

Lake County/City Area Planning Council
2026 Regional Transportation Improvement Program

Adopted: December 10, 2025



2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2026 RTIP)

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A. Overview and Schedule

Section 1. Executive Summary

The Lake County/City Area Planning Council (APC) is the Regional Transportation Planning Agency (RTPA) for Lake County. The APC is required by California State Law to prepare and adopt a Regional Transportation Improvement Program (RTIP) by December 15 of each odd numbered year. This RTIP has been developed in conformance with State law and the anticipated adoption of the 2026 Lake County Regional Transportation Plan.

At the August 14 -15, 2025 CTC meeting, the California Transportation Commission adopted the 2026 State Transportation Improvement Program Fund Estimate. The Fund Estimate identified a STIP programming target through FY 2030/31 of \$1,668,000 for the Lake County region. The available funding includes \$84,000 available for Planning, Programming & Monitoring, leaving \$1,584,000 available for projects. There is also \$5,558,000 available that was not programmed in the 2024 RTIP. This leaves a total of \$7,142,000 available for projects. The 2026 STIP FE also identified a maximum net share of \$8,447,000 through FY 31/32.

The Lake APC proposes to program \$1,584,000 from its target share along with \$1,221,000 in advance share, for a total of \$2,805,000 toward the City of Clearlake's Dam Road/Dam Road Extension Roundabout project. In addition, \$84,000 will be programmed for Planning, Programming, and Monitoring, bringing the total programmed amount in the 2026 RTIP to \$2,889,000. The remaining \$5,558,000 from the target share will be allocated at a future CTC meeting this fiscal year to support the existing South Main Street and Soda Bay Road Corridor Project, as approved in the 2024 RTIP.

Section 2. General Information

Insert contact information in the text fields below.

- **Regional Agency Name**
Lake County/City Area Planning Council
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP). (insert links below)**

Regional Agency Website Link: <https://www.lakeapc.org/>
RTIP document link: <https://www.lakeapc.org/library/plans/>
RTP link: <https://www.lakeapc.org/library/plans/>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

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- **California Transportation Commission (CTC) Contact Information**

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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20-to-25-year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

Additionally, the Corridor Management Plan (CMP) is a long-range conceptual document detailing how a corridor is performing, why it is performing that way, and how it may perform in the future. The CMP recommends projects and strategies to achieve corridor goals and objectives. The goals of the Lake 20/29/53 CMP are to improve traveler safety, improve mobility through efficiency and reliability, increase multimodal access, economic opportunity and to reduce greenhouse gas emissions along the corridor. The plan lays out the district's vision for medium and long-term concept development, while conveying key aspects of the existing and planned multimodal transportation corridor.

B. Regional Agency’s Historical and Current Approach to developing the RTIP

The APC has identified priority, regionally significant projects to be considered for RTIP funding. In STIP cycles when those projects do not need funding, or there are remaining funds available after providing for those projects, local agencies may apply for funding. Funds are then awarded based on adopted criteria. The project recommendations are made by the Technical Advisory Committee then presented to the APC Board, typically in November. The final RTIP and project selection is then adopted by the APC Board at a public hearing in November or December.

Section 4. Completion of Prior RTIP Projects (Required per Section 78)

Project Name	Fund Type	Funds Programmed*	Funds Allocated	Funds Expended
Green Street Reconstruction	COVID Share	\$133,000	\$133,000	\$133,000

*For projects with a total cost of \$50 million or greater or a total STIP programmed amount (in right-of-way and/or construction) of \$15 million or greater, the reports shall also include a discussion of the project benefits that were anticipated before construction, compared to an estimate of the actual benefits achieved.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14-15, 2025
Caltrans identifies State Highway Needs	September 15, 2025
Caltrans submits draft ITIP	October 15, 2025
CTC ITIP Hearing, North	October 30, 2025
CTC ITIP Hearing, South	November 7, 2025
Regional Agency adopts 2026 RTIP	RTPA Board Approval Date
Regions submit RTIP to CTC	December 15, 2025
Caltrans submits ITIP to CTC	December 15, 2025
CTC STIP Hearing, North	January 28, 2026
CTC STIP Hearing, South	February 5, 2026
CTC publishes staff recommendations	February 27, 2026
CTC Adopts 2026 STIP	March 19-20, 2026

B. Community Engagement

RTIP projects are derived from the Regional Transportation Plan, which is developed through extensive public participation. While outreach for RTP updates has traditionally been conducted through workshops at various locations throughout the County, COVID-19 protocols in place for much of 2020 and 2021 required alternative forms of engagement. An online interactive

mapping platform was used instead for this purpose, soliciting input through “virtual” means such as mapped location-based comments, opinion surveys, and budget preference tools. The 2026 RTP is currently being updated and is expected to be adopted by the APC Board at the February 2026 meeting. As part of this process, extensive public outreach has taken place across the County, including participation at local fairs and holiday parades, as well as presentations at town halls, school board meetings, advisory council meetings, and county board of supervisor’s meetings. Online interactive mapping platforms first adopted during the pandemic have also continued to be used for the current update to collect location-specific feedback and input on transportation needs. Outreach efforts have reached all cities and unincorporated areas of Lake County to ensure broad community engagement. Early in the planning and design process, involve community members and environmental organizations to identify potential environmental issues as well as potential avoidance, minimization and mitigation opportunities. Interagency and Intergovernmental involvement included outreach to all cities and the county and consultation with Tribal governments at initial stages of plan development, and throughout the process. In addition to the public participation that goes into the RTP, the RTIP is then developed through a series of public meetings, including a public hearing which is noticed in regional newspapers.

Additionally, the Dam Road/Dam Road Extension Roundabout project has received public input through various studies. The project has been recognized in the City of Clearlake’s General Plan which conducted extensive public input efforts during the preparation of the 2015 General Plan update. The project was also recognized in the SR 53 Corridor study which received input from local community figures including members from the Clearlake Chamber of Commerce, Department of Social Services and the California Highway Patrol. In development of the region’s initial Active Transportation Plan, workshop participants in the Clearlake area indicated that a roundabout was desired at Dam Road where the Walmart is located. This project promotes active transportation with the addition of bike lanes and sidewalks as well as improving traffic flow. The improvement of traffic flow enhances safety due to the current infrastructure causing traffic to overflow onto SR 53 increasing accidents.

C. Consultation with Caltrans District (Required per Section 20)

Caltrans District: 1

The APC works with Caltrans in preparation of the RTIP through the Technical Advisory Committee and through participation on the Policy Advisory Committee. For regionally funded projects on the State system, the APC receives information from project managers at Caltrans regarding needed programming, which is then proposed in the RTIP. No funding of this nature is proposed in this RTIP.

B. 2026 STIP Regional Funding Request

Section 6. 2026 STIP Regional Share and Request for Programming

A. 2026 Regional Fund Share Per 2026 STIP Fund Estimate

Target Share through 30/31: \$7,226,000 Maximum Target Share through 31/32: \$8,447,000

B. Advanced Project Development Element (APDE) – *Identify any proposals for the APDE share, if identified in the fund estimate, by including “(APDE)” after the project name and location. Identify requests to advance future county shares for a larger project by including “(Advance)” after the project name and location. (See Section 42-47)*

There is no APDE capacity identified for the 2026 STIP.

Section 7. Overview of Other Funding Included with Delivery of Regional Improvement Program Projects

Figure are in thousands

RTIP ID or Page #	Proposed 2026 RTIP	Total RTIP	Other Funding						Total Project Cost	
			ITIP	Local Funds	HIP	HSIP	RSTP	DEMO		Utility Underground Funding
SHS12	Lake 29 Expressway (Segment 2A)	900	5100							97000*
SHS1/SHS13	Lake 29 Expressway (Segment 2B)	900	48641							133000**
LSR1	South Main St. Widening & Bike Lanes	6725		47	202			2985	1250	11209
LSR2	Soda Bay Rd. Widening & Bike Lanes	1503		353		202		1958	1250	5266
LSR13	Lakeport Boulevard Improvement Project Phase 1	894		470						1364
LSR10	Dam Road/ Dam Road Extension Roundabout	4149					492***			4641
										-
										-
										-
Totals		15071	53741	870	202	202	492	4943	2500	252683

Notes: * Includes \$91,000 of Future Unfunded Needs
 ** Includes \$90,000 of Future Unfunded Needs
 *** The estimated amount that will be available

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

Caltrans secured \$43.541 million in right of way funding through the 2024 ITIP for one of the region's top priorities, the Lake 29 Expressway Segment 2B. Caltrans is also proposing \$44.250 million in construction funding in the 2026 ITIP, which would cover approximately half of the project's total construction cost. In addition, Caltrans intends to pursue an additional \$44.25 million through the SB1 Trade Corridor Enhancement Program (TCEP) Cycle 5 to fully fund the construction for Segment 2B. This project improves safety and system effectiveness for all travelers by separating the interregional and regional travel by supporting freight improvements to the south on State Route 29 and improving local circulation, including active transportation, to the north on SR 20. It complements the Lucerne Complete Streets project that was part of the 2022 ITIP. This project has long been one of the top regional priorities.

Lake County has no rail network, the majority of people travel the region via the interregional highways via private car or bus service from the Lake Transit Authority (LTA). Currently the most traveled highway is the SR 20 Corridor. Because this highway traverses the North Shore of Clear Lake through various small towns, SR 20 is subject to long delays if traffic incidents occur along the corridor. In addition, because SR 20 along the North Shore serves as main street to many communities, there's significant pedestrian and bicycle usage. The Area Planning Council's long-term goal is to make the SR 53/SR 29 Corridor the principal arterial corridor through the region. SR 53 and SR 29 are a fair distance from the lake shore therefore less environmentally sensitive. Segment 2C of the Lake 29 Expressway, a 3.1-mile portion of SR 29, was completed in the summer 2023, expanding the highway from two lanes to four lanes. It is Lake APC's priority to continue this expansion in order to accommodate freight traffic and improve safety; relocating truck traffic to SR 29 will also improve bicycle and pedestrian safety along SR 20 which has a narrower roadway and is surrounded by residential development.

Section 9. Projects Planned within Multi-Modal Corridors

The Lake 29 Improvement Project is the primary component of what is referred to as the region's "Konocti Corridor," the preferred east-west route through Lake County. The project proposes to widen an approximately eight-mile stretch of State Route (SR) 29 from an existing two-lane highway to a four-lane divided highway with controlled access. From west to east on SR 29, the improvements begin just west of its intersection with SR 175 and will end at its

intersection with Diener Drive. The overall goals of the project are to improve truck speeds and travel time reliability by providing consistent, free-flow speeds through this segment of SR 29. The project was broken down into three segments to help diffuse the overall burden of funding in its entirety. Segment “2C,” roughly consisting of the westernmost three-mile section of the project has been completed. Segment 2B has secured funding for design in prior years and most recently \$43.541 million through the 2024 ITIP for right of way and right of way support. Construction and support costs have yet to be secured. Segment 2A has yet to secure funding for right of way as well as construction and support costs. As part of the larger Konocti Corridor, the project will also encourage interregional traffic to utilize the south shore routes (SR 53 and SR 29) as opposed to SR 20 along the Northshore, where the highway also serves as “Main Street” to the communities of Nice, Lucerne, Glendale and Clearlake Oaks, thereby increasing corridor safety for multimodal users in these areas.

Section 10. Highways to Boulevards Conversion Pilot Program

As referenced in Section 8 and 9, SR 20 along the North Shore of Clear Lake serves as a “Main Street” to the communities of Nice, Lucerne, Glendale and Clearlake Oaks. The RTP identifies the effort to divert the majority of traffic through the county to the SR53/SR29 Corridor via the Lake 29 Improvement Project. SR 20 would be a great candidate for the Highways to Boulevards Conversion Pilot Program.

The Highway 20 Northshore Communities Traffic Calming Plan and Engineered Feasibility Study, completed in 2020, outlines the regional efforts to focus on the local transportation functions served by Highway 20 in these Northshore communities by reducing vehicle speeds and enhancing pedestrian and bicyclist access and safety. The proposed improvements to the Northshore complement the Konocti Corridor projects on Highway 29. The plan is available on the Lake APC website.

SR 281 from post mile 14 to post mile 17 is constructed to state standards. The remainder of the road continues as Soda Bay Road until it reaches SR 29 in Kelseyville. SR 281 does not serve a statewide purpose due to low volumes and a parallel state route, but this area is heavily traveled by pedestrians and bicyclists because of an adjoining residential development. The roadway does not currently have pedestrian or bicycle facilities or an adequate shoulder; currently bicyclists and pedestrians travel directly in the traffic lanes or below the shoulder in a dirt ditch. This route would also be a good candidate for the Highways to Boulevards Conversion Pilot Program.

11. Complete Streets Consideration (per Section 26)

The Complete Streets Act of 2008 required the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, to modify the circulation element. The circulation element plans for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways. Complete Streets remains an especially relevant topic for communities of Lake County as many roads continue to lack

adequate infrastructure for multiple users, yet are still shared by motorists, pedestrians and bicyclists throughout the region. Each agency within the Lake County Region considers Complete Streets Elements for all projects.

The Lakeport Boulevard Improvement Project Phase 1 incorporates complete streets elements by improving and constructing sidewalks as well as incorporating bike lanes for both sides of the road.

The County's South Main Street and Soda Bay Road Corridor project include complete streets elements with the inclusion of bicycle lanes for cyclists. A center lane will be constructed to enhance the flow of traffic as well as increasing safety by providing a buffer for vehicles traveling in the opposite direction as well as reducing rear end collisions.

The City of Clearlake's Dam Road/Dam Road Extension Roundabout project will also incorporate complete streets elements. In the Lake County Active Transportation Plan, members of the community identified a need for a roundabout at this intersection. This will include constructing sidewalks and bike lanes to promote active transportation, that will benefit the local shopping center and various educational centers by making them more accessible for all modes of transportation.

C. Relationship of RTIP to RTP/SCS and Benefits of RTIP

Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines)

The Lake County region does not have a Sustainable Communities Strategy or Alternative Planning Scenario. The region is not currently monitoring the performance measures listed in the RTIP template other than Pavement Condition Index on local streets and roads. However, as there are no large-scale local road rehabilitation projects included in the STIP programming for the region, this measurement is not relevant to evaluation of this RTIP. As an alternative to the suggested measures, the APC has prepared the following evaluation of the effectiveness of RTIP projects in achieving the goals and objectives of the RTP.

Below are relevant goals, policies, and objectives excerpted from the draft 2026 Lake County Regional Transportation Plan, which is anticipated to be adopted by the APC in February of 2026. The following tables from the RTP summarize the projects from the 2026 RTIP, all of which have been carried over from previous STIP cycles. Specific goals, objectives and policies are then listed which support each project, followed by a description of how the projects link to the objectives and policies.

ELEMENT: OVERARCHING POLICIES

Goal: Develop a multi-modal system of seamless transportation facilities designed to serve both regional and interregional needs.

Objectives	Policies
<p>OI-1: Coordinate, support and encourage multi-modal regional planning activities in Lake County across jurisdictional boundaries.</p>	<p>OI-1.1: Participate in the regional planning efforts of other agencies.</p>
	<p>OI-1.2: Coordinate with local and State agencies on health, security and emergency response planning efforts. Work cooperatively with local, regional and State agencies to ensure effective emergency response efforts are well coordinated during natural disasters such as wildfire or flood events.</p>
	<p>OI-1.3: Support non-motorized, recreational opportunities in and around Clear Lake such as increased public access to the lake, trail development for hiking and equestrian uses, and continued efforts to develop a bike route around the lake.</p>
	<p>OI-1.4: Evaluate individual projects with an eye for potential regionwide impacts when formulating, designing and constructing transportation projects of various modes and at all levels.</p>
	<p>OI-1.5: Work with local jurisdictions to further housing goals of the region and to update and implement Regional Housing Needs Allocations (RHNA).</p>
	<p>OI-1.6: Encourage projects that emphasize infill and transit-oriented development within the region.</p>
<p>OI-2: Support Complete Streets planning to improve multi-modal forms of connectivity within the transportation system.</p>	<p>OI-2.1: Pursue funding in partnership with federal, State and local agencies to fund projects consistent with Complete Streets concepts and design strategies.</p>
	<p>OI-2.2: Encourage local agencies to adopt Complete Streets policies and implement Complete Street strategies and projects.</p>
	<p>OI-2.3: Incorporate Complete Streets concepts and policies into future planning documents.</p>
	<p>OI-2.4: Implement existing strategies within planning documents such as Active Transportation Plan and Highway 20 Northshore Communities Traffic Calming Plan.</p>
	<p>OI-2.5: Coordinate with Caltrans to incorporate Complete Streets policies into projects on State Highway facilities consistent with Caltrans Director’s Policy DP-37 and Senate Bill (SB) 960.</p>

Objectives	Policies
	OI-2.6: Support efforts to reduce dependency on automobile use including promotion of bicycle/pedestrian transportation and public transit use.
OI-3: Reduce Greenhouse Gas (GHG) emissions by promoting and facilitating transit use and increasing active transportation alternatives.	OI-3.1: Facilitate implementation of the Active Transportation Plan (ATP) and construction of ATP projects to encourage students to walk and bike to school rather than traveling by car.
	OI-3.2: Update the Active Transportation Plan consistent with the Regional Transportation Plan update schedule, or as needed to keep the plan current and meaningful.
	OI-3.3: Support increased frequency/expansion of transit service consistent with the local Unmet Transit Needs process.
	OI-3.4: Support and facilitate the installation of electric vehicle charging stations for public use. Explore options for affordable, clean energy technology and programs.
	OI-3.5: Support planning projects that further greenhouse gas reducing efforts at the State level such as SB 32, SB 375, and SB 743.
	OI-3.6: Support planning projects which will facilitate a transition to zero emission vehicles consistent with Executive Order EO N-79-20.
	OI-3.7: Ensure planning projects are consistent with objectives of the Climate Action Plan for Transportation Infrastructure (CAPTI) and the Caltrans System Investment Strategy (CSIS).
OI-4: Reduce and mitigate environmental impacts of current and future transportation projects.	OI-4.1: Early in the planning and design process, involve community members and environmental organizations to identify potential environmental issues as well as potential avoidance, minimization and mitigation opportunities.
	OI-4.2: Work with local jurisdictions to develop project specific mitigation measures as a means of reducing Vehicle Miles Traveled (VMT) resulting from land use development.

Objectives	Policies
<p>OI-5: Increase or ensure steady stream of funding for transportation planning, pre-construction activities and construction.</p>	<p>OI-5.1: Pursue both traditional and non-traditional funding sources for planning, preconstruction and construction of transportation projects.</p>
	<p>OI-5.2: Work cooperatively and collaboratively with other agencies and organizations to secure funding for projects which further the goals, objectives and policies identified in the Regional Transportation Plan and Active Transportation Plan.</p>
<p>OI-6: Support planning projects that will benefit public health in the region.</p>	<p>OI-6.1: Pursue funding sources that encourage active transportation and promote active forms of recreation for residents and visitors of all ages and physical capabilities.</p>
	<p>OI-6.2: Encourage non-motorized planning activities that result in lower GHG emissions and other air pollutants as a means of improving air quality in the region.</p>
	<p>OI-6.3: Pursue funding sources for mobility-oriented projects that improve access to health care for seniors, disabled or economically disadvantaged residents of the region.</p>

ELEMENT: STATE HIGHWAY SYSTEM

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

Objectives	Policies
<p>SHS-1: Improve mobility on the State highway system throughout Lake County.</p>	<p>SHS-1.1: Support as the highest priority, completion of remaining segments of the Lake 29 Improvement Project.</p>
	<p>SHS-1.2: Coordinate with Caltrans to seek ITIP, SHOPP, SB 1 and RAISE funding for the Lake 29 Improvement Project.</p>
	<p>SHS-1.3: Support periodic update of the approved environmental document for the Lake 29 Improvement Project to ensure its long-term viability in aiding project implementation into the future.</p>
	<p>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.</p>
	<p>SHS-1.5: Identify for funding consideration projects consistent with the SR 53 Corridor Study.</p>

Objectives	Policies
	<p>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.</p>
	<p>SHS-1.7: Implement strategies and projects consistent with the Interregional Transportation Strategic Plan (ITSP) and California Freight Mobility Plan (CFMP).</p>
	<p>SHS-1.8: Identify for funding projects that will work to reduce access points and/or minimize conflict points within important regional and interregional corridors.</p>
<p>SHS-2: Improve safety conditions on the State highway system serving Lake County.</p>	<p>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).</p>
	<p>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.</p>
	<p>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, Glenhaven, and Clearlake Oaks.</p>
	<p>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.</p>
	<p>SHS-2.5: Support projects which implement Caltrans “Safe System approach” concepts (pursuant to Director’s Policy DP-36) including those intended to eliminate severe crashes through proactive and reactive safety measures (Vision Zero).</p>
	<p>SHS-2.6: Cooperate with Caltrans and Lake County to facilitate implementation of the Highway 20 Northshore Communities Traffic Calming Plan projects in northshore communities.</p>

Objectives	Policies
	<p>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.</p> <p>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.</p> <p>SHS-2.9: Facilitate the identification of State highway related safety issues within local communities and throughout the County.</p> <p>SHS-2.10: Support the continued development of the Upstate CA Regional ITS Master Plan. Ensure future ITS projects affecting the Lake County region are in conformance with the goals of the Plan.</p>
<p>SHS-3: Facilitate efficient and safe transportation of goods within and through Lake County.</p>	<p>SHS-3.1: Identify constraints to highway freight movement on segments of the Principal Arterial Corridor not yet programmed for improvement.</p> <p>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.</p> <p>SHS-3.3: Identify improvements to Minor Arterial segments of the State highway system that facilitate safe and efficient goods movement.</p> <p>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.</p> <p>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.</p>

ELEMENT: BACKBONE CIRCULATION AND LOCAL ROADS

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.

Objectives	Policies
<p>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 principles.</p>	<p>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.</p>
	<p>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.</p>
	<p>LSR-1.3: Plan and design rehabilitation and reconstruction projects consistent with Complete Streets concepts and design strategies.</p>
	<p>LSR-1.4: Use the Pavement Management Program to identify and prioritize rehabilitation and reconstruction needs.</p>
<p>LSR-2: Develop multi-modal transportation facilities as needed to adequately serve the mobility needs of residential, commercial and industrial development.</p>	<p>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.</p>
	<p>LSR-2.2: Support establishment of traffic impact fees to construct new transportation facilities associated with new development.</p>
	<p>LSR-2.3: Identify for funding consideration multi-modal mobility improvements on the Eleventh Street corridor in Lakeport consistent with recommendations of the <i>Eleventh Street Corridor Multimodal and Engineered Feasibility Study</i>.</p>
	<p>LSR-2.4: Continue to prioritize projects identified as regionally significant by Lake Area Planning Council Resolution 17-18-10, when considering potential uses of STIP funding.</p>
<p>LSR-3: Improve traffic capacity, safety and operations on the local transportation network.</p>	<p>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 such as ATP.</p>
	<p>LSR-3.2: Coordinate with local agencies on security and emergency response planning efforts, including the identification of key evacuation and emergency access routes that may come from the Wildfire Evacuation and Preparedness Plan.</p>

	LSR-3.3: Limit the approval of new direct access points to State highways.
	LSR-3.4: Plan and design local and State improvements consistent with the SR 53 Corridor Study.
	LSR-3.5: Plan and design improvements consistent with the Highway 20 Northshore Communities Traffic Calming Plan.
LSR-4: Pursue federal, State, local and private funding sources for transportation system maintenance, restoration and improvement projects consistent with this Plan.	LSR-4.1: Consider development and implementation of a Transportation Impact Fee Program in coordination with the County of Lake, the City of Lakeport and the City of Clearlake.
	LSR-4.2: Assist local agencies in identifying and applying for funding resources for improvements to all travel modes.
	LSR-4.3: Support with studies or other activities local efforts to increase transportation funding including local-option sales taxes or other programs.

ELEMENT: BICYCLE AND PEDESTRIAN

GOAL: Provide safe, adequate and connected facilities and routes for bicycle and pedestrian travel within and between the communities of Lake County.

Objectives	Policies
AT-1: Facilitate and promote walking, bicycling and other active modes of transportation.	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.
	AT-1.2: Collect data for the region to identify and prioritize travel demand and investment priorities.
	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.
	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 legislation related to active transportation.
AT-2: Reduce Greenhouse Gas emissions and Vehicle Miles Traveled (VMT).	AT-2.1: Encourage reduction of Greenhouse Gas (GHG) emissions and VMT by increasing pedestrian and bicycle trips.

Objectives	Policies
	<p>AT-2.2: Promote safe and convenient bicycle and pedestrian access to transit.</p> <p>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.</p> <p>AT-2.4: Encourage VMT reducing mitigation measures for discretionary development projects at the local, regional and State level.</p>
<p>AT-3: Enhance public health through the development of active transportation projects.</p>	<p>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.</p> <p>AT-3.2: Identify for funding consideration pedestrian facility improvements consistent with the Lake County Pedestrian Facilities Needs Study and other active transportation plans.</p>
<p>AT-4: Preserve investments in the multi-modal transportation system.</p>	<p>AT-4.1: Maintain safe and accessible bicycle and pedestrian environments to encourage active transportation.</p> <p>AT-4.2: Plan and budget for lifecycle costs when constructing new facilities for active transportation.</p>
<p>AT-5: Increase funding for transportation planning, design and construction of active transportation facilities.</p>	<p>AT-5.1: Pursue non-traditional funding sources for planning, design and construction of active transportation facilities.</p> <p>AT-5.2: Work cooperatively and collaboratively with other agencies to secure funding for projects that further the goals, objectives, and policies of local and regional Active Transportation Plans.</p> <p>AT-5.3: Incorporate bicycle and pedestrian facilities into road improvement and maintenance projects.</p> <p>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.</p>

**Summary and Evaluation of Projects from the Lake County
2026 Regional Transportation Improvement Program**

Local Agency	Project	PPNO	Goals, Policies, Objectives & Performance Measures	Evaluation/Discussion
City of Lakeport	Lakeport Blvd Improvement Project Phase 1	4893	LR Objective 3, Policy 3.1, BP Objective 1, Policy 1.1	This project will consist of pedestrian improvements including street rehabilitation, complete streets sidewalk gap closure, driveway conforms and crosswalk improvements.
City of Clearlake	Dam Rd/Dam Rd Extension Roundabout	3125	LR Objective 3, Policies 3.1, 3.5, SH Objective 1, Policy 1.5	This project will provide a connection on the local road system that was identified in the SR 53 Corridor Study and will relieve traffic impacts on SR 53.
Lake County	Soda Bay Road Widening & Bike lanes	3033R	O Objective 2, Policy 2.4, LR Objective 1 & 3, Policies 1.1, 1.2, 1.3, 3.1, BP Objective 1 & 3, Policies 1.1, 3.3	Widen and reconstruct roadway, bike lanes to be added in conjunction with roadway widening. Bike lanes on this route identified in 2002 Lake County Regional Bikeway Plan.
Lake County	South Main St. Widening & Bike lanes	3032R	O Objective 2, Policy 2.4, LR Objective 1 & 3, Policies 1.1, 1.2, 1.3, 3.1, BP Objective 1 & 3, Policies 1.1, 3.3	Widen and reconstruct roadway, bike lanes to be added in conjunction with roadway widening. Bike lanes on this route identified in 2002 Lake County Regional Bikeway Plan.
Caltrans	Lake 29 Expressway Project (Segments 2A & 2B)	3100	O Objective 5, Policy 5.2, SH Objectives 1, 2, & 3, Policies 1.1, 1.7, 3.2	Highest priority segment of the expressway project. 60% improvement to safety (current fatality rate is 6 times average). Leverages approximately \$50 mill in other funding. Provide four lane facility, reducing collisions, reducing congestion and delay and improve efficiency of goods movement.

Key: O = Overarching Policies

LR = Backbone Circulation and Local Roads

SH = State Highway System

BP = Bicycle & Pedestrian

Section 13. Regional and Statewide Benefits of RTIP

The existing programmed projects provide significant regional and statewide benefit.

The Lake 29 Expressway Project will provide a significant improvement to safety in an area with a history of numerous fatal accidents. This portion of SR 29 is part of the Route 20 Principal Arterial Corridor, which was identified by Caltrans as a High Emphasis Focus Route in California. This route provides a critical connection between the I-5 corridor in the Sacramento Valley and the US-101 corridor serving the north coast, and provides links between the largest population centers of Lake County. Improving this section of the Route will serve both local residents and the traveling public.

The proposed project is expected to improve overall safety for bicyclists by providing widened shoulders that bicyclists can use, thus reducing modal conflicts. The project will accomplish goals of the Caltrans 2021 Interregional Transportation Strategic Plan by meeting the needs of local disadvantaged communities by increasing connectivity and accessibility to modal options, including active transportation. In addition to the direct benefit of SR 29 users, there will be significant benefit to non-motorized users of SR 20 within the “Main Street” communities listed prior by encouraging interregional and truck traffic to utilize the Principal Arterial Corridor of SR 20/29/53. Route 20 experiences the highest Vehicle Miles Traveled (VMT) of the routes that compose the PAC. This is due to a combination of local and interregional travelers. With the planning emphasis on developing the North Shore as a livable/walkable destination, high traffic volumes present particular challenges.

The project will reduce both collisions and congestion and improve efficiency of goods movement. The current 2-lane highway has at-grade intersections, narrow shoulders, limited passing opportunities, congestion and unstable traffic flow. It is not safely nor effectively managing the current traffic flows, nor will it for anticipated traffic growth into the future.

Lake County economic development has been impeded by the difficulty of transporting goods into and out of the county. The north shore communities along SR 20 are prime locations for revitalization of the tourism and hospitality industry that thrived early in Lake County’s history. Current traffic conditions on the north shore are impeding this revitalization. Along the north shore, residences, schools, parks and shopping destinations are located adjacent to the highway and the interregional and truck traffic moving through these communities has negatively impacted the quality of life for residents and visitors with air pollution, noise and traffic safety. SR 29 is better suited to manage interregional traffic as it does not serve as a main street for any communities and adjacent land uses are mostly agricultural and industrial.

The benefits of a completed project are also in line with the Caltrans 2021 Interregional Transportation Strategic Plan (ITSP), which identifies the SR 20/29/53 Principal Arterial Corridor as a “Strategic Interregional Corridor”. According to the ITSP, the interregional facility “provides the corridor with vital connections to the interstate system and the rest of the State, providing access to basic goods and services along with routine and emergency medical services. Nearly all segments of the SHS are identified as high wildfire exposure by 2055 in the 2019 Caltrans

Climate Change Vulnerability Assessment. This corridor would be the major transportation corridor for response and recovery efforts in the event of emergencies such as forest fires. The region and Lake County have experienced increased and high levels of wildland fire damage with significant wildfires in Lake County in 2015, 2016, 2017 and 2018 burning over 600,000 acres. This project will help move people efficiently out of evacuation areas and provide efficient mobility for emergency response.

Projects on the local street and road systems will provide both safety and circulation benefits throughout the region. Complete streets and active transportation benefits will be provided through inclusion of bike lanes, sidewalks and a third center lane which will improve safety operations and provide multi-modal benefits in the two largest local road projects, the South Main Street and Soda Bay Road Corridor improvement projects.

The Lakeport Boulevard Improvement Project will provide significant improvement to traffic flow and reduction of congestion in a busy commercial area in the City of Lakeport. This project will include improvements to important roadway segments for vehicles, pedestrians, bicyclists, local residents, and business owners. Goals for this project will be to enhance traffic circulation, relieve congestion, better accommodate forecasted traffic demands, create continuity for pedestrians along both sides of Lakeport Boulevard and to create bike lanes. This project is aligned with Caltrans' Complete Streets Action Plan (CSAP) as well as compliments the new Courthouse Project currently under design by the Judicial Counsel.

The Dam Road/Dam Road Extension Roundabout project will mainly address safety and congestion relief for the City of Clearlake. The existing conditions at the proposed site are unsafe at the intersection by causing traffic to back up onto SR53. The current unsignalized, four-way stop, intersection continues to cause safety issues due to the increased congestion from the opening of the nearby school and expansion of a nearby college. Congestion at the intersection has created problems on both the local and state highway levels. The purpose of this project is to improve traffic operations and flow, while enhancing accessibility, improving safety as well as accommodating bicyclist and pedestrians.

The array of projects programmed in the RTIP serves a range of modes and provide a clear benefit to both the region and the state.

D. Performance and Effectiveness of RTIP

Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)

The region is not currently collecting quantitative data related to the cost effectiveness indicators listed in the RTIP template other than Pavement Condition Index on local streets and roads. We have, therefore, developed the following qualitative evaluation of the RTIP using the Rural Specific Cost Effectiveness Indicators.

Congestion Reduction: One of the projects included in this RTIP is an intersection improvement, which will provide major improvements including a roundabout, sidewalks and bike lanes at a congested intersection. This intersection is at a high volume location which experiences severe

congestion at peak times. It is currently controlled by signage only. These improvements will significantly reduce vehicle idling and congestion at peak times without adding increased capacity. Two of the projects in this RTIP will result in reduced congestion by providing enhanced bicycle and pedestrian access through busy areas, encouraging greater use of these alternative forms of transportation and less vehicular travel in congested areas. The Konocti Corridor will provide passing opportunities to relieve congestion. The upgrade of this section of the Principal Arterial Corridor will help to redirect truck traffic from the narrow and winding SR 20 that runs along the north side of Clearlake.

Infrastructure Condition: The South Main & Soda Bay Road Corridor project will completely reconstruct a length of a busy commercial corridor with a PCI of 43 (as of 2022). Although this roughly 4-mile stretch of road will not make a significant change in the County’s overall PCI, it is a significant regional route.

Safety: The roundabout project in the RTIP will result in fewer vehicle conflicts. Safety will also be significantly improved for pedestrians in several of the projects that provide new or improved sidewalks and safer crossings. The most significant safety improvement in the RTIP will be provided by the Lake 29 Improvement project. The overall goal of the project is to improve safety by conversion to freeway, which reduces conflicts and improves travel time reliability by providing consistent, free-flow speeds through this segment of SR 29. This project will provide a 60% improvement in safety along a stretch of highway which currently has accident rates that are nearly six times the statewide average.

Environmental Sustainability: Nearly all of the projects in the RTIP will enhance environmental sustainability in the region’s transportation system. New or enhanced pedestrian facilities will increase mode share for walking and biking. Improved intersections will decrease idling, and thereby, decrease greenhouse gas emissions. Encouraging the redirection of truck traffic from SR 20, where the highway is “Main Street” for many communities will improve the environment within those communities.

Section 15. Project Specific Evaluation (Required per Section 22C and 22D)

The APC is not proposing any new projects that require project specific evaluations.

E. Detailed Project Information

Section 16. Overview of Projects Programmed with RTIP Funding

Provide project information per Section 48 of the STIP Guidelines.

For project locations, see maps in the Section 19 Appendix.

AGENCY	PROJECT	COMPONENT	Prior	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Clearlake	Dam Rd/Dam Rd Extension Roundabout*	E&P	211					
		PS&E	563					
		ROW	570					
		CON		2805				
Lakeport	Lakeport Blvd Improvement Project Phase 1	CON		894				
Caltrans	Lake 29 Expressway 2A	PS&E	6000					
	Lake 29 Expressway 2B	PS&E	6000					
Lake County	South Main Street Corridor Improvements**	CON	4416					
	Soda Bay Road Corridor Improvements**	CON	662					
APC	PPM	CON	437	68	66	62	42	42
	TOTAL PROPOSED PROGRAMMING		18859	3767	66	62	42	42

*The 2026 Regional Transportation Improvement Program (RTIP) identified a funding commitment of up to \$2,805,000 using the max net share identified in the 2026 STIP FE. We will anticipate the unprogrammed balance of \$5,558,000 will be allocated before the STIP is adopted.

Project Funding Commitments

South Main Street/Soda Bay Road Corridor Improvements \$5,558,000

** The South Main Street/Soda Bay Road Corridor Improvement Project will allocate \$5,558,000 from the target share in FY 25/26. A combined total of \$5,031,000 was previously programmed for FY 23/24 (\$4,369,000 for South Main Street and \$662,000 for Soda Bay Road). STIP guidelines do not permit programming of funds in the current year. Therefore, an allocation for the amount needed will be the mechanism for accessing these funds and thus will not be reflected in the table above.

F. Appendices

Section 17. Projects Programming Request Forms (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2024 STIP, or a new project.

Section 18. Board Resolution or Documentation of 2026 RTIP Approval (Provide Cover Sheet) – *Agencies will add their resolution or meeting minutes.*

Section 19. Fact Sheet (1-2 pages) (See Section 50) – The fact sheet will be posted on the Commission’s website and must comply with state and federal web accessibility laws and standards.

Section 20. Detailed Project Programming Summary Table

Section 21. Additional Appendices – Project Location Map