



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

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

TECHNICAL ADVISORY COMMITTEE (TAC) MEETING AGENDA

DATE: Thursday, October 20, 2022

TIME: 9 a.m.

PLACE: City of Lakeport

Large Conference Room

225 Park Street

Lakeport, California

In accordance with the modified Brown Act Requirements established by Governor Newsom's Executive Order N-29-20, and to facilitate Social Distancing due to COVID-19, Lake Area Planning Council's Technical Advisory Committee meeting will also be by audioconference. Public comments will be available during Thursday's meeting on any agenda item. Please send comments to our Senior Transportation Planner, John Speka, at spekaj@dow-associates.com and note the agenda item number being addressed. Oral comments will also be accepted by telephone or video during the meeting when public comment is invited.

Dial-in number: 1 (669) 900-6833 / Meeting ID: 857 8731 7926 # Password: 180535

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

1. Call to order
2. Approval of May 26, 2022 Minutes
3. Lake County Trails Master Plan (*Speka*)
4. 2% Bike and Pedestrian Funds (*Pedrotti/Davey-Bates*)
5. Announcements and Reports
 - a. Lake APC
 - i. Update on Planning Grants (*Speka*)
 - ii. Miscellaneous
 - b. Lake Transit Authority
 - i. Transit Hub Update (*Sookne/Davey-Bates*)
 - ii. Current Transit Projects (*Sookne/Davey-Bates*)
 - iii. Miscellaneous
 - c. Caltrans
 - i. District 1 Middletown Safety Project
 - ii. Review of Draft Electronic Corridor Management Plan, 20-29-53-20 Principal Arterial Corridor
 - iii. Lake County Projects Update
 - iv. Miscellaneous
 - d. Regional Housing Update
 - e. Local Agency Updates

6. Information Packet
 - i. Grant Opportunities
7. Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda
8. Next Proposed Meeting – **November 17, 2022**
9. Adjourn meeting

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

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

Posted: October 14, 2022

List of Attachments:

- Agenda Item #2 – 5/26/22 Draft Lake TAC Minutes*
- Agenda Item #4 – 2% Bike & Ped Staff Report*
- Agenda Item #5ai – Project Update Staff Report*
- Agenda Item #5c – Caltrans – Middletown Safety Project*
- Agenda Item #6 – Information Packet*
 - * Grant Opportunities*



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TECHNICAL ADVISORY COMMITTEE MEETING Draft Meeting Minutes

Thursday, May 26, 2022
9 a.m.

Meeting held via Zoom

Present

James Sookne, Lake Transit Authority
Ron Ladd, City of Lakeport
Scott DeLeon, County of Lake
Dean Meester, Caltrans District 1
Dave Swartz, City of Clearlake (Engineering Consultant)

Absent

Efrain Cortez, California Highway Patrol
Jenni Byers, City of Lakeport (Community Development Director)
Alan Flora, City of Clearlake
Mary Darby, County of Lake

Also Present

Lisa Davey-Bates, Lake Area Planning Council
Nephele Barrett, Lake Area Planning Council
Danielle Casey, Lake Area Planning Council
Alexis Pedrotti, Lake Area Planning Council
John Speka, Lake Area Planning Council
Jody Lowblad, Lake Area Planning Council
Olivia Grupp, City of Lakeport
Kyle Finger, Caltrans District 1

1. Call to order

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

2. Approval of February 17, 2022 Minutes

Motion by Dean, seconded by Scott, and carried unanimously to approve the February 17, 2022, minutes as written.

3. Discussion and Recommendation on the FY 2022/23 Overall Work Program (OWP) Planning Project Applications and Proposed Funding Allocation

Alexis went over the Final Overall Work Program including the projects recommended by the TAC in the Draft, as well as a few carryover projects. Carryover amounts are estimates, and adjustments will be made in an amendment after the fiscal year end closes. Specific work elements slated for carryover include the following:

- Work Element 603 (Lake Co. Principal Arterial Corridor VMT Study) – \$100,000 of estimated LTF carryover has been added to this element. This will allow APC Staff to continue working on this project in the new fiscal year. Actual carryover amounts will be reflected in the first amendment to the OWP.
- Work Element 611 (Pavement Management Program Update) - \$25,000 (\$10,000 RPA & \$15,000 PPM) of estimated carryover has been added to this work element. This project has been initiated in the current OWP, but staff expects some additional work to be finalized in the new fiscal year.
- Work Element 615 (Lake County Transit Development Plan) - \$85,000 (\$75,250 FTA 5304 + \$9,750 LTF) of estimated carryover has also been added to this element. This will allow APC Staff and the consultant to continue working on this grant funded project. Actual carryover amounts will be reflected in the first amendment to the OWP.
- A CPI increase of 4.2% was approved by the APC Board and has been used to calculate the full amount for Dow’s one-year contract extension for APC planning staff (extension with base amounts was approved by APC on 3/9/22). Overall, the approved Dow & Associates budget for FY 2022/23 totals \$314,384, actual Dow & Associates Planning carryover amounts will not be available until the First Amendment.

Also, it is expected that some carryover amounts for each of the local public works agencies will be added to the amounts requested for the upcoming year, which will be included in the amended FY 022/23 OWP as well. As proposed, the Final FY 2022/23 Overall Work Program totals **\$641,384**.

Alexis recommended that TAC review and make recommendation to APC Board on proposed Final FY 2022/23 OWP, for APC’s consideration at their June 1, 2022, meeting.

Motion by Scott DeLeon, seconded by James Sookne and carried unanimously to recommend approval of the 2022/23 Overall Work Program as written.

4. Discussion and Recommended Ranking of Potential Innovative Concepts Projects

John discussed the origins of the program which was introduced last summer as part of the federal American Jobs Plan. Caltrans had solicited proposals for projects that would align with statewide priorities such as those for greenhouse gas (GHG) reduction or Vehicle Miles Traveled (VMT) reduction. Potential projects were offered for funding consideration. The four projects (in no particular order) submitted at that time were:

1. Bridge Arbor Bikeway Project consisting of a 3.4-mile system of Class I and Class III bikeways between Upper Lake and North Lakeport.
2. Pilot project (study and implementation) for a Lake Transit Authority run ferry service across Clear Lake.
3. The installation of DC fast chargers and procurement of electric buses for Lake Transit Authority to allow for zero-emission transit on most routes within the system.
4. Development of a new transit center within the City of Lakeport.

At this meeting input on the projects was requested from the TAC, including level of readiness and further need for refinement. The TAC was also asked to consider prioritization of the four aligned projects. Ron requested more time to look these over

before he voted on the priority of these projects. Lisa then went into detail on all four projects noting a near term deadline to submit these rankings to Caltrans. Once she finished explaining each of them everyone felt comfortable ranking the projects, with the consensus agreeing to #1, #3, #4 and #2.

Motion by Ron Ladd, seconded by Scott DeLeon and carried unanimously to approve the ranking in this order: #1, #3, #4 and #2

5. Announcements and Reports

a. Lake APC

i. Update on Planning Grant

John went over current and proposed grant projects. The Transit Development Plan, funded by the Sustainable Transportation Planning Grant Program, was recently started with LSC Transportation Consultants collecting existing conditions data, as well as beginning the passenger survey process.

John further discussed possible funding opportunities for the Lake 29 Project including the federal Multimodal Project Discretionary Grant program and the state level Trade Corridor Enhancement Program. He also noted that APC staff was working with the City of Lakeport on an Active Transportation Program grant application for sidewalk improvements on and around Lakeshore Boulevard near the City's schools. Finally, he mentioned that a grant for a wildfire evacuation corridor study was recently awarded to the County.

ii. SR 53 Corridor Local Circulation Plan

Danielle reported that the project was presented to the Board last month and it should be completed and adopted at its June 1 meeting.

iii. Pavement Management Program (PMP)

Danielle reported that she is working with NCE on this project which is on schedule and progressing smoothly.

iv. Miscellaneous

Danielle report that she is leaving Dow & Associates and that her last day is on June 10, 2022. She also stated it's been wonderful working with everyone and that she will miss everyone. Scott, Ron and Dave all expressed it was great getting to know Danielle and that she will be missed.

b. Lake Transit Authority

i. Transit Hub Update

James reported that the environmental study has been under way and will hopefully be completed by August or September. Dave brought up the City of Clearlake's ATP project, which involves improvements in the same area as the transit hub. He noted that it would be good to have the transit hub designs coordinated with the ATP project, but that the different schedules of two projects may become an issue. Lisa

agreed and said that LTA could look into altering the project timeline to better coordinate with the City's project and that they'd discuss with Dave in the near future.

ii. Current Transit Projects

James and Lisa expressed that LTA needed to recruit more drivers in order to run at full service. Staffing levels continue to be an issue, which LTA and Paratransit Services are currently trying to address.

iii. Far North Transit Symposium

Lisa went over the details for the Symposium that is scheduled for June 2nd and 3rd. It may be of interest to the Board, as it will cover items such as hydrogen and electric vehicle technology.

iv. Miscellaneous. None

- c. Caltrans** – Kyle mentioned that there were no project updates, but that the Highway Safety Improvement Program (HSIP) had recently put out a Call-for-Projects with the deadline being in September.

d. Regional Housing Update – None

e. Local Agency Updates

Ron discussed that the City of Lakeport has limited staffing at this time, but they are still working hard on their current jobs. Ron stated that, while not an APC related project, the Lake Front Project is currently out for bid. He is also working with John to prepare the ATP application for Lakeshore Boulevard sidewalks. Other large projects include Lakeport Boulevard/South Main Street, and the Hartley Street Safe Routes to School project which will start construction in the next couple of weeks.

Scott mentioned that the State approved funding for the Soda Bay Corridor Evacuation Plan. Also, that the County hired a consultant (NCE) to prepare a Five-year Pavement Rehabilitation Plan with the goal of raising the Pavement Condition Index (PCI) to 70. After determining that the target wouldn't be feasible, it was lowered to 50, but depending on the level of County funding commitment may need to be changed to a 10-year plan. Scott had presented it to the Board of Supervisors and will be seeking final adoption once revisions are made. Lisa asked whether the Board would be open to a sales tax measure given the ongoing funding challenges of the County. Scott had brought that up to the Board, but no action was considered. Dave discussed how the City of Clearlake's roads have benefited from their successful sales tax passage several years ago.

Nephele requested that Scott send her and Lisa the reports from NCE so they could look over the data.

6. **Information Packet** – none
7. **Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda** – None
8. **Next Proposed Meeting** – June 16, 2022
9. **Adjourn Meeting** – Meeting adjourned at 10:08 a.m.

Respectfully Submitted,

Jody Lowblad
Lake Area Planning Council



LAKE COUNTY/CITY AREA PLANNING COUNCIL

LAKE TAC STAFF REPORT

TITLE: Availability of 2021/22 thru 2022/23
2% Bike and Pedestrian Funds (LTF)

DATE PREPARED: 10/13/22
MEETING DATE: 10/20/22

SUBMITTED BY: Alexis Pedrotti, Project Manager

BACKGROUND:

Each year 2% of Local Transportation Funds (LTF) estimate are set aside for bicycle and pedestrian purposes once administration has been funded in the Lake APC's budget.

This year (FY 2022/23) a total of \$21,875 was allocated to the 2% Bike and Pedestrian Account. In addition, funding from the previous year in the amount of \$24,413 was not allocated to a specific project or local jurisdiction. Therefore, a total of **\$46,288** is currently available for bike and pedestrian purposes.

Last year, the Lake TAC elected to reserve the funding until a specific project need arises, but also to have a measurable amount of local funding to apply to a project. TAC Members may choose to open the Call for Projects or recommend the funding remain in the 2% Bike and Pedestrian Account. If the TAC chooses to move forward with a call for projects, the application will be distributed in the winter, with a six-week deadline. If multiple projects requests are submitted, they will be reviewed and ranked during a future meeting.

Typically, these funds have been used as local match to other grant applications, or to enhance transportation projects within the region to include bike and pedestrian facilities. These funds could also be used so support the Active Transportation Program which created by Senate Bill 99 and Assembly Bill 101 in 2013. The ATP is a competitive grant program which encourages increased use of active modes of transportation such as biking and walking.

To provide a bit of history, the following allocations have occurred over the past several fiscal years. Also note that funds were rescinded in Fiscal Year 2009/10 due to the recession.

2015/16 to 2020/21: City of Lakeport - \$143,857 (\$128,857 New Funds + \$15,000 14/15 Allocation)
(full balance remaining)

2012/13 to 2014/15: County of Lake - \$51,181 **(full balance remaining)**

2012/13 to 2014/15: ~~City of Lakeport - \$15,000~~ Requested to re-allocate in FY 20/21.

2011/12: City of Clearlake - \$20,728

2010/11: City of Clearlake - \$20,751

2009/10: Bike and Ped Funds in the amount of \$54,038 Rescinded and used for transit purposes

2007/08: County of Lake - \$29,202

2006/07: City of Clearlake - \$80,334

ACTION REQUIRED: Moving forward with call for projects for 2% Bicycle and Pedestrian purposes, or request to continue reserving funds for future projects.

ALTERNATIVES: None.

RECOMMENDATION: Discuss potential projects and determine whether or not to move forward with the call for projects for 2% Bicycle and Pedestrian purposes, or continue reserving funds for future projects.



LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

TITLE: Project Updates

DATE PREPARED: October 12, 2022

MEETING DATE: October 20, 2022

SUBMITTED BY: John Speka, Senior Transportation Planner

BACKGROUND: Below is a summary of current or potential planning projects staff has been monitoring recently:

Transit Development Plan (TDP) Update- The project is funded by a grant from Caltrans through the Sustainable Transportation Planning program. Passenger surveys, as well as community-wide and stakeholder surveys have been conducted by the consultants to gather data on passenger habits, public perceptions, and overall preferences. Combined with “existing conditions” and “transit demand” analyses, alternatives will be evaluated to address passenger and operational needs. The results of the research will ultimately be used in a 5-year operating plan for LTA.

Konocti Corridor Vehicle Miles Traveled (VMT) Study- Funded through the Overall Work Program, this project is intended to assist with potential grant funding opportunities for highway improvements including or related to the Lake 29 Improvement Project. Given the current State focus on reducing greenhouse gas (GHG) emissions, most grant funding applications now request a discussion of possible impacts related to GHG and Vehicle Miles Traveled (VMT). This project will look at the Konocti Corridor as a whole (including continuing improvements to Lake 29 or traffic calming improvements along the north shore of Clear Lake) to determine how the region will be impacted by realizing the long-term goal of shifting interregional through traffic south of the lake.

Konocti Corridor Equity Analysis Study- Similar to the Konocti Corridor VMT Study, this project will assist in answering potential grant application questions related to issues of “equity.” Initially part of the VMT Study scope of work, it has since been separated out as a stand-alone project that will be prepared in-house.

Lake 29 Improvement Project- Lake APC has been working with District 1 staff to find appropriate funding opportunities for Segments 2A and 2B of the Lake 29 Improvement Project. The best option at this time is the Trade Corridor Enhancement Program (TCEP). The TCEP is a State funded source that was initiated as part of SB1 in 2017 focusing on improving trade routes; in this case, for freight movement through the Lake region. With the assistance of Caltrans HQ nominating the Lake 29 project as a priority to be considered for the TCEP program, D1 staff (with APC assistance) has been preparing a grant application to fund right-of-way for Segment 2B.

Sustainable Transportation Planning Grant Program- This year’s round of Sustainable Transportation Planning Grants is expected to begin later in the fall. Lake APC staff is considering applying for at least two grants. The first is for a Zero Emission Vehicle (ZEV) Infrastructure Plan to study appropriate locations and corridors to accommodate future charging/alternative fueling options. This was a project we had considered last year, but chose to put it off while the RTP Update was being completed.

A second project we are looking at is a Ferry Service Feasibility Study for Clear Lake. A similar study was prepared in the late 80s/early 90s, which found the idea to be infeasible at that time. However, we believe that it is worth another look given the change in transportation priorities over the preceding years.

Another potential application can be made for a Wildfire Evacuation Plan. We've tried unsuccessfully a couple times in the past, although Caltrans has new funding available this year for Adaptation Planning grants that might be a better fit for such a project.

ACTION REQUIRED: None, informational only

ALTERNATIVES: None

RECOMMENDATION: None, informational only

01-0L590

Lake-29-PM 5.0/5.9

Middletown Safety South

PURPOSE AND NEED

Purpose:

The purpose of this project is to improve safety for all roadway users and reduce the frequency and severity of collisions along this segment of SR 29.

Need:

This segment of SR 29 experiences a rate of collisions higher than the statewide average. Countermeasures are needed to reduce collisions, such as left-turn channelization and shoulder widening.

Project Description:

This safety project is in Lake County along State Route (SR) 29 between postmile 5.0 and 5.9. This project proposes HMA overlay, shoulder widening, left turn channelization, a two way left turn lane, new/modified curb ramps, bulbouts, approximately 1,050 feet of new sidewalk, and pedestrian activated rectangular rapid flashing beacons.



LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

TITLE: Federal and State Grant Opportunities

DATE PREPARED: October 12, 2022

MEETING DATE: October 20, 2022

SUBMITTED BY: John Speka, Senior Transportation Planner

BACKGROUND: The Infrastructure Investment and Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Bill (BIL), was passed last November by Congress. The legislation contains a number of funding programs intended to support highway, transit, safety, and other transportation related efforts both locally and at the State level. Among the areas of focus are bridge replacement and repairs, public transportation, and expansion of the Electric Vehicle charging network. It also includes federal policy direction and funding in the areas of climate action, zero-emission vehicle deployment, social equity, goods movement and multi-modal transportation sought by the State and many transportation stakeholders.

A complete roadmap of the available funding can be found in the Bipartisan Infrastructure Law Guidebook (https://www.whitehouse.gov/wp-content/uploads/2022/01/BUILDING-A-BETTER-AMERICA_FINAL.pdf#page=31). Several of the programs that may be of interest to local agencies are listed below.

Rebuilding American Infrastructure Sustainably and Equitably (RAISE) Grants– This existing competitive grant program at the Department of Transportation provides \$7.5 billion with an additional \$7.5 billion subject to Congressional approval in funding for road, rail, transit, and other surface transportation of local and/or regional significance. Selection criteria safety, sustainability, equity, economic competitiveness, mobility, and community connectivity. Local Match: 20%

National Infrastructure Project Assistance (also known as “Megaprojects” or MEGA)– This \$5 billion competitive grant program supports multi-modal, multi-jurisdictional projects of regional or national significance. Communities are eligible to apply for funding to complete critical large projects that would otherwise be unachievable without assistance. Local Match: 40%

Infrastructure for Rebuilding America (INFRA) Grants– This Department of Transportation program supports highway and rail projects of regional and economic significance. Local Match: 40%

Safe Streets and Roads for All– This \$5 billion competitive grant program at the Department of Transportation provides funding directly to and exclusively for local governments to support their efforts to advance “vision zero” plans and other complete street improvements to reduce crashes and fatalities, especially for cyclists and pedestrians. Local Match: 20%

Charging and Fueling Infrastructure Grants– In addition to the \$5 billion formula program distributed to states, this \$2.5 billion discretionary grant program at the Department of Transportation will fund the strategic deployment of publicly accessible electric vehicle charging infrastructure, as well as hydrogen, propane, and natural gas fueling infrastructure, along designated alternative fuel corridors and in communities.

Reconnecting Communities– The Bipartisan Infrastructure Law creates a first-ever \$1 billion program at the Department of Transportation to reconnect communities divided by transportation infrastructure – particularly historically disadvantaged communities too often nearly destroyed or cut in half by a

highway. This new competitive program will provide dedicated funding to state, local, metropolitan planning organizations, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure to address these legacy impacts. Local Match: Capital Construction- 50%, Planning- 20%

Rural Surface Transportation Grant- This new \$2 billion competitive grant program at the Department of Transportation will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth. This amount includes specific set asides for small projects (\$200 million), rural roadway lane departure improvements (\$300 million), and the Appalachian Development Highway System (\$500 million). Local Match: 20%

Thriving Communities- The Thriving Communities program will provide two years of intensive technical assistance to under-resourced and disadvantaged communities to build upon their existing expertise to identify, develop, and deliver transportation and community revitalization activities. Capacity builders funded through Thriving Communities will help selected communities in a variety of activities from preparing application materials or predevelopment activities to deploying innovative community engagement, workforce development, and clean technology strategies. There is no cost for communities to receive support through the program.

State Programs

OPR FY 2022-23 Grant Programs-

Regional Resilience Planning and Implementation Grant Program- The Regional Resilience Planning and Implementation Grant Program will invest \$250 million over three funding cycles available to local, regional, and tribal governments. The program will support the development of regional projects and plans that improve climate resilience and reduce risks from climate impacts.

Adaptation Planning Grant Program- The Adaptation Planning Grant Program will invest \$25 million over three funding cycles to help fill local, regional, and tribal climate adaptation planning needs. The program will focus on cross-sectoral, integrated climate adaptation planning activities that support communities in identifying climate resilience priorities and developing a pipeline of climate resilient infrastructure projects across the state.

Caltrans STPG Climate Adaptation Transportation Planning- The STPG Climate Adaptation Planning grant will allocate \$50 million through a one-time funding cycle in FY 2022-23. This will be available to local, regional, and tribal governments. The program will support identification of transportation-related climate vulnerabilities through the development climate adaptation plans as well as project-level adaptation planning to identify adaptation projects and strategies for transportation infrastructure.

Clean California- The California Department of Transportation (Caltrans) developed the Clean California Local Grant Program through which funds will go to local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers to clean and enhance public spaces. Through the combination of adding beautification measures and art in public spaces along with the removal of litter and debris, this effort will enhance communities and improve spaces for walking and recreation.