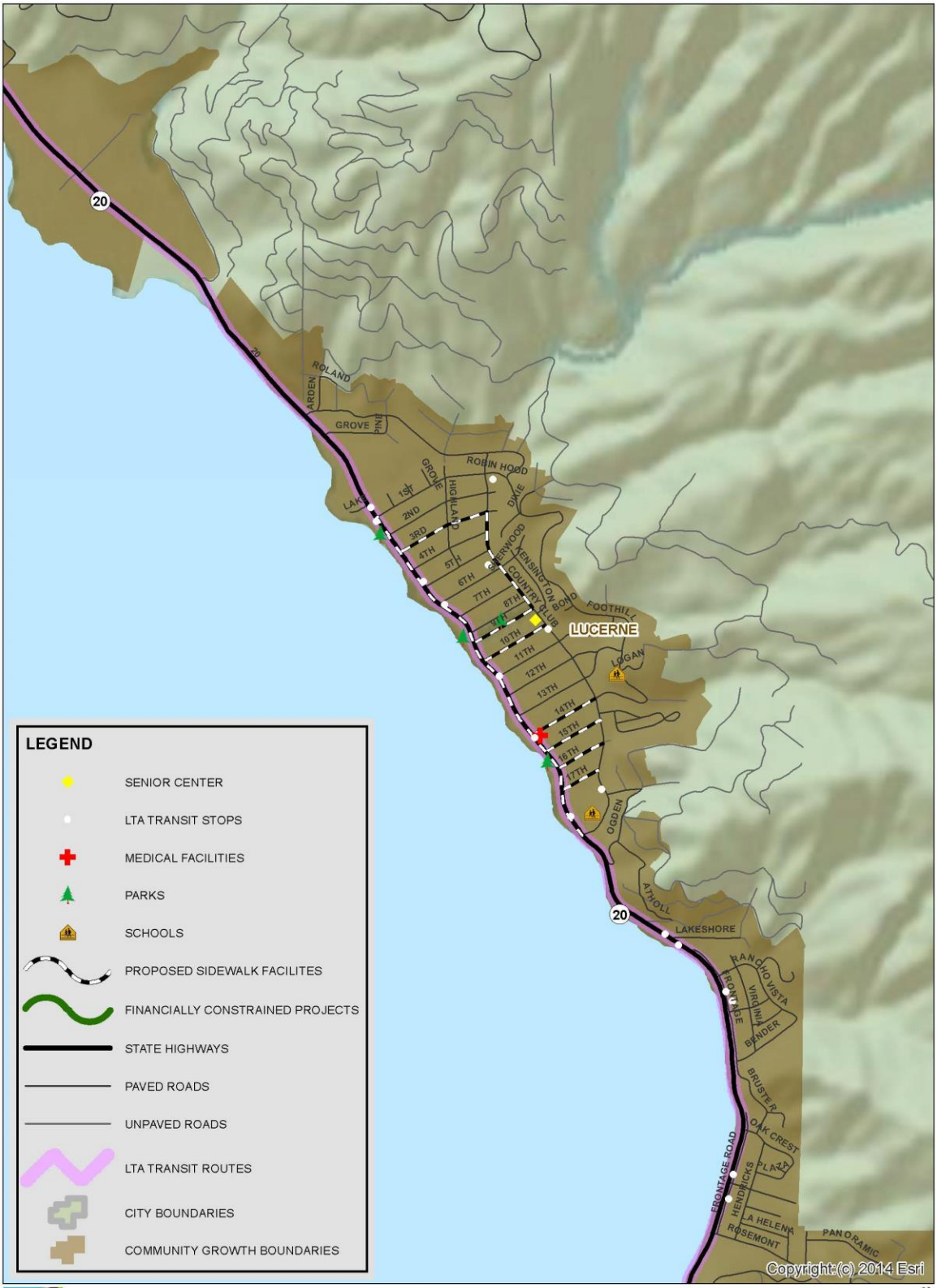
LUCERNE
BIKEWAY FACILITIES

REGIONAL TRANSPORTATION PLAN
2022 UPDATE

MAP: 5.9



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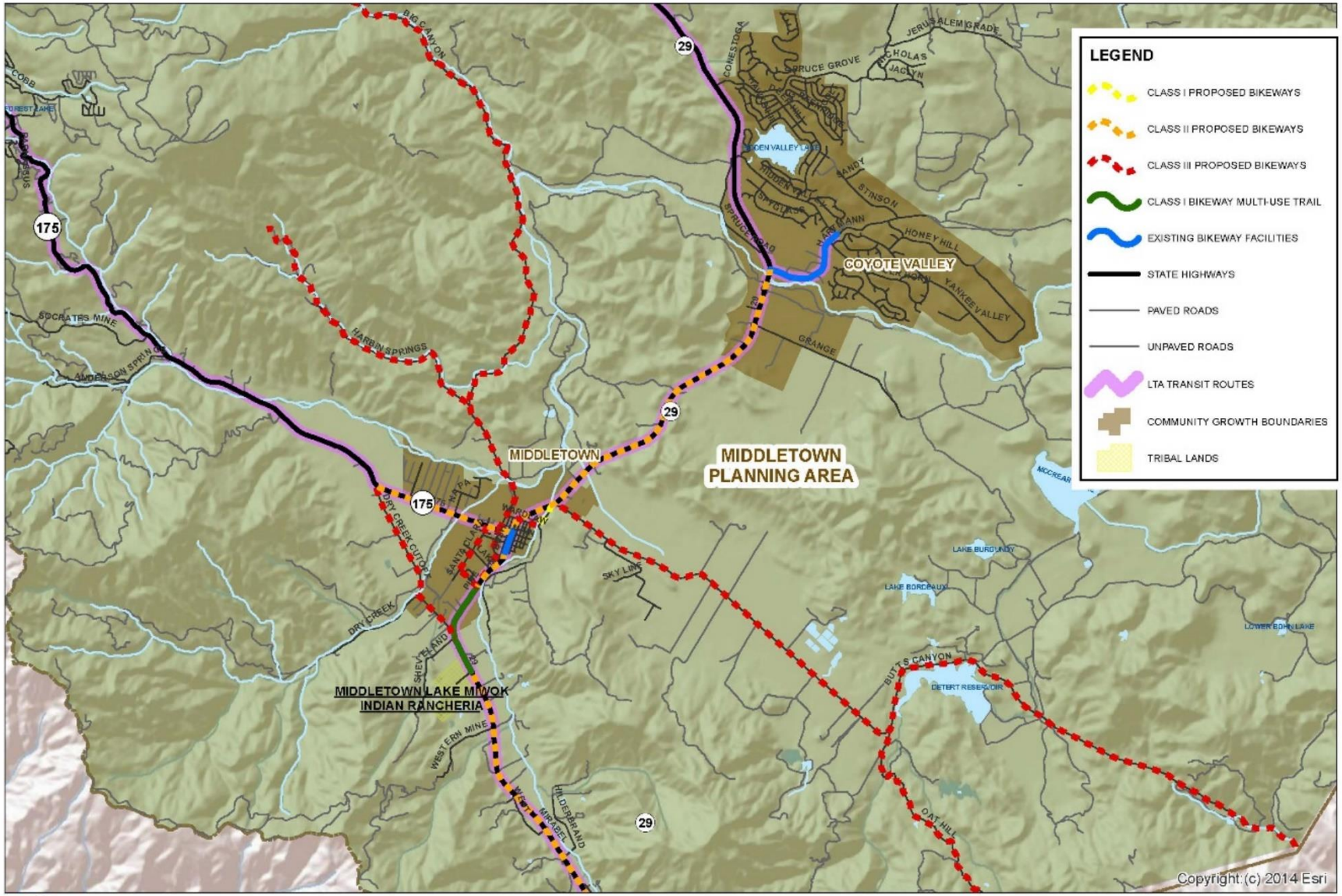
LUCERNE
SIDEWALK FACILITIES

REGIONAL TRANSPORTATION PLAN
2022 UPDATE

MAP: 5.10



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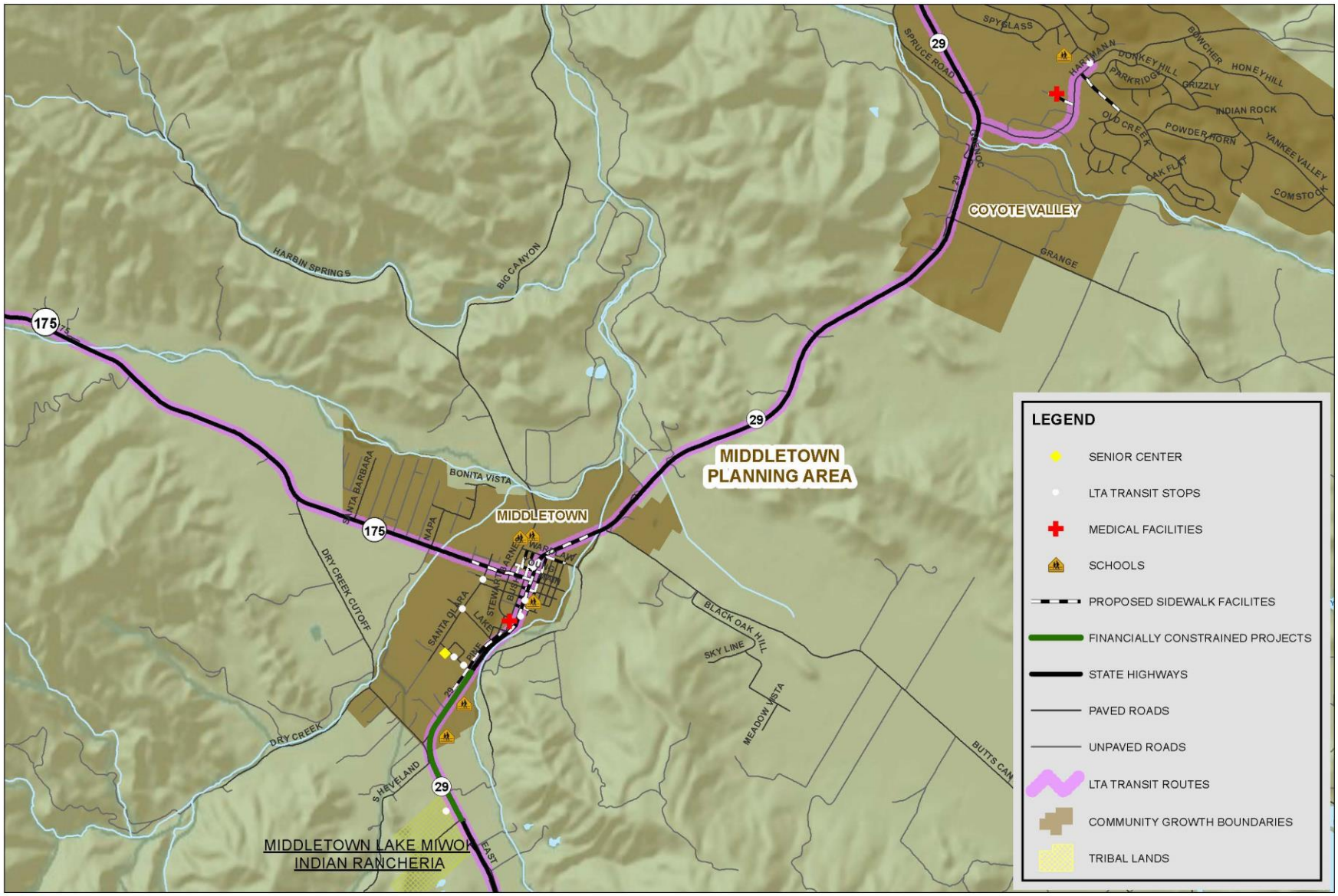
MIDDLETOWN PLANNING AREA
BIKEWAY FACILITIES

REGIONAL TRANSPORTATION PLAN
2022 UPDATE

MAP: 5.11



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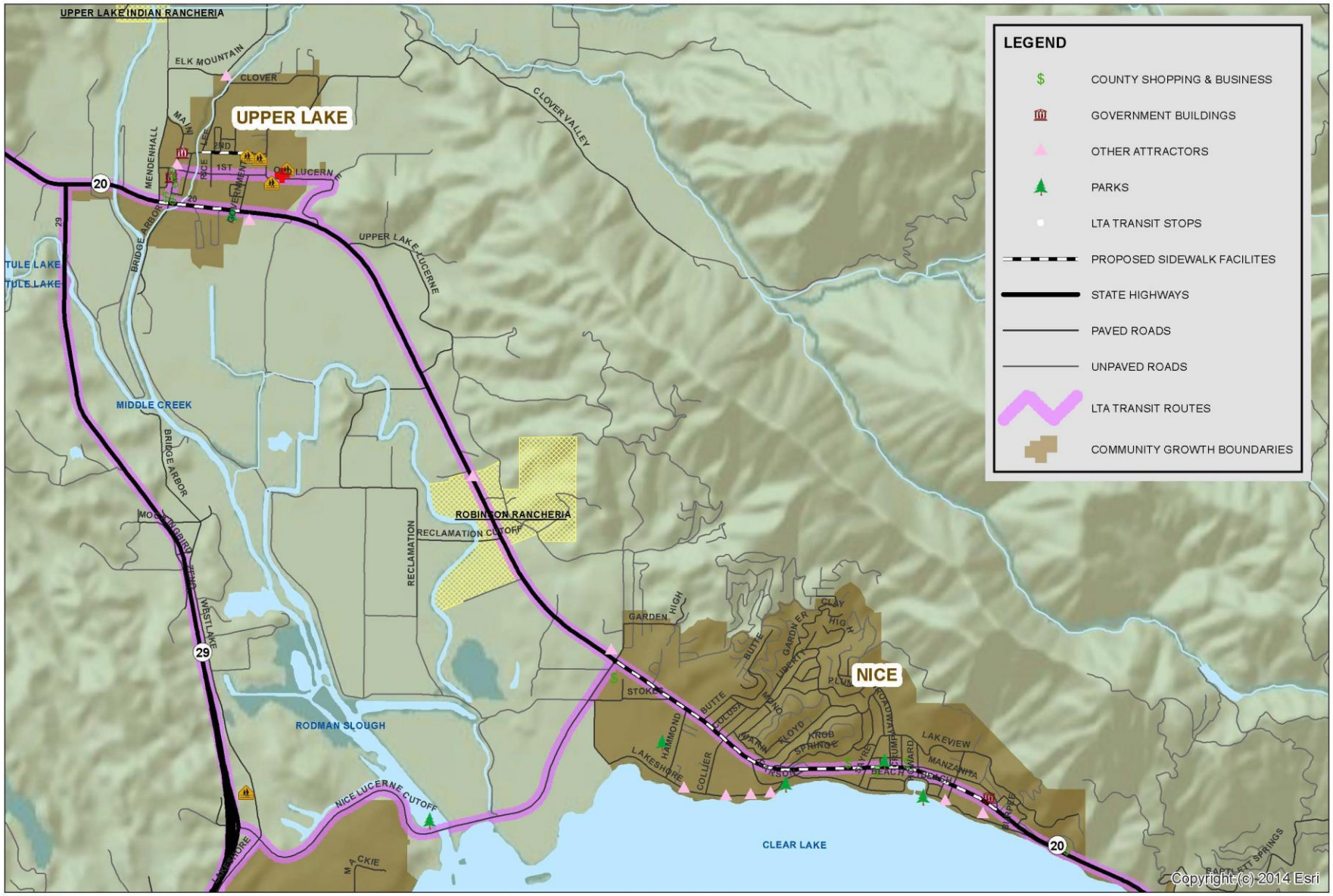
MIDDLETOWN PLANNING AREA
SIDEWALK FACILITIES

REGIONAL TRANSPORTATION PLAN
2022 UPDATE

MAP: 5.13



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UPPER LAKE / NICE
SIDEWALK FACILITIES

0 0.3 Miles

N

VI. PUBLIC TRANSIT

Public transportation services have been operated in the Lake County region by the Lake Transit Authority (LTA) since its formation in 1996. A separate non-profit, known as Lake Links, serves as the Consolidated Transportation Services Agency (CTSA) for the region, providing additional transportation services including non-emergency medical transportation trips for seniors and people with disabilities, as well as a volunteer driver program. This element will look at the role played by public transit and paratransit services within the overall transportation system in the region.

CURRENT ISSUES, CHALLENGES AND OPPORTUNITIES

The need for reliable transit service in the Lake County region stems in large part from several demographic factors unique to the area. For example, the County is made up of higher-than-average populations of elderly and disabled individuals. Studies have shown that over one in five Americans aged 65 or older do not drive due to physical or mental disabilities, safety concerns or lack of a vehicle. This lack of mobility translates to fewer doctor visits, fewer shopping trips and fewer social outings for such individuals. Average income levels are also lower within the region relative to the rest of the State, making it difficult for many to purchase or maintain a car and, as a result, more reliant on public transportation for their daily activities. The rural nature of the County poses additional challenges with many employment centers, services and other necessities located at a distance from remote residential areas, precluding walking or biking as a viable means of transportation.

Lake Transit received a significant boost in 2020 after being awarded a grant through the Transit and Intercity Rail Capital Program (TIRCP) for the design and construction of a new, state-of-the-art transit center within the City of Clearlake. The new transit hub will replace the current transfer site within a Walmart parking lot, which is limited in capacity (allowing for only three buses at any one time), resulting in idling buses and delays during peak load hours. The current location also raises safety concerns with potential traffic and pedestrian conflicts in the busy parking lot location. Development of a new facility at the southwest corner of Dam Road Extension and South Center Drive (property purchased by LTA from the County of Lake for this purpose) will allow Lake Transit to upgrade and expand the regional transit system. Along with the new transit center, the grant funded project will include electric vehicle charging and hydrogen fueling infrastructure, as well as a fleet of four hydrogen buses for use in extending regular LTA service to out-of-county

destinations. Upon completion, the improvements will allow for safer and more convenient accommodations, greater connectivity for local and interregional uses, and a reduction in greenhouse gas emissions through the use of advanced clean energy technologies.

Transit service in the region relies on the collaboration of numerous regional partners and stakeholders. It also provides public benefits that impact a broad range of topics, both directly and indirectly. The following items present a more detailed look at the players and issues involved with public transit in the region.

Social Services Transportation Advisory Council

The Social Services Transportation Advisory Council (SSTAC) advises the Lake APC on matters involving the transit needs of elderly, disabled and disadvantaged persons within the Lake County region. Its purpose is to identify shortcomings, monitor and coordinate existing transit related resources and pursue feasible options that can be used to improve transportation services to these targeted populations. Membership of the SSTAC is made up of a potential transit user 60 years of age or older, a potential transit user who is disabled, a representative from a local social service provider for persons of limited means and two representatives from the local Consolidated Transportation Services Agency (CTSA). Examples of SSTAC activities include participating in the annual unmet transit needs process, providing input into grant proposals for transit- and/or paratransit- enhancing projects and developing strategies intended to further improve mobility for underserved individuals within the region.

Lake Transit Authority

Lake Transit Authority (LTA) was established in 1996 through a Joint Powers Agreement between the County of Lake and the two incorporated cities of Clearlake and Lakeport. Decision making authority lies with the LTA Board of Directors, which has the same composition as the Lake APC Board, while the transit system is managed and operated under contract. Day-to-day operations and maintenance have been performed by Paratransit Services, Inc. since 2007. The 32 vehicle fleet of LTA is made up of 16 gas and 16 diesel powered buses and vans. Fixed route service is provided within and between Clearlake, Lakeport and many unincorporated County areas including Middletown, Hidden Valley, Lower Lake, Kelseyville, Cobb, Clearlake Oaks, Glenhaven, Lucerne, Nice and Upper Lake. Out-of-county routes provide service to both Napa (Calistoga and St. Helena) and Mendocino (Ukiah) counties.

Deviated fixed route service, or “Flex Stop,” is also available for up to one mile off of a route’s regular course. “Dial-A-Ride” further provides reservation-based, curb-to-curb service to those

eligible for Americans with Disabilities Act (ADA) benefits within the cities of Lakeport and Clearlake. Expanded out-of-county services are expected to be available within the next few years with plans to reach Williams at the junction of SR 20 and I-5 (allowing for connection to the North State Intercity Bus System service to Sacramento), as well as to Santa Rosa along the Highway 101 corridor.

Lake Transit has also played an important role during evacuation efforts of the nearly annual wildfire events in the region since 2015. When needed, the agency has voluntarily teamed with the County Office of Emergency Services (OES) to provide transportation services for those without vehicles or other means during the events. For instance, evacuation assistance was provided during the Rocky Fire (2015), the Valley Fire (2015), the Clayton Fire (2016), the Sulphur Fire (2017), and the Mendocino Complex Fire (2018). In addition to evacuations, LTA has assisted with other recovery efforts providing special shuttles, fare-free bus service linking evacuees to needed services, and a volunteer driver reimbursement program to help with transportation expenses to and from emergency housing, medical, and other services.

Further transit services are made available to seniors in the region. There are currently seven Senior Centers within Lake County. Located in the communities of Lucerne, Upper Lake, Kelseyville, Middletown, Clearlake, Lakeport and Clearlake Oaks, these centers provide a variety of "quality of life" services such as meals, social activities, exercise programs and assistance for seniors. Dial-A-Ride services are presently available to the Lakeport Senior Activity Center and the Highlands Senior Center in Clearlake.

Consolidated Transportation Services Agency

The Consolidated Transportation Services Agency (CTSA) was established as a result of the 1979 Social Service Transportation Improvement Act. As its title implies, the role of the CTSA is to promote the coordination of social service transportation services in order to increase transportation options for seniors, individuals with disabilities and persons with low incomes. Formerly run by the Lake Transit Authority, CTSA responsibilities are currently handled by Lake Links, a non-profit entity created for this purpose to allow for more flexibility and autonomy with respect to program funding and overall decision making. Since 2019, Lake Links has been actively administering non-emergency medical trips, coordinating transportation options with local hospitals such as Sutter Health Lakeside (North Lakeport) and Adventist Health (Clearlake), and managing a volunteer driver program for seniors as well as disabled and low-income individuals. Lake Links has also partnered with the Lake Transit Authority to provide out-of-county trips to Ukiah and Santa Rosa for qualified non-emergency medical transportation (NEMT) purposes.

Non-Emergency Medical Transportation

Non-Emergency Medical Transportation (NEMT) continues to be a priority need for the region, especially given its increasingly aging population and the transit dependence of this and other target populations. Medical appointments can be difficult to make for those unable to drive or without their own vehicle. Mobility needs are also not met for residents unable to use transit services without assistance, or may have difficulty understanding transfer procedures needed to reach individual medical appointments.

Within the cities of Clearlake and Lakeport, Dial-A-Ride services provided by LTA are available to meet certain NEMT needs. For those in outlying regions, there are also volunteer driver programs offered by Lake Links. These include a "Pay-Your-Pal" program, which provides mileage reimbursements to friends or family members transporting eligible riders to needed services. Another Lake Links program, known as Medi-Links, has also started providing out-of-county shuttle services to those with NEMT needs.

While measurable progress has been made, many service gaps remain that will continue to require attention. For instance, in-county transportation services are still lacking for those unable to utilize the volunteer program or might need transportation to appointments outside of regular hours. For these reasons, improvement and/or expansion to existing NEMT services will continue to be a priority for the region, both now and in the coming years.

Unmet Transit Needs Process

The Unmet Transit Needs process is an annual requirement of the Transit Development Act (TDA) prior to a region using any Local Transportation Funds (LTF) for streets and roads purposes. Although the Lake Area Planning Council (APC) does not allocate any LTF funds for streets and roads purposes, the process is still considered useful as a means of identifying potential transit needs in the region as well as analyzing opportunities for local transit service providers to meet those needs if feasible. Every year, a list of needs is prepared with input from transit users and providers. Public hearings before the APC are then held to determine whether items on the list qualify as "unmet transit needs" per Board adopted definitions, and also whether they are "reasonable to meet." In cases where needs are determined "reasonable to meet," they become part of the annual budgeting process for the region. Examples of recent Unmet Transit Needs include improved out-of-county services for regular or NEMT riders, fixed route service on Sundays, NEMT after normal business hours, and individualized, flexible transportation to meet the needs of seniors or disabled persons unable to utilize existing forms of public transportation. Several of the needs identified on an annual basis are found on multiple unmet transit needs lists, with adopted findings that the needs are "unreasonable to meet," often due to lack of available funding.

Security

Lake Transit Authority services span considerable distances and often operate in isolated areas where little assistance is available in the event of mechanical failure, a passenger incident, or other security problems. Automatic Vehicle Locator/Global Positioning System (AVL/GPS) systems were added to the LTA bus fleet in recent years allowing for real-time monitoring of bus locations based on GPS and the use of cellular phone networks. Video monitoring systems allow for onboard surveillance in the event of a security problem. Short range plans are also in place to install additional outdoor security cameras at the Operations and Maintenance facility in Lower Lake.

Energy

While fewer costs were understandably associated with LTA operations during the COVID-19 pandemic, average fuel and energy expenses have averaged between $400,000 and $500,000 in

normal years. Approximately 97% of these costs are from transportation fuels with about 55% of the vehicle fleet operating on gasoline and the other 45% on diesel. According to a "Transit Energy Use Reduction Plan" (December 2015) prepared for the region, cost savings in this area can be realized by converting some or all of the fleet vehicles to alternative fuels and technologies including propane, natural gas and electricity. As noted above, LTA plans on integrating a fleet of four hydrogen powered buses along with the necessary fueling infrastructure within the next few years. Three electric bus charging stations will be included with the new transit center in Clearlake, although electric buses have not been added to the fleet at this time and LTA will continue with its gasoline/diesel fleet in the near term.

PLANS, REPORTS AND STUDIES

A number of transit related plans and reports have been adopted since the previous update to the RTP. The following is a list and brief summary of studies and documents completed since 2015:

Coordinated Public Transit–Human Services Transportation Plan (April 2021)

A requirement for meaningful planning and communication between public transportation sectors and human services systems was established in 2005 by Congress under its "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)" transportation bill, and reaffirmed under subsequent legislation passed in 2012 ("Moving Ahead for Progress in the 21st Century [MAP-21]") and 2015 ("Fixing America's Surface Transportation [FAST Act]"). As a result of these bills, a "Coordinated Public Transit- Human Services Transportation Plan" (Coordinated Plan) was first adopted by Lake APC in 2008 and most recently updated in 2021. The Coordinated Plan identifies mobility "needs and gaps" for transportation disadvantaged groups including stakeholder requests for improved NEMT services, increased hours and expanded bus service, fare affordability and easier to access transit information. Strategies are provided to address the noted gaps listed and to improve the overall system for elderly, disabled and disadvantaged populations.

Lake Transit Authority Bus Passenger Facilities Plan (2019)

In late 2019, the "Lake Transit Authority Bus Passenger Facilities Plan" was approved by the Lake Area Planning Council. The Plan includes inventories of existing bus passenger amenities (e.g. signposts, benches, shelters, turnouts, etc.), recommendations for new or replacement facilities, and priorities for improvements to be made throughout the Lake County service area. Implementation of the recommended improvements is to occur through funding/construction partnerships between LTA and individual jurisdictions (County of Lake, cities of Lakeport and Clearlake). To date, small- and large-scale capital projects such as

signpost replacements, bus stop shelters installations, and a bus turnout near Austin Park in the City of Clearlake have been implemented with guidance from the Plan.

Transit Asset Management Plan (2018)

In late 2016, the Federal Transit Administration (FTA) enacted new rules requiring transit providers receiving federal assistance to adopt a Transit Asset Management Plan. As a result, the Lake Transit Authority "Transit Asset Management (TAM) Plan" was adopted by the LTA Board in October 2018. The intent of the TAM Plan is to better monitor investment dollars by replacing rolling stock and other equipment and facilities of the transit system, based on age, condition, or overall usefulness. Performance targets and measures are periodically updated to maintain the effectiveness of the Plan.

Transit Hub Location Plan (2017)

In 2017, the Lake APC adopted the "Lake Transit Hub Location Plan." The plan was prepared to evaluate potential locations for a new transfer hub within or near the City of Clearlake, where a site currently exists near the south end of the City on Dam Road adjacent to the Big 5 Sporting Goods building. Several criteria were looked at for a new location involving ease of land acquisition, proximity to typical transit generators and impacts and cost to normal LTA operations. Of the seven sites that were analyzed, the "preferred site" was located just northwest of the current transfer point at the intersection of Dam Road Extension and South Center Drive. The Plan was instrumental in helping to secure grant funding from the Transit and Intercity Rail Capital Program (TIRCP) for construction of the new transit center (see Current Issues, Challenges and Opportunities, above).

Transit Energy Use Reduction Plan (2015)

A "Transit Energy Use Reduction Plan" was adopted by Lake APC in December 2015, to help reduce energy consumption and costs related to LTA's operations facility as well as its fleet of vehicles. The plan includes both economic (e.g. reducing expenses, financial efficiencies leading to better and expanded service) and environmental (reduction of greenhouse gases, handling and storage of fuel) factors, with recommendations made to guide energy considerations towards cheaper, cleaner and renewable energy sources for all aspects of LTA operations.

Transit Development Plan & Marketing Plan (2015)

A "Transit Development Plan and Marketing Plan" (TDP) was adopted in 2015 to guide the current and future development of LTA services in order to improve mobility for County residents and visitors. The TDP builds on the previously adopted 2008 version, identifying key challenges over the next five-year period, evaluating current transit services and detailing goals and policies which can lead to overall improvements to the transit system. Included with the TDP is a marketing plan which establishes specific strategies to improve the visibility and image of LTA and its services within the community. In 2021, Lake APC was awarded funding through the Sustainable Transportation Planning Grant program for an update to the 2015 TDP, which should be completed by late 2022, or early 2023.

PERFORMANCE MEASURES

The 2015 Transit Development Plan & Marketing Plan includes a list of performance monitoring measures. The following are drawn from that document along with several other relevant monitoring criteria deemed appropriate to the region's transit system. Much of the data is available from regular reporting or other auditing requirements of the Transportation Development Act and the National Transit Database.

Table 6.1 Performance Measures

Performance Category	Performance Measure
Safety/Security	• Passenger injuries per 100,000 miles • Security incidents per 1,000 passengers
System Reliability	• Percentage of on-time departures • Complaints per 1,000 boardings
System Preservation	• Number of facility improvements completed • Average vehicle fleet age • Capital funding per capita
Vehicle Reliability	• Number of road calls per monthly mileage • Maintenance cost as percentage of operating cost
Cost Efficiency	• Farebox recovery ratio (10% min, 12% target) • Operating cost per passenger boarding • Operating cost per passenger-mile • Operating cost per vehicle service mile

ACTION PLAN (PROPOSED PROJECTS)

Several of the plans described above provide analyses of transit needs and priorities in the region. The following tables consist of a project list intended to achieve objectives of the individual plans as well as providing short- and long-term frameworks with which to improve overall transit services in the region.

Table 6.2 Transit Project List – Financially Constrained

Project Name	Timeframe*	Cost** ($1,000s)	Potential Funding Source
Purchase Transit Vehicles	Short term	$6,000	STIP, TDA (LTF, STA), SGR, TIRCP, other grants
	Long term	$6,000	
Bus stop amenities including wheelchair access, benches, shelters, signage, bus turnouts for existing and new routes	Short term	$200	TDA (LTF, STA), grants, local funds
	Long term	$300	
Operations Facility/Fueling Infrastructure Expansion	Short term	$4,500	SGR, TIRCP
Clearlake Transit Center	Short term	$4,000	TIRCP

***** Short term projects are those expected to be completed within a one- to ten-year period. Long term projects are those expected to be completed within an eleven- to twenty-year period.
** Estimates reflect potential rates of inflation over term of project.

Table 6.3 Transit Project List – Financially Unconstrained

Project Name	Timeframe*	Cost** ($1,000s)	Potential Funding Source
Electronic Fare Management system	Long term	$1,000	SGR, other grants
Automatic Bus Wash	Short term	$125	SGR
Lakeport Transit Center	Long term	$4,000	TIRCP

***** Short term projects are those expected to be completed within a one- to ten-year period. Long term projects are those expected to be completed within an eleven- to twenty-year period.
** Estimates reflect potential rates of inflation over term of project.

POTENTIAL FUNDING SOURCES

Public transit programs rely on funding from multiple federal, State and local sources. The following sources are available to assist in improving and/or expanding services to transit users in the region.

FTA Section 5311 – Formula Grants for Rural Areas

Federal transit funding for rural areas with populations of less than 50,000 is currently provided through the Federal Transit Administration (FTA) Section 5311 program. While the population of Lake County as a whole exceeds 60,000, no individual community within the region meets the definition of "urbanized area," allowing the region-wide Lake Transit Authority (LTA) to qualify for the funds. The program is administered by Caltrans through a grant application process and

provides for a number of activities including capital, planning and operational assistance among others. Since the passage of the 2012 federal transportation bill, MAP-21, funding for the program formerly known as Job Access Reverse Commute (JARC- FTA Section 5316) has been included in the 5311 program. Seventy-five percent of California's Section 5311 apportionment (Regional Apportionment) is redistributed to Regional Transportation Planning Agencies (RTPAs) based on population, while 15 percent is designated for the Rural Intercity Bus Program (known as 5311(f)). The remaining 10 percent is used for State administrative expenses.

FTA Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities

The Section 5310 Program provides for competitive grants focusing on projects assisting seniors and individuals with disabilities. With the 2012 passage of MAP-21, the previous New Freedom Program (FTA Section 5317), used to fund additional services for persons with disabilities, was merged into the Section 5310 program. New projects involving the purchase of vehicles and related equipment are now called "Traditional 5310 Projects" and make up at least 55 percent of the available funding. The remaining 45 percent is to be used for operating assistance and mobility management (or former New Freedom) projects and are referred to as "Expanded 5310 Projects." Eligible projects must be identified in the region's "Coordinated Public Transit–Human Services Transportation Plan," per requirements of the 2015 FAST Act. Lake Transit Authority has been awarded Section 5310 grants to allow for increased out-of-county Non-Emergency Medical Transportation (NEMT) services, while Lake Links has used the program to continue funding its existing Mobility Management and Pay-Your-Pal programs.

FTA Section 5339 - Bus and Bus Facilities

Capital funding to replace, rehabilitate and purchase buses, vans and related equipment has been provided by the Section 5339 Program since the 2012 enactment of MAP-21. Funds are also available for the construction of bus-related facilities. The program is competitive with scoring based on age/mileage/condition of vehicles to be replaced. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

FTA Section 5304 – Sustainable Transportation Planning Grants

The Sustainable Transportation Planning Grant Program (FTA Section 5304) provides a competitive source of funding for planning studies resulting in projects that support "sustainability" within the region. These grants are intended for a wide range of transportation planning purposes that address local, regional and interregional transportation needs and issues. A grant awarded to Lake APC through the most recent cycle of this program will allow for an update to the Transit Development Plan (TDP).

Transportation Development Act

The Transportation Development Act (TDA) was enacted at the State level in 1971 to improve existing public transportation services and encourage regional transportation coordination. The law provides funding for regional transportation purposes (both transit and non-transit) through two separate sources, described as follows:

Local Transportation Fund

A large share of funding for transit programs in California is provided by the TDA through the Local Transportation Fund (LTF). These funds are derived from a one-fourth cent sales tax, collected by the State and returned to the county of origin. Consistent with TDA regulations, administrative costs of the Regional Transportation Planning Agency (RTPA), or Lake APC, must be covered first from the revenues collected, with two percent of remaining funds set aside for bicycle and pedestrian projects. While an "appropriate and reasonable" amount can be used to supplement transportation planning activities as needed, most of the remaining revenues are normally made available to fund the region's transit system (administration, operations and capital).

State Transit Assistance

The State Transit Assistance (STA) fund originated in 1980, derived from excise and sales tax on gasoline and diesel fuel. Beginning in the mid-2000s, severe budget deficits at the State level led to increasing amounts of these funds being shifted away from transit related accounts and into General Fund programs to make up overall budget shortfalls. In 2010, a complicated set of tax swaps led to changes in the way STA is funded, with subsequent legislation guaranteeing that the STA share of the State's Public Transportation Account (PTA) be made up of 50 percent of sales tax on diesel fuel revenues. According to TDA regulations, funds received through the STA are to be used for public transportation services, which include "community transit services," or those made available to persons such as the disabled who are unable to use conventional services.

State of Good Repair (SGR)

As noted elsewhere in this RTP, the passage of Senate Bill (SB) 1 in 2017 provided a much needed boost in transportation funding through increased taxes on gasoline/diesel sales along with other transportation related fees statewide. The added funding included a program for transit infrastructure repair and service improvements. Referred to as the State of Good Repair (SGR), this program receives over $100 million in SB 1 funding on an annual basis. Funds from the SGR Program are made available for eligible transit maintenance, rehabilitation and capital projects. Since 2018, Lake Transit has received between $90,000 and $100,000 per year from the additional funding pool.

Low Carbon Transit Operations Program

The Low Carbon Transit Operations Program (LCTOP) was created through the California Climate Investments "cap and trade" program, and since 2015-16 has been funded with Greenhouse Gas Reduction Fund auction proceeds. The LCTOP provides operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. The types of projects funded through the Program must lead to a reduction in greenhouse gas emissions and may include new or expanded bus or rail services, expanded intermodal transit facilities, equipment acquisition, fueling, or maintenance and operation costs for related services or facilities.

Local Funding Sources

Local funding sources available for LTA include fare revenues, route guarantees and advertising. Fare revenues are based mainly on ridership levels, which can fluctuate due to a number of factors. For instance, ridership numbers fell drastically (and unsurprisingly) through the first year of the COVID-19 pandemic. While they have not fully recovered to pre-pandemic levels, there have been noted increases in 2021 as a result of a slow but steady reopening of the economy. Route guarantees are funds provided by businesses or organizations that are served by a transit route to help support continued transit service to their facility. Lake Transit Authority currently receives a route guarantee of $2,200 per month from St. Helena Hospital to help support Route 3 service to the hospital in Angwin. Since the 2019/20 fiscal year, advertising revenues have contributed over $60,000 per year through advertising on the outside of buses.

GOALS, OBJECTIVES AND POLICIES

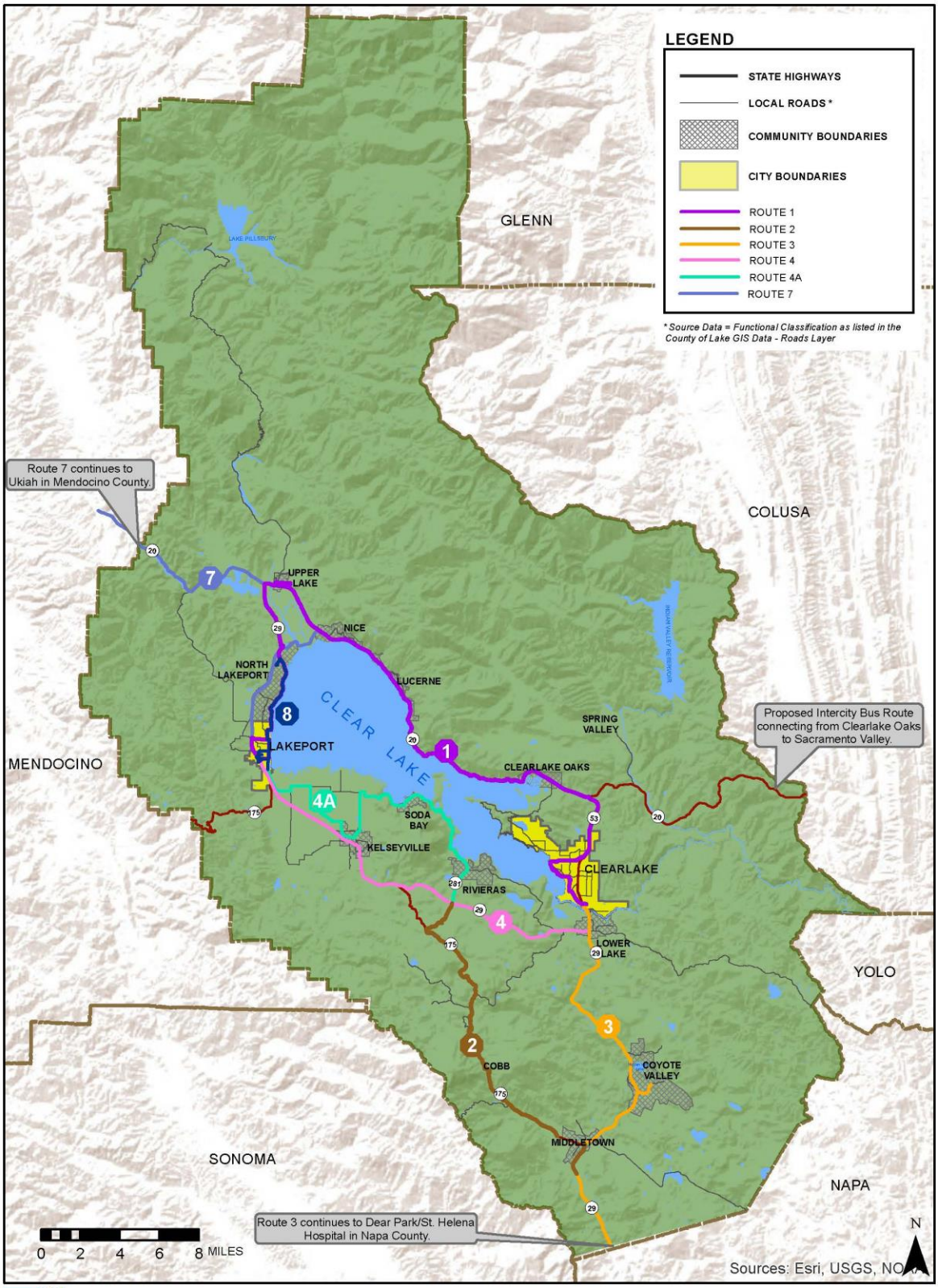
Table 6.3 below lists Goals, Objectives and Policies, which are intended to guide and improve public transit services in the Lake County region over the next four years.

Table 6.4 Public Transit Goals, Objectives and Policies

GOAL: **Provide reliable mobility for all residents and visitors in Lake County**	
Objectives	**Policies**
PT-1: Identify unmet transit needs of residents and visitors of Lake County.	**PT-1.1:** Provide a forum for public agency coordination and public involvement in the transit planning and implementation process.
	PT-1.2: Conduct a formal Unmet Transit Needs Process as outlined in the Transportation Development Act.
	PT-1.3: Convene the Social Services Transportation Advisory Council (SSTAC) on a quarterly basis.
	PT-1.4: Conduct outreach efforts consistent with the Public Participation Plan.
PT-2: Establish priorities and design services to meet the mobility needs of transit users.	**PT-2.1:** Coordinate with local agencies and organizations (including the SSTAC) to identify needs and opportunities to improve services and facilities.
	PT-2.2: Enhance non-emergency medical transportation in Lake County by working with the Consolidated Transit Services Agency (Lake Links) to explore and/or create new programs (e.g. volunteer driver, microtransit, etc.), or else to strengthen and/or expand existing programs.
	PT-2.3: Pursue opportunities to research and evaluate the potential for individualized, flexible transportation to meet the transportation needs of seniors, persons with disabilities, or low-income persons who are unable to utilize the existing public transportation system.

GOAL: **Provide reliable mobility for all residents and visitors in Lake County**	
Objectives	**Policies**
PT-3: Provide a safe and accessible transit system.	**PT-3.1:** Support implementation of the 2019 LTA Bus Passenger Facility Plan.
	PT-3.2: Coordinate with local agencies, organizations and businesses to improve and install transit passenger facilities, including bus stop, turnouts, benches and shelters along existing and new routes.
	PT-3.3: Consider the impacts of new development (residential and commercial) on the transit system and identify appropriate mitigation measures to be incorporated into the proposed development.
	PT-3.4: Coordinate with State and local agencies to plan and design transit services and facilities consistent with the Complete Streets Act of 2008.
	PT-3.5: Ensure proper maintenance of the transit fleet and operations center and provide adequate maintenance personnel training.
	PT-3.6: Improve connectivity between transit facilities, pedestrian facilities and bicycle facilities.
	PT-3.7: Improve streets and road conditions, including drainage, along transit routes.
PT-4: Improve the efficiency of the transit system.	**PT-4.1:** Continue to seek ways in which to reduce Greenhouse Gas emissions from public transit sources.
	PT-4.2: Seek ways in which to reduce fuel and utility costs for public transit.
	PT-4.3: Improve transit system performance monitoring, reliability and dispatching efficiency using GPS and mobile data transmission systems.
	PT-4.4: Coordinate with Lake Transit Authority and Lake Links (Consolidated Transportation Services Agency) to improve public transportation and non-emergency medical transportation in Lake County.
PT-5: Support efforts to improve transit service to employment centers, retail centers, educational institutions, public facilities and medical facilities.	**PT-5.1:** Promote connectivity and coordination with other transportation services.
	PT-5.2: Assist Caltrans with improving existing and locating new Park & Ride lots along transit routes.
	PT-5.3: Improve transit service for commuters and for intercity travel.
	PT-5.4: Explore alternatives for increasing intercity connections to locations in other counties and to other transportation systems.
	PT-5.5: Pursue funding for planning projects that focus on “first and last mile” access to and from key transit destinations.

GOAL: **Provide reliable mobility for all residents and visitors in Lake County**	
Objectives	**Policies**
PT-6: Maximize funding for transit services and facilities.	**PT-6.1:** Support efforts to obtain funding through public and private funding sources for transit planning and transit services.
	PT-6.2: Identify opportunities to utilize the Consolidated Transportation Services Agency to facilitate services that complement and coordinate with Lake Transit services.
PT-7: Improve and monitor the security of the transit system.	**PT-7.1:** Continue to update, as needed, GPS/mobile data-based video camera and automatic vehicle locator equipment to monitor security and quality assurance, and to enhance performance monitoring and track transit system reliability.
	PT-7.2: Support Lake Transit Authority efforts to plan and provide for transit services security and emergency response and recovery efforts.
	PT-7.3: Coordinate with County OES/Emergency Response Commander on emergency response planning activities, including identification of bus stop locations near potential evacuation centers (schools, senior centers, etc.).



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TRANSIT ROUTES IN LAKE COUNTY
EXISTING SERVICES

VII. TRIBAL TRANSPORTATION

Native Americans have a longstanding connection to the land of Lake County which has permeated the physical, environmental and cultural landscape of the region for several thousands of years. There are seven recognized tribes in the region with most including reservation/rancheria road systems. Recognized by the federal government as individual "domestic dependent nations," these tribes are self-governing entities. This element will focus on the role of tribal governments in transportation planning within the Lake County region.

CURRENT ISSUES, CHALLENGES AND OPPORTUNITIES

The Bureau of Indian Affairs (BIA) is responsible for administering and managing tribal trust lands. These duties include working with the Federal Highway Administration (FHWA) in maintaining and developing transportation systems within reservations and rancherias. Such networks are critical to the economic development and public health and safety of tribal communities, providing access for Native Americans and visitors, as well as recreational and resource users, both to and through Indian reservations and rancherias throughout the region.

Commercial facilities operated by the tribes, including casinos and hotels, provide employment for tribal members and other residents of Lake County, and a properly functioning transportation system is essential to their current and future success. Casinos and resorts are currently operating near the communities of Lakeport (Konocti Vista Casino), Upper Lake (Running Creek Casino), Nice (Robinson Rancheria Casino) and Middletown (Twin Pine Casino).

The need for adequate access to tribal health clinics located in different parts of the County is another illustration of the system's importance to tribal residents. Lake County Tribal Health was established in Lakeport (with satellite clinics in Middletown and Clearlake) providing transportation service to eligible members of local tribes enabling access to a variety of health services. The facility is also served by Lake Transit Authority as a fixed-route stop.

Outreach efforts are consistently made by the Lake Area Planning Council (APC) to develop government-to-government relations with the region's federally recognized tribes. As the Regional Transportation Planning Agency (RTPA), monthly agenda notices are sent to individual tribes for both board meetings and Technical Advisory Committee (TAC) meetings. With respect to this update of the Regional Transportation Plan, invitations were sent by Lake APC staff to each of the area's tribes seeking preliminary input into the initial draft as well as offering early consultation on its preparation. Initial drafts of the document were also sent as a means of soliciting comments or further input from the tribes.

It should finally be noted that with seven recognized tribes (five of them currently holding sovereign land), there remains a higher-than-average potential for the presence of undocumented cultural and/or archaeological resources outside of the trust lands themselves. Early consultation with tribal communities is a critical step in the planning, design and construction of transportation projects, providing the opportunity for tribal representatives to identify areas that may require certain types of mitigation with respect to physical, project-related disturbances.

PROFILES OF LAKE COUNTY TRIBES

Below is a short profile of each of the tribes in Lake County and a map, where applicable, depicting the location of tribal lands and roads located on or near tribal lands.

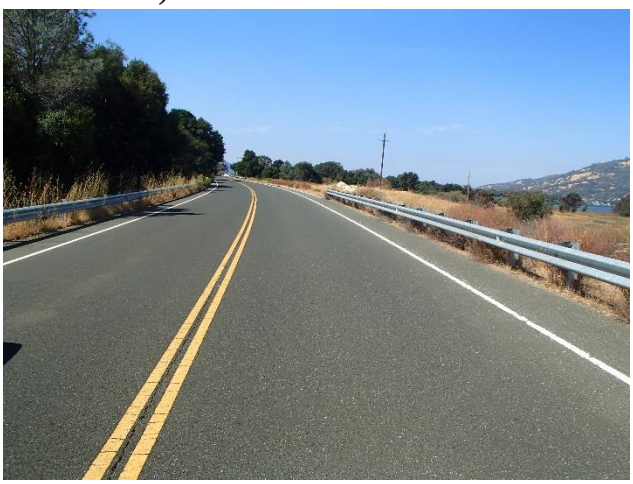
Big Valley Rancheria

The Big Valley Rancheria is comprised of 53.04 acres on the southwest shore of Clear Lake, with a population of 168 and a median age of 30.0, according to the U.S. Census Bureau's American Community Survey. Lying adjacent to the north side of Soda Bay Road, approximately 1.5 miles southeast of the City of Lakeport, the Rancheria is accessed by the north-south running Mission Rancheria Road. The Konocti Vista Casino Resort and Marina is located on the west side of Mission Rancheria Road and includes 80 hotel rooms, a full service 74-space RV Park and a 90-slip marina along the south shore of Clear Lake. Scheduled fixed-route service from the Lake Transit Authority (Route 4A and Route 8) is available to the casino three times daily. Residential areas of the Rancheria include 48 total housing units of which 40 are occupied (29 owner-occupied and 11 renter-occupied). Most of the remainder of the tribal land is either in agricultural use or undeveloped.

A Transportation Safety Plan was prepared by the Tribe covering the period between 2017 and 2021. The stated goal of the Plan is to identify transportation safety needs and strategies for tribal members and its visitors. Emphasis areas identified in the Plan include pedestrian safety on Soda Bay Road, safer turning access onto Mission Rancheria Road, road resurfacing, signage, striping and pathway lighting.

Roads Inventory- The 2020 Official Reservation Road Inventory Roads Inventory lists 1.5 miles of paved road within its National Tribal Transportation Facility Inventory (NTTFI) system for Big Valley Rancheria. Mission Rancheria Road, which lies perpendicular to Soda Bay Road at the southern boundary of the Rancheria, runs nearly the entire north-south length of the land and is County-owned. The system also includes Mission Way, a Tribal-owned residential loop along the east side of Mission Rancheria Road (northeast of the casino).

Elem (Sulphur Bank) Rancheria



The Elem Indian Colony (also referred to as Sulphur Bank Rancheria) is comprised of approximately 50 acres and lies at the northeast end of Clear Lake, just south of the community of Clearlake Oaks. Current Census data estimates 14 people living on the Rancheria (median age 21.3) within seven total housing units, only five of them owner-occupied. Residential land uses are the primary function of the lake front community. Access is provided by Pomo Road, intersecting with the County road system at Sulpher Bank Road from the

east and forming a loop at its western end within the Rancheria. The nearest bus service (Route 1) is approximately two miles away on State Route 20, east of Clearlake Oaks.

Roads Inventory- The 2020 NTTFI includes 1.5 miles of BIA-owned road length within the Sulpher Bank Rancheria. As noted above, Pomo Road forms a ring at its western end. Elem Road bisects this loop from the entrance of the Rancheria across to its western edge. Taken together, this configuration (along with a small cul-de-sac at the south end of the Colony) encompasses the entirety of the road system.

Lower Lake Rancheria (Koi Nation)

Though a federally recognized Indian tribe, the Lower Lake Rancheria Koi Nation remains landless. The Lower Lake Rancheria was officially sold in 1956 when the County of Lake acquired 99 acres of the Tribe's land to build an airport in what would become the City of Clearlake. The subsequent airport, Pearce Field, was eventually closed in the early 1990s and the property is now owned by the City of Clearlake and zoned for commercial development.

The majority of Koi tribal members relocated to cities throughout the Bay Area, at one point seeking to open a hotel, casino and spa on land near the Oakland International Airport. However, local opposition and a lack of support from the Oakland City Council led to the proposal's demise in 2005. The tribal government continues to seek a land base on which to establish a program of economic development, an essential step in providing vital services to its members, including adequate housing, healthcare, educational and vocational opportunities, and proper care for tribal elders.

Middletown Rancheria

The Middletown Rancheria is located approximately two miles south of Middletown on the west side of State Route 29, covering 109 acres. Population estimates of the Rancheria show a very small population consisting of six or fewer residents and only five total housing units. The primary feature of the Rancheria is the 59-room Twin Pine Casino and Hotel, which opened in 2009 and includes a restaurant, bar and gift shop. Access to the facility is taken directly off of State Route 29 with the casino also served by Lake Transit Route 3.

A 20-year Transportation Plan was developed in 2003 that included lists of proposed road projects and other transportation-related improvements intended to meet projected traffic demands over the stated timeframe. In addition, an Active Transportation Program (ATP) grant was awarded to the County of Lake in 2014 to construct a multi-use paved path for bicyclist, pedestrian and equestrian use within the State Route 29 right-of-way south of Middletown, which will extend to the Rancheria and provide additional non-motorized access to the Twin Pine resort facilities. Construction of the project is expected to begin in spring of 2022.

Roads Inventory- The 2020 National Tribal Transportation Facility Inventory (NTTFI) includes 1.8 miles of road (0.4 State-owned, 1.4 BIA-owned) for the Middletown Rancheria, with Rancheria Road being the primary access to areas further within its borders. State Route 29 forms the northeast boundary of the Rancheria and also provides the main access to the casino.

Acceleration and deceleration lanes were added to the highway at Rancheria Road in 2009 to accommodate casino generated traffic.

Robinson Rancheria

The Robinson Rancheria consists of two discontinuous locations totaling approximately 113 acres of trust lands. The primary site is 107 acres and lies along the east side of State Route 20 between the unincorporated communities of Upper Lake and Nice. While the Rancheria was once terminated by the federal government in 1956, a later court decision determined that this was an illegal act and recognition was reinstated in the 1960s. Tribal members who had initially left the area returned to the present-day location of the Rancheria. Current U.S. Census figures estimate the population to be 232 with a median age of 24.5. Of the 64 total housing units, 61 are occupied and 39 are owner-occupied. The primary economic driver for the tribe is the Robinson Rancheria Resort and Casino, which was established in 1989 and features a 48-room hotel, bar, restaurant and entertainment showroom. Access to the Rancheria is mainly taken from State Route 20 and scheduled transit service is available from Lake Transit Route 1.

Through a contract with the BIA in 2009, annual transportation funds are received directly by the Tribe's Robinson Rancheria Tribal Transportation Program. Several projects have been completed since that time by the Rancheria Road Department including the following:

- 2010- A partnership with Lake County and CalRecycle to rehabilitate the Nice-Lucerne Cutoff
- 2013- Construction/reconstruction of all Tribal residential roads, Tribal administration building road, and parking lot
- 2016- Education Center parking, section of Acorn Drive between Recycling Center and Gaming Commission buildings
- 2016- Rehabilitation of Quailtop Trail

Additional transportation projects administered by the Tribe include provision of monthly bus passes to tribal elders (as funding allows), and project/construction management for an Indian Community Development Block Grant project providing infrastructure and 250 feet of new road access to six new housing units. Completion of an Active Transportation Needs Assessment was also expected to assist in preparing future applications to the Active Transportation Program.

Roads Inventory- The current (2020) Indian Reservation Road Inventory lists 73.5 total miles of roads for the Robinson Rancheria, consisting of 28.5 (State-owned), 1.8 (BIA-owned), 42.1 (County-owned) and 1.1 (Tribe-owned) sections.

Scotts Valley Band of Pomo Indians

The Scotts Valley Rancheria was re-established in 1991 after the Federal government determined the tribe had been improperly dissolved. While its original 56-acre parcel within the County region was lost by the tribe in 1958, a 35-acre "in-fee" (non-trust) parcel on Red Hills Road near Kelseyville was purchased with grant funding in 1997. Plans have been discussed over the years of a possible housing development on the Red Hills property, potentially including homes, a retirement facility, restaurant, museum/cultural center or other improvements. Two attempts were made by the Scotts Valley Band to establish tribal land status outside of the Lake region, each time seeking to construct a casino that could provide opportunities for economic development of the tribe. The first was denied in May 2012 for a 30-acre site in North Richmond, and the second rejected in August 2019 for a 128-acre location in North Vallejo.

Approximately 250 feet of paved roadway currently exists to access any would be development of the Red Hills property, although to date, no such developments have materialized. No mileage is currently recorded in the Indian Reservation Road Inventory.

Upper Lake Rancheria (Habematolel Pomo Tribe)

The Upper Lake Rancheria was originally established in 1907, growing from 90 acres to 564 acres near Upper Lake by the mid-20th Century. Federal legislation was passed in 1959, which ended the Federal government's recognition of the Tribe, dissolving the Rancheria in the process. A lawsuit was filed against the United States in 1975 disputing the prior termination and in 1983 the courts sided with the Tribe, calling for a restoration of the Upper Lake Rancheria in the same general vicinity of its previous boundaries. In 2005, land was purchased in the Tribe's aboriginal territory, reestablishing a land base for its people. Currently, the Rancheria consists of approximately 600 acres just north of the unincorporated community of Upper Lake.

The total population of the Rancheria is 95 (median age- 34.2) according to the most recent U.S. Census estimates, with 39 housing units (29 occupied). The primary access of the Rancheria is provided by Rancheria Road, which runs west off of Elk Mountain Road and over Middle Creek where it turns north at a T-intersection with Dewell Road Extension. The majority of housing within the Rancheria is also accessed by these two roads.

In 2012, the Habematolel Tribe opened the 33,000-square foot Running Creek Casino along the south side of State Route 20, within a mile of the Upper Lake Rancheria. Future plans for the casino include a permanent hotel, shops and meeting halls, as a well as a replacement of the current temporary structure housing the casino.

Roads Inventory- The Indian Reservation Road Inventory (2020) lists 7.8 miles of road (7.7 County-owned and 0.1 owned by the BIA) within the Upper Lake Rancheria.

POTENTIAL FUNDING SOURCES

Funding is available to the Lake Area Planning Council (APC) from which the tribes within Lake County may benefit. Some of these funding sources are controlled directly by the Lake APC, while others are awarded and administered by either the State or federal government agencies, such as Caltrans or the BIA.

Tribal Transportation Program

Since 2012, road maintenance and construction programs are overseen by the BIA and the FHWA through the Tribal Transportation Program (TTP). Managed by the FHWA Office of Tribal Transportation (OTT), the TTP replaced the previous Indian Reservation Roads (IRR) Program. The goal of the TTP is to provide funding to tribes to address transportation needs and provide access to basic community services to enhance the quality of life on tribal lands. The TTP addresses transportation needs of tribes by providing funds for planning, designing, construction, safety, and maintenance activities. It is funded through the Highway Trust Fund (HTF) with 2015 Fixing America's Surface Transportation (FAST) Act providing $505 million a year since FY 2020. Funds are allocated among tribes on a formula basis based partially on tribal population and road mileage.

The State Transportation Improvement Program (STIP) may also include projects that are included in the Tribal Transportation Improvement Program (TTIP), although no projects currently exist in the Lake County region through this program. The TTIP is further used to develop a list of eligible projects for an annual TTP Transportation Improvement Program (TTPTIP) made up of individual tribal TIPs. Authority over this process is through a partnership between the FHWA and individual tribes.

Other programs managed by the OTT are the Tribal Transportation Program Bridge Program and the Tribal Transportation Program Safety Fund, which are set asides from the overall Tribal Transportation Program.

Other Sources

In general, regional tribal governments are entitled to most of the same funding sources available to other local government entities within the region. While not eligible to be direct recipients of STIP funds, projects proposed by tribal governments can be eligible in partnership with another agency such as a city, county or State agency acting as the project sponsor and administering the project on behalf of a particular tribe. Other possibilities include grant programs such as the State Active Transportation Program (ATP), the Federal Lands Access Program (FLAP), or the Highway Safety Improvement Program (HSIP), in which the processes are open to tribal applicants, with application assistance available from Lake APC staff similar to that offered to cities, the County or the Lake Transit Authority.

GOALS, OBJECTIVES ANS POLICIES

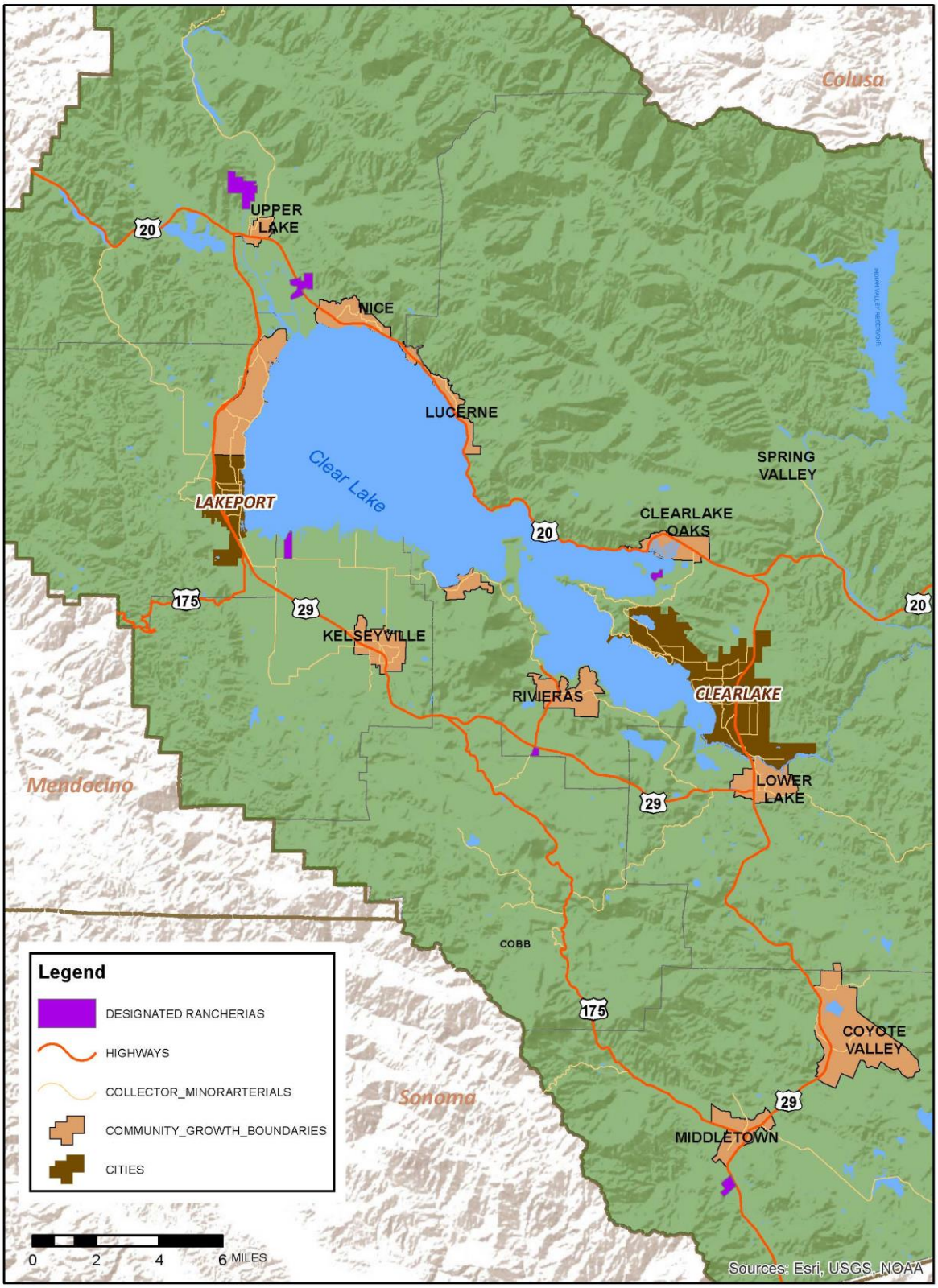
Table 7.3 below lists Goals, Objectives and Policies, which are intended to assist in developing tribal transportation networks within the region over the next four years.

Table 7.1 Tribal Transportation Goals, Objectives and Policies

GOAL: Provide Lake County's tribal members a safe, effective and functional multi-modal transportation system.	
Objectives	**Policies**
TT-1: Consider the transportation needs of tribal members, employees, clients and students traveling between tribal communities, housing, employment centers, public service facilities, medical facilities and schools.	**TT-1.1:** Develop, design and implement transportation projects in coordination with Tribal Transportation plans.
	TT-1.2: Coordinate with tribal communities during planning, design and construction of transportation projects to address and manage potential impacts to cultural, archaeological and environmental resources.
	TT-1.3: Facilitate protection of cultural resources during design, construction and maintenance of transportation facilities.
TT-2: Consult with and involve tribal communities early in the planning and design processes.	**TT-2.1:** Assist tribal communities with the development of Tribal Transportation plans and other transportation efforts as requested.
	TT-2.2: Provide opportunities for consultation with tribal councils on transportation issues.
	TT-2.3: Invite tribal representatives to attend public meetings and workshops and to participate in advisory committees on transportation issues.
TT-3: Facilitate access to transportation resources for tribal communities.	**TT-3.1:** Support efforts by tribal communities to obtain funding for transportation projects.
	TT-3.2: Provide information to tribal communities on opportunities to receive assistance and funding to improve transportation services for tribal members, employees and visitors.

REGIONAL TRANSPORTATION PLAN
2022 UPDATE

Map: 7.1



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525 S. MAIN STREET, SUITE G
UKIAH, CA 95482

LAKE COUNTY
DESIGNATED RANCHERIAS

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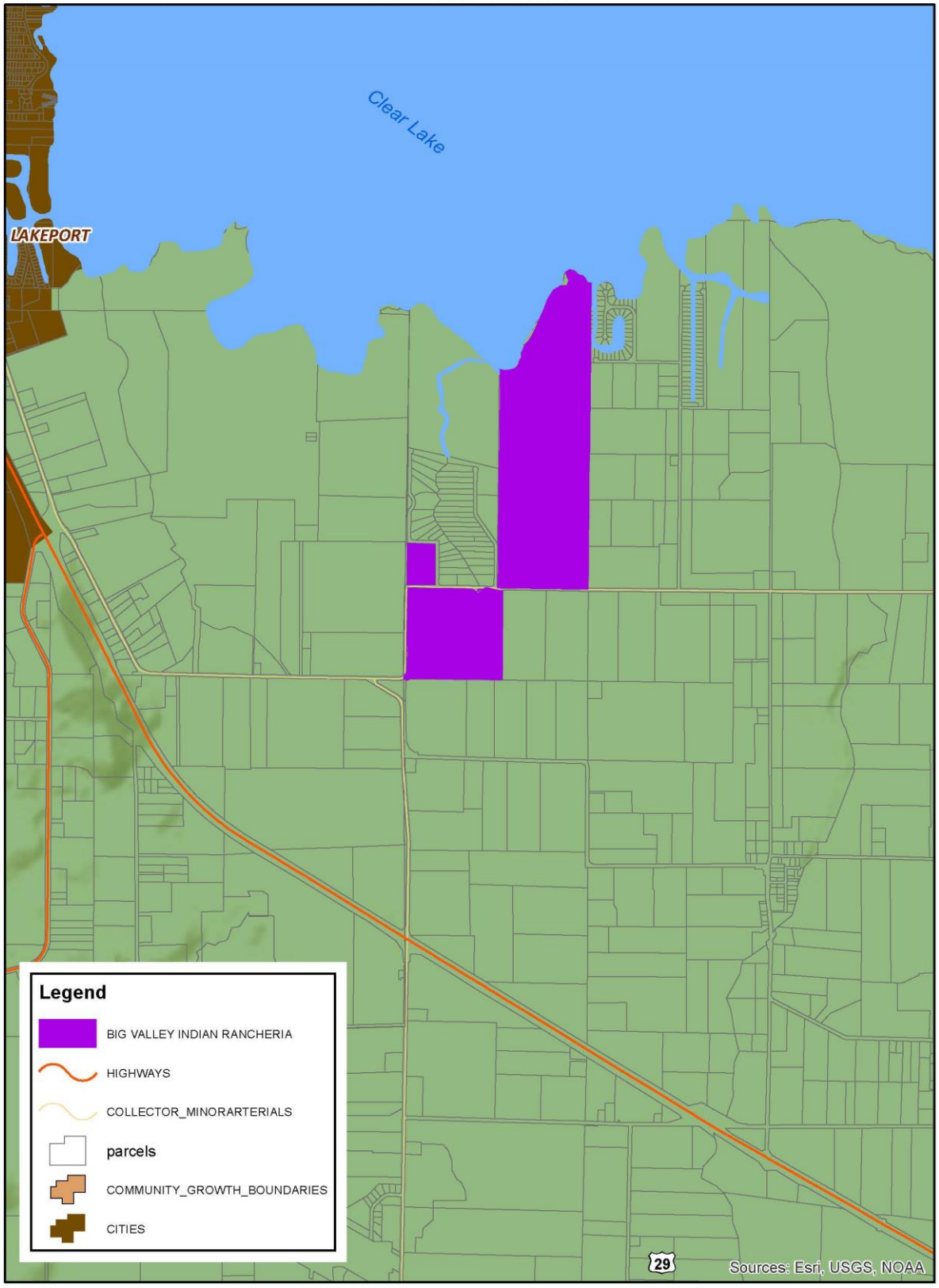
REGIONAL TRANSPORTATION PLAN
2022 UPDATE

Map: 7.2



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BIG VALLEY INDIAN RANCHERIA
LAKE COUNTY

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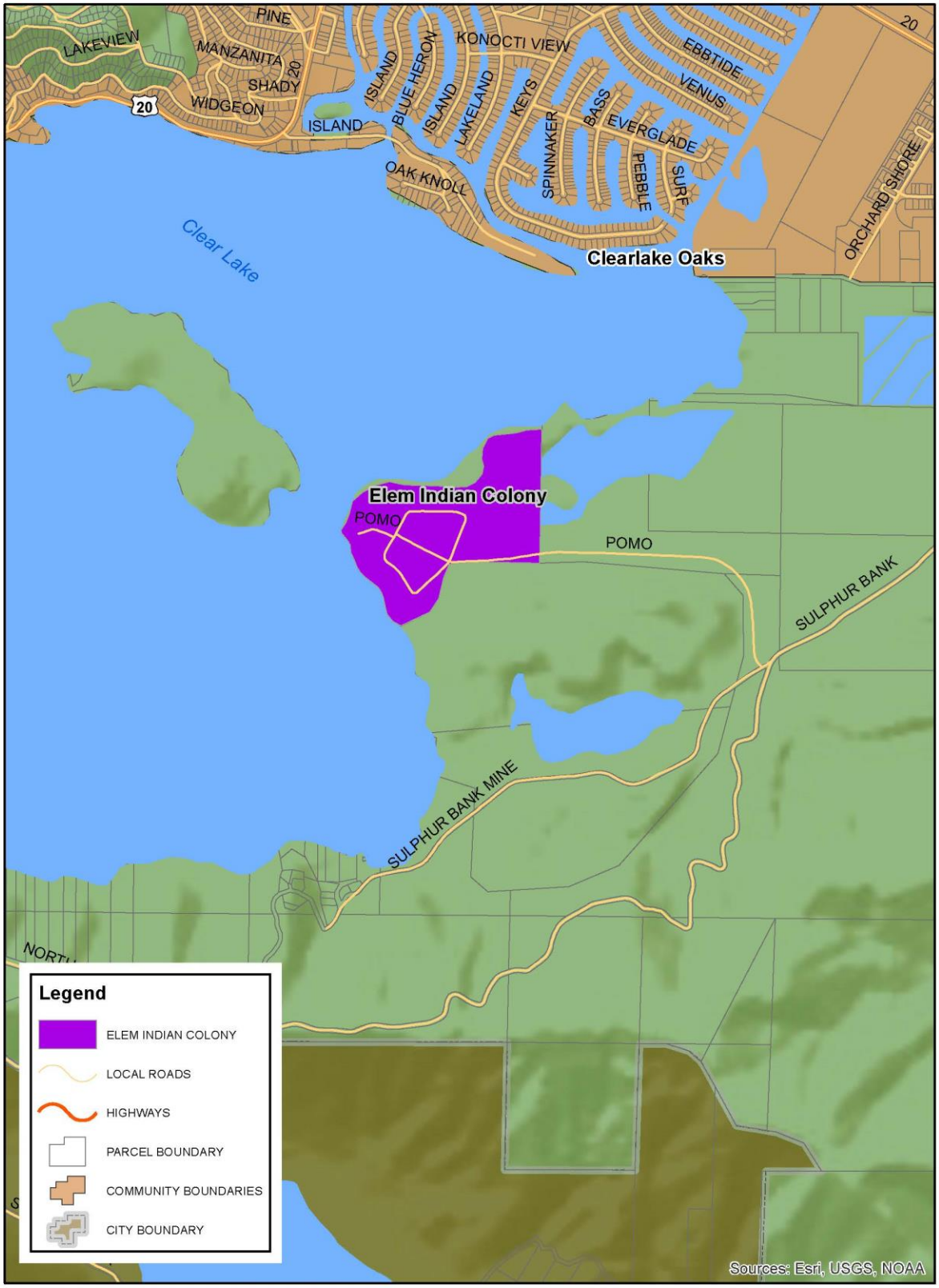
REGIONAL TRANSPORTATION PLAN
2022 UPDATE

Map: 7.3



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ELEM INDIAN COLONY
LAKE COUNTY

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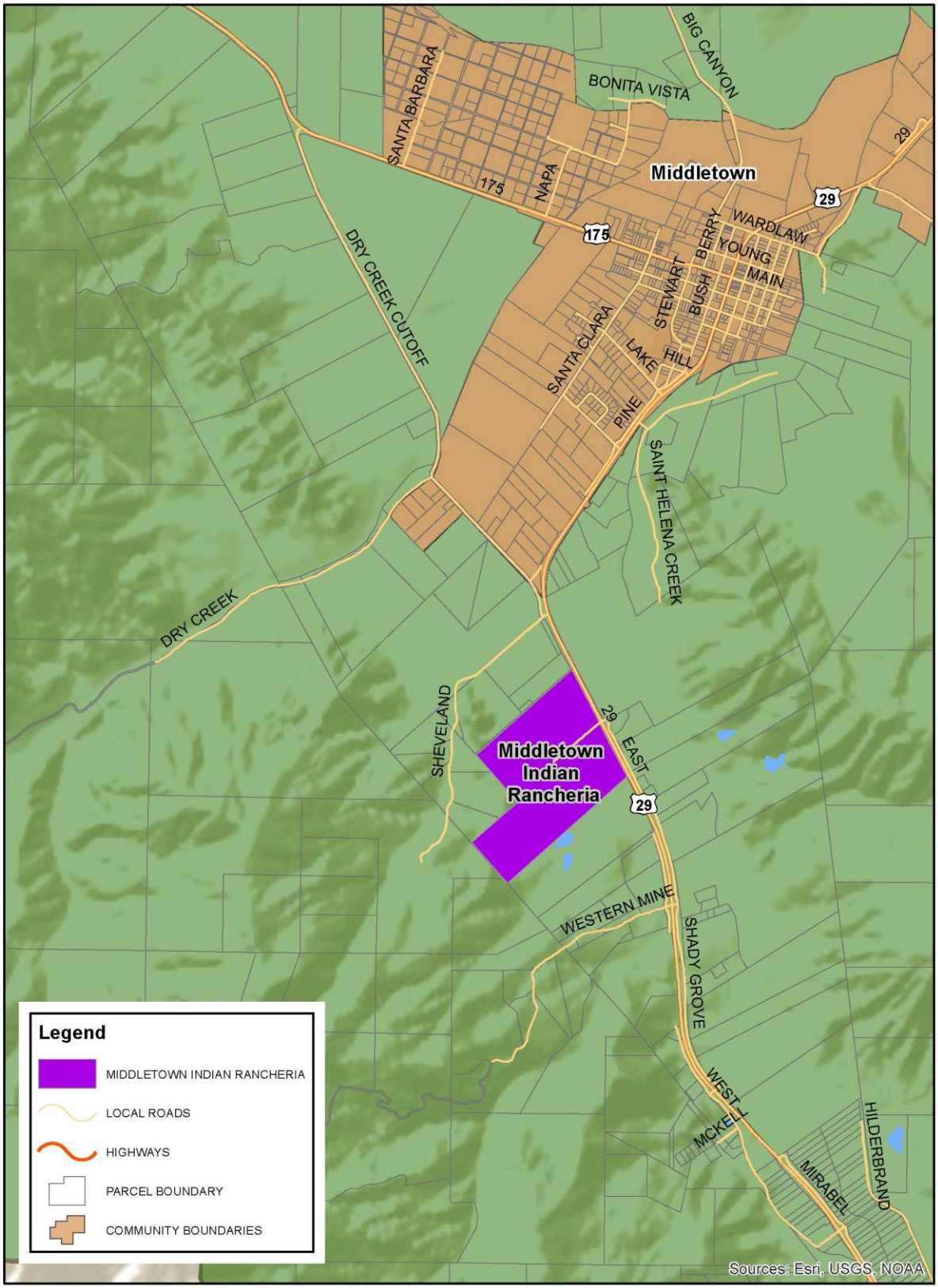
REGIONAL TRANSPORTATION PLAN
2022 UPDATE

Map: 7.4



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MIDDLETOWN INDIAN RANCHERIA
LAKE COUNTY

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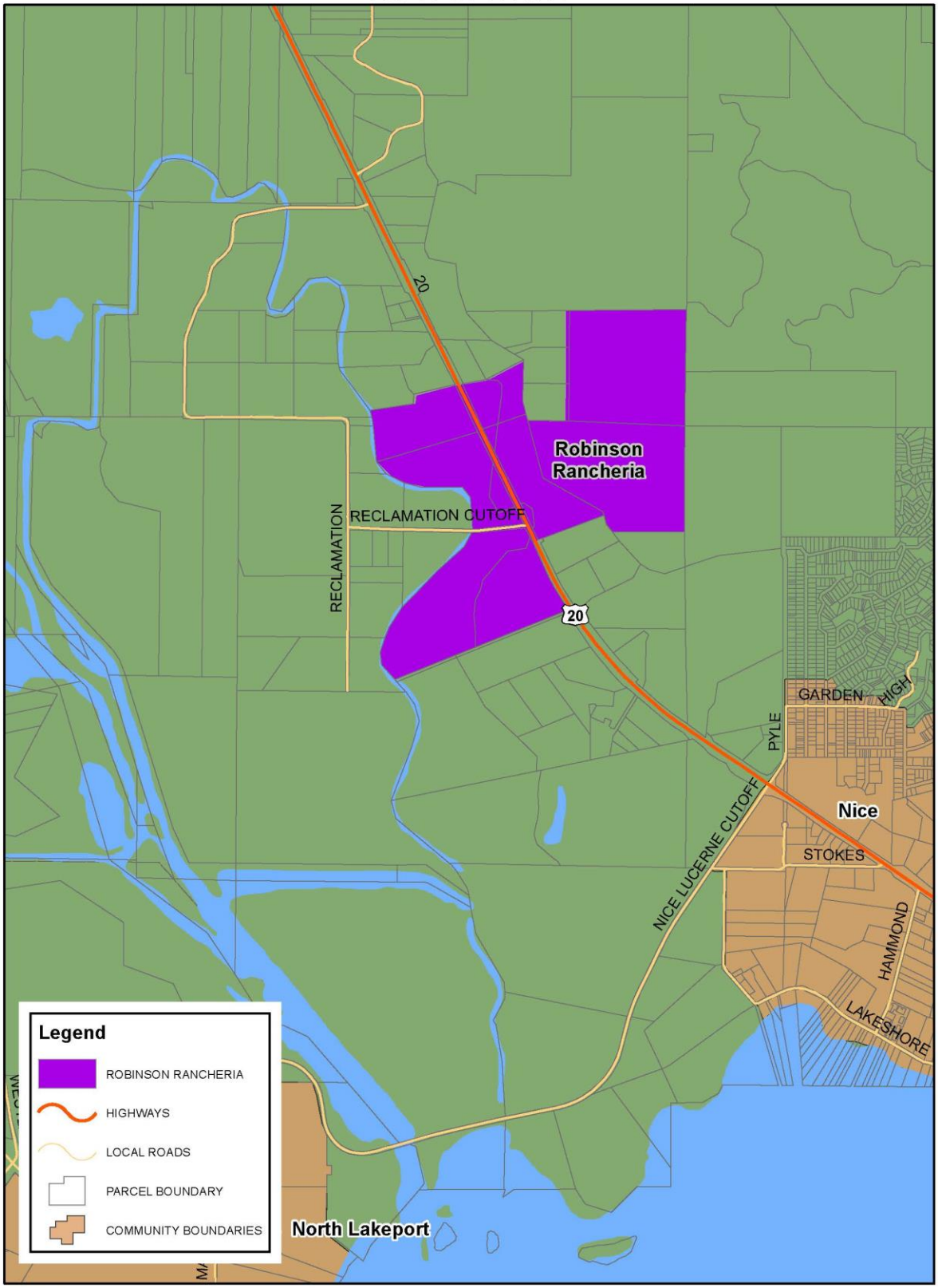
REGIONAL TRANSPORTATION PLAN
2022 UPDATE

Map: 7.5



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ROBINSON RANCHERIA
LAKE COUNTY

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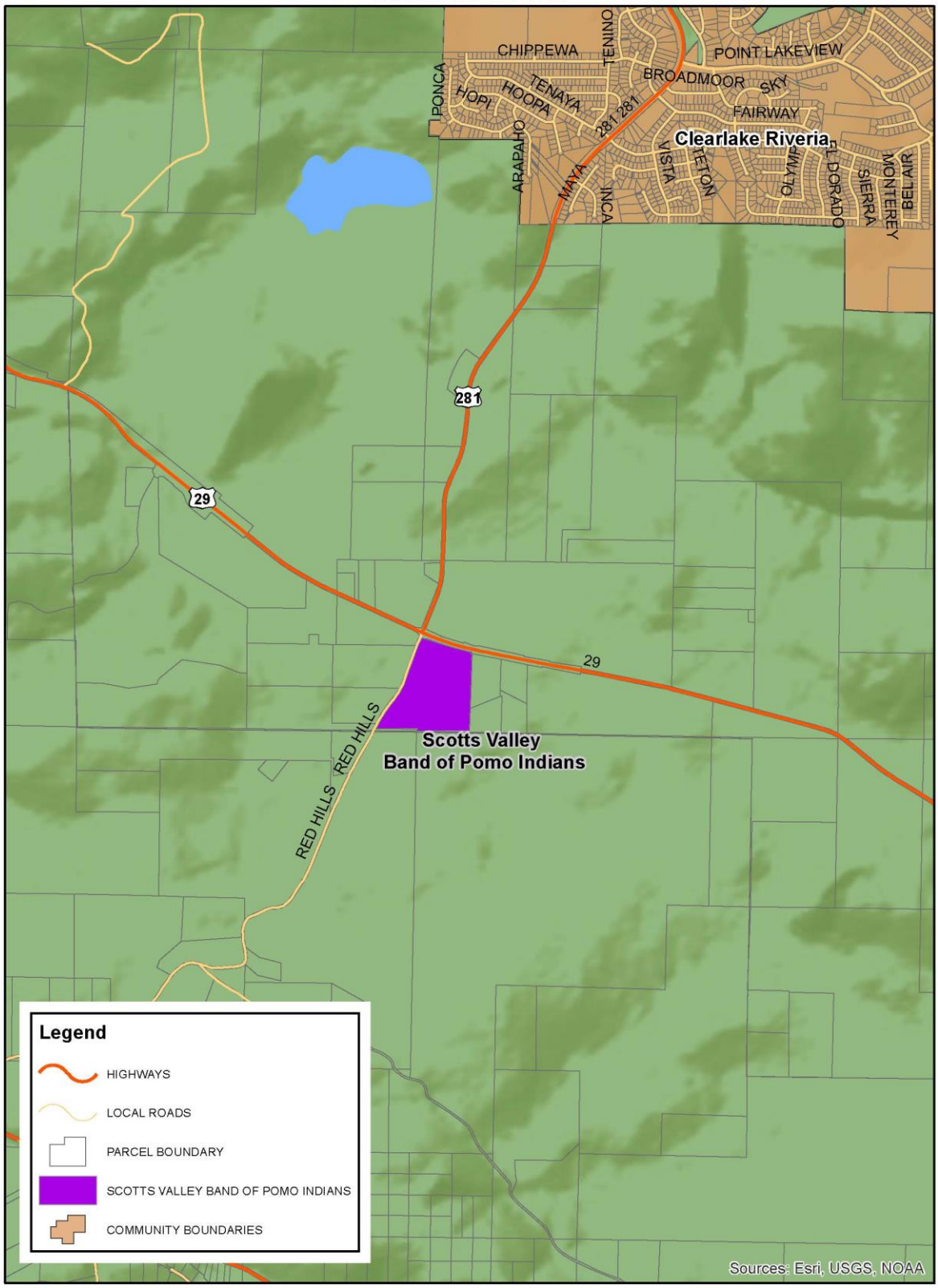
REGIONAL TRANSPORTATION PLAN
2022 UPDATE

Map: 7.6



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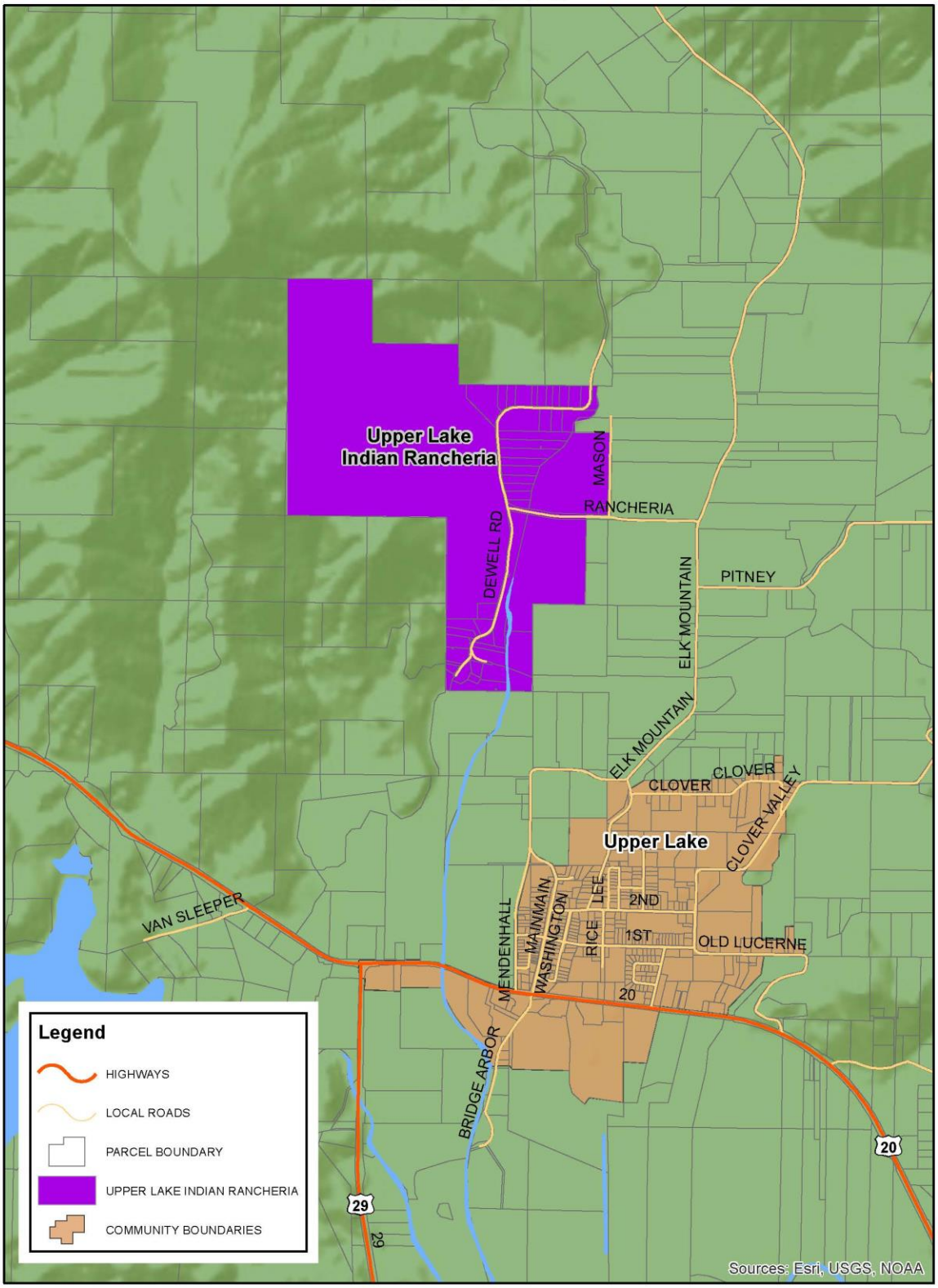
SCOTTS VALLEY BAND OF POMO INDIANS
LAKE COUNTY

N

REGIONAL TRANSPORTATION PLAN
2022 UPDATE

Map: 7.7



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UPPER LAKE INDIAN RANCHERIA
LAKE COUNTY

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VIII. AVIATION

General aviation airports have been described as "portals to the larger world," providing valuable commercial and public service benefits to local communities. This is especially true for rural or remote regions otherwise lacking easy access to services available to more populated urban areas. Among the many benefits provided by regional aeronautics are emergency preparedness and response, express delivery service, resource or land surveying, private/personal flight and instruction and access to special events or tourism activities. Aviation system planning allows for the integration of aviation into the overall transportation system on a regional and statewide basis. This element covers the role of the relatively limited aviation system within the Lake County region.

CURRENT ISSUES, CHALLENGES AND OPPORTUNITIES

Located approximately three miles south of the City of Lakeport, Lampson Field represents the sole public use general aviation airport within the Lake County region. Potential expansion of the existing facility was noted in the 1993 Lampson Master Plan as having severe limitations due to the majority of surrounding building areas lying on private property. Since that time, however, the County has acquired property to the south of the taxiway, which will allow for future development. As the principal airport in the region, Lampson Field will be the focus of this element with additional details provided under a separate heading below.

A second facility was also once located in the City of Clearlake. Known as Pearce Field, this site was closed in the early 1990s and has remained vacant since that time. The property is currently in the planning process for a proposed commercial development. A further option for a general aviation airport was also once considered at Quackenbush Mountain just east of the City of Clearlake. Over time, however, that plan was considered infeasible due to high costs combined with only marginal benefits.

At this point, the only other notable site within the region is Gravelly Valley Airport. Located on the north end of Lake Pillsbury, this remote, unpaved airstrip lies on U.S. Forest Service land and is only used on limited occasion by private small planes for recreation activities, or else as needed during fire season.

A final mention should be made of an annual aviation event in the region, known as the "Clear Lake Splash-In." Based in Lakeport since 1979, this event is billed as the oldest and largest seaplane gathering in the western United States

(what would have been the 41st consecutive year in 2021 was postponed until 2022 based on anticipated low level of Clear Lake due to drought). Pilots of both amphibious and land-based aircraft are invited to participate in a variety of demonstrations and competitions attracting aviation enthusiasts throughout the state and beyond. Seaplane aircraft are brought out of the lake and displayed at Natural High Field in Lakeport, while land-based planes arrive for the event at Lampson Field.

LAMPSON FIELD

As noted above, Lampson Field serves as the region's only public use general aviation airport. The airport is located south of the City of Lakeport and is accessed by Highland Springs Road, south of its intersection with State Route 29. It lies on the southwestern portion of a broad, flat agricultural plain, with the terrain to the south and west rising steeply towards the easternmost ridges of the Mayacamas Mountains. Surrounding land uses consist mainly of agricultural operations (e.g. orchards, vineyards and grazing land), and scattered low-density housing.

An airport has existed at this location since at least the 1930s, when it was privately owned and operated until a 200-foot strip containing only the runway was sold to the County of Lake in 1955. Since then, the County has operated the airport and over time has also acquired additional property adjacent to the south side of the airstrip intended for expansion of the facility. Much of the airport building area surrounding the runway, however, remains under private ownership including some commercial and manufacturing operations along the northeast and southeast perimeters.

The runway at Lampson Field (Runway 10-28) consists of a lighted, 3,600-foot long/60-foot-wide asphalt strip with a full-length parallel taxiway located on the south side. In 2019, a slurry seal rehabilitation was completed for the runway, including its taxiway and all of its connectors. The runway also features an Automated Weather Observation System (AWOS), which was updated in 2016, as well as a glide slope indicator, or Precision Approach Path Indicator (PAPI). Air traffic and related activities at the site are comprised of flight training services, REACH Air Medical Services, emergency response and firefighting staging and aircraft repair and maintenance facilities. Existing hangers are located on private property adjacent to the airport while future plans have included additional hangars on airport-owned land south of the runway.

PLANS, REPORTS AND STUDIES

The following is a brief summary of airport related documents that are relied upon for planning or improvement work needed for existing (or proposed) facilities:

Airport Capital Improvement Plan

As the owner/operator of Lampson Field, the County is required to submit an Airport Capital Improvement Plan (ACIP) to the Federal Aviation Administration (FAA) on a biennial basis. The ACIP is used to identify development and capital improvement needs over a five-year period, with FAA funding made available for eligible projects within the plan. Grants from the FAA cover a range from 90% to 95% of the project cost with the remaining funding shared between the County and the State Division of Aeronautics. Projects listed in the current ACIP (2020-2025) include pavement rehabilitation design for the facility's east apron (2023), and the first phase of reconstruction of the east apron (2024).

Airport Layout Plan

An approved Airport Layout Plan (ALP) is required for all public airports that receive State or federal funding. The Lampson Field ALP is periodically updated by the County serving (along with the current ACIP) as a roadmap for implementation of the 1993 Master Plan (see below). The most recent ALP was adopted in March 2016 and includes proposed plans for development of the County-owned property adjoining the south side of the field. There have been discussions for a number of years seeking ways to enable future expansion of the site. One of the main obstacles involves the replacement of privately owned septic systems with sewer connections to nearby wastewater treatment facilities owned by the City of Lakeport. To date, however, there have not been any discernable actions towards this end.

Lake County General Plan (2008)

The 2008 County of Lake General Plan includes a Transportation and Circulation Element involving goals and policies for several different modes of transportation. Regarding aviation and airports within the region, the following goals and policies from the General Plan are relevant and provide a glimpse into the types of future projects that the County could support.

Transportation and Circulation Section 6.3- Aviation

Goal T-3: To enhance airports in the County to meet the County's changing needs and demands while minimizing adverse airport-related environmental impacts and safety hazards.

Policy T-3.1: Establish Air Carrier Services in the County
The County should continue to actively encourage establishment of scheduled air carrier services to Lake County.

Policy T-3.3 Air Transportation Improvements
The County should continue the current policy of improving and modernizing County air transportation activities and services.

Policy T-3.5 New Airport Location
Lake County shall evaluate locations for a new airport for aviation opportunities in the southern portion of the County including, but not limited to, the Butts Canyon area.

Policy T-3.6 Lampson Field Commercial Development
The area along the north side of Lampson Field has been designated Industrial on the Land Use Map may be considered for airport-related or airport dependent industrial/manufacturing development provided the following criteria are met:

- Proposals include a rezone from "A" to "PDC," along with general and Specific Plans of development.

- Development of sites includes construction of a north taxiway, which is offered for dedication to the County.

- Proposed structures and land uses are compatible with the Airport Land Use Compatibility Plan.

These policies (along with future updates to the Lampson Field Master Plan) will continue to guide future planning with respect to airfield development in the County.

Lampson Field Master Plan (1993)

A Master Plan for Lampson was last adopted by the County in 1993, which has been used to guide development at the facility since that time. While an update to the Master Plan has been discussed at the County level over time, a new document has yet to be drafted for consideration by the Board of Supervisors. The airport's role has not changed significantly over the years, still mainly serving personal and recreational flying, aviation-related business needs and emergency access. In accordance with the 1993 Plan, the County has acquired land on the south side of the airport with "future facilities" (according to the current ALP) including additional hanger development also discussed in the plan. Direction to address inadequate wastewater disposal has also been a longstanding concern that remains unresolved to date.

Airport Land Use Compatibility Plan (1992)

The Airport Land Use Compatibility Plan (ALUCP) is used to guide development within designated airport zones of the region by focusing on the compatibility of proposed land uses near principal airport facilities. State law requires the development of such a plan, along with the creation of an airport land use commission, by any county with a public-use airport. The purpose of the statute is to protect the public health, safety, and welfare by ensuring orderly expansion of airports as well as land use measures that minimize the public's exposure to excessive noise and safety hazards. The 1992 ALUCP originally looked at compatibility issues for three sites including Lampson Field, Pearce Field and the (at the time) proposed Quackenbush Mountain Airport. As noted earlier, Pearce Field has since closed and Quackenbush Mountain is no longer considered to a be feasible location for an airport. As a result, the ALUCP is used solely (at this point) for consideration of development involving Lampson Field and its proximate surroundings.

PERFORMANCE MEASURES

The following measures are drawn from several criteria, with much of the data available from annual reports and updates from the County Department of Public Works.

Table 8.1 Performance Measures

Performance Category	Performance Measure
Attain self-sustaining revenue for Lampson Field to cover all operational costs and local matches for State and federal capital improvement funding	-Number of leased hangers -Increase the number of aircraft stationed at Lampson Field -Consistent General Fund support of the Airport -Consistent California Aid to Airports Program (CAAP) support

Performance Category	Performance Measure
Timely construction of Airport Layout Plan improvements	-Implementation of the 5-Year Capital Improvement Plan on schedule
Expanded commercial aviation uses adjacent to Lampson Field	-Occupancy rate of adjacent facilities with commercial aviation uses -Expansion of existing uses and businesses

ACTION PLAN (PROPOSED PROJECTS)

This Action Plan includes projects of the County of Lake. The projects listed are either "financially constrained," in that they currently have a funding source identified, or else "financially unconstrained," which are those projects identified in the Airport Layout Plan (ALP) but are currently unfunded.

Table 8.2 Aviation Project List – Financially Constrained

Project Name	Timeframe*	Cost** ($1,000s)	Potential Funding Source
Lampson Field Airport- East Apron Pavement Rehabilitation (including parking apron)- Design	Short term	$150	AIP, revenues from leases, local funds
Lampson Field Airport- East Apron Pavement Rehabilitation (including parking apron)- Construction	Short term	$1,750	

***** Short term projects are those expected to be completed within a one- to ten-year period. Long term projects are those expected to be completed within an eleven- to twenty-year period.
** Estimates reflect potential rates of inflation over term of project.

Table 8.3 Aviation Project List – Financially Unconstrained

Project Name	Timeframe*	Cost** ($1,000s)	Potential Funding Source
Sanitary Sewer Pump Station	Long term	$675	Revenues from leases, local funds
Airport Sewer System	Long term	$1,500	
Install 20 T-Hangers, including grading, paving and purchase of hangers	Long term	$2,500	
Construct Administration/Terminal Building	Long term	$700	

***** Short term projects are those expected to be completed within a one- to ten-year period. Long term projects are those expected to be completed within an eleven- to twenty-year period.
** Estimates reflect potential rates of inflation over term of project.

POTENTIAL FUNDING SOURCES

Funding for airport improvements comes from both State and federal sources, with the primary support for operation and maintenance of the airport coming from the County through tie-down rents, leasing of County hangers and the County General Fund. Below is a list of available funding programs intended to assist local agencies in maintaining and/or improving public use airports, enabling better integration with the overall State and federal aviation system.

Airport Improvement Program

The Airport Improvement Program (AIP) provides grants to public agencies for planning and development of public-use airports. Established in 1982 (and most recently amended in 2012), AIP funds are drawn from user fees, fuel taxes and other similar revenue sources. Most capital improvement or rehabilitation projects are eligible to receive funding, while those related to airport operations (e.g. hangars, maintenance or building repairs) or operational costs (e.g. salaries, equipment, etc.) are not. Funds are distributed by the Federal Aviation Administration (FAA) for qualifying projects listed in an ACIP. Grants from the Program typically cover 90-95 percent of the cost of projects with the remaining 5-10 percent divided between the County and the State Division of Aeronautics (when State funding is available).

State Aeronautics Account

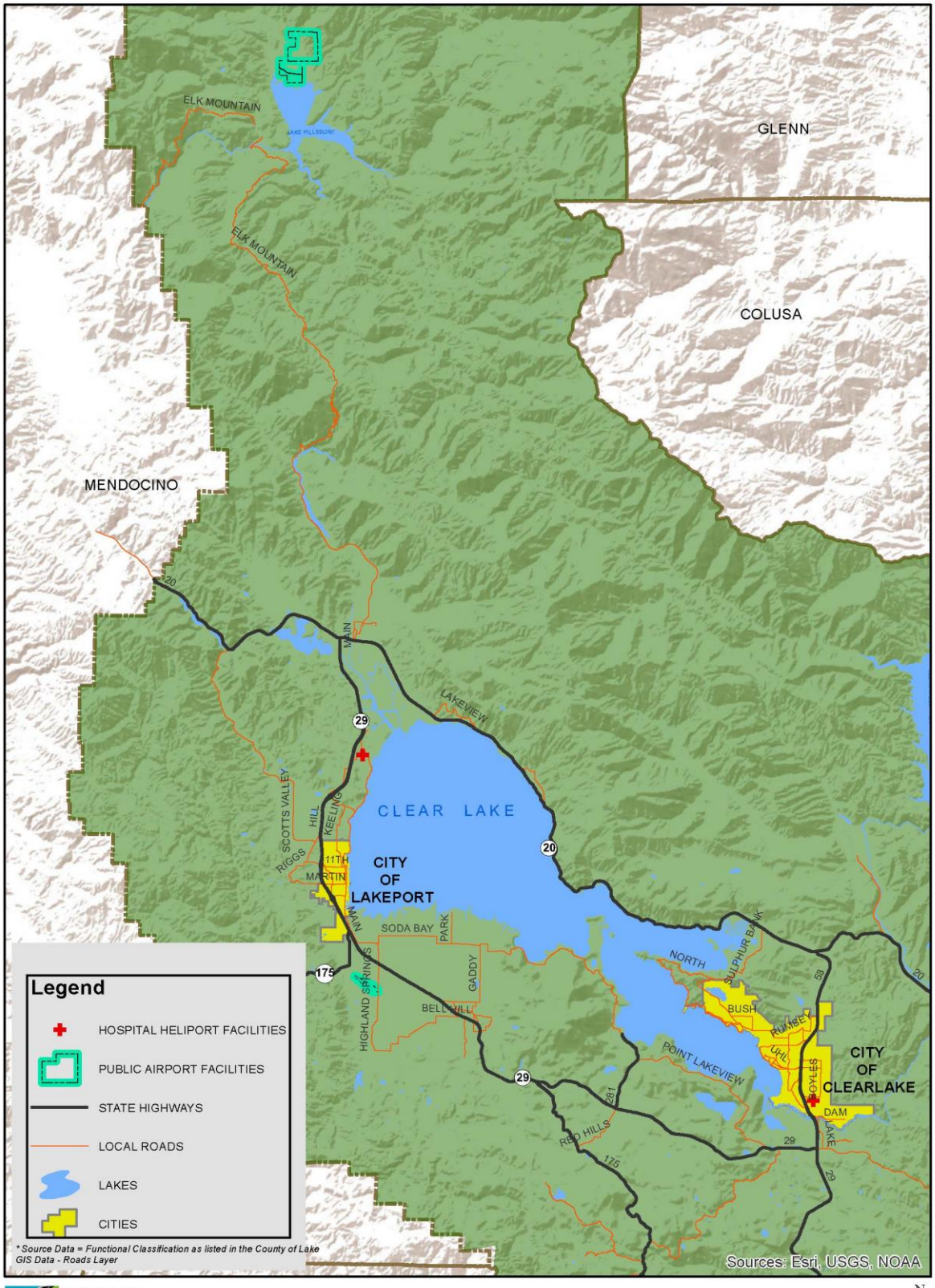
At the State level, funds are available through the State Aeronautics Account. The California Aid to Airports Program (CAAP) is the main program assisting local general aviation airports. This program awards Annual Credit Grants in the amount of $10,000 per year to general aviation airports throughout the State, which includes Lampson Field Airport. The CAAP also provides assistance to local airports with matching grants for AIP funded projects as well as Acquisition and Development (A&D) Grants, which can be used to cover safety, pavement preservation projects and Airport Land Use Compatibility Plans. Also funded through the account is the Airport Loan Program, which provides low interest loans for revenue generating projects such as hangar construction and aviation fuel facilities. Aeronautics Account funds are applied first to Caltrans aeronautics operations and the annual credit grant program. Any remaining funds are then available for the projects in the Aeronautics Program as adopted by the Commission.

GOALS, OBJECTIVES AND POLICIES

Table 8.4 below lists Goals, Objectives and Policies, which are intended to guide airport development projects over the next four years.

Table 8.4 Aviation Goals, Objectives and Policies

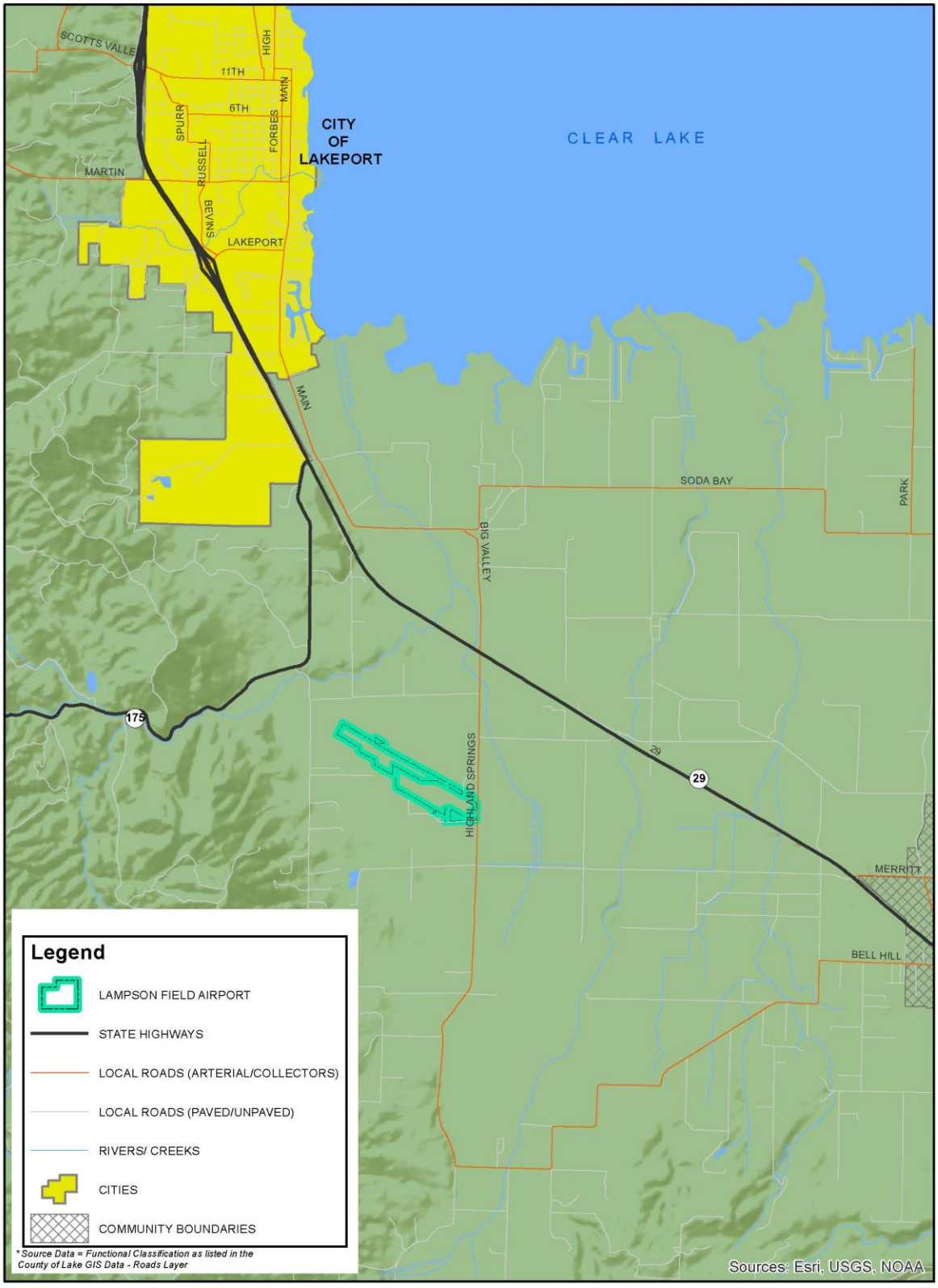
GOAL: Provide an aviation system with physical and operational facilities that meet the regional and interregional general and commercial aviation needs of Lake County.	
Objectives	**Policies**
AV-1: Support implementation of the Airport Land Use Compatibility Plan (ALUCP), Airport Master Plan and other plans that further improvements to the aviation system.	**AV-1.1:** Ensure that the RTP and other planning documents are consistent with the Airport Land Use Compatibility Plan (ALUCP).
	AV-1.2: Support implementation of the Airport Master Plan and Capital Improvement Plan.
	AV-1.3: Support the modernization and improvement of air transportation activities and services.
	AV-1.4: Review and comment on County General Plan amendments, rezoning applications and other entitlement projects and environmental documents in the vicinity of Lampson Field to facilitate safety, operations and land use compatibility near the airport.
AV-2: Improve medical transportation services.	**AV-2.1:** Support improvements at Lampson Field that facilitate medical transportation services, including REACH Air Medical Services.
AV-3: Improve Emergency Response and Recovery.	**AV-3.1:** Develop plans and support projects that are consistent with the County Office of Emergency Services (OES) response and recovery plans.
	AV-3.2: Encourage coordination with agencies involved in emergency services, including the County of Lake, U.S. Forest Service, Bureau of Land Management, CalFIRE and other agencies.
AV-4: Support Goods Movement.	**AV-4.1:** Consider the landside and operational needs of air carrier and delivery services when planning and designing airport facility improvements.
	AV-4.2: Encourage aviation facility improvements that facilitate goods movement.
AV-5: Maximize funding opportunities for aviation planning and improvements.	**AV-5.1:** Support efforts to obtain State and federal funding, including grant and loan programs.
	AV-5.2: Assist in the development of aviation planning resources (including an airport GIS layer) to increase competitiveness from discretionary sources.



MAP DEVELOPED BY:
A. PEDROTTI
LAKE COUNTY/CITY AREA PLANNING COUNCIL
525 S. MAIN STREET, SUITE G
UKIAH, CA 95482

AVIATION FACILITIES IN LAKE COUNTY

N



MAP DEVELOPED BY:
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AVIATION FACILITIES IN LAKE COUNTY
(LAMPSON FIELD AIRPORT)

N

APPENDICES: A-G

APPENIDIX A
Glossary

ADA: Americans with Disabilities Act. A 1990 civil rights law prohibiting discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation and all public and private places open to the general public.

APC: Lake Area Planning Council (aka Lake APC). The Regional Transportation Planning Agency (RTPA) for the Lake County region. Established in 1972 after passage of the Transportation Development Act (TDA) to focus on transportation and other regional planning issues.

ATP: Active Transportation Plan. A plan for improving and integrating the bicycle and pedestrian network in the region in order to increase the use of active transportation modes in the Lake County region.

Caltrans: California Department of Transportation. Responsible for the planning, design, construction, maintenance, and operation of the State's Transportation System. Also provides technical assistance to local and regional governments.

CalSTA: California State Transportation Agency. Oversees various funding opportunities and transportation projects.

Capacity: The volume of transportation activity that can be reasonably and safely accommodated by a transportation facility in a given time period.

CAPTI: Climate Action Plan for California Infrastructure. Sponsored by CalSTA, the plan details how the state recommends investing discretionary transportation dollars to adapt to climate change.

CARB: California Air Resources Board. Responsible for implementation of the Federal and State Clean Air Acts.

CARES: The Coronavirus Aid, Relief, and Economic Security Act**.** Passed by congress on March 27, 2020 this bill allotted $2.2 trillion to provide economic aid to Americans impacted by the COVID-19 pandemic.

CDBG: Community Development Block Grant. Federal funds which, in California, are administered by the State Department of Housing and Community Development (HCD) with money used in many rural communities to fund projects involving housing, economic development and infrastructure improvement.

CEQA: California Environmental Quality Act. A State-mandated evaluation process in which environmental effects associated with the implementation of a project are fully disclosed.

CMCP: Comprehensive Multimodal Corridor Plan. Currently in development for Caltrans District 1, the CMCP will replace previously used Transportation Concept Reports (TCRs), and is intended to develop a strategy to identify transportation projects that will reduce congestion, reduce greenhouse gas emissions, and improve livability through operational improvements, technological advancements, and increased multi-modal options along individual transportation corridor.

Complete Streets: Transportation facilities that are planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians transit riders and motorists.

Context Sensitive Solutions: An inclusive approach to planning, designing, constructing, maintaining, and operating the transportation system. It integrates and balances community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals.

CRRSAA: The Coronavirus Response and Relief Supplemental Appropriations Act of 2021. Includes supplemental appropriations to support transportation during the COVID-19 emergency.

CTC: California Transportation Commission. Established in 1977 to advise and assist the Secretary of Transportation (as well as the legislature) in formulating policies for State transportation programs.

CTP: California Transportation Plan. Developed at the State level as a long-range policy plan providing a vision for California's future transportation system. The CTP provides guidance for the development of Regional Transportation Plans, which are required to be consistent with its visions and goals.

CTSA: Consolidated Transportation Services Agency. Established as part of the 1979 Social Service Transportation Improvement Act, its role is to promote the coordination or consolidation of social service transportation services in order to increase transportation options for seniors, individuals with disabilities and persons with low incomes.

EIR: Environmental Impact Report. Prepared as part of the CEQA process to disclose significant environmental impacts of individual development projects.

FAA: Federal Aviation Administration. Agency of the US Department of Transportation charged with regulating air commerce to promote its safety and development as well as promoting the development of the national airport system.

FAST Act: Fixing America's Surface Transportation Act. Federal transportation legislation passed in 2015 providing funding for infrastructure planning and investment over a five-year period. Superseded a previous three-year bill (passed in 2012), known as Moving Ahead for Progress in the 21st Century (MAP-21), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act- Legacy for Users (SAFETEA-LU), passed in 2005.

FHWA: Federal Highway Administration. Agency of the US Department of Transportation, established to ensure development of an effective national road and highway transportation system.

FTA: Federal Transit Administration. Agency of the U.S. Department of Transportation providing financial and technical assistance to local public transit systems.

Goal: A desired end-result, expressed in general terms, toward which individual efforts are directed.

GHG: Greenhouse Gas. Any gas that absorbs infrared radiation into the atmosphere, including carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrochlorofluorocarbons (HCFCs), ozone (O3), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF6).

IIJA: Infrastructure Investment and Jobs Act. Significantly large federal infrastructure bill passed in late 2021 focusing in large part on America's roads, bridges and rails.

IIP: Interregional Improvement Program. Funding source for the Interregional Transportation Improvement Program (see below), drawn from 25% of the State Highway Account.

ITIP: Interregional Transportation Improvement Program. Used to fund capital improvements of interregional significance throughout the State. Projects are nominated by Caltrans and submitted to the California Transportation Commission for inclusion into the State Transportation Improvement Program (see below).

ITS: Intelligent Transportation Systems. Advanced sensor, computer, electronics and communication technologies and management strategies used to increase the safety and efficiency of the surface transportation system.

Lake APC: Lake Area Planning Council (aka APC). The Regional Transportation Planning Agency (RTPA) for the Lake County region. Established in 1972 after passage of the Transportation Development Act (TDA) to focus on transportation and other regional planning issues.

LOS: Level of Service. A qualitative measure used to analyze the quality of traffic service on local streets and roads as well as State highways. A number of factors are included in the measurement, such as speed, travel time, safety, traffic interruptions and safety.

LTA: Lake Transit Authority. Formed in 1996, LTA provides public transportation services throughout the Lake County region.

LTF: Local Transportation Fund. Per the Transportation Development Act (TDA)(see below), transportation funds derived from a one-quarter of one-cent sales tax collected by the State and returned to the county of origin for transportation development.

MAP-21: Moving Ahead for Progress in the 21st Century. Federal transportation funding legislation passed in 2012, replacing SAFETEA-LU (2005) and subsequently succeeded by the FAST Act (2015).

MPO: Metropolitan Planning Organization. Regional transportation planning organizations for designated areas that include at least one city with a population over 50,000.

Measure I: A 2004 measure passed by voters in the City of Lakeport for a "general" half-cent sales tax to be used for community facilities including transportation projects.

Measure V: A 2016 measure passed by voters in the City of Clearlake for a one-cent "specific" tax (receiving the required supermajority of at least 66.7%) to be used solely for road maintenance purposes.

Measure Z: A 2016 measure passed by voters in the City of Lakeport calling for a "general" one-cent sales tax for use on public safety and road/infrastructure maintenance needs.

Mode: A particular form of transportation, such as automobile, railroad, bicycle, pedestrian, public transit or aviation.

NEMT: Non-Emergency Medical Transportation. Intended for targeted populations in need of transportation for medical services or healthcare related appointments.

Objective: A broadly defined target to guide decision-making towards the attainment of goals.

OWP: Overall Work Program. An annually adopted list of work items and transportation planning tasks for the coming fiscal year.

PMP: Pavement Management Program. Used to evaluate the overall condition of the road network, highlighting options for improving the current network-level pavement condition index (PCI).

Performance Measures: Indicators of how well the transportation system is performing with regard to such things as average speed, reliability of travel and collision rates. Often used as feedback in the transportation planning and decision-making process.

Policy: A measurable level of achievement aimed at meeting an objective and/or goal.

RAISE: Rebuilding American Infrastructure with Sustainability and Equity. US DOT discretionary grant funding opportunity.

RIP: Regional Improvement Program. Funding source for the Regional Transportation Improvement Program (see below), drawn from 75% of State Highway Account funds set aside for regional transportation agency programming.

RTIP: Regional Transportation Improvement Program. A list of proposed transportation projects submitted to the California Transportation Commission by Regional Transportation Planning Agencies for State funding. The RTIP has a five-year horizon and is updated by the RTPA every two years.

RTP: Regional Transportation Plan. Planning documents developed by RTPAs in cooperation with Caltrans and other stakeholders. RTPs are prepared every four years per current State legislation and are designed to provide a vision of regional transportation goals and objectives.

RTPA: Regional Transportation Planning Agency. Programs or allocates State and federal transportation funds to Caltrans, the County of Lake and the two incorporated cities in Lake County (Clearlake and Lakeport).

SAFE: Service Authority for Freeway Emergencies. Administers emergency callbox program.

SAFETEA-LU: Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users. Federal transportation funding legislation passed in 2005 and subsequently succeeded by MAP-21 (2012) and the FAST Act (2015).

SB 1: Senate Bill 1. State level legislation passed in April 2017, which, through a combination of increased taxes and fees, is expected to generate several millions of extra dollars annually for road projects in the Lake County region. SB 1 revenues will be split between State and local streets and roads projects. They will be disbursed through a variety of new and existing programs (both formula as well as competitive based).

SHOPP: State Highway Operation and Protection Program. A program intended to maintain the integrity of the State highway system. It is primarily associated with safety and rehabilitation without increasing roadway capacity. SHOPP is a multi-year program of projects, approved by the CTC separately from the STIP cycle.

SSTAC: Social Services Transportation Advisory Council. Advises the Lake APC on matters involving the transit needs of elderly, disabled and disadvantaged persons within the Lake County region.

STA: State Transit Assistance. A State fund used for public transportation services, which include "community transit services," or those made available to persons such as the disabled who are unable to use conventional services.

STIP: State Transportation Improvement Program. A five-year list of transportation projects proposed in individual RTIPs, which are approved by the CTC.

TAC: Technical Advisory Committee. Advises Lake APC Board of Directors on technical matters.

TDA: Transportation Development Act. Passed by the State legislature in 1972, it provides funding for public transportation through the Local Transportation Fund (LTF) and State Transit Assistance (STA) fund.

TCEP: Trade Corridor Enhancement Program. The program provides funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in California Freight Mobility Plan. This includes SR 29 in the Lake County region.

TCR: Transportation Concept Report. A long-range planning document for an individual State Route with the goal of increasing safety, improving mobility, and meeting community and environmental needs of an individual corridor with respect to vehicular traffic, transit, pedestrian, bicycle, freight, operational improvements and travel demand management.

VMT: Vehicle Miles Traveled. A measure of all miles traveled within a specified area and timeframe within an area or transportation facility.

APPENDIX B
Functional Classification System- State and Local Routes in Lake County

Functional classification is a process whereby highways are grouped into classes according to the character of service they provide. The hierarchy which is established is indicative of the relative importance of each highway with the State and the region. In Lake County, the roadways within the highway system are classified into a system of arterials, collectors and local roads. Arterials in Lake County are limited to State Routes. At the lower end of the State system, there are two routes which are classified as collectors. It is at the collector level where the State system merges with the higher classes of the County highway system. The County highway system is generally composed of major and minor collectors and local roads. The cities of Clearlake and Lakeport each have a separate classification system of arterials, collectors, and local streets. These municipal classification systems are not significant on a Statewide or regional basis and are not considered in the regional classification system presented below:

Principal Arterials: This network of highways services statewide and interstate travel. They are a part of a continuous statewide network which links virtually all urbanized areas. In Lake County, Principal Arterial routes include: Route 20 from the Mendocino County link to Upper Lake and from the junction of Route 20/Route 53 to the Colusa County link, Route 29 from Lower Lake to Upper Lake, and Route 53.

Minor Arterials: Minor Arterials link cities and towns to form an integrated network on interstate and intercounty service. They are generally spaced so that developed areas are within a reasonable distance from an arterial highway. State Route 29 from the Napa County line to Lower Lake, State Route 20 between Upper Lake and the junction of State Route 53, the Hopland Grade segment of State Route 175, Bottle Rock Road and Nice/Lucerne Cut-off are Minor Arterials in Lake County.

Major Collectors: Urban areas and other traffic generators of intra-county importance which are not served by higher systems are often served by Major Collectors. The more important intraregional travel corridors are served by Major Collectors. State Route 175 between Middletown and State Route 29 near Kelseyville is the only Major Collector in the State system within Lake County. Approximately fifteen percent (15%) of the County highway system consists of Major Collectors. These represent the highest level of the County Road System.

Minor Collectors: Traffic from local roads is collected by this system. Minor Collectors are often spaced at intervals so that all developed areas are within a reasonable distance from a collector road. Minor Collectors serve small communities which are unserved by higher systems and connect locally important traffic generators with less developed parts of the region. There are no State routes of this status in the region. About ten percent (10%) of the County highway system consists of Minor Collectors.

Local Roads: Access to adjacent land use is the primary function of the local road system. These roads provide for travel over relatively short distances except in very remote areas. Approximately seventy-five percent (75%) of the County highway system falls into this category.

APPENDIX C
Public Participation Summary

Transportation needs affecting local regions, economies and land use decisions are best defined at the local level. Input and guidance from representatives of the local jurisdictions making up the region are critical. Equally important is the involvement of local residents themselves who are uniquely knowledgeable of transportation patterns and needs within their communities. Public participation thus plays a vital role in developing the overall Regional Transportation Plan (RTP) and Active Transportation Plan (ATP). Input from the public can help to ensure that projects are selected with local needs in mind, within the context of addressing larger transportation goals of the region. In this manner, the periodic renewal of the RTP/ATP provides a valuable opportunity in which to engage the general public in the long-range transportation planning process.

LAKE APC PUBLIC PARTICIPATION PLAN

In February 2021, the Lake Area Planning Council (APC) adopted an update to its Public Participation Plan (PPP). Initially adopted in 2008 as a requirement of the 2005 federal transportation bill (Safe, Accountable, Flexible and Efficient Transportation Equity Act- A Legacy for Users (SAFETEA-LU)), and reestablished under the 2015 passage of the Fixing America's Surface Transportation (FAST), the PPP helps to ensure public involvement in the regional transportation planning process. Specific goals of the updated Plan are listed below:

> ***Goal 1:*** *Provide all interested parties and agencies reasonable opportunities for involvement in the transportation planning process.*
>
> ***Goal 2:*** *Increase public awareness and understanding of the transportation planning process in Lake County.*
>
> ***Goal 3:*** *Ensure accessibility to the transportation planning process and information for all members of the community.*
>
> ***Goal 4:*** *Maintain contact with interested individuals and agencies throughout the process of developing plans and projects.*
>
> ***Goal 5:*** *Increase opportunities for those traditionally under-served, including the elderly, low income, disabled, and minority households, to participate in the transportation planning process.*
>
> ***Goal 6:*** *Consider public and agency input and comments as an integral part of the APC's decision-making process.*
>
> ***Goal 7:*** *Consult with tribal governments within Lake County and provide opportunities for tribal government input into the transportation planning process.*

Throughout the process of updating the 2022 RTP/ATP, outreach was conducted by Lake APC staff in substantial conformance with the goals of the updated Public Participation Plan.

PUBLIC OUTREACH

Outreach efforts for past RTP updates have traditionally involved in-person workshops and tabling events, combined with various methods of surveying and other means of feedback solicitation. The current update process, however, has coincided with the unforeseen outbreak of the COVID-19 pandemic. From approximately March 2020 until the present (September 2021 as of this writing), public health protocols have required varying degrees of restrictions on public gatherings along with related forms of social distancing guidance. As a result, alternative methods of community engagement were needed to ensure appropriate levels of public input for the 2022 update.

In lieu of workshops, an online social engagement platform, known as Social Pinpoint, was made available between March 7 and September 30, 2021, to inform the public on the Regional Transportation Plan and Active Transportation Plan as well as the update process in general. It was also used to gather comments and feedback from interested members of the public within the region by offering interactive mapping tools, surveys and other tools soliciting transportation preferences. The "Lake County Regional Transportation & Active Transportation Plan Updates" website (lakeapc.mysocialpinpoint.com) was advertised in local media outlets directing interested community members to participate in the long-range transportation planning of their region.

Emails and flyers were sent in early April and again in early May to a broad list of public agencies and community organizations including the Lake Area Planning Council Board of Directors, Lake Area Planning Council Technical Advisory Committee members, the Social Services Transportation Advisory Committee, representatives of the Lake County Board of Supervisors, Lakeport and Clearlake city councils, municipal advisory councils, and regional tribes, along with local radio stations and print media.

Public Presentations

Informational presentations on the update process and what it involved were also given at a

number of public meetings, including local governmental council/supervisor meetings, advisory town hall groups, tribal conferences, and private community organizations. The main purpose of the presentations was to direct community members to the website where they'd be able to provide specific comments and other input to help guide the development of the RTP/ATP. The following meetings were attended virtually:

January 27, 2021- Caltrans Tribal Quarterly Update

Tribal representatives from many of the region's rancherias were given a PowerPoint presentation of the update process via an online WebEx meeting hosted by Caltrans. At the time, the Social Pinpoint webpage had yet to be developed, although discussion on the RTP/ATP update followed the presentation. One of the primary concerns voiced was the need for transportation planning agencies to consult with tribes prior to implementing projects in order to protect against potential disturbance of cultural artifacts in the region. Tribes within the region were notified at a later date announcing the project website's launch and opportunity for further comment and input.

June 9, 2021- Kiwanis Club of Lakeport

A virtual presentation was given to the group of Kiwanis club members using a Zoom video conferencing platform, in which a description of the RTP/ATP update process was explained in detail. Following the presentation, Lake Area Planning Council (APC) staff was available for questions or discussion. Some follow up explaining of the update process and local transportation planning occurred. Members of the club were also provided a brief tour of the project webpage and its interactive features, where they were asked to visit and provide feedback on the RTP/ATP update.

June 10, 2021- Middletown Area Town Hall (MATH)

Lake APC staff gave a virtual presentation of the update process to a municipal advisory council, Middletown Area Town Hall (MATH), at a regularly scheduled meeting via a Zoom video conference. Details of the project website and its opportunities for interactive was also covered, along with general questions on the role of local transportation planning.

July 15, 2021- Clearlake City Council

Again via a Zoom video conference, the Clearlake City Council was given a presentation on the RTP/ATP update process at a regular scheduled public meeting. A demonstration on interactive features of the project webpage was also given to councilmembers as well as any members of public in attendance.

July 16, 2021- Lucerne Area Town Hall

A presentation on the update process was given to a second municipal advisory council at an "in-person" meeting of the Lucerne Area Town Hall (LATH). Lake APC staff provided information at a Friday evening meeting before the LATH, again directing interested community members to the project website for comments and feedback. The public meeting included discussion between

staff and Town Hall members involving potential projects from the 2019 "Highway 20 Northshore Communities Traffic Calming Plan," a traffic calming plan adopted the previous summer. It was noted that recommended projects from that Plan would be included in the current RTP/ATP update, with implementation subject to future funding opportunities.

July 27, 2021- Lake County Board of Supervisors

An informational presentation was given to the Lake County Board of Supervisors through another Zoom video conference, which included the interactive capabilities of the project website. Members of the Board and any public in attendance were shown the mapping and other available tools, with the Board encouraging interested community members to provide feedback regarding specific projects in their local neighborhoods.

August 17, 2021- Lakeport City Council

The Lakeport City Council was given a presentation on the update process along with a brief demonstration of the website tools and capabilities. The regularly scheduled public meeting was held via Zoom, with councilmembers directing City staff to post materials on the Lakeport website furthering information on the process and input opportunities.

Tribal Consultation

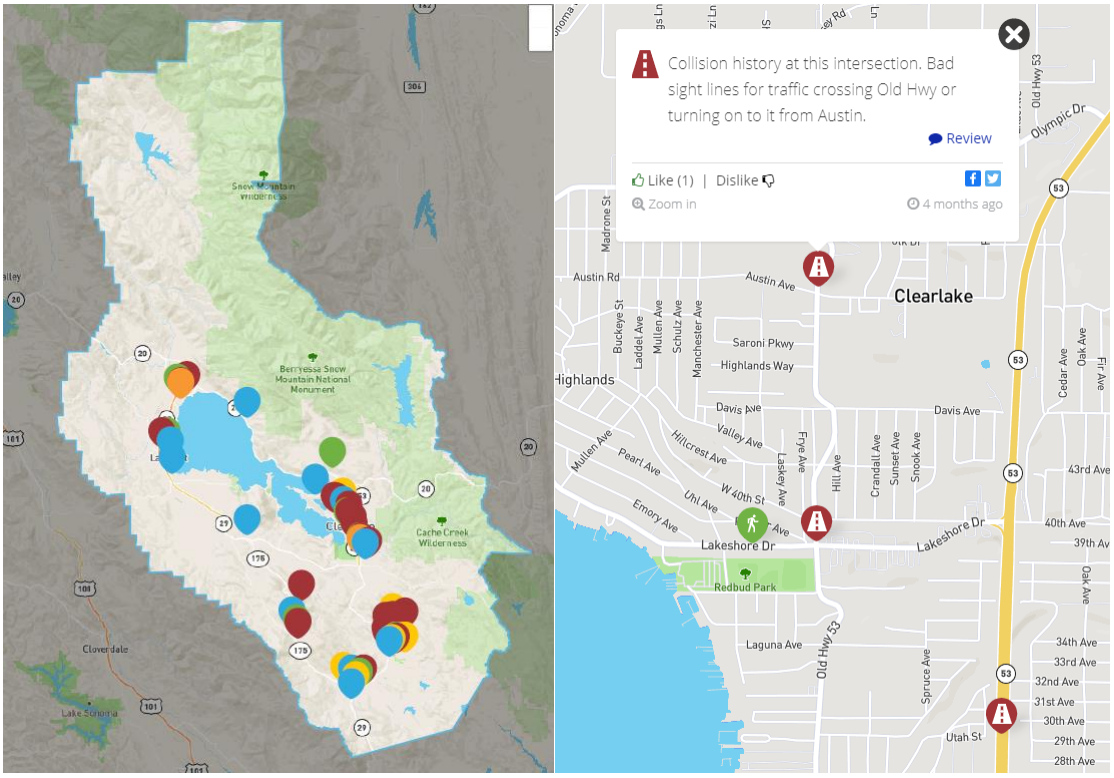
In addition to the January 27 Caltrans Tribal Quarterly Update noted above, emails were sent by Lake APC staff in early April and again in early May to local tribal communities announcing the launch of the project webpage. The correspondence was used both to inform tribal representatives of the initial steps planned in the process as well as to notify them of opportunities to provide feedback. Staff further reached out to tribes for information or clarifications regarding current demographic or transportation related conditions on reservation or rancheria lands.

Upon completion of a draft update of the Tribal Transportation Element, copies were sent to the regional tribes soliciting their comments or concerns prior to its inclusion in the RTP as a whole. The communication was also used to notify tribes of additional opportunities for comment up to the anticipated adoption date before the Lake APC Board. No responses were received from the tribal communities and no consultation was requested from any of these tribes that may be traditionally and culturally affiliated with the project area, pursuant to California Public Resources Code Section 21080.3.1. Finally, a draft version of the RTP in its entirety was circulated for public review, at which time invitations were again sent informing interested tribal members of public meetings on the document prior to its adoption.

Regional Transportation Plan & Active Transportation Plan Updates Project Website

The project website was set up to include interactive features such as surveys to indicate regional transportation habits, and budgeting exercises that allowed participants to prioritize different types of transportation projects by allocating hypothetical funds from a set amount of limited funds. In

addition, an interactive mapping tool was offered that allowed for comments on particular locations important to individual visitors of the site. By zooming in to a localized intersection, street, or area, members of the public could "drop a pin" onto the map and add site-specific comments explaining issues of concern. The images below provide an example of how the mapping tool was used.



Comments from the mapping tool were used to help formulate or refine objectives and policies within individual elements of the RTP/ATP, as well as to identify common themes or concerns involving specific transportation modes within the region. A list of comments received through this feature are provided at the end of this appendix.

Budget Exercises

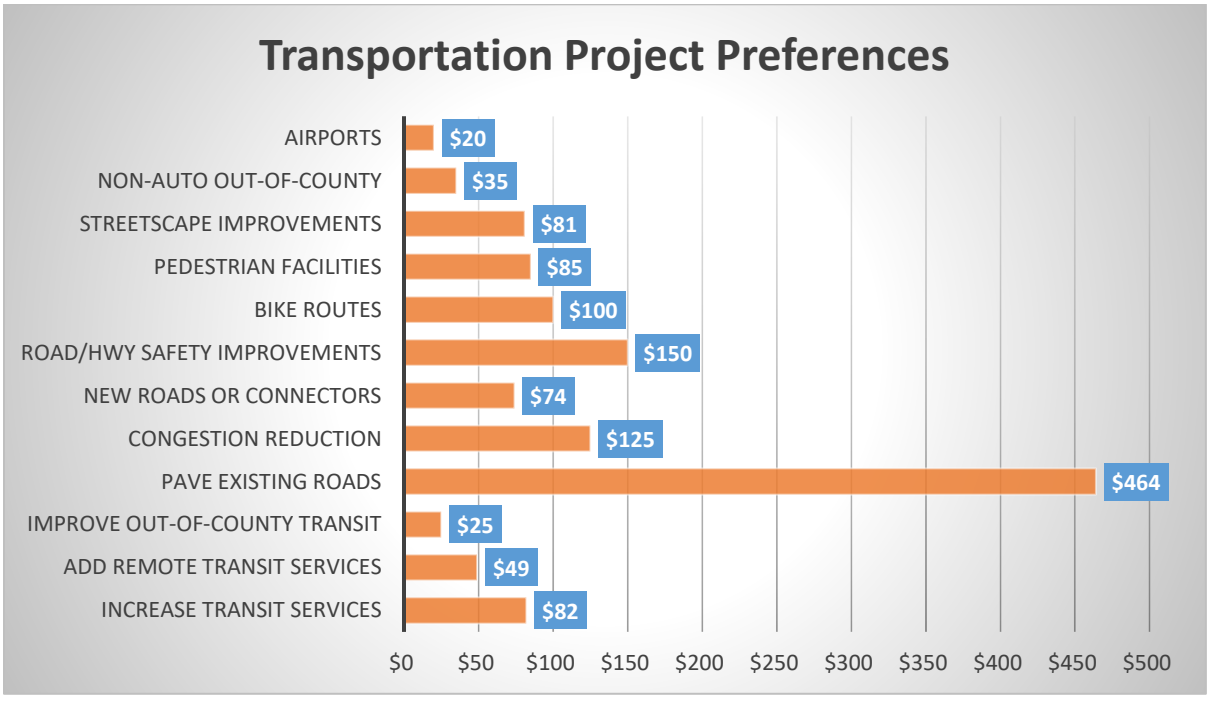
As noted, a "Budgeting Exercise" was included in the project website. Participants were asked to budget $100 worth of "transportation dollars," dividing it according to their preference among different types of transportation projects. In this manner, the participant becomes familiar with the concept of budget limitations and the challenges involved when transportation needs outnumber available funding options. The 12 transportation categories from which they were able to choose from are listed below:

Transportation Preference Categories

1. Increase frequency/extend hours of existing transit services
2. Extend transit services to remote areas of the County
3. Improving out-of-County transit services
4. Maintaining/paving existing streets and roads
5. Street, road and highway projects to reduce congestion (e.g. turn lanes, widening, etc.)
6. Street, road or highway safety improvements (e.g. signals, traffic calming measures, etc.)
7. New or connecting road construction
8. Improving/expanding bicycle routes and paths
9. Improving/expanding sidewalks or other pedestrian facilities (e.g. crosswalks, ramps, etc.)
10. Streetscape and landscape projects to improve community aesthetics
11. Increasing non-automobile out-of-County travel options (e.g., interregional bus, air, etc.)
12. Improving/expanding airport facilities

Results from the exercise provided a general indication of the public's preferences for different types of transportation projects. As seen in past Regional Transportation Plan updates, there remains a strong preference for transportation funds to be spent on "maintaining/paving existing streets and roads," which participants chose over three times as often as the second highest choice, using funds on "street, road and highway projects to reduce congestion (e.g. turn lanes, widening, etc.)." The third and fourth highest ranked budgetary preference were "street, road or highway safety improvements (e.g. signals, traffic calming measures, etc.)," and "improving/expanding bicycle routes and paths," respectively. An overall breakdown of how the fictitious dollars should be spent is shown in Figure C.1, below:

Figure C.1



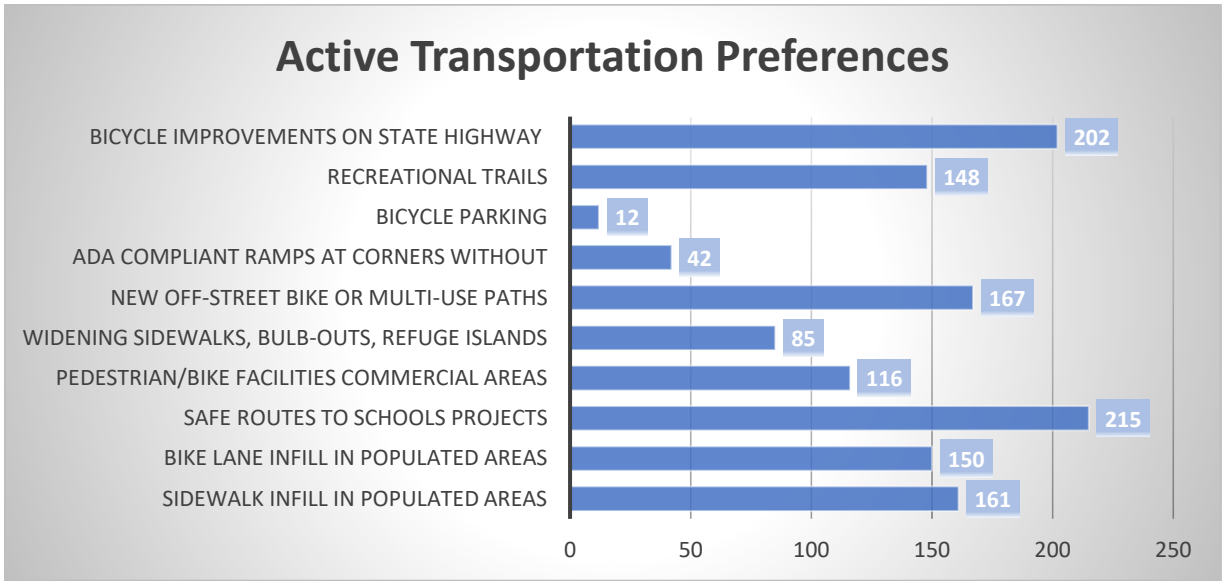
A second budgeting exercise was also offered which focused specifically on Active Transportation project preferences. The same process was used in which a budget of $100 was given to divide among the following 10 choices:

Active Transportation Categories

1. Sidewalk infill in populated areas
2. Bike lane infill in populated areas
3. Safe Routes to School projects (e.g. sidewalks, bike lanes, paths in school areas)
4. Pedestrian and bicycle facilities in commercial areas
5. Widening sidewalks, bulb-outs, pedestrian refuge islands
6. New off-street bike or multi-use paths
7. ADA compliant ramps at corners where none currently exist
8. Bicycle parking
9. Recreation trails
10. Bicycle improvements on State Highway (e.g. State Route (SR) 20, SR 53, SR 29, etc.)

Results from the Active Transportation survey were spread among several preferences with the top two being "bicycle improvements on State Highway (e.g. State Route (SR) 20, SR 53, SR 29, etc.)," and "Safe Routes to School projects (e.g. sidewalks, bike lanes, paths in school areas)," respectively. Other projects receiving large shares of the mock funds included "new off-street bike or multi-use paths," "recreational trails," and bicycle and pedestrian infill facilities in populated areas. Figure C.2, below, shows a visual breakdown of the results:

Figure C.2



Surveys

The survey consisted of 13 questions requesting information ranging from personal characteristics to transportation habits and patterns. A total of 46 surveys were completed with the majority of the data gathered reaffirming the region's demographic makeup or typical transportation patterns, which were consistent with the rural and economically challenged nature of the region. For example, in response to the question, "What is your main form of transportation?" the predominant response (by far) was "automobile/motorcycle- drive alone," with a much smaller (but significant) percentage stating "travel in a vehicle including at least one other person." Walking or biking aren't typical modes of transportation for many rural, low-density regions, due mainly to the sparse and distant development within and between communities. Nearly two-thirds of respondents travel over 10 miles (one-way) for "work, school or other appointments," with approximately one quarter claiming to drive more than 40 miles.

When asked to indicate "levels of concern" over a number of transportation related issues, the highest response went to the "conditions of local streets/roads," followed by "not enough/inadequate sidewalks" and "not enough bike paths." The findings aligned more or less with what was shown in the budgeting exercise (see above) with respect to what were considered higher funding priorities (e.g. paving existing roads, improvements reducing congestion, and local road and highway safety improvements, as the top three).

Written comments received as part of the surveys focused on poor road conditions, desire for expanded transit services, and development of more bicycle lanes and pedestrian facilities, confirming findings in the Pavement Management Program (PMP) reports (see Local Streets and Roads Element), the relative dependence of the region on its transit services (see Public Transit Element), and enjoyment of recreational or Active Transportation. A list of received comments are found at the at the end of this appendix.

Public Review, Environmental Review and Final Adoption

Upon completion of a draft RTP/ATP, the document was circulated for public review. This included a standard 30-day public comment period on the environmental document per the California Environmental Quality Act (CEQA). One additional review event was held during this period (hosted by Lake APC via a Zoom video conference) to address any further comments or concerns regarding the draft RTP/ATP or the CEQA document prior to the public hearing on its adoption. This was held on November 17, 2021. Finally, the public hearing for adoption was held before the Lake Area Planning Council Board on December 1, 2021.

Comments Received on the Project Website Interactive Mapping Tool

Streets and Roads
I read about frequent head-on collisions on Rt 20. Please install dividers to prevent it.
Oct 9, 2021

Bicycle
Make a creek trail along Rumsey Creek. For example like Santa Rosa creek trail.
Aug 29, 2021

Other
Possible hiking trail multi use trail that connects to Borax Lake
Aug 29, 2021

Streets and Roads
This intersection needs widening
Aug 29, 2021

Streets and Roads
Make Pomo Rd a one-way street
Aug 29, 2021

Bicycle
Can a multi-use trail be installed in this area? For bikes similar to Howarth Park in Santa Rosa
Aug 29, 2021

Streets and Roads
Make left turn a yield of way by adding yellow arrow flashing lights
Aug 29, 2021

Pedestrian
Speed limit in this area is 40+. There is an active resort and at least two relatively blind intersections for Maple Shadows Road, not to mention numerous driveways. I've experienced and heard many reports of near misses of residents coming out of Maple Shadows onto Hwy 175. It is not safe for residential traffic nor pedestrians.
Aug 25, 2021

Pedestrian
It is really dangerous here! Traffic speeds by and will not yield to pedestrians. Vehicles block the view as you approach Hwy 20. A speed bump or major traffic control is needed. As I was crossing in the crosswalk, one vehicle stopped to let me pass but was passed on the left by the car behind that almost ran me right over! If there is something I can do like getting signatures from all the Keys Addition neighbors, I'd work diligently to make this a safer area
Jul 27, 2021

Streets and Roads

Improvements to intersection as development occurs on the west side of Hwy 53. Maybe signal short-term, round-a-bout mid-term and interchange long-range?
Jul 15, 2021

Other
Better marking on the road for the turnoff onto Dry Creek towards the park.
Jul 9, 2021

Streets and Roads
If we are going to continue populating the HVL area, we need wider roads, maybe 3 lanes so there are enough lanes for emergencies.
Jul 9, 2021

Other
The vegetation overgrowth at the NE corner of Pine and Lake streets make it impossible to see oncoming traffic from Lake St. like the fire trucks that are being dispatched from the fire station.
Jul 8, 2021

Streets and Roads
Roads are not maintained and dangerous.
Jul 6, 2021

Transit
We need public transit for Robin Hill Road area. We are isolated and Sterling Shores 55 and older and most have gotten older people like myself and others that can't drive need transportation. We can't depend on families and friends for everything.
Jul 5, 2021

Pedestrian
This part of Lakeshore Blvd from Robin Hill drive to Hill Road/Hospital has very poor pedestrian access. This would require widening the bridge which would encroach on private property therefore eminent domain. I am an amputee and I live on Robin Hill and we need appropriate transit for seniors and people like myself.
Jul 5, 2021

Streets and Roads
There needs to be a 4 way stop the cutoff @ Lakeshore Blvd. The traffic going Eastbound and Westbound is going too fast, A Stoplight would be appropriate.
Jul 5, 2021

Streets and Roads
Strong need for roundabout at Hwy 29 and Butts Canyon Road as vehicle trips increase in both directions on 29, making access off Butts Canyon increasingly difficult. Increased jeopardy as too many vehicles accelerate dangerously leaving Middletown.
Jun 16, 2021

Bicycle
Would like a bike lane or wide shoulder between 175 and Bottle Rock on Hwy 29
Jun 14, 2021

Bicycle
Would like to see a bike lane on South Main from the stop at Lakeport Blvd to the junction of Soda Bay and Highlands Springs Rd.
Jun 14, 2021

Pedestrian
This intersection is next to the Lake County International Charter School (K-8). The intersection has neither stop signs nor crosswalks.
Jun 11, 2021

Streets and Roads
Need to slow the speed limit here. There are several blind streets that people need to turn on to HWY175. The vast majority of people speed along HWY 175. I would prefer to see the speed limit set at 35 mph along HWY 175 between Whispering Pines and the Cobb Elementary School.
Jun 9, 2021

Pedestrian
Walking paths that connect Whispering Pines with Forest Lake and the golf course property would promote more activities for resort visitors, improve outdoor activity for residents (with accompanying improvements in health)
Jun 9, 2021

Bicycle
Bike lanes are needed
Jun 8, 2021

Streets and Roads
Spruce Grove Road. The vegetation along the side of the road needs to be cut way back. There are several times where a car has been coming in the opposite direction in my lane. Have to move over slightly (but still inside white line) and my side mirror hits the vegetation. Also potholes, bumps and overall width.
Jun 5, 2021

Streets and Roads
Jerusalem grade has become a heavily trafficked area due to the numerous large scale grows. Safety in regards to rough road, pot holes in asphalt, ruts, rocks and ripples in the dirt parts, the width of the road and dust is a major concern. The dust these large trucks and traffic in general create is unbearable/unhealthy to breath, covers our homes and makes it so we cannot safely travel the road as someone passes by. There are more issues but always not does not allow here.
Jun 5, 2021

Streets and Roads

Roadway modified by many local residents. Including painting the pavement, posting large handmade signs along shoulder, spray painting cracks and lifts, and modifying street signs. Very distracting on a road that is already difficult to drive (curvy, cliffs on one side, etc.)
May 17, 2021

Streets and Roads
Collision history at this intersection. Bad sight lines for traffic crossing Old Hwy or turning on to it from Austin.
May 17, 2021

Pedestrian
Sidewalks non-existent on most of Lakeshore, which is where the majority of citizens walk. They are either walking on a shoulder or swale. Hard for drivers to see pedestrians, and unsafe for peds.
May 17, 2021

Streets and Roads
Intersection is hard to navigate. When leaving Central Park, sight lines are very short. When going on to Central Park traffic is obstructed by the turning vehicle.
May 17, 2021

Pedestrian
Sidewalks are inadequate for strollers and wheelchair users.
May 17, 2021

Bicycle
I would like to see a bicycle, pedestrian, equestrian trail from the Casino to Central Park and possibly into town
May 6, 2021

Bicycle
I would like to see a bicycle, pedestrian, equestrian trail from town to the Trail Side Park
May 6, 2021

Other
Include restrictions and/or road improvement requirements for new developments, to ensure safe egress during emergency situations. This would cost nothing now and spread future costs from the county to the developers.
May 6, 2021

Streets and Roads
Lights and/or cross walks need installed in more areas of this highway in the Clearlake Lower Lake areas. There are people running across this four lane highway even with kids far too frequently and it is quite scary.
May 4, 2021

Bicycle

Safe walking & bike paths in the back roads between the schools and park would be lovely.
May 4, 2021

Streets and Roads
Road bottlenecks at the top of the little hill where it is hard to see oncoming traffic. It makes a dangerous passing area
May 4, 2021

Transit
This bus stop really should have a bench. There is no shade or cover,
May 4, 2021

Pedestrian
Pedestrians frequently walk or ride down the highway in this area between Walmart and the Lower Lake gas station, especially getting to/from Social Services. There is no sidewalk or crosswalk for miles. It is very unsafe. There have been pedestrians hit in various areas along this stretch of highway.
May 4, 2021

Bicycle
Would like to see a bicycle path from Hidden Valley Lake to Middletown!
Apr 26, 2021

Streets and Roads
Conversion of Highway 29 from two-lanes to four-lanes needed for safe and expeditious egress of vehicles during emergency incidents, to include partial and community-wide evacuations.
Apr 20, 2021

Streets and Roads
May need turn-pockets or other considerations due to traffic volume and frequency entering Mountain Meadow North (1,437 vehicles per day on average, as of 4/20/2021). Limited vehicle stacking room on Mountain Meadow North may cause traffic collisions and other safety hazards on Hartmann Road.
Apr 20, 2021

Streets and Roads
May need a turn-pocket or other considerations due to traffic volume and frequency entering Hidden Valley Road (1,428 vehicles per day on average, as of 4/20/2021). Limited vehicle stacking room on Hidden Valley Road may cause traffic collisions and other safety hazards on Hartmann Road.
Apr 20, 2021

Streets and Roads
May need a turn-pocket or other considerations as the Eagle Rock area is further developed.
Apr 20, 2021

Streets and Roads
May need a turn-pocket or other considerations as this area is further developed.
Apr 20, 2021

Other
A gate was erected when The Ranchos seceded from HVLA several years ago. The stretch of road between the gate and Dale Ct has been unmaintained since then. It is in significant disrepair and would be risky for a low profile vehicle to attempt to use in an emergency. Several efforts have been made to have the County repair it or remove it from maps, thus far to no avail.
Apr 19, 2021

Other
There is insufficient emergency egress from this area of Hidden Valley. This is not a road, at least it is not clearly marked and would likely lead to many casualties if this gate were opened to allow emergency egress in the event of another wildfire.
Apr 19, 2021

Streets and Roads
The bridge/culvert for Gallagher Creek under Hartmann Road is of insufficient width for the traffic volume. Widening it could provide better ADA and golf cart access.
Apr 19, 2021

Streets and Roads
Need traffic calming in this stretch of road. Posted 35 but many vehicles travel well in excess of the posted speed. Ideally reduce it to 25 MPH so that it could be used as a golf cart corridor as well.
Apr 19, 2021

Pedestrian
Inadequate ADA access in this corridor as well.
Apr 19, 2021

Other
There is not a legal way for golf carts in our community to access any retail or education centers outside our immediate neighborhood using Hartmann Road. Need to reduce speed limit in order to do so. Or place a bridge across Gallagher Creek from golf course property to Hardesters or school property. Could also serve as an evacuation route for the school in case of emergency.
Apr 19, 2021

Bicycle
Between the stop sign here and the Transfer station at here and 230 Soda Bay Rd. the traffic is real bad with large trucks going to the transfer station and little to no room for bikes.
Apr 9, 2021

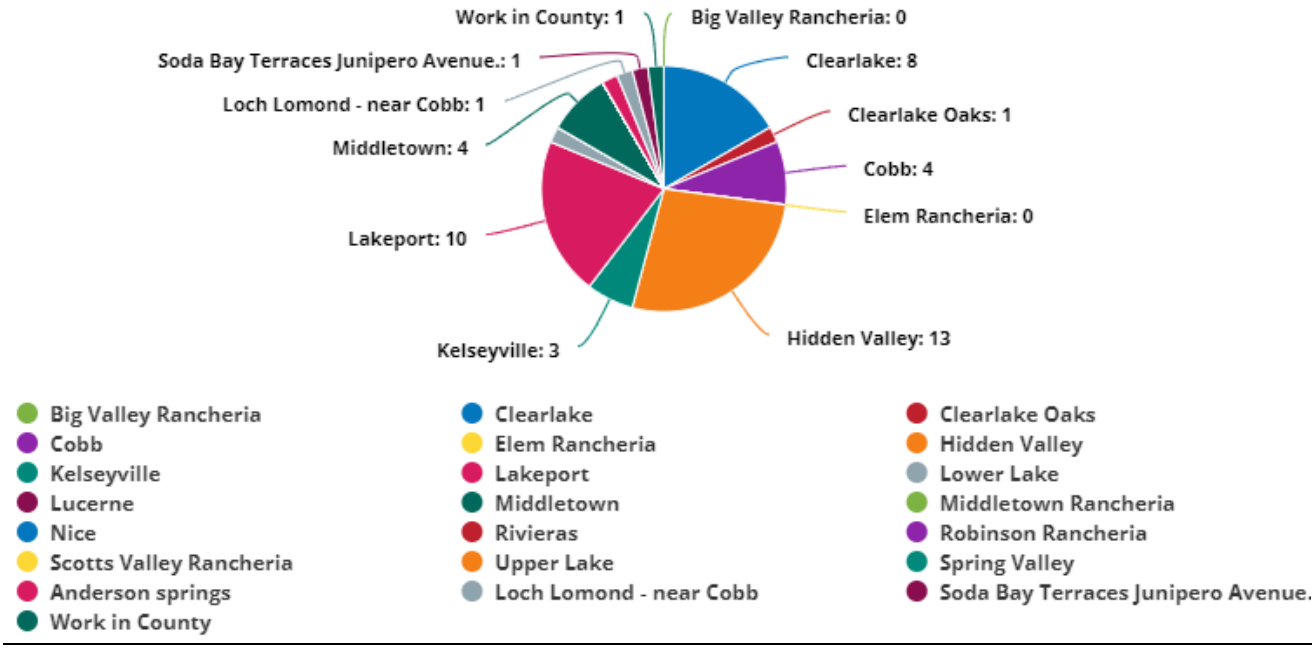
Bicycle

A safe bike trail and walking path from the school through the business district down to Golf Road would help our students walk or ride safely to school and our residents walk or ride to the grocery store and the Post Office. It would also be beneficial to include the same safe bike/walking path along Bottle Rock Road to the Little Red Schoolhouse Community Center.
Apr 7, 2021

Breakdown of Survey Responses from the Project Website

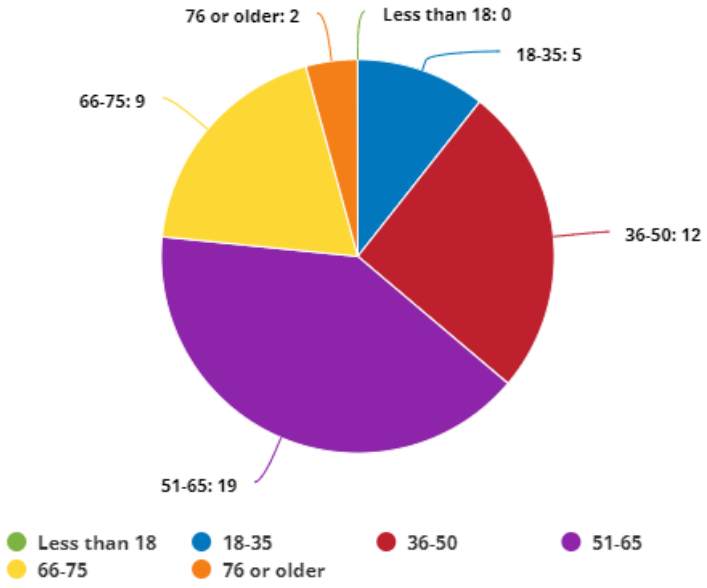
Question 1: Community where you live?

47 answers



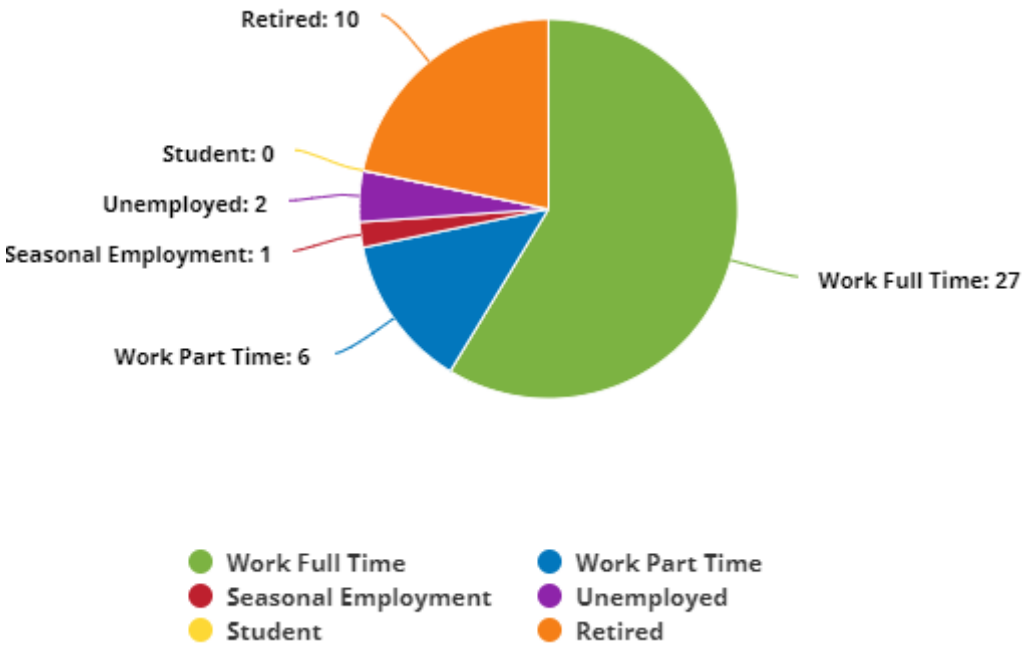
Question 2: What is your age?

46 answers



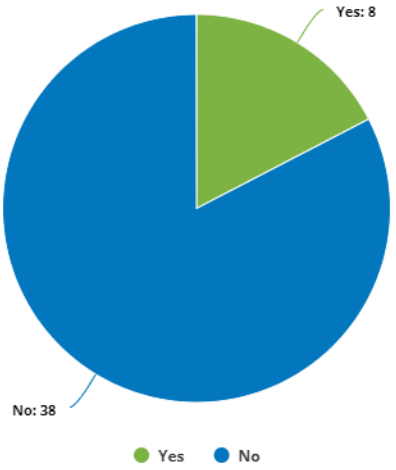
Question 3: What is your employment status?

46 answers



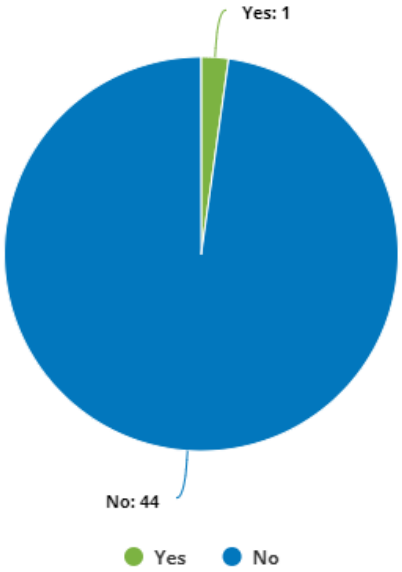
Question 4:

Do you have a disability? (48 answers)



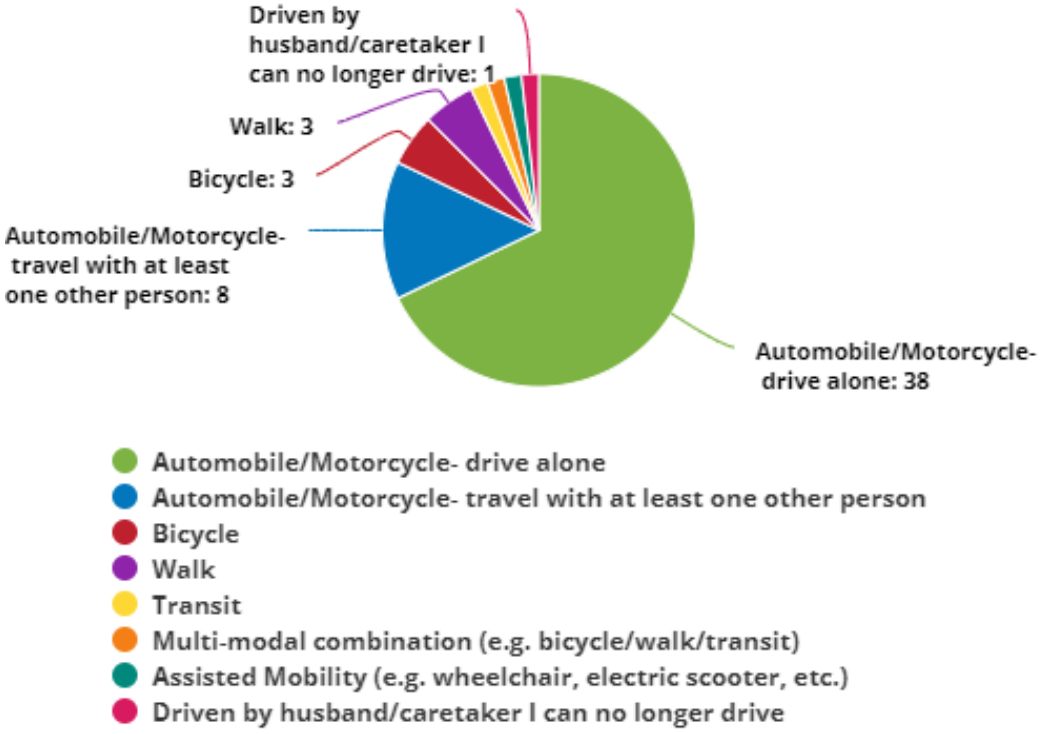
Question 5:

Do you use a wheelchair? (47 answers)



Question 6: What is your main form of transportation?

48 answers



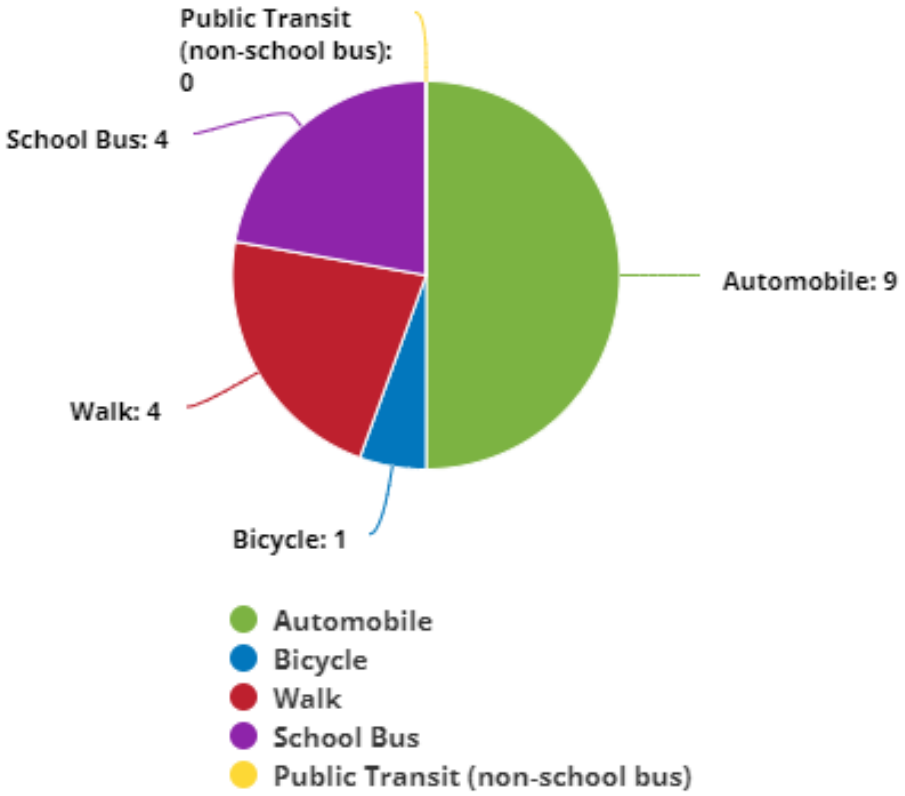
Question 7: On average, what percentage of trips do you make using the following modes of transportation?

47 answers

	5% or less	5%-10%	11%-25%	26%-50%	51%-75%	More than 75%
Automobile/ Motorcycle	1	4	0	1	6	34
Bicycle	24	4	3	4	0	0
Walk	20	14	2	3	1	0
Public Transit	27	0	1	1	0	1
Uber, Lyft	25	1	0	0	0	1
Carpool/Ride share	21	3	0	0	1	0

Question 8: If you have school-age children in your household, what forms of transportation do they use? (Mark all that apply)

13 answers



Question 9: What are your typical destinations, and how often do you travel there on an average week/month?

47 answers

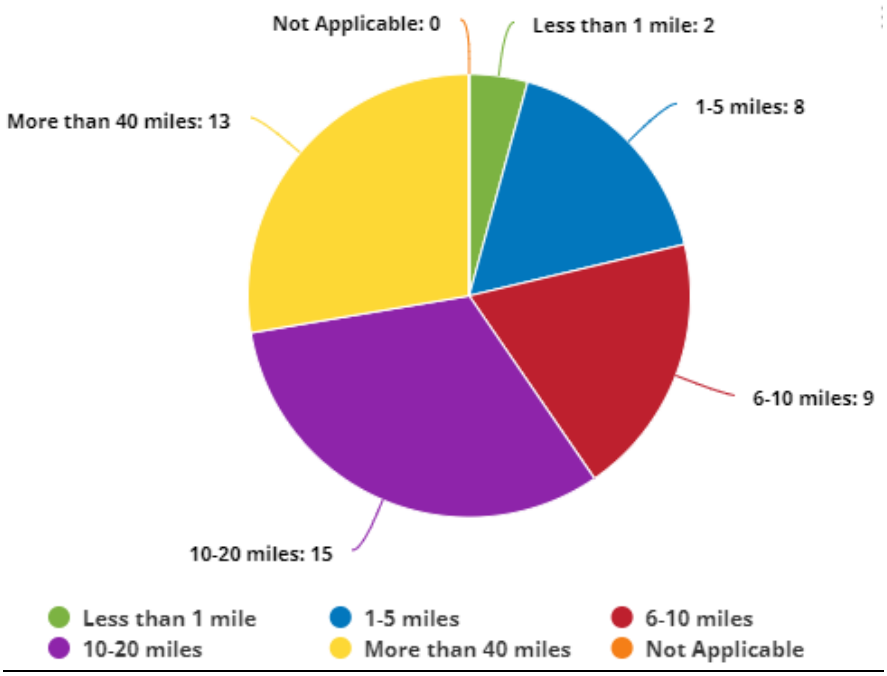
	1-2 times per month	1-2 times per week	3-5 times per week	6-7 times per week
Work	7	11	12	5
School	3	2	6	2
Shopping/Errands	2	29	9	3
Medical Appts-In-County	23	4	0	0
Medical Appts-Out-of-County	23	2	1	0
Senior/Community Centers	7	0	0	0

175

Recreation/Social Gathering	13	14	5	3
Other	8	4	1	1

Question 10: What is the estimated one-way distance for a typical travel trip to work, school or other appointment?

46 answers



Question 11: On average, how often do you travel out of the County and for what reasons?

47 answers

	1 time per month	2-3 times per month	4-6 times per month	1 time per week	2-3 times per week	4-6 times per week
Work	8	5	1	2	1	4
School	3	0	0	0	1	0
Shopping/ Errands	17	14	4	1	0	2
Medical Appts	20	2	2	0	0	0
Recreation/Social Gathering	15	11	2	1	0	0
Other	6	3	0	1	1	0

Question 12: Please indicate your degree of concern over the following transportation related issues.

47 answers

	Very Concerned	Somewhat Concerned	Not Concerned
Not enough bike paths	24	9	9
Condition of local streets/roads	33	11	1
Condition of State Highways	13	17	9
Traffic Congestion	4	16	17
Unsafe streets, roads or highways	20	18	3
Need for new streets, roads or highways	16	13	7
Not enough local bus services	11	17	13
Not enough/ inadequate sidewalks	26	13	6
Other	6	4	2

Question 13:

Please explain any other issues or concerns you feel should be included with regards to future transportation planning in the region below:

29 answers

A bike/walk path should be created between Lower Lake and Clearlake so that people can easily travel between the two towns without being at risk on the highway. There have been too many pedestrian deaths in that area. It will also allow easy access for those without cars to get to Social Services off of Anderson Ranch Pkwy.

Because of the rural nature of the county, many residents alter the roadway(s) to suit themselves. This is done with painting the pavement, posting unofficial signs alongside the road, spray painting cracks or lifts in the roadway, and modifying street signs. This is distracting while driving, and unsafe for drivers that rely on uniformity. I, personally, see this on Loch Lomond Road and Siegler Springs Road (which connects Loch Lomond to Highway 29 near Lower Lake). I am sure it is happening elsewhere in the county outside of the state routes.

Bring in Federal resources DEA, ICE and such...the county has been circling the drain faster and faster over the past 15 years...divide 20 and 29 with barricades and enlarge the shoulders, people cannot stop creating fatal head-on collisions...too man yup there are at least a decade behind or juvenile at best.

Having more routes/stops in Upper Lake/Lucerne, Cobb, & Spring Valley areas, having more routes throughout the day and later in the evening, not limit the carry-on amount of bags when riding (there is a 2-bag limit).

How about a light rail system around the lake and a tram to Mt. Konocti

I believe we should make use of the lake for water transportation options both public and private. A water taxi service would appeal to local commuters, tourists and other residents seeking access to communities around Lake County. It could spur additional economic development in short distance rides, share vehicles and bicycles, food vendors and the like.

I think bike lanes are really needed throughout the county. Dedicated walking/cycling paved trails would be amazing for our area. Many cyclists that I know that live in cities have biking loops, we have none of that.

It would be nice to have a designated walking area / park in south Lake County. Why are the roads so horrible in Clearlake?

I would like to see more bike paths that include other forms like roller skating/blades & skateboarding. It would be great for a community with such natural beauty to have other forms of outdoor exercise other than hiking. A proper bike path that does not have car access is great for kids and adults to bike, skate, walk the dog and for seniors to get their walk on.

Maintenance needs to be done more regularly off of the state highways. County public works seems to do no work in the more remote or rural areas including the greater Cobb area. We seem to be forgotten regardless of the fact that our roads are well traveled, and we have a history of wildfire incidents.

More bike paths would be great - am in south Lake county - especially from Hidden Valley Lake to Middletown.

More routes and safer routes for active transportation, particularly between county enclaves (e.g., Lakeport <-> Kelseyville, Middletown <-> Hidden Valley Lake).

Need a better way to evacuate from most areas of South County, especially Hidden Valley Lake. Remember the Camp Fire in Paradise! It could happen here, especially in Eagle Rock.

Needed is medical transportation to out of county areas such as Santa Rosa, Ukiah, and Napa or St. Helena.

Need more options for wheelchair bound/handicapped persons.

Not enough lighting for people walking along highways/roads. Need more crosswalks maybe blinking light ones.

Prioritize emergency vehicle access. Junipero Avenue used to have two entry/exit points on Soda Bay Road. In the 80's the top/east end was engulfed in a mud slide from the walnut orchard above Soda Bay Road. The county never fixed the road making it next to impossible for fire trucks and delivery trucks to come to our neighborhood. An insurance agent called this to my attention as well when I was questioning the rate increase. In addition, the run-off from the uphill side of Junipero enters the properties on the lake side during the winter; Junipero needs to be graded so that the run off goes into the lot at the foot of Broadway, not on to our properties. I would be happy to take you on a walk of our neighborhood.

Regional transportation planning should figure global climate change prominently. There is a need to deemphasize driving and promote features that more readily connect people within local communities. There also needs to be an emphasis on electrifying the transportation infrastructure. Lastly, Lake County has vast natural capital. The transportation system should help maintain the natural systems of Lake County rather than detract from them. This includes beautifying the roadscapes.

Terrible Napa County roads (Hwy 29) are blocking access to Sonoma County. This is causing accidents, killing our kids + is just generally bad news. Straighten the highway out to Santa Rosa from Middletown and life will be better here.

The proposed large growth projects including the pot farms and the resorts will monopolize existing road infrastructure making us all less safe during fire season and other emergencies.

There is a huge need for more public charging stations at businesses or government property for Electric Vehicles.

The roads seem to have been designed years ago without bike lanes. There are numerous areas that are dangerous because of high traffic and little or no bike lane. In Lakeport at the stop sign between South Main Street and the Beginning of Soda Bay Rd (approximately 2620 South Main St) to the Transfer station at 230 Soda Bay Rd. it is a real problem.

This is in Clearlake, Pomo Rd needs to be a one way street.

Well seen traffic and directional signs, pot holes that are not maintained/fixed, yellow/white lines are not clearly visible in some areas on main roads, and street lights to see pedestrians.

We need a walking/ bicycle/horse trail from the outskirts of Middletown to the Middletown Trailside Park on Hwy 175.

We pay gas tax and should receive proportional revenue.

APPENDIX D
CEQA Document- Initial Study/Negative Declaration

DATE:	October 18, 2021
PROJECT TITLE:	2022 Lake County Regional Transportation Plan/ Active Transportation Plan Update
LEAD AGENCY:	Lake County/City Area Planning Council (APC) 525 South Main Street, Suite B Ukiah, CA 95482
CONTACT PERSON:	Lisa-Davey Bates, APC Executive Director, 707-263-7799 John Speka, Senior Planner, Dow & Associates, 707-263-7799
PROJECT LOCATION:	The Regional Transportation Plan/Active Transportation Plan covers the entire County-wide area, including the incorporated cities of Clearlake and Lakeport.
PROJECT SPONSOR:	Lake County/City Area Planning Council 525 South Main Street, Suite B Ukiah, CA 95482

PROJECT DESCRIPTION: The Regional Transportation Plan/Active Transportation Plan (RTP/ATP) update is a transportation planning document prepared by the Lake County/City Area Planning Council (APC). The Plan provides an overview of both short- and long-term transportation goals, objectives and policies for the region, as well as a list of potential projects intended for implementation. The RTP/ATP considers all modes of transportation including automobile, trucking, bicycle, pedestrian, air, public transit, and any related facilities needed for an effective transportation system. The Plan also assesses current and long-range transportation issues, identifies needs and deficiencies, considers funding options and suggests actions to address these items, in an effort to improve the overall transportation system in the region. While it is intended to guide transportation decision making over a 20-year planning horizon, it does not necessarily require that projects recommended in the document become implemented. Such decisions are instead made by jurisdictional authorities with discretionary control over subject facilities such as Caltrans, local streets and roads departments, or regional tribal leaders, based on a variety of factors (e.g. budgetary constraints, local priorities, environmental considerations, etc.) specific to local or regional needs.

SETTING: Lake County is located in Northern California, lying within the Pacific Coastal ranges between the counties of Mendocino and Sonoma to the west, and Glenn, Colusa, Yolo and Napa to the east and south. The County consists largely of mountainous terrain and resource lands surrounding Clear Lake, its primary geographic feature. The lake itself covers approximately five percent of the land area and includes a majority of the County's population centers along its shores.

Much of the northern third of the County is unoccupied and lies within the Mendocino National Forest, while the rural southern portions are made up of sparsely populated communities divided among agricultural and other resource lands.

OTHER NECESSARY APPROVALS: Projects listed in the RTP/ATP will be undertaken by individual agencies within the region (e.g. Caltrans, public works, tribal authorities, transit agency, etc.) and may require approvals from responsible or trustee agencies (e.g. California Department of Fish and Wildlife, California Regional Water Quality Control Board, Army Corps of Engineers, etc.). No other approvals are required for adoption of the RTP/ATP.

NATIVE AMERICAN CONSULTATION: California Native American tribes traditionally and culturally affiliated with the project area were notified at the earliest stages of the RTP/ATP's development, with offers for individual consultation between the Lead Agency and the tribes. No requests for consultation were received from tribal representatives notified of the Plan, pursuant to Public Resources Code Section 21080.3.1.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐	Aesthetics	☒	Agriculture and Forestry Resources	☒	Air Quality
☒	Biological Resources	☒	Cultural Resources	☐	Energy
☒	Geology/Soils	☒	Greenhouse Gas Emissions	☐	Hazards and Hazardous Materials
☒	Hydrology/Water Quality	☒	Land Use/Planning	☒	Mineral Resources
☒	Noise	☐	Population/Housing	☐	Public Services
☐	Recreation	☒	Transportation	☒	Tribal Cultural Resources
☐	Utilities/Service Systems	☐	Wildfire	☒	Mandatory Findings of Significance

"Significant effect on the environment" means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change, may be considered in determining whether the physical change is significant (CEQA Guidelines, Section 15382).

INITIAL STUDY/EVALUATION OF ENVIRONMENTAL IMPACTS:

An explanation for all checklist responses is included, and all answers take into account the whole action involved, including off site as well as on-site; cumulative as well as project level; indirect

as well as direct; and construction as well as operational impacts. The explanation of each issue identifies (a) the significance criteria or threshold, if any, used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance. In the checklist the following definitions are used:

"**Potentially Significant Impact**" means there is substantial evidence that an effect may be significant.

"**Potentially Significant Unless Mitigation Incorporated**" means the incorporation of one or more mitigation measures can reduce the effect from potentially significant to a less than significant level.

"**Less Than Significant Impact"** means that the effect is less than significant and no mitigation is necessary to reduce the impact to a lesser level.

"**No Impact"** means that the effect does not apply to the Project, or clearly will not impact nor be impacted by the Project.

INITIAL STUDY/ENVIRONMENTAL REVIEW: This section assesses the potential environmental impacts which may result from the project. Questions in the Initial Study Checklist are stated and answers are provided based on analysis undertaken.

I. AESTHETICS. **Except as provided in Public Resources Code Section 21099, would the project:**	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

a) through d) No Impact- The Regional Transportation Plan/Active Transportation Plan (RTP/ATP) is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Its adoption will not result in specific

impacts to scenic resources, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of scenic as well as light and/or glare impacts at the time of design. There are no
designated State Scenic Highways in Lake County.

II. AGRICULTURE AND FORESTRY RESOURCES. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a) through e) Less Than Significant Impact/No Impact- The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to

be implemented over time. Its adoption will not result in specific impacts to agricultural or forestland resources, although individual projects included within the Plan may include potentially adverse effects. Projects involving grading, widening or expansion of streets, roads or highways may entail the acquisition of additional right-of-way, which could include marginal degrees of resource land conversion depending on the setting. In these cases, potentially adverse effects will be analyzed and appropriate mitigation measures will be recommended at the time of project development.

III. AIR QUALITY. **Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:**	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Conflict with or obstruct implementation of any applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

a) through d) Less Than Significant Impact/No Impact- Adoption of the RTP/ATP would not conflict with local air quality plans or create objectionable odors, nor are projects contained in the Plan, upon implementation, expected to have any substantial impacts on local air quality. The Lake County Air Basin has been designated as an "attainment" area with respect to each of the (10) State and (6) national area criteria pollutants including ozone, suspended particulate matter (PM10), fine suspended particulate matter (PM2.5), carbon monoxide, nitrogen dioxide, sulfur dioxide, sulfates, lead, hydrogen sulfide and visibility reducing particles. Potentially adverse effects resulting from individual projects within the Plan will be analyzed and appropriate mitigation measures will be recommended at the time of design. Short term impacts that may result from local construction activities will not affect overall air quality in the region, which is considered to be among the cleanest in the nation. In addition, components of the Plan (e.g. Transit Element, Active Transportation Element, etc.) include goals and policies intended to reduce

dependency on automobile travel, traffic related congestion and vehicle miles traveled, to the overall benefit of local and regional air quality.

IV. BIOLOGICAL RESOURCES. **Would the project:**	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

a) through f) Less Than Significant Impact/No Impact- The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in specific impacts to biological resources, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of impacts to sensitive or special status species, riparian habitat, sensitive natural communities, wetlands, native resident, migratory species, or other biological resources, at the time of design. In these cases, potentially adverse effects will be analyzed and appropriate mitigation measures will be recommended at the time of project development. Likewise, consistency with all local policies or approved local, regional or State habitat conservation plans will be addressed during the design phase of the proposed projects.

V. CULTURAL RESOURCES. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

a) through c) Less Than Significant Impact - The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in specific impacts to cultural resources, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of potential impacts to historical and archaeological resources, or disturbance of human remains outside of formal cemeteries, at the time of design.

VI. ENERGY.				

Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

a) and b) Less Than Significant Impact/No Impact- The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in specific energy related impacts, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of potential impacts resulting from wasteful, inefficient, or unnecessary consumption of energy resources, at the time of design.

VII. GEOLOGY AND SOILS. **Would the project:**	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

a) through f) Less Than Significant Impact - The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in specific impacts to geology and soils, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of impacts related to exposure to fault ruptures, ground shaking, slides, erosion or soils capability, or potential impacts to unique paleontological resources, sites or unique geologic features, at the time of design.

VIII. GREENHOUSE GAS EMISSIONS. **Would the project:**	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

a) and b) Less Than Significant Impact/No Impact – Certain projects included within the RTP/ATP may involve roadway capacity increases, although, given the small and rural nature of the region, they are usually intended more for safety or multi-modal considerations and are unlikely to lead to additional automobile traffic. Potentially adverse effects resulting from individual projects within the Plan will be analyzed and appropriate mitigation measures will be recommended at the time of design. The Overarching Issues Element of the RTP includes policies (under Objective OI-3) intended to reduce GHGs by supporting the expansion of transit services and encouraging active transportation (e.g. bicycle and pedestrian) projects. Likewise, objectives and policies of the RTP's Active Transportation (Objectives AT-1 and AT-2) and Public Transit (Policies PT-4.1 and PT-4.2) elements call for reductions in GHG emissions and Vehicle Miles Traveled as a further means of helping to meet overall reduction targets of the State.

IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency	☐	☐	☐	☒

IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
response plan or emergency evacuation plan?				
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

a) through g) Less Than Significant Impact/No Impact - The RTP/ATP is a program level document,
which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in specific risks involving hazardous materials or situations, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of impacts involving the transport, use or disposal of hazardous materials, or other conditions which would expose people or structures to hazardous materials or situations, at the time of design.

X. HYDROLOGY AND WATER QUALITY. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☒
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐

X. HYDROLOGY AND WATER QUALITY. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
i) result in a substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

a) through e) Less Than Significant Impact/No Impact - The RTP/ATP is a program level document,
which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in impacts to water quality or hydrology, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of impacts involving existing drainage patterns, additional surface or polluted runoff, increases in pollutant discharges, or additions to potential flood hazards, at the time of design.

XI. LAND USE AND PLANNING. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Physically divide an established community?	☐	☐	☐	☒

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

a) and b) No Impact - Adoption of the RTP/ATP would not conflict with existing general, area or specific plans or zoning ordinances within the region. The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level consistency evaluation at the time of design. As project implementation will be led by the individual jurisdictions in which they are located (i.e. cities, county, tribal lands, State right-of-way), local land use regulations will apply. As a result, consistency with all local policies or approved local, regional or State plans will be addressed during the design phase of the proposed projects.

XII. MINERAL RESOURCES. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

a) and b) No Impact - The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in impacts to available mineral resources, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of impacts involving the availability of known mineral resources at the time of design.

XIII. NOISE. **Would the project result in:**	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

a) through c) Less Than Significant Impact - The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in exposures to excessive levels of noise, although individual projects included within the Plan may include potentially adverse effects. Short term impacts that may result from local construction activities will be held to noise standards of the local jurisdiction in which the project is located (e.g. cities or County). Longer term impacts such as traffic noise will need to be evaluated as part of the environmental review of the individual projects, with potential abatement measures recommended as needed.

XIV. POPULATION AND HOUSING. **Would the project:**	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) and b) Less Than Significant Impact/No Impact – Adoption of the RTP/ATP will not result in population growth or housing displacement. Given the small populations (Countywide estimated to be 64,040 as of January 1, 2020) and flat or negative growth rates (approximately -0.1% since 2011) of the rural Lake region, improvements to or expansion of the existing transportation system will not have a substantial impact on housing or population. Local land use decisions regarding housing development may include the need for improved access over time to facilitate better or more efficient circulation, although the current overall lack of development pressure in the area would not be affected by implementing projects found within the RTP/ATP. Implementation of projects discussed in the Plan will involve a project level evaluation of impacts to housing and population growth at the time of design.

XV. PUBLIC SERVICES. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:	☐	☐	☐	☒
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

a) No Impact – Adoption of the RTP/ATP would not affect the provision of government services or facilities. Implementing projects within the Plan would lead to improvements to or expansion of the existing transportation system, which would benefit many of the public services including those involving response times, access, connectivity and medical services. Short term impacts may lead to some minor congestion and alternative routing in certain cases, although not to a significant degree. Active transportation projects included within the RTP/ATP, upon implementation, will improve safety and access for pedestrians and bicyclists to schools, parks and other public spaces. Implementation of projects discussed in the Plan will involve a project level evaluation of impacts to public services at the time of design.

XVI. RECREATION.	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

a) and b) Less Than Significant Impact/No Impact – The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not lead to adverse impacts on parks or other recreational activities within the region. While implementation of certain projects may improve transportation modes to and from local and regional recreation areas, the potential increase in use will not result in the substantial deterioration of such facilities. Implementation of projects discussed in the Plan will involve a project level evaluation of impacts to parks and recreational activities at the time of design.

XVII. TRANSPORTATION. **Would the project:**	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒

a) through d) Less Than Significant Impact/No Impact – Adoption of the RTP/ATP will lead to overall improvements to the transportation system with individual projects having a positive

effect on different aspects of the system including highways, local streets and roads, bicycle and pedestrian facilities, public transit and others. Implementation of certain projects discussed in the Plan will involve increases in capacity, which could result in additional vehicular movement, although such increases are not expected to adversely affect either individual components of the transportation system, or the regional system as a whole. Many other projects found within the Plan are intended to improve safety for automobile, bicycle and pedestrian traffic upon implementation. An evaluation of specific impacts from yet-to-be-implemented projects will be required at the time of design.

XVIII. TRIBAL CULTURAL RESOURCES.	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	☐	☐	☒	☐
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

a) Less Than Significant Impact - The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in specific impacts to tribal cultural resources, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the

projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of potential impacts to historical resources or resources potentially significant to one or more of the region's Native American tribes, at the time of design.

XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

a through e) Less Than Significant Impact/No Impact – The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in impacts to utilities and service systems, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently

conceptual in nature and will involve a project level evaluation of potential impacts related to stormwater drainage, electric power lines, or natural gas or telecommunications infrastructure, at the time of design.

XX. WILDFIRE. **If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:**	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

a through d) Less Than Significant Impact/No Impact – The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in specific risks involving hazardous materials or situations, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of transportation projects that may that may exacerbate fire risk, or expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, at the time of design.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE.	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Does the project have the potential to substantially 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

a) through c) Less than Significant Impact/No Impact - The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in cumulative impacts to biological or historical resources, although individual projects included within the Plan may include potentially adverse effects, either directly, indirectly or cumulatively. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of impacts and/or cumulative impacts involving biological, historical, archaeological or other resources, at the time of design.

DETERMINATION: On the basis of this initial evaluation:

☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

10/18/21
Date

Signature

APPENDIX E
Regional Transportation Plan Checklist

(To be completed electronically in Microsoft Word format by the RTPA andsubmitted along with the draft and final RTP to Caltrans)

Name of RTPA: **Lake County/City Area Planning Council**

Date Draft RTP Completed: **October 13, 2021**

RTP Adoption Date **February 9, 2021**

What is the Certification Date of the Environmental Document (ED)? **February 9, 2021**

Is the ED located in the RTP or is it a separate document? **See Appendix D**

By completing this checklist, the RTPA verifies the RTP addressesall of the following required information within the RTP.

Regional Transportation Plan Contents

General

		Y/N	Page #
1.	Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.216(a))	Yes	1 - 3
2.	Does the RTP include both long-range and short-range strategies/actions? (23 CFR450.324(b) "Should" for RTPAs)	Yes	39-41, 56-58, 89-91, 114, 142
3.	Does the RTP address issues specified in the policy, action and financial elements identified in California Government Code Section 65080?	Yes	26-28, 39-41, 44-45, 56-59, 61-62, 88-93, 114, 117-119, 127, 142, 144
4.	Does the RTP include Project Intent i.e. Plan Level Purpose and Need Statements?	Yes	3-4

Consultation/Cooperation

1.	Does the RTP contain a documented public involvement process that meets therequirements of Title 23, CFR part 450.210(a)?	Yes	App C
2	Does the documented public involvement process describe how the RTPA will seek out and consider the needs of those traditionally underserved by the existing transportation system, such as low-income and minority households, who may face challenges accessing employment and other services? (23 CFR 450.210(a)(1)(viii))	Yes	App C

	Yes/No	Page #
3. Was a periodic review conducted of the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process? (23 CFR part 450.210(a)(1)(ix))	Yes	App C
4. Did the RTPA consult with the appropriate State and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP? (23 CFR 450.316(b) "Should" for RTPAs)	Yes	App C
5. Did the RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP? (23 CFR 450.216(j))	Yes	App C
6. Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation consulted? (23 CFR part 450.216(j))	Yes	App C
7. Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources? (23 CFR part 450.216(j))	Yes	14-15
8. Did the RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s)? (23 CFR part 450.216(i))	Yes	App C
9. Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the public involvement process developed under 23 CFR part 450.210(a)? (23 CFR 450.210(a)(1)(iii))	Yes	App C
10. Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR part 450.210(a))	Yes	App C
11. Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan? (23 CFR part 450.208(h))	Yes	15-16
12. Were the draft and adopted RTP posted on the Internet? (23 CFR part 450.216(o))	Yes	
13. If the RTPA made the election allowed by Government Code 65080(b)(2)(M) to change the RTP update schedule (from 5 to 4 years) and change the local government Housing Element update schedule (from 5 to 8 years), was the RTP adopted on the estimated date required to be provided in writing to State Department of Housing and Community Development pursuant to Government Code 65588(e)(5) to align the Regional Housing Need Allocation planning period established from the estimated RTP adoption date with the local government Housing Element planning period established from the actual RTP adoption date?	Yes	App C

Modal Discussion

		Yes/No	Page #
1.	Does the RTP discuss intermodal and connectivity issues?	Yes	Sections III-VIII
2.	Does the RTP include a discussion of highways?	Yes	Section III
3.	Does the RTP include a discussion of mass transportation?	Yes	Section VI
4.	Does the RTP include a discussion of the regional airport system?	Yes	Section VIII
5.	Does the RTP include a discussion of regional pedestrian needs?	Yes	Section V
6.	Does the RTP include a discussion of regional bicycle needs?	Yes	Section V
7.	Does the RTP address the California Coastal Trail? (Government Code 65080.1) **(For RTPAs located along the coast only)**	N/A	
8.	Does the RTP include a discussion of rail transportation?	N/A	
9.	Does the RTP include a discussion of maritime transportation (if appropriate)?	N/A	
10.	Does the RTP include a discussion of goods movement?	Yes	22-23

Programming/Operations

1.	Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture? (23 CFR 450.208(g))	Yes	37-38
2.	Does the RTP identify the objective criteria used for measuring the performance of the transportation system?	Yes	38-39, 55, 113, 141-142
3.	Does the RTP contain a list of un-constrained projects?	Yes	40-41, 57-58, 89-91, 114, 142

Financial

1.	Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.322(f)(10) ("Should" for RTPAs)?	Yes	39-41, 56-58
2.	Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate? (Government Code 65080(b)(4)(A))	Yes	39-41, 56-58
3.	Do the projected revenues in the RTP reflect Fiscal Constraint? (Government Code 65080(b)(4)(A))	Yes	39-40, 56-57, 88-89, 114, 142
4.	Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (Government Code 65080(4)(A))	Yes	39-40, 56-57, 88-89, 114, 142

	Yes/No	Page #
5. Do the cost estimates for implementing the projects identified in the RTP reflect "year of expenditure dollars" to reflect inflation rates? (23 CFR part 450.324(f)(11)(iv)) ("Should" for RTPAs)	Yes	39-41, 56-58, 88-91, 114, 142
6. After 12/11/07, Does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highway and transit within the region? (65080(b)(4)(A) (23 CFR 450.324(f)(11)(i))	Yes	41-43, 114-117
7. Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2016 STIP Guidelines Section 33)	Yes	42
8. Does the RTP contain a statement regarding consistency between the projects in the RTP and the RTIP? (2016 STIP Guidelines Section 19)	Yes	42

Environmental

1. Did the RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?	N/A	
2. Does the RTP contain a list of projects specifically identified as TCMs, if applicable?	N/A	
3. Does the RTP specify mitigation activities? (23 CFR part 450.216(k))	N/A	
4. Where does the EIR address mitigation activities?	N/A	
5. Did the RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?	Yes	App D
6. Does the RTP specify the TCMs to be implemented in the region? **(federal nonattainment and maintenance areas only)**	N/A	

I have reviewed the above information and certify that it is correct and complete.

Lisa Davey-Bates
(Must be signed by RTPA Executive Director or designated representative)

February 9, 2022
Date

Lisa Davey-Bates
Print Name

Executive Director
Title

APPENDIX F

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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 Cremer, seconded by Director Perdock, and carried this 9th day of February, 2022, by the following roll call vote:

AYES: Directors Sabatier, Perdock, Cremer, Mattina, Leonard, Warnement, Tatiana Ahlstrand (PAC)
NOES: None
ABSENT: Directors Simon, Parlet

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

ATTEST: Lisa Davey-Bates
Executive Director

Stacey Mattina, Chair
APC Member