



# LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director  
[www.lakeapc.org](http://www.lakeapc.org)

525 South Main Street, Ukiah, CA 95482  
Administration: Suite G ~ 707-234-3314  
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## LAKE COUNTY/CITY AREA PLANNING COUNCIL (APC) AGENDA

**DATE:** Wednesday, March 9, 2022

**TIME:** 9:00

**PLACE:** City Council Chambers  
225 Park Street  
Lakeport, California

### Audioconference

**Dial-in number: 1 (669) 900-6833 / Meeting ID: 890 2952 3610# Passcode: 153145**

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

In accordance with the modified Brown Act Requirements established by Governor Newsom's Executive Order N-29-20, and to facilitate Social Distancing due to COVID-19, Lake Area Planning Council's Board meeting will also be by audioconference. Public comments will be available during Wednesday's meeting on any agenda item. Please send comments to our Board Secretary, Charlene Parker, at [cparker@dbcteam.net](mailto:cparker@dbcteam.net) and note the agenda item number being addressed. Oral comments will also be accepted by telephone during the meeting when public comment is invited by the Chair.

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

### **PUBLIC EXPRESSION**

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

### **CONSENT CALENDAR**

4. Proposed Adoption of Resolution #21-22-18 to Implement Teleconferencing Requirements During a Proclaimed State of Emergency Pursuant to Assembly Bill 361
5. Approval of February 9, 2022 Minutes

### **REGULAR CALENDAR**

6. Public Hearing: Unmet Transit Needs for Fiscal Year 2022/23 (*Sookne*)
7. Report from the Executive Committee Meeting:
  - a) Recommended Approval of Contract Extension between Lake APC and Davey-Bates Consulting for Administrative and Fiscal Services and Service Authority for Freeway Emergencies SAFE Services for the period of October 1, 2022 through September 30, 2023
  - b) Recommended Approval of Contract Extension between Lake APC and Dow & Associates for Planning Services and Service Authority for Freeway Emergencies (SAFE) for the period of October 1, 2022 through September 30, 2023.
  - c) Discussion of the FY 2022/23 Local Transportation Fund (LTF) Estimate (*Pedrotti*)
8. Discussion and Recommended Approval of the Fourth Amendment to the 2021/22 Final Overall Work Program (Pedrotti)

## RATIFY ACTION

9. Adjourn Policy Advisory Committee and Reconvene as Area Planning Council
10. Consideration and Adoption of Recommendations of Policy Advisory Committee

## REPORTS

### 11. Reports & Information:

- a. Lake APC Planning Staff
  - i. Grant Updates (*Speka*)
  - ii. Pavement Management Program (PMP) Update (*Casey*)
  - iii. SR 53 Corridor Local Circulation Plan (*Casey/Davey-Bates*)
  - iv. Miscellaneous
- c. Lake APC Administration Staff
  - i. APC Budget Update
  - ii. Next Meeting Date – **April 6, 2022** (*Lower Lake*)
  - iii. Miscellaneous
- d. Lake APC Directors
- e. Caltrans
  - i. SR 29 Project Update (*Pimentel*)
  - ii. Lake County Project Status Update (*Ahlstrand*)
  - iii. Office of Traffic Safety (OTS) Update (*Ahlstrand*)
  - iv. Miscellaneous
- f. Rural Counties Task Force
  - i. Next Meeting Date – **March 18, 2022** (*Teleconference*)
- g. California Transportation Commission
  - i. Next Meeting Date – **March 16 – 17** (*Virtual*)
- h. California Association of Councils of Governments (CalCOG)
  - i. CDAC Meeting – (*TBD*)
  - ii. CalCOG Board of Directors Meeting – May 13, 2022 (*Virtual*)
- i. Miscellaneous

## INFORMATION PACKET

12. a) Draft 3/2/22 Executive Committee Minutes
- b) Infrastructure Investment and Jobs Act - New Program Funding Guide

## ADJOURNMENT

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### PUBLIC EXPRESSION

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

### AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS

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

### ADDITIONS TO AGENDA

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

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

*Lake County/City Area Planning Council Agenda*

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**CLOSED SESSION**

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

POSTED: March 4, 2022

*Attachments:*

*Agenda Item #4 – Resolution #21-22-18*

*Agenda Item #5 – 2/9/22 Lake APC Draft Minutes*

*Agenda Item #6 – Staff Report, Reso, Notice, Unmet Needs & Definitions*

*Agenda Item #7 – Staff Report, DBC & Dow Contract Extension Exhibit A & LTF Information*

*Agenda Item #8 – Staff Report*

*Agenda Item #11aiii – Staff Report*

*Agenda Item #11eii – Project Status Update*

*Agenda Item #11eiv – Clean California Local Grant Projects*

*Information Packet – a) Draft 3/2/22 Executive Committee Minutes*

*b) Infrastructure New Program Funding Guide*

# **LAKE COUNTY/CITY AREA PLANNING COUNCIL**

## **RESOLUTION 21-22-18**

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

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

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

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

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

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

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

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

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

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

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

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

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

#### **NOW, THEREFORE, BE IT RESOLVED THAT:**

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

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

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

This resolution shall be effective upon adoption and remain in effect until APC's next regular board meeting on April 6, 2022, when Lake APC shall consider renewing its findings by subsequent resolution, in accordance with AB 361.

Adoption of this Resolution was moved by Director \_\_\_\_\_, seconded by Director \_\_\_\_\_, and carried on this 9<sup>th</sup> day of March 2022, by the following roll call vote:

AYES:

NOES:

ABSENT:

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

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

\_\_\_\_\_  
Stacey Mattina, Chair  
APC Member



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

Wednesday, February 9, 2022

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

### **Present**

Bruno Sabatier, Supervisor, County of Lake  
Stacey Mattina, City Council Member, City of Lakeport  
Russell Perdock, Council Member, City of Clearlake  
Russ Cremer, City Council, City of Clearlake  
Chuck Leonard, Member at Large  
Tim Warnement, Member at Large

### **Absent**

Moke Simon, Supervisor, County of Lake  
Kenneth Parlet, Council Member, City of Lakeport

### **Also Present**

Lisa Davey-Bates, Executive Director, Admin. Staff – Lake APC  
James Sookne, Admin Staff – Lake APC  
Alexis Pedrotti, Admin Staff – Lake APC  
Charlene Parker, Admin Staff – Lake APC  
Nephele Barrett, Planning Staff – Lake APC  
John Speka, Planning Staff – Lake APC  
Danielle Casey, Planning Staff – Lake APC  
Tatiana Ahlstrand, Caltrans District 1 (Policy Advisory Committee)  
Dianne Edwards, Civil Engineer, Caltrans  
David Morgan, Project Engineer, Caltrans  
Scott DeLeon, Public Works Director, County of Lake  
Stephen Kullmann, Redwood Coast Energy Authority  
Mike Khammash, Caltrans Project Manager  
Gary McFarland, Project Manager – Paratransit Services

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### **1. Call to Order/Roll Call**

Chair Mattina called the meeting to order at 9:00 a.m. Secretary Charlene Parker called roll.  
Members present: Sabatier, Simon, Perdock, Cremer, Parlet, Mattina

### **2. Adjourn to Policy Advisory Committee**

Chair Mattina adjourned to the Policy Advisory Committee (PAC) at 9:04 a.m. to include  
Caltrans District 1 staff and allow participation as a voting member of the Lake APC.

### **3. Election of Officers – Chair and Vice-Chair, Member-at-Large Vacancy and Standing Committees – Executive Committee and California Association of Councils of Governments (CalCOG)**

Lisa Davey-Bates, Executive Director, explained that annually at the first Board Meeting the process to elect new officers is completed. Lake APC is comprised of two Board of Supervisors, two Council Members from the cities Clearlake and Lakeport, as well as two members-at-large. Lisa introduced Tim Warnement as the new member-at-large appointed by the Board of Supervisors.

Tim Warnement gave a brief description about himself, and the Board welcomed him to the meeting.

*Director Sabatier nominated Director Stacey Mattina for the Lake Area Planning Council **Chair position** for the 2022 calendar year. No additional nominations were made. The motion was seconded by Director Cremer and carried unanimously.*

*Roll Call Vote: Ayes (7)-Directors Sabatier, Perdock, Cremer, Mattina, Leonard, Warnement, Tatiana Ahlstrand (PAC), Noes (0); Abstain (0); Absent (2) Directors Simon, Parlet*

*Director Sabatier nominated Director Moke Simon for the Lake Area Planning Council **Vice-Chair position** for the 2022 calendar year. No additional nominations were made. The motion was seconded by Director Perdock and carried unanimously.*

*Roll Call Vote: Ayes (7)-Directors Sabatier, Perdock, Cremer, Mattina, Leonard, Warnement, Tatiana Ahlstrand (PAC), Noes (0); Abstain (0); Absent (2) Directors Simon, Parlet*

Lisa stated that the Lake APC Executive Committee was typically comprised of the Chair, Vice-Chair as well as one additional Board Member providing geographic balance. Lisa noted the current committee consists of Chair Mattina, Vice-Chair Simon, and Director Perdock.

Director Sabatier noted that the Executive Committee was the perfect combination of each jurisdiction and should continue for the upcoming year.

*Director Sabatier nominated Director Perdock for the Lake Area Planning Council Executive Committee member for the 2022 calendar year, and Director Russell Perdock accepted. No other nominations were made. The motion was seconded by Director Cremer and carried unanimously*

*Roll Call Vote: Ayes (7)-Directors Sabatier, Perdock, Cremer, Mattina, Leonard, Warnement, Tatiana Ahlstrand (PAC), Noes (0); Abstain (0); Absent (2) Directors Simon, Parlet*

Lisa Davey-Bates reported that the CalCOG representative is re-elected every calendar year as well and noted that Director Leonard filled the position last year with Director Cremer as the alternate.

*Director Perdock nominated Director Chuck Leonard for the Lake Area Planning Council **CalCOG Representative** for the 2022 calendar year, with Director Russ Cremer as alternate. No other nominations were made. Directors Leonard and Cremer both accepted the positions. The motion was seconded by Director Sabatier and carried unanimously.*

*Roll Call Vote: Ayes (7)-Directors Sabatier, Perdock, Cremer, Mattina, Leonard, Warnement, Tatiana Ahlstrand (PAC), Noes (0); Abstain (0); Absent (2) Directors Simon, Parlet*

#### **4. PUBLIC EXPRESSION**

Chair Mattina requested public comments including any written comments.

Scott DeLeon, Public Works Director, County of Lake announced that the Board of Supervisors approved the contract for the Local Road Safety Plan with the Consultant, Headway Transportation, LLC. Scott was pleased to report that the Board of Supervisors also approved

the Middletown multi-use trail. The project will go out to bid in the next few weeks, with anticipation of construction next year.

The Board Members stated they were happy to hear the projects were moving forward and thanked Scott for the update

## **CONSENT CALENDAR**

- 5. Proposed Adoption of Resolution #21-22-17 to Implement Teleconferencing Requirements During a Proclaimed State of Emergency Pursuant to Assembly Bill 361**
- 6. Approval of December 1, 2021 Draft Minutes**
- 7. Approval of Social Services Transportation Advisory Council (SSTAC) Roster**

Chair Mattina asked if the Board members would like to pull anything from the Consent Calendar. Director Sabatier stated that he had a question regarding the Social Services Transportation Advisory Council Roster.

*Director Sabatier made a motion to approve Resolution #21-22-17 to Implement Teleconferencing Requirements During a Proclaimed State of Emergency Pursuant to AB 361 and the December 1, 2021 minutes, as presented. The motion was seconded by Director Cremer and carried unanimously.*

*Roll Call Vote: Ayes (7)-Directors Sabatier, Perdock, Cremer, Mattina, Leonard, Warnement, Tatiana Ahlstrand (PAC), Noes (0); Abstain (0); Absent (2) Directors Simon, Parlet*

### **Approval of Social Services Transportation Advisory Council (SSTAC) Roster**

Director Sabatier questioned if the two vacancies on the SSTAC were appointed through the Lake APC or the SSTAC. James Sookne replied that the APC approves the members.

Director Sabatier emphasized the importance of a representative for the Disabled Potential Transit User member on the SSTAC. James replied that the SSTAC was actively seeking to fill both of the vacant positions. Director Sabatier said he can help get the word out.

*Director Cremer made a motion to approve the Social Services Transportation Advisory Council (SSTAC) Roster, as presented. The motion was seconded by Director Sabatier and carried unanimously.*

*Roll Call Vote: Ayes (7)-Directors Sabatier, Perdock, Cremer, Mattina, Leonard, Warnement, Tatiana Ahlstrand (PAC), Noes (0); Abstain (0); Absent (2) Directors Simon, Parlet*

## **REGULAR CALENDAR**

- 8. Public Hearing and Proposed Approval of the Lake APC's Draft 2022 Regional Transportation/Active Transportation Plan (RTP/ATP) Negative Declaration and Resolution #21-22-15**

John Speka introduced this item, explaining that the public hearing for the Regional Transportation Plan/Active Transportation Plan (RTP/ATP) was continued from the December meeting. John gave an overview stating that the RTP/ATP was the region's long-term planning document covering a 20-year time span intended to promote a safe and efficient transportation system throughout for the region.



John reported that that a draft of the RTP/ATP was released at the end of October for public review and comment. John noted that the corresponding CEQA (environmental) document was also posted at that time. The Draft RTP/ATP was discussed before the Board at the November meeting and was up for adoption at the December 1, 2021, meeting. At that time the Board moved to continue the item to February 9, 2022, in order for staff to incorporate Caltrans' written comments. John noted the there was some new language introduced into the final draft regarding the Konocti Corridor. The only difference was a broader concept for the Konocti Corridor that will minimize the interregional traffic through the communities on Highway 20 to align with the improvements of the Highway 29 that will significantly improve the overall safety for all modes of transportation. John explained that this hearing will allow for final comments on the Draft Negative Declaration and the RTP/ATP.

John clarified that prior to adopting the Plan, the Board must consider the Draft Negative Declaration and any comments received during the public review period. John noted the attached comment letter from the Center for Biological Diversity (dated November 30, 2021) requesting additional habitat analysis and the response letter from Lake APC staff.

The Board members discussed that the proof of publication was provided and approved at the December meeting. They agreed that the Public Hearing was continued from the last meeting and still open.

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

Director Sabatier noted that Lake APC response to the letter from the Center for Biological Diversity was well written and stated that their comments would be perfect for individual projects as they move forward and then require individual environmental analysis.

Director Cremer agreed that specific projects will require the need for a CEQA document.

*Director Cremer made a motion to approve Resolution #21-22-15 to adopt the Negative Declaration and approve the 2022 Lake County Regional Transportation Plan/ Active Transportation Plan (RTP/ ATP), as presented. The motion was seconded by Director Perdock and carried unanimously.*

*Roll Call Vote: Ayes (7)-Directors Sabatier, Perdock, Cremer, Mattina, Leonard, Warnement, Tatiana Ahlstrand (PAC), Noes (0); Abstain (0); Absent (2) Directors Simon, Parlet*

**9. Presentation on Rural Regional Energy Network (REN) Program by Redwood Coast Energy Authority, Outcome of Executive Committee Meeting (January 21, 2022) and Recommended Approval of Memorandum of Understanding and Letter of Support**

Lisa Davey-Bates introduced the item stating that Dan Gjerde, Mendocino Council of Governments (MCOG), had inquired if the Lake APC was interested in joining MCOG to explore options of a Rural Regional Energy Network (REN). At the December Meeting the Board directed the Executive Committee to explore joining the Rural REN as a Subcontractor to RCEA. On January 21, 2022, the Executive Committee along with MCOG's Ad-hoc Committee met with Stephen Kullmann, Redwood Coast Energy Authority (RCEA) and Amaury Berteaud, Association of Monterey Bay Area Governments (AMBAG). The meeting was informative, and the Executive Committee was in favor of the program. The Executive Committee minutes were provided in your packet.

Stephen gave a detailed presentation, describing the background and the purpose of a RuralREN. Stephen explained that in California, every electricity bill contains a public goods charge to implement energy efficiency programs with the goal of reducing energy. Stephen reviewed the residential and non-residential resource programs and stated that the focus of the RuralREN was to bring energy efficiency incentives and increased technical support targeted to moderate to low income for rural customers such as residential, public agencies, school districts, and tribal governments that have not received the same level of service as urban areas. The RuralREN will function as a method to implement the state's energy efficiency and climate goals in geographically hard-to-reach California. The RuralREN will help deliver a clean energy future by utilizing rural regional collaboration, trusted local relationships, and promoting practical response to community needs. Stephen explained that RCEA would be the program administrator for the RuralREN region. Lake and Mendocino Counties has the opportunity to participate in all seven programs as a sub-contractor with the intention of making MCOG and Lake APC full partners of the RuralREN soon after the Business Plan has been successful.

Stephen closed stating the benefits for Lake APC and MCOG was leverage work already done to design and apply as a REN, receive guidance from six knowledgeable energy program implementers as program partners, initial budget for support staff with loan seed funds. The next steps were to execute the Memorandum of Understanding between RCEA, MCOG, and Lake APC. RCEA will file the Final RuralREN Business Plan, and upon approval by California Public Utilities Commission (CPUC), execute the sub-contract for MCOG and Lake APC to join the program. The RuralREN would begin operations January 2023.

Lisa thanked Stephen for all the work put into the Business Plan and the support to inform each Board of the RuralREN details.

Director Cremer asked for clarification on the budget and wanted to know where the RuralREN funds were from.

Stephen replied that the RuralREN program funds were distributed through the CPUC and the program itself was funded by the public goods charge fees that ratepayers were already paying. Those fees were distributed equity for these types of programs. Lisa added that there was no direct cost passed on to our local agencies and stated that we will be accessing the benefits for which our communities who were already paying through taxes on the utility bills.

Director Sabatier stated that there had been conversations about moving towards Sonoma Clean Power providing service on projects in our County and asked if that needed to be discussed though the RuralREN or if that was fine to have both programs separately.

Stephen replied that it was his understanding that the programs through Sonoma Clean Power were through different funds however there would need to be coordination between the RuralREN and Sonoma Clean Power to avoid duplication. Stephen reiterated that the RuralREN was for energy efficiency programs and has nothing to do with the CCA status.

Director Sabatier questioned how in terms of equity and rural areas that use less natural gas and more propane and fireplaces would work.

Stephen replied that Humboldt County was like Lake County in that our regions have some of the lowest natural gas availability throughout the state. Stephen noted that the program would provide cost efficient ways for people who have non-regulated fuels.

Chair Mattina requested any public comments relating to the Rural Regional Energy Network (REN). No comments were presented.

*Director Cremer made a motion to approve the Memorandum of Understanding as Subcontractor to RCEA for REN services until a full membership can be achieved and recommended approval of a Letters of Support from Lake APC. The motion was seconded by Director Sabatier and carried unanimously.*  
*Roll Call Vote: Ayes (7)-Directors Sabatier, Perdock, Cremer, Mattina, Leonard, Warnement, Tatiana Ahlstrand (PAC), Noes (0); Abstain (0); Absent (2) Directors Simon, Parlet*

Chair Mattina thanked Stephen and staff for working quickly to bring the RuralREN program to our County.

## **RATIFY ACTION**

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

Chair Mattina adjourned the Policy Advisory Committee at 9:53 a.m. and reconvened as the APC.

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

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

*Roll Call Vote: Ayes (7)-Directors Sabatier, Perdock, Cremer, Mattina, Leonard, Warnement, Tatiana Ahlstrand (PAC), Noes (0); Abstain (0); Absent (2) Directors Simon, Parlet*

## **REPORTS**

### **12. Reports & Information**

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

##### **i. Update on Various Grant Programs**

John reported that staff received a grant through the Sustainable Transportation Planning Grant program for the Transit Development Plan (TDP) Update. John explained that staff was going through the procurement process, we only received one proposal, if accepted by the Consultant Selection Committee the next step would be ask for approval from Caltrans. John noted that the application for Wildfire Evacuation and Preparedness Plan for the Soda Bay Corridor was submitted in December. Additionally, staff was helping Lake Transit Authority and Lake Links staff prepare the Federal Transit Administration (FTA) 5310 grant application for Non-Emergency Medical Transportation (NEMT) and Mobility Management Program.

##### **ii. Pavement Management Program (PMP) Update**

Danielle Casey reported that staff had met with NCE staff regarding the contract, and they had questions concerning the phrasing of the contract. Staff met with Legal Counsel regarding NCE's questions now we are just waiting for the final signed contract from NCE.

##### **iii. State Route 53 Corridor Project**

Danielle Casey reported that the SR53 Corridor Local Circulation Study Draft report was submitted last month to APC and Caltrans staff. Danielle noted that staff has reviewed the draft and sent comments to TJKM. APC Staff expects TJKM will complete the final report before the next APC meeting in March. Danielle asked if there were any questions.

*iv.* Miscellaneous

John Speka announced that staff has just received an email with a new letter from the Center for Biological Diversity requesting that the Board does not adopt the Negative Declaration and RTP/ATP until an Environmental Impact Report (EIR) was done. John stated that the letter was received after the vote and staff will meet with Legal Counsel regarding the new letter.

The group discussed that based on the conversation today the new letter from Center for Biological Diversity would not have changed the vote.

b. Lake APC Administration Staff

i. APC Budget Update

Alexis Pedrotti reported that typically in March staff begins the development process for the upcoming fiscal year budget. Alexis explained that staff will provide the Board with a breakdown of the projected Local Transportation Fund (LTF) fund estimate in the draft budget. Alexis reported that staff has monitored the LTF, after receiving seven months of fiscal year 2021/22 LTF revenues, \$1,314,955.58 in LTF Funds have been received. That was up from \$86,838.81 in 2020/21. Alexis explained that based on last year's revenues, there was a potential 7% increase identified for LTF.

ii. Next Meeting Date – March 9, 2022

Lisa stated that the March meeting was in Lakeport and asked the Board members if they felt good about having a hybrid meeting next month. The Board members agreed that it would be fine to have a hybrid meeting in March.

iii. Miscellaneous

c. Lake APC Directors:

Director Sabatier wanted to hear what APC staff has planned to work on for the latest transportation funds for the new infrastructure bill. Lisa replied that staff does not have a lot of details and she would have a staff report when there was more information available.

Chair Mattina announced that the Lake County Board of Supervisors and City of Lakeport have come to a tax share agreement for the annexation. The Local Agency Formation Commission (LAFCO) can move forward and hopefully finish that project in the fall of 2022.

d. Caltrans

i. SR 29 Project Update:

Tatiana reported that Jeff Pimentel was not available for the meeting today. However, he said that he met with Brad Mattem and Lisa on the Lake 29 project. Tatiana asked Lisa if she would like to give an update about the meeting.

Lisa reported that she had reached out to Caltrans staff about potential funding for the Segment 2A and segment 2B of the Lake 29 project. Lisa explained that the California Transportation Commission's (CTC) offered virtual site visits for the Trade Corridor Enhancement Program projects. Lisa noted that although staff had applied unsuccessfully for these funds in the past, she felt that the recent rebranding of the project would align well with program. Lisa pointed out that the Lake 29 project, now known as the Konocti Corridor, now does a better job of including the Northshore as part of the bike and pedestrian corridor with safety projects and emphasizes the freight movement along the south shore of Lake County. Lisa and Caltrans staff plan to revisit the previous application to determine if submitting the application would be worthwhile. Additionally, it would be beneficial for CTC staff to see the magnitude and

the need for the project.

ii. Lake County Project Status:

Tatiana Ahlstrand reported that she was working with project management staff to generate an updated Lake County Project Status report.

Mike Khammash reported on two projects that were moving forward the Kelsey Creek Road Left Turn Channelization and the Blue Lakes Safety Project both projects should begin in the spring. Mike noted that staff was addressing a problem on the right-of-way acquisition for the Blue Lakes project. Additionally, Caltrans did not accept the construction plans submitted by the contractor on the Kelsey Creek bridge project.

iii. Office of Traffic Safety (OTS) Update:

Tatiana introduced David Morgan, Project Engineer, and Dianne Edwards, Civil Engineer, Caltrans Office of Traffic Safety (OTS). Tatiana stated that she had requested they participate in the meeting to address the safety concerns discussed at previous meetings.

Director Cremer asked if staff has looked into adding a left-turn lane on Lake 29 at Bell Park Avenue just west of Lower Lake towards Kelseyville. Director Cremer added his concerns about SR 29, just south of Lower Lake, where there is only one lane for about 100 ft and then back to two lanes.

David Morgan replied that he has looked into the left-turn lane regarding safety at Bell Park Avenue and it didn't meet the warrants, based on all the collision data, therefore there wasn't a justification for a left-turn pocket.

Director Warnement stated that the left-turn pocket for Bell Park Avenue does not qualify and asked what the threshold would need to be to raise the level of safety concerns.

David responded to warrant a left-turn pocket staff would need to see four or more collisions in a three-year period to receive safety funds.

The group discussed both areas in detail and suggested that cameras be put in the area to determine how many close calls were actually happening in the areas.

Lisa noted that she felt additional signage was needed at the Highway 20/53 roundabout. Lisa stated that there was no signage for Clearlake as motorists enter the roundabout. David replied that he would look into the signage for the roundabout on Highway 20/53.

Director Sabatier added that there was not a great deal of signs in Lake County, and it would be a great to discuss all the areas that need more signs at a future meeting.

iv. Miscellaneous

e. Rural Counties Task Force

i. Next Meeting Date – March 18, 2022

f. California Transportation Commission

i. Next Meeting Date – March 16 – 17 (/Webinar)

- g. California Association of Councils of Governments (CalCOG)
  - i. CDAC Meeting – *(TBD)*
  - h. CalCOG Board of Directors Meeting – *(TBD)*
  - i. Miscellaneous

### **INFORMATION PACKET**

- 13. a) 1/21/22 Draft Executive Committee Minutes

### **ADJOURNMENT**

The meeting was adjourned by Chair Mattina at 10:44 a.m.

Respectfully Submitted,

***DRAFT***

Charlene Parker  
Administrative Associate



## LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

---

**TITLE:** 2022/23 Unmet Transit Needs Finding

**DATE PREPARED:** March 1, 2022

**MEETING DATE:** March 9, 2022

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**SUBMITTED BY:** James Sookne, Program Manager

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### BACKGROUND:

Lake APC has been conducting formal Unmet Transit Needs processes since 2014. The purpose is to identify priority transit needs for transit dependent or transit disadvantaged populations within Lake County. It assists the APC and LTA in determining how to best use the limited transit funding available to the region.

The process is a requirement of the Transit Development Act (TDA) prior to a region using any Local Transportation Funds (LTF) for streets and roads purposes. Although the APC does not allocate any LTF funds for streets and roads purposes, the process is still considered useful as a means of identifying potential transit needs in the region as well as analyzing opportunities for Lake Transit Authority (LTA) to meet those needs if feasible. The Unmet Transit Needs Process also meets TDA requirements calling for annual public input opportunities for transit dependent or transit disadvantaged persons within the jurisdiction represented by the Social Services Transportation Advisory Council (SSTAC).

Also, in 2014, the definitions for “unmet transit need” and “reasonable to meet” were adopted by the Lake APC Board, pursuant to TDA requirements. The definitions approved by the APC are shown in the attachments to this report.

The current Unmet Needs Process began at the November meeting of the SSTAC, where the 21/22 list of unmet needs was reviewed. The process continued at the January SSTAC meeting where a list of potential unmet transit needs was developed.

The TDA requires that the Unmet Needs Process include a public hearing to provide the opportunity for citizen participation. At this hearing, the public may comment on and suggest additions to the list of potential unmet needs. The APC must then make a finding that either:

- a) The testimony *includes* “unmet transit needs” according to the APC’s adopted definition, and those needs are directed to the APC and LTA staff for analysis and further review by the SSTAC; or
- b) The testimony *does not* include any “unmet transit needs” according to the adopted definition. Therefore, there are no unmet transit needs found for fiscal year 2022/23, and the annual process is concluded.

If the first finding is made, those needs meeting the definition of “unmet transit needs” will be further assessed by staff and reviewed by the SSTAC. Based on this analysis and a recommendation for the SSTAC, the APC will, at a later meeting, make a finding to determine if any of the needs are “reasonable to meet.” If needs are eventually found reasonable to meet, they will then become part of the budgeting process.

---

**ACTION REQUIRED:**

1. Make a finding that proper notice of meeting has been provided (30-day notice published in the Record Bee 2/5/2022).
2. Receive staff report.
3. Open public hearing.
4. Receive public comment.
5. Close public hearing.
6. Make one of the two findings shown above, using the attached adopted definitions.

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**ALTERNATIVES:** None identified.

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**RECOMMENDATION:** Staff recommends that the public hearing take place to allow testimony and that the APC Board make a finding to determine whether the prepared list contains unmet needs.



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**Lake County Record-Bee**

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2110531

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

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

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

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

For 1 issue published therein on the following date, viz: 02/05/2022;

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

Executed this 11th day of February, 2022 at Lakeport, California. I hereby declare under penalty of perjury that I have read the foregoing and that it is true and correct.



Molly E. Lane, Legal Clerk

Legal No.

**0006644339**

**RB  
NOTICE OF PUBLIC  
HEARING**

**NOTICE IS HEREBY  
GIVEN** that the Lake County/City Area Planning Council (APC) will meet on Wednesday, March 9, 2022, at 9:00 a.m. or as soon thereafter as possible, to consider the following item. During the ongoing health pandemic, all APC meetings will be conducted by teleconference (audio and/or video) pursuant to the Governor's Executive Order N-29-20, agendas and meeting materials will be posted to APC's website at <http://www.lakeapc.org/>

Public Hearing - Unmet Transit Needs

At this hearing, the APC will consider a list of potential unmet transit needs that has been developed by the Social Services Transportation Advisory Council. The APC will determine if the list contains any "unmet transit needs," consistent with the adopted definition. Any of the needs that meet the definition will then undergo further analysis, the findings of which will be presented at a future public hearing.

The purpose of this public hearing is to allow the public opportunity to comment on and/or suggest additions to the list of potential unmet transit needs prior to APC action. For further information, please contact the APC office at 707-234-3314.

Lisa Davey-Bates  
Executive Director  
2/5/22

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

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

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

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

**FY 22/23 Potential Unmet Transit Needs**  
**Developed by the Social Services Transportation Advisory Council**  
**January 18, 2022**

- 1. Eastbound service to Spring Valley.** Currently, there is no service east of SR 53.
- 2. Eastbound service, allowing people to connect with service to the Sacramento area.** Currently, the closest connection is at the Cache Creek Casino.
- 3. Non-Emergency Medical Transportation in outlying areas.** This would serve areas beyond one mile from fixed routes, and vehicles need to include wheelchair lifts.
- 4. Non-Emergency Medical Transportation to out of county locations.** This is needed for both adults and children. There is a particular need for transport to Ukiah, Santa Rosa and San Francisco.
- 5. Fixed route service on Sundays.** Another frequently noted need subject to funding availability.
- 6. Expanded transit service and Mobility Training to accommodate job placement for developmentally disabled.** New enhanced requirements for competitive integrated job placement will be implemented soon necessitating transportation to and from jobs, potentially outside of normal transit operating hours. It is likely that demand response service would be needed to fit this potential need.
- 7. NEMT after normal business hours.** Instances in which a need for non-emergency transport arises outside of normal service hours.
- 8. 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.** An on-demand type of service (i.e., Uber, Lyft) for people to use for non-medical trips.
- 9. Earlier service to Ukiah for medical appointments, criminal justice appointments, and courses at Mendocino College.** The existing fixed route service to Ukiah doesn't allow riders to attend early morning medical or criminal justice appointments or early classes at Mendocino College.



## LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

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**TITLE:** Options for Comprehensive Staffing Services Starting **DATE PREPARED:** March 4, 2022  
October, 2021 -Executive Committee Recommendation**MEETING DATE:** March 9, 2022

---

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

---

### **BACKGROUND:**

Staffing for the Lake Area Planning Council (APC) is provided through contracts with private consulting firms. Previously provided through a single contract, the administrative and planning functions were separated in 2014. At that time, a competitive procurement process was followed which included separate Requests for Proposals for the administration and planning functions. The RFPs indicated an initial contract period of five years, with up to five one-year extensions. Only one proposal was received for each of the RFPs—from Davey-Bates Consulting for administration and Dow & Associates for planning, and contracts were awarded to the two companies, consistent with the terms identified in the RFP.

The third extension period to the initial contract will end on September 30 of this year. Although nearly six months remain, it is necessary to consider options for these services at this time as the process could be lengthy depending on the approach selected.

There are two basic contract options available for Lake APC's consideration. The option also exists to convert to a public employee model for staffing rather than having staffing provided by contract, although that was considered and rejected prior to the initiation of the advertising process. The options are as follows:

1. Exercise the option to extend the existing contracts.
2. Prepare Requests for Proposal for these services and seek new proposals.

*(Note: DBC and Dow employees are not able to prepare these RFP's, which means that an agency would need to be identified from among the joint powers member agencies to take on the procurement process.)*

The Executive Committee met on March 2, 2022 and recommended the full Lake APC Board exercise the option to extend the existing contracts. The Committee members further directed Lake APC staff to draft extensions of the Professional Services Agreement for both contractors which are attached for review and consideration. The draft minutes of the Executive Committee meeting are included for your review in Agenda Item #11 of the Information Packet.

---

**ACTION REQUIRED:** Select a preferred approach to continue administrative and planning staffing for Lake APC beyond September 30, 2022.

---

### **ALTERNATIVES:**

Continue this item to a later meeting.

---

**RECOMMENDATION:** The Executive Committee has recommended the following actions: Proceed with the fourth extension of the existing contracts for Fiscal & Administrative Services and Planning Services for Lake APC, Lake Transit and Lake SAFE for a period of one year (October 1, 2022 through September 30, 2023).

# LAKE COUNTY/CITY AREA PLANNING COUNCIL

## EXTENSION of PROFESSIONAL SERVICES AGREEMENT

with

**Davey-Bates Consulting**

This **Fourth Extension** of the Agreement for Professional Services between the Lake County/City Area Planning Council, herein after referred to as “**APC**” and Davey-Bates Consulting, hereinafter referred to as “**Contractor**”, first entered into on September 26, 2014, amended on April 8, 2015 and January 10, 2018, then extended for a period of one year on April 10, 2019, April 8, 2020, and April 14, 2021 is now being entered into on March 9, 2022, by and between **APC** and **Contractor**.

Whereas, the current Professional Services Agreement will expire on September 30, 2022; and

Whereas, Section 13. Contract Terms, of the existing agreement states, “*Agreement may be extended for an additional five (5) one-year periods upon written agreement by the APC and CONTRACTOR*”:

**APC** and **Contractor** agree to the following extension provisions:

1. The term of this Agreement shall be extended from October 1, 2022 through September 30, 2023.
2. Compensation shall be at annual base rates and subject to cumulative CPI increases identified in Exhibit A, effective as of the Lake APC Fiscal Year 2022/23 Budget for the term of this extension.
3. Beyond September 30, 2023, **APC** and **Contractor** may extend the existing agreement pursuant to current terms and conditions and consistent with the extended Cost Plan in Exhibit A for Lake Area Planning Council, Lake Transit Authority and Service for Freeway Emergencies (SAFE) Administrative and Fiscal Services.
4. If **APC** or **Contractor** do not wish to negotiate or proceed with the terms and conditions of the subsequent extensions, they must provide written notice at least one hundred twenty (120) days in advance of intent to terminate or negotiate future extensions.

ALL OTHER TERMS AND CONDITIONS of the original agreement, and first and second amendments shall remain in full force and effect unless amended in writing by both **APC** and **Contractor**.

In WITNESS WHEREOF, the parties hereto have caused their duly authorized officers to execute this Professional Services Agreement Extension in duplicate.

\_\_\_\_\_  
Lisa Davey-Bates, Principal  
Davey-Bates Consulting  
Council

\_\_\_\_\_  
Stacey Mattina, Chair  
Lake County/City Area Planning

Date: \_\_\_\_\_

Date: \_\_\_\_\_

Lake APC and Lake Transit Administrative and Fiscal Services			
Fiscal Year	Previous Year Base Contract Amount	11.5% Benefit Increase	New DBC Base Contract
<del>2019/20</del>	<del>\$448,582</del>	<del>\$2,482</del>	<del>\$451,064</del>
<del>2020/21</del>	<del>\$451,064</del>	<del>\$2,767</del>	<del>\$453,831</del>
<del>2021/22</del>	<del>\$453,831</del>	<del>\$3,086</del>	<del>\$456,917</del>
<b>2022/23</b>	<b>\$456,917</b>	<b>\$3,441</b>	<b>\$460,358</b>
<b>2023/24</b>	<b>\$460,358</b>	<b>\$3,836</b>	<b>\$464,194</b>
Lake County Service Authority for Freeway Emergencies Administrative and Fiscal Services			
Fiscal Year	Previous Year Base Contract Amount	11.5% Benefit Increase	New DBC Base Contract
<del>2019/20</del>	<del>\$15,736</del>	<del>\$115</del>	<del>\$15,851</del>
<del>2020/21</del>	<del>\$15,851</del>	<del>\$128</del>	<del>\$15,979</del>
<del>2021/22</del>	<del>\$15,979</del>	<del>\$143</del>	<del>\$16,122</del>
<b>2022/23</b>	<b>\$16,122</b>	<b>\$159</b>	<b>\$16,282</b>
<b>2023/24</b>	<b>\$16,282</b>	<b>\$178</b>	<b>\$16,459</b>

Rates reflect 11.5% Health, Dental and Vision Increases consistent with the original proposal submitted by Davey-Bates Consulting (July 9, 2014). In addition, an annual and accumulative Cost of Living Adjustment (COLA) will be applied to New Base Amount based on the California Consumer Price Index (All Urban Consumers, California Department of Industrial Relations, Division of Labor Statistics and Research).

Extension periods are from October 1 – September 30 of the following year, however, base amounts will take effect at the start of each fiscal year.

**LAKE COUNTY/CITY AREA PLANNING COUNCIL**

**PROFESSIONAL SERVICES AGREEMENT EXTENSION**

with  
**Dow & Associates**

This extension of the Agreement for Professional Services between the Lake County/City Area Planning Council, herein after referred to as “**APC**” and Dow & Associates, hereinafter referred to as “**Contractor**”, first entered into on September 26, 2014, Amended on April 8, 2015, and extended for a period of one year on April 10, 2019, April 8, 2020, and April 14, 2021, is now entered into on \_\_\_\_\_, 2022, by and between **APC** and **Contractor**.

Whereas, the current extension period of the Professional Services Agreement will expire on September 30, 2022; and

Whereas, Section 13. Contract Terms, of the existing agreement states, “*...Agreement may be extended for an additional five (5) one-year periods upon written agreement by the APC and CONTRACTOR*”; and

**APC** and **Contractor** agree to the following extension provisions:

1. The term of this Agreement shall be extended from October 1, 2022 through September 30, 2023.
2. Compensation shall be at annual rates identified in the attached Exhibit A and subject to cumulative CPI increases as detailed in Exhibit A and per the original contract, effective as of the APC Fiscal Year 22/23 Budget for the term of this extension.
3. **APC** and **Contractor** may exercise the option for one more one-year extension following this fourth extension, pursuant to current terms and conditions and consistent with the extended Cost Plan Summary for Planning Services to the Lake County/City Area Planning Council and Lake County Service Authority for Freeway Emergencies (SAFE) outlined in Exhibit A.
4. If **APC** or **Contractor** do not wish to proceed with a subsequent extension, they must provide written notice at least one hundred twenty (120) days in advance of intent to terminate or negotiate future extensions.

ALL OTHER TERMS AND CONDITIONS of the original agreement and first amendment shall remain in full force and effect unless amended in writing by both **APC** and **Contractor**.

In WITNESS WHEREOF, the parties hereto have caused their duly authorized officers to execute this Professional Services Agreement Extension in duplicate.

\_\_\_\_\_  
Nephele Barrett, Owner  
Dow & Associates

\_\_\_\_\_  
Stacey Mattina, Chair  
Lake County/City Area Planning

Date: \_\_\_\_\_

Date: \_\_\_\_\_



Exhibit A  
Extended Cost Plan Summary

Planning Services to the Lake County/City Area Planning Council			
	Previous Year Base	Increase	New Base Amount
FY 19/20 (1st Ext)	\$ 246,637	\$ 1,886	\$ 248,523
FY 20/21 (2nd Ext)	\$ 248,523	\$ 2,103	\$ 250,626
FY 21/22 (3rd Ext)	\$ 250,626	\$ 2,345	\$ 252,970
FY 22/23 (4th Ext)	\$ 252,970	\$ 2,614	\$ 255,585
FY 23/24 (5th Ext)	\$ 255,585	\$ 2,915	\$ 258,500

Lake County Service Authority for Freeway Emergencies (SAFE)			
	Previous Year Base	Increase	New Base Amount
FY 19/20 (1st Ext)	\$ 26,869	\$ 205	\$ 27,074
FY 20/21 (2nd Ext)	\$ 27,074	\$ 229	\$ 27,304
FY 21/22 (3rd Ext)	\$ 27,304	\$ 255	\$ 27,559
FY 22/23 (4th Ext)	\$ 27,559	\$ 285	\$ 27,844
FY 23/24 (5th Ext)	\$ 27,844	\$ 318	\$ 28,161

Notes:

*Annual Base Amount includes health care increases, as established in Exhibit A of the original contract.  
Annual Base Amounts will be adjusted each year using the cumulative California Consumer Price Index  
California, All Urban Consumers, as stated in Exhibit A of the original contract.*

*Extension periods are from October 1 of each year through September 30 of the following year.  
However, new contract amounts will take effect at the start of each Fiscal Year.*

*The current extension period, 10/1/22 through 9/30/23, covers the last three quarters of FY 22/23  
and first quarter of FY 23/24.*



# LAKE COUNTY/CITY AREA PLANNING COUNCIL

## EXECUTIVE COMMITTEE

### STAFF REPORT

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**TITLE:** FY 2022/23 LTF Estimate

**DATE PREPARED:** 2/24/22

**MEETING DATE:** 3/2/22

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

---

**BACKGROUND:**

This time every year, administrative staff begins the budget development process for the upcoming fiscal year. As part of that process, and in accordance with the Transportation Development Act (TDA), the County Auditor's office is responsible for furnishing the Regional Transportation Planning Agency (RTPA) the Local Transportation Fund (LTF) estimate for the following year. Local Transportation Funds are derived from ¼ cent of sales tax revenues generated in Lake County. In year's past, Lake APC staff has requested estimates from the County Auditor's office without success, so we have developed a process similar to the one used by the Mendocino County auditor's office which has been quite helpful.

The FY 2021/22 LTF estimate, generated through the established formula, suggested a two-year (2019/20-20/21) combined increase of 18.73% that brought the total LTF Estimate to \$1,834,040. As some may recall, because of the unusual and unpredictable circumstances relating to COVID, there were no increases to the LTF estimate in FY 2019/20, which resulted in the larger increase in FY 2021/22.

Moving forward into FY 2022/23, based on the same formula, the LTF formula suggested a 6.83% increase. This proposed increase would increase the LTF projected revenues by \$12,526 bringing the total LTF estimate to \$1,846,566. After careful consideration of the ongoing financial instability of our funding sources, staff would like to propose a reduction to this year's LTF Fund Estimate to \$1,700,000. An adjustment can be considered mid-year if revenues continue to come in at a higher than expected rate.

Based on the 2022/23 LTF estimate, staff will begin drafting the full Lake APC budget, including LTF allocations for Administration, Bike and Pedestrian (2%) purposes, the Consolidated Transportation Service Authority (5%), Overall Work Program, Reserve (5%) and Transit.

Staff will present the LTF Estimate and Draft Budget together at the May Lake APC Board of Directors meeting, however, staff felt it was important to discuss this proposed recommendation in greater detail with the Executive Committee prior to that meeting. After the discussion at the Executive Committee level, staff will move forward with the development of the draft FY 2022/2023 Lake APC budget.

---

**ACTION REQUIRED:**

Provide direction to staff with regards to the Local Transportation Fund (LTF) Estimate for the upcoming FY 2022/23, and the development of the Draft FY 22/23 Lake APC Budget.

---

**ALTERNATIVES:**

Do not approve the LTF Estimate as presented and offer additional options to move forward with the FY 22/23 Draft Budget development process.

---

**RECOMMENDATION:** Staff recommends that the Executive Committee approve moving forward with development of the FY 2022/2023 Lake APC budget with a reduction to the Local Transportation Fund (LTF) Estimate to \$1,700,000, knowing that an amendment can occur mid-way through the fiscal year if higher than expected revenues materialize.

		FY 2014/15	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22
Fiscal Year		Actuals	Actuals	Actuals	Actuals	Actuals	Actuals	Actuals	Actuals	Actuals
July	\$	98,600.00	\$ 98,600.00	\$ 96,800.00	\$ 101,400.00	\$ 95,000.00	\$ 130,775.97	\$ 160,899.23	\$ 161,339.02	\$ 227,713.56
August	\$	131,500.00	\$ 131,500.00	\$ 129,100.00	\$ 135,200.00	\$ 126,600.00	\$ 128,183.15	\$ 115,673.11	\$ 238,709.89	\$ 176,307.16
September	\$	114,745.26	\$ 114,745.26	\$ 137,553.03	\$ 146,937.08	\$ 192,819.65	\$ 137,127.61	\$ 137,640.01	\$ 152,686.38	\$ 183,424.49
October	\$	98,000.00	\$ 98,000.00	\$ 96,200.00	\$ 101,100.00	\$ 103,100.00	\$ 177,980.77	\$ 148,773.88	\$ 201,124.30	\$ 202,982.70
November	\$	130,600.00	\$ 130,600.00	\$ 128,200.00	\$ 134,800.00	\$ 137,500.00	\$ 123,708.23	\$ 161,359.06	\$ 184,827.58	\$ 186,926.72
December	\$	120,956.19	\$ 120,956.19	\$ 135,951.55	\$ 148,746.50	\$ 157,460.53	\$ 132,499.23	\$ 133,757.69	\$ 140,342.43	\$ 161,960.42
January	\$	109,100.00	\$ 109,100.00	\$ 96,200.00	\$ 107,600.00	\$ 104,700.00	\$ 145,104.61	\$ 160,593.97	\$ 149,087.17	\$ 175,640.53
February	\$	145,400.00	\$ 145,400.00	\$ 128,300.00	\$ 143,500.00	\$ 139,600.00	\$ 144,108.67	\$ 177,775.04	\$ 215,556.01	\$ -
March	\$	58,084.15	\$ 58,084.15	\$ 158,278.58	\$ 134,201.56	\$ 144,591.96	\$ 125,338.10	\$ 112,724.41	\$ 116,980.96	\$ -
April	\$	83,600.00	\$ 83,600.00	\$ 89,900.00	\$ 106,500.00	\$ 93,900.00	\$ 104,604.90	\$ 98,531.91	\$ 141,841.38	\$ -
May	\$	111,400.00	\$ 111,400.00	\$ 119,800.00	\$ 142,000.00	\$ 143,107.22	\$ 106,825.06	\$ 128,087.82	\$ 198,328.52	\$ -
June	\$	139,828.20	\$ 139,828.20	\$ 141,234.75	\$ 72,549.52	\$ 128,639.79	\$ 133,591.55	\$ 100,709.34	\$ 203,153.23	\$ -
Total Fiscal Year	\$	1,341,813.80	\$ 1,341,813.80	\$ 1,457,517.91	\$ 1,474,534.66	\$ 1,567,019.15	\$ 1,589,847.85	\$ 1,636,525.47	\$ 2,103,976.87	\$ 1,314,955.58
Excess/(Shortfall)	\$	41,813.80	\$ 41,813.80	\$ 157,517.91	\$ 49,040.66	\$ 142,019.15	\$ 113,376.85	\$ 74,965.47	\$ 542,416.87	\$ (519,084.42)
		2.694%						18.73%		
				8.267%						6.83%
				1.161%						
						3.612%				
						5.763%				
								6.65%		

FY 2021/22 LTF Fund Estimate = FY 20/21 LTF Revenues (July to Jan) \$1,228,116.77 compared to FY 2021/22 LTF Revenues (July to Jan) \$1,314,955.58 = 6.83% increase. Then take FY 2021/22 LTF Estimate (\$1,834,040) x 6.83% = \$12,526 increase.

FY 2020/21 July to Jan: \$ 1,228,116.77

FY 2021/22 July to Jan: \$ 1,314,955.58

72% Revenue received based on LTF Estimate

( This comparison is based on 7 months)

FY 2022/23 = \$1,846,566.18 \$ 1,700,000 \*Recommendation to decrease FY 2022/23

LTF 5% Reserve Policy FY 22/23 \$ 85,000.00 (1700000\*0.05)

Percentage Calculator

<https://www.calculatorsoup.com/calculators/algebra/percent-difference-calculator.php>



## LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

---

**TITLE:** 2021/22 (Proposed) OWP 4<sup>th</sup> Amendment

**DATE PREPARED:** March 4, 2022

**MEETING DATE:** March 8, 2022

---

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

---

### **BACKGROUND:**

The Final FY 2021/22 Overall Work Program was adopted by the Lake APC Board on June 2, 2021, followed by the First Amendment, Second and Third Amendments. Amendments to the Overall Work Program can include simple adjustments or have a multitude of changes. For the (proposed) Fourth Amendment, the adjustments are simple and affect various work elements in the Overall Work Program. Due to time constraints and the simplicity of this amendment, staff did not present it to the Technical Advisory Committee (TAC) at their last meeting.

The focus of this amendment is to re-allocate funding for APC Planning Staff to better expend funds in all work elements. Work Element adjustments in this amendment include 602, 603, 607, 611 and 614. Additionally, staff is requesting to re-allocate the Direct Expense/Consultant funding currently allocated under Work Element 612-Countywide Technology Support Services totaling \$4,536 (Rural Planning Assistance (RPA) to Work Element 614 – Regional Transportation Plan (RTP) Update. More recently there have been additional costs incurred for the RTP Update and environmental filing requirements. Currently, the RTP Update has no direct expenses allocated to this element.

In addition, APC Staff has been working with Caltrans District 1 and Headquarters to get an additional grant amendment approved for the State Route 53 Corridor Study, which is a FHWA/SPR Grant funded project. This project has experienced many delays for various reasons. This amendment will include another schedule adjustment for Task 7.2 – Prepare and Present Final SR 53 Corridor Local Circulation Study. This adjustment allows the completion date to be extended until June 2022. These changes have been included in Work Element 617.

The final adjustment included in this OWP Amendment pertains to the newly awarded FTA 5304 grant funded project, the Transit Development Plan Update (Work Element 615). A consultant has been selected for this project; therefore, staff needs to “true-up” the scope and schedule with Caltrans District 1, according to the consultant’s proposal.

The Fourth Amendment to the Overall Work Program remains \$1,042,767. In other words, total funding or funding sources have not changed. For clarification purposes, the changes have been shown in **bold** and ~~strikeout~~. I am requesting the Lake APC consider the recommended changes and take action to approve the 2021/22 OWP Amendment as proposed. A digital copy of the proposed Fourth Amendment is provided for your review. Hard copies will be provided upon request.

---

### **ACTION REQUIRED:**

Consider approval of Fourth Amendment to FY 2021/22 Overall Work Program, as proposed.

---

### **ALTERNATIVES:**

Do not approve amended Work Program and provide alternative suggestions.

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### **RECOMMENDATION:**

Accept staff’s recommendation to approve the Fourth Amendment to the FY 2021/22 Overall Work Program (OWP) and authorize Executive Director to sign appropriate certifications and revised OWP Agreement (as needed), and forward to Caltrans as required.

- FINAL -

# LAKE COUNTY/CITY AREA PLANNING COUNCIL

## REGIONAL TRANSPORTATION PLANNING WORK PROGRAM



## FISCAL YEAR 2021/22

Adoption by Area Planning Council: June 2, 2021

*1<sup>st</sup> Amendment: September 8<sup>th</sup>, 2021*

*2<sup>nd</sup> Amendment (Administrative): November 8<sup>th</sup>, 2021*

*3<sup>rd</sup> Amendment: November 10<sup>th</sup>, 2021*

*4<sup>th</sup> Amendment: March 9, 2022*

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## LAKE COUNTY AREA PROFILE

Lake County lies within the coastal range of mountains approximately 100 miles north of San Francisco and 35 miles east of the Pacific Ocean. It is surrounded by Mendocino County on the west, Sonoma and Napa Counties to the south, and Yolo, Colusa and Glenn Counties on the east. State Highway 20 connects the area with both U.S. 101 and Interstate 5. The northern third of the county is largely unoccupied, much of it lying within the Mendocino National Forest.

According to the estimates from the California Department of Finance, the total population in Lake County was 65,071 in 2019. This included the unincorporated population of 45,437 and the incorporated population of 19,634. Clearlake is the larger of the two incorporated cities, with a population of 14,828. Lakeport has a population of 4,806. The majority of the population of the county resides along the shores of Clear Lake, the most prominent geographical feature of Lake County.

Lake County, although rural in nature, has a number of transportation problems. The ground transportation network is impacted by topography, an aging population, declining financial resources and high nonresident recreational traffic use. Many of these and other important issues are identified in the 2017 Regional Transportation Plan, adopted February 14, 2018.

The largest income producing industries are agriculture, located in the lowlands to the west and southwest of Clear Lake, tourism, and geothermal development, located in the mountainous terrain in the southwestern portion of the County. In recent years, employment associated with tribal economic development has also become a significant factor.

Finally, another important factor facing the region is the steady increase of commuting traffic. To look at this issue more closely, a four-county Inter-Regional Partnership (IRP) Report was completed in June 2004 concerning jobs-housing imbalances in Mendocino, Lake, Napa, and Sonoma Counties. The report presented the case that, even though a jobs-housing imbalance crisis may not be apparent yet, indications are that if nothing is done this will be a serious issue in the near future.

A County-Wide Micro Simulation Model was completed in FY 2012/13 to analyze projected traffic growth and prioritize transportation projects on the State Highways in Lake County. The Middletown Community Action Plan and Engineered Feasibility Study were also completed in FY 2013/14 to enhance interregional and regional travel while balancing the community of Middletown's needs.



## LAKE APC OVERVIEW

The Lake County/City Area Planning Council (APC) was established in June 1972 by a Joint Powers Agreement. Subsequently, it was designated by the Secretary of Transportation as the Regional Transportation Planning Agency for Lake County. The cooperative relationship between Caltrans and Area Planning Council was formalized by a Memorandum of Understanding.

A 1986 amendment to the Joint Powers Agreement revised the membership of the Area Planning Council to its current composition of eight (8) members. This includes two (2) members of the Lake County Board of Supervisors, two (2) city council members from the City of Lakeport, two (2) city council members from the City of Clearlake, and two (2) citizen members selected at large by the Board of Supervisors.

Three standing committees aid the Area Planning Council in performing its transportation planning functions.

Executive Committee: The Council may appoint an Executive Committee consisting of the Chair, the Vice Chair and a third council member from a city, the County, or Member-at-Large. The Executive Committee may carry on the administrative and executive functions of the Council between regular meetings of the Council. The Executive Committee may also be used to oversee the personnel budget and policy issues and make recommendations to the full Council. The Council shall attempt to appoint members to the Executive Committee that reflect a balance between city and County representation.

The Executive Committee reserves the right to hold executive sessions at any time to consider the employment of, or dismissal of, any public officer, independent contractor, or employee of the Council. Such executive sessions, if held, shall comply with all provisions of the Brown Act as set forth in the Government Code of the State of California.

Policy Advisory Committee (PAC): The PAC shall consist of the eight (8) Council members and one representative of the California Department of Transportation (Caltrans). The Council's agendas shall be structured such that the Caltrans representative, as a member of the PAC, shall have a vote on all matters dealing with transportation.

Technical Advisory Committee (TAC): The TAC shall consist 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, or authorized technical representatives from any of these noted agencies, for a total of nine (9) voting members. If a vote is required, and a quorum is not present, a motion must pass with a two-thirds majority of those members present voting in the affirmative.

The Lake APC seeks the TAC's professional expertise as an independent technical committee. Lake APC recognizes that the TAC is to review material presented before it and make recommendations to the Council. Lake APC also recognizes that, although the impact of the TAC's recommendations

on an individual constituent agency may be a factor, the decision-making process must remain a combination of technical information and individual TAC members' education, experience, and professional judgement. Recommendations to the Council shall remain focused on improvement of the transportation system based on technical considerations.

The Lake APC Executive Director or his/her authorized representative shall have the responsibility of chairing the TAC and ensuring that the TAC's recommendations are reported to the Council.

Social Services Transportation Advisory Council (SSTAC): The purpose of the SSTAC is to advise the Lake APC on matters involving the needs of the transit dependent and transit disadvantaged, including the elderly, disabled and persons of limited means. The SSTAC shall consist of a representative of potential transit users 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), for a total of nine (9) voting members.

Additional committees are formed on an as needed basis, typically to advise on a particular project or serve a specific function, such as a study advisory group.

The Lake APC relies on and values the many avenues of government-to-government coordination and consultation with local, state, and federal agencies representing transportation planning in Lake County. The Lake APC works cooperatively with the seven (7) Native American Tribal Governments represented in Lake County; including Elem Indian Colony, Habematolel Pomo of Upper Lake, Big Valley Band of Pomo Indians, Scotts Valley Band of Pomo Indians, Robinson Rancheria Pomo Indians of California, Koi Nation, and Middletown Rancheria of Pomo Indians. The Native American Tribes are invited to participate in APC monthly meetings, informed of available grant funding available to them, and invited to participate in public outreach on current and upcoming projects. The Lake APC also participates in the quarterly Caltrans Native American Planning/Status Meetings.

The Federal Land Management Agencies for the Lake County Region include Bureau Of Land Management (BLM), U.S. Forest Service, U.S. Fish and Wildlife and National Park Service.

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## REGIONAL PLANNING EFFORTS

The Lake County/City Area Planning Council is committed to incorporating planning items identified in the Federal transportation bill, Fixing America's Surface Transportation (FAST) Act, while preparing and implementing planning projects throughout the region. A significant boost in this direction arrived in April 2017, with the passage of Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017. SB1 is a long-term, dedicated transportation funding bill which raises approximately \$5.4 billion annually throughout the State. It allows for a variety of transportation projects including rehabilitation and maintenance for local streets, roads and highways, safety improvements, repair and replacement of bridges and culverts, and congestion reduction. It also provides for an increase in mobility options with funds available for bicycle and pedestrian facilities, as well as transit improvements. As funding flows into the region, Lake APC will continue to pursue opportunities as they become available.

A number of regional planning projects have been initiated over the past decade resulting in notable improvements in the following areas:

In 2011, the Lake APC, in coordination with the Lake Transit Authority (LTA), developed a Non-Emergency Medical Transportation (NEMT) Plan to get a better assessment of the needs in Lake County, consider program alternatives, and research potential funding options. The NEMT Plan provided direction to begin addressing NEMT needs in Lake County, including an implementing budget with a start-up package of projects, a mobility manager/brokerage function and Lake Transit service enhancements. Based on the outcome of the NEMT Plan, a determination was made that there was a serious need for Non-Emergency Transportation Services in Lake County. In FY 2015/16 the Lake APC began allocating 5% of LTF estimated revenues to the Consolidated Transportation Services Agency to initiate a Mobility Manager position focusing on NEMT Services throughout Lake County. This position has been maintained with the assistance of grant funding since that time.

The Middletown Community Action Plan (CAP) was completed in 2014 in conjunction with the SR 29 South Corridor Engineered Feasibility Study. These documents are used to identify safety and operational improvements along the southern portion of the SR 29 corridor including potential non-motorized improvements through the Middletown community. The CAP focuses on multimodal improvements including pedestrian, bicycle, equestrian and transit that are intended to enhance economic development and promote growth, while also continuing to accommodate regional travel over State Routes 29 and 175, which intersect in the heart of the town.

The Transit Development 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 addition, the Coordinated Public Transit- Human Services Transportation Plan was updated in 2014-2015, identifying 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 were provided to address the gaps listed and to improve the overall system for elderly, disabled and disadvantaged populations.

In 2016, the Lake APC adopted the Lake County Active Transportation Program (ATP) Plan. The Plan has been used to increase the region's chances in securing future grant funds for Active Transportation projects. It will also help to identify and prioritize non-motorized and transit improvement projects in the region.

A Transit Hub Location Plan was adopted in 2017, which was used to identify a preferred location for a new transit hub in the City of Clearlake at the intersection of Dam Road Extension and South Center Drive. This project was instrumental in securing subsequent funding through the Transit and Intercity Rail Capital Program (TIRCP) in 2020 for the design and construction of the hub, deemed a critical need for the transit dependent region.

Other recent approvals of regionwide planning efforts include the adoption of the Bus Passenger Facilities Plan and the Pedestrian Facilities Needs Inventory (2019). Both were completed at the end of 2019 and will be useful in determining priorities for funding needed improvements throughout the County with respect to bus stops facilities (e.g. signs, benches, shelters, pull-outs) and pedestrian safety projects (e.g. sidewalk projects, gap closures, crossings, etc.). Additional approvals by the APC Board in 2020 were the Eleventh Street Corridor Multi-modal Engineered Feasibility Study and the Highway 20 Northshore Communities Traffic Calming Study. These studies provide lists of priority projects intended to improve safety and multi-modal use of a key Lakeport access corridor (Eleventh Street) as well as several small communities relying on Highway 20 as their Main Street (Nice, Lucerne, Glenhaven and Clearlake Oaks).

## INTRODUCTION

The Area Planning Council's Transportation Planning Work Program is prepared annually to identify and focus the next year's transportation planning tasks. These tasks are envisioned and are to be fulfilled in accordance with the goals and policies of the Lake County Regional Transportation Plan (RTP) and other planning documents prepared by the Lake APC. The primary goal is to develop a safe, balanced, practical and efficient regional transportation system. This entails timely maintenance as well as capital improvements to the transportation network, which includes the streets and highways.

Since the Fiscal Year 1986/87, the Lake County/City Area Planning Council (APC) has contracted with a consultant to do most of the technical planning efforts in the Work Programs. Dow & Associates entered into a contract with the Lake APC (effective October 1, 2006) to continue to perform planning duties. In December 2008 and again in April 2012, the APC Board acted to renew its contract with Dow & Associates for an additional three years.

In June 2014, the Lake APC advertised for an Administration/Fiscal Contractor, as well as the Planning duties to be conducted under the Overall Work Program. Dow and Associates was awarded the Planning contract for a five-year period (effective October 1, 2014), with one-year optional contract extensions for an additional five-year period. Grant funded work elements will likely be completed by consultants hired under this contract and administered through Dow & Associates.

## **PUBLIC PARTICIPATION**

The Lake Area Planning Council (APC) encourages public participation in the planning and decision-making process and holds public hearings whenever an important decision concerning transportation is imminent. In addition to these public hearings which are announced in local newspapers, parties known to be interested in specific issues are invited to both the Technical Advisory Committee and the APC meetings, when appropriate.

As required by SAFETEA-LU, the APC developed a Public Participation Plan in Fiscal Year 2008/09 to enhance its public outreach efforts. The development of this Plan included strategies to engage and notify the public when conducting planning activities. The plan provides a clear directive for public participation activities of the APC, particularly when they pertain to the development and implementation of the Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP), Overall Work Program (OWP), administration of the Transit Development Act (TDA), Federal and state grant programs, Coordinated Human Transportation Plan, transit studies, area transportation plans, blueprint planning, and other special projects. The Public Participation Plan was updated and approved at a public hearing in February 2021 and can be found on the Lake APC Website at [www.lakeapc.org/library/plans](http://www.lakeapc.org/library/plans).

In March 2020, the COVID-19 Pandemic launched new opportunities and visions of alternative ways to reaching and connecting with the public. The Lake APC will utilize online technology platforms to host Public Outreach Workshops, surveys, and offer commentary outlets, as needed. Some examples of these platforms include Social Pinpoint, Zoom, and ArcGIS Interactive Mapping. The online public outreach platforms offer the public an opportunity to participate that otherwise may not have been previously available due to travel restrictions and/or time constraints.

Included in this FY 2021/22 Overall Work Program are some examples of projects that will require public outreach to be successful documents. The APC last completed the update of the Lake County Regional Transportation Plan in Fiscal Year 2017/18. The latest update to the RTP began in FY 2020/21 and will conclude December 2021. The RTP Update includes extensive public outreach efforts which are scheduled to occur in the Spring and Summer of 2021.

The Local Road Safety Plans for the City of Lakeport and Clearlake are another example of plans that will include a variety of public outreach measures. The consultant has designed an online platform to allow for public comment through an interactive map, as well as access to the convenient online survey.

### **COMPLETED PRODUCTS IN PRIOR WORK PROGRAM**

Appendix A includes a brief synopsis of products that were completed in the 2020/21 Work Program.

### **2021/22 WORK ELEMENTS**

The Lake County/City Area Planning Council is dedicated to working cooperatively with all agencies to provide comprehensive planning in the region. There is only *three* new work element included in the 2021/22 work program. The remainder of the elements are either ongoing work elements that appear repetitively in Work Programs or carryover projects that will be completed in this Overall Work Program. Several projects below support planning efforts on a regional level.

The following work elements are included in the 2021/22 Work Program, and are briefly described below:

- ✓ Work Element 600 – This work element includes funding for general planning activities to be completed by the regional transportation planning agency (Lake APC), the transit agency (Lake Transit Authority), County and two cities.
- ✓ Work Element 601 – This element was added to the 2017/18 OWP in order to conduct Transportation Development Act activities that are not eligible for Rural Planning Assistance funding. This element was found very valuable and remains crucial to include in this upcoming fiscal year.
- ✓ Work Element 602 – This work element will help determine the need for public transportation in Lake County and strive to provide a reliable source of mobility for all citizens. Also providing transit service performance monitoring on an ongoing basis for the Lake Transit Agency.
- ✓ Work Element 603 – To study the potential transportation impacts that implementing multi-modal improvements on Highway 20 would have on Lake County's priority interregional facilities.
- ✓ Work Element 604 – This element has been designated as a *reserve account* for planning projects to be completed by Lake County, City of Lakeport and City of Clearlake that are often not funded due to a lack of funding from year-to-year in the Overall Work Program.
- ✓ Work Element 605 – This work element continues to provide funding to assist agencies in the preparation of applications and monitoring of Federal and State grants to improve the transportation system in Lake County.
- ✓ Work Element 606 – This work element was established as an ongoing to gather and interpret roadway, traffic, and accident data for Lake County in order to establish and enforce appropriate traffic speed limits in the community.

- ✓ Work Element 607 – Special Studies has been included in the past several work programs and will be used to perform studies, collect data, update the transportation data base, respond to local issues, and aid in implementation of the Regional Transportation Plan, and other projects as needed.
- ✓ Work Element 608 – Planning, Programming & Monitoring is an ongoing work element to provide assistance associated with project development for Regional Improvement Program projects and other planning activities
- ✓ Work Element 609 – This is a newly added work element to support the goals of SB 375 and AB 32 to reduce greenhouse gas emission and respond and conduct sustainable transportation planning.
- ✓ Work Element 610 – To encourage growth to bicycle and pedestrian travel to the region by integrating and promoting bicycle and pedestrian facilities and services with roadway and transit planning operations.
- ✓ Work Element 611 – Pavement Management Program Update, an ongoing project to provide a systematic method for determining roadway pavement maintenance, rehabilitation, and reconstruction needs. Triennial updates are conducted to provide an updated streets/roads inventory.
- ✓ Work Element 612 – Technology Support Services has been an ongoing project to provide GIS support services to agencies within Lake County involved with the roadway transportation system, aviation, bike/pedestrian, and transit planning. The name has been changed to incorporate additional technology needs in the county.
- ✓ Work Element 613 – Transportation Information Outreach is a work element that informs and educates residents of Lake County on transportation related activities. This work element also maintains the agency's website.
- ✓ Work Element 614 – The Regional Transportation Plan is a long-range planning document that provides a clear vision of the regional transportation goals, policies, objectives and strategies for an effective transportation system for Lake County. The plan guides decisions about all types of transportation and the related facilities needed for an effective transportation system.
- ✓ Work Element 615 – This project involves an update to the County's 2015 Transit Development Plan (TDP) for use by Lake Transit Authority (LTA) and other local service providers.
- ✓ Work Element 616 – This work element will provide training to staff of upcoming requirements for grant programs, changes in technologies relating to transportation planning, and other useful educational opportunities as needed.
- ✓ Work Element 617 – This carryover project study will analyze current and expected traffic patterns within key portions of the corridor and their immediate surrounding areas. By examining existing conditions and near-term development proposals, it will further interregional and local circulation goals of the State, the regional planning agency and the City.
- ✓ Work Element 618 – To develop individual Local Road Safety Plans (LRSP) for the Cities of Clearlake and Lakeport. An LRSP creates a framework to systematically identify, analyze, prioritize, and recommend roadway safety improvements on local roads. Beginning with Cycle 11 of the Highway Safety Improvement Program (HSIP), an LSRP will be required for an agency to apply for HSIP grant funds.

## FUNDING NEEDS

The **Amended** 2021/22 Transportation Planning Work Program requires total funding of **\$1,042,767** and will be funded from a combination of Rural Planning Assistance (RPA) funds, Local Transportation Funds (LTF), Planning, Programming & Monitoring (PPM) funds and Federal Transit Assistance Grant Funding.

### FEDERAL

Lake APC was successful in receiving a grant award for Federal Highway Administration State Planning and Research Part I – Strategic Partnership funding to complete the State Route 53 Corridor Local Circulation Study totaling \$139,000. This project was initiated in the FY 2019/20 OWP and is expected to be carried for completion in the FY 2021/22 OWP. The total amount of carryover is **\$97,800.**

Additionally, the Lake APC was recently awarded a Federal Transit Administration, Sustainable Communities Grant totaling **\$103,580** to complete the Lake County Transit Development Plan Update. This project has been included under Work Element 615 of the Amended OWP.

### STATE

Rural Planning Assistance (RPA) funds in the amount of **\$294,000** are expected for FY 2021/22. These funds are only available after the passage of the State Budget and on a reimbursement basis. It is permissible to carry over up to 25% of RPA funding from the prior year's Work Program. Actual carryover RPA Funds from the 2020/21 Work Program total **\$59,085.** Work Program products funded by RPA funds must be received by Caltrans District 1 staff prior to requesting full reimbursement of funds. Totals RPA Funds committed to the 2021/22 Work Program total **\$353,085.**

Planning, Programming & Monitoring Funds in the amount of **\$56,000** were allocated for FY 2021/22. PPM Funds carried over from the 2020/21 Work Program in the amount of **\$43,440** are being carried over in the 2021/22 Work Program. Total PPM Funds committed to the 2021/22 Work Program total **\$99,440.**

### LOCAL

The total new Local Transportation Funds (LTF) commitment will be **\$242,096** in the 2021/22 Work Program. LTF Funds carried over from the 2020/21 Work Program in the amount of **\$62,449** are being carried over to be used under several work elements in the 2021/21 Work Program. Total LTF Funds committed to the 2021/22 Work Program total **\$304,545.**

Additionally, Lake APC in coordination with the local agencies (Cities of Clearlake and Lakeport) collaborated to include a new Work Element 618 into the FY 2020/21 OWP. This element is expected to be carried over and completed in the FY 2021/22. The Local Roads Safety Plans (LRSP) will continue to be a reimbursable element through funding the local agencies receive from the state. Lake APC will coordinate and manage the project and request reimbursement from the individual agency. The local agency carryover funding totals **\$84,317.**

The total commitment from **local funding** sources totals **\$304,545 (23%)** to be included in the 2021/22 OWP.



**LAKE COUNTY WORK PROGRAM**  
**SUMMARY OF FUNDING SOURCES**  
 Fiscal Year 2021/22

FUNDING SOURCE	AMOUNT	FUNDING %
<b>Federal Funding Sources</b>		
FHWA-SPR Strategic Partnership Grant - SR 53 Corridor Study- 20/21 Carryover	\$97,800	9%
FTA - Sustainable Communities Grant - Transit Develop. Plan - 21/22 (NEW)	\$103,580	10%
<b>Total Federal Funds:</b>	<b>\$201,380</b>	<b>10%</b>
<b>State Funding Sources</b>		
Rural Planning Assistance - 2021/22	\$294,000	28%
Rural Planning Assistance - (2020/21 Carryover)	\$59,085	6%
Planning, Programming & Monitoring (PPM) - 2021/22	\$56,000	5%
Planning, Programming & Monitoring - (Carryover-See Page 14 for Breakdown by Fiscal Year)	\$43,440	4%
<b>Total State Funds:</b>	<b>\$452,525</b>	<b>43%</b>
<b>Federal and State Funding:</b>	<b>\$653,905</b>	<b>63%</b>
<b>Local Funding Sources</b>		
Local Transportation Funds - 2021/22	\$242,096	23%
Local Transportation Funds - (Carryover-See Page 14 for Breakdown by Fiscal Year)	\$62,449	6%
<b>Total Local Funding:</b>	<b>\$304,545</b>	<b>29%</b>
<b>Other Funding Sources:</b>		
Local Agency Reimbursable (Local Roads Safety Program) - WE 618 Carryover 20/21	\$84,317	8%
<b>TOTAL PROGRAM FUNDING REVENUES</b>	<b>\$1,042,767</b>	<b>100%</b>

**LAKE COUNTY WORK PROGRAM  
SUMMARY OF 2020/21 CARRYOVER  
BY FUNDING SOURCE**

WE	Title	RPA	PPM	LTF	Other	Total Costs	Notes
600	Regional Planning & Intergovernmental Coordination	\$ 19,416	\$ -	\$ -	\$ -	\$ 19,416	20/21 RPA Carryover for APC Staff.
601	TDA Activities & Coordination	\$ -	\$ -	\$ 8,823	\$ -	\$ 8,823	20/21 LTF c/o Local Agencies + Direct Costs
602	Transit Planning & Performance Monitoring	\$ 2,889	\$ -	\$ -	\$ -	\$ 2,889	20/21 RPA Carryover for APC Staff.
604	Lake County Project Reserve Funds	\$ -	\$ -	\$ 3,172	\$ -	\$ 3,172	Actual Carryover from VMT Closed Project.
605	Federal & State Grant Prep., Monitoring & Assistance	\$ -	\$ -	\$ 3,027	\$ -	\$ 3,027	20/21 LTF Carryover for Lakeport.
606	Speed Zone Studies	\$ 12,500	\$ -	\$ -	\$ -	\$ 12,500	20/21 RPA Carryover for APC Staff.
607	Special Studies	\$ 10,079	\$ -	\$ 13,326	\$ -	\$ 23,405	20/21 RPA & LTF Carryover for APC Staff, Clearlake and Lakeport.
608	Planning, Programming & Monitoring	\$ -	\$ 15,000	\$ -	\$ -	\$ 15,000	20/21 PPM Re-allocated from WE 604.
610	Active Transportation	\$ 3,086	\$ -	\$ -	\$ -	\$ 3,086	20/21 RPA Carryover for APC Staff.
611	Pavement Management Program Update (New)	\$ -	\$ 28,440	\$ -	\$ -	\$ 28,440	19/20 PPM (\$9,440) + 20/21 PPM (\$19,000) Re-allocated from Reserve.
612	Technology Support Services	<del>\$ 6,036</del>	\$ -	\$ -	\$ -	<del>\$ 6,036</del>	20/21 RPA Carryover for Lakeport and Consultant.
		\$ 1,500				\$ 1,500	
614	Regional and Active Transportation Plans Update	<del>\$ 5,079</del>	\$ -	\$ -	\$ -	<del>\$ 5,079</del>	20/21 RPA Carryover for APC Staff.
		\$ 9,615				\$ 9,615	
616	Training	\$ -	\$ -	\$ 9,651	\$ -	\$ 9,651	20/21 LTF Carryover for APC Staff & Direct Costs.
617	State Route 53 Corridor Local Circulation Study	\$ -	\$ -	\$ 24,450	\$ 97,800	\$ 122,250	Consultant Project Carryover actuals.
618	Local Road Safety Plans	\$ -	\$ -	\$ -	\$ 84,317	\$ 84,317	
	Totals	<del>\$ 59,085</del> \$ 59,085	\$ 43,440	\$ 62,449	\$ 182,117	<del>\$ 347,091</del> \$ 347,091	

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

WE	Title	State RPA	State RPA C/O	State PPM	Local LTF	Federal FHWA / SPR	Federal FTA 5304	Other	Total Costs
600	Regional Planning & Intergovernmental Coordination	\$ 139,500	\$ 19,416	\$ -	\$ -	\$ -		\$ -	\$ 158,916
601	TDA Activities & Coordination	\$ -	\$ -	\$ -	\$ 53,859	\$ -	\$ -	\$ -	\$ 53,859
602	<b>Transit Planning &amp; Performance Monitoring</b>	<del>\$ 15,000</del>	\$ 2,889	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 17,889</del>
		<b>\$ 10,000</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<b>\$ 12,889</b>
603	Lake Co. Principal Arterial Corridor VMT Study (NEW)	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000
604	Lake County Project Reserve Funds	\$ -	\$ -	\$ -	\$ 7,752	\$ -	\$ -	\$ -	\$ 7,752
605	Federal & State Grant Prep., Monitoring & Assistance	\$ -	\$ -	\$ 25,000	\$ 22,027	\$ -	\$ -	\$ -	\$ 47,027
606	Speed Zone Studies	\$ -	\$ 12,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,500
607	<b>Special Studies</b>	<del>\$ -</del>	\$ 10,079	\$ 21,000	\$ 29,826	\$ -	\$ -	\$ -	<del>\$ 60,905</del>
		<b>\$ 7,500</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<b>\$ 68,405</b>
608	Planning, Programming, & Monitoring	\$ -	\$ -	\$ 25,000	\$ 15,000	\$ -	\$ -	\$ -	\$ 40,000
609	Sustainable Transportation Planning	\$ 7,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,500
610	Active Transportation	\$ 10,000	\$ 3,086	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,086
611	<b>Pavement Management Program Update (New)</b>	<del>\$ 71,000</del>	\$ -	\$ 28,440	\$ 9,060	\$ -	\$ -	\$ -	<del>\$ 108,500</del>
		<b>\$ 76,000</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<b>\$ 113,500</b>
612	<b>Technology Support Services</b>	\$ -	<del>\$ 6,036</del>	\$ -	\$ 15,000	\$ -	\$ -	\$ -	<del>\$ 21,036</del>
		\$ -	<b>\$ 1,500</b>	\$ -	\$ -	\$ -	\$ -	\$ -	<b>\$ 16,500</b>
613	Transportation Information Outreach	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ 2,000
614	<b>Regional and Active Transportation Plans Update (Carryover)</b>	<del>\$ 41,000</del>	<del>\$ 5,079</del>	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 46,079</del>
		<b>\$ 33,500</b>	<b>\$ 9,615</b>	\$ -	\$ -	\$ -	\$ -	\$ -	<b>\$ 43,115</b>
615	<b>Lake Co. Transit Development Plan (NEW)</b>	\$ -	\$ -	\$ -	\$ 13,420	\$ -	\$ 103,580	\$ -	\$ 117,000
616	Training	\$ -	\$ -	\$ -	\$ 12,151	\$ -	\$ -	\$ -	\$ 12,151
617	State Route 53 Corridor Local Circulation Study (Carryover)	\$ -	\$ -	\$ -	\$ 24,450	\$ 97,800	\$ -	\$ -	\$ 122,250
618	Local Road Safety Plans (Carryover)	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 84,317	\$ 94,317
	<b>Totals</b>	<del>\$ 294,000</del>	<del>\$ 59,085</del>	<b>\$ 99,440</b>	<b>\$ 304,545</b>	<b>\$ 97,800</b>	<b>\$ 103,580</b>	<b>\$ 84,317</b>	<del>\$ 1,042,767</del>
		<b>\$ 294,000</b>	<b>\$ 59,085</b>						<b>\$ 1,042,767</b>

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

<b>Local Transportation Fund (LTF)</b>							
<b>WE</b>	<b>WE Project Description</b>	<b>Lake DPW</b>	<b>Lakeport</b>	<b>Clearlake</b>	<b>APC Staff Consultant</b>	<b>Other</b>	<b>Total</b>
601	TDA Activities & Coordination	\$ 1,500	\$ 7,128	\$ 3,211	\$ 38,391	\$ 3,629	\$ 53,859
603	Lake Co. Priority Interregional Facilities Study (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
604	Lake County Project Reserve	\$ -	\$ -	\$ -	\$ -	\$ 7,752	\$ 7,752
605	Federal & State Grant Prep, Monitoring & Assistance	\$ 8,500	\$ 10,527	\$ 3,000	\$ -	\$ -	\$ 22,027
607	Special Studies	\$ 14,500	\$ 5,000	\$ 10,326	\$ -	\$ -	\$ 29,826
608	Planning, Programming & Monitoring	\$ 10,000	\$ -	\$ 5,000	\$ -	\$ -	\$ 15,000
611	Pavement Management Program Update (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 9,060	\$ 9,060
612	Technology Support Services	\$ 3,500	\$ 1,500	\$ -	\$ -	\$ 10,000	\$ 15,000
613	Transportation Information Outreach	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ 2,000
615	Lake Co. Transit Development Plan Update (NEW)	\$ -	\$ -	\$ -	\$ 1,147	\$ 12,273	\$ 13,420
616	Training	\$ -	\$ -	\$ -	\$ 4,903	\$ 7,248	\$ 12,151
617	State Route 53 Corridor Local Circulation Study ( <i>Carryover</i> )	\$ -	\$ -	\$ -	\$ -	\$ 24,450	\$ 24,450
<b>Total LTF Funding by Claimant</b>		<b>\$ 38,000</b>	<b>\$ 19,155</b>	<b>\$ 21,537</b>	<b>\$ 46,441</b>	<b>\$ 174,412</b>	<b>\$ 304,545</b>

<b>Planning, Programming &amp; Monitoring (PPM)</b>							
<b>WE</b>	<b>WE Project Description</b>	<b>Lake DPW</b>	<b>Lakeport</b>	<b>Clearlake</b>	<b>APC Staff Consultant</b>	<b>Other</b>	<b>Total</b>
605	Federal & State Grant Prep, Monitoring & Assistance	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ 25,000
607	Special Studies	\$ 500	\$ -	\$ -	\$ 20,500	\$ -	\$ 21,000
608	Planning, Programming & Monitoring	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ 25,000
611	<b>Pavement Management Program Update (NEW)</b>	\$ -	\$ -	\$ -	\$ -	\$ 28,440	\$ 28,440
	<b>Total PPM Funds by Claimant</b>	<b>\$ 500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 70,500</b>	<b>\$ 28,440</b>	<b>\$ 99,440</b>

Rural Planning Assistance (RPA)							
WE	WE Project Description	Lake DPW	Lakeport	Clearlake	APC Staff Consultant	Other	Total
600	Regional Plng & Intergovernmental Coordination	\$ 10,000	\$ 2,500	\$ 5,000	\$ 139,416	\$ 2,000	\$ 158,916
602	Transit Planning & Performance Monitoring	\$ -	\$ -	\$ -	\$ 17,889	\$ -	\$ 17,889
					\$ 12,889		\$ 12,889
606	Speed Zone Studies <i>(Carryover)</i>	\$ -	\$ -	\$ -	\$ 12,500	\$ -	\$ 12,500
607	Special Studies	\$ -	\$ -	\$ -	\$ 10,079	\$ -	\$ 10,079
					\$ 17,579		\$ 17,579
609	Sustainable Transportation Planning	\$ -	\$ -	\$ -	\$ 7,500	\$ -	\$ 7,500
610	Active Transportation	\$ -	\$ -	\$ -	\$ 13,086	\$ -	\$ 13,086
611	Pavement Management Program Update	\$ -	\$ -	\$ -	\$ -	\$ 71,000	\$ 71,000
					\$ 5,000		\$ 76,000
612	Technology Support Services	\$ -	\$ 1,500	\$ -		\$ 4,536	\$ 6,036
						\$ -	\$ 1,500
614	Regional and Active Transportation Plans Update <i>(Carryover)</i>	\$ -	\$ -	\$ -	\$ 46,079	\$ -	\$ 46,079
					\$ 38,579	\$ 4,536	\$ 43,115
618	Local Road Safety Plans <i>(Carryover)</i>	\$ 5,000	\$ -	\$ 5,000	\$ -	\$ -	\$ 10,000
Total RPA Funding by Claimant		\$ 15,000	\$ 4,000	\$ 10,000	\$ 246,549	\$ 77,536	\$ 353,085
					\$ 246,549	\$ 77,536	\$ 353,085

Other Funding: (Awarded Grants)							
WE	WE Project Description	Lake DPW	Lakeport	Clearlake	APC Staff Consultant	Other	Total
615	Lake Co. Transit Development Plan Update (NEW)	\$ -	\$ -	\$ -	\$ 8,853	\$ 94,727	\$103,580
617	State Route 53 Corridor Local Circulation Study <i>(Carryover)</i>	\$ -	\$ -	\$ -	\$ -	\$ 97,800	\$97,800
618	Local Road Safety Plans <i>(Carryover)</i>	\$ -	\$ -	\$ -	\$ -	\$ 84,317	\$84,317
	Total Funds by Claimant	\$0	\$0	\$0	\$8,853	\$276,844	\$285,697

**Total Funds Available: \$1,042,767**

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

WE	Title	Lake DPW	Lakeport	Clearlake	APC Staff Consultant	Other	Total Costs
600	Regional Planning & Intergovernmental Coordination	\$ 10,000	\$ 2,500	\$ 5,000	\$ 139,416	\$ 2,000	\$ 158,916
601	TDA Activities & Coordination	\$ 1,500	\$ 7,128	\$ 3,211	\$ 38,391	\$ 3,629	\$ 53,859
602	Transit Planning & Performance Monitoring	\$ -	\$ -	\$ -	<del>\$ 17,889</del>	\$ -	<del>\$ 17,889</del>
		\$ -	\$ -	\$ -	\$ 12,889	\$ -	\$ 12,889
603	Lake Co. Priority Interregional Facilities Study (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
604	Lake County Project Reserve Funds	\$ -	\$ -	\$ -	\$ -	\$ 7,752	\$ 7,752
605	Federal & State Grant Prep., Monitoring & Assistance	\$ 8,500	\$ 10,527	\$ 3,000	\$ 25,000	\$ -	\$ 47,027
606	Speed Zone Studies	\$ -	\$ -	\$ -	\$ 12,500	\$ -	\$ 12,500
607	Special Studies	\$ 15,000	\$ 5,000	\$ 10,326	<del>\$ 30,579</del>	\$ -	<del>\$ 60,905</del>
		\$ -	\$ -	\$ -	\$ 38,079	\$ -	\$ 68,405
608	Planning, Programming, & Monitoring	\$ 10,000	\$ -	\$ 5,000	\$ 25,000	\$ -	\$ 40,000
609	Sustainable Transportation Planning	\$ -	\$ -	\$ -	\$ 7,500	\$ -	\$ 7,500
610	Active Transportation	\$ -	\$ -	\$ -	\$ 13,086	\$ -	\$ 13,086
611	Pavement Management Program Update (New)	\$ -	\$ -	\$ -	<del>\$ -</del>	\$ 108,500	<del>\$ 108,500</del>
		\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ 113,500
612	Technology Support Services	\$ 3,500	\$ 3,000	\$ -	\$ -	<del>\$ 14,536</del>	<del>\$ 21,036</del>
		\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 16,500
613	Transportation Information Outreach	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ 2,000
614	Regional and Active Transportation Plans Update (Carryover)	\$ -	\$ -	\$ -	<del>\$ 46,979</del>	\$ -	<del>\$ 46,979</del>
		\$ -	\$ -	\$ -	\$ 38,579	\$ 4,536	\$ 43,115
615	Lake Co. Transit Development Plan Update (NEW)	\$ -	\$ -	\$ -	\$ 10,000	\$ 107,000	\$ 117,000
616	Training	\$ -	\$ -	\$ -	\$ 4,903	\$ 7,248	\$ 12,151
617	State Route 53 Corridor Local Circulation Study (Carryover)	\$ -	\$ -	\$ -	\$ -	\$ 122,250	\$ 122,250
618	Local Road Safety Plans (Carryover)	\$ 5,000	\$ -	\$ 5,000	\$ -	\$ 84,317	\$ 94,317
	<b>Totals</b>	<b>\$ 53,500</b>	<b>\$ 28,155</b>	<b>\$ 31,537</b>	<del>\$ 372,343</del>	<del>\$ 557,232</del>	<del>\$ 1,042,767</del>
					<b>\$ 372,343</b>	<b>\$ 557,232</b>	<b>\$ 1,042,767</b>

## WORK ELEMENT 600 – REGIONAL PLANNING & INTERGOVERNMENTAL COORDINATION

**PURPOSE:** Provide ongoing coordination with local and state agencies, the general public and the private sector in planning efforts to identify and plan policies, strategies, and programs and make policy and technical recommendations to the Area Planning Council. This comprehensive work element covers RPA-eligible regional transportation planning duties and ongoing coordination with state, regional and local agencies; as well as long range transportation planning duties including streets/roads/highways, air quality, aviation, and transit planning.

*This work element includes only tasks that are eligible for Rural Planning Assistance (RPA) funds. A separate work element (W.E. 601) funds similar tasks that may not be RPA-eligible with local transportation funds.*

**PREVIOUS WORK:** This work element provides ongoing transportation planning duties; including participation in APC/TAC Meetings throughout the year, and participation in CTC and other state meetings. Work completed varies each year according to planning needs, yet consistently includes involvement in and completion/updates of planning projects and documents; such as the Regional Transportation Plan, Regional Bikeway Plan, Human Services Coordinated Plan, Transit Plans and other special studies, participation in local, regional, statewide and committee meetings, and responding to legislative requirements and changes.

### **TASKS:**

1. Preparation of the RPA-eligible portions of draft and final work program; work program amendments, and agreements. (Lake APC Administration Staff)  
Products may include: Staff reports/recommendations; draft and final work programs; amendments; agreements; required forms and certifications
2. Management of the RPA-eligible portions of the annual work program, including processing of amendments and agreements, coordination with Caltrans and local agency staff; monitoring budgets, reviewing and processing claims; and preparation of quarterly status reports. (Lake APC Administration Staff)  
Products may include: Staff reports/recommendations; written and verbal communications; claims; quarterly reports (Lake APC Administration Staff)
3. Prepare, attend and follow-up to Lake County/City Area Planning Council (APC), Technical Advisory Committee (TAC) meetings, and conduct public hearings as necessary. (APC Planning Staff/Local Agencies)  
Products: Meeting agendas, minutes, resolutions, technical reports, staff reports, public outreach materials, etc.
4. Provide ongoing planning duties which include participation in California Transportation Commission (CTC), and other meetings as necessary; travel and work assignments; and evaluation of regional planning issues as directed by APC and TAC. (APC Planning Staff /Local Agencies)  
Products: Meeting materials, staff reports, CTC meeting materials such as allocation requests, etc.
5. Review/comment on transportation planning documents provided by Caltrans and local agencies. (APC Planning Staff /Local Agencies)  
Products: Staff working notes and comments, email correspondence and technical memos.
6. Prepare and update regional planning documents and coordinated plans as needed. (APC Planning Staff /Local Agencies)  
Products: Staff working notes and comments, email correspondence, technical memos, meeting agendas and/or minutes, draft and/or final planning document.
7. Cooperate and assist with Caltrans in development, planning and updating of system transportation planning products. (APC Planning Staff /Local Agencies)  
Products: Examples may include Regional Transportation Planning Agency Outreach, District 1 Non-Motorized Census Plan, Mendocino-Lake County Travel Demand Model Update, District Active Transportation Plans, Corridor Plan Updates 20/29/53, etc.)

8. Respond, as necessary, to legislative requirements and changes in transportation planning process. (APC Planning Staff /Local Agencies)  
Products: Letters, resolutions, email correspondence, meeting agendas and/or minutes.
9. Coordinate and consult with Native American Tribal governments during the planning process, and document Tribal government-to-government relations, to include quarterly Native American Planning/Status Meetings held in coordination by Caltrans District 1 Native American Coordinator.  
(APC Planning Staff /Local Agencies)  
Products: Correspondence, public outreach materials, meeting agenda and/or minutes materials
10. Conduct and document outreach efforts to all segments of the community, including tribal governments and Native American Communities in accordance with the Public Participation Plan. (APC Planning Staff / Local Agencies)  
Products: Correspondence, public outreach materials, meeting agenda and/or minutes materials
11. Coordinate with partners to implement the MAP-21/FAST Act Performance-based approach in the scope of the transportation planning process. (APC Planning Staff / Local Agencies)  
Products: Correspondence, reports, resolutions, etc.
12. Review and comment on environmental documents that are regional and/or interregional in nature to ensure consistency and compliance with the Regional Transportation Plan. (APC Planning Staff /Local Agencies)  
Products: Staff documented comments, correspondence, revised and/or amended Neg Decs or Environmental Impact Reports, etc.)
13. Provide \$2,000 local funding contribution to Rural Counties Task Force for the purpose of assisting in costs related to meetings. (RCTF)  
Product: Meeting materials, workshop and forum materials, other materials relating to transportation issues of regional/state significance.

**PRODUCTS:**

Detailed with each task.

**FUNDING SOURCES AND AGENCY PARTICIPATION:**

Responsible Agency	Approx. Person Days	Budget	Fiscal Year	Funding Source
City of Clearlake	7	\$5,000	21/22	RPA
City of Lakeport	4	\$2,500	21/22	RPA
County of Lake	15	\$10,000	21/22	RPA
APC Staff Consultant	155	\$120,000	21/22	RPA
	25	\$19,416.11	20/21	RPA
RCTF Dues	N/A	\$2,000.00	21/22	RPA
<b>TOTAL:</b>	<b>206</b>	<b>\$158,916.11</b>	\$139,500 - 21/22	RPA
			\$19,416.11 - 20/21	RPA

\* Use of State RPA funds must be in accordance with Caltrans' procurement and other requirements (no consultant mark-up; approved travel rates, etc.) Contact Lake APC staff with questions.

**ESTIMATED TASK SCHEDULE:**



Tasks	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
1-4	x	x	x	x	x	x	x	x	x	x	x	x
5	As Needed											
6	x	x	x	x	x	x	x	x	x	x	x	x
7			x			x			x			x
8	x	x	x	x	x	x	x	x	x	x	x	x
9-10	As Needed											
11		x										
12	As Needed											
13		x										

## WORK ELEMENT 601 – TDA ACTIVITIES & COORDINATION

**PURPOSE:** This is an annual comprehensive work element that includes transportation planning tasks that may not be eligible for Rural Planning Assistance (RPA) funds, including routine day –to-day planning duties, general coordination activities with the state, regional, local and community agencies. It covers current as well as long range duties for all transportation planning modes, including streets/roads/highways, non-motorized transportation, air quality, aviation and transit planning.

**PREVIOUS WORK:** Many of these duties were previously performed under Work Element 600 (Regional Planning & Intergovernmental Coordination). In addition to ongoing transportation planning and coordination and quarterly Caltrans status reporting; some additional examples of staff involvement include SSTAC Meetings, 5310 and 5311 grant applications, RHNA participation and review of PID's and or PSR's.

### **TASKS:**

1. Coordinate with APC Administration Staff, local agencies (including tribal governments) and Caltrans to assist in preparing the draft and final work programs and amendments.  
(APC Staff / Local Agencies)  
Products: Draft & Final Work Programs
2. Manage work program throughout the year, which includes coordinating with local agency staff, preparing quarterly reports to Caltrans on status of work program and developing an annual report defining work program expenses by element.  
(APC Staff / Local Agencies)  
Products: Quarterly Status Reports
3. Prepare, attend and follow-up to Social Services Transportation Advisory Council (SSTAC), meetings, and conduct public hearings, as necessary.  
(APC Staff)  
Products: Meeting agendas, minutes, resolutions, technical reports, staff reports, public outreach materials, etc.
4. Evaluate social services coordination as required and meet with Social Services Transportation Advisory Council and other community-based groups to obtain input on coordination issues, review and comment on SSTAC recommendations. (APC Staff)  
Products: Correspondence, meeting agendas and/or minutes, public outreach materials
5. Meeting attendance, as necessary, at local agency meetings (e.g. City Council/Board of Supervisors) on transportation related matters; and coordination with local agencies on transportation-related matters, on non RPA-eligible issues. (APC Staff)  
Products: Staff reports/recommendations; meeting notes
6. Participate in Section 5310 and 5311 grant funding and other transit grant funding opportunities, as appropriate. (APC Staff)  
Products: Training/workshop materials, grant applications, quarterly reports
7. Current and long-range planning, meeting attendance, and work assignments that **may not be RPA eligible**. Involvement in these tasks is of a planning nature, and may include meeting attendance, communication, review of documents, plans, or studies; preparation of correspondence; etc. (APC Staff / Local Agencies)  
Products: Staff reports/recommendations, correspondence, meeting notes
8. Monitor and respond to transportation-related legislation, including applicability to local agencies and regional transportation planning agencies. (APC Staff / Local Agencies)  
Products: Staff reports/recommendations, correspondence, meeting notes

9. Monitor progress of Federal Transportation Bill activities and candidate projects; provide assistance and coordination with local agencies regarding projects. (APC Staff / Local Agencies)  
Products: Staff reports/recommendations, correspondence, meeting notes
10. Develop and Prepare RFP's and coordinate studies consistent with regional transportation planning related tasks, plans and studies to reduce duplication of work and analysis. (APC Staff / Local Agencies)  
Products: correspondence, meeting notes, comments on documents reviewed, Request for Proposals (RFP)
11. Various direct expenses relating to work element projects in the Overall Work Program.

**PRODUCTS:**

Detailed with each task.

**FUNDING SOURCES AND AGENCY PARTICIPATION:**

Responsible Agency	Approx. Person Days	Budget	Fiscal Year	Funding Source
City of Clearlake	3	\$2,000	21/22	LTF
	2	\$1,211	20/21	LTF
City of Lakeport	4	\$2,500	21/22	LTF
	7	\$4,628	20/21	LTF
County of Lake	2	\$1,500	21/22	LTF
APC Staff Consultant	48	\$37,036	21/22	LTF
	2	\$1,355	20/21	LTF
Direct Costs	n/a	\$2,000	21/22	LTF
	n/a	\$1,629	20/21	LTF
<b>TOTAL:</b>	<b>65</b>	<b>\$53,859</b>	\$45,500 - 21/22	LTF
			\$8,823 - 20/21	LTF

**ESTIMATED TASK SCHEDULE:**

Tasks	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
1	x	x	x	x	x	x	x	x	x	x	x	x
2			x			x			x			x
3	x	x	x	x	x	x	x	x	x	x	x	x
4-10	As Needed											
11	x	x	x	x	x	x	x	x	x	x	x	x

## WORK ELEMENT 602 – TRANSIT PLANNING & PERFORMANCE MONITORING

**PURPOSE:** Responds to transit planning recommendations to improve monitoring and quarterly and annual assessments of schedule reliability, passenger loads, and other operating characteristics through on-board sampling. Facilitates more efficient transit routes, more accurate schedules, and greater security through tools to provide more effective operations monitoring.

**PREVIOUS WORK:** Participation in LTA Board Meetings; participated and reported on transit related planning activities to the APC and TAC; Review of social service agency coordination; Section 5311(f), CARES and other federal funding review, ranking, project support, management and workshops; preparation of monthly transit summary and evaluation reports; consultation and coordination with tribal governments on transit-related planning and project activities; Sustainable Planning Grant Application for the Transit Development Plan Update.

### **TASKS:**

1. Prepare, attend and follow-up to Lake Transit Authority Board meetings. (APC Staff)
2. Review Federal legislation and FTA guidance to determine how to utilize programs and consider necessary involvement, including completion and updates of the coordinated human service transportation plan. (APC Staff)
3. Review and comment on technical correspondence, report on other transit issues as assigned by the APC or TAC. (APC Staff)
4. Prepare grants/request for proposals as needed to support transit planning efforts (APC staff / Consultant)
5. Maintain ongoing consultation process with tribal governments regarding tribal transit needs to enable their participation in transportation planning and programming activities. (APC Staff)
6. Coordinate the Unmet Transit Needs Process and ensure coordination with the Regional Transportation Plan. (APC Staff /Local Agencies)
7. Prepare, attend and follow-up to Lake Transit Authority (LTA) meetings, and conduct public hearings as necessary. (APC Staff)
8. Participation in Non-Emergency Medical Transportation (NEMT) activities and meetings. (APC Staff)
9. Participate as needed in Consolidated Transportation Services Agency activities. (APC Staff)
10. Prepare updates to Transit Development Plans and other transit planning documents as required and/or needed. (APC Staff / Consultant: As required and/or needed.)
11. Provide software maintenance to the transit authority for planning purposes through Route Match Software. (Consultant)

### **PRODUCTS:**

LTA meeting agendas and minutes, resolutions, monthly transit summary and evaluation reports, staff reports, reporting pertaining to Federal Transportation Bills, written reports on issues of concern to APC and TAC and other status reports as necessary. The APC and LTA will have a sampling format and methodology based on partial automation of the performance measure data collection requirements, a working paper; compiled data, three quarterly reports, an annual report, specifications, and budget to fully automate (Phase II) data collection.

**FUNDING AND AGENCY PARTICIPATION:**

Responsible Agency	Approx. Person Days	Budget	Fiscal Year	Funding Source
APC Staff Consultant	22	<del>\$15,000</del>	21/22	RPA
	14	<b>\$10,000</b>	21/22	<b>RPA</b>
	4	\$2,889	20/21	RPA
<b>TOTAL:</b>		<del>\$17,889</del>		
		<b>\$12,889</b>		

\* Use of State RPA funds must be in accordance with Caltrans' procurement and other requirements (no consultant mark-up; approved travel rates, etc.) Contact Lake APC staff with questions.

**ESTIMATED TASK SCHEDULE:**

Tasks	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
1	x	x	x	x	x	x	x	x	x	x	x	x
2	As Needed											
3	x	x	x	x	x	x	x	x	x	x	x	x
4	As Needed or Required											
5			x			x			x			x
6				x	x	x	x	x	x	x		
7-9	x	x	x	x	x	x	x	x	x	x	x	x
10	As Needed											
11	x	x	x	x	x	x	x	x	x	x	x	x

## **WORK ELEMENT 603 – LAKE CO. PRIORITY INTERREGIONAL FACILITIES STUDY (NEW)**

**PURPOSE:** To study the potential transportation impacts that implementing multi-modal improvements on Highway 20 would have on Lake County's priority interregional facilities. The project will compare multi-modal build and no-build scenarios and analyze projected mode shift, changes in VMT, and GHG reductions for both options. An equity analysis will also be conducted for each scenario to determine potential impacts to disadvantaged communities. The results of this study will help guide the state and the APC with future interregional facility improvements.

**PREVIOUS WORK:** Lake 20 Principal Arterial Corridor Study, Northshore Traffic Calming and Beautification Plan, Wine Country Interregional Partnership Multi-Year Project and Plans, Including Jobs-Housing Imbalance and Impacts Report, Origin and Destination Study, Model Development Report. Additionally and more recent, the Vehicle Mile Travel Regional Baseline Study and Lake County Pedestrian Facility Needs Inventory and EFS.

### **TASKS:**

#### **Task 1: Project Initiation/Coordination with Project Partners**

Task 1.1: Form a Technical Advisory Group

Task 1.2: Conduct Study Kick-off Meeting

Task 1.3: Hold TAG Meetings

Task 1.4 Project Coordination and Technical Review

#### **Task 2: Data Collection/Establish Baseline Vehicle Miles Traveled (VMT) Data**

Task 2.1: Collect, Review and Incorporate Relevant Data from Planning Documents

Task 2.2: Review/Update Existing Travel Demand Models / Traffic Counts by Vehicle Category

Task 2.3: Develop Baseline VMT Data

Task 2.4: Examine rural case studies to evaluate the impacts to VMT of capacity increases to the California State Highway System

#### **Task 3: Development of Multi-Modal Build vs. No-Build Options (20 Yrs) Forecasting Tool**

Task 3.1: Review Existing Plans for Multi-Modal Improvements on Hwy 20 (North Shore)

Task 3.2: Project Future Mode Shift on Multi-Modal Build vs. No-Build

Task 3.3: Model VMT Changes with Future Multi-Modal Build vs. No-Build

Task 3.4: Analysis of GHG Reduction on Multi-Modal Build vs. No-Build

#### **Task 4: Conduct Equity Analysis**

Task 4.1: Conduct Qualitative and Environmental Justice Analysis of Transportation Impacts to DACs on Multi-Modal Build vs. No-Build

#### **Task 5: Draft and Final Reports**

Task 5.1: Prepare and Present Draft Report

Task 5.2: Prepare and Present Final Report

### **PRODUCTS:**

Staff reports, technical memos, meeting agendas and/or minutes, correspondence, communication with consultant, tribal governments and Caltrans, Forecasting Tool and all supporting components, Equity Analysis, Draft and Final Reports

**FUNDING AND AGENCY PARTICIPATION:**

Responsible Agency	Approx. Person Days	Budget	Fiscal Year	Funding Source
Consultant	100	\$100,000	21/22	LTF
<b>TOTAL:</b>		<b>\$100,000</b>		

**ESTIMATED TASK SCHEDULE:**

Tasks	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
1								X	X			
2									X	X		
3										X	X	
4											X	
5											X	X

## WORK ELEMENT 604 –LAKE COUNTY PROJECT RESERVE FUNDS

**Purpose:** To reserve funding to perform projects that are not typically funded in Lake County because of the lack of funding available in any “one” given fiscal year. The reserve account will allow the opportunity to accumulate funding to complete projects that have been needed for many years.

**PREVIOUS WORK:**

None to date.

**TASKS:**

No tasks will be initiated in FY 2021/22. Funding is **reserved** for a future project or local match requirement, which is anticipated to be programmed in FY 2021/22.

**PRODUCTS:**

No products will be produced in FY 2021/22.

**FUNDING AND AGENCY PARTICIPATION:**

Responsible Agency	Approx. Person Days	Budget	Fiscal Year	Funding Source
Reserve	N/A	\$4,580	21/22	LTF
		\$3,172	20/21	LTF
<b>TOTAL:</b>		<b>\$7,752</b>		



## **WORK ELEMENT 605 – FEDERAL & STATE GRANT PREPARATION, MONITORING & ASSISTANCE**

**PURPOSE:** To provide technical assistance, research and support to local agencies, Lake Transit Authority, tribal governments and others, on federal, state and local grant opportunities to maximize federal and State sources that may be available to improve all modes of transportation in Lake County.

**PREVIOUS WORK:** Various grant applications submitted by local agencies, LTA, and Lake APC Staff. Some previous grant applications submitted include: Sustainable Transportation Equity Project Application for Low Income EV Car Sharing Program Feasibility Study; ATP Grant Application for Dam Rd Extension Project; HSIP Grant Application for Lakeport Sign Replacement Program; Sustainable Planning Grant for both a Wildfire Evacuation Plan and Transit Development Plan Update.

### **TASKS:**

1. Review and establish regionally significant priorities projects for the current fiscal year. (Local Agencies)
2. Research and distribute information pertaining to available and upcoming Federal and State transportation planning grants that may be available to meet the regions priorities. Caltrans planning grant opportunities can be accessed at [www.dot.ca.gov/hq/tpp/grants.htm](http://www.dot.ca.gov/hq/tpp/grants.htm) (APC Staff/Local Agencies)
3. Prioritize grants by purpose, funding source, matching requirements, granting authority, and availability related to the transportation planning process, excluding capital projects. (APC Staff/Local Agencies)
4. Coordinate with potential grant applicants to seek Lake APC sponsorship of transportation related grants. (APC Staff/Local Agencies)
5. Utilize entity staff or consultants to gather required transportation related information and prepare grant documents. (APC Staff/Local Agencies)
6. Provide technical assistance (including hosting workshops) to local agencies, tribal governments, LTA and others in preparation of various federal and state grant applications. (APC Staff/Local Agencies)
7. Review and rank transportation grant applications as requested by Caltrans; including possible participation on evaluation committees. (APC Staff/Local Agencies)
8. Submit grant applications to appropriate agencies including but not limited to the Active Transportation Program (ATP), grant applications pertaining to the new Federal Transportation Bill FAST Act, Road Repair and Accountability Act of 2017, California Air Resources Board (CARB) and other programs. (APC Staff/Local Agencies)
9. As necessary, coordinate and consult with all tribal governments on grant process and development of grants. (Local Agencies / APC Staff)
10. As necessary, participation, monitoring and assisting with grant funded work elements and projects to ensure scope, schedule and deliverables have been met as required by Caltrans. (APC Staff: Ongoing)

### **PRODUCTS:**

Copies of transportation planning grant applications prepared on behalf of APC, cities of Lakeport, and Clearlake, and Lake County. Staff reports, technical memos, meeting agendas and/or minutes, correspondence, communication with Tribal Governments.

**FUNDING SOURCES AND AGENCY PARTICIPATION:**

Responsible Agency	Approx. Person Days	Budget	Fiscal Year	Funding Source
City of Clearlake	4	\$3,000	21/22	LTF
County of Lake	13	\$8,500	21/22	LTF
City of Lakeport	11	\$7,500	21/22	LTF
	4	\$3,027	20/21	LTF
APC Staff Consultant	32	\$25,000	21/22	PPM
<b>TOTAL:</b>	<b>65</b>	<b>\$47,027</b>	\$19,000 - 21/22	LTF
			\$3,027 - 20/21	LTF
			\$25,000 - 21/22	PPM

**ESTIMATED TASK SCHEDULE:**

Tasks	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<b>1-10</b>	x	x	x	x	x	x	x	x	x	x	x	x

## WORK ELEMENT 606 – SPEED ZONE – COUNTY OF LAKE (CARRYOVER)

**PURPOSE:** To gather and interpret roadway, traffic, and accident data in order to establish and enforce appropriate traffic speed limits in the community, to improve safety for automobiles, bicycles and pedestrian use. The countywide Speed Zone Studies are completed over several years, in segmented portions that were determined through an evaluation study. The countywide Speed Zone Studies contribute to the planning of the Regional Transportation Plan and used regularly for reference in other significant planning documents and applications.

**PREVIOUS WORK:** Speed Zone Studies for County were previously completed as part of the 2016/17 Overall Work Program. They were scheduled to be updated in the FY 2020/21 OWP, however the COVID Pandemic stalled this update and has pushed it out a year.

### **TASKS:**

1. Meet with Local Agency staff to determine scope of study effort according to speed analysis schedule. (APC Staff)
2. Develop a data collection plan to ensure appropriate speed sampling and maximum utilization of existing facilities will be collected from the region. (APC Staff)
3. Collect spot speed data at selected locations around the county. (APC Staff)
4. Research accident history of roads selected for speed sampling. (APC Staff)
5. Coordinate study with data from WE 607 Special Studies; and WE 608 Planning, Programming and Monitoring, to reduce duplication of work and analysis, as appropriate. (APC Staff)
6. Collect field data regarding traffic and roadway characteristics. (APC Staff)
7. Analyze data to ensure and prepare report of findings, including recommendations for implementation. (APC Staff)
8. Present document to Local Agencies for consideration. (APC Staff)

### **PRODUCT:**

Spot speed data collection, accident history data, traffic and roadway characteristic data, draft and final Speed Zone Study Report.

### **FUNDING AND AGENCY PARTICIPATION:**

Responsible Agency	Approx. Person Days	Budget	Fiscal Year	Funding Source
APC Staff Consultant		\$12,500	20/21	RPA
	0	\$0		
<b>TOTAL:</b>	<b>0</b>	<b>\$12,500</b>		

### **ESTIMATED TASK SCHEDULE:**

Tasks	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
1	x	x	x	x	x	x						
2						x						
3-4	x	x	x	x	x	x						
5	x	x	x	x	x	x	x	x	x	x	x	x
6									x	x	x	x
7-8											x	x

## WORK ELEMENT 607 – SPECIAL STUDIES

**PURPOSE:** Collect data and perform studies for the County and two cities which will be useful to update the transportation data base, respond to local issues, aid in implementation of the Regional Transportation Plan, Active Transportation Program and other projects as needed.

**PREVIOUS WORK:** Research and monitoring of various planning documents including the Regional Transportation Plan (RTP), the Active Transportation Plan (ATP), Local Circulation Elements, and regional transit plans that involve or relate to current projects and potential future projects. Reviewed the Coordinated Plan and corresponded with the selected State Agency assisting the rural agencies for “group plan” update. Staff also reviewed several documents for a variety of current planning projects and application information.

### **TASKS:**

1. Perform studies, volume monitoring, inventories, analyses, and evaluations to ensure adequate data is available for County roads and City streets in Clearlake and Lakeport. (APC Staff / Local Agencies / Consultant)
2. Provide timely transportation related data and technical support to aid in the evaluation of local issues, including the development of and updates to transportation planning documents. (APC Staff / Local Agencies / Consultant)
3. Prepare grants/RFPs and coordinate studies consistent with data from Speed Zone Studies, Federal & State Grant Preparation and Monitoring, and Planning, Programming & Monitoring to reduce duplication of work and analysis. (APC Staff)
4. Coordination and consultation with Native American Tribal Governments as appropriate, and document Tribal government-to-government relations. (APC Staff/ Local Agencies)
5. Perform county-wide speed/volume surveys and traffic counts to support a variety of planning documents/studies that may not be completed through WE 606. (APC Staff / Local Agencies / Consultant: Annually)
6. Evaluate high accident roadway segments; the options for repair, and preparation of cost estimates for desired alternatives. (APC Staff / Local Agencies / Consultant)
7. Perform updates to sign inventory programs, and pavement marking & sign inventories, and conduct traffic safety inspections. (APC Staff / Local Agencies / Consultant)

### **PRODUCTS:**

1. Special Studies Summary which outlines scope, recipient agency, cost, and completion date of projects. (APC Staff, Consultants, Lake County DPW & Cities)
2. Report of final results of speed and volume studies on County Maintained Roads and City Streets. (APC Staff)
3. Report that identifies the top ten accident producing roadway segments. (Lake County DPW, cities)
4. Proposed corrective measures and cost estimates. (Consultants, Lake County DPW and Cities)
5. Updates to transportation planning projects such as sign inventory programs, traffic counting programs, bikeway and pedestrian projects, and other data bases. (Consultants, Lake County DPW and Cities)

**FUNDING SOURCES AND AGENCY PARTICIPATION:**

Responsible Agency	Approx. Person Days	Budget	Fiscal Year	Funding Source
City of Clearlake	3	\$2,000	21/22	LTF
	12	\$8,326	20/21	LTF
City of Lakeport	7	\$5,000	20/21	LTF
County of Lake	21	\$14,500	21/22	LTF
	1	\$500	21/22	PPM
APC Staff Consultant	26	\$20,500	21/22	PPM
	13	\$10,079	20/21	RPA
	<b>10</b>	<b>\$7,500</b>	<b>21/22</b>	<b>RPA</b>
<b>TOTAL:</b>	<b>94</b>	<del>\$60,905</del> <b>\$68,405</b>	\$16,500 - 21/22 \$13,326 - 20/21 \$5,500 - 21/22 <b>\$7,500 - 21/22</b> \$10,079 - 20/21	LTF LTF PPM <b>RPA</b> RPA

**ESTIMATED TASK SCHEDULE:**

Tasks	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<b>1-7</b>	x	x	x	x	x	x	x	x	x	x	x	x

## WORK ELEMENT 608 - PLANNING, PROGRAMMING & MONITORING

**PURPOSE:** This element will provide planning, programming, and monitoring activities associated with project development for RTIP (Regional Transportation Improvement Program) projects; coordination of ITIP (Interregional Transportation Improvement Projects) and the STIP (State Transportation Improvement Program); maintain Countywide Traffic Monitoring Program and respond to, major changes in transportation planning process.

**PREVIOUS WORK:** Implementation of SB 45 legislative requirements; development of SB 45 funding distribution formula; and participation in SB 45 Guidelines development; development of RTIPs and Amendments; coordination with Caltrans and local agencies on various Planning, Programming & Monitoring (PPM) activities.

### **TASKS:**

1. Attendance at STIP related meetings at the statewide, regional and local level; coordination with local Cities and County. (APC Staff & Local Agencies)
2. Ongoing coordination of STIP Guidelines. (APC Staff & Local Agencies)
3. Ongoing review/response to STIP related correspondence as needed. (APC Staff & Local Agencies)
4. Development of policy issues for the APC's consideration. (APC Staff)
5. Development of state and local project funding priorities for the APC's consideration. (APC Staff)
6. Review new and existing funding plans, program sources and develop/update a priority list for each improvement type and funding source. (APC Staff & Local Agencies)
7. Prepare and update a five-year improvement plan. (Lake County DPW)
8. Maintain/develop cost estimates for existing and proposed improvement projects (Consultant, County and Cities)
9. Planning, programming, and monitoring activities associated with RTIPs, ITIPs, STIPs and Amendments; coordination with Caltrans and CTC, and provide assistance to local agencies. (APC Staff, Lake County DPW and Cities)
10. Conduct and update bicycle, pedestrian and vehicular counts and maintain traffic monitoring program (APC Staff Consultant, Consultant, County and Cities)
11. Coordinate and consult with Tribal governments on planning, programming and monitoring activities, and document Tribal government-to-government relations. (APC Staff & Local Agencies)
12. Prepare preliminary engineering reports to include projects' scope of work, costs and timelines. (Lake County DPW, Cities & Consultant)
13. Purchase and maintain equipment and software necessary to collect data and provide funding to process acquired data.

**PRODUCTS:** Products may include staff comments, reports, and recommendations on STIP correspondence and guidelines; possible RTIP Amendments, extension requests, or other STIP documents. Equipment and/or software to collect data.

**FUNDING SOURCES AND AGENCY PARTICIPATION:**

Responsible Agency	Approx. Person Days	Budget	Fiscal Year	Funding Source
City of Clearlake	7	\$5,000	21/22	LTF
County of Lake	15	\$10,000	21/22	LTF
APC Staff Consultant	13	\$10,000	21/22	PPM
	19	\$15,000	20/21	PPM
<b>TOTAL:</b>	<b>107</b>	<b>\$40,000</b>	\$10,000 - 21/22	PPM
			\$15,000 - 20/21	PPM
			\$15,000 - 21/22	LTF

**ESTIMATED TASK SCHEDULE:**

Tasks	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<b>1-13</b>	x	x	x	x	x	x	x	x	x	x	x	x

## WORK ELEMENT 609 – SUSTAINABLE TRANSPORTATION PLANNING

**PURPOSE:** To support the goals of SB 375 and AB 32 to reduce greenhouse gas emissions and respond to goals of the Air Resources Board and Strategic Growth Council and conduct sustainable transportation planning activities.

**PREVIOUS WORK:** Some of these tasks were previously performed under Work Element 600 (Regional Government & Intergovernmental Coordination). Ongoing research focused on clean energy and electric cars, followed-up with investigation into Greenhouse Gas (GHG) Reduction Programs.

### **TASKS:**

1. Current and long-range transportation planning duties to implement the goals of the Regional Transportation Plan; and support SB 375 and AB 32 concepts to reduce greenhouse gas emissions. (APC Staff: Ongoing)
2. Participate in Federal and State Clean Air Act transportation related air quality planning activities that may arise. (APC Staff: As Needed)
3. Review/respond, as needed, to issues identified by the Strategic Growth Council, including reviewing/commenting on emerging programs and guidelines that may be developed, including applicability and opportunities/challenges for rural areas. (APC Staff: As Needed)
4. Review/respond, as needed, to issues identified by the Air Resources Board, including reviewing/commenting on emerging programs and guidelines that may be developed, including applicability and opportunities/challenges for rural areas. (APC Staff: As Needed)
5. Review/respond, as needed, to emerging cap and trade issues, including reviewing/commenting on various programs and guidelines that may be developed. (APC Staff: As Needed)
6. Review/respond, as needed, to climate change related issues and programs related to transportation. (APC Staff: As Needed)
7. Review/respond as needed, to issues related to the reduction of greenhouse gas emissions pertaining to motorized and non-motorized transportation, including regional planning and preparedness for alternative fuels, zero emission vehicles, and infrastructure for zero emission vehicles. (APC Staff: As Needed)
8. Coordination with state and local agencies on sustainable transportation related matters, including meeting attendance, as necessary, at agency meetings (e.g. California Transportation Commission/City Councils/Board of Supervisors); and reviewing/responding to related issues. (APC Staff: As Needed)
9. Coordinate with local agencies to encourage consistency with Lake APC's adopted Regional Blueprint, as applicable, on local transportation planning and land use documents. (APC Staff: As Needed)
10. Meeting preparation and attendance for APC or TAC on items relating to sustainable transportation planning, as needed. (APC Staff: As Needed)
11. Air quality planning duties including receiving agendas/monitoring activities of Air Quality Management District; coordination with Air Quality Management District regarding transportation planning activities which may impact regional air quality; reviewing correspondence from State/Federal and local agencies which pertain to air quality issues. APC staff's involvement in these tasks is of a planning nature, and may include meeting attendance, communication; review of documents, plans, or studies; preparation of correspondence, etc. APC staff's involvement in these tasks is not engineering or political. (APC Staff: As Needed)
12. Coordination and consultation with all tribal governments. (APC Staff: As Needed)



13. Identify and coordinate documents relating to regional transportation and community goals while coordinating and considering land use, housing, economic development, social welfare and environmental preservation. (APC Staff: As Needed)
14. Develop partnerships with local agencies and tribal governments responsible for land use decisions to facilitate coordination of regional transportation planning with land use, open space, job-housing balance, environmental constraints and growth management. (APC Staff: As Needed)

**PRODUCTS:**

Agendas, minutes, staff reports/recommendations; correspondence, review/comment on local documents, meeting attendance, written and oral communications, and documentation of tribal consultation.

**FUNDING SOURCES AND AGENCY PARTICIPATION:**

Responsible Agency	Approx. Person Days	Budget	Fiscal Year	Funding Source
APC Staff Consultant	11	\$7,500	21/22	RPA
<b>TOTAL:</b>		<b>\$7,500</b>		

\* Use of State RPA funds must be in accordance with Caltrans' procurement and other requirements (no consultant mark-up; approved travel rates, etc.) Contact Lake APC staff with questions.

**ESTIMATED TASK SCHEDULE:**

Tasks	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<b>1-14</b>	x	x	x	x	x	x	x	x	x	x	x	x

## WORK ELEMENT 610 – ACTIVE TRANSPORTATION

**PURPOSE:** To encourage growth to bicycle and pedestrian travel in the region by integrating and promoting bicycle and pedestrian facilities and services with roadway and transit planning operations.

**PREVIOUS WORK:** Active Transportation Program (ATP) Grant Application development and assistance, update of the Active Transportation Plan for Lake County, assistance to City of Lakeport with 2% Bike & Pedestrian funding application, trainings and webinars.

### **TASKS:**

1. Coordinate bicycle and pedestrian transportation planning, including coordination with local, regional and state agencies (including tribal governments) regarding various funding sources. (APC Staff)
2. Provide input and assistance to local, regional and state agencies on how to integrate bicycle and pedestrian features into roadway and land use development. (APC Staff)
3. Assist local jurisdictions in the development of regional plans and blueprint program. (APC Staff)
4. Investigate methods to reduce vehicle travel by expanding and enhancing bicycle and pedestrian travel by incorporating features of the California Complete Streets Act into project planning. (APC Staff)
5. Encourage and assist in the submittal of grant applications to support the development of bike and pedestrian planning projects through Work Element 605 of this Work Program. (APC Staff)
6. Coordinate and consult with Native American Tribal governments during the planning process, and document Tribal government-to-government relations. (APC Staff)
7. As necessary, conduct and document outreach efforts to all segments of the community, including tribal governments and Native American Communities in accordance with the Introduction – Public Participation section of this OWP. (APC Staff)
8. Coordination with Caltrans District 1 on the development of the District Active Transportation Plan. (APC Staff: As needed)
9. Development and coordination of the Active Transportation Plan/ Element of the Regional and Active Transportation Plans Update, as needed. (APC Staff: As needed)

**PRODUCTS:** Updated bicycle and pedestrian elements of the Regional Transportation Plan, Regional Bikeway Plans, and grant applications and projects.

### **FUNDING SOURCES AND AGENCY PARTICIPATION:**

Responsible Agency	Approx. Person Days	Budget	Fiscal Year	Funding Source
APC Staff Consultant	20	\$10,000	21/22	RPA
	6	\$3,086	20/21	RPA
<b>TOTAL:</b>	<b>26</b>	<b>\$13,086</b>		RPA

\* Use of State RPA funds must be in accordance with Caltrans' procurement and other requirements (no consultant mark-up; approved travel rates, etc.) Contact Lake APC staff with questions.

### **ESTIMATED TASK SCHEDULE:**

Tasks	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<b>1-9</b>	x	x	x	x	x	x	x	x	x	x	x	x

## WORK ELEMENT 611 – PAVEMENT MANAGEMENT PROGRAM (NEW)

**PURPOSE:** To update the County of Lake's, City of Clearlake's and the City of Lakeport's Pavement Management Program (PMP) to provide a systematic method to determining roadway pavement maintenance, rehabilitation, reconstruction needs to lead to improving safety for automobiles, bikes and pedestrian use in agreement with the Lake County RTP goals and objectives. The PMP is an interregional project assessing the local roadway system, with immediate ties to the State Highway System. This useful interregional tool categorizes and prioritizes the local streets and roads for all three jurisdictions in Lake County. This project will also include a component to link the PMP database to the County and the Cities' Geographic Information System (GIS) street centerlines.

**PREVIOUS WORK:** Development of the Pavement Management System was completed in 1997 and funded through the Lake County/City Area Planning Council Planning Work Program. Updates to the PMP are on a three-year cycle on a countywide basis. The first update was completed in FY 2004/05, and has continued on in three-year cycles, with the last cycle ending in FY 2018/19.

### **TASKS:**

1. Develop Request for Proposals (RFP) and distribute to qualified firms. (APC Staff)
2. Coordinate consultant selection process, review proposals, select consultant, negotiate, and prepare contract and administer contract. (APC Staff)
3. Project kick-off meeting to refine scope of work and schedule, and ongoing project management. (APC Staff)

### **PMP Update**

4. Collect maintenance and rehabilitation information since the time of the last update as well as information on any new streets added to the system to be incorporated into the database. (Consultant)
5. Review and update "decision trees" with local agency staff. (Consultant)
6. Perform a visual pavement condition inspection of paved roads in Lake County and the cities that had a PCI above 25 at the time of the last update. (Consultant)
7. Input the inspection data into the MTC program and calculate the Pavement Condition Index (PCI) for each road. (Consultant)
8. Calculate budget scenarios for multiple budget scenarios for each agency. (Consultant)
9. Summarize all work done in engineering reports to include a pavement condition report for the maintained mileage, budget scenarios, and system information. (Consultant)

### **PMP/GIS Conversion**

10. Determine relationship between PMP segments & street centerline segments. (Consultant)
11. Make any needed changes to the GIS data to be consistent with the updated MTC PMP database. (Consultant)
12. Utilize Quality Assurance/Quality Control procedures to verify that GIS street centerline segments have been linked to the appropriate PMP segments. (Consultant)
13. Purchase Streetsaver Annual user license to allow local agencies the ability to review and monitor regionally significant priorities in Lake County and prioritize candidate projects based on the Regional Transportation Plan (RTP), Pavement Management Program Update and other planning documents. (October 2021)

**PRODUCTS:** Request for Proposal, PMP Software upgrades; Updated Pavement Management databases and Condition Reports for the County of Lake, City of Clearlake and the City of Lakeport

Maintained Road Systems and County Service Areas (CSAs); Linkage of the PMP segments to the street centerline map topology for the County of Lake, City of Clearlake and the City of Lakeport; Final Project Reports, Delivery and installation of the products.

**FUNDING SOURCES AND AGENCY PARTICIPATION:**

Responsible Agency	Approx. Person Days	Budget	Fiscal Year	Funding Source
Consultant	19	\$19,000	20/21	PPM
	5	\$5,000	19/20	PPM
	7	\$7,000	21/22	LTF
	71	\$71,000	21/22	RPA
Streetsaver Software	n/a	\$4,440	19/20	PPM
	n/a	\$2,060	21/22	LTF
APC Planning Staff	<b>10</b>	<b>\$5,000</b>	<b>21/22</b>	<b>RPA</b>
<b>TOTAL:</b>		<del>\$108,500</del> <b>\$113,500</b>	\$19,000 - 20/21 \$9,440 - 19/20 <del>\$71,000 - 21/22</del> <b>\$76,000 - 21/22</b> \$9,060 - 21/22	PPM PPM RPA <b>RPA</b> LTF

**ESTIMATED TASK SCHEDULE:**

Tasks	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
1	x	x										
2				x	x							
4						x	x					
5								x	x	x		
6									x	x	x	
7-9											x	x
10-12											x	
13				x								

## WORK ELEMENT 612 – COUNTYWIDE TECHNOLOGY SUPPORT SERVICES

**PURPOSE:** To provide support services to agencies within Lake County involved with the roadway transportation system, aviation, bike/pedestrian, and transit planning in agreement with the Lake County RTP goals and objectives. Supported agencies may include: Area Planning Council (APC); Lake Transit Authority (LTA); cities of Lakeport and Clearlake, County of Lake, Caltrans (including Division of Aeronautics).

**PREVIOUS WORK:** Update of countywide roads database, accident database, culvert, sign and bridge inventories, speed zone/accident databases, bus stop & shelters database.

**TASKS:** Technology support services may include the following:

1. GIS Collection, input and manipulation of geographic information. (Local Agency Staff/Consultant)
2. GIS Facilitation and coordination of interagency and interdepartmental sharing of data. (Local Agency Staff)
3. Assist in the development of GIS applications. (Local Agency Staff/Consultant)
4. Provide multimedia support for public presentations. (Local Agency Staff/Consultant)
5. Conduct spatial analyses. (Local Agency Staff/Consultant)
6. Provide training and attend GIS related meetings. (Local Agency Staff/Consultant)
7. Purchase software upgrades, hardware and annual maintenance licenses to ensure compatibility of products with other agencies and consultants. (Local Agency Staff/Consultant)
8. Utilization and maintenance of a transportation planning web-based system to be used for tracking, managing and reporting the annual Overall Work Program, as well as managing other state and federal programs, such as the State Transportation Improvement Program, Regional Improvement Transportation Program, Road Repair and Accountability Act and various grant programs. The goal is to create a system that will coordinate with reporting requirements and reduce duplicity in reporting and documentation. (Local Agency Staff/Consultant/Direct Cost)
9. Vehicle Miles Traveled (VMT) Tool Website Hosting Fee (Direct Cost)

**PRODUCTS:** Regional Transportation Plan/GIS Integration; Wine-Country Inter-Regional Partnership; Speed Zone Studies/Accident Analysis; Call Box Locations Database; Regional Bikeway Plan/GIS Integration, roadways database; Pathway/Multi-Use trails database; sign inventory databases; Pavement Management Program/GIS Integration, VMT Tool Hosting, etc.

### FUNDING SOURCES AND AGENCY PARTICIPATION:

Responsible Agency	Approx. Person Days	Budget	Fiscal Year	Funding Source
City of Lakeport	2	\$1,500	21/22	LTF
	2	\$1,500	20/21	RPA
County of Lake	4	\$3,500	21/22	LTF
Direct Costs/Other Consultant	N/A	\$10,000	21/22	LTF
		\$4,536	20/21	RPA
<b>TOTAL:</b>		<del>\$21,036</del>	\$15,000 - 21/22	LTF
		<b>\$16,500</b>	<del>\$6,036</del> - 20/21	RPA
			<b>\$1,500</b> - 20/21	RPA

### ESTIMATED TASK SCHEDULE:

Tasks	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<b>1-9</b>	x	x	x	x	x	x	x	x	x	x	x	x

## WORK ELEMENT 613 – TRANSPORTATION INFORMATION OUTREACH AND PUBLIC PARTICIPATION

**PURPOSE:** To inform and educate Lake County residents and visitors on transportation issues and provide opportunities for public input consistent with the 2008 Lake APC Public Participation Plan. Provide access to plans, reports and other information by facilitating public participation opportunities.

**PREVIOUS WORK:** The Lake APC website was developed in 2005 and is a useful tool that provides access to various reports, plans, on-line surveys, public notices, and upcoming meetings/workshops.

### **TASKS:**

1. Coordinate with the County, Cities of Lakeport and Clearlake, Lake Transit Authority, Caltrans and other agencies/businesses when possible to include public involvement pertaining to the Regional Transportation Planning Process. (APC Staff)
2. Coordinate and consult, as possible, with all potentially impacted Tribal Governments, and document Tribal government-to-government relations pertaining to the Regional Transportation Planning Process. (APC Staff)
3. As possible, conduct outreach to low income, disabled and elderly as it pertains to the Regional Transportation Planning Process. (APC Staff)
4. Conduct and perform updates to the Public Participation Plan, as needed. (APC Staff)
5. As necessary, conduct and document outreach efforts to all segments of the community in accordance with the 2008 Public Participation Plan. (APC Staff)

### **PRODUCTS:**

Website (LakeAPC.org) with current transportation outreach materials, plans and reports, outreach materials for specific projects, Public Participation Plan updates and correspondence.

### **FUNDING SOURCES AND AGENCY PARTICIPATION:**

Responsible Agency	Approx. Person Days	Budget	Fiscal Year	Funding Source
APC Staff Consultant	6	\$2,000	21/22	LTF
<b>TOTAL:</b>	<b>6</b>	<b>\$2,000</b>		

### **ESTIMATED TASK SCHEDULE:**

Tasks	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<b>1-5</b>	x	x	x	x	x	x	x	x	x	x	x	x

## WORK ELEMENT 614 – REGIONAL AND ACTIVE TRANSPORTATION PLANS UPDATE (CARRYOVER)

**PURPOSE:** The Regional Transportation Plan provides a clear vision of the regional transportation goals, policies, objectives and strategies for an effective transportation system for Lake County. The plan guides decisions about all types of transportation and the related facilities needed for an effective transportation system. The Lake APC adopted a revised Regional Transportation Plan (RTP) update schedule (as allowed under SB 375) to shift from a five-year update cycle, to a four-year cycle. This project will update the 2018 RTP to comply with updated RTP Guidelines and will include an update of Lake APC's Active Transportation Plan, as a component of the RTP.

**PREVIOUS WORK:** The last RTP was adopted by the Lake APC in February 2018. Lake APC is currently working to finalize the 2021 RTP Update and has completed the following tasks in 20/21.

1. Review and revise existing Regional Transportation Plan (RTP) (2018) Goals, Policies and Objectives.
2. Research and review local, state and federal plans, reports and guidelines developed since the prior RTP and ATP'S were completed.
3. Ensure Lake County's Regional Transportation Plan goals are consistent with the goals of the 2040 California Transportation Plan.

### **TASKS:**

4. Establish an RTP /ATP Community Advisory Committee (CAC) and convene meetings of the CAC to discuss and identify challenges, priorities and strategies, and obtain input over the course of developing the RTP/ATP. (APC Staff)
5. Research and analyze information relevant to the elements of the RTP/ATP, including policies, existing conditions, funding resources, transportation modeling, demographics, performance measures, and potential improvement projects. Develop relevant maps, cost estimates, charts and graphics. Develop a project list for each element of the RTP. (APC Staff)
6. Provide regular updates to the APC Directors, Lake APC TAC and SSTAC, including background information, draft documents for review, and opportunities to discuss and provide input of the development of the RTP/ATP. (APC Staff)
7. Coordinate with appropriate federal, state and local agencies to solicit their input and obtain relevant information. (APC Staff)
8. Conduct consultation with Tribal Communities. (APC Staff)
9. Conduct Public Participation and Outreach efforts consistent with the 2020 Public Participation Plan. Outreach efforts may include communication with key stakeholder groups, distribution of information to the public through local media, community events and the Lake APC website, and presentations to community organizations. Conduct Public Review of the RTP. (APC Staff)
10. Attend meetings, workshops and training sessions relevant to the development of the RTP/ATP. (APC Staff)
11. Complete analysis and documents as required under the California Environmental Quality Act (CEQA). (APC Staff)
12. Prepare an Administrative Draft and Draft RTP/ATP. (APC Staff)
13. Review Draft RTP. (APC Staff).
14. Prepare Final RTP (APC Staff)

15. Present final RTP for approval and adoption by APC. (APC Staff)

**16. Reimbursement of Regional Transportation Plan Update Direct Costs, as necessary.**

**PRODUCTS:** Presentations to and notes from discussions with the APC, Lake TAC, RTP CAC, SSTAC and other entities; public participation and outreach materials, Administrative Draft, Draft and Final RTP; CEQA documents.

**FUNDING SOURCES AND AGENCY PARTICIPATION:**

Responsible Agency	Approx. Person Days	Budget	Fiscal Year	Funding Source
APC Staff Consultant	29	\$41,000	21/22	RPA
	24	\$33,500	21/22	RPA
	4	\$5,079	20/21	RPA
Direct Costs	n/a	\$4,536	20/21	RPA
<b>TOTAL:</b>	<b>29</b>	<del>\$46,079</del> <b>\$43,115</b>	\$33,500 - 21/22 \$9,615 - 20/21	RPA RPA

**ESTIMATED TASK SCHEDULE:**

Tasks	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<b>1-3</b>	Completed											
<b>4</b>	x	x	x	x	x	x						
<b>5</b>	x	x										
<b>6-8</b>	x	x	x	x	x	x						
<b>9</b>	x	x										
<b>10-11</b>	x	x	x	x	x	x	x	x	x			
<b>12</b>	x	x	x									
<b>13</b>			x									
<b>14</b>				x	x							
<b>15</b>						x	x	x				
<b>16</b>	Ongoing											



## WORK ELEMENT 615 –LAKE COUNTY TRANSIT DEVELOPMENT PLAN UPDATE (NEW)

**PURPOSE:** This project involves an update to the County’s 2015 Transit Development Plan (TDP) for use by Lake Transit Authority (LTA) and other local service providers. The project will evaluate transit services provided by LTA (e.g. existing routes, scheduling, interregional connectivity, accessibility, etc.) to determine their efficacy in meeting the current and future needs of its users. Additional analysis will focus on other private or non-profit transportation providers in the region such as Lake Links (CTSA), People Services and/or Transportation Network Companies (TNCs), to provide a more comprehensive assessment of mobility services available to area residents. Finally, the updated TDP will look at the potential for more flexible or on-demand type services as a means of addressing the needs of transit dependent users unable to utilize fixed route service. This is based on a recurring need identified through the “Unmet Transit Needs” process conducted by Lake Area Planning Council (APC) on an annual basis. Improvement and strategy recommendations will be made in each of these areas to help guide service providers through the near-term (approximately five-year) horizon.

**PREVIOUS WORK:** 2015 Transit Development Plan

### **TASKS:**

#### **01: Project Administration (Lake APC Planning/Administration Staff)**

- Host/Participate in Caltrans Project Kick-Off Meeting
- Prepare/review invoices
- Prepare quarterly reports and other relevant project information

Products Expected: Meeting notes, quarterly invoices, and progress reports

#### **02: Consultant Procurement (Lake APC Planning Staff)**

- RFP development for consultant services
- Form Consultant Selection Committee, review and select consultant
- Prepare/execute awarding contract

Products Expected: Request for Proposal, Consultant Selection Committee agenda and meeting notes, executed contract and meeting agenda and notes from Consultant Kick-Off Meeting.

#### **1. Coordination with Project Partners & Consultant (Lake APC Planning Staff/Consultant)**

1. Form Technical Advisory Group (TAG)
2. Consultant/ TAG Project Kick-Off Meeting
3. Periodic TAG / Consultant Meetings (Ongoing)

Products Expected: Monthly project team status meeting agendas, minutes and reports. TAG roster, TAG agendas and minutes.

#### **2. Data Collection (Consultant)**

- Collect, Review and Incorporate Relevant Data, including but not limited to the current Transit Development Plan, Coordinated Plan and the Regional Transportation Plan, etc.
- Review existing aspect of the Regional Transit System, including but not limited to existing plans, demographic data, route information, boarding and alighting data etc.
- Prepare a bibliography of documents, studies and reports reviewed with a summary of relevance.

Products Expected: List of plans and data reviewed, list of current operations and unmet needs reviewed, data summary memo.

#### **3. Public Participation and Community Outreach (Consultant)**

- Develop list of stakeholders
- Develop and conduct a Passenger and Stakeholder Survey, including both online and traditional methods.
- Conduct interviews of key stakeholders, including transit service providers
- Prepare for and conduct two (2) Stakeholder Meeting/Community Workshops.

- Prepared all meeting and survey materials in English and Spanish.
  - Summarize findings of the surveys and outreach.
  - Present the findings and results to TAG for discussion, review, and comment.
- Products Expected: List of stakeholders; advertising materials, news releases, surveys, etc. agendas and meeting notes, record of stakeholders and public comment, and community outreach summary memo.

**4. Transit Policy, Service and Demand Analysis (June 2022 – ~~October~~ January 2023)**

- Prepare a list of Performance Standards, for evaluation and measuring efficiency and effectiveness of current operations.
- Evaluation of current transit demand in the region and identify improvements.
- Conduct Financial Analysis and Evaluation

**These Tasks will be carried over completed in the FY 2022/23 Overall Work Program**

**4. Transit Policy, Service and Demand Analysis (June 2022 – ~~October~~ January 2023)**

- Evaluate alternatives to fixed-route service that benefit transit dependent residents.
- Present findings of analysis to TAG
- Develop a Five-Year Operating Plan for Routes and Services

Products Expected: Memo Summary of review and analysis; Draft Five-Year Operating Plan; Agenda and Meeting Notes

**5. Draft and Final Transit Development Plan (December 2022 – ~~March~~ June 2023)**

- Prepare Draft Transit Development Plan (TDP)
- Present Draft Transit Development Plan to TAG, SSTAC, and LTA Board for Comment.
- Prepare and Distribute Final Transit Development Plan (TDP)

Products Expected: Draft and Final Transit Development Plan, presentation

**PRODUCTS:** Listed with each task.

**FUNDING SOURCES AND AGENCY PARTICIPATION:**

Responsible Agency	Approx. Person Days	Budget	Fiscal Year	Funding Source
APC Staff	2	\$1,147.00	20/21	LTF
	13	\$8,853.00	21/22	FTA - Sustainable Comm.
Consultant	12	\$12,272.90	21/22	LTF
	95	\$94,727.10	21/22	FTA - Sustainable Comm.
<b>TOTAL:</b>	<b>121</b>	<b>\$117,000.00</b>		

**ESTIMATED TASK SCHEDULE:**

Tasks	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	FY 22/23
01	Ongoing												x
02					x	x	x	x	x	x			
1						x	x	x	x	x	x	x	x
2								x	x	x	x	x	x
3											x	x	x
4												x	x
5													x

**WORK ELEMENT 616 – TRAINING**

**PURPOSE:** To provide funding for technical training in the transportation planning field to the Lake County/City Area Planning Council (APC) planning staff, to keep informed of changes in the field.

**PREVIOUS WORK:** CalCOG Leadership Forum, ITS Managing Transportation & Land Use Interactions, Fundamentals of Traffic Engineering, Regional Blueprint Planning Workshops & Trainings, California's Brownfield's Training, Focus on the Future Conference, CTA/CalACT Conferences

**TASKS:**

1. Attendance at transportation planning academies, conferences, seminars or workshops. (APC Staff: As needed)

**PRODUCTS:** Educational materials & resources, Trained staff

**FUNDING SOURCES AND AGENCY PARTICIPATION:**

Responsible Agency	Approx. Person Days	Budget	Fiscal Year	Funding Source
APC Staff Consultant	n/a	\$2,500	21/22	LTF
	n/a	\$2,403	20/21	LTF
Direct Costs <i>(includes direct costs- registration, travel, hotel, meals, etc.)</i>	n/a	\$7,248	20/21	LTF
<b>TOTAL:</b>		<b>\$12,151</b>		

**ESTIMATED TASK SCHEDULE:**

Tasks	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<b>1</b>	x	x	x	x	x	x	x	x	x	x	x	x

## WORK ELEMENT 617 –STATE ROUTE 53 CORRIDOR LOCAL CIRCULATION STUDY (CARRYOVER)

**PURPOSE:** This project study will analyze current and expected traffic patterns within key portions of the corridor and their immediate surrounding areas. By examining existing conditions and near-term development proposals, it will further interregional and local circulation goals of the State, the regional planning agency and the City.

**PREVIOUS WORK:** 2011 State Route 53 Corridor Study

Current project tasks that have been completed on the 2021 SR 53 Corridor Study are detailed below:

1. **Project Initiation (APC Staff)**
  - 1.1 Conduct Kick-off Meeting
  - 1.2 RFP Development for Consultant Services
  - 1.3 Form Committee & Select Consultant
  - 1.4 Prepare & Execute Contract
2. **Coordination with Project Partners & Consultant (APC Staff & Consultant)**
  - 2.1. Form Technical Advisory Group (TAG)
  - 2.2. Consultant/ TAG Project Kick-Off Meeting
  - 2.3. Periodic TAG / Consultant Meetings (Ongoing)
3. **Data Collection /Determination Existing and Future Year Traffic Conditions (Consultant)**
  - 3.1 Collect, Review and Incorporate Relevant Data
  - 3.2 Review Existing Travel Demand
  - 3.3 Develop Travel Demand Forecast (January -April 2021)

### **TASKS:**

4. **Analysis of Existing and Future Traffic Impacts (Consultant)**
  - 4.1 Analyze Existing and Future Traffic Impacts (July –September 2021)
  - 4.2 Analysis of Focused Growth Areas (July – September 2021)
  - 4.3 Prepare Draft Travel Demand Impact Report (July-Sept. 2021)
  - 4.4 Prepare Final Travel Demand Impact Report (July – October 2021)
5. **Identify Needed Improvements on Corridor and Local Street System & Prepare Draft Corridor CIP (Consultant)**
  - 5.1 Prepare Preliminary Draft Capital Improvement Program (October – November 2021)
  - 5.2 Prepare Draft CIP (November – December 2021)
6. **Prepare Policy Recommendations (Consultant)**
  - 6.1. Prepare Draft Policy Recommendations (Sept. – Oct. 2021)
  - 6.2. Prepare Policy Recommendations for Final Document (Oct. – Nov. 2021)
7. **Prepare SR 53 Corridor Local Circulation Study (Consultant)**
  - 7.1 Prepare Draft SR 53 Corridor Local Circulation Study (Oct. – Nov. 2021)
  - 7.2 Prepare and Present Final SR 53 Corridor Local Circulation Study (~~Nov. – Dec. 2021~~) (**Nov 2021- June 2022**)
8. **Project Management/Administration (APC Staff)**
  - 8.1 Prepare Invoices (Ongoing)
  - 8.2 Prepare Quarterly Reports (Ongoing)

**PRODUCTS:** Request for Proposal, Evaluations, Meeting Agenda, Notes, and documentation, Executed Contract, Technical Memorandum, TAG List, TAG Agenda Meeting Agendas and Minutes, **Five (5) Video/Teleconference Meetings**, List of Resources Documents, TDM Review, Initial Findings Memo,

Draft and Final SR 53 Travel Demand Impact Report, Preliminary and Draft SR 53 CIP, Draft and Final Policy Recommendations, Draft and Final Report

**FUNDING SOURCES AND AGENCY PARTICIPATION:**

Responsible Agency	Approx. Person Days	Budget	Fiscal Year	Funding Source
Consultant	24	\$24,450.00	19/20	LTF
	98	\$97,800.00	19/20	FHWA - Strategic Partnership
<b>TOTAL:</b>	<b>122</b>	<b>\$122,250.00</b>		

**ESTIMATED TASK SCHEDULE:**

Tasks	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
1-2	Complete											
3												
4	x	x	x	x								
5				x	x	x						
6			x	x	x							
7				x	x	x	x	x	x	x	x	x
8	x	x	x	x	x	x	x	x	x	x	x	x

## WORK ELEMENT 618 – LOCAL ROAD SAFETY PLANS (CARRYOVER)

**PURPOSE:** To develop individual Local Road Safety Plans (LRSP) for the Cities of Clearlake and Lakeport. An LRSP creates a framework to systematically identify, analyze, prioritize, and recommend roadway safety improvements on local roads. Beginning with Cycle 11 of the Highway Safety Improvement Program (HSIP), an LSRP will be required for an agency to apply for HSIP grant funds.

### PREVIOUS WORK:

1. **Project Initiation/Coordination with Project Partners**  
(Products include: Coordination, teleconference allocation forms, correspondence, and MOU's)
2. **Procurement Process/ Consultant Selection**  
(RFP, newspaper advertisement, procurement documentation, Consultation Selection Committee agenda and meeting notes, evaluation forms and consultant contract)
3. **Project Kick-off Meeting & Establishment of Stakeholder Group (Partial Complete)**
  - a. Held project kick-off meeting with APC Staff, consultant, and local agency staff.
  - b. Per Caltrans' guidance, establish a working group of interested stakeholders/ safety partners to provide input into the development of local plans. Composition of stakeholder group may include local agency staff as well as other interested stakeholders from the "4E's" of highway safety (engineering, law enforcement, education, and emergency response communities).
4. **Develop Local Road Safety Plans (Partial Complete)**
  - a. Reviewed LRSP Requirements
  - b. Collected & Reviewed Data

### TASKS:

3. **Project Kick-off Meeting & Establishment of Stakeholder Group**
  - c. Meet with consultant, local agency staff and stakeholder group as needed throughout the project. (APC Staff, Consultant, Local Agencies, Stakeholder Group: Ongoing through project).  
Products may include: Kick-off agenda and meeting notes; Stakeholder roster; stakeholder meetings, agenda and meeting notes.
4. **Develop Local Road Safety Plans**
  - c. Analyze Data & Make Recommendations – Consultant will analyze last five (5) years of accident and safety data; identify emphasis areas; identify, recommend and prioritize safety countermeasures (including a summary of costs, potential funding sources, timelines and goals). Consultant shall ensure that all recommended safety projects are consistent with Federal and State project funding requirements if those funds will be used for project implementation. (Consultant: July 2021)
  - d. Draft Local Road Safety Plans – Consultant shall incorporate all data collected and analyzed into separate draft plans for review by each local agency. (Consultant: August to October 2021)
  - e. Final Local Road Safety Plans – Consultant shall incorporate input from local agencies as appropriate, and prepare final plans for each agency. (Consultant: October to December 2021.)
  - f. Presentation of Final Local Road Safety Plans – Consultant shall make separate presentations of final plans to City Councils, if requested by local agencies. (Consultant: December 2021).  
Products include: Draft and Final Local Road Safety Plans for the Cities of Clearlake and Lakeport. Separate plans shall be provided for each local agency. Separate presentations to City Councils shall be provided upon request of local agencies.
5. **Invoice Processing/Required Reporting**
  - a. Invoice Processing – APC Staff will review and process consultant invoices or payment, ongoing project management and project tracking (APC Staff: Ongoing)

- b. Required Reporting – APC Staff will provide required reports associated with allocation and reporting on LRSP funds to Caltrans. (APC Staff: Ongoing)  
Products may include: Approved/processed consultant invoices; invoice reimbursement submittal packages; grant reporting and/or project close out forms, as required.

**PRODUCTS:** Identified under each individual task.

**FUNDING SOURCES AND AGENCY PARTICIPATION:**

Responsible Agency	Approx. Person Days	Budget	Fiscal Year	Funding Source
City of Clearlake		\$5,000	21/22	RPA
County of Lake		\$5,000	21/22	RPA
Consultant		\$84,317	20/21	Local Agency Reimbursement - LRSP
<b>TOTAL:</b>	<b>0</b>	<b>\$94,317</b>	\$10,000 - 21/22	RPA
			\$84,317 - 21/22	LRSP

**ESTIMATED TASK SCHEDULE:**

Tasks	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<b>1</b>	Complete											
<b>2</b>	Complete											
<b>3</b>	x	x	x	x	x	x						
<b>4</b>	x	x	x	x	x	x						
<b>5</b>	x	x	x	x	x	x						

**2021/22 WORK PROGRAM SCHEDULE**  
**LAKE COUNTY/CITY AREA PLANNING COUNCIL**

Work Element	July	August	September	October	November	December	January	February	March	April	May	June
600												
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## INFORMATION ELEMENT

This Final Work Program includes an Information Element to meet Overall Work Program Guidelines. The Information Element provides a list of transportation planning activities being undertaken by other agencies in the region.

<b>Title/Product(s)</b>	<b>Project Description</b>	<b>Funding Source</b>	<b>Due Date</b>
Non-Motorized Traffic Census	Regular count schedule in District 1 to collect non-motorized data on a rotating, 3-year basis.	Caltrans	Annually
Regional Transportation Planning Agency Outreach	Proposal for establishing meaningful and consistent project-related communication with RTPA's and local agency stakeholders.	Caltrans	Annually
District 1 Non-Motorized Census Plan	A plan establishing planning guidelines, policies and procedures to implement short duration counts and permanent count stations for Caltrans District 1. Plan delays are due to contracting issues.	Caltrans	2021
Mendocino-Lake County Travel Demand Model Update	An update of the Wine-Country Travel Demand Model for Mendocino and Lake Counties. Work has begun with a TAC and Consultants.	Caltrans	2023
District Active Transportation Plans	Active Transportation Plan is for Caltrans District 1. The Plan will inventory existing assets, facilities and analyze gaps in the existing active transportation network.	Caltrans	2021
State Highway System Management Plan	Performance-driven and integrated management plan for the State Highway System in California.	Caltrans	2021
District System Management Plan	The DSMP is a strategic policy and planning document focused on system preservation, operating, managing, and developing the transportation system.	Caltrans	2021
Corridor Plan Updates (SR 20, 29 and 53)	Corridor Planning will replace Transportation Concept Reports (TCRs) and use a multimodal transportation planning approach that is unique to each route. Plans will be web-map based.	Caltrans	2021-2022

**APPENDICES:** (To be included in the Final document).

- ✓ Appendix A – Project Status of 2020/21 Work Program
- ✓ Appendix B – Overall Work Program Budget Revenue Summary FY 2021/22
- ✓ Appendix C – Memorandum of Understanding
- ✓ Appendix D – FY 2021/22 Federal Planning Factors



## LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

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

**DATE PREPARED:** 03/04/2022  
**MEETING DATE:** 03/09/2022

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

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**UPDATE:**

The SR53 Corridor Local Circulation Study conducted by TJKM is still in process. At the time of this writing, TJKM staff is implementing comments received from Caltrans, the City of Clearlake, and APC Staff into the draft that was received in January. With the addition of these comments and revisions, TJKM Staff says that a final report will be available for our review by close of business on Monday, March 7.

Caltrans has approved our latest amendment request for a time extension through February 28th. APC Staff is currently working with Caltrans Staff to determine the best course of action for an additional time extension to allow for completion of the report under contract.

We expect TJKM to present the report to the board for adoption at the April Meeting.

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

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**ALTERNATIVES:** None

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**RECOMMENDATION:** None

Past Due		Due in 3 Months		Complete		CT Milestone Report - Lake County 2.14.2022														Lake APC Meeting: 3/9/22 Agenda Item: #11ei			
District	AMS ID	Project Number	Program	PM	County	Route	Post Mile	Nick Name	Legal Description	Work Description	Const Cost Estimate	Phase	Program Project	Project Approval & Environmental Document (PA&ED)	Right-of-Way Certification (R/W Cert)	Ready to List (RTL)	Begin Construction	End Construction					
01	0114000043	01-29811	SHOPP	SZABO, JONATHAN S	LAK	029	28.5/31.6	Lake 29 Expressway - Safety	IN LAKE COUNTY NEAR KELSEYVILLE FROM 0.6 MILE NORTH OF THE JUNCTION OF SR 29/281 TO 0.6 MILE NORTH OF THE JUNCTION OF SR 29/175	Improve Curve and Upgrade Shoulders	\$42,451,000	PostRTL/Const	01/17/2014	11/30/2016	05/05/2019	05/06/2019	12/02/2019	12/01/2022					
01	0114000044	01-29821	STIP	SZABO, JONATHAN S	LAK	029	28.5/31.6	LAK-29 STIP	IN LAKE COUNTY NEAR KELSEYVILLE FROM 0.6 MILE NORTH OF THE JUNCTION OF SR 29/281 TO 0.6 MILE NORTH OF THE JUNCTION OF SR 29/175	LAK-29 CHILD STIP	\$23,757,000	PostRTL/Const	07/01/1998	11/30/2016	03/06/2019	05/06/2019	12/02/2019	12/01/2022					
01	0115000003	01-0E720	SHOPP	KHAMMASH, MANHAL	LAK	029	12.7/14.5	Coyote Grade Shoulder Widening	IN LAKE COUNTY NEAR LOWER LAKE FROM 0.8 MILE NORTH OF SPRUCE GROVE RD-SOUTH TO 0.4 MILE SOUTH OF HOFACKER LANE	WIDEN SHOULDER	\$10,415,000	PostRTL/Const	08/19/2016	01/31/2019	01/24/2020	03/13/2020	07/23/2020	07/15/2022					
01	0115000033	01-0E820	SHOPP	KHAMMASH, MANHAL	LAK	VAR	0/0	EAST LAKE CO TMS	IN LAKE COUNTY AT VARIOUS LOCATIONS	UPGRADE TRANSPORTATION MANAGEMENT SYSTEM	\$2,008,000	PostRTL/Const	10/18/2017	12/31/2019	02/24/2021	04/06/2021	11/02/2021	12/01/2023					
01	0115000034	01-0E830	SHOPP	KHAMMASH, MANHAL	59V01	VAR	0/0	MT KONOCTI TMS	IN LAKE AND MENDOCINO COUNTIES AT VARIOUS LOCATIONS	UPGRADE TRANSPORTATION MANAGEMENT SYSTEM	\$2,548,000	PostRTL/Const	10/18/2017	01/02/2020	02/24/2021	04/06/2021	11/02/2021	12/01/2023					
01	0116000013	01-0F490	SHOPP	KHAMMASH, MANHAL	LAK	020	5.7/6.3	Bachelor Creek Bridge	IN LAKE COUNTY NEAR UPPER LAKE FROM 0.1 MILE WEST TO 0.4 MILE EAST OF BACHELOR CREEK BRIDGE	REHAB BRIDGE	\$3,676,000	PostRTL/Const	10/18/2017	12/17/2018	04/07/2020	06/23/2020	12/09/2020	12/01/2022					
01	0116000170	01-0G330	SHOPP	KHAMMASH, MANHAL	LAK	020	5.1/5.8	LAKE 20 SHOULDERS	IN LAKE COUNTY NEAR UPPER LAKE FROM 0.4 MILE WEST OF WITTER SPRINGS ROAD TO 0.3 MILE EAST OF WITTER SPRINGS ROAD	CURVE IMPROVEMENT	\$7,921,000	PostRTL/Const	06/06/2017	04/03/2019	03/13/2020	06/23/2020	12/09/2020	12/01/2022					
01	0118000078	01-29841	STIP	PIMENTEL, JEFFREY L	LAK	029	23.6/26.9	LAK-29 EXPRESSWAY SEGMENT 2A	IN LAKE COUNTY NEAR LOWER LAKE ON ROUTE 29 FROM 3.3 MILES NORTH OF JUNCTION 29/53 TO 1.0 MILE SOUTH OF JUNCTION 29/281	CONSTRUCTION 4-LANE EXPRESSWAY	\$54,500,000	PSE	07/01/1998	11/30/2016	04/01/2024	04/15/2024	10/08/2024	12/01/2027					
01	0118000079	01-29831	STIP	PIMENTEL, JEFFREY L	LAK	029	26.1/29.1	LAK-29 EXPRESSWAY 2B	IN LAKE COUNTY NEAR KELSEYVILLE ON ROUTE 29 FROM 1.8 MILES SOUTH TO 1.2 MI NORTH OF JUNCTION 29/281 & ON ROUTE 281 FROM JUNCTION 29/281 TO 0.3 MI WEST OF JUNCTION 29/281	CONSTRUCT 4-LANE EXPRESSWAY	\$71,300,000	PSE	07/01/1998	11/30/2016	04/01/2024	04/15/2024	10/08/2024	12/01/2027					
01	0118000117	01-0H840	SHOPP	KHAMMASH, MANHAL	LAK	020	2/2.8	BLUE LAKES SAFETY	IN LAKE COUNTY ABOUT 6 MILES WEST OF UPPER LAKE FROM 0.6 MILE WEST OF IRVINE AVENUE TO 0.1 MILE EAST OF MID LAKE ROAD	IMPROVE CURVE; WIDEN SHOULDER	\$16,323,000	PSE	12/05/2018	09/22/2020	03/30/2022	04/20/2022	07/18/2022	12/01/2024					
01	0118000122	01-0H880	SHOPP	KHAMMASH, MANHAL	LAK	029	R34.9/R35.23	Kelsey Creek L Turn Channelization	IN LAKE COUNTY NEAR KELSEYVILLE FROM KELSEY CREEK BRIDGE TO 0.1 MILE NORTH OF KELSEY CREEK ROAD	LEFT TURN CHANNELIZATION	\$2,669,000	PSE	01/07/2019	05/19/2021	03/20/2022	04/22/2022	12/11/2022	10/01/2023					
01	0118000125	01-2982U	SHOPP	SZABO, JONATHAN S	LAK	029	28.5/31.6	LAK-29 COMBINED	IN LAKE COUNTY NEAR KELSEYVILLE ON RTE 29 FROM 0.6 MI TO 3.7 MILES NORTH OF RTE 281 AND ON RTE 175 FROM SO JCT RTE 29 TO 0.3 MI EAST OF SO JCT RTE 29	CONSTRUCT EXPRESSWAY	\$66,208,000	PostRTL/Const	01/17/2014	11/30/2016	05/05/2019	05/06/2019	12/02/2019	12/01/2022					

Past Due		Due in 3 Months		Complete		CT Milestone Report - Lake County 2.14.2022													
District	AMS ID	Project Number	Program	PM	County	Route	Post Mile	Nick Name	Legal Description	Work Description	Const Cost Estimate	Phase	Program Project	Project Approval & Environmental Document (PA&ED)	Right-of-Way Certification (R/W Cert)	Ready to List (RTL)	Begin Construction	End Construction	
01	0118000172	01-0E081	SHOPP	KHAMMASH, MANHAL	LAK	VAR	0/0	Morrison, Robinson & Kelsey Creek	IN LAKE COUNTY AT VARIOUS LOCATIONS	BRIDGE RAIL & UPGRADE	\$9,447,000	PostRTL/Const	07/02/2018	06/29/2020	05/19/2021	06/18/2021	10/19/2021	12/01/2023	
01	0119000062	01-2983U	SHOPP	SZABO, JONATHAN S	LAK	029	28.5/31.6	LAK-29 combined mitigation	IN LAKE COUNTY NEAR KELSEYVILLE FROM 0.6 MILE NORTH OF THE JUNCTION OF SR 29/281 TO 0.6 MILE NORTH OF THE JUNCTION OF SR 29/175	ENVIRONMENTAL MITIGATION	\$0	PostRTL/Const	01/17/2014	11/30/2016	05/05/2019	05/06/2019	12/30/2019	12/30/2027	
01	0119000123	01-0J930	SHOPP	KHAMMASH, MANHAL	LAK	029	11.89/23.6	Twin Lakes CAPM	IN LAKE COUNTY NEAR KELSEYVILLE FROM 0.1 MI NORTH OF COYOTE CREEK BRIDGE TO DIENER DRIVE ROAD 543	Pavement Class 2 / CAPM	\$20,346,000	PAED	04/01/2022	05/01/2024	11/03/2025	11/15/2025	02/01/2026	12/01/2027	
01	0120000002	01-0G33U	SHOPP	KHAMMASH, MANHAL	LAK	020	5.1/6	Witter Springs Safety Combined	IN LAKE COUNTY NEAR UPPER LAKE FROM 0.4 MILE WEST OF WITTER SPRINGS ROAD TO 0.4 MILE EAST OF BACHELOR CREEK BRIDGE	COMBINED SAFETY AND BRIDGE REHAB	\$8,910,000	PostRTL/Const		04/03/2019	04/07/2020	06/23/2020	12/09/2020	12/01/2022	
01	0120000076	01-0G331	SHOPP	KHAMMASH, MANHAL	LAK	020	5.1/5.8	LAKE 20 Shoulders ENV Mitigation	IN LAKE COUNTY NEAR UPPER LAKE FROM 0.4 MILE WEST TO 0.3 MILES EAST OF WITTER SPRINGS ROAD	Mitigation	\$100,000	PSE		04/03/2019	04/07/2020	01/15/2023	01/16/2023	06/02/2029	
01	0120000077	01-0F491	SHOPP	KHAMMASH, MANHAL	LAK	020	5.8/5.8	Bachelor Creek Bridge Mitigation	IN LAKE COUNTY NEAR UPPER LAKE FROM 0.1 MILE WEST TO 0.5 MILE EAST OF BACHELOR CREEK BRIDGE #14-0001	ENVIRONMENTAL MITIGATION	\$0	PSE		12/17/2018	04/07/2020	01/15/2023	03/15/2023	06/02/2029	
01	0120000105	01-0E83U	SHOPP	KHAMMASH, MANHAL	59V01	VAR	0/0	COMBINED TMS	IN LAKE AND MENDOCINO COUNTIES ON VARIOUS ROUTES AND AT VARIOUS LOCATIONS	Transportation Management Systems	\$4,466,000	PostRTL/Const		01/02/2020	02/24/2021	04/06/2021	11/02/2021	12/01/2023	
01	0120000130	01-0K660	OTHER STATE FUNDS	KHAMMASH, MANHAL	LAK	020	16.74/18.02	Lucerne Complete Streets	IN LAKE COUNTY IN LUCERNE FROM 0.1 MILE WEST OF MORRISON CREEK BRIDGE TO 0.1 MILE EAST OF COUNTRY CLUB DRIVE	Lucerne Complete Streets Improvements	\$15,756,000	PAED	06/01/2022	04/02/2025	12/02/2026	01/15/2027	06/29/2027	12/01/2028	
01	0121000085	01-0L220	SHOPP	KHAMMASH, MANHAL	LAK	029	17.6/18	Lak-29/C St Left Turn Channelization	IN LAKE COUNTY FROM 0.2 MILE SOUTH OF NORTH C STREET-ROAD 141S TO 0.1 MILE NORTH OF C STREET-ROAD 141S	LEFT TURN CHANNELIZATION	\$1,676,000	PID	05/06/2022	11/07/2024	07/07/2025	07/22/2025	01/27/2026	12/01/2027	
01	0121000088	01-0L260	SHOPP	KHAMMASH, MANHAL	LAK	029	31.6/52.5	LAKEPORT CAPM	IN LAKE COUNTY NEAR LAKEPORT FROM 0.5 MILE NORTH OF JUNCTION ROUTE 175 TO JUNCTION ROUTE 20	REHAB DRAINAGE AND FISH PASSAGE	\$39,891,000	PID	07/01/2024	09/02/2025	03/02/2027	01/15/2027	05/19/2027	12/01/2027	
01	0121000100	01-0L350	SHOPP	GOFF, TREVOR	LAK	020	26.5/28	Rock Wall Repairs	IN LAKE COUNTY NEAR CLEARLAKE OAKS FROM LAKEVIEW DRIVE TO FOOTHILL BLVD-RD 208M	REPAIR ROCK WALL	\$0	PostRTL/Const	06/10/2021	06/10/2021	06/10/2021	06/10/2021	06/10/2021	11/01/2021	
01	0122000044	01-0L760	SHOPP	GOFF, TREVOR	LAK	020	18.5/18.5	Culvert Repair	IN LAKE COUNTY NEAR LUCERNE AT LUCERNE EAST	REPAIR CULVERT	\$325,000	PostRTL/Const	11/19/2021	11/19/2021	11/20/2023	11/19/2021	12/06/2021	11/01/2022	

Past Due		Due in 3 Months		Complete		CT Milestone Report - Lake County 2.14.2022												
District	AMS ID	Project Number	Program	PM	County	Route	Post Mile	Nick Name	Legal Description	Work Description	Const Cost Estimate	Phase	Program Project	Project Approval & Environmental Document (PA&ED)	Right-of-Way Certification (R/W Cert)	Ready to List (RTL)	Begin Construction	End Construction
01	0122000051	01-0L820	SHOPP	GOFF, TREVOR	LAK	020	24/28	Lucerne Rock Wall Repair	IN LAKE COUNTY NEAR LUCERNE FROM LINDEN STREET-ROAD 222C TO OAK GROVE AVENUE-ROAD 208C	REPAIR/RESTORE ARCHED STONE BARRICADE WALL	\$0	PostRTL/Const	12/01/2021	12/01/2021	12/01/2021	12/01/2021	12/06/2021	11/01/2022
01	0122000062	01-0L930	SHOPP	GOFF, TREVOR	LAK	175	0/1.5	LAK-175 culvert/slipout repair	IN LAKE COUNTY NEAR HOPLAND FROM THE ROUTE 175-101 JUNCTION TO 0.3 MILE EAST OF HARRISON STREET ROAD 115A	CULVERT AND SLIPOUT REPAIR	\$3,000,000	PostRTL/Const	12/27/2021	12/27/2021	12/27/2021	12/27/2021	12/27/2021	11/01/2022

Past Due		Due in 3 Months		Complete		CT Milestone Report - Lake County 2.14.2022													
District	AMS ID	Project Number	Program	PM	County	Route	Post Mile	Nick Name	Legal Description	Work Description	Const Cost Estimate	Phase	Program Project	Project Approval & Environmental Document (PA&ED)	Right-of-Way Certification (R/W Cert)	Ready to List (RTL)	Begin Construction	End Construction	
01	0100020137	01-45130	MINOR B	GHIDINELLI, CHRISTOPHER M	59V01	VAR	0/0	ROUTES 20/29 DISPOSAL SITES	IN MENDOCINO AND LAKE COUNTIES ON ROUTES 20 AND 29 AT VARIOUS LOCATIONS	DEVELOP DISPOSAL SITES	\$0	PSE	01/30/2013	07/15/2020					
01	0117000018	01-0G550	MINOR A	FLOYD, KIMBERLY R	LAK	020	26.54/26.63	Clearlake Oaks MGS Guardrail	IN LAKE COUNTY NEAR CLEAR LAKE OAKS AT BERYL WAY	INSTALL GUARDRAIL	\$821,000	PostRTL/Const	01/17/2018	08/13/2020	06/22/2021	07/15/2021	12/21/2021	01/01/2023	
01	0117000138	01-0H220	MINOR A	FLOYD, KIMBERLY R	LAK	029	10.08/10.88	Hidden Valley Pull-Outs	IN LAKE COUNTY FROM 0.3 MILE TO 1.2 MILES NORTH OF PUTAH CREEK BRIDGE	CONSTRUCT MAINTENANCE TURN-OUTS	\$1,024,000	PSE	04/01/2020	09/08/2021	09/30/2022	10/14/2022	02/08/2023	12/01/2023	
01	0117000227	01-0H470	MINOR B	GHIDINELLI, CHRISTOPHER M	LAK	020	10.9/11.4	Pomo Way Intersection Lighting	IN LAKE COUNTY NEAR NICE FROM 0.3 MILE WEST TO 0.3 MILE EAST OF POMO WAY	INSTALL INTERSECTION LIGHTING	\$168,000	PostRTL/Const		02/26/2019	12/17/2021	02/08/2022	05/01/2022	12/29/2023	
01	0119000007	01-0J310	MINOR B	GHIDINELLI, CHRISTOPHER M	LAK	029	44.6/44.6	LAKEPORT MS OVERLAY	IN LAKE COUNTY NEAR LAKEPORT AT THE LAKEPORT MAINTENANCE STATION	MAINTENANCE STATION OVERLAY	\$265,000	PostRTL/Const	10/11/2018	06/07/2018	12/20/2021	02/11/2022	06/01/2022	12/29/2023	
01	0121000039	01-0K990	MINOR B	GHIDINELLI, CHRISTOPHER M	LAK	020	17.3/17.3	Lucerne Creek Guardrail	IN LAKE COUNTY ON ROUTE 20 AT LUCERNE CREEK RCB	CULVERT REHAB	\$50,000	PostRTL/Const		02/28/2020	01/03/2021	02/13/2021	10/08/2021	09/08/2022	

Past Due		Due in 3 Months		Complete		CT Milestone Report - Lake County 2.14.2022												
District	AMS ID	Project Number	Program	PM	County	Route	Post Mile	Nick Name	Legal Description	Work Description	Administering Agency	Phase	Program Project	Project Approval & Environmental Document (PA&ED)	Right-of-Way Certification (R/W Cert)	Ready to List (RTL)	Begin Construction	End Construction
01	0116000114	01-0G000	OVERSIGHT	BUCK, JENNIFER L	LAK	029	4.15/5.14	Middletown Path	IN LAKE COUNTY IN MIDDLETOWN FROM RANCHERIA ROAD TO CENTRAL PARK ROAD	CONSTRUCT MULTI-USE PATH	County of Lake	PSE	04/08/2016	07/11/2019	12/28/2021	2/18/2022	04/01/2022	12/15/2022



# Clean California Local Grant Projects

Lake APC Meeting: 3/9/22  
Agenda Item: #11eiv

Agency Name	Project Title	Grant Amount	Total Project Cost	Project Description
County of Lake	Lake County Beautification Initiative	\$1,358,545	\$1,358,545	The Lake County Beautification Project consists of both infrastructure and non-infrastructure components. The infrastructure components include amenities such as restrooms and public art at two county parks: as well as shade structures, trees, drinking fountains, benches, trash/recycling receptacles, and signs at a total of fifteen parks countywide. The non-infrastructure component of the project is a countywide marketing outreach and educational campaign.
City of Clearlake	Beautification of City Signage/Downtown Corridor & Clean-up of City	\$1,557,158	\$1,557,158	Clean and beautify the City of Clearlake's downtown corridor with the installation of wayfinding signage, murals on exterior walls of businesses painted by local artists, reduce the amount of litter overflow and illegal dumping by providing education and outreach, additional waste receptacles throughout Austin Park, the organization of community clean-up days, eight free dump days over the duration of the project and the installation of shade structures at Austin Park.



# LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

525 South Main Street, Ukiah, CA 95482  
Administration: Suite G ~ 707-234-3314  
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## EXECUTIVE COMMITTEE (DRAFT) MEETING MINUTES

Wednesday, March 2, 2022

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

### **Present**

Stacey Mattina, City Council Member, City of Lakeport  
Russell Perdock, City Council Member, City of Clearlake

### **Absent**

Moke Simon, Supervisor, County of Lake

### **Also Present**

Lisa Davey-Bates, Executive Director, Admin. Staff – Lake APC  
Nephele Barrett, Planning Staff – Lake APC  
Alexis Pedrotti, Admin. Staff - Lake APC  
Charlene Parker, Admin. Staff - Lake APC

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#### **1. Call to Order/Roll Call**

The meeting was called to order at 9:02 am. Members present: Mattina, Perdock – Absent: Simon.

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

*Director Mattina made a motion to approve the April 4, 2021 Draft Meeting Minutes, as presented. The motion was seconded by Director Perdock. Ayes (2)-Directors Mattina, Perdock; Noes (0); Abstain (0); Absent (1)-Director Simon.*

#### **3. Approval of January 21, 2022 Minutes**

*Director Perdock made a motion to approve the January 21, 2022 Draft Meeting Minutes, as presented. The motion was seconded by Director Mattina. Ayes (2)-Directors Mattina, Perdock; Noes (0); Abstain (0); Absent (1)-Director Simon.*

#### **4. Discussion and Recommendation of Contract Options between Lake Area Planning Council and Davey-Bates Consulting for Administrative Services and Dow & Associates for Planning Services**

Lisa Davey-Bates stated that a staff report was included in the packet for review and discussion. Lisa provided background of the original contract procurement and a brief history leading up to the current contract. Lisa noted that staffing for the Lake Area Planning Council (APC) was previously provided through a single contract, but the administrative and planning functions were separated in 2014. At that time, a competitive procurement process was followed which included separate Requests for Proposals for the administration and planning functions which currently are provided through contracts with private consulting firms, Davey-Bates Consulting and Dow & Associates. The original contract period was five years and allowed up to five one-year extensions.

Currently, both contractors are fulfilling their third, one-year contract extension, which will expire on September 30, 2022. A recommendation from the Executive Committee is to the Lake Area Planning Council is encouraged early in the year to allow sufficient time for the potential of new Request for Proposals (RFP) process if needed. If the option to extend both contracts was the preferred option, the fourth extension period would begin on October 1, 2022, and go through September 30, 2023.

Lisa Davey-Bates explained that as part of the staff report, both contractors included one-year extensions, outlining the contract base amounts based on the 11.5% insurance increase. She noted that the annual CPI increase would also apply to both contracts, but Davey-Bates and Dow & Associates were seeking a 4% CPI increase, although the actual annual CPI increase was 4.2%.

Lisa thought Nephele Barrett may have something to add to the report, but she stated that she did not have anything at that point and welcomed questions.

Director Mattina stated that she was surprised that the CPI increase was only 4.2% and said she was fine with supporting the full 4.2% CPI increase to both contracts.

Director Perdock agreed and stated that he would recommend the full 4.2% increase to the full Lake APC Board.

The Executive Committee provided positive comments about the consistency and quality of work performed by both contractors and agreed that the 4.2% CPI increase was reasonable. After a brief discussion, members of the Executive Committee felt comfortable to move forward with additional one-year extensions on both contracts. Lisa and Nephele thanked the committee members for their ongoing support.

*Director Mattina made a motion to recommend to extend the existing contracts between the Lake County/ City Area Planning Council and Davey-Bates Consulting and Dow & Associates for a period of one-year with the 4.2% CPI increase. The motion was seconded by Director Perdock and carried unanimously. Ayes (2)-Directors Mattina, Perdock; Noes (0); Abstain (0); Absent (1)-Director Simon.*

## **5. Discussion and Recommended Approval of the FY 2022/23 Local Transportation Fund (LTF) Estimate**

Alexis Pedrotti reported that this time of year the administrative staff begins the development of the upcoming fiscal year budget. As part of that process, and in accordance with the Transportation Development Act (TDA), the County Auditor's office is responsible for providing the Regional Transportation Planning Agency (RTPA) the Local Transportation Fund (LTF) estimate, derived from ¼ cent of sales tax revenues. Lake APC staff has requested estimates from the County Auditor's office, but without success, so staff developed a process similar to the one used by the Mendocino County auditor's office. Alexis explained that because of the unusual and unpredictable circumstances related to COVID, there was not an increase to the LTF estimate in FY 2019/20, which resulted in a larger increase for the FY 2021/22 LTF estimate. At that time LTF Reserve funds were also accrued.

Based on the same formula, the 2022/2023 LTF estimate suggested a 6.83% or \$12,526 increase, bringing the total LTF estimate to \$1,846,566, but after careful consideration of the ongoing financial instability of our funding sources, staff is proposing a reduction to this year's LTF Fund Estimate to \$1,700.00. Alexis noted that if revenues continue to come in at a higher-than-expected rate an adjustment can be considered mid-year.

Typically, staff would present the LTF Estimate and Draft Budget together at the May Lake APC Board of Directors Meeting, however, staff felt it was important to discuss the proposed recommendation in greater detail with the Executive Committee, prior to presenting the draft budget. Alexis noted she will begin drafting the budget, including LTF allocations for Administration, Bike and Pedestrian (2%) purposes, the Consolidated Transportation Service Authority (5%), Overall Work Program, Reserve (5%) and Transit based on the Executive Committee's recommendation for the LTF estimate.

Director Perdock questioned with the inflation increase were we being conservative enough. Lisa agreed and explained that staff recommends \$1.7 million because there is a balance to consider because the estimate defines allocations for Transit, the Consolidated Transportation Service Authority (CTSA) and the bike and ped account.

The group discussed the LTF estimate and agreed with the recommendation of \$1,700,000 Fund Estimate.

*Director Mattina recommended moving forward with the development of the FY 2022/23 Draft Budget with a LTF Estimate of \$1,700,000, knowing that an amendment can occur if higher than expected revenues materialize. The motion was seconded by Director Perdock and carried unanimously. Ayes (2)-Directors Mattina, Perdock; Noes (0); Abstain (0); Absent (1)-Director Simon.*

**6. Public Input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda**

None

**7. Reports/Information**

Director Perdock asked about the funding shortfall for the Lake Links program.

Lisa replied that there is a shortfall of funding for the Out-of-County Non-Emergency Medical Transportation (NEMT) and Pay-Your-Pal grant programs.

The group discussed multiple ideas for NEMT funding including a volunteer driver program, COVID funds, 5310 grant program, and partnerships.

**8. ADJOURNMENT**

The meeting was adjourned at 9:32 a.m.

Respectfully Submitted,

***DRAFT***

Charlene Parker  
Administrative Associate



## ***INFRASTRUCTURE INVESTMENT AND JOBS ACT*** **NEW PROGRAM FUNDING GUIDE**

On November 15, 2021, President Joe Biden signed the bipartisan *Infrastructure Investment and Jobs Act* (IIJA; P.L. 117-58) into law. With a \$1.2 trillion price tag, the legislation authorizes the single largest investment in infrastructure programs in American history. Of the aforementioned total, \$650 billion will be spent on existing programs over ten years; the balance of the spending – \$550 billion over the next five years – represents new investment in roads, bridges, public transportation, airports, water, broadband, rail, aviation, grid infrastructure, resiliency, cybersecurity and other areas.

The primary purpose of this guide is to provide information on the major new federal funding opportunities that are available to county governments and other local entities under the IIJA. While preliminary information is available for a number of new grant programs, additional guidance is being developed by federal agencies and will be released in the coming weeks and months. This report also provides a brief overview of existing formula and competitive grant programs, a number of which were updated by the IIJA.

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## ***DEPARTMENT OF TRANSPORTATION***

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### **BRIDGE INVESTMENT PROGRAM**

**Program Description:** The new Bridge Investment Program will provide *competitive grants* to rehabilitate or replace deficient bridges, including culverts. The goals of the program are: (1) to improve the safety, efficiency, and reliability of the movement of people and freight over bridges and (2) to improve the condition of bridges by reducing the number of those in poor or fair condition, or those at risk of falling into poor condition in the next three years.

**Funding:** \$12.5 billion over five years.

**Federal Cost Share:** 50 percent for large projects (those with a cost of more than \$100 million) and 80 percent for any other project.

**Eligible Projects:** Development phase activities, construction, reconstruction, rehabilitation, acquisition of real property, environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance, and expenses related to the protection of a bridge. It should be noted that local bridges – both on and off of the Federal-aid highway system – are eligible for program dollars.

**Additional Details:** At least 50 percent of program funds will be reserved for large projects, and \$100 million will be set-aside for tribal bridge projects. The minimum grant amount for a large project is \$50 million. The minimum grant amount for any other eligible project is \$2.5 million. Large projects could be funded with multi-year funding agreements. Grant funding will be prioritized for certain projects within states that have applied for but have yet to receive grants.

**Update:** The U.S. Department of Transportation’s Federal Highway Administration (FHWA) has launched a new website with additional information on the IIJA that will serve as a one-stop shop for new and existing funding opportunities. The new site can be accessed [here](#).

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## **BRIDGE FORMULA PROGRAM**

**Program Description:** In addition to the Bridge Investment Program, the IIJA also creates a new needs-based, *formula* bridge program to help replace, repair, and rehabilitate bridges across the country.

**Funding:** \$27.5 billion over five years.

**Federal Cost Share:** 80 percent for most bridge projects and 100 percent for local off-system bridges.

**Eligible Projects:** Highway bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads.

**Additional Details:** Formula funding will go **directly to states**, but the law establishes a 15 percent set-aside to address local off-system bridges. It should be noted that the IIJA also allows a state to use up to 15 percent of its National Highway Performance Program (NHPP) funding for protective features on a bridge that is off the National Highway System if the protective feature is designed to mitigate the risk of recurring damage or the cost of future repairs from extreme weather events, flooding, or other natural disasters.

**Update:** FHWA released the first tranche of [Bridge Formula Program funding to states for Fiscal Year 2022](#) in addition to [program guidance](#). In FY 2022, California will receive nearly \$850 million, including over \$127 million for local off-system bridges. In total, it is estimated that the state will receive \$4.2 billion from the program through fiscal year 2026.

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## **CHARGING AND FUELING GRANT PROGRAM**

**Program Description:** The Charging and Fueling Grant Program will provide competitive grants to strategically deploy publicly accessible electric vehicle (EV) charging infrastructure, as well as hydrogen, propane, and natural gas fueling infrastructure, along designated alternative fuel corridors or in other accessible locations.



**Funding:** \$2.5 billion over five years.

**Federal Cost Share:** 80 percent.

**Eligible Projects:** Projects that are expected to reduce greenhouse gas emissions and to expand or fill gaps in access to publicly accessible EV charging, hydrogen, propane, or natural gas infrastructure. This includes development phase activities and the acquisition and installation of fueling and charging infrastructure. Grant funds can also be used as operating assistance for the first five years of operation.

**Additional Details:** Half of total program funds each year are reserved for Community Grants to install charging and alternative fuel in locations on public roads, schools, parks, and in publicly accessible parking facilities. These grants will be prioritized for rural areas, low-and moderate income neighborhoods, and communities with low ratios of private parking, or high ratios of multi-unit dwellings. As a condition of contracting with an eligible entity, a private entity must agree to pay the non-Federal share of project costs. Maximum grant amount is \$15 million.

**Update:** On December 2, 2021, FHWA began soliciting comments on the development of guidance for the Charging and Fueling Grant Program. The request for information, published in the *Federal Register*, is available [here](#). The comment period ended on January 28, 2022.

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## NATIONAL ELECTRIC VEHICLE FORMULA PROGRAM

**Program Description:** In addition to the Charging and Fueling Grant Program, the IIJA authorizes formula funds to states based on their plans for building out EV charging infrastructure in designated alternative fuel corridors.

**Funding:** \$5 billion over five years.

**Federal Cost Share:** 80 percent.

**Eligible Projects:** Acquisition, installation, operation, and maintenance of EV charging infrastructure and data sharing.

**Additional Details:** Formula funding will be distributed to states. The IIJA expands eligibility under the Surface Transportation Block Grant (STBG) Program to include EV charging infrastructure.

**Update:** On December 2, 2021, FHWA began soliciting comments on the development of guidance for the National Electric Vehicle Formula Program. The request for information, published in the *Federal Register*, is available [here](#). The comment period ended on January 28,

2022. It should be noted that California is expected to receive nearly \$384 million to support the expansion of an EV charging network in the state.

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## **CONGESTION RELIEF PROGRAM**

**Program Description:** The Congestion Relief Program will provide competitive grants for projects in large urbanized areas (over 1 million people) to advance innovative, integrated, and multi-modal solutions to congestion relief in the most congested metropolitan areas. The goals of the program are to reduce highway congestion, economic and environmental costs related to congestion, and to optimize existing highway capacity and usage of transit systems that provide alternatives to highways.

**Funding:** \$250 million over five years.

**Federal Cost Share:** 80 percent.

**Eligible Projects:** Planning, design, implementation, and construction activities to achieve program goals, including the deployment and operation of mobility services, integrated congestion management systems, and systems that implement or enforce high occupancy vehicle toll lanes, parking pricing, or congestion pricing. Incentive programs that encourage travelers to carpool or use non-highway travel modes are also eligible.

**Additional Details:** The minimum grant award is \$10 million. Priority will be given to projects located in urbanized areas that are experiencing high degrees of recurrent congestion. It should be noted that the program would permit, subject to certain requirements, the use of tolls on the Interstate System as part of a project carried out with a program grant.

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## **NATIONAL INFRASTRUCTURE PROJECT ASSISTANCE GRANTS**

**Program Description:** This program, also known as “Megaprojects” or MEGA, will provide competitive grants to help support projects generating national or regional economic, mobility, or safety benefits.

**Funding:** \$10 billion over five years (\$5 billion is subject to the annual appropriations process).

**Federal Cost Share:** 60 percent (other federal funding can be used but cannot exceed 80 percent).

**Eligible Projects:** Highway or bridge projects, freight intermodal or freight rail projects, railway-highway grade separate or elimination projects, intercity passenger rail projects, and certain public transportation projects. Funds can be used for development-phase activities and for construction, reconstruction, rehabilitation, property acquisition, environmental mitigation, and more.

**Additional Details:** Half of program funding is reserved for projects with a cost between \$100 million and \$500 million, while the other half will be set aside for projects over \$500 million.

**Update:** Selection criteria for the program is expected to be posted on the Department of Transportation [website](#) in February of 2022.

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## **RURAL SURFACE TRANSPORTATION GRANT PROGRAM**

**Program Description:** The Rural Surface Transportation Grant Program will provide competitive grants to improve and expand surface transportation infrastructure in rural areas. The goals of the program are to increase connectivity, improve the safety and reliability of the movement of people and freight, and to generate regional economic growth and improve quality of life.

**Funding:** \$2 billion over five years.

**Federal Cost Share:** 80 percent (other federal assistance may be used to satisfy the local share).

**Eligible Projects:** Highway, bridge, or tunnel projects; projects on a high-risk rural road; projects that increase access to a facility that supports the economy of a rural area; or projects to develop, establish, or maintain an integrated mobility management system, TDM system, or on-demand mobility services. Funds can be used for development phase activities, construction, reconstruction, rehabilitation, and more.

**Additional Details:** A rural area is defined as an area outside an urbanized area with a population over 200,000. The program sets aside \$200 million for small projects (those costing less than \$25 million), \$300 million for rural roadway lane departure improvements, and \$500 million for the Appalachian Development Highway System. The minimum grant award is \$25 million (aside from the small project set-aside).

**Update:** Applications are expected to open in the first quarter of 2022.

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## PROTECT PROGRAM

**Program Description:** The Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program provides both competitive and formula grants to improve the resiliency of transportation infrastructure.

**Funding:** \$8.7 billion over five years (\$7.3 billion for formula grants and \$1.4 billion for competitive grants).

**Federal Cost Share:** 80 percent (other federal funds may be used to comprise the local share). It should be noted that the federal share can be increased by seven percent if the recipient state or MPO has developed a resilience improvement plan and an additional three percent for MPOs that have incorporated their resilience improvement plan into the metropolitan transportation plan. 100 percent cost share is available for planning activities.

**Eligible Projects:** Funding is available for a wide variety of uses – including development phase activities, as well as construction, reconstruction, rehabilitation, and acquisition of real property – to improve the resilience of existing surface transportation infrastructure. Funding is also available for planning grants, which can be used to develop a resilience improvement plan, resilience planning, technical capacity building, or evacuation planning.

**Update:** The first round of formula grants were apportioned in December 2021. However, funding will not be distributed until Congress approves a full budget for FY 2022. California is projected to receive \$631 million in formula funds over the next five years.

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## CARBON REDUCTION PROGRAM

**Program Description:** The Carbon Reduction Program will provide formula funds to each state for the purpose of reducing transportation emissions. Of those funds, 65 percent are to be sub-allocated to areas within the state (based on population).

**Funding:** \$6.4 billion.

**Federal Cost Share:** Depends on project type.

**Eligible Projects:** Eligible projects include public transit projects, trails and other projects to facilitate non-motorized users of the road, the replacement of streetlights with energy-efficient alternatives, purchase or lease of zero-emissions construction equipment, among other things.

**Update:** The first round of formula grants were apportioned in December 2021. However, funding will not be distributed until Congress approves a budget for FY 2022.

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## **REDUCTION OF TRUCK EMISSIONS AT PORT FACILITIES**

**Program Description:** This program will provide competitive grants to reduce idling and emissions at port facilities.

**Funding:** \$400 million over five years.

**Federal Cost Share:** 80 percent.

**Eligible Projects:** Funding can be used to study how ports and intermodal port transfer facilities will benefit from increased opportunities to reduce emissions at ports, including through the electrification of port operations; to study emerging technologies and strategies that may help reduce port-related emissions from idling trucks; and to coordinate and provide funding to test, evaluate, and deploy projects that reduce port-related emissions from idling trucks, including through the advancement of port electrification and improvements in efficiency, focusing on port operations, including heavy-duty commercial vehicles, and other related projects.

**Additional Details:** DOT is required to issue a Notice of Funding Opportunity to solicit applications by no later than April 1 of each year.

**Update:** Funding under this program is on hold until Congress approves a year-end spending agreement.

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## **HEALTHY STREETS PROGRAM**

**Program Description:** The Healthy Streets Program will provide competitive grants to deploy cool pavement, porous pavements, and to expand tree cover. The goals of the program are to mitigate urban heat islands, to improve air quality, and to reduce the extent of impervious surfaces, reduce storm water runoff and flood risks, and reduce heat impacts to infrastructure and road users.

**Funding:** \$500 million over five years.

**Federal Cost Share:** 80 percent. 100 percent for communities that can prove financial hardship.

**Eligible Projects:** Conducting an assessment of urban heat islands to identify hot spot areas of extreme heat or elevated air pollution; conducting a comprehensive tree canopy assessment; conducting an equity assessment by mapping tree canopy gaps, flood-prone locations, and urban heat island hot spots; planning activities; purchasing and deploying cool pavements to mitigate urban heat island hot spots; purchasing and deploying porous pavement to mitigate flooding and stormwater runoff; purchasing of trees, site preparation, planting of trees, ongoing maintenance and monitoring of trees, and repairing of storm damage to trees.

**Additional Details:** Priority will be given to projects in low-income or disadvantaged communities, applicants that have entered into a community benefits agreement with community representatives, and those that partner with a qualified youth or conservation corps. It should be noted that the law requires 80 percent of funds to be dedicated to projects in urbanized areas. The maximum grant award is \$15 million.

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## **OPEN CHALLENGE AND RESEARCH PROPOSAL PILOT PROGRAM**

**Program Description:** The Open Challenge and Research Proposal Pilot Program will provide competitive grants for proposals that are linked to identified or potential research needs.

**Funding:** \$75 million over five years.

**Federal Cost Share:** 80 percent.

**Eligible Projects:** A project must fulfill a research need identified by the Administrator of the Federal Highway Administration.

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## **WILDLIFE CROSSINGS PILOT PROGRAM**

**Program Description:** The Wildlife Crossings Pilot Program will provide competitive grants for projects designed to reduce wildlife-vehicle collisions and improve habitat connectivity.

**Funding:** \$350 million over five years.

**Federal Cost Share:** 80 percent.

**Eligible Projects:** Projects should protect motorists and wildlife by reducing the number of wildlife vehicle collisions and improve habitat connectivity for terrestrial and aquatic species.

Projects should also incorporate innovative technologies, including advanced design techniques and other strategies to enhance efficiency and effectiveness in reducing wildlife vehicle collisions and improving habitat connectivity.

**Additional Details:** Sixty percent of each year's allocation will be designated to projects located in rural areas. The IIJA also expands eligibility under the STBG program and the Nationally Significant Freight and Highway Projects program (also known as the INFRA grant program) to include construction of wildlife crossing structures.

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## [RECONNECTING COMMUNITIES PILOT PROGRAM](#)

**Program Overview:** The Reconnecting Communities Pilot Program will provide planning funds to study the feasibility and impacts of removing, retrofitting, or mitigating an existing transportation facility that creates barriers to mobility, access, or economic development. The program also will provide capital construction funds to carry out a project to remove, retrofit, or mitigate an eligible facility, and, if appropriate, to replace it with a new facility.

**Funding:** \$1 billion over five years.

**Federal Cost Share:** 80 percent for planning grant awards and 50 percent for capital construction grants (additional federal assistance can be used up to 80 percent of total project cost).

**Eligible Projects:** Eligible projects include planning studies to evaluate the feasibility of removing, retrofitting, or mitigating an existing eligible facility to restore community connectivity; public engagement activities to provide opportunities for public input into a plan to remove and convert an eligible facility; and other transportation planning activities. The IIJA also allows the Secretary of DOT to award capital construction grants to help remove and replace eligible facilities.

**Additional Details:** An eligible facility includes a limited access highway, viaduct, or any other principal arterial facility that creates a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors. Planning grant awards may not exceed \$2 million, and capital construction grants must be at least \$5 million.

**Update:** Applications will open in the second quarter of 2022.

## [ACTIVE TRANSPORTATION INFRASTRUCTURE INVESTMENT PROGRAM](#)

**Program Description:** The Active Transportation Infrastructure Investment Program will provide competitive grants to help provide safe and connected active transportation facilities in an active transportation network.

**Funding:** \$1 billion over five years

**Federal Cost Share:** 80 percent. Projects in areas with a poverty rate above 40 percent qualify for 100 percent federal cost share.

**Eligible Projects:** Construction of active transportation networks that connect people with public transportation, businesses, workplaces, schools, residences, recreation areas, and other community activity centers.

**Additional Details:** At least 30 percent of funding will go to projects that construct active transportation networks; another 30 percent is reserved for projects that construct active transportation spines. It should be noted that \$3 million each year will be set aside for planning and design grants. Such grants shall not exceed \$100,000 and total project cost must be at least \$15 million.

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## **RAILROAD CROSSING ELIMINATION PROGRAM**

**Program Description:** The Railroad Crossing Elimination Program will provide competitive grants for projects that make improvements to highway-rail or pathway-rail grade crossings that focus on improving the safety and mobility of people and goods. The goals of the program are to: (1) eliminate highway-rail grade crossings that are frequently blocked by trains; (2) improve the health and safety of communities; (3) reduce the impacts that freight movement and railroad operations may have on underserved communities; and, (4) improve the mobility of people and goods.

**Funding:** \$3 billion (an additional \$2.5 billion is authorized from the General Fund, but will be subject to the availability of appropriations)

**Federal Cost Share:** 80 percent

**Eligible Projects:** Grade separation or closure; track relocation; improvement or installation of protective devices, signals, signs, or other measures to improve safety; others means to improve the safety and mobility of people and goods at highway-rail grade crossings; and the planning, environmental review, and design of eligible projects.

**Additional Details:** At least 20 percent of grant funds are reserved for projects located in rural areas or on tribal lands; five percent of funds are reserved for projects in counties with 20 or fewer residents per square mile. The minimum grant award is \$1 million, unless the funding is for planning purposes.



**Update:** The Federal Railroad Administration expects to begin announcing the availability of IIJA grant funding over the coming months.

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## **SAFE STREETS AND ROADS FOR ALL GRANTS**

**Program Description:** This program will provide competitive grants to entities to develop and carry out comprehensive safety plans to prevent death and injury on roads and streets, commonly known as “Vision Zero” or “Toward Zero Deaths” initiatives.

**Funding:** \$5 billion (an additional \$1 billion is authorized from the General Fund, but will be subject to the availability of appropriations)

**Federal Cost Share:** 80 percent

**Eligible Projects:** Projects that develop a comprehensive safety action plan; to conduct planning, design, and development activities for projects and strategies identified in a comprehensive safety action plan; or to carry out projects and strategies identified in a comprehensive safety action plan.

**Additional Details:** At least 40 percent of program funds will be allocated to support the development of comprehensive safety plans.

**Update:** The National Highway Traffic Safety Administration expects to begin accepting applications in May.

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## **STOPPING THREATS ON PEDESTRIANS**

**Program Description:** This program will provide competitive grants for bollard installation projects designed to prevent pedestrian injuries and acts of terrorism in areas used by large numbers of pedestrians.

**Funding:** \$25 million over five years (authorized from the General Fund, but will be subject to the availability of appropriations).

**Federal Cost Share:** 100 percent.

**Eligible Projects:** Bollard installation projects that install raised concrete or metal posts on a sidewalk adjacent to a roadway that are designed to slow or stop a motor vehicle.

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## **TRANSPORTATION ACCESS PILOT PROGRAM**

**Program Description:** The Transportation Access Pilot Program will develop or procure an accessibility data set and make it available to each entity selected to participate in the pilot program to improve transportation planning.

**Funding:** This program does not provide funding awards. Instead, it provides eligible entities the data compiled through the program.

**Federal Cost Share:** N/A

**Eligible Projects:** The program will measure the level of access by surface transportation modes to important destinations, which may include jobs, health care facilities, child care facilities, educational and workforce training facilities, housing, food sources, points within the supply chain for freight commodities, domestic and international markets, and connections between surface transportation modes. The pilot will also assess the change in accessibility that would result from new transportation investments.

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## **SMART PROGRAM**

**Program Description:** The Strengthening Mobility and Revolutionizing Transportation (SMART) Program will provide competitive grants to conduct demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety.

**Funding:** \$500 million over five years.

**Federal Cost Share:** N/A

**Eligible Projects:** A project that demonstrates one of the following: coordinated automation; connected vehicles; intelligent, sensor-based infrastructure, systems integration, commerce delivery and logistics; leveraging use of innovative aviation technology; smart grid; and, smart technology traffic signals. Funding can be used for development phase activities; systems

development or information technology work; acquisition of real property; construction phase activities; and, acquisition of equipment.

**Additional Details:** Up to 40 percent of funds will be reserved for projects that primarily benefit large communities (those above 400,000 people); 30 percent for projects that primarily benefit mid-sized communities (communities that are neither large nor rural); and 30 percent for projects that primarily benefit rural communities (located in an area outside of urbanized areas) or regional partnerships.

**Update:** The administration anticipates that a Notice of Funding Opportunity will be posted sometime in the second or third quarter of 2022.

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## **ADVANCED TRANSPORTATION TECHNOLOGIES AND INNOVATIVE MOBILITY DEPLOYMENT PROGRAM**

**Program Description:** This program will provide competitive grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.

**Funding:** \$300 million.

**Federal Cost Share:** 50 percent.

**Eligible Projects:** Funding can be used for a wide variety of projects that deploy advanced transportation and congestion management technologies. This includes advanced traveler information systems; advanced transportation management technologies; infrastructure maintenance, monitoring, and condition assessment; advanced public transportation systems; transportation system performance data collection, analysis, and dissemination systems; advanced safety systems, technologies associated with autonomous vehicles; integration of intelligent transportation systems with the Smart Grid; electronic pricing and payment systems; or, advanced mobility and access technologies.

**Additional Details:** It should be noted that 20 percent of funds will be reserved for rural areas. Grant recipients may use up to 5 percent of the funds awarded each fiscal year to carry out planning and reporting requirements under the program.

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## AIRPORT INFRASTRUCTURE GRANT PROGRAM

**Program Description:** The Airport Infrastructure Grant Program will allocate funding for airport-related maintenance and improvement projects.

**Funding:** \$15 billion over five years.

**Eligible Projects:** Project eligibility tracks closely with the existing Airport Improvement Grant and Passenger Facility Charge criteria. Eligible projects includes runways, taxiways, safety and sustainability projects, as well as terminal, airport-transit connections and roadway projects. Program funding will be broken down into three buckets: (1) Primary Allocation, (2) Non-Primary Allocation, and (3) Contract Towers.

**Additional Details:** Each year, the program would designate a maximum of \$2.48 billion for primary airports, \$500 million for general aviation and commercial service airports, and \$20 million to airport-owned contract airport traffic control towers.

**Update:** On December 16, 2021, the Federal Aviation Administration (FAA) announced the initial allocations for the Airport Infrastructure Grant Program, which can be accessed [here](#). The FAA is expected to issue guidance and begin issuing grants for specific projects based on the Fiscal Year 2022 airport allocations. The agency is also expected to issue the Notice of Funding Opportunity for the airport-owned traffic control towers in May.

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## AIRPORT TERMINAL PROGRAM

**Program Description:** The Airport Terminal Program will provide competitive grants for airport terminal development projects, as well as multimodal and airport-owned airport traffic control towers.

**Funding:** \$5 billion over five years.

**Federal Cost Share:** 80 percent for large and medium hub airports and 95 percent for small hub, non-hub, and non-primary airports.

**Eligible Projects:** Capital improvements for airport terminal development, including the development of an airport passenger terminal building, including terminal gates; access roads servicing exclusively airport traffic that leads directly to or from an airport passenger terminal building; walkways that lead directly to or from an airport passenger terminal building; multimodal terminal development; projects for on-airport rail access projects; relocating, reconstructing, repairing, or improving an airport-owned airport traffic control tower.

**Additional Details:** The law specifies that not more than 55 percent shall be for large hub airports, not more than 15 percent shall be for medium hub airports, not more than 20 percent shall be for small hub airports, and not less than 10 percent shall be for non-hub and non-primary airports.

**Update:** The FAA is expected to issue a Notice of Funding Opportunity in the coming weeks.

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## **ELECTRIC OR LOW-EMITTING FERRY PILOT PROGRAM**

**Program Description:** The Electric or Low-Emitting Ferry Pilot Program will provide competitive grants for the purchase of electric or low-emitting ferries, and the electrification of or other reduction of emissions from existing ferries.

**Funding:** \$250 million over five years (an additional \$250 million is authorized from the General Fund, but will be subject to the availability of appropriations).

**Federal Cost Share:** N/A

**Eligible Projects:** Eligible projects are those that purchase electric or low-emitting fuel ferries (methanol, natural gas, liquefied petroleum gas, hydrogen, coal-derived liquid fuels, and biofuels).

**Update:** The Federal Transit Administration expects to begin announcing the availability of IIJA grant funding over the coming months. More information on the law's transit programs can be accessed [here](#).

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## **FERRY SERVICE FOR RURAL COMMUNITIES**

**Program Description:** The Ferry Service for Rural Communities program will provide competitive grants to rural areas for basic essential ferry service.

**Funding:** \$1 billion (an additional \$1 billion is authorized from the General Fund, but will be subject to the availability of appropriations)

**Federal Cost Share:** N/A

**Eligible Projects:** DOT will establish requirements and criteria for participation in the program.

**Update:** The Federal Transit Administration expects to begin announcing the availability of IIJA grant funding over the coming months. More information on the law's transit programs can be accessed [here](#).

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## ***Department of Homeland Security***

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### **STATE AND LOCAL CYBERSECURITY GRANT PROGRAM**

**Program Description:** This program will help address cybersecurity risks and threats to information systems owned or operated by a State, local, or tribal government.

**Funding:** \$1 billion over four years (authorization ends in fiscal year 2025)

**Federal Cost Share:** The federal match will gradually decrease annually. In the case of a grant to a single entity, it will be 90 percent for fiscal year 2022 and fall to 60 percent by fiscal year 2025. In the case of a grant to a multi-entity group, no local match will be required in fiscal year 2022. By fiscal year 2025, the federal match will fall to 70 percent.

**Eligible Projects:** Grant funds can be used to develop, implement, or revise a Cybersecurity Plan; pay expenses directly relating to the administration of the grant; assist with activities that address imminent cybersecurity threats; and, fund any other appropriate activity. Funding cannot be used to supplant State or local funds; for any recipient cost-sharing contribution; to pay a ransom; for recreational or social purposes; or, for any purpose that does not address cybersecurity risks or threats on locally-owned information systems.

**Additional Details:** While only states and tribal governments are eligible recipients of formula funding, states must pass down at least 80 percent of the funds they receive to local governments. The law also stipulates that 25 percent of funds must go to projects in rural areas.

**Update:** Applications will likely open during the third quarter of 2022.

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## ***Environmental Protection Agency***

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### **ADVANCED DRINKING WATER TECHNOLOGIES GRANT PROGRAM**

**Program Description:** This program will award competitive grants to the operator of a public water system (serving less than 100,000 people) to identify and/or deploy new or emerging drinking water infrastructure technology that is proven to enhance the treatment, monitoring, affordability, efficiency, and safety of drinking water.

**Funding:** \$50 million over five years.

**Federal Cost Share:** 90 percent (the EPA Administrator can waive the local cost share if an eligible entity is unable to pay, or would experience significant financial hardship).

**Eligible Projects:** Technology that can address cybersecurity vulnerabilities that enhance treatment, monitoring, affordability, efficiency, or safety of the drinking water provided.

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### **CLEAN WATER INFRASTRUCTURE RESILIENCY AND SUSTAINABILITY PROGRAM**

**Program Description:** This program will award competitive grants to increase the resilience of publicly owned treatment works to a natural hazard or cybersecurity vulnerabilities.

**Funding:** \$125 million over five years.

**Federal Cost Share:** 75 percent or 90 percent for small (fewer than 10,000 people) or disadvantaged communities. The EPA Administrator has the authority to waive the local cost share.

**Eligible Projects:** Eligible activities include conservation of water; the enhancement of water use efficiency; the enhancement of wastewater and stormwater management; and, the enhancement of energy efficiency or the use and generation of recovered or renewable energy in the management, treatment, or conveyance of wastewater or stormwater, among other things.

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## MIDSIZE AND LARGE DRINKING WATER SYSTEM INFRASTRUCTURE RESILIENCE AND SUSTAINABILITY PROGRAM

**Program Description:** This program will provide competitive grants to assist midsize and large drinking water systems reduce their cybersecurity vulnerabilities and increase their resilience to natural hazards and extreme weather events.

**Funding:** \$250 million over five years.

**Federal Cost Share:** N/A

**Eligible Projects:** Grant funding can be used for planning, design, construction, implementation, operation, or maintenance of a program or project that increases resilience to natural hazards and extreme weather events, or reduces cybersecurity vulnerabilities. This includes projects that promote water conservation, create desalination facilities, relocate or renovate existing vulnerable water systems, enhance water supply, and implement measures to increase resiliency to natural hazards, cybersecurity vulnerabilities, or extreme weather events. Funds can also be used to form regional water partnerships to collaboratively address documented water shortages.

**Additional Details:** Half of all grant funds will go to entities that serve between 10,000 and 100,000 people, while the other half is reserved for areas that serve over 100,000 people.

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## REDUCE, REUSE, RECYCLING EDUCATION AND OUTREACH GRANTS

**Program Description:** The Reduce, Reuse, Recycling Education and Outreach Grant program will provide competitive grants to help improve the effectiveness of residential and community recycling programs through public education and outreach. The goal is to encourage the collection of recycled materials that are sold to an existing or developing market.

**Funding:** \$75 million over five years.

**Federal Cost Share:** N/A

**Eligible Projects:** Eligible activities include those that inform the public about residential or community recycling programs; provide information about the recycled materials that are accepted as part of a residential or community recycling program that provides for the separate collection of residential solid waste from recycling materials; and, increase collection rates and decrease contamination in residential and community recycling programs.



**Additional Details:** Twenty percent of funding will be allocated to low-income communities, rural communities, and tribes.

**Update:** The administration anticipates beginning stakeholder outreach and engagement in the second quarter. The funding opportunity is on pace to open in the fourth quarter of this year.

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## **SOLID WASTE INFRASTRUCTURE FOR RECYCLING INFRASTRUCTURE**

**Program Description:** This program will provide competitive grants to implement a strategy to improve post-consumer materials management and infrastructure; support improvements to local post-consumer materials management and recycling programs; and assist local waste management authorities in making improvements to local waste management systems

**Funding:** \$275 million over five years.

**Federal Cost Share:** N/A

**Eligible Projects:** Eligible projects include implementing a strategy to improve post-consumer materials management and infrastructure; supporting improvements to local post-consumer materials management and recycling programs; and assisting local waste management authorities in making improvements to local waste management systems.

**Update:** The administration anticipates beginning stakeholder outreach and engagement in the second quarter. The funding opportunity is on pace to open in the fourth quarter of this year.

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## **OPERATIONAL SUSTAINABILITY OF SMALL PUBLIC WATER SYSTEMS**

**Program Description:** This program will provide competitive grants to help improve the ability of small public water systems to respond to water infrastructure failures. It will focus on the asset management of drinking water systems, pumps, wells, valves, treatment systems, and other pertinent activities.

**Funding:** \$250 million over five years

**Federal Cost Share:** 90 percent. The EPA Administrator has the ability to waive the local cost share.

**Eligible Projects:** Projects shall improve the operational sustainability of one or more small systems (serves fewer than 10,000 people) through the development of a detailed asset inventory; the development of an infrastructure asset map; deployment of leak detection technology; deployment of metering technology; and training in asset management strategies, techniques, and technologies for appropriate staff, among other things.

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## **RURAL AND LOW-INCOME WATER ASSISTANCE PILOT PROGRAM**

**Program Description:** The Rural and Low-Income Water Assistance Pilot Program will provide competitive grants for community water systems to develop and implement programs to assist qualifying households with need in maintaining access to drinking water and wastewater services.

**Funding:** Funds for the pilot program are subject to the availability of appropriations.

**Federal Cost Share:** N/A

**Eligible Projects:** Types of assistance may include direct financial assistance, a lifeline rate, bill discounting, special hardship provisions, a percentage-of-income payment plan, or debt relief for the eligible entity of the community water system owned by the eligible entity for arrears payments if it is determined by the EPA Administrator to be in the interest of public health.

**Additional Details:** EPA will award up to 40 grants under this pilot.

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## **STORMWATER CONTROL INFRASTRUCTURE PROJECT GRANTS**

**Program Description:** The purpose of this program is to carry out stormwater control infrastructure projects that incorporate new and emerging, but proven, stormwater control technologies.

**Funding:** \$50 million over five years

**Federal Cost Share:** 80 percent

**Eligible Projects:** Planning and development grant projects may include planning and designing stormwater control infrastructure projects; and identifying and developing standards necessary to accommodate stormwater control infrastructure projects, among others. Implementation

grant projects may include installing new and emerging stormwater control infrastructure technologies; and protecting or restoring interconnected networks of natural areas that protect water quality, among others.

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## **WASTEWATER EFFICIENCY GRANT PILOT PROGRAM**

**Program Description:** This pilot program will provide competitive grants to publicly owned treatment works in creating or improving waste-to-energy systems.

**Funding:** \$100 million over five years.

**Federal Cost Share:** N/A

**Eligible Projects:** Grant funding can be used for the installation or upgrading of sludge collection systems, anaerobic digesters, methane capture or transfer systems, and other emerging technologies that transform waste to energy.

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## **WATER DATA SHARING PILOT PROGRAM**

**Program Description:** The Water Data Sharing Pilot Program will provide competitive grants to help establish systems that improve the sharing of information concerning water quality, water infrastructure needs, and water technology, including cybersecurity technology.

**Funding:** \$75 million over five years.

**Federal Cost Share:** N/A

**Eligible Projects:** Establishing a website or data hub to exchange water data, including data on water quality or water technology, including new and emerging, but proven, water technology. Inter-county communications initiatives related to water data.

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## *Department of Commerce*

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### **BROADBAND EQUITY, ACCESS, AND DEPLOYMENT PROGRAM**

**Program Description:** The Broadband Equity, Access, and Deployment (BEAD) program will provide formula grants to states for broadband planning and deployment. States are required to distribute funds to eligible entities through a competitive grant program.

**Funding:** \$42.45 billion over five years.

**Federal Cost Share:** 75 percent (though the Commerce Secretary would have the ability to reduce or waive the local match).

**Eligible Projects:** Planning (e.g. broadband data collection and mapping); broadband infrastructure deployment (e.g. construction), to promote broadband adoption, including through the provision of affordable internet-connected devices; to provide WiFi or reduced-cost internet access to multi-family housing units; and, for other uses that the National Telecommunications and Information Administration determines are necessary to facilitate the goals of the program.

It should be noted that the IIJA specifies that the first priority for broadband deployment is projects that primarily reach unserved locations (those below 25/3 Mbps), followed by those that primarily reach underserved locations (those below 100/20 Mbps), and then serving community anchor institutions (1/1 Gbps).

**Additional Details:** Each state will receive an initial allocation of \$100 million to support planning efforts, including building capacity in state broadband offices and outreach and coordination with local communities. Leveraging those initial planning funds, each state will be required to submit a 5-year action plan. The remaining funding will be distributed based on a formula that considers the number of unserved and high-cost locations in the state as determined by maps to be published by the Federal Communications Commission in 2022.

**Update:** The National Telecommunications and Information Administration (NTIA) at the Department of Commerce is currently seeking comments on the BEAD program. The request for comment can be accessed [here](#).

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## STATE DIGITAL EQUITY COMPETITIVE GRANT PROGRAM

**Program Description:** The Digital Equity Competitive Grant Program will provide grants to promote the meaningful adoption and use of broadband services across the targeted populations in the IJJA, including low-income households, aging populations, incarcerated individuals, veterans, individuals with disabilities, individuals with a language barrier, racial and ethnic minorities, and rural inhabitants.

**Funding:** \$1.25 billion over five years.

**Federal Cost Share:** 90 percent (though the Commerce Secretary would have the ability to reduce or waive the local match).

**Eligible Projects:** Developing and implementing digital inclusion activities that benefit covered populations, facilitating the adoption of broadband by covered populations in order to provide educational and employment opportunities to those populations, and constructing, upgrading, expanding, or operating new or existing public access computing centers for covered populations through community anchor institutions.

**Update:** NTIA is currently seeking comments on broadband programs in the IJJA, which can be accessed [here](#). The agency intends to submit an additional request for comment to address the Digital Equity Competitive Grant Program.

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## ENABLING MIDDLE MILE BROADBAND INFRASTRUCTURE

**Program Description:** This program will provide competitive grants to support projects for the construction, improvement, or acquisition of middle-mile broadband infrastructure. The program will also promote broadband connection resiliency through the creation of alternative network connection paths that can be designed to prevent single points of failure on a broadband network.

**Funding:** \$1 billion over five years.

**Federal Cost Share:** 70 percent.

**Eligible Projects:** Projects must connect middle-mile infrastructure to last-mile networks that provide or plan to provide broadband service to households in unserved areas; connecting noncontiguous trust lands; or, offer wholesale broadband service at reasonable rates on a carrier-neutral basis.

**Status:** NTIA is currently seeking comments on broadband programs in the IIJA, including the Enabling Middle Mile Broadband Infrastructure Program. The request for comment can be accessed [here](#). Applications for this program will likely open during the second quarter of 2022.

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## ***Department of Energy***

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### **CARBON DIOXIDE TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION (CIFIA)**

**Program Description:** The CIFIA program will help provide flexible, low-interest loans for carbon dioxide (CO<sub>2</sub>) transportation infrastructure projects. In addition, the IIJA authorizes program dollars for initial excess capacity on new infrastructure to facilitate future growth.

**Funding:** \$2.1 billion over five years.

**Federal Cost Share:** 80 percent.

**Eligible Projects:** Funding can be used for development-phase activities, as well as construction, reconstruction, rehabilitation, replacement, and acquisition of real property, environmental mitigation, construction contingencies, and acquisition and installation of equipment.

**Update:** Applications are estimated to open in the fourth quarter.

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### **COST-EFFECTIVE CODES IMPLEMENTATION FOR EFFICIENCY AND RESILIENCE**

**Program Description:** This program will provide competitive grants for projects that enable sustained, cost effective implementation of updated building energy codes.

**Funding:** \$225 million over five years.

**Federal Cost Share:** N/A

**Eligible Projects:** Eligible projects are any updates to existing building energy codes, not necessarily updates to meet present-day building codes.

**Update:** Applications for funding are expected to be open by the end of 2022.

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## **ELECTRIC GRID RELIABILITY AND RESILIENCE RESEARCH, DEVELOPMENT AND DEMONSTRATION**

**Program Description:** This program will provide competitive grants for projects that demonstrate innovative approaches to transmission, storage, and distribution infrastructure to harden resilience and reliability and to demonstrate new approaches that enhance regional grid resilience.

**Funding:** \$5 billion over five years.

**Federal Cost Share:** 80 percent for research and development and 50 percent for demonstration and commercial application activities.

**Eligible Projects:** Eligible projects should improve the resilience, safety, reliability, and availability of energy; and, environmental protection from adverse impacts of energy generation.

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## **UPGRADING OUR ELECTRIC GRID AND ENSURING RELIABILITY AND RESILIENCY**

**Program Description:** The purpose of this competitive grant program is to coordinate and collaborate with electric sector owners and operators to demonstrate innovative approaches to transmission, storage, and distribution infrastructure to harden and enhance resilience and reliability; and, to demonstrate new approaches to enhance regional grid resilience.

**Funding:** \$5 billion over five years.

**Federal Cost Share:** 80 percent for research and development, with an exemption for basic or fundamental research and development, and 50 percent for demonstration and commercial application activities.

**Eligible Projects:** Eligible projects include improving siting or upgrading transmission and distribution lines; reducing greenhouse gas emissions from energy generation by rural or remote areas; providing or modernizing electric generation facilities; developing microgrids; and, increasing overall energy efficiency.

**Additional Details:** \$1 billion will be reserved for rural areas (cities, towns, or unincorporated areas that have a population of less than 10,000 inhabitants).

**Update:** Applications for funding are expected to be open during the fourth quarter.

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## **RURAL AND MUNICIPAL UTILITY ADVANCED CYBERSECURITY GRANT AND TECHNICAL ASSISTANCE PROGRAM**

**Program Description:** This program will provide competitive grants and technical assistance for utilities to detect, respond to, and recover from cybersecurity threats.

**Funding:** \$250 million over five years.

**Federal Cost Share:** N/A

**Eligible Projects:** Projects that deploy advanced cybersecurity technologies for electric utility systems and increase the participation of eligible entities in cybersecurity threat information sharing programs.

**Update:** Applications for funding are expected to open in the fourth quarter.

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## **TRANSMISSION FACILITATION PROGRAM**

**Program Description:** The Transmission Facilitation Program will provide competitive grants to facilitate the construction of electric power transmission lines and related facilities.

**Funding:** \$50 million over five years.

**Federal Cost Share:** N/A



**Eligible Projects:** Constructing a new or replacing electrical power transmission lines, increasing the transmission capacity of existing electrical power transmission lines, and connecting an isolated microgrid to existing transmission, transportation, or telecommunications infrastructure corridor.

**Additional Details:** In addition to the funding authorized for the Transmission Facilitation Program, the Department of Energy may accept loans from the Department of the Treasury of up to \$2.5 billion to carry out the program.

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## **ENERGY EFFICIENCY AND CONSERVATION BLOCK GRANT PROGRAM**

**Program Description:** This program will provide formula and competitive grants to assist eligible entities in implementing strategies to reduce fossil fuel emissions, to reduce total energy use, or to improve energy efficiency in the transportation sector, the building sector, and other appropriate sectors.

**Funding:** \$550 million

**Federal Cost Share:** N/A

**Eligible Projects:** Funding under this program can be used to: develop and implement an energy efficiency and conservation strategy; retain technical consultant services to assist in the development of such a strategy; conduct residential and commercial building energy audits; establish financial incentive programs for energy efficiency improvements; develop and implement energy efficiency and conservation programs for buildings and facilities within the jurisdiction of the eligible entity; and, developing and implementing programs to conserve energy used in transportation, among other things.

**Additional Details:** It should be noted that 68 percent of the funding will be distributed to eligible local governments, 28 percent is reserved for states, and two percent to Indian tribes. The final two percent will be available for competitive grants.

**Update:** The first funding opportunity is expected to open in the fall of 2022.

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## CARBON UTILIZATION PROGRAM

**Program Description:** The Carbon Utilization Program will provide competitive grants to procure and use products derived from captured carbon oxides.

**Funding:** \$310 million over five years.

**Federal Cost Share:** N/A

**Eligible Projects:** Grant funding can be used to procure and use commercial or industrial products that use or are derived from anthropogenic carbon oxides; and demonstrate significant net reductions in greenhouse gas emissions compared to incumbent technologies, processes, and products.

**Update:** The administration anticipates that applications will open in the fourth quarter of 2022.

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## ENERGY IMPROVEMENT IN RURAL AND REMOTE AREAS

**Program Description:** This program will provide financial assistance to increase environmental protection from the impacts of energy use and improve resilience, reliability, safety, and availability of energy in rural or remote areas of the United States.

**Funding:** \$1 billion over five years.

**Federal Cost Share:** N/A

**Eligible Projects:** Overall cost-effectiveness of energy generation, transmission, or distribution systems; siting or upgrading transmission and distribution lines; reducing greenhouse gas emissions from energy generation by rural or remote areas; providing or modernizing electric generation facilities; developing microgrids; and, increasing energy efficiency.

**Additional Details:** A rural or remote area under this program is one that has a population of less than 10,000 inhabitants.

**Update:** Applications are expected to open in the fall of 2022.

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## ***DEPARTMENT OF THE INTERIOR***

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### **COMMUNITY WILDFIRE DEFENSE GRANT PROGRAM**

**Program Description:** The Community Wildfire Defense Grant Program will provide both competitive and formula grants to develop or revise a community wildfire protection plan, and to carry out projects described within those plans.

**Funding:** \$500 million over five years.

**Federal Cost Share:** 75 percent to 90 percent, based on project type.

**Eligible Projects:** Projects that reduce the likelihood of experiencing uncharacteristically severe effects from a potential wildfire by focusing on areas strategically important to reducing the risks associated with wildfires; and, projects that maximize the retention of large trees, as appropriate for the forest type, to the extent that the trees promote fire-resilient stands, among others.

**Update:** Applications are expected to open early in 2023.

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### **LARGE-SCALE WATER RECYCLING AND REUSE PROGRAM**

**Program Description:** This program will provide competitive grants to plan, design, and build large-scale water recycling and reuse projects that provide substantial water supply and other benefits.

**Funding:** \$1 billion.

**Federal Cost Share:** 25 percent.

**Eligible Projects:** Projects that reclaim and reuse municipal, industrial, domestic, or agricultural wastewater, or impaired groundwater or surface water; has a total estimated cost of \$500 million or more; is located in a Reclamation State; is constructed, operated, and maintained by an eligible entity; and, provides a federal benefit in accordance with reclamation laws.

**Update:** Funding opportunities, which were recently posted to [grants.gov](https://www.grants.gov), will close on March 15<sup>th</sup>. The administration is expected to publish additional program criteria for large projects later this year.

## MULTI-BENEFIT PROJECTS TO IMPROVE WATERSHED HEALTH

**Program Description:** This program will provide competitive grants for habitat restoration projects in river basins that have been impacted by Bureau of Reclamation water projects.

**Funding:** \$100 million.

**Federal Cost Share:** 50 to 75 percent, based on project type.

**Eligible Projects:** Restoration of native species; mitigation against the impacts of climate change to fish and wildlife habitats; protection against invasive species; restoration of aspects of the natural ecosystem; enhancement of commercial, recreational, subsistence, or tribal ceremonial fishing; and, enhancement of river-based recreation.

**Update:** Applications for program funding are expected to open in May of 2022.

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## SMALL WATER STORAGE AND GROUNDWATER STORAGE PROJECTS

**Program Description:** This program will provide competitive grants for projects that create water storage facilities that are likely to increase water management flexibility and reduce impacts on environmental resources.

**Funding:** \$100 million over five years.

**Federal Cost Share:** 25 percent, or \$30 million, whichever is less.

**Eligible Projects:** Projects that meet one or more of the following criteria: projects that are likely to provide a more reliable water supply for states, tribes, and local governments; projects that are likely to increase water management flexibility and reduce impacts on environmental resources from projects operated by federal and state agencies; projects that are regional in nature; projects with multiple stakeholders; and, projects that provide multiple benefits.

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## NATIONAL CULVERT REMOVAL, REPLACEMENT, AND RESTORATION

**Program Description:** This program will provide competitive grants to replace, remove, and repair culverts or weirs that would meaningfully improve or restore fish passage for anadromous fish; infrastructure to facilitate fish passage around or over the weir; and, weir improvements.

**Funding:** \$1 billion over five years (an additional \$4 billion is authorized from the General Fund, but will be subject to the availability of appropriations)

**Federal Cost Share:** 80 percent

**Eligible Projects:** Projects that would improve fish passage for anadromous fish stocks identified as endangered or threatened, as prey for endangered, threatened, or protected species, or identified as climate resilient stocks. Eligible projects also include those that would open up more than 200 meters of upstream habitat before the end of the natural habitat.

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## **AQUATIC ECOSYSTEM RESTORATION AND PROTECTION PROJECTS**

**Program Description:** This program will support projects that design, study, and construct aquatic ecosystem restoration and protection projects to improve the health of fisheries, wildlife or aquatic habitat, including through habitat restoration and improved fish passage via the removal or bypass of barriers to fish passage.

**Funding:** \$250 million.

**Federal Cost Share:** 65 percent.

**Eligible Projects:** The program is currently under development, but funding will be available to projects that design, study, and construct aquatic ecosystem restoration and protection projects to improve the health of fisheries, wildlife or aquatic habitat.

**Additional Details:** Priority will be given to projects that are jointly developed and supported by a diverse array of stakeholders including representatives of irrigated agricultural production, hydroelectric production, potable water purveyors and industrial water users, Indian Tribes, commercial fishing interests, and nonprofit conservation organizations; affect water resources management in two or more river basins while providing regional benefits not limited to fisheries restoration; are a component of a broader strategy or plan to replace aging facilities with one or more alternate facilities providing similar benefits; and, contribute to the restoration of anadromous fish species listed under the *Endangered Species Act*.

**Update:** Applications are expected to open in the third quarter of 2022.

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## ***PREVIOUSLY AUTHORIZED PROGRAMS***

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In addition to the new formula and competitive grant opportunities authorized by the IIJA, the law also renewed, and in some cases expanded, a number of existing programs of direct interest to counties. A snapshot of a number of key programs is included below.

### **U.S. Department of Transportation**

The IIJA authorizes and updates a number of core federal aid highway and transit programs, as well as several major discretionary grant programs of interest to counties, such as Local and Regional Project Assistance Grants (RAISE) and the Nationally Significant Freight & Highway Projects (INFRA). Additional information on existing DOT programs can be accessed [here](#).

### **U.S. Environmental Protection Agency**

The IIJA includes robust funding for a number of existing programs that fall under the purview of the EPA, including the Clean Water State Revolving Fund and the Drinking Water State Revolving Fund. The Act also authorizes federal support for EPA's Water Infrastructure Financing and Innovation Act (WIFIA) program, as well as funding for water infrastructure improvements for small and underserved communities and to reduce lead exposure and replace lead service lines. Additional information on EPA programs can be found [here](#).

### **U.S. Department of the Interior**

The IIJA authorizes funds for a number of Interior Department programs, including those under the purview of the Bureau of Reclamation, including: the Title XVI Water Reclamation and Reuse Program; WaterSMART Cooperative Watershed Management Program; and, the WaterSMART Water and Energy Efficiency Program. The Act also includes funds for water and groundwater storage activities, as well as conveyance and water recycling purposes. Furthermore, the IIJA provides funding for wildfire reduction and fuels management activities. More details on Interior programs included in the IIJA is accessible [here](#).

### **U.S. Department of Agriculture**

The bipartisan infrastructure law reauthorizes, funds, and expands various USDA programs. Among other programs, the new law authorizes additional resources for wildfire mitigation accounts (Hazardous Fuels Management; Prescribed Fires), broadband (ReConnect Program; Rural Broadband Access Loan and Loan Guarantee Program), and, watershed protection programs (Emergency Watershed Protection Program; Watershed and Flood Prevention Operations; Watershed Rehabilitation Program).

### **U.S. Department of Commerce**

In addition to the new broadband programs that will be rolled out by the National Telecommunications and Information Administration (NTIA), the IIJA authorizes funding for a number of key programs administered by the National Oceanic and Atmospheric Administration

(NOAA), including Habitat Restoration and Community Resilience Grants, the Marine Debris Program, and the Pacific Coastal Salmon Recovery Fund.

**U.S. Department of Homeland Security**

The IIJA modifies the Building Resilient Infrastructure and Communities (BRIC) program and other authorities under the purview of DHS. Additional information on the DHS provisions included in the law can be found [here](#).

**U.S. Department of Energy**

The law authorizes funds for DOE's Weatherization Assistance Program and various energy conservation programs. DOE has established a one-stop shop for the IIJA, which can be accessed [here](#).

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