



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

LAKE COUNTY/CITY AREA PLANNING COUNCIL (APC) REVISED AGENDA

Wednesday, May 14, 2025

9:30 *(or once the LTA Meeting Adjourns)*

Primary Location: Lake Transit Authority
9240 Highway 53 Lower Lake, California

Zoom Login:

Dial-in number: 1 (669) 900-6833 / Meeting ID: 861 6312 1376# Passcode: 631754

(Zoom link provided to the public by request.)

Public comments will be accepted in person and through teleconference during the meeting on any agenda item when public comment is invited by the Chair.

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

PUBLIC EXPRESSION

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

CONSENT CALENDAR

4. Approval of April 9, 2025 Minutes

REGULAR CALENDAR

5. Public Hearing and Proposed Approval of Unmet Transit Needs for Fiscal Year 2025/26 (Sookne)
6. Presentation of the Draft 2025/26 Lake APC Budget (Pedrotti)
7. Discussion and Proposed Approval of the Amended Allocation Plan for Senate Bill 125 – Transit & Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) and Resolution #24-25-14 (Sookne)

INFORMATION PACKET

8. a) Northern Rural Energy Network (NREN)

NORTH SHORE PROJECT TOUR

- 01-0H840 – Blue Lakes Safety (PM 2/2.8)
- 01-0P490 – Lake 20 Pedestrian Enhancements (PM 2.4/30)
- 01-0N340 – Lake 20 Complete Streets (PM 8.3/29.54)
- 01-0M920 – Pedestrian Safety Enhancements (PM 8.87/28.54)
- 01-0N680 – Pedestrian Safety Enhancements (Lucerne) (PM 16.6/18.1)
- 01-0K660 – Lucerne Complete Streets (PM 16.74/18.02)
- 01-0P230 – Clearlake Oaks School Crossing (PM 28.4/28.5)

ADJOURNMENT

PUBLIC EXPRESSION

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

AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS

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

ADDITIONS TO AGENDA

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

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

CLOSED SESSION

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

POSTED: May 9, 2025



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LAKE COUNTY/CITY AREA PLANNING COUNCIL (APC) (DRAFT) MEETING MINUTES Wednesday, April 9, 2025

Location: Lake Transit Authority
9240 Highway 53
Lower Lake, California & Zoom

Teleconference Locations:
525 South Main Street Suite B, Ukiah
Caltrans District 1, 1656 Union St., Eureka

Present

Bruno Sabatier, Supervisor, County of Lake
Brad Rasmussen (*Alternate*), Supervisor, County of Lake
Stacey Mattina, City Council Member, City of Lakeport
Russ Cremer, City Council, City of Clearlake
Dirk Slooten, City Council, City of Clearlake
Kenneth Parlet, Council Member, City of Lakeport
Danny Wind, Member at Large

Absent

Tatiana Ahlstrand, Caltrans District 1 (Policy Advisory Committee)

Also Present

Lisa Davey-Bates, Executive Director – Lake APC
Alexis Pedrotti, Admin Staff – Lake APC
James Sookne, Admin Staff – Lake APC
Charlene Parker, Admin Staff – Lake APC
John Speka, Planning Staff – Lake APC
Jennifer Brennan, Energy Program Manager – NREN
Ryan O'Neill, Energy Program Specialist – NREN
Samuel Gaytan, Project Manager – Paratransit Services

Attending via Zoom

Nephele Barrett, Planning Staff – Lake APC
Michael Villa, Planning Staff – Lake APC
Hector Ortega, Admin Staff – Lake APC
Jeff Pimentel – Caltrans District 1
Glen March, Director of Public Works – County of Lake
Adeline Leyba, City of Clearlake
Faith Newton – The Resiliency Initiative

1. Call to Order/Roll Call

Chair Mattina called the meeting to order at 9:00 a.m. Secretary Charlene Parker called roll. Members present: Sabatier, Rasmussen (*Alternate*) Pyska, Cremer, Slooten, Mattina, Parlet, Wind

2. Northern Rural Energy Network (NREN)

Lisa Davey-Bates introduced Jennifer Brennan, Energy Program Manager, and Ryan O'Neill, Energy Program Specialist, as new NREN staff members. Lisa briefly reviewed the NREN program and its seven programs that will provide opportunities for education and assessments that are intended to identify needs and opportunities designed to support climate objectives and provide energy efficiency opportunities in homes, businesses and the public sector. The program was initiated through a partnership with the Mendocino Council of Governments, Redwood Coast Energy Authority, and the Sierra Business Council.

Jennifer Brennan introduced herself and shared her enthusiasm for working with Lake County communities. The initiative includes seven flexible programs designed to address existing service gaps by providing direct assistance to underserved and hard-to-reach rural populations. The primary goal is to reduce electricity costs in households, local government buildings, commercial buildings, and small businesses. At this stage, the focus is on residential equity, with an emphasis on raising awareness, conducting outreach, and offering education.

The program also serves as a gateway for communities to participate in energy-saving initiatives and take advantage of loans and rebates. Outreach efforts will be directed toward tribes, seniors, veterans, local elected officials, and business associations, with staff actively participating in community organizations across Lake County to broaden the program's reach. A secondary component of the program involves energy assessments and implementation strategies aimed at overcoming barriers and integrating energy-saving technologies.

Ryan O'Neill, an Energy Program Specialist, gave a brief introduction to one of the most exciting parts of the residential equity program: a free energy efficiency kit. The purpose of these kits is to offer residents immediate tools to improve energy efficiency and reduce costs. A sample kit includes LED light bulbs, insulation, smart outlets, and a power strip. The kits are being distributed to the community so residents can provide feedback, helping the program identify which tools are most useful and cost-effective.

On April 12, the NREN website will also go live. One of the tools on the website is a residential resource component for financing alternatives that are accessible. Incentives available can be very difficult to find. With this tool the entry of a ZIP code will display the current rebates that are available.

Discussions followed about the public equity program for the public agency buildings, the commercial resource program for businesses, and audits to find areas for improvement and efficiency. As part of the workforce, education, and training component of the program, NREN staff will partner with local contractors and installers.

3. Adjourn to Policy Advisory Committee

Chair Mattina adjourned to the Policy Advisory Committee (PAC) at 9:31 a.m. to include Caltrans District 1 staff and allow participation as a voting member of the Lake APC.

PUBLIC EXPRESSION

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

None

CONSENT CALENDAR

5. Approval of February 12, 2025 Draft Minutes

Director Sabatier made a motion to approve the Consent Calendar, as presented. The motion was seconded by Director Slooten and carried unanimously.

6. Presentation Update for the Wildfire Evacuation and Preparedness Plan

John Speka introduced the item, explaining that funding for the Wildfire Evacuation Preparedness Plan was received through the Sustainable Transportation Planning Grant Program. John introduced Faith Newton from the consulting firm contracted to prepare the Plan The Resiliency Initiative. Faith gave a detailed presentation, describing the process. The goal was to evaluate existing infrastructure, planning, and preparedness measures in Lake County, identify gaps, and provide recommendations to reduce wildfire risks. The analysis covered evacuation routes, zones, community efforts, and the importance of coordination and communication across jurisdictions. Faith highlighted the primary and secondary evacuation routes, accessible resources, and communication strategies. The next steps include holding public workshops and working with the Technical Advisory Group to finalize the fire vulnerability analysis, and also to develop a “preparedness” memo. The full countywide Plan was expected to be completed by October.

Additional discussions followed regarding fire risk areas with one outlet and how primary and secondary routes were determined by road type classification, stressing the need for a clear definition of primary and secondary routes.

7. Discussion and Recommended approval of the Revised Meeting Calendar

Lisa Davey-Bates stated that the revised schedule reflected the postponement of the tour to be moved to the next meeting in May.

Director Sabatier made a motion to approve the Revised Meeting Calendar, as presented. The motion was seconded by Director Cremer and carried unanimously.

8. Discussion of the 2025/26 Draft Overall Work Program

Alexis Pedrotti provided an update on the Overall Work Program (OWP), explaining that while funding was initially insufficient to issue a Call for Projects, it was later learned that Caltrans had increased Rural Planning Assistance (RPA) funding by \$110,500 for FY 2025/26. This new funding made it possible to consider new planning project applications. Alexis reviewed carryover projects, including the Wildfire Evacuation and Preparedness Plan, the Zero Emission Vehicle Infrastructure Plan, and a potential Tribal Transportation Needs Study (grant announcements for this project are expected to come in the summer). The draft OWP had already been submitted to Caltrans by the March deadline with only the Pavement Management Program Update proposed, but Alexis noted there was still time to revise it. The Technical Advisory Committee reviewed and ranked submitted project applications, deciding to allocate the new RPA funds to updating Local Road Safety Plans across the region. Caltrans provided feedback on the draft, and both their comments and the additional funding would be incorporated into the final version, which will go to the TAC in April and to Lake APC for approval in May.

RATIFY ACTION

9. Adjourn Policy Advisory Committee and Reconvene as Area Planning Council

Chair Mattina adjourned the Policy Advisory Committee at 9:50 a.m. and reconvened as the APC.

10. Consideration and Adoption of Recommendations of Policy Advisory Committee

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

REPORTS

11. Reports & Information

a. Lake APC Planning Staff

i. Planning projects

John Speka gave a brief update on the current projects.

Wildfire Evacuation and Preparedness Plan:

The Wildfire Evacuation and Preparedness Plan progress was discussed in the earlier presentation.

Zero Emission Vehicle (ZEV) Infrastructure Plan:

Lake APC was awarded a Sustainable Transportation Planning Grant to develop a countywide Zero Emission Vehicle (ZEV) Infrastructure Plan. The project was to evaluate the region's charging/fueling infrastructure for future expansion in this area. ICF was the consulting firm selected, and a kick-off meeting was held on March 14. Currently, staff is forming the Technical Advisory Group (TAG).

State Route 53 Corridor Priority Projects Outreach Study

The State Route 53 Corridor Priority Projects Outreach Study was funded through the Overall Work Program (OWP). GCW was the consulting firm selected, and a kick-off meeting was expected in the next few weeks. 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.

Director Cremer questioned if the study would change the corridor lighting upgrades in Clearlake. John replied that the study was focused on preferences of the community for potential safety projects along the corridor.

Safe Streets and Roads for All (SS4A)

Delays continue in receiving grant agreement approval from the Federal Highway Administration (FHWA). The original submittal of a draft agreement took place nearly a year ago, with minor revisions requested and made last October and December. Given the uncertainty surrounding newer rules at FHWA, it is unclear if the funds will become available. Because of this, staff considered the OWP as alternative funding to update the Local Road Safety Plans (LRSPs) prepared for the region's three jurisdictions.

Lisa stated that the primary reason staff was requesting OWP funds was because certain updates to the existing 2022 LRSPs were required in order to be eligible for certain grant funding.

Director Sabatier expressed concerns about the safety and fatalities on the corridor. Since the data had shown the updates to be necessary, it was difficult to accept that the requirements were delaying the safety projects.

Regional Transportation Plan/Active Transportation Plan (RTP/ATP) Updates

John reported that an update to the Regional Transportation Plan (RTP) and Active Transportation Plan (ATP) are underway. Currently, staff have been focusing on the public outreach component. John provided presentations and flyers containing information to

Board members, Technical Advisory Committee (TAC) and Social Services Transportation Advisory Council (SSTAC) members, as well as to County and city websites and social media outlets. Additionally, the staff report provided a list of presentations (that have been given or are scheduled) before a number of town hall groups, school boards, or other citizen led advisory bodies to increase knowledge of the RTP/ATP, including ways to access a survey and an interactive mapping tool to identify transportation needs or recommend improvements.

There were discussions regarding the mapping tool because it appeared that comments may not appear on the map. James planned to resolve the issue and inform Director Sabatier to ensure the comments were being recorded successfully.

ii. Miscellaneous

b. Lake APC Administration Staff

i. Next Meeting Date – May 14, 2025 (Lower Lake)

Lisa shared an update on the upcoming May field trip focused on projects along the North Shore. Caltrans plans to send five staff members and is preparing maps and handouts for the projects located on Highways 20 and 53. Caltrans staff requested Board members to suggest any specific locations of interest. Additionally, Caltrans was preparing for its bi-annual Regional Transportation Planning Agencies (RTPA) and State Highway Operation and Protection Program (SHOPP) project engagement and would like to present updates to both the Technical Advisory Committee (TAC) and the Lake APC Board. The Traffic Safety team is also planning a public meeting in late summer or early fall to conduct outreach for a safety project along SR 20, and they aim to provide updates at upcoming TAC and Board meetings.

Miscellaneous

c. Local Agency Updates

None

d. Lake APC Directors

Director Cremer raised concerns about problematic intersections at Soda Bay Road and Gaddy Lane, emphasizing that the area should be prioritized in future transportation planning. While a flashing light was being discussed as a short-term measure, Cremer stressed the need for a full realignment of the crossing. He also highlighted a dangerous sweeping turn on Lake Street in Lower Lake near the schools, where pedestrian visibility is limited. In response, John Speka confirmed that both locations have been longstanding concerns. He noted that the Lake Street intersection was included in the APC's Pedestrian Facility Needs Study and the Regional Transportation Plan, positioning it to compete for future improvement funding.

Director Sabatier questioned if the Bottle Rock Road and Lake 29 intersection was on the field trip scope. Lisa replied that the area was not on the upcoming list, but could be visited at a future tour.

Director Wind mentioned that they had attended a presentation that included a chart of FHWA standards for pedestrian beacons and believed the material would be helpful for the tour. Lisa stated that the chart would be valuable information.

e. Caltrans

i. SR 29 Project Update:

Lisa informed the members that Jeff Pimentel had left the meeting and had provided an update in the chat section of the Zoom meeting which read:

Caltrans staff continues to work on developing appraisal mapping for the right-of-way acquisition process. It was anticipated that mapping would be finished by the end of May 2025. The utility companies that were assigned to the utility corridor met with staff for a kickoff meeting. PG&E was in the process of allocating a design team to the project to evaluate the proposed utility corridor and determine if any changes were needed. PG&E anticipates beginning the relocation design by this summer. Due to the length of time since our last environmental technical studies, staff must perform the studies again to confirm previous impact findings and ensure no changes to sensitive resources. Additionally, staff have obtained approximately half the permits to enter from property owners to perform surveys.

ii. Lake County Project Status Update:

iii. Miscellaneous:

f. Rural Counties Task Force

i. Next Meeting Date – May 9 (*Teleconference*)

Lisa commented that at the Rural Counties Task Force (RCTF) meeting, the topic of evacuations and wildfire preparedness was discussed, and there was a lot of debate over why climate impacts such as sea level rise were given so much emphasis when there was a more immediate need for efforts to help reduce wildfire impacts and to prepare for evacuations. Most people agree with the importance of sea level rise resulting from climate change, however, impacts from sea level rise may take decades to materialize, while those resulting from wildfires are seen on an annual basis. Lisa mentioned that she planned to sit in on a subcommittee and was hopeful that the current wildfire preparedness plan being developed would help to inform that effort.

g. California Transportation Commission

i. Next Meeting Date – April 24-25 (*Sacramento*)

h. California Association of Councils of Governments (CalCOG)

i. CDAC Meeting – April 11 (*Hybrid*)

ii. CalCOG Board of Directors Meeting – April 30 (*Virtual*)

i. Miscellaneous

None.

12. INFORMATION PACKET

a) 2/12/25 Draft Lake TAC Minutes

ADJOURNMENT

The meeting was adjourned by Chair Mattina at 10:15 a.m.

Respectfully Submitted,

DRAFT

Charlene Parker, Administrative Associate



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: 2025/26 Unmet Transit Needs Finding

DATE PREPARED: May 5, 2025

MEETING DATE: May 14, 2025

SUBMITTED BY: James Sookne, Program Manager

BACKGROUND:

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

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

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

The current Unmet Needs Process began at the November meeting of the SSTAC, where the 24/25 list of unmet needs was reviewed. The process continued at the February SSTAC meeting where a list of potential unmet transit needs was developed.

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

- a) The testimony *includes* “unmet transit needs” according to the APC’s adopted definition, and those needs are directed to the APC and LTA staff for analysis and further review by the SSTAC; or
- b) The testimony *does not* include any “unmet transit needs” according to the adopted definition. Therefore, there are no unmet transit needs found for fiscal year 2025/26, and the annual process is concluded.

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

ACTION REQUIRED:

1. Make a finding that proper notice of meeting has been provided (30-day notice published in the Record Bee 4/11/2025).
2. Receive staff report.
3. Open public hearing.
4. Receive public comment.
5. Close public hearing.
6. Make one of the two findings shown above, using the attached adopted definitions.

ALTERNATIVES: None identified.

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

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2110531

LAKE COUNTY / CITY AREA PLANNING COUNCIL

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Affidavit of Publication STATE OF CALIFORNIA County of Lake

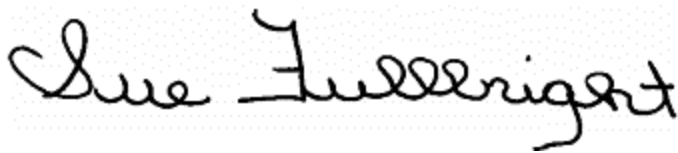
I, Sue Fullbright, being first duly sworn, depose and say: That at and during all the dates and times herein mentioned I was, and now am the legal clerk of the Lake County Record-Bee, a newspaper published for the dissemination of local or telegraphic news and intelligence of a general character, having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

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

For 1 issue published therein on the following date, viz: 04/11/2025;

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

Executed this 14th day of April, 2025 at Lakeport, California. I hereby declare under penalty of perjury that I have read the foregoing and that it is true and correct.



Sue Fullbright, Legal Clerk

Legal No.

0006888885

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Lake County/City Area Planning Council (APC) will meet on Wednesday, May 14, 2025, at 9:00 a.m. or as soon thereafter as possible, at the Lake Transit Authority Operations and Maintenance facility, located at 9240 Hwy 53 in Lower Lake, to consider the following item. Agendas and meeting materials will be posted to APC's website at <https://www.lakeapc.org/>.

Public Hearing - Unmet Transit Needs

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

The purpose of this public hearing is to allow the public opportunity to comment on and/or suggest additions to the list of potential unmet transit needs prior to APC action.

For further information, please contact the APC office at 707-234-3314.

Lisa Davey-Bates
Executive Director

4-11/25

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

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

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

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



Lake Transit Authority

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April 19, 2024

Lisa Davey-Bates
Executive Director
Lake Area Planning Council
525 S. Main Street, Suite G
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Lake Transit Authority Response to Potential Unmet Transit Needs & Recommended Findings for the APC FY 2024/25

Dear SSTAC Members, Technical Advisory Committee Members, and APC:

Thank you for the opportunity to respond to the list of FY 2024/25 Potential Unmet Needs. Lake Transit Authority (LTA) takes these very seriously. It is unfortunate that all available TDA dollars are already expended making our response to new potential needs difficult. In most cases, responding to an unmet need will mean that LTA and/ or the APC must either find a new funding source, such as a federal or state grant, or weigh the importance of the unmet against cutting an existing service.

1. Eastbound service to Spring Valley. Currently, there is no service east of SR 53.

Response: Transit service for residents of Spring Valley is an unmet need. The Live Oak Transportation Project, an FTA Section 5317 funded program that was sponsored by the Area Agency on Aging and operated by Live Oak Senior Center, attempted to serve Spring Valley residents while that project was active for several years beginning in 2009; however, there was very little demand for service. The recommendation from the FY 22/23 Unmet Transit Needs Process was to further study this issue during the current update to the Transit Development Plan for Lake County. The 2023 Transit Development Plan recommends operating a lifeline service from Clearlake/Lower Lake to Spring Valley two times a day, one day a week. This service would be by advance reservation only and would cost approximately \$11,000 per year.

Recommended Finding: At this time, service to Spring Valley is an unmet need that is unreasonable to meet due to a lack of resources.

2. Eastbound service, allowing people to connect with service to the Sacramento area. Currently, the closest connection is at the Cache Creek Casino.

Response: Intercity bus service connecting to Sacramento is an unmet need that may be reasonable to meet. Lake Transit Authority was included in a coordinated joint Transit and Intercity Rail Capital Program (TIRCP) grant application submitted by the Shasta Regional Transportation Agency (SRTA) that would provide capital funding for a zero-emission bus project for Phase II of the North State Express. Unfortunately, SRTA's TIRCP application that included this service was not successful. LTA is currently working with SRTA and other rural northern California transit agencies on interagency connectivity, which would include a connection from Lake County to I-5. At this time, these plans are purely conceptual and due to a lack of funding, it is unknown when implementation will occur. Therefore, this unmet need is not reasonable to meet.

Recommended Finding: The unmet need for service connecting to the Sacramento region is unreasonable to meet at this time due to a lack of funding.

3. Fixed route service on Sundays. Another frequently noted need subject to funding availability.

Response: There is a need for service on Sundays throughout Lake County, as noted during the public survey process during the 2023 update to the Transit Development Plan (TDP). Based on transit industry statistical evidence, transit service attracts fewer riders on Saturday than weekdays, and even fewer on Sunday than on Saturday. LTA Saturday ridership supports the industry evidence as there are 35 to 40 percent fewer Lake Transit riders on Saturdays than on weekdays. Sundays would likely generate even fewer riders. A recommendation from the 2023 TDP is to do a pilot project within the City of Clearlake that would offer on-demand microtransit service on Sundays from 9:00AM to 3:00PM, for an approximate annual cost of \$31,300. This pilot project would gauge whether this type of service could be implemented in other major community centers throughout the County.

Recommended Finding: There is an unmet need for transit service on Sundays. The need is not reasonable to meet at this time due to a lack of funding.

4. NEMT after normal business hours. Instances in which a need for non-emergency transport arises outside of normal service hours.

Response: During LTA business hours, many NEMT needs are met by LTA transit and paratransit services. When LTA is closed, the only resources are typically taxi and emergency medical transportation provided by fire districts. Utilizing EMT services for NEMT needs is costly and problematic. One idea to address this situation is to extend LTA paratransit hours, or provide an alternative NEMT service through Lake Links, and work with the fire districts to dispatch the most appropriate and cost-effective service. If the patient is ambulatory, the Lake Links' Pay-Your-Pal or Volunteer Driver Program could be an option. The extent of the need for afterhours NEMT is not well documented, and the feasibility of providing afterhours NEMT is therefore unknown.

Recommended Finding: NEMT after Lake Transit operating hours is an unmet need. At this time, it is unknown if it is reasonable to meet. This requires additional study by LTA, Lake Links, and/or the APC.

5. Individualized, flexible transportation to meet the transportation needs of seniors, persons with disabilities, or low-income persons who are unable to utilize the existing public transportation system.

Response: Although most of the focus as of late has been on non-emergency medical transport (NEMT) services, there is also a need for other “on-demand” types of services for non-medical trips. A previous survey for the Pay-Your-Pal (PYP) program revealed that 90% of the respondents were in favor of this type of service. The recommendation from the FY 22/23 Unmet Transit Needs Process was to further study this issue during the current update to the Transit Development Plan (TDP) for Lake County. Based on current ridership data and survey results from the TDP, microtransit could be implemented in some parts of the county, specifically in Lakeport and the Rivas, which would provide a partial solution to this unmet need. However, without additional funding dedicated to this “on-demand” service, implementation of this service at this time could only be done by reducing existing fixed-route service. Another potential solution to help meet this need could be Lake Links’ Pay-Your-Pal or Volunteer Driver Program. While these programs aren’t necessarily “on-demand”, both could help to meet this need.

Recommended Finding: At this time, implementation of an “on-demand” type service to meet the transportation needs of seniors, persons with disabilities, or low-income persons who are unable to utilize the existing public transportation system is an unmet need that is unreasonable to meet due to a lack of funding.

6. Earlier service to Ukiah for medical appointments, criminal justice appointments, and courses at Mendocino College. The existing fixed route service to Ukiah doesn’t allow riders to attend early morning medical or criminal justice appointments or early classes at Mendocino College.

Response: Over the years, LTA has received the occasional comment that there should be earlier service to Ukiah so riders could get to their early appointments; however, the exact demand for this service hasn’t been known. The recommendation from the FY 22/23 Unmet Transit Needs Process was to further study this issue during the current update to the Transit Development Plan for Lake County. The 2023 Transit Development Plan recommends eliminating the last Route 7 run, which currently leaves Lakeport at 5:00PM and returns to Lakeport at 8:28PM and adding an earlier run that would leave Lakeport at 6:30AM and arrive in Ukiah at 8:00AM. This would allow riders to attend their early morning medical or criminal justice appointments or early classes at Mendocino College.

Recommended Finding: With some planning and adjustments to the existing schedule, earlier service to Ukiah for medical appointments, criminal just appointments, and courses at Mendocino College could be an unmet need that is reasonable to meet.

Again, thank you for the opportunity to respond to unmet needs testimony. The partnership between LTA and the Area Planning Council to identify unmet needs, and plan appropriate responses has continued to provide many useful and important transportation improvements.

Sincerely,



James Sookne
Program Manager



LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

TITLE: Draft 2025/26 Lake APC Budget

DATE PREPARED: May 6, 2025

MEETING DATE: May 14, 2025

SUBMITTED BY: Alexis Pedrotti, Project Manager

BACKGROUND:

Attached to this staff report you will find the draft 2025/2026 Lake APC Budget. This draft provides you the opportunity to see the anticipated revenues and expenditures for the upcoming Fiscal Year. This budget does not include all estimated carryover funding amounts. Final amounts will not be available until early July, at which time the budget will be amended to reflect the actual carryover. APC Administrative Staff presented options for the FY 2025/26 draft budget at the April APC Executive Committee Meeting.

The FY 2024/25 LTF estimate, generated through the established formula, suggested a decrease of 5.88% that brought the total LTF Estimate to \$1,612,679. As some may recall, because of the unusual and unpredictable circumstances, staff proposed a cautious approach and requested to reduce the estimate to \$1,600,000 for 2024/25. Fortunately, revenues have materialized more generously than anticipated, and it is expected that revenues received over the LTF estimate will be carried over to FY 25/26 and utilized to help bridge the gap with the shortfall in funding needed for operating the transit system.

Moving forward into FY 2025/26, based on the same method, the LTF formula indicates a 5.78% increase for FY 2025/26. This adjustment would raise the estimated LTF revenues by \$93,213, bringing the total FY 2025/26 LTF estimate to \$1,705,892. After careful consideration, a slight adjustment has been made to set the LTF Fund Estimate at \$1,700,000, with the possibility of further revisions mid-year, depending on actual revenue fluctuations.

As noted, this is the Draft Budget that is available for discussion, but no action is needed. The Final Budget will be brought back in June for adoption. I would be happy to answer any questions regarding the draft budget at the Board Meeting on May 14, 2025.

ACTION REQUIRED: None, this is informational only.

ALTERNATIVES: None.

RECOMMENDATION: Informational only, no action is required.



LAKE COUNTY/CITY AREA PLANNING COUNCIL

FY 2025/26

DRAFT - BUDGET SUMMARY

REVENUES						COMMENTS:
Budget						
	(Proposed) Adopted: 6/11/25				Estimated Actual	
LOCAL:						
Transportation Development Act (TDA)						
Local Transportation Funds (LTF)						
- 2025/26 Local Transportation Fund (LTF) Estimate	\$ 1,700,000	\$ -	\$ -	\$ -	\$ 1,700,000	2025/26 Approved LTF Estimate - Slight increase based on EC Recommendation.
Local Transportation Fund Carryover :						
- Prior-Year Unallocated LTF Revenue	\$ 388,664	\$ -	\$ -	\$ -	\$ 388,664	Unallocated LTF Funds received in prior year - BOE alloc. above the "Approved" LTF Est.
- Administration	\$ -	\$ -	\$ -	\$ -	\$ -	Carryover funding to be reflected in the Final or 1st Amendment.
- LTF Reserve Fund Balance	\$ 1,164,422	\$ -	\$ -	\$ -	\$ 1,164,422	Approved 6.2019 by APC Board/Amended 11.2023
- Planning and Programming OWP	\$ 37,500	\$ -	\$ -	\$ -	\$ 37,500	Est. carryover funding. Actuals to be reflected in the 1st Amendment.
- Pedestrian and Bicycle Fund Balance	\$ 144,015	\$ -	\$ -	\$ -	\$ 144,015	Lakeport Balance (\$143,857) + Unallocated (\$158)
- Community Transit Service Fund Balance / CTSA	\$ -	\$ -	\$ -	\$ -	\$ -	Lake Links has been fully allocated for 2024/25.
- Public Transportation / LTA Allocation	\$ -	\$ -	\$ -	\$ -	\$ -	LTA has been fully allocated for 2024/25.
- Unrestricted Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	Unrestricted balance will be updated in the Final Budget.
Total LTF Carryover:	\$ 1,734,600	\$ -	\$ -	\$ -	\$ 1,734,600	
Total LOCAL Revenues:	\$ 3,434,600	\$ -	\$ -	\$ -	\$ 3,434,600	
STATE:						
Planning Programming & Monitoring (PPM) Funds						
- 2025/26 NEW OWP Allocation	\$ 68,000	\$ -	\$ -	\$ -	\$ 68,000	Funds Expire: 6/30/28
- 2024/25 Carryover OWP Allocation	\$ 12,500	\$ -	\$ -	\$ -	\$ 12,500	2024/25 estimated carryover amount. Actuals to be reflected in the 1st Amendment
Total PPM Funds:	\$ 80,500	\$ -	\$ -	\$ -	\$ 80,500	
Rural Planning Assistance (RPA) Funds						
- 2025/26 NEW OWP Allocation	\$ 404,500	\$ -	\$ -	\$ -	\$ 404,500	Begin FY 2025/26 Additional RPA Alloc (Increase of \$110,500).
- 2024/25 Carryover OWP Allocation	\$ -	\$ -	\$ -	\$ -	\$ -	2024/25 actual carryover to be reflected in the 1st Amendment
Total RPA Funds:	\$ 404,500	\$ -	\$ -	\$ -	\$ 404,500	
Transportation Development Act (TDA)						
State Transit Assistance (STA) Funds						
- 2025/26 NEW Allocation (PUC) section 99313 & 99314	\$ 715,867	\$ -	\$ -	\$ -	\$ 715,867	2025/26 STA Alloc. - based on preliminary estimate. 1/2025
- 2024/25 Carry-Over Funding	\$ -	\$ -	\$ -	\$ -	\$ -	2024/25 actual carryover amounts to be reflected in the 1st Amendment
Total STA Funds:	\$ 715,867	\$ -	\$ -	\$ -	\$ 715,867	
State of Good Repair (SGR) Program Funds						
- 2025/26 NEW Allocation (PUC) section 99313 & 99314	\$ 124,152	\$ -	\$ -	\$ -	\$ 124,152	2025/26 SGR Alloc. - Allocation based on estimate - 1/2025
- 2024/25 Carry-Over Funding	\$ -	\$ -	\$ -	\$ -	\$ -	2024/25 actual carryover amounts to be reflected in the 1st Amendment
Total SGR Funds:	\$ 124,152	\$ -	\$ -	\$ -	\$ 124,152	
Transit and Intercity Rail Capital Program (TIRCP)						
- 2024/25 Carry-Over SB 125 Transit Program	\$ 84,159	\$ -	\$ -	\$ -	\$ 84,159	Funds are population-based (1% of regions total allocation).
Total SB 125 Funds:	\$ 84,159	\$ -	\$ -	\$ -	\$ 84,159	
Total STATE Revenues:	\$ 1,409,178	\$ -	\$ -	\$ -	\$ 1,409,178	
FEDERAL:						
Regional Surface Transportation Program (RSTP)						
- 2025/26 RSTP Local Agency Distribution:	\$ 860,447	\$ -	\$ -	\$ -	\$ 860,447	Passes through to cities/County
- RSTP Carryover Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	Apport. for FY 2024/25 -Allocat. will be received in 2025/26
Total RSTP Funds:	\$ 860,447	\$ -	\$ -	\$ -	\$ 860,447	2024/25 estimated carryover amounts to be reflected in the Final
Transit Pass-Through Funding						
5311 Federal Funds - FFY 2025	\$ 572,205	\$ -	\$ -	\$ -	\$ 572,205	FFY 2025-Regional Apportionment to LTA
Total FEDERAL Revenues:	\$ 1,432,652	\$ -	\$ -	\$ -	\$ 1,432,652	
GRAND TOTAL REVENUES	\$ 6,276,430	\$ -	\$ -	\$ -	\$ 6,276,430	

ALLOCATIONS

COMMENTS:

	Budget						
	(Proposed) Adopted: 6/11/25					Estimated Actual	
LOCAL:							
Transportation Development Act (TDA)							
2025/26 Local Transportation Funds (LTF) Annual Priority Allocations							
- Administration Allocation							
Admin Contract (July 1, 2025 to June 30, 2026)	\$ 655,684	\$ -	\$ -	\$ -	\$ -	\$ 655,684	APC/LTA Admin Contract based on 2024/25 DBC Contract + CPI
Board Member Reimbursement for Meetings	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000	Board Member reimbursement to board members for meeting attendance.
Training/Travel Expenses (uncontracted)	\$ 7,000	\$ -	\$ -	\$ -	\$ -	\$ 7,000	Covers expenses for training/travel not included in contract or work program.
Lake County Auditor/Controller	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ 6,000	Accounting services by the County of Lake Auditor's Office
Fiscal Audit	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ 15,000	Annual requirement of TDA to audit LTF/STA funds.
Membership Dues -CalCOG, NARC, NSSR	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ 10,000	Facilitates communication between COGs, local officials, state/federal agencies & public
Contingency	\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ 8,000	Unexpected costs beyond typical annual budget expenses.
Sub-Total 2025/26 Admin Allocations	\$ 705,684	\$ -	\$ -	\$ -	\$ -	\$ 705,684	
- LTF Reserve Fund (5%) Allocation	\$ 85,000	\$ -	\$ -	\$ -	\$ -	\$ 85,000	(5% of LTF Estimate \$1.7M)
- Planning and Programing (3%) Allocation	\$ 51,000	\$ -	\$ -	\$ -	\$ -	\$ 51,000	New Overall Work Program Planning Amount for FY 2025/26.
- Pedestrian and Bicycle (2%) Allocation	\$ 19,886	\$ -	\$ -	\$ -	\$ -	\$ 19,886	2% LTF Allocation for Bike and Pedestrian Purposes
- Community Transit Service (5%) Allocation - CTSA Article 12	\$ 49,716	\$ -	\$ -	\$ -	\$ -	\$ 49,716	These funds will be allocated to Lake Links, CTSA for Lake County.
- Public Transportation Allocation - Lake Transit Authority	\$ 1,177,378	\$ -	\$ -	\$ -	\$ -	\$ 1,177,378	FY 2025/26 Transit Allocation
Total 2025/26 LTF Allocations:	\$ 2,088,664	\$ -	\$ -	\$ -	\$ -	\$ 2,088,664	Total LTF Revenue through Apportionment
Local Transportation Fund Carryover :							
- Administration (Act. 531)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
- LTF Reserve Fund Balance (Act. 534)	\$ 1,164,422	\$ -	\$ -	\$ -	\$ -	\$ 1,164,422	
- Planning and Programming OWP (Act. 532)	\$ 37,500	\$ -	\$ -	\$ -	\$ -	\$ 37,500	Est. carryover funding. Actuals to be reflected in the 1st Amendment.
- Pedestrian and Bicycle Fund Balance (Act. 526)	\$ 144,015	\$ -	\$ -	\$ -	\$ -	\$ 144,015	Lakeport Balance (\$143,857) + Unallocated (\$158)
- Community Transit Service Fund Balance (Act. 414)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	No expected carryover from FY 2024/25.
- Public Transportation / LTA Allocation (Act. 412)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	No expected carryover from FY 2024/25.
- Unrestricted Fund Balance (Act. 527)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Unrestricted balance to be updated in the Final Budget.
Total LTF Carryover :	\$ 1,345,936	\$ -	\$ -	\$ -	\$ -	\$ 1,345,936	
Total LOCAL Allocations:	\$ 3,434,600	\$ -	\$ -	\$ -	\$ -	\$ 3,434,600	
STATE:							
Planning Programming & Monitoring (PPM) Funds							
- 2025/26 NEW OWP Allocation	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ 68,000	2025/26PPM Allocation Amount
- 2024/25 Carryover OWP Allocation	\$ 12,500	\$ -	\$ -	\$ -	\$ -	\$ 12,500	2024/25 estimated carryover amount. Actuals to be reflected in the 1st Amendment
Total PPM Allocations:	\$ 80,500	\$ -	\$ -	\$ -	\$ -	\$ 80,500	
Rural Planning Assistance Funds (RPA)							
- 2025/26 NEW OWP Allocation	\$ 404,500	\$ -	\$ -	\$ -	\$ -	\$ 404,500	
- 2024/25 Carryover OWP Allocation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Carryover funds to be reflected in the Final or 1st Amendment.
Total RPA Funds:	\$ 404,500	\$ -	\$ -	\$ -	\$ -	\$ 404,500	
Transportation Development Act (TDA)							
State Transit Assistance (STA) Funds							
- 2025/26 NEW Allocation (PUC) section 99313 & 99314	\$ 715,867	\$ -	\$ -	\$ -	\$ -	\$ 715,867	2025/26 STA Alloc. - based on preliminary estimate. 1/2025
- 2024/25 Carry-Over Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2024/25 actual carryover amounts to be reflected in the 1st Amendment
Total STA Funds:	\$ 715,867	\$ -	\$ -	\$ -	\$ -	\$ 715,867	
State of Good Repair (SGR) Program Funds							
- 2025/26 NEW Allocation (PUC) section 99313 & 99314	\$ 124,152	\$ -	\$ -	\$ -	\$ -	\$ 124,152	2025/26 SGR Alloc. - Allocation based on estimate - 1/2025
- 2024/25 Carry-Over Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2024/25 actual carryover amounts to be reflected in the 1st Amendment
Total SGR Funds:	\$ 124,152	\$ -	\$ -	\$ -	\$ -	\$ 124,152	
Transit and Intercity Rail Capital Program (TIRCP)							
- 2024/25 Carry-Over SB 125 Transit Program	\$ 84,159	\$ -	\$ -	\$ -	\$ -	\$ 84,159	These funds will be carried over until fully expended.
Total SB 125 Funds:	\$ 84,159	\$ -	\$ -	\$ -	\$ -	\$ 84,159	
Total STATE Allocations:	\$ 1,409,178	\$ -	\$ -	\$ -	\$ -	\$ 1,409,178	
FEDERAL:							
Regional Surface Transportation Program (RSTP)							
- NEW Local Agency Distribution (2025/26):	\$ 860,447	\$ -	\$ -	\$ -	\$ -	\$ 860,447	Passes through to Cities/County Apportionment for FY 2024/25. Allocation will be received in 2025/26

Lakeport (8%)	\$	88,426	\$	-	\$	-	\$	-	\$	88,426	
Clearlake (22%)	\$	243,170	\$	-	\$	-	\$	-	\$	243,170	
Lake County (70%)	\$	528,851	\$	-	\$	-	\$	-	\$	528,851	County's separate RSTP 182.6(d2) apportionment-\$244,873 included in formula
- 2024/25 <i>Carry-Over</i> Funding:	\$	-	\$	-	\$	-	\$	-	\$	-	APC holds local agency funds until required documentation has been submitted.
Total RSTP Funds for Distribution:	\$	860,447	\$	-	\$	-	\$	-	\$	860,447	
<u>Transit Pass-Through Funding</u>											
<u>5311 Federal Funds - FFY 2025</u>	\$	572,205	\$	-	\$	-	\$	-	\$	572,205	FFY 2025-Regional Apportionment to LTA
Total <u>FEDERAL</u> Allocations:	\$	1,432,652	\$	-	\$	-	\$	-	\$	1,432,652	
GRAND TOTAL ALLOCATIONS	\$	6,276,430	\$	-	\$	-	\$	-	\$	6,276,430	

Updated: 5/6/25 AJP



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: SB 125 Funding – Amended Allocation Package Approval

DATE PREPARED: 5/07/2025

MEETING DATE: 5/14/2025

SUBMITTED BY: James Sookne, Program Manager

BACKGROUND:

AB 102 (Chapter 38, Statutes of 2023) and SB 125 (Chapter 54, Statutes of 2023) amended the State's Budget Act of 2023 to appropriate a total of \$5.1 billion to the Transit and Intercity Rail Capital Program (TIRCP) and the new Zero-Emission Transit Capital Program (ZETCP) over a four-year period. The TIRCP program is typically a statewide competitive program, however, this appropriation, along with the ZETCP appropriation will be distributed by formulas based on both population and transit operator revenues to regional transportation planning agencies for programming and administration. The funds can be used for transit capital projects and operating expenses that prevent service cuts and/or increase ridership, subject to compliance with the program guidelines developed by the California State Transportation Agency (CalSTA). The APC will be receiving a total of \$8,415,895 over the four-year period, with the bulk of the funds in the first two years. This funding includes \$84,159 for APC for administration of the program. Funding amounts for each year are shown below.

	Year 1 23/24	Year 2 24/25	Year 3 25/26	Year 4 26/27	Year 5 27/28
TIRCP	\$3,706,510	\$1,857,556	\$1,857,556		
ZETCP	\$171,733	\$198,860		\$207,894	\$415,788
Total	\$3,878,243	\$2,056,416	\$1,857,556	\$207,894	\$415,788

Because LTA is the only public transit operator in the region, the process of determining how to use funding is somewhat simplified. The APC and LTA worked together to develop an initial allocation plan for Year 1 TIRCP and Years 1 and 2 of the ZETCP funding, which was approved by the APC Board in December 2023. We have now worked with LTA to develop an amendment to the plan to utilize the remaining funds. The amended plan adds funding to the existing project, but also adds operations funding to avoid service cuts that would impact existing services in FYs 25/26 and 26/27. Project 1, the Lake County Interregional Transit Center, originally funded in Cycle 2 of the TIRCP, incorporates development and construction of the transit center in Clearlake as well as the purchase of four (4) hydrogen vehicles and construction of the necessary hydrogen fueling infrastructure into one project intended to increase ridership and reduce greenhouse gas emissions. The project budget was originally developed in 2019 and did include cost escalation factors. However, the budget did not forecast economic and market conditions that resulted from the COVID-19 pandemic and the project is currently underfunded. Project 2, Continuation of Existing Services, will add operations funding needed to address a deficit in LTA's upcoming budgets for FYs 25/26 and 26/27. Without this inclusion of operational funding, LTA would need to make service cuts to important existing services. In addition to this project, the original allocation included administration funds for use by the APC over the life of the program. Details on the project activities can be found in Section B of the allocation plan.

The updated plan is presented today for approval by resolution. A draft resolution has been prepared and attached. Following approval, APC staff will complete the additional forms required for submittal to the California State Transportation Agency.

ACTION REQUIRED: Adopt the resolution approving the updated SB 125 Formula Based Transit and Intercity Rail Capital Program and Zero Emission Transit Capital Program Allocation Package.

ALTERNATIVES: The Board may consider changes to the allocation plan prior to approval.

RECOMMENDATION: Adopt the resolution approving the updated SB 125 Formula Based Transit and Intercity Rail Capital Program and Zero Emission Transit Capital Program Allocation Package and authorize staff to submit the package, along with relevant forms and data, to CalSTA.

LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION NO. 24-25-14

ADOPTING THE UPDATED SB 125 FORMULA BASED TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP) AND ZERO EMISSION TRANSIT CAPITAL PROGRAM (ZETCP) ALLOCATION PLAN

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

WHEREAS,

- The Lake County/City Area Planning Council (APC) is the designated Regional Transportation Planning Agency (RTPA) for Lake County; and
- The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill 862 (Chapter 36, Statutes of 2014) and modified by SB 9 (Chapter 710, Statutes of 2015), to provide grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion; and
- Assembly Bill 102 (Chapter 38, Statutes of 2023) and SB 125 (Chapter 54, Statutes of 2023) amended the Budget Act of 2023 to appropriate \$4 billion of General Fund to the TIRCP over the next two fiscal years as well as \$910 million of GGRF funding and \$190 million of Public Transportation Account funding over the next four fiscal years to establish the Zero-Emission Transit Capital Program (ZETCP); and
- SB 125 guides the distribution of TIRCP funds on a population-based formula to regional transportation planning agencies, which will have the flexibility to use the money to fund transit operations or capital improvements, and AB 102 is to be allocated to regional transportation planning agencies on a population-based formula and another formula based on revenues to fund zero-emission transit equipment and operations; and
- The APC will receive an estimated total of \$8,415,896 over the five-year period, including up to \$84,159 for Administration of the program, and shall be responsible for reporting of data and expenditures and other requirements; and
- The California State Transportation Agency's (CalSTA) adopted guidelines governing the distribution of these funding sources require regional transportation planning agencies to submit a regional short-term financial plan, referred to as an allocation plan or package, due December 31, 2023 to receive a first allocation in Fiscal Year 2023/24; and
- The APC Board of Directors approved its allocation plan on December 13, 2023 for a total of \$4,077,103 that was submitted by the due date as required, all of which has been received to date; and

- APC staff has prepared the first amended allocation plan in consultation with Lake Transit Authority, incorporating the remaining funds for an updated total of \$8,415,895 summarized as follows;; and

Project	Project Activities	TIRCP	ZETCP	Total
Administration	Ongoing program administration and long-term financial plan development	\$ 84,159	\$ -	\$ 84,159
Project 1: Lake County Interregional Transit Center	Construction of the Lake County Interregional Transit Center	\$6,208,056	\$ -	\$6,208,056
	Procurement of hydrogen buses and the construction of hydrogen fueling infrastructure	\$1,129,407	\$370,593	\$1,500,000
Project 2: Continuation of Existing Services	Funding for existing services in FY25/26 and 26/27 to avoid service cuts	\$ -	\$623,682	\$ 623,682

Note: Costs per activity within project totals are estimates

- Further amendments to the allocation plan may be submitted at any time and programmed by the APC subject to approval of the Board of Directors; and

NOW, THEREFORE, BE IT RESOLVED THAT:

The TIRCP and ZETCP amended allocation plan is approved, with details to be finalized by staff in accordance with the revised guidelines, for submittal of the complete package to CalSTA as required by SB 125 Formula-Based Transit and Intercity Rail Capital Program and Zero Emission Transit Capital Program Final Guidelines (January 10, 2025).

Adoption of this Resolution was moved by Director _____, seconded by Director _____, and carried on this 14th day of May 2025, by the following roll call vote:

AYES:

NOES:

ABSENT:

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

ATTEST: Lisa Davey-Bates
Executive Director

Stacey Mattina, Chair
APC Member

Lake Area Planning Council

SB 125 FORMULA-BASED TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM & ZERO EMISSION TRANSIT CAPITAL PROGRAM

Allocation Package

Amended May 2025

A. Introduction

The Lake Area Planning Council (APC) is the Regional Transportation Planning Agency for the Lake County region. Within the boundaries of APC's jurisdiction, there is only one public transit operator, the Lake Transit Authority (LTA). Development of this amended allocation plan is the result of collaboration between the APC and LTA over the last couple of months. The two agencies have held meetings and had ongoing communication specifically to discuss project prioritization for the remaining unprogrammed funds, which led to the identification of the new project proposed for operational funding. The funding has also been discussed in public meetings of the Boards of Directors of both agencies. LTA's highest priority capital project remains the Lake County Interregional Transit Center, which was originally funded with TIRCP funds awarded in 2020. Due to the economic and market conditions that resulted from the COVID-19 pandemic, this project is currently underfunded. This project will increase ridership by improving the rider experience of public transit and help LTA transition to a zero-emission fleet.

B. Narrative Explanation

1. Explanation of funding and service actions being taken within the region that utilize resources other than SB125 funding.

Lake Transit Authority is the only STA eligible operator in the Lake County region. At the time of the original allocation package, they did not anticipate any funding related operational deficits through 25/26. They felt that their ordinary sources of federal, state, and local funding would be sufficient to maintain service levels. However, operating costs increased more than anticipated and LTA's ordinary funding sources fell short. LTA has since made some service changes that have increased system efficiency and helped reduce operating costs. Despite these changes, LTA is now anticipating an operational deficit in 25/26.

2. Description and justification of the RTPA strategy to use SB 125 funding to construct capital projects and fund operating expenses that lead to improved outcomes in its jurisdiction.

At the time of the initial allocation package approval, Lake Transit Authority, the one eligible operator in the region, had not anticipated funding related operating deficits or service cuts. However, LTA now has a need to add SB 125 funds for operating costs to avoid service cuts due to a projected deficit in their FY 25/26. An additional project has been added to avoid cuts. Even with this addition, the APC's strategy still focuses on supporting improvement in ridership. The APC's strategy, developed in consultation with the Lake Transit Authority (LTA), addresses goals to

increase ridership by improving the rider experience of public transit and replacing older vehicles with zero emission vehicles that will allow LTA to expand their intercity service. These approaches are included in LTA's existing TIRCP project, the Lake County Interregional Transit Center, that was awarded in 2020. The budget that was originally developed for this project was created in 2019 and did include cost escalation factors. However, the budget did not forecast economic and market conditions that resulted from the COVID-19 pandemic. To date, the environmental phase of the project has been completed and LTA is preparing to begin the design phase. The project includes the activities listed below. A second project, Continuation of Existing Services, will provide funding to avoid service cuts.

Project 1: Lake County Interregional Transit Center

- a) Activity #1 - Construction of Lake County Interregional Transit Center. Construction of the Lake County Interregional Transit Center will be the realization of a long-planned capital improvement for Lake Transit Authority that first appeared in planning documents in 2015 with the local adoption of the Coordinated Public Transit-Human Services Transportation Plan. In 2020, LTA was awarded TIRCP funds for the transit center, as well as hydrogen fueling infrastructure and hydrogen fuel cell buses. This multimodal center will connect public transit services, cyclists, pedestrians, and park and ride users.
- b) Activity #2 Procurement of hydrogen buses and the construction of hydrogen fueling infrastructure. LTA received funding to purchase four hydrogen buses and construct the associated fueling infrastructure. Acquiring these buses will officially begin LTA's transition to zero-emission vehicles. Currently, the LTA fleet is powered only by gasoline and diesel. For the purposes of extending LTA service to Santa Rosa, hydrogen technology is the preferred option given its advantage over electric with respect to range, fueling time, and overall horsepower for the longer trips over often hilly terrain. Fueling infrastructure for the new buses will be located at LTA's Operations and Maintenance facilities in Lower Lake. There is ample area to address setback requirements and less public access to help protect against potential hazards or vandalism.

Project 2: Continuation of Existing Services

Continuation of Existing Services. In order to avoid service cuts, LTA will utilize a portion of funding through SB 125 to continue existing services, starting in FY 25/26 and continuing in FY 26/27. LTA's operating costs have increased significantly, particularly costs related to labor, benefits, and vehicle maintenance. Revenues have been flat, which has led to a budget deficit. Without SB 125 operations funding, services will need to be cut.

3. Detailed breakdown and justification for how the funding is proposed to be distributed between transit operators and among projects, consistent with the legislative intent described in SB 125.

The Lake County region has only one public transit operator, the Lake Transit Authority, therefore, this section focuses on projects rather than distribution among operators. In addition to administrative costs, all funding will be allocated to two projects implemented by LTA: (1) the TIRCP-funded Lake County Interregional Transit Center and (2) Continuation of Existing Services. Project 1 includes the construction of a new transit center/hub in the region's largest population center and

the procurement of four hydrogen buses and associated fueling infrastructure. The project will combine funding sources that will be used to fund high-priority capital improvements to the LTA system.

A detailed description of the high priority nature of all activities in Project 1 is included below.

Activity #1 Construction of Lake County Interregional Transit Center. This has long been a need in the Clearlake area, the largest population center in Lake County. It is located just south of the State Route 20 corridor, which is a vital east/west connection between the US 101 and I-5 corridors. LTA does not currently have any type of transit hub or transit center in the Clearlake area that allows for a consolidated connection point for six LTA routes that serve the community, or connection with other modes. Additionally, it will be the connection point for service between Lake County and the I-5 corridor once that service begins. By providing a central location for these connections, as well as other amenities to support zero emission and active transportation (charging, bike storage, etc.), LTA will be able to **increase ridership and improve the overall ridership experience**. LTA will combine the SB 125 funds with their existing TIRCP funds to fully fund the project. Construction of the transit center will satisfy an important pre-condition necessary for expansion of the transit system.

Activity #2 Procurement of hydrogen buses and the construction of the hydrogen fueling infrastructure. This activity will **reduce greenhouse gas emissions and increase ridership by improving the overall ridership experience** by beginning the process of replacing of LTA's existing fossil fuel powered fleet with zero-emission vehicles (ZEVs), consistent with LTA's Zero Emission Transition Plan. The construction of the hydrogen fueling infrastructure is crucial to LTA's transition plan and will accelerate LTA's shift to ZEVs. The available funding would enable the agency to stay on track with the ICT Regulation of being 100% zero emissions by 2040. The addition of the buses to the existing fleet will allow for the expansion of LTA's intercity routes, further **reducing greenhouse gas emissions by converting more single occupancy vehicle trips to shared transit vehicle trips**.

Project 2 will provide LTA with operations funding to avoid service cuts. Contract labor costs have increased due to increases in wages and benefits. Vehicle maintenance and parts costs have gone up due to LTA's aging fleet and current economic conditions. While costs have gone up substantially, Local Transportation Fund, state, and federal revenues haven't kept pace, leading to a budget deficit. Without SB 125 operations funding, services will need to be cut. The cuts will disproportionately impact seniors, low-income individuals, students, and those with no other means of transportation

C. Allocation Package Detailed Project Description

As previously described, Lake Transit Authority is the only public transit operator in the Lake County region. Therefore, with the exception of the APC's administrative funds, all funding has been awarded to Lake Transit Authority for use on two projects: (1) Lake County Interregional Transit Center and (2) Continuation of Existing Services. Project 1 includes two activities: 1) Construction of the Lake County Interregional Transit Center and 2) Procurement of hydrogen buses and the construction of the hydrogen fueling infrastructure. Project 2 will provide LTA with operations funding that will allow them to continue existing services which would otherwise need to be cut due to a budget deficit. The benefits

of these projects and justification for their selection are described in previous sections. Details of funding and schedule can be found in the attachments.

D. A summary Excel table including the proposed uses of TIRCP and ZETCP funds by fiscal year of availability

See Appendix 1

E. Regionally Representative Transit Operator Data

i. **Existing fleet and asset management plans by transit operator**

See Appendix 2

ii. **Revenue collection methods and annual costs involved in collecting revenue**

See Appendix 2

iii. **Existing service plan and planned services changes through 23/24**

Lake Transit Authority is the only transit operator in the Lake County region. No planned service changes occurred through the end of 2023-24. The GTFS feed for their existing service plan can be found at:

<https://data.trilliumtransit.com/gtfs/laketransit-ca-us/laketransit-ca-us.zip>

iv. **Expenditures on security and safety measures**

LTA is the only public transit operator in the region. They do not have data specific to security expenditures at this time. Very minimal expenditures are identified for safety in their budget.

v. **Opportunities for service restructuring, eliminating service redundancies, and improving coordination amongst transit operators**

Lake APC is not involved in any of the activities at this time. LTA is the only public transit operator, therefore, some of this is not applicable.

Appendices:

Appendix 1 - SB 125 Funding Allocation Worksheets (addresses Sections 6.C through 6.D of SB 125 Guidelines)

Appendix 2 – Transit Operator Worksheets (addresses Sections 6.E of SB 125 Guidelines)

Appendix 3 – Fact Sheets

Appendix 4 – Lake APC Resolution



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Northern Rural Energy Network (NREN)

DATE PREPARED: May 8, 2025

MEETING DATE: May 14, 2025

SUBMITTED BY: Jennifer Brennan, Energy Program Manager, NREN

BACKGROUND

The Northern Rural Energy Network (NREN) offers energy efficiency programs to rural communities, delivering cost savings and strengthening community resilience for Lake County, The North Coast and the Sierra Nevada.

NREN Lake is now fully staffed as of April and several programs are in the pilot phase. The two new staff members, Jennifer Brennan and Ryan O'Neill attended the last LAPC meeting and provided a snapshot of the NREN programs that are being offered in Lake County.

Lake NREN Accomplishments

The NREN website launched in mid-April where customers can access energy efficiency information and local resources (NorthernRen.org).

Free Residential Energy Efficiency Kits are now available in Lake County.

Residential rebates for HVAC, water heating, efficient appliances and more are now available in Lake County.

Lake NREN Staff attended training on a variety of topics and project implementation at Redwood Coast Energy Authority (RCEA) in May.

Upcoming Key Deliverables:

Free home Energy Assessments are launching June 2, 2025.

Needs assessments for finance and commercial programs are launching in May.

Lake NREN staff are planning a series of 4 public meetings (to be coordinated with local elected officials) throughout the County focused on residential energy efficiency programs and opportunities beginning in late June.

Scheduled Outreach Events:

NREN Presentation to the Lake County Board of Supervisors on May 13th

Booth at the Lakeport Farmer's Market May 13th

Booth at the Lower Lake DAZE Parade May 25th

ACTION REQUIRED: None

ALTERNATIVES: N/A

RECOMMENDATION: None

Lake APC Field Tour



May 14, 2025



EA	Nickname	Route	Postmile
01-OH840	Blue Lakes Safety	20	2/2.8
01-OP490	Lake 20 Pedestrian Enhancement	20	2.4/30
01-ON340	Lake 20 Complete Streets	20	8.3/29.54
01-OM920	Pedestrian Safety Enhancement	20	8.87/28.54
01-ON680	Pedestrian Safety Enhancements	20	16.6/18.1
01-OK660	Lucerne Complete Streets	20	16.74/18.02
01-OP230	Clearlake Oaks School Crossing	20	28.4/28.5

