



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

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

TECHNICAL ADVISORY COMMITTEE (TAC) MEETING

AGENDA

Thursday, May 22, 2025 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
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: 813 1777 7570 # Password: 256752

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

1. Call to order
2. Approval of March 27, 2025 Minutes
3. Discussion and Recommendation on FY 2025/26 Final Overall Work Program (OWP)
4. Announcements and Reports
 - a. Lake APC
 - i. Update on Planning Grants (*Speka*)
 - ii. Miscellaneous
 - b. Lake Transit Authority
 - i. Transit Hub Update (*Sookne/Davey-Bates*)
 - ii. Current Transit Projects (*Sookne/Davey-Bates*)
 - iii. Miscellaneous
 - c. Caltrans
 - i. Lake County Projects Update
 - ii. Miscellaneous
 - d. Regional Housing Update
 - e. Local Agency Updates
 - f. Tribal Updates
5. Public input on any item under the jurisdiction of this agency, but which is not

otherwise on the above agenda

6. Next Proposed Meeting – **June 26, 2025**

7. Adjourn meeting

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

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

Posted: May 16, 2025

List of Attachments:

Agenda Item #2 – 3/27/25 Draft Lake TAC Minutes

Agenda Item #3 – To be Distributed Under Separate Cover

Agenda Item #4ai – Planning Grant Updates Staff Report



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TECHNICAL ADVISORY COMMITTEE MEETING Meeting Minutes

Thursday, March 27, 2025
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
Blake Batten, Caltrans District 1
Adeline Leyba, City of Clearlake (Public Works Department)
Ron Ladd, City of Lakeport
Glen March, County of Lake (Public Works Director)
Alan Flora, City of Clearlake (City Manager/Community Development Director)
Dave Swartz, City of Clearlake (Contract Engineer)

Absent

Efrain Cortez, California Highway Patrol
Mireya Turner County of Lake (Community Development Director)
Victor Fernandez, City of Lakeport (Community Development, Associate Planner)

Also Present

Lisa Davey-Bates, Lake Area Planning Council
Nephele Barrett, Lake Area Planning Council
Michael Villa, Lake Area Planning Council
Alexis Pedrotti, Lake Area Planning Council
Jody Lowblad, Lake Area Planning Council
Hector Ortega, Lake Area Planning Council
Kyle Finger, Caltrans District 1
Danny Wind, Pedestrian and Bicycle Advisory Committee Member

1. **Call to order**
The meeting was called to order at 9:01 a.m.
2. **Approval of February 20, 2025, Minutes**
Motion by James, seconded by Adeline, and carried unanimously to approve the February 20, 2025, minutes.
3. **Discussion and Approval of the Revised 2025 Lake TAC Meeting Schedule**
Lisa presented the item discussing the history of TAC meetings being held on the third Thursday of each month. Because this often conflicts with City Council meetings in the City

of Clearlake, Clearlake staff requested that the TAC consider alternative meetings dates/times for them to be able to attend more regularly. The suggestion was made for meetings to take place on the fourth Thursdays moving forward. (Lisa added that whenever meetings occasionally conflict with California Transportation Commission (CTC) meeting dates, they are typically changed to accommodate TAC members needing to attend. This would occur even with the proposed new schedule as well.). A new schedule for TAC meetings to take place on the fourth Thursday of each month (subject to amendments for certain other conflicting dates) was presented for consideration.

Motion by Adeline, seconded by Alan, and carried unanimously to approve the Revised 2025 Lake TAC Meeting Schedule

4. Discuss, rank, and approve FY 2025/26 Overall Work Program (OWP) Planning Project Applications

Lexi introduced the item recapping how the earliest draft of the OWP in December did not include much in the way of available funds for projects in the upcoming fiscal year. That message was then reversed in February after staff learned of additional Rural Planning Assistance (RPA) funding (\$110,500) that would be available for planning projects. So a Call-for-Projects was released after all at this relatively late stage, with applications received just prior to today's meeting to be discussed by the TAC for consideration in the final OWP. Two applications were received from the local agencies. One from the City of Clearlake for AI pavement management software in the amount of \$50,000, and the other from the County for Lucerne roads rehab and safety improvements in the amount of \$110,500. Lake APC staff submitted an application to update Local Road Safety Plans for each of the three agencies in the event that funding through the Safe Streets and Roads for All (SS4A) program doesn't materialize. (Although APC was awarded a grant through the program in December 2023 for the updates, a grant agreement has lingered under review since last April, and it is unclear at this time when or if the funds will become available.) The applicants were provided a chance to present their projects to the TAC prior to discussion and scoring.

Alan discussed the City of Clearlake's application for use of the AI technology for pavement management. He went over what was offered by different companies in terms of how the programs could work. This included detailed analyses of the road with photos every 10 feet, assigning a PCI, road sign analyses, budgetary and prioritization features, etc., which all becomes catalogued for future maintenance purposes. Lisa asked if the \$50,000 request would be used to cover the actual software. Alan mentioned that some programs may be even less, charged by the mile of analysis, which would be approximately \$1.50 per mile, and could be in the \$15,000 to \$20,000 range. (Likely an annual cost, although an actual proposal from a company has yet to be reviewed).

Lisa noted that \$60,000 has already been set aside in this year's OWP as partial coverage for a Pavement Management Program (PMP) update scheduled for the following fiscal year. She questioned whether it would be better to stick with the standard PMP update schedule, while spending the next year looking into the potential for AI in this area (e.g. demos for agencies, more specifics on AI capabilities, etc.) so it could be better determined how beneficial the new technology might be later on. Alan clarified that it would initially be a pilot situation.

Ron felt it was a good stand alone project for Clearlake that the rest of the TAC agencies may be able to benefit from once the initial results were reported. Glen noted that there could be some beneficial uses as well, although implementing new technology does present its own challenges, especially when it comes to how agency staff is able to use the data.

Nephele had some concerns about the \$15,000-\$20,000 cost for Clearlake alone, given that the current PMP process costs approximately \$125,000 every four years that the update is performed, which includes all three jurisdictions with the County having a far greater number of road miles to cover than Clearlake. Alan added that there could be a reduced cost rate with an increased number of road miles.

Glen discussed the application received from the County of Lake. The project would study road safety in Lucerne, with a focus on reducing left turn movements between SR 20 and the Avenues from 1st Avenue to Country Club Drive. The County is looking at converting a number of the Avenues into one-way streets as a means of reducing the left turns. The project would benefit pedestrians and bicyclists as well in the densely populated area. Glen said he had spoken with Caltrans regarding its Caltrans Complete Streets project in Lucerne, which is scheduled to be implemented in 2029.

Lisa asked what comments Caltrans had regarding the project as they were currently in the design phase for the Complete Streets project. Glen noted that, in his discussions with Caltrans, left turn pockets or other potential designs for medians within the existing two way left turn lane were not covered. Lisa and Blake felt that close coordination with Caltrans would be important in such a project. Blake added that appropriate coordination and timing could lead to some of the potential improvements resulting from the study to be incorporated into Caltrans' existing SHOPP/Complete Streets project. In general, Blake said Caltrans would be supportive of the County's study as long as there were no conflicts with what Caltrans is currently planning for Lucerne. A clarification on the completion date noted in the application was asked to be changed from June 2025 to the more likely date of June 2026.

Alan and Nephele asked what the feeling of the community was in Lucerne with respect to the potential for the significant changes proposed (transitioning to one-way street patterns along the Avenues). Glen said that public outreach would be part of the study, but that the overall concept hadn't been presented in detail at this point. Nephele further asked if other potential funding sources had been researched for the proposed planning study. She felt that it could be a competitive application for the upcoming year's Sustainable Transportation Planning Grant program.

A third application for the OWP funds was introduced by Lisa for an update to individual Local Road Safety Plans (LRSPs) for each of the region's jurisdictions. She discussed the background of the proposal, and how Lake APC had initially received a Safe Streets and Roads for All (SS4A) grant to do the updates. The award was originally announced in December 2023, and since the time a grant agreement was submitted in April 2024, staff has been waiting for program officials to finalize a contract between the Federal Highway Administration (FHWA) and Lake APC. At this point, it is unclear if the grant money will be made available, especially with a change in the administration of the program (along with a change in program objectives) in January 2025.

As a result, Lake APC was asking the TAC if it would support using the OWP funds to update the LRSPs in lieu of the uncertain grant monies. It would benefit the local agencies by meeting criteria for future applications to the SS4A program as well as those for the Highway Safety Improvement Program (HSIP). The proposal would require approximately \$110,000, and would include the preparation of one priority project application per agency for either of the two programs.

Discussion ensued as to which of the three proposals would rank the highest. Ron felt that it was difficult to score the LRSP project (which he felt to be the most important) until it was known for sure whether the SS4A grant would eventually come through. As the OWP

funds wouldn't be available until July 1 (new fiscal year), there was still a chance the grant money would materialize. Glen ranked the County project the highest and the LRSP project second. Blake said that Caltrans ranked the County's Lucerne study the highest followed by the LRSP and Clearlake (AI) projects. James put the LRSP project first, followed by the Lucerne project and then Clearlake's, feeling that the LRSP project would have more of a regional benefit and could help the most agencies in the long run. Ron had them ranked as 1) LRSP, 2) County proposal, and 3) Clearlake. Alan agreed that the LRSP project would have the most benefits overall. Based on the discussion, Lexi said she'd add the LRSP project to the OWP, but in the event that the SS4A grant comes through, the TAC can reconsider prior to providing a recommendation to the Board for its final approval.

Motion by Alan, seconded by Ron, and carried unanimously to approve the APC application for an update of the Local Road Safety Plans

5. Announcements and Reports

a. Lake APC

i. Update on Planning Grants

Lisa referred the TAC to the item's staff report providing an update on current planning projects and asking if there were any questions. Alan wanted to ensure that the Wildfire Evacuation and Preparedness Plan was coordinated with the City's evacuation planning efforts.

ii. Miscellaneous

Lexi reminded the TAC that she would soon be asking for quarterly reporting from the agencies, and that they should contact her with any questions on making sure that funds are being expended in a timely manner.

Glen went over what the County was planning to submit for RTP/ATP projects. He was to schedule public meetings to garner input (including from supervisors) on what projects were of interest, and then submitting a letter on behalf of the supervisors to Lake APC to have the projects included. He asked Lisa what her comments or concerns would be to such a method. She stated that it wouldn't be typical, and historically, the project lists were developed by general public outreach, but otherwise guided by local agency officials who had expertise on such matters. Discussion followed on the County's Capital Improvement Plan (CIP) and transportation project decision-making in general for the individual jurisdictions.

b. Lake Transit Authority

i. Transit Hub Update

Proposals for the design work were received the previous Friday, and they were to be discussed in detail on the following Monday. Alan asked if the original plan to have the design and building under a single contract still stood. James said that LTA did consider that at one point, but found it easier to separate the process. Future development of the hydrogen fueling infrastructure of the project (currently on pause) may still look into that method. Design for the transit hub was anticipated to be finished in a year once the procurement process was completed.

ii. Current Transit Projects

LTA was currently in the RFP for maintenance and operations as the existing contract was to run out at the end of the fiscal year.

iii. Miscellaneous- None

c. Caltrans

i. Lake County Projects Update

Blake updated the TAC on the Traffic Safety team's improvements scheduled for State Route 20. Public meetings were to be hosted in the summer or fall. The team was planning on updating the TAC on its plans at its next scheduled meeting. D1 was also developing a "roundabout approval process" for projects planned for the state highway system. That was to be completed sometime this spring. The district has further recently started on a district-wide transit plan which will be a two-year effort to identify transit needs on the state highway system. The Trade Corridor Enhancement Program (TCEP) awards will be made in May or June. This includes an application made by D1 to fund portions of the Konocti Corridor. Next month, Caltrans will begin its Interregional Transportation Improvement Program (ITIP). Finally, Sustainable Transportation Planning Grant awards will be announced in June.

Alan asked if there was update on a Caltrans SR 53 lighting project, which Blake was to look into and get back at a later date.

ii. Miscellaneous- None

d. Regional Housing Update- None

Local Agency Updates

County of Lake: Glen informed Lake TAC that they have hired 3 new staff members that will be starting shortly.

City of Lakeport: Ron informed the TAC that the Tenth Street Bike and Ped project will be wrapped up in May. Also, a grant application was submitted for bike and ped improvement design on Armstrong Street. The City Active Transportation Plan was also wrapping up going to the City Council for adoption in May.

City of Clearlake: Adeline provided a general update from the City, with two funding applications, projects in design, and two road projects.

e. Tribal Updates: None

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 – April 17, 2025.

8. Adjourn Meeting – Meeting adjourned at 10:45 am.

Respectfully Submitted,

John Speka
Lake Area Planning Council



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

TITLE: Update on Current Planning Projects

DATE PREPARED: May 15, 2025

MEETING DATE: May 22, 2025

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- A draft of the “Evacuation Analysis and Preparedness Memo” was completed for the project with comments to be received from Technical Advisory Group (TAG) members on May 20. Once revisions are made, the memo will be used in the next (and final) step of the project, which is to prepare a draft of the Plan as a whole. At that point, the draft will be made available for review and the public will be notified of opportunities to review and comment. Adoption of a final is expected in October.

Zero Emission Vehicle (ZEV) Infrastructure Plan- An initial meeting with the Technical Advisory Group (TAG) for the project was held an initial meeting on April 24, with the consultant providing an overview of the project and the approach to be taken in developing the Plan. The public outreach strategy was also discussed and several events were considered for tabling. Surveys were to be prepared in the next couple of weeks along with the launching of an interactive mapping tool (Social Pinpoint) shortly thereafter.

State Route 53 Corridor Priority Projects Outreach Study- Since the previous TAC meeting, the consulting firm GCW was selected to prepare the study. A kick off meeting was held on April 30, going over the overall strategy as well as tentatively planning for a booth at the Clearlake July 4 celebration.

Safe Streets and Roads for All (SS4A)- As discussed at the last (March) TAC meeting, the project remains on hold due to newer goals and criteria for FHWA grant funding set by the new administration. Recent correspondence was received from FHWA notifying grant recipients that the review of the draft Grant Agreements was to start up again but will likely take several additional months. Staff is preparing to move forward with the updates of the Local Road Safety Plans using OWP funding in the event that the delays continue past July 1.

ACTION REQUIRED: None, informational only

ALTERNATIVES: None

RECOMMENDATION: None, informational only