



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

Thursday, May 23, 2024 at 9:00 a.m.

Primary Location:

City of Lakeport
Large Conference Room, 225 Park Street, Lakeport

Teleconference Locations:

525 South Main Street Suite B, Ukiah
Caltrans District 1, 1656 Union St., Eureka
City of Clearlake Council Chambers, 14050 Olympic Drive, Clearlake

General Public Teleconference:

Zoom videoconference link is provided by request. 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: 863 5088 8478 # Password: 020724

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

1. Call to order
2. Approval of April 25, 2024 Minutes
3. Proposed Reallocation of 2% Bike and Ped Funds and Possible One-Time Action to Allocate all non-committed funds to Middletown Multi-Use Trail (*Davey-Bates*)
4. Announcements and Reports
 - a. Lake APC
 - i. Update on Planning Grants (*Speka*)
 - ii. Highway Safety Improvement Program (*Speka*)
 - iii. Miscellaneous
 - b. Lake Transit Authority
 - i. Transit Hub Update (*Sookne/Davey-Bates*)
 - ii. Current Transit Projects (*Sookne/Davey-Bates*)
 - iii. Miscellaneous
 - c. Caltrans
 - i. Lake County Projects Update
 - ii. Milestone Retort
 - iii. Miscellaneous

- d. Regional Housing Update
 - e. Local Agency Updates
- 5. Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda
 - 6. Next Proposed Meeting – **June 20, 2024**
 - 7. 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: May 17, 2024

List of Attachments:

Agenda Item #2 – 4/25/24 Draft Lake TAC Minutes

Agenda Item #3 – 2% Bike & Ped Staff Report & Letter

Agenda Item #4ii – HSIP Staff Report

Agenda Item #4Cii – Milestone Report



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9:00 a.m.

Primary Location:

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Large Conference Room, 225 Park Street, Lakeport

Teleconference Locations:

525 South Main Street Suite B, Ukiah
Caltrans District 1, 1656 Union St., Eureka
City Council Chamber, 14050 Olympic Drive, Clearlake

Present

James Sookne, Lake Transit Authority
Scott DeLeon, County of Lake (Public Works Director)
Blake Batten, Caltrans District 1
Victor Fernandez, City of Lakeport (Community Development, Associate Planner)
Max Stockton, County of Lake (Community Development, Planner)
Adeline Leyba, City of Clearlake (Public Works Department)
Ron Ladd, City of Lakeport

Absent

Mireya Turner, County of Lake (Community Development Director)
Efrain Cortez, California Highway Patrol
Alan Flora, City of Clearlake (City Manager/Community Development)
Dave Swartz, City of Clearlake (Contract Engineer)

Also Present

Lisa Davey-Bates, Lake Area Planning Council
Nephele Barrett, Lake Area Planning Council
John Speka, Lake Area Planning Council
Michael Villa, Lake Area Planning Council
Alexis Pedrotti, Lake Area Planning Council
Jody Lowblad, Lake Area Planning Council
Tasha Alhstrand, Caltrans District 1
Kyle Finger, Caltrans District 1 Local Assistance
Jen Buck, Caltrans District 1
Izzy Konopa, Caltrans District 1

1. Call to order

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

2. Approval of February 15, 2024, Minutes

Motion by James, seconded by Victor, and carried unanimously to approve the February 15, 2024, minutes.

3. **Presentation for the Caltrans Middletown Safety South Project**

Izzy Konopa provided an information presentation on the early outreaches on the Middletown Safety South Project. The project involves improvements on SR 29 from (approximately) Central Park Road on the south end through Middletown just past Young Street on the north. The purpose of this approximate \$7 million dollar project is to reduce the frequency and severity of collisions on the segment. Currently the project is in the environment phase which should be completed by July 2025, with completion of the project (including right-of-way work and construction) estimated by December 2027. Safety features will include shoulder widening, left-turn channelization, two-way left turn lanes, flashing beacons and new lighting. The project will also include Complete Streets features include new curb ramps, bulbouts, and 1200' of new sidewalk, as well as an asphalt overlay and new striping.

Scott asked whether traffic would need to be re-routed onto County roads during construction, something they'd like to know as far in advance as possible. Izzy responded that the traffic handling plan had yet to be developed, but that he would get back to Scott once he looked into it. Jen added that Caltrans typically tries to avoid using non-Caltrans facilities for detours, such as closing one lane during construction when possible.

Lisa asked further whether the project was using SHOPP money (it was), and also whether there were any barriers included that would prevent vehicles from passing traffic in the left turn lanes. Izzy would bring that concern to the Caltrans designers. Finally, Ron asked what the right-of-way costs were, which Jen noted would be approximately \$300,000.

4. **Discussion and Recommendation for the Draft FY 2024/25 Overall Work Program (OWP)**

Alexis went over minor changes made since the draft OWP was discussed at the previous TAC meeting. These include estimated carryover amounts for work elements that will be ongoing in the new fiscal year, even though final amounts won't be known until the close of the current fiscal year. The changes were noted as follows: Work Element (WE) 600 \$5,000, WE 602 \$5,000, WE 607 \$5,000, WE 614 \$25,000, and WE 615 had \$150,000, much of it involving Rural Planning Assistance (RPA) funds. The Final Draft FYY 2024/25 Overall Work Program total will now show \$664,090, with the actual carryover figures to come through the first amendment in the new fiscal year, once they were known. Alexis asked the TAC to make a recommendation to APC Board on the proposed Final Draft FY 2024/25 OWP for APC's May 15, 2024 meeting. No questions or comments were heard.

Motion made by Scott to recommend approval of the Final OWP to the Board, seconded by Ron, motion passed. Caltrans abstained.

5. **Announcements and Reports**

a. **Lake APC**

i. **Update on Planning Grants**

John reported on the status of grant related projects. The first was the Wildfire Evacuation and Preparedness Plan, which is in its early stages with staff from the hired consulting firm (The Resiliency Initiative, or TRI) arriving from out of the area the week of April 1 for tours of the County, stakeholder meetings, and interviews. Minor amendments to the project tasks are currently being considered including adding a traffic consulting firm to analyze alternative evacuation routes and also interactive online outreach efforts.

A second project involves the Safe Streets and Roads for All (SS4A) program. Lake APC was awarded funds to have updates prepared for the Local Road Safety Plans (LRSPs) of each of the region's three jurisdictions. A Grant Agreement was ill being worked out with the Federal Highway Administration (FHWA), which will need to be in place prior to moving ahead with an RFP process for a consulting firm to begin work on the project.

Finally, APC applied for a grant through the Rural Planning Assistance Discretionary Grant program to fund a public outreach effort in the City of Clearlake for input on potential pedestrian and bicycle safety projects along the SR 53. Unfortunately, the request was unsuccessful. John stated that public outreach is going to be a key component of any future application to fund larger capital projects in this area. In lieu of the RPA funding, the City of Clearlake has requested funds through the Overall Work Program (OWP), which is expected to fund the project instead.

ii. Update on Regional Transportation Improvement Program (RTIP)

Michael noted that STIP adoption was scheduled for March 21-22 before the CTC.

iii. Miscellaneous- None

b. Lake Transit Authority

i. Transit Hub Update

James reported that they received proposals on the RFP for construction management services to oversee design and construction which will need to be reviewed.

ii. Current Transit Projects

James reported that newly purchased buses arrived and that they were working out a few bugs before they are introduced.

iii. Miscellaneous- None

c. Caltrans

i. Lake County Projects Update

Blake referenced the attached milestone report, which now includes a map showing project locations. The Clean California program will be sunsetting in June of this year after a three year run. Current projects in Clearlake and Lake County will move toward completion, although no new funds will be available. Also, that the newest cycle of the Regional Housing Needs Allocation process will be starting in the coming months which will go hand and hand with the next Regional Transportation Plan update beginning next fiscal year.

ii. Miscellaneous- None

d. Regional Housing Update

John briefly updated the TAC on the Regional Early Action Planning (REAP) program, stating that funds are being used by the County to help fund their Local Area Plan Updates.

e. Local Agency Updates

City of Lakeport: Ron noted a project involving Green Street, Sayre Street and Loch Drive, with the use of Coronavirus Response and Relief Supplemental Appropriations Act (CRRSSAA) funds, is scheduled for completion by May 15. Also, the City has started on its Active Transportation Plan project with an initial stakeholder meeting taking place the previous week. Charrettes are be scheduled for May 6, 7 and 8, at City Hall to include public input into the early stages of the plan.

City of Clearlake: Adeline reported that the City was out to bid on its South Ballpark rehabilitation project. Two others are going out to bid soon. One is Clearlake Park and the other is the “Tree” streets project. Arrowhead and Burns Valley is also going out to bid later this year.

County of Lake: Scott added that the Middletown Trail project was nearing completion but having a hard time finding funding to finish the project. Michael mentioned that the Carbon Reduction Program (CRP) has about \$240,000 which would be made available through a competitive process if Scott was interested in applying. Both the Middletown and the Kelseyville projects would qualify. Scott was interested for the Middletown project, while the Kelseyville project would instead be able to use County funds as it was a County maintained facility.

John Everett was no longer with the County so they were currently without a civil engineer. Other projects currently in process were assisted with the hired help of Coastland Consulting as staff augmentation.

Scott further noted that his last day with the County will be on June 28th. Lisa and Nephelē requested a meeting with Scott before his retirement to go over projects that are in the works and how to help with the transition once he leaves.

Max discussed that the County Community Development Department had finished its first round of community meetings for their Local Area Plan updates. Others are being planned as the process moves forward.

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** – May 23, 2024
9. **Adjourn Meeting** – Meeting adjourned at 9:47 am.

Respectfully Submitted,

Jody Lowblad
Lake Area Planning Council



LAKE COUNTY/CITY AREA PLANNING COUNCIL

LAKE TAC STAFF REPORT

TITLE: Reallocation and Possible allocation of non-committed
2% Bike and Pedestrian Funds (LTF)

DATE PREPARED: 5/16/24
MEETING DATE: 5/23/24

SUBMITTED BY: Lisa Davey-Bates, Executive Director

BACKGROUND:

Each year 2% of Local Transportation Funds (LTF) are set aside for bicycle and pedestrian purposes once administration has been funded in the Lake APC's budget. In Fiscal Year 2021/22, the Lake TAC made the decision to reserve funding until which point enough funds were available that they could be utilized on a larger project as local match, or another bike and pedestrian project, in lieu of allocating small amounts each fiscal year.

Between fiscal years 2021/22 and 2023/24 a total of \$65,045 remained available to local agencies. It is anticipated that once the Lake APC budget is passed, presumably on June 13, 2024, another \$17,769 will be added to the 2% Bike and Pedestrian Account, with a new total of **\$82,814** to be available for bike and pedestrian purposes.

TAC Members may choose to open a call for projects, or recommend the funding remain in the 2% Bike and Pedestrian Account. Another option would be to skip the call for projects and allow the County of Lake to utilize the funding to assist with the completion of the Middletown Multi-Use Path project. Attached to this staff report is a letter from Scott DeLeon, Public Works Director, outlining the issues and his request for funding. If the TAC chooses to move forward with a call for projects, applications would be distributed in the winter, with a six-week deadline. If the TAC chooses, it may also recommend the Lake APC Board approve all reserve funds go the County of Lake.

To date, the City of Lakeport has a total of \$143,857 of funds that have been allocated but not expended (2015/16-2020/21 \$128,857 + 2014/15 Allocation of \$15,000). It would be beneficial to receive an update to see if those funds will still be utilized. The only other unexpended funds are for the Konocti Road/Kelseyville Sidewalk project in Kelseyville in the amount of \$51,181. The County of Lake has suggested that those funds be reallocated to the Middletown Multi-Use Path to assist with the shortfall of funding.

ACTION REQUIRED: None.

ALTERNATIVES: Moving forward with call for projects for 2% Bicycle and Pedestrian purposes; continue reserving funds for future projects; or recommend all unallocated funds in the 2% Bike and Ped Fund reserve be allocated to the County of Lake to assist with completion of the Middletown Multi-Use Path project. It is also recommended that funding in the amount of \$51,181 currently programmed for the Konocti Road/Kelseyville Sidewalk project in Kelseyville be reallocated for the Middletown Multi-Use Path project.

RECOMMENDATION: Reallocation of \$51,181 from Konocti Road project to the Middletown Multi-Use Path project, and possible allocation of \$82,814 to the County of Lake to complete the Middletown Multi-Use Path project. A total of \$133,995 2% Bike and Ped funds would then be available to the County of Lake.



COUNTY OF LAKE
PUBLIC WORKS DEPARTMENT
255 N. Forbes Street
Lakeport, California 95453
Telephone 707-263-2341
Fax 707-263-7748

Scott De Leon
Public Works Director

May 16, 2024

Subject: Request for Reallocation and Approval of Additional Funds for
the Middletown Multi-Use Path

Dear TAC members:

I am reaching out to request your support to reallocate the existing 2% LTF Bike and Pedestrian funding that was previously awarded to the County of Lake, and your approval for additional funding to facilitate the completion of the Middletown Multi-Use Path. This project is currently facing serious financial constraints and a hard deadline with the contractor. This request is crucial for seeing this project through to completion.

The Middletown Multi-Use Path is designed to create a new facility for bicyclists and pedestrians, addressing the current safety concerns that inhibit the use of the existing four-foot highway shoulder. Specifically, the construction of a multi-use path will provide a much-needed safety alternative to the highway shoulder, particularly benefiting students. This path will enable them to ride bicycles to school safely, which is currently a challenge. Notably, Rancheria Road, located at postmile 4.15, is less than 2 miles from the K-12 schools, offering a critical connection that currently does not exist for residents along this corridor.

Based on the current construction status, approximately \$180,000 is needed to finalize the project. Because the project is within the State Highway Right of Way, the County Road Department cannot expend funds to the project due to the constraints that govern appropriate use of County Road monies, so alternative funding sources are needed. At present, the County has \$51,181 in Bike and Ped funds for the Kelseyville Sidewalks Project, and part of this request is a proposal to redirect these funds to the Middletown Project to support its completion.

Additionally, there are currently \$65,045 in unallocated Bike and Ped funds. With the anticipated approval of the Fiscal Year 24/25 budget on June 12, 2024, an additional \$17,769 could become available, totaling \$82,814. I respectfully request that the TAC approve the use of these funds for the Middletown project, thereby helping to bridge the funding gap.

I recognize the competitive nature of these funds; however, I would ask that the TAC consider waiving that process, given the urgency and significance of getting immediate funding for the Middletown Multi-Use Trail project.

I appreciate your consideration of this request and am hopeful for your support in making the completion of this project a reality for our community.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Scott De Leon', with a stylized flourish extending to the right.

Scott De Leon, Director
Lake County Department of Public Works



LAKE COUNTY/CITY AREA PLANNING COUNCIL TECHNICAL ADVISORY COMMITTEE STAFF REPORT

TITLE: Highway Safety Improvement Program (HSIP)

DATE PREPARED: May 13, 2024

MEETING DATE: May 23, 2024

SUBMITTED BY: John Speka, Senior Transportation Planner

BACKGROUND: The Highway Safety Improvement Program (HSIP) has recently opened (May 6) its 12 Cycle providing funding for projects intended to reduce “traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.”

There are two application categories in HSIP Cycle 12: Benefit Cost Ratio (BCR) and Funding Set-asides (SA). \$252 million will be for BCR applications and \$48 million for five (5) funding set-asides (Guardrail Upgrades, Pedestrian Crossing Enhancements, Installing Edgelines, Bike Safety Improvements and Tribes). Unlike BCR applications, SA applications do not require any BCR calculation.

BCR Category: Max- \$10 mil

There are three different categories of locations under the BCR Category: Signalized Intersections (SI), Non-Signalized Intersections (NS) and Roadway segments (R). Normally a BCR application only includes locations of one of the above three categories (SI, NS, or R). However, multiple categories may be selected if the application proposes corridor safety improvements or uses a systemic approach, or the applicant chooses to bundle multiple locations in the same vicinity together.

Set Aside Category:

For applications under the Funding Set-asides (SA) category, a benefit cost analysis or a BCR is not needed. In Cycle 12, there are five (5) Funding Set-asides:

- Guardrail Upgrades (total funding: \$15 million; max. \$1 million per agency)
- Pedestrian Crossing Enhancements (total funding \$20 million; max. \$350,000 per agency)
- Installing Edgelines (total funding: \$3 million; max. \$350,000 per agency)
- Bike Safety Improvements (total funding: \$7 million; max. \$350,000 per agency)
- Tribes (total funding: \$3 million; max. \$350,000 per tribe). The applicants must be federally recognized tribes in California.

Eligible projects must be found in approved Local Road Safety Plans (LRSP). These include the following found in the LRSPs of the cities and County:

Clearlake

1. Intersection Safety –Lakeshore Drive/ 40th / Hwy 53

Project to improve the overall visibility of the intersection and crosswalks with enhanced striping and pavement markings and evaluate the signal timing parameters to determine if modifications or a leading pedestrian interval would improve safety.

2. Intersection Safety – Systemic Signalized Intersections

Improve signal visibility with backplates, new striping/ reflectors and additional advanced warning signs.

3. Intersection Safety – Systemic Unsignalized Intersections

Improve intersection visibility with additional signage, flashing beacons and upgraded pavement markings. Slow traffic using traversable rumble strips or speed tables as appropriate.

4. Intersection Safety and Lane Departures – Systemic Unsignalized Intersections and Roadways

Bring the roadway network and intersections up to standards in the area referred to as the “Avenues.” The project would be to improve pavement conditions and install stop signs at intersections.

5. Pedestrian and Bicycle Safety - Systemic Pedestrian Crosswalks Near School

Install or upgrade pedestrian crossings near schools.

6. Pedestrian and Bicycle Safety - Systemic Sidewalk

Install sidewalks and/or fill in missing segments to compliment #5. These projects may be combined.

7. Lane Departures - Systemic Roadway

Improve road visibility and guide motorists to stay in their lane.

8. Lighting – Systemic Lighting Project

Consider evaluation of lighting conditions at locations with nighttime crashes or any roadways with potentially insufficient lighting. Upgrade illumination at any locations found to have low levels.

9. Speeding – Systemic Speed Project

Perform speed analyses and deploy portable speed trailers or dynamic/ variable speed warning signs throughout Clearlake at locations identified in the data and public comments.

10. Community-Wide Roadway, Bicycle and Pedestrian Improvements Project

Several areas throughout the city were noted to have worn pavement conditions and lacked sidewalks and bicycle lanes.

Lakeport

1. Intersection Safety –11th Street/ Forbes Street

Convert this intersection from a side-street STOP (on Forbes Street) to a roundabout, or to an all-way stop as an alternative if the roundabout is not feasible. This will require an evaluation to determine if the all-way stop is an appropriate control. The project can also potentially include upgrading the signage (larger stop signs and/or advanced warning signs) and/or flashing beacons to increase awareness at the intersection.

2. Intersection Safety –Rt 29/ Rt 175

Safety improvements at a signalized intersection to increase visibility and improve signal operations.

3. Intersection Safety – Systemic Unsignalized Intersections 1

This systemic project could implement improvements at some of the intersections by improving safety and visibility with additional signage, flashing beacons and upgraded pavement markings.

4. Intersection Safety – Systemic Unsignalized Intersections 2

Perform site distance triangle evaluations to determine where vegetation and other obstructions should be cleared at 11th Street/Central Park Street, 11th Street/Tunis Street, and Forbes Street/Martin Street

5. Pedestrian Safety – Systemic Pedestrian Crosswalk at Unsignalized Intersections

Install or upgrade pedestrian crosswalks with continental crosswalks, signage, flashing beacons and/or other advanced safety features.

6. Pedestrian Safety – Systemic Sidewalk

Construct sidewalks and/or fill in sections of missing sidewalks along various routes, such as 11th Street Corridor (Main Street to SR 29), 6th Street, Lakeshore Boulevard, and Hartley Street.

7. Lane Departures – Systemic Clear Recovery Zone

Investigate corridors with lane departure-type crashes that appear to have vegetation or other obstacles in the clear zone, such as 11th Street, Lakeshore Blvd, Main Street or others.

8. Lane Departures – Site Specific – Lakeshore Boulevard

This project would increase curve warning signage along Lakeshore Boulevard.

9. Lane Departures – Site Specific – 11th Street Corridor

This project is to update any striping or reflectors along the corridor to compliment the intersection safety improvements on 11th Street. This project may be combined with the intersection safety improvements for a corridor-wide project, or with Lakeshore Boulevard as a systemic project.

10. Lane Departures/Distracted Driving/Intersection Safety –Main Street

Deploy access management and complete street strategies on Main Street.

11. Lighting – Systemic Lighting Project

Consider evaluation of lighting conditions at locations with nighttime crashes or any roadways with potentially insufficient lighting.

12. Speeding – Systemic Speed Project 1

Install variable speed signs on various corridors, such as Lakeshore Blvd, 11th St, Main St, or Lakeport Blvd

13. Speeding – Systemic Speed Project 2

Deploy portable speed trailers throughout Lakeport.

County

1. Point Lakeview Road

Increase lane width to permissible dimensions, increase shoulders to 4 feet, install safety edges and shoulder backing, reestablish drainage and edge line striping, relocate telephone poles and other fixed objects adjacent to the roadway.

2. Systemic Roadway Project

Widen roadway shoulders and create clear zones, as possible. A clear zone is an open, traversable area adjacent to the roadway. By maintaining a clear zone, vehicles that leave the roadway have a better chance of stopping safely or regaining control of the vehicles. The recommended width of a clear zone along roadways is determined based on speed, traffic volume, roadside slope, and curvature. These efforts can reduce the occurrences of roadway departures resulting in a crash and reduce the severity of crashes that still occur. Widening shoulders and providing a safety edge can also decrease the likelihood and severity of crashes for vehicles that inadvertently exit the roadway.

3. Systemic Pedestrian Crossings

This project improves pedestrian safety by providing enhanced crosswalks at key locations.

4. Systemic Dynamic/Variable Speed Warning Signs

This project installs dynamic/variable speed warning signs throughout the unincorporated Lake County to encourage drivers to adhere to appropriate speed limits and increase safety through awareness.

Applications are due 9/9/2024.

ACTION REQUIRED: None, informational only

ALTERNATIVES: None

RECOMMENDATION: None, informational only

CT Milestone Report - Lake County - May 10, 2024

												Past Due	3 Months	Complete
Project Number	Program ^a	Project Manager	Route	Post Mile start/end	Nick Name	Legal Description	Work Description	Capital Construction Estimate	Capital Right-of-Way Estimate	Support Cost Estimate	Total Project Estimate	Current Phase ^b	Begin Construction	End Construction
01-0L90U	OTHER STATE FUNDS	FINCK, BRIAN T	020	0/24.089	LAK-175, 20, & 29 Union EA BBMM	IN LAKE COUNTY AT VARIOUS LOCATIONS	MIDDLE MILE BROADBAND	\$0	\$0	\$500,056	\$500,056	PSE	08/19/2024	09/30/2025
01-0L900	OTHER STATE FUNDS	FINCK, BRIAN T	020	0/31.593	LAK 3 locations MMBN	MIDDLE MILE BROADBAND 85.34 MILES IN LAKE COUNTY ON VARIOUS ROUTES AT VARIOUS LOCATIONS	MIDDLE MILE BROADBAND	\$0	\$3,000	\$8,040,188	\$8,043,188	PAED	12/03/2024	11/01/2026
01-0H470	SHOPP MINOR B	COONROD, CAREN E	020	10.9/11.4	(MNRB 0H470) 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	\$12,000	\$113,686	\$293,686	CONST	07/13/2022	05/15/2024
01-0L909	OTHER STATE FUNDS	FINCK, BRIAN T	020	11/12	LAK-20 Broadband Middle Mile (BIA Land)	IN LAKE COUNTY ON ROUTE 20 FROM POST MILE 11.0 TO POST MILE 12.0	MIDDLE MILE BROADBAND	\$0	\$0	\$498,624	\$498,624	PAED	12/03/2024	11/01/2026
01-0N680	MAINTENANCE	COONROD, CAREN E	020	16.6/17.8	Pedestrian Safety Enhancements [01-0N680 LAK-020]	IN LAKE COUNTY AT LUCERNE FROM GROVE STREET TO SEVENTEENTH STREET		\$0	\$0	\$474,933	\$474,933	PAED	08/01/2025	11/01/2025
01-0K660	SHOPP	KONOPA, ISRAL J	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	\$794,000	\$10,855,895	\$27,405,895	PAED	12/11/2028	12/04/2030
01-0H840	SHOPP	GOPANA, KIRAN K	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 SHOULDERS	\$16,468,000	\$492,000	\$4,235,898	\$21,195,898	CONST	08/23/2023	12/01/2025
01-0G331	SHOPP	FALK-CARLSEN, KARL	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	\$0	\$382,819	\$482,819	CONST	11/30/2023	06/02/2029
01-0N470	SHOPP MINOR B	COONROD, CAREN E	020	5.3/5.3	Upper Lake Slope Stabilization B	IN LAKE COUNTY NEAR UPPER LAKE AT 0.2 MILE WEST OF WITTER SPRINGS ROAD	RSP & Underdrain	\$250,000	\$0	\$517,756	\$767,756	PAED	07/01/2025	08/01/2026
01-0F491	SHOPP	FALK-CARLSEN, KARL	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	\$0	\$183,790	\$183,790	CONST	12/07/2022	12/31/2027
01-0N480	SHOPP MINOR A	FLOYD, KIMBERLY R	020	5.9/6	Upper Lake Slope Stabilization A	IN LAKE COUNTY, NEAR UPPER LAKE AT 0.1 MILE EAST OF BACHELOR CREEK BRIDGE	RSP + underdrain, remove and replace dike, leveling course of HMA-A, restripe	\$1,500,000	\$0	\$2,653,819	\$4,153,819	PAED	05/19/2028	11/05/2029
01-0N340	SHOPP	KONOPA, ISRAL J	020	8.3/29.54	Lake 20 Complete Streets	IN LAKE COUNTY AT VARIOUS LOCATIONS FROM ROUTE 29 TO SULPHUR BANK DRIVE		\$24,601,000	\$2,560,000	\$18,042,714	\$45,203,714	PID	04/01/2031	12/01/2032
01-0M920	MAINTENANCE	COONROD, CAREN E	020	8.87/28.54	Pedestrian Safety Enhancement	IN LAKE COUNTY NEAR UPPER LAKE AND CLEAR LAKE OAKS AT VARIOUS LOCATIONS FROM MAIN STREET TO BUTLER STREET	Pedestrian Safety Enhancement	\$758,000	\$0	\$320,866	\$1,078,866	CONST	07/01/2024	11/01/2024
01-0M310	SHOPP	KONOPA, ISRAL J	020	R43.9/R44.2	Abbot Mine Curve Improvement	IN LAKE COUNTY ABOUT 15 MILES EAST OF CLEARLAKE OAKS FROM 0.3 MILE EAST OF WALKER RIDGE ROAD TO 0.6 MILE EAST OF WALKER RIDGE ROAD.	CURVE IMPROVEMENT	\$5,942,000	\$46,000	\$4,916,089	\$10,904,089	PAED	08/24/2027	01/18/2029
01-0L870	OTHER STATE FUNDS	FINCK, BRIAN T	029	0/20.307	LAK-29 MMBN	MIDDLE MILE BROADBAND 20.53 MILES IN LAKE COUNTY NEAR MIDDLETOWN FROM 0.2 MILE SOUTH OF ST HELENA CREEK BRIDGE TO JUNCTION 53 NORTH, LOWER LAKE	MIDDLE MILE BROADBAND	\$0	\$0	\$506,775	\$506,775	PAED	12/03/2024	11/01/2026
01-0L871	OTHER STATE FUNDS	FINCK, BRIAN T	029	0/5.811	LAK- 29 Broadband Middle Mile	In Lake County near Middletown from Sonoma County Line to Route 175	MIDDLE MILE BROADBAND	\$4,620,000	\$0	\$483,356	\$5,103,356	PAED	12/03/2024	11/01/2026
01-0J930	SHOPP	KONOPA, ISRAL J	029	11.9/23.6	Twin Lakes CAPM	IN LAKE COUNTY NEAR CLEAR LAKE FROM SPRUCE GROVE ROAD TO DIENER DRIVE/ROAD 543	Pavement Class 2 / CAPM	\$25,500,000	\$460,000	\$4,777,270	\$30,737,270	PAED	02/01/2026	12/01/2027
01-0L220	SHOPP	KONOPA, ISRAL J	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	\$6,000	\$2,197,988	\$3,879,988	PAED	01/27/2026	12/01/2027
01-29841	STIP	PIMENTEL, JEFFREY L	029	23.6/26.9	LAK 29-KONOCTI CORRIDOR 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	\$19,505,000	\$14,997,415	\$89,002,415	PSE	07/01/2027	12/01/2030
01-0N820	MAINTENANCE	COONROD, CAREN E	029	23.6/33.1	LAKE 29 MICRO-SURFACE	IN LAKE COUNTY NEAR KELSEYVILLE FROM 3.23 MILES NORTH OF SEIGLER CREEK BRIDGE TO COLE CREEK ROAD	Micro-Surface	\$2,424,000	\$0	\$487,574	\$2,911,574	PAED	08/01/2025	11/01/2025

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Project Number	Program ^a	Project Manager	Route	Post Mile start/end	Nick Name	Legal Description	Work Description	Capital Construction Estimate	Capital Right-of-Way Estimate	Support Cost Estimate	Total Project Estimate	Current Phase ^b	Begin Construction	End Construction
01-29831	STIP	PIMENTEL, JEFFREY L	029	26.1/29.1	LAK-29 KONOCTI CORRIDOR 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	\$51,900,000	\$40,571,000	\$15,110,902	\$107,581,902	PSE	10/12/2027	12/01/2030
01-0L905	OTHER STATE FUNDS	FINCK, BRIAN T	029	27.893/31.034	LAK-29 Broadband Middle Mile	IN LAKE COUNTY ON ROUTE 29 FROM POST MILE 27.893 TO 31.034	MIDDLE MILE BROADBAND	\$0	\$0	\$1,526,087	\$1,526,087	PAED	09/30/2024	12/30/2025
01-29811	SHOPP	MATTEOLI, JAIME C	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	\$10,984,000	\$97,459	\$53,532,459	CONST	12/02/2019	11/04/2024
01-29821	STIP	MATTEOLI, JAIME C	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	\$4,866,000	\$270,720	\$28,893,720	CONST	12/02/2019	11/04/2024
01-2982U	SHOPP	MATTEOLI, JAIME C	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	\$0	\$266,021	\$66,474,021	CONST	12/02/2019	11/04/2024
01-2983U	SHOPP	MATTEOLI, JAIME C	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	\$0	\$431,169	\$431,169	CONST	12/30/2019	12/30/2027
01-0M740	SHOPP MINOR B	COONROD, CAREN E	029	30.7/30.7	Konocti Wall Treatment	In Lake County near Kelseyville at 0.4 mile south of Route 175	Cover middle and bottom section of the retaining wall with shotcrete.	\$0	\$0	\$123,468	\$123,468	CONST	01/19/2024	08/01/2024
01-0M570	SHOPP	KONOPA, ISRAL J	029	31.4/33.7	Bottle Rock Safety	In Lake County near Kelseyville from 1.0 mile South of Bottle Rock Road 515 to 0.7 mile North of Cole Creek Road 515E	SHOULDER WIDENING AND LEFT TURN CHANNELIZATION	\$12,461,000	\$1,239,000	\$11,860,911	\$25,560,911	PAED	06/27/2028	12/02/2030
01-0L260	SHOPP	KONOPA, ISRAL J	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	Pavement rehabilitation (CAPM)	\$38,885,000	\$42,000	\$7,332,287	\$46,259,287	PAED	02/01/2028	04/15/2030
01-0G000	SAFE ROUTES	BUCK, JENNIFER L	029	4.15/5.14	Middletown Path	IN LAKE COUNTY IN MIDDLETOWN FROM RANCHERIA ROAD TO CENTRAL PARK ROAD	CONSTRUCT MULTI-USE PATH	\$0	\$0	\$326,763	\$326,763	CONST	06/01/2022	01/03/2024
01-0L872	OTHER STATE FUNDS	FINCK, BRIAN T	029	5.811/20.307	LAK-29 Broadband Middle Mile	IN LAKE COUNTY on ROUTE 29 from PM 5.811 to 20.307	MIDDLE MILE BROADBAND	\$8,700,000	\$0	\$2,123,861	\$10,823,861	PAED	09/30/2024	12/30/2025
01-0L590	SHOPP	KONOPA, ISRAL J	029	5/5.9	Middletown Safety South	IN LAKE COUNTY AT MIDDLETOWN FROM 0.1 MILE SOUTH OF CENTRAL PARK ROAD TO 0.1 MILE NORTH OF YOUNG STREET	Left turn channelization, shoulder widening, and ADA improvements.	\$6,319,000	\$305,000	\$7,943,361	\$14,567,361	PAED	07/01/2027	01/01/2029
01-0M470	SHOPP	KONOPA, ISRAL J	029	7.4/8.9	Middletown North Safety	IN LAKE COUNTY NEAR MIDDLETOWN FROM 1.1 MILES NORTH OF BUTTS CANYON ROAD TO 0.3 MILE SOUTH OF GRANGE ROAD	WIDEN SHOULDERS AND INSTALL RUMBLE STRIPS	\$9,159,000	\$861,000	\$7,030,741	\$17,050,741	PAED	05/15/2028	12/02/2030
01-0N740	MAINTENANCE	COONROD, CAREN E	029	R34.75/38.6	APS Signal System and Census Sites Upgrade in Lake County	IN LAKE COUNTY AT VARIOUS LOCATIONS		\$520,000	\$0	\$289,743	\$809,743	PAED	06/30/2025	11/01/2025
01-0N710	MAINTENANCE	COONROD, CAREN E	029	R39.8/R39.8	LAKEPORT PARK AND RIDE OVERLAY	IN LAKE COUNTY NEAR LAKEPORT AT LAKEPORT PARK AND RIDE		\$0	\$0	\$37,415	\$37,415	PAED	08/01/2025	11/01/2025
01-0M640	MAINTENANCE	COONROD, CAREN E	029	R45.1/52.5	LAKEPORT OVERLAY	IN LAKE COUNTY NEAR LAKEPORT FROM PARK WAY OVERCROSSING TO ROUTE 20	OVERLAY	\$5,664,000	\$0	\$237,820	\$5,901,820	CONST	04/10/2024	11/01/2024
01-0L908	OTHER STATE FUNDS	FINCK, BRIAN T	029	R48.59/R48.59	LAK-29 Broadband Middle Mile-HUB-17	In Lake County near Lakeport at 0.6 mile south of West Lake Road	MIDDLE MILE BROADBAND	\$0	\$0	\$2,363,651	\$2,363,651	PAED	12/13/2024	06/30/2025
01-0L873	OTHER STATE FUNDS	FINCK, BRIAN T	029	R9.89/R9.89	LAK-29 Broadband Middle Mile-HUB-21	In Lake County near Middletown at Hartmann Road RT 104	MIDDLE MILE BROADBAND	\$0	\$0	\$2,317,886	\$2,317,886	PAED	12/13/2024	06/30/2025
01-0L880	OTHER STATE FUNDS	FINCK, BRIAN T	053	.001/7.42	LAK-53 MMBN	MIDDLE MILE BROADBAND 7.42 MILES IN LAKE COUNTY NEAR CLEARLAKE FROM THE ROUTE 29-53 JUNCTION TO 0.1 MILE SOUTH OF THE ROUTE 20-53 JUNCTION	MIDDLE MILE BROADBAND	\$4,600,000	\$0	\$793,456	\$5,393,456	PAED	09/30/2024	12/30/2025
01-0N190	OTHER-LOCAL	BUCK, JENNIFER L	053	1.99/1.99	18th Ave Encroachment Permit	In Lake County within the City of Clearlake at 18th Avenue	Encroachment Permit	\$50,000	\$0	\$24,619	\$74,619	CONST	07/11/2023	12/29/2023
01-0L902	OTHER STATE FUNDS	FINCK, BRIAN T	175	19.23/19.73	3 LAK County Bridges MMBN	MIDDLE MILE BROADBAND 1.5 MILES IN LAKE COUNTY ON ROUTE 175 AT KELSEY CREEK BRIDGE, ON ROUTE 20 AT MORRISON CREEK BRIDGE AND ON ROUTE 29 AT ROBINSON CREEK BRIDGE	MIDDLE MILE BROADBAND	\$525,000	\$0	\$0	\$525,000	CONST	09/01/2023	11/01/2026

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01-0M230	OTHER STATE FUNDS	FINCK, BRIAN T	281	14/17	LAK-281 MMBN	MIDDLE MILE BROADBAND 2.95 MILES IN LAKE COUNTY NEAR LAKEPORT FROM BEGINNING ADOPTED ROUTE SODA BAY TO THE JUNCTION OF ROUTES 281 AND 20	MIDDLE MILE BROADBAND	\$2,000,000	\$0	\$257,031	\$2,257,031	PAED	09/30/2024	12/30/2025
01-0M23U	OTHER STATE FUNDS	FINCK, BRIAN T	281	14/17	LAK-281 Broadband Middle Mile	IN LAKE COUNTY NEAR KELSEYVILLE ON ROUTE 29 FROM ROUTE 281 TO ROUTE 175 AND NEAR CLEARLAKE RIVIERA ON ROUTE 281 FROM 0.1 MILE SOUTH OF KONOCTI BAY ROAD TO ROUTE 29	MIDDLE MILE BROADBAND	\$0	\$0	\$795,893	\$795,893	PAED	06/28/2024	12/30/2025
01-0E081	SHOPP	GOPANA, KIRAN K	VAR	0/0	Morrison, Robinson & Kelsey Creek	IN LAKE COUNTY AT VARIOUS LOCATIONS	Widen Morrison (020) and Robinson Creek Bridges (029) and replace Kelsey Creek Bridge (175).	\$9,447,000	\$358,000	\$535,015	\$10,340,015	CONST	10/19/2021	12/31/2024

Field Descriptions for RTPA CT Milestones Reports

Footnote	Column	Description
a)	Program	The funding source for the project.
	LOCAL ASSISTANCE	This funding comes from various Federal and State programs specifically designed to assist the transportation needs of local agencies.
	MAINTENANCE	Highway maintenance is the preservation, upkeep, and restoration of the roadway structures as nearly as possible in the condition to which they were constructed.
	OTHER STATE FUNDS	Miscellaneous State funds.
	OTHER-LOCAL	Miscellaneous Local funds.
	PLANNING	During the PID phase (see below) prior to the project being programmed into either SHOPP or STIP.
	SAFE ROUTES	Safe Routes to Schools- Part of the Active Transportation and Complete Streets Program
	SHOPP	State Highway Operation and Protection Program - The SHOPP consists of safety projects and preservation projects necessary to maintain and preserve the existing State Highway System.
	SHOPP MINOR A	A SHOPP project that has a construction capital limit between \$291,001 and \$1,250,000.
	SHOPP MINOR B	A SHOPP project that has a construction capital limit of \$291,000 or less.
	STIP	State Transportation Improvement Program - The STIP primarily consists of capacity enhancing or increasing projects, but it can also include local road rehabilitation projects.
b)	Current Phase	The stage of progress of the project.
	PID	Project Initiation Documents - Establishes a well-defined purpose and need statement, proposed project scope tied to a reliable cost estimate and schedule. Prior to the project being programmed.
	PAED	Project Approval and Environmental Document - Complete detailed environmental and engineering studies for project alternatives (as needed); approve the preferred project alternative.
	PSE	Plans, Specifications and Estimate - Conduct detailed project design; prepare and advertise project contract.
	CONST	Period from approval of the construction contract to final acceptance and payment of the work performed by the contractor. There may be a seasonal delay between approving the contract and the beginning of actual construction.
	CLOSE-OUT	Post-construction (close-out) projects are not included in this report. You may see crews completing work related to environmental mitigation and monitoring for a few years after construction.

