



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, November 21, 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: 840 2625 5301 # Password: 441343

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

1. Call to order
2. Approval of September 19, 2024 Minutes
3. 2025 (Proposed) Lake TAC Meeting Schedule
4. Overall Work Program (OWP) Discussion (*Pedrotti*)
5. Speed Zone Study Funding Discussion (*Speka*)
6. 2026 Regional Transportation Plan/Active Transportation Plan (RTP/ATP) Goals, Objectives, and Policies (*Speka*)
7. Announcements and Reports
 - a. Lake APC
 - i. Update on Planning Grants (*Speka*)
 - ii. Carbon Reduction Program (CRP) Update (*Villa*)
 - 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. Miscellaneous
 - d. Regional Housing Update
 - e. Local Agency Updates
8. Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda
9. Next Proposed Meeting – **December 19, 2024**
10. 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: November 15, 2024

List of Attachments:

Agenda Item #2 – 9/19/24 Draft Lake TAC Minutes
Agenda Item #3– 2025 (Proposed) Lake TAC Meeting Schedule
Agenda Item #5 – Speed Zone Study
Agenda Item #6 – RTP/ATP Goal & Objective Staff Report
Agenda Item #7 Ai – Planning Grant Update
Agenda Item #7 Aii –CRP Staff Report
Agenda Item #7Cii – Milestone Report



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TECHNICAL ADVISORY COMMITTEE MEETING Meeting Minutes

Thursday, September 19, 2024
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 Council Chamber, 14050 Olympic Drive, Clearlake

Present

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

Absent

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

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
Susan Slack, Caltrans, District 1 Local Assistance Engineer
Danny Wind, Pedestrian and Bicycle Advisory Committee Member

1. **Call to order**
The meeting was called to order at 9:02 a.m.
2. **Approval of May 23, 2024, Minutes**
Motion by James, seconded by Adeline, and carried unanimously to approve the May 23, 2024, minutes.
3. **Speed Zone Study Funding Discussion:** Lisa discussed the decades-long history of Phil Dow preparing speed zone studies as part of the work program. They have been done in a schedule of five to seven year cycles, with annual reports focusing on a city or designated

section of the county depending on when their next cycle was set to begin. The studies are required to be completed by a licensed traffic engineer as a means of justifying or changing speed limits on local streets or roads in the event that enforcement is legally challenged. While Phil retired several years ago, he agreed to continue doing the studies as an independent contractor for Lake APC, charging a fee well below market value (\$12,500 per report). He now would like to retire from this service as well. The question to TAC members is how this service should be replaced, or whether it is still considered valuable enough to continue. John reached out to the Rural Counties Task Force to ask whether other rural members had any experience with outside firms doing such studies, what the costs may be, etc. and received only one response that he was to follow up on. Lisa noted that most counties or agencies don't rely on the RTPA to do such work, instead conducting the studies in house as needed. Nephele concurred that it's unusual for RTPAs to conduct the studies for member agencies, and that individual agencies may have them prepared but that the cost of a traffic engineer approval can be expensive. As it stands, the cost of having the APC continue to take on this task is unsustainable.

Lisa asked TAC members whether or not they (or their law enforcement agencies) find value in the studies. Ron said they were helpful in preparing grant applications for both the speed and traffic count data. Lisa and Nephele noted that traffic counts and speed information can be collected upon request, however, it wouldn't include the stamp of an engineer and therefore couldn't be used as legal justification for speed enforcement. For Lake APC to continue with the studies as before, it would need to seek additional funding. Lisa added that if money wasn't requested in the OWP, then a percentage could come out of each agency's Surface Transportation Bloc Grant funds that are typically used to help fund agency staffing. She also mentioned that for APC to continue with the speed zone studies, it would need to happen through a competitive RFP process.

Nephele noted that the existing surveys are valid for seven years, and per newer legislation some can be re-certified for another one time seven year period beyond that assuming conditions haven't changed. Glen asked if Phil would be able to re-certify any of the existing studies before he leaves. Nephele responded that it was possible although it would depend on a few factors and that some may have already be re-certified at the end of the Covid mandated shelter in-place years. James added that re-certification is mainly only useful for enforcement purposes, but that the agencies may want to look at having new traffic counts done instead for grant applications, etc. Again regarding re-certification, Lisa said that the two cities had only recently had new studies done so it wouldn't be necessary for them. It wasn't certain which County roads had recently been studied or re-certified, so that would need to be looked into. Glen was to ask law enforcement whether they currently relied on the studies for enforcement, and APC staff would look at the expiration dates on the last studies conducted within the County, and report back. A final action item Lisa added was for the TAC to consider possible funding sources for new speed zone studies (e.g. reserve funds, portion of Surface Transportation Bloc Grant allotments, etc.).

4. Second Amendment to FY 2024-25 OWP:

Lexi discussed the Second Amendment to the OWP and how it related to the First Amendment with respect to carryover amounts. This second amendment focuses on changes to the originally estimated planning contract costs that have come down by about \$50,000, which was placed into the project reserve account to be used later for projects such as the Pavement Management Plan. Other matters specific to local agencies were discussed, mostly related to carryover amounts for each of the jurisdictions and how the funds will need to be expended fairly soon.

Motion by James, seconded by Victor, and carried unanimously to approve the Second Amendment to the 2024/24 Overall Work Program.

5. **Announcements and Reports**

a. **Lake APC**

i. **Update on Planning Grants**

Wildfire Evacuation and Preparedness Plan: John Reported on current projects that APC staff was working on. The Wildfire Evacuation and Preparedness Plan is funded by FY 2023/24 Sustainable Transportation Planning Grant. John discussed the purpose of the project and where it currently stood in the process. Public outreach is being conducted via surveys and workshops scheduled for October 23 in Clearlake and October 24 in Lakeport. The next steps will involve priorities based on public input and a draft plan being developed included coordination protocols and standardized evacuation processes. A second set of workshops will take place to go over the draft plan at that time.

Zero Emission Vehicle (ZEV) Infrastructure Plan: John also reported that Lake APC was awarded another grant through the Sustainable Transportation Planning Grant program (FY 2024/25) for a Countywide Zero Emission Vehicle (ZEV) Infrastructure Plan. The project will examine the region's existing ZEV charging/fueling infrastructure and develop a plan to guide future expansion in this area. Through a collaboration of local agencies, it will evaluate regional ZEV infrastructure needs and be used to formulate recommendations for land use documents and other planning tools that guide local development. Staff had recently received a Notice to Proceed letter from Caltrans and would be preparing an RFP for consulting services in the coming weeks.

Safe Streets and Roads for All (SS4A): The project continues to await approval of a grant agreement from a few months back. New Local Road Safety Plans will eventually result from the project, which will help determine future safety needs for each jurisdiction, and will also make local agencies eligible for capital funding for projects identified in those plans through future cycles of the SS4A program.

Glen noted that he would be meeting with local fire district chiefs on November 15 and invited TAC members to attend, especially where it might involve APC's Wildfire Evacuation and Preparedness Plan.

Finally, John mentioned that a new round of Sustainable Transportation Planning Grants is set to start up in the fall (late October). APC staff is considering re-applying for a Tribal Transportation Needs Study that was unsuccessful last year. He also asked the cities and County to let staff know if they were interested in applying for particular planning projects that APC may be able to help with.

ii. **Regional Transportation Plan/Active Transportation Plan Update**

John noted that APC was beginning the update process for both the RTP and ATP which is done every four years. The last adoption was in February 2022, so the update is expected to be adopted in February 2026. He also discussed how the City of Lakeport was currently working on its own Active Transportation Plan, which APC will likely be using in preparing its region-wide update. John went over what is typically involved in the updates, including the individual elements (e.g. Local Streets and Roads, Public Transit, etc.). For the RTP, he mentioned that he'd be working

with agency heads to develop project lists for each jurisdiction mainly involving the Local Streets and Roads element, although other elements will be brought before the TAC for discussion as well. Lisa added that staff would be bringing a list of Goals, Policies, and Objectives to go over in upcoming TAC meetings. This will also be an important part of the RTP since many grant programs look to see whether these align with grant objectives for individual projects.

iii. Miscellaneous- None

b. Lake Transit Authority

i. Transit Hub Update- Lisa discussed how LTA staff has been working with TIRCP program reps to move the project on to the design phase. The initial plan was to go with a “design-build” process. An RFP was released for design and construction of the transit hub but the one proposal that was received was well above what the budget could afford. Working with the TIRCP project manager, there may be a need to exclude the hydrogen fueling and bus component for the time being and to instead just focus on the transit hub, as that was considered to be a lot more straightforward. TIRCP staff approved LTA’s decision to move forward with The Leflore Group for project management of design and construction of the facility. The first step will be the design of the hub, and construction will follow in about a year. The hydrogen fueling and buses portion of the project will be paused for a year or two to determine the best path forward given the developing technologies and high costs currently involved with implementing this component.

ii. Current Transit Projects – None

iii. Miscellaneous- Lisa stated that LTA has a shortage of drivers and because of this some service is being reduced. The main cause stems from low wages offered and the overall responsibilities involved.

c. Caltrans

i. Lake County Projects Update: Blake discussed HM-4 projects on the north shore, involving pedestrian safety enhancements on SR 20 in Upper Lake and Clearlake Oaks (in construction this year), another in Lucerne (2025), and a third for school crossing improvements in Clearlake Oaks (2029). Draft Guidelines for the newest Sustainable Transportation Planning Grant program were released for a 30-day public review, comments due October 10. Included in the draft guidelines are changes to Native American for increased set asides and removal of match requirements, among others. This cycle will also mark the last round of Climate Adaptation funding. Finally, Caltrans was given the green light to pursue a grant for Konocti Corridor construction funding through the Trade Corridor Enhancement Program (TCEP). Applications are due to the CTC on November 15.

ii. Miscellaneous- None

d. Regional Housing Update- John discussed how the target date for the RTP adoption was early February 2026, which will mean that local housing elements will be due 18

months later, or around August 2027. Regional Housing Needs Assessments (RHNA) will also be coming soon from the State.

e. Local Agency Updates

County of Lake: Glen reported that public works and special districts under direction from the Board of Supervisors is putting together a Capital Improvement Program. There are currently about 47 active projects with more expected in the future.

City of Lakeport: Ron noted a couple of relevant projects in the City including completion of the sign replacement project through the HSIP program, and the Active Transportation Plan project in partnership with CivicWell consulting. An extension will be needed on the latter project based on delays with the consultant's internal restricting.

City of Clearlake: Mark Roberts reported on the "Tree" streets project, the Clearlake ballpark, and the Goose Neck landslide. The landslide project is in progress and should be completed next month. The Burns Valley/Arrowhead Rd project is in design phase and NEPA is currently being completed on that. Finally, the City is applying for Local Partnership Program (LPP) competitive funds for a project on 40th and Boyles, with applications due in November.

6. **Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda-** None
7. **Next Proposed Meeting** – October 24, 2024
8. **Adjourn Meeting** – Meeting adjourned at 10:18 am.

Respectfully Submitted,

John Speka
Lake Area Planning Council



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LAKE TECHNICAL ADVISORY COMMITTEE (TAC) 2025 MEETING SCHEDULE

January 16

February 20

March 27 (Changed Due to CTC Meeting – March 20-21)

April 17

May 22 (Changed Due to CTC Meeting – May 15-16)

June 19

July 17

August 21

September 18

October 23 (Changed Due to CTC Meeting – October 16-17)

November 20

December 18

Note: All meetings are scheduled to take place at the City of Lakeport - Large Conference Room at 9:00AM.

In order to participate via Zoom, your remote location must be identified on the agenda and posted as an option for the public to attend.



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

TITLE: Speed Zone Studies

DATE PREPARED: November 14, 2024

MEETING DATE: November 21, 2024

SUBMITTED BY: John Speka, Senior Transportation Planner

BACKGROUND: In recent months, staff has discussed with TAC members the current and future status of speed zone studies within the region. As a refresher, Lake APC had for years provided speed zone studies for the County (under three segments) and cities (one segment each), with one segment scheduled for completion annually. Phil Dow, who had led the efforts, was involved with both the administration and planning services for Lake APC. Through his position as a qualified engineer, he was able to conduct the studies for the region, providing an inexpensive option for the region's local agencies. After a long career, Phil retired in 2019. Since that time, he has continued to prepare the studies annually on a contractual basis. However, at the end of this fiscal year, Phil will no longer be providing the service.

Speed zone studies are required for law enforcement officials to be able to respond to potential challenges to ticketed speeding violations. Each speed zone study is good for a seven-year period, and under appropriate conditions, may be "re-certified" for one subsequent seven-year stretch. Previous studies have been conducted for each of the five segments as follows:

County-

Segment #1 (except Road 406- Todd Road) was last studied in 2017 and will expire in 2024.

Segment #2 was last studied in 2019 and will expire in 2026.

Segment #3 was last studied in 2022 and will expire in 2029.

Lakeport was last completed in 2023 and is set to expire in 2030.

Clearlake was last completed in 2024 and is set to expire in 2031.

Given the above information, Segment #1 of the County expires this year and will need to be re-certified (assuming it qualifies) by Phil during this last year of availability. It may also be worth considering a re-certification of Segment #2 in order to take advantage of Phil's remaining time. As for the remaining segments, there would be no advantage in extending the expiration dates at this point.

It should finally be noted that speed zone studies are not typically provided for by regional transportation planning agencies such as Lake APC. The service has been provided as an inexpensive option for regional agencies as long as Phil has been involved. However, after this fiscal year, that will no longer be an option, and Lake APC will not have the funds available to conduct the studies for the individual agencies. Agencies may consider different options in continuing their own speed zone studies whether it be using qualified in-house staff, or else hiring outside consulting services with a portion of their Regional Surface Transportation Program (RSTP) funds, among other sources.

ACTION REQUIRED: None, informational only

ALTERNATIVES: None

RECOMMENDATION: None, informational only



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

TITLE: Regional Transportation Plan/Active Transportation Plan
Goals, Objectives, and Policies

DATE PREPARED: November 14, 2024

MEETING DATE: November 21, 2024

SUBMITTED BY: John Speka, Senior Transportation Planner

BACKGROUND: The Regional Transportation Plan/Active Transportation Plan (RTP/ATP) is the region's long-term planning document covering a 20-year time span intended to promote a safe and efficient transportation system for the movement of people and goods throughout the region. The primary purpose of the plan is to identify transportation needs and priority projects in all modes of transportation including streets, highways, bicycle and pedestrian facilities, aviation and transit. Updated every four years, the RTP/ATP covers present and future transportation needs, deficiencies and constraints, as well as providing estimates of available funding for future transportation projects in the region.

Staff is beginning the update process for the 2026 RTP/ATP. Of the seven "elements" included in the Plan (Overarching Issues, State Highway System, Local Streets and Roads, Active Transportation, Public Transit, Tribal Transportation, and Aviation), we are seeking TAC input on "Goals, Objectives, and Policies" for three of the most relevant to public works officials- State Highway System, Local Streets and Roads, and Active Transportation (see attached).

Staff will be reviewing the existing version of the Goals, Objectives, and Policies, and will be seeking input at the TAC meeting.

ACTION REQUIRED: None, informational only

ALTERNATIVES: None

RECOMMENDATION: None, informational only

State Highway System (SHS)

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

Objective #SHS-1: Improve mobility on the State highway system throughout Lake County.

Policy SHS-1.1- Support as the highest priority, completion of remaining segments of the Lake 29 (Diener Drive – SR 175) Improvement Project.

Policy SHS-1.2– Coordinate with Caltrans to seek ITIP, SHOPP, SB 1 and RAISE funding for the Lake 29 (Diener Drive – SR 175) Expressway Project.

Policy SHS-1.3– Support periodic update of the approved environmental document for the Lake 29 (Diener Drive – SR 175) Expressway Project to ensure its long-term viability in aiding project implementation into the future.

Policy SHS-1.4- Identify for funding consideration mobility improvements on SR 20 consistent with the Highway 20 Northshore Communities Traffic Calming Plan and the Active Transportation Plan.

Policy SHS-1.5- Identify for funding consideration projects consistent with the SR 53 Corridor Study.

Policy SHS-1.6- Implement strategies and projects to encourage trucks and interregional traffic to use the Principal Arterial Corridor (includes segments of SR 20 and SR 29, and all of 53) for travel through Lake County.

Policy SHS-1.7– Implement strategies and projects consistent with the Interregional Transportation Strategic Plan (ITSP) and California Freight Mobility Plan (CFMP).

Objective #SHS-2: Improve safety conditions on the State highway system serving Lake County.

Policy SHS-2.1- Coordinate with Caltrans to identify safety issues, develop solutions and identify funding opportunities. Include regional input into the District 1 State Highway Operations and Protection Plan (SHOPP).

Policy SHS-2.2- Coordinate with local and State agencies on security and emergency response planning efforts, including the identification of key evacuation and emergency access routes.

Policy SHS-2.3- Implement traffic calming and safety improvements along State highway segments that function as “Main Streets” within communities such as Middletown, Nice, Lucerne, Glendale and Clearlake Oaks.

Policy SHS-2.4- Identify for funding consideration safety projects on all State highways (SR 20, SR 29, SR 53, SR 175 and SR 281) in Lake County.

Policy SHS-2.5- Identify for funding consideration mobility improvements on SR 20 consistent with the Highway 20 Northshore Communities Traffic Calming Plan.

Policy SHS-2.6- Cooperate with Caltrans and Lake County to facilitate implementation of the Highway 20 Traffic Calming and Beautification Plan projects in North Shore communities.

Policy SHS-2.7- Pursue grant funding for studies and projects to improve active transportation alternatives within State highway segments that function as “Main Streets” within Lake County communities.

Policy SHS-2.8- Consider construction of grade separations (e.g. interchanges, overpasses, underpasses) and roundabouts as long-term solutions to safety and capacity issues at major intersections/junctions on the Principal Arterial Corridor.

Policy SHS-2.9- Facilitate the identification of State highway related safety issues within local communities and throughout the County.

Policy SHS-2.10- Support the continued development of the Upstate CA Regional ITS Master Plan. Upon its completion, ensure that future ITS projects affecting the Lake County region are in conformance with the goals of the Plan.

Objective #SHS-3: Facilitate efficient and safe transportation of goods within and through Lake County.

Policy SHS-3.1- Identify constraints to highway freight movement on segments of the Principal Arterial Corridor not yet programmed for improvement.

Policy SHS-3.2- Identify for funding consideration mobility improvements along the Principal Arterial Corridor (SR 20, SR 53 and SR 29) consistent with the California Freight Mobility Plan 2020 (CFMP) and Trade Corridor Enhancement Program (TCEP) Guidelines.

Policy SHS-3.3- Identify improvements to Minor Arterial segments of the State highway system that facilitate safe and efficient goods movement.

Policy SHS-3.4- Work with the California Trucking Association and other industry organizations to improve safety and remove constraints to safe and efficient goods movement.

Policy SHS-3.5- When planning and designing road projects, consider the needs of vehicles used for goods movement, including Surface Transportation Assistance Act (STAA) trucks and vehicles transporting agricultural commodities and products.

Local Streets and Roads (LSR)

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

Objective #LSR-1: Maintain, rehabilitate and construct local streets and roads consistent with local and regional needs, city and County area plans, and policies and Complete Streets policies.

Policy LSR-1.1- Identify local streets and roads reconstruction projects for funding consideration from the State Transportation Improvement Program (STIP) as well as other sources.

Policy LSR-1.2- Prioritize funding resources that may be available through the STIP for capital and safety projects ahead of those for potential rehabilitation projects.

Policy LSR-1.3- Plan and design rehabilitation and reconstruction projects consistent with Complete Streets concepts and design strategies.

Policy LSR-1.4- Use the Pavement Management Program to identify and prioritize rehabilitation and reconstruction needs.

Objective #LSR-2: Develop multimodal transportation facilities as needed to adequately serve the mobility needs of residential, commercial and industrial development.

Policy LSR-2.1- Coordinate with state and local agencies and developers to ensure that multi-modal transportation alternatives, consistent with the Complete Streets Act, are considered in the design and construction of their transportation projects.

Policy LSR-2.2- Support establishment of traffic impact fees to construct new transportation facilities associated with new development.

Policy LSR-2.3- Identify for funding consideration multi-modal mobility improvements on the Eleventh Street corridor in Lakeport consistent with recommendations of the Eleventh Street Corridor Multimodal and Engineered Feasibility Study.

Objective #LSR-3: Improve traffic flow, capacity, safety and operations on the local transportation network.

Policy LSR-3.1- Identify for funding consideration local streets and roads capacity, safety, and operational projects from funding sources available through STIP and other resources.

Policy LSR-3.2- Coordinate with local agencies on security and emergency response planning efforts, including the identification of key evacuation and emergency access routes.

Policy LSR-3.3- Limit the approval of new direct access points to State highways.

Policy LSR-3.4- Plan and design local and State improvements consistent with the SR 53 Corridor Study.

Policy LSR-3.5- Plan and design improvements consistent with the Highway 20 Northshore Communities Traffic Calming Plan.

Objective #LSR-4: Pursue federal, State, local and private funding sources for transportation system maintenance, restoration and improvement projects consistent with this Plan.

Policy LSR-4.1- Consider development and implementation of a Transportation Impact Fee Program in coordination with Caltrans, the County of Lake, the City of Lakeport and the City of Clearlake.

Policy LSR-4.2- Assist local agencies in identifying and applying for funding resources for improvements to travel all modes.

Policy LSR-4.3- Actively pursue funding sources from local, State, federal and private funding sources, including local-option sales taxes, fees and other programs.

Active Transportation (AT)

Goal: Increase the number of local and regional trips accomplished by bicycling and walking; increase safety and mobility for non-motorized modes of travel; enhance public health by providing access to non-motorized facilities while reducing overall Vehicle Miles Traveled (VMT), both locally and regionally.

Objective #AT-1: Facilitate and promote walking, bicycling and other active modes of transportation.

Policy AT-1.1- Increase the utility of the non-motorized transportation network by expanding the extent and connectivity of the existing bicycle and pedestrian facilities.

Policy AT-1.2- Develop and maintain a non-motorized traffic count program for the region to identify travel demand and investment priorities.

Policy AT-1.3- Work with State and local agencies to incorporate bicycle and pedestrian amenities, like secure bicycle parking facilities, and safety countermeasures into planning requirements and improvement projects.

Policy AT-1.4- Encourage and assist local agencies to develop and revise planning documents, zoning ordinances and policies to meet the objectives of the Active Transportation Program and the Complete Streets Act.

Objective #AT-2: Reduce Greenhouse Gas emissions and Vehicle Miles Traveled (VMT).

Policy AT-2.1- Act to reduce Greenhouse Gas emissions and VMT by increasing pedestrian and bicycle trips.

Policy AT-2.2- Promote safe and convenient bicycle and pedestrian access to transit.

Policy AT-2.3- Assist local agencies in the adoption of policies, ordinances, and plans that promote more walkable communities with a mix of land uses.

Policy AT-2.4- Encourage VMT reducing mitigation measures for discretionary development projects at the local and State level.

Objective #AT-3: Enhance public health through the development of active transportation projects.

Policy AT-3.1- Work with local agencies, schools and public health organizations to engineer, educate, encourage, enforce and evaluate bicycle and pedestrian environments for the benefit of all users and all abilities.

Policy AT-3.2- Identify for funding consideration pedestrian facility improvements consistent with the Lake County Pedestrian Facilities Needs Inventory.

Objective #AT-4: Preserve investments in the multi-modal transportation system.

Policy AT-4.1- Maintain safe and accessible bicycle and pedestrian environments to encourage active transportation.

Policy AT-4.2- Plan and budget for lifecycle costs when constructing new facilities for active transportation.

Objective #AT-5: Increase funding for transportation planning, design and construction of active transportation facilities.

Policy AT-5.1- Pursue non-traditional funding sources for planning, design and construction of active transportation facilities.

Policy AT-5.2- Work cooperatively and collaboratively with other agencies to secure funding for projects that further the goals, policies and objectives of the Active Transportation Plan.

Policy AT-5.3- Incorporate bicycle and pedestrian facilities into road improvement and maintenance projects.

Policy AT-5.4- Encourage local agencies to require new development to install, contribute to and/or maintain bicycle and pedestrian facilities, including end-of-trip facilities.



LAKE COUNTY/CITY AREA PLANNING COUNCIL

TECHNICAL ADVISORY COMMITTEE STAFF REPORT

TITLE: Update on Current Planning Projects

DATE PREPARED: November 14, 2024

MEETING DATE: November 21, 2024

SUBMITTED BY: John Speka, Senior Transportation Planner

BACKGROUND: Below is a summary of current or potential projects and grant opportunities staff has been monitoring:

Wildfire Evacuation and Preparedness Plan- Outreach for the project has been ongoing with workshops, presentations, and tabling events. Input had been solicited through surveys which were closed on November 8, with in person workshops held in Clearlake on October 24, and Lakeport on October 25. A third virtual workshop was held on October 30. Other outreach events included the County fair in late August/early September, and presentations before the Big Valley Advisory Council (BVAC), Cobb Advisory Council (CAC), Eastern Region Town Hall (ERTH), Middletown Area Town Hall (MATH), and the Western Region Town Hall in September and October. Finally, an information booth was set up at the Health and Wellness Expo in Lakeport on October 19. The next steps will involve the preparation of a draft Plan that can be brought back to the public and stakeholders for comment.

Zero Emission Vehicle (ZEV) Infrastructure Plan- As noted last month, Lake APC was awarded a grant through the 2024/25 cycle of the Sustainable Transportation Planning Grant program to prepare a Countywide Zero Emission Vehicle (ZEV) Infrastructure Plan. Staff released a Request for Proposals (RFP) for consultant services on October 25, with submittals due on November 22. The project will examine the region's existing ZEV charging/fueling infrastructure and develop a plan to guide future expansion in this area.

State Route 53 Corridor Priority Projects Outreach Study- Funded through the Overall Work Program (OWP), staff is currently preparing an RFP for consulting services to conduct a public outreach study. By gathering concerns and insights of community members, the project will focus on safety projects along the SR 53 corridor within the city limits of Clearlake to develop a set of priorities and potential projects. Special attention will be given to underserved populations (e.g. economically disadvantaged, seniors, disabled, tribal members, etc.) in designing outreach methods and collecting relevant data.

Trade Corridor Enhancement Program- The purpose of the Trade Corridor Enhancement Program (TCEP) is to provide funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. Caltrans District 1 (in partnership with Lake APC) is preparing an application for construction funding for Segment 2B of the Konocti Corridor. Applications are due November 22.

ACTION REQUIRED: None, informational only

ALTERNATIVES: None

RECOMMENDATION: None, informational only



LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

TITLE: Carbon Reduction Program (CRP) Funding Call for Projects **DATE PREPARED:** 11/13/2024
MEETING DATE: 11/21/2024

SUBMITTED BY: Michael Villa, Regional Project Coordinator

BACKGROUND: The Carbon Reduction Program (CRP) is a federal funding source provided by the Federal Highway Administration (FHWA) available for award by the RTPA. The purpose of the CRP is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions.

Prior to programming CRP funds, Lake APC was required to develop a Project Selection Strategy to be used as the basis for all CRP funds. At the February meeting the Lake APC Board approved the Policy/Application Requirements recommended by the TAC. This strategy is required to reflect the Three Pillars of the State's Carbon Reduction Strategy (CRS) plan:

- Zero-Emission Vehicles & Infrastructure
- Active Transportation & Micromobility
- Rail & Transit

The Lake County region has \$118,677 for cycle 1 of the FFY 2022 apportionment and \$121,050 for cycle 2 of the FFY 2023 apportionment which comes to a total of \$239,727. Funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized. CRP funds can be combined with other eligible USDOT funds that support the reduction of transportation emissions.

A call for projects will be announced soon, providing details on the Policy/Application requirements and deadline. It is anticipated that applications will be due at the beginning of January, so that they can be scored prior the January 16th Lake TAC meeting. The top ranked project(s) will be recommended for approval by the Lake APC during their February meeting.

ACTION REQUIRED: None.

ALTERNATIVES: None.

RECOMMENDATION: None.

CARBON REDUCTION PROGRAM (CRP)

	FAST Act (extension)	Bipartisan Infrastructure Law (BIL)				
Fiscal year	2021	2022	2023	2024	2025	2026
Contract authority	---	\$1.234 B*	\$1.258 B*	\$1.283 B*	\$1.309 B*	\$1.335 B*

*Calculated (sum of estimated individual State Carbon Reduction Program apportionments)

Note: Except as indicated, all references in this document are to the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021).

Program Purpose

The BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

Statutory Citation

- § 11403; 23 U.S.C. 175

Funding Features

Type of Budget Authority

- Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation.

Apportionment of Funds

- As under the FAST Act, the BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs.
- Each State's CRP apportionment is calculated based on a percentage specified in law. [23 U.S.C. 104(b)(7)] (See "Apportionment" fact sheet for a description of this calculation)

Transferability to Other Federal-aid Apportioned Programs

- A State may transfer up to 50% of CRP funds made available each fiscal year to any other apportionment of the State, including the National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement (CMAQ) Program, National Highway Freight Program, and **[NEW]** Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program. Conversely, subject to certain limitations, a State may transfer up to 50% of funds made available each fiscal year from each other apportionment of the State to CRP. [23 U.S.C. 126(a)] (See other program-specific fact sheets for additional details.)

Suballocation

- 65% of a State's CRP apportionment is to be obligated in the following areas in proportion to their relative shares of the State's population. [§ 11403; 23 U.S.C. 175(e)(1)(A)] Funds attributed to an urbanized area may be obligated in the metropolitan area established under 23 U.S.C. 134 that encompassed the urbanized area [23 U.S.C. 175(e)(2)]:
 - *Urbanized areas with an urbanized area population greater than 200,000*: This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. [§ 11403; 23 U.S.C. 175(e)(1)(A)(i) and (e)(3)]
 - *Urbanized areas with an urbanized area population of at least 50,000 but no more than 200,000*: This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. [§ 11403; 23 U.S.C. 175(e)(1)(A)(ii) and (e)(3)]
 - *Urban areas with population at least 5,000 and no more than 49,999*. [§ 11403; 23 U.S.C. 175(e)(1)(A)(iii)]
 - *Areas with population of less than 5,000*. [§ 11403; 23 U.S.C. 175(e)(1)(A)(iv)]
- The remaining 35% of the State's CRP apportionment be obligated in any area of the State. [§ 11403; 23 U.S.C. 175(e)(1)(B)]
- Requires each State, over the period of FY22-26, to make available to each urbanized area with a population of at least 50,000 obligation authority for use with the suballocated CRP funding. [§ 11403; 23 U.S.C. 175(e)(6)] States are required to divide the funding to urbanized areas with a population of at least 50,000 based on the relative population of the areas. [23 U.S.C. 175(e)(3)]

Federal Share

- In accordance with 23 U.S.C. 120. (See the "Federal Share" fact sheet for additional detail.) [§ 11403; 23 U.S.C. 120 and 175(f)]

Eligible Projects

- CRP funds may be obligated for projects that support the reduction of transportation emissions, including, but not limited to— [except as noted, § 11403; 23 U.S.C. 175(c)(1)]
 - a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
 - a public transportation project eligible under 23 U.S.C. 142;
 - a transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
 - a project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
 - deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;
 - a project to replace street lighting and traffic control devices with energy-efficient alternatives;
 - development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d);

- a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- efforts to reduce the environmental and community impacts of freight movement;
- a project that supports deployment of alternative fuel vehicles, including—
 - acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- a project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)]
- a project that reduces transportation emissions at port facilities, including through the advancement of port electrification; and
- any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis. (Note: FHWA will issue guidance on how the Secretary will make such certifications.) [§ 11403; 23 U.S.C. 133(b) and 175(c)(2)]

Coordination in Urbanized Areas Other Than Transportation Management Areas

Before obligating CRP funds for an eligible project in an urbanized area that is not a transportation management area, a State shall coordinate with any MPO that represents the urbanized area prior to determining which activities should be carried out under the project. [§ 11403; 23 U.S.C. 175(e)(4)]

Consultation in Rural Areas

Before obligating CRP funds for an eligible project in a rural area, a State shall consult with any regional transportation planning organization or MPO that represents the rural area prior to determining which activities should be carried out under the project. [§ 11403; 23 U.S.C. 175(e)(5)]

Program Features

Carbon Reduction Strategy

- Requires each State, in consultation with any MPO designated within the State, to— [§ 11403; 23 U.S.C. 175(d)]
 - develop a carbon reduction strategy not later than 2 years after enactment; [§ 11403; 23 U.S.C. 175(d)(1)] and
 - update that strategy at least every four years; [§ 11403; 23 U.S.C. 175(d)(3)]
- Requires the carbon reduction strategy to—
 - support efforts—and identify projects and strategies—to support the reduction of transportation emissions;
 - at the State's discretion, quantify the total carbon emissions from production, transport, and use of materials used in the construction of transportation facilities in the State; and
 - be appropriate to the population density and context of the State, including any MPO designated within the State. [§ 11403; 23 U.S.C. 175(d)(2)]

- Allows the carbon reduction strategy to include projects and strategies for safe, reliable, and cost-effective options to—
 - reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the State or an area served by the relevant MPO;
 - facilitate use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes; and
 - facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches. [§ 11403; 23 U.S.C. 175(d)(2)(B)]
- Requires FHWA to—
 - review the State's process for developing its carbon reduction strategy and certify that the strategy meets statutory requirements; and
 - at the request of a State, provide technical assistance in the development of the strategy. [§ 11403; 23 U.S.C. 175(d)(4) and (5)]

Treatment of Projects

- Treats every project funded under the program as if it were located on a Federal-aid highway. This ensures applicability of Davis-Bacon wage requirements. [§ 11403; 23 U.S.C. 175(g)]

Additional Information and Assistance

- FHWA can connect you with your local FHWA office and support you with technical assistance for planning, design, construction, preserving, and improving public roads and in the stewardship of Federal funds. For assistance, visit:
https://www.fhwa.dot.gov/bipartisan-infrastructure-law/technical_support.cfm



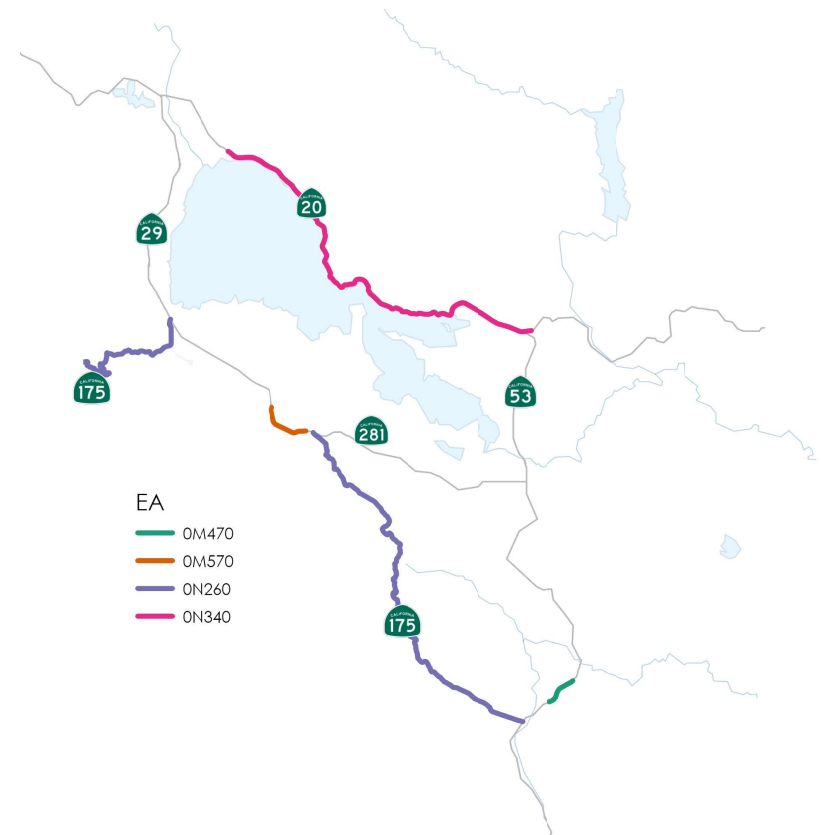
District 1 2026 Project Initiation Document (PID) Work Plan for Lake County

EA	Route	Begin PM	End PM	Improvement Description	Funding	Anchor Asset	M000 - Begin PID	M003 - Scope, Alternatives Defined (Submit ESR)	M006 - Draft 1st Level Circulation (DARR)	75% - 1st Circulation	M009 - 2nd Circulation	M010 - Completion Date	Project Engineer	Project Manager
ON340	20	12.61	31.94	Northshore Complete Streets	SHOPP	Complete Streets	07/06/23	10/30/23	02/21/24	04/17/24	06/11/24	06/24/24	Trevor Oppizzo	Izzy Konopa
OM570	29	31.40	33.70	Bottle Rock Safety Improvements	SHOPP	Safety - SI	11/07/22	03/29/23	06/28/23	08/23/23	12/21/23	01/22/24	Alex Simmons	Robert King
OM470	29	7.40	8.90	Middletown North Safety Improvements	SHOPP	Safety - SI	10/17/22	07/07/23	10/18/23	12/21/23	02/19/24	03/21/24	Nicole Farrell	Robert King
ON260	175	0.00	28.04	Lake 175 Drainage	SB-1	Drainage	06/10/24	10/01/24	12/18/202	02/07/25	03/17/25	04/17/25	Talitha Hodgson	Izzy Konopa

Project Initiation Document

A PID is a document that is meant to take a transportation project concept or idea and scope it. It identifies the purpose and need of the project and feasibility of delivering it in terms of an estimated cost, environmental studies needed, and potential project impacts and mitigation, and schedule.

A PID must be developed and approved by Caltrans for major capital projects on the state highway system. This is an essential first step in the project development process. Once an idea becomes a PID, it is then eligible to seek funding and programming as a project, apply for discretionary grant programs, and proceed to the next phase of project development, the Project Approval and Environmental Document (PA&ED) phase.



CT Milestone Report - Lake County - October 10, 2024

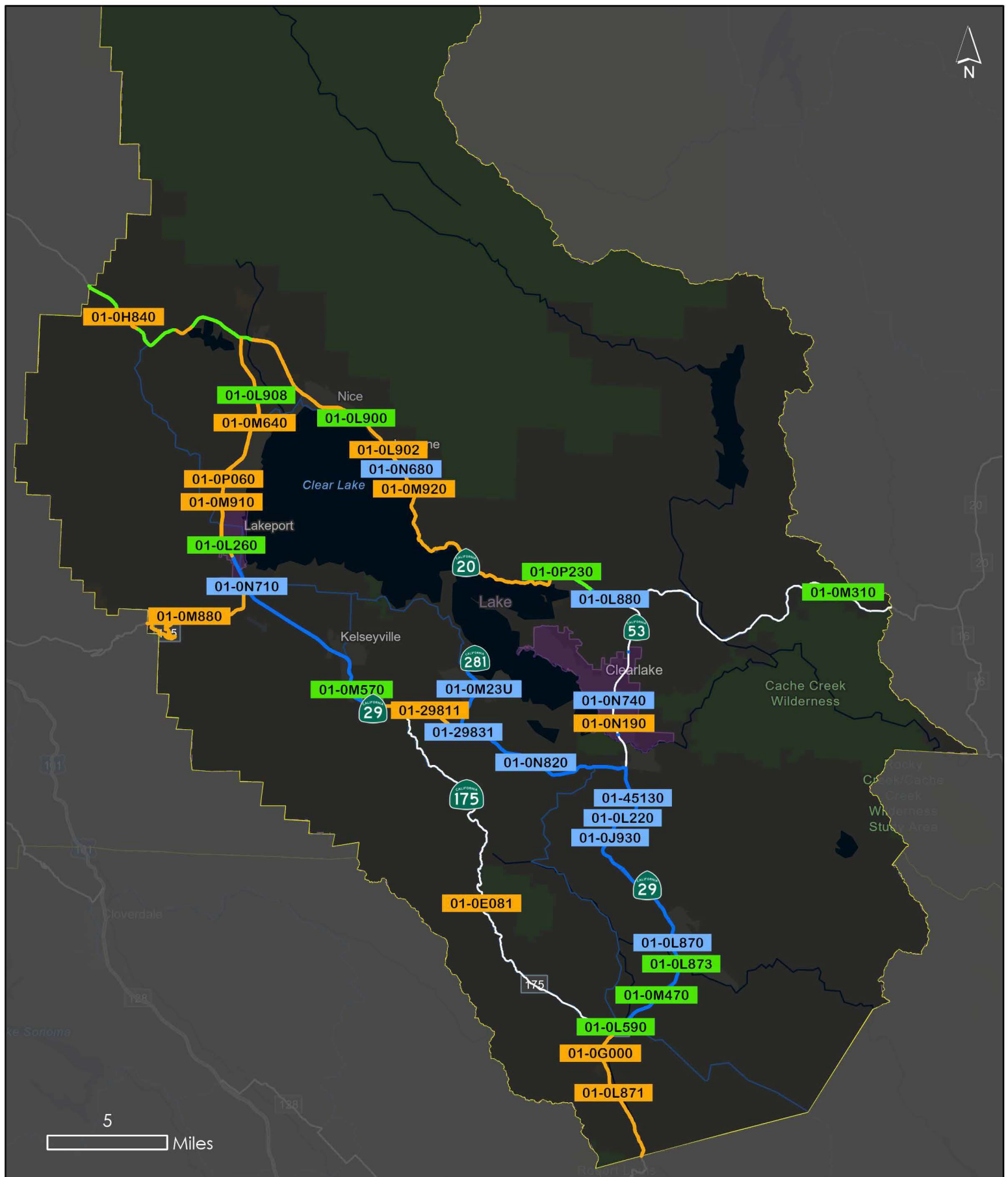
												Past Due	3 Months	Complete
Project Number	Program ^a	Project Manager	Route	Post Mile start/end	Nick Name	Legal Description	Work Description	Capital Construction Estimate	Capital Right-of-Way Estimate	Support Cost Estimate	Total Project Estimate	Current Phase ^b	Begin Construction	End Construction
01-0L900	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	\$6,816,788	\$6,819,788	PAED	12/03/2024	11/01/2026
01-0N680	MAINTENANCE	COONROD, CAREN E	020	16.1/18.1	Pedestrian Safety Enhancements [01-0N680 LAK-020]	IN LAKE COUNTY AT LUCERNE FROM GROVE STREET TO OGDEN ROAD	Pedestrian Safety Enhancements	\$640,000	\$0	\$396,014	\$1,036,014	PSE	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	\$9,795,899	\$26,345,899	PAED	12/11/2028	12/04/2030
01-0H840	SHOPP	KONOPA, ISRAL J	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	\$493,000	\$3,331,161	\$20,292,161	CONST	08/23/2023	12/01/2025
01-0P300	SHOPP MINOR A	FLOYD, KIMBERLY R	020	28.4/28.4	CLEARLAKE OAKS LEVEL 3 CHARGING STATION	IN LAKE COUNTY IN CLEARLAKE OAKS AT THE CLEARLAKE OAKS MAINTENANCE STATION	LEVEL 3 CHARGING STATION	\$0	\$0	\$2,586,809	\$2,586,809	PAED	03/28/2029	09/13/2030
01-0P230	SHOPP MINOR A	FLOYD, KIMBERLY R	020	28.4/28.5	Clearlake Oaks School Crossing	IN LAKE COUNTY IN CLEARLAKE OAKS AT EAST LAKE ELEMENTARY SCHOOL	School Crossing	\$1,040,000	\$0	\$2,202,220	\$3,242,220	PAED	03/12/2029	08/27/2030
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	\$364,803	\$464,803	CONST	11/30/2023	06/02/2029
01-0N470	SHOPP MINOR B	COONROD, CAREN E	020	5.3/5.3	(MNRB 0N470) 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	\$493,316	\$743,316	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	\$146,565	\$146,565	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	\$2,547,017	\$4,047,017	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		\$28,226,000	\$2,560,000	\$16,377,395	\$47,163,395	PAED	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	\$820,000	\$0	\$247,100	\$1,067,100	CONST	07/24/2024	02/28/2025
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	\$4,251,898	\$10,239,898	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	\$439,853	\$439,853	PSE	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	\$4,859,000	\$0	\$386,574	\$5,245,574	CONST	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	\$25,710,000	\$201,000	\$3,519,117	\$29,430,117	PSE	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	\$2,321,000	\$6,000	\$1,976,992	\$4,303,992	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	\$13,556,677	\$87,561,677	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	\$374,556	\$2,798,556	PSE	08/01/2025	11/01/2025
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	\$65,915,000	\$46,241,000	\$13,161,365	\$125,317,365	PSE	10/12/2027	12/01/2030
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	\$10,449,000	\$82,811	\$52,982,811	CONST	12/02/2019	11/04/2024

CT Milestone Report - Lake County - October 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
01-29821	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	\$5,401,000	\$199,020	\$29,357,020	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	\$259,857	\$66,467,857	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	\$389,970	\$389,970	CONST	12/30/2019	12/30/2027
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	\$11,307,219	\$25,007,219	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	\$6,601,413	\$45,528,413	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	\$262,058	\$262,058	CONST	06/01/2022	01/03/2025
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	\$595,000	\$6,797,575	\$13,711,575	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	\$6,672,340	\$16,692,340	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	APS Signal System and Census Sites Upgrade	\$447,000	\$0	\$191,331	\$638,331	PSE	06/30/2025	11/01/2025
01-0N710	MAINTENANCE	COONROD, CAREN E	029	R39.8/R39.9	LAKEPORT PARK AND RIDE MICRO-SURFACING	IN LAKE COUNTY NEAR LAKEPORT AT LAKEPORT PARK AND RIDE	LAKEPORT PARK AND RIDE MICRO-SURFACING	\$200,000	\$0	\$28,069	\$228,069	PSE	08/01/2025	11/01/2025
01-0P270	SHOPP	FLOYD, KIMBERLY R	029	R44.553/44.553	LAKEPORT LEVEL 3 CHARGING STATION	IN LAKE COUNTY IN LAKEPORT AT THE LAKEPORT MAINTENANCE STATION	LEVEL 3 CHARGING STATION	\$0	\$0	\$2,586,809	\$2,586,809	PAED	03/27/2029	09/12/2030
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	\$106,210	\$5,770,210	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	\$2,201,106	\$2,201,106	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	\$2,158,981	\$2,158,981	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	\$681,840	\$5,281,840	PSE	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	\$23,692	\$73,692	CONST	07/11/2023	12/29/2024
01-0N260	SHOPP	KONOPA, ISRAL J	175	0/28.04	Lake 175 Drainage	In Lake County near Lakeport from the Mendocino County line to Route 29		\$33,680,000	\$0	\$2,016,240	\$35,696,240	PID	04/29/2031	12/04/2033
01-0P360	MAINTENANCE	COONROD, CAREN E	175	0/R8.2	LAKEPORT MICRO-SURFACING	IN LAKE COUNTY NEAR LAKEPORT FROM THE MENDOCINO COUNTY LINE TO 1.3 MILES EAST OF MATHEWS ROAD	LAKEPORT MICRO-SURFACING	\$1,315,000	\$0	\$139,293	\$1,454,293	PSE	06/30/2025	11/01/2025
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
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 KONOCITI BAY ROAD TO ROUTE 29	MIDDLE MILE BROADBAND	\$0	\$0	\$760,840	\$760,840	CONST	07/29/2024	12/30/2025
01-0E081	SHOPP	KONOPA, ISRAL J	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	\$492,244	\$10,297,244	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.
b)	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.
	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.



Lake County Milestone Projects

- PA&ED
- PS&E
- Construction

