



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) AGENDA

Wednesday, February 11, 2026
9:00am

Primary Location: Clearlake City Council Chambers
14050 Olympic Drive Clearlake, California

Alternate Conference Location:
Caltrans-District 1
1656 Union Street, Eureka, California

Zoom Login:

Dial-in number: 1 (669) 900-6833 / Meeting ID: 822 2051 2431# Passcode: 640921

(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. Northern Rural Energy Network (NREN) Update *(Brennan/Davey-Bates)*
 3. Adjourn to Policy Advisory Committee
 4. Election of officers – Chair and Vice-Chair, Member-at-Large Vacancy and Standing Committees – Executive Committee and California Association of Councils of Governments (CalCOG)

PUBLIC EXPRESSION

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

CONSENT CALENDAR

6. Approval of December 10, 2025 Minutes
7. Approval of Social Services Transportation Advisory Council (SSTAC) Roster

REGULAR CALENDAR

8. Report from the Executive Committee Meeting:
 - a) Discussion of the FY 2026/27 Local Transportation Fund (LTF) Estimate *(Pedrotti)*
 - b) Discussion and Recommendation of the Member-at-Large Positions *(Parker)*
9. Public Hearing: 2026 Regional Transportation Improvement Program (RTIP) *(Villa)*
10. Discussion and Possible Adoption of the Regional Housing Needs Assessment (RHNA) Methodology and Corresponding Resolution *(Speka)*
11. Discussion, Public Hearing and Possible Approval of the Lake APC's 2026 Regional Transportation Plan/Active Transportation Plan and Negative Declaration Related Resolution *(Speka)*
12. Authorization to Release Fiscal Year 2026/27 Draft Transportation Planning Overall Work Program (OWP) for Review, Comment & Circulation *(Pedrotti)*

RATIFY ACTION

13. Adjourn Policy Advisory Committee and Reconvene as Area Planning Council
14. Consideration and Adoption of Recommendations of Policy Advisory Committee

REPORTS

15. Reports & Information:

- a. Lake APC Planning Staff
 - i. Planning Projects (*Speka*)
 - ii. Miscellaneous
- b. Lake APC Administration Staff
 - i. Next Meeting Date – **March 4, 2026 (Lakeport)**
 - ii. Miscellaneous
- c. Local Agency Updates
- d. Lake APC Directors
- e. Caltrans
 - i. Lake County Project Status Update (*Ablstrand*)
 - ii. Miscellaneous
- f. Rural Counties Task Force
 - i. Next Meeting Date – **March 13** (Teleconference)
- g. California Transportation Commission
 - i. Next Meeting Date – **March 19 – 20 (Los Angeles)**
- h. California Association of Councils of Governments (CalCOG)
 - i. CDAC Meeting – (*TBD*)
 - ii. CalCOG Board of Directors Meeting – **March 9 (Long Beach)**
 - ii. Regional Leadership Forum – **March 9 – 11 (Long Beach)**
- i. Miscellaneous

INFORMATION PACKET

16. a) 2/4/26 Draft Executive Committee Minutes

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: February 5, 2026

Attachments:

Agenda Item #2 – NREN Staff Report

Agenda Item #4 – Staff Report

Agenda Item #6 – 12/10/25 Lake APC Draft Minutes

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Agenda Item #7 – SSTAC Roster

Agenda Item #9 – Staff Report & Notice

Agenda Item #10 – Staff Report, RHNA & Reso

Agenda Item #11 – RTP/ATP Staff Report & Reso

Agenda Item #12 – OWP Staff Report

Agenda Item #15ei – Caltrans Milestone Report

Agenda Item #16a – 2/4/26 Draft Executive Committee Minutes



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Northern Rural Energy Network (NREN)

DATE PREPARED: February 5, 2026

MEETING DATE: February 11, 2026

SUBMITTED BY: Jennifer Brennan, Energy Program Manager, NREN

BACKGROUND

NREN is part of a statewide initiative of Regional Energy Networks (RENs) focused on helping communities address rising utility costs through the adoption of energy efficiency programs targeted at rural customers. NREN Lake has already launched 2 residential programs in Lake County with 4 more programs in design that will focus on the public and commercial sectors, financing, promoting enhanced local codes and standards adoption and workforce development opportunities.

The four NREN partners are LAPC, Mendocino Council of Governments (MCOG), Redwood Coast Energy Authority (RCEA) and Sierra Business Council (SBC) that cover 17 counties in rural Northern California.

Important Updates:

The NREN Business Plan is under development and will be submitted to the CPUC on February 13, 2026. The new Business Plan outlines all proposed NREN funding, programs and services to be offered between 2028-2031. The current approved Business Plan is funding our current work through 2027.

NREN Program Development:

NREN Lake will formally launch the Public Equity program in March and will begin targeted outreach including in person meetings and information sessions with local governments and school districts. NREN will provide the following services: benchmarking of buildings and analysis of utility data, building assessments and reports, technical assistance, and referrals of all kinds including other state funded energy efficiency programs as well as federal and state funding opportunities. This program does not include direct incentives for projects, but government-owned buildings will be eligible for direct install services as part of our Commercial program. An RFP for the Commercial Program will be released soon, and we have ensured that local contractors are a priority in doing this work in Lake County. Unfortunately, this process was delayed and a contract most likely will not be executed until June.

As a follow-up to previous updates, we learned that Willdan, (the PG&E third-party administrator for government-owned buildings, including schools) will not be installing heat pump water heaters as part of their program this year but will primarily focus on lighting and HVAC, and only for natural gas customers. This is disappointing as we had hoped to provide another pipeline of local government-owned buildings for hot water heater retrofits. However, we will work with Willdan to provide a list of potential lighting projects.

We plan to officially launch the Workforce Education & Training program in the spring of this year, however we've already begun reaching out to local organizations that are already involved in local workforce training and development. NREN will initially identify current programs in Lake County, gaps in skills, funding and workforce needs while designing new future training programs for both current contractors who want to increase their skills while also recruiting students to pursue a career in the trades focused on energy efficiency and clean energy technologies.

February Community Meetings and Events:

February 7th – Farmer’s Market at the Mercantile, Kelseyville

February 12th – Presentation to Lake Family Resource Center staff

February 17th – Kelseyville High School Career and College Fair (not confirmed)

February 21st – Farmer’s Market at the Mercantile, Kelseyville (weather permitting)

February 27th – Education to Employment E2E Summit

NREN Lake Accomplishments:

- Over 300+ Energy Efficiency Kits have been provided to Lake County ratepayers to date.
- Ten Home Energy Assessments have been completed to date.
- Six residential energy efficiency rebates have been processed to date, with 4 in review.

ACTION REQUIRED: None

ALTERNATIVES: N/A

RECOMMENDATION: None



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Election of Officers

DATE PREPARED: February 5, 2026

MEETING DATE: February 11, 2026

SUBMITTED BY: Lisa Davey-Bates, Executive Director

BACKGROUND:

There are no set terms for members to serve on the Lake Area Planning Council (APC). Historically, both of the city councils and the Board of Supervisors make two appointments annually from their respective membership to serve on the Lake APC. During the first meeting of each year, the APC members nominate and approve members to serve as Chair and Vice-Chair to the Lake APC.

The Board of Supervisors also makes the appointments for the two Member-at-Large positions. Those seats are appointed every other year, or when a vacancy occurs. The Board of Supervisors also appoints an alternate Member-at-Large in the event that one of the other members is unable to attend.

Appointments to the Lake APC's Executive Committee are made annually during the first meeting of the year once appointments as Chair and Vice-Chair to the APC have been made. The Committee is comprised of three members: Chair, Vice-Chair, and a third representative to provide a regional balance. This committee meets on occasion when specific topics need more individualized dialogue before consideration by the full APC Board.

Lastly, a delegate and alternate are appointed to represent Lake APC on the California Association of Councils of Governments (CalCOG). CalCOG is a statewide association representing 50 regional planning agencies and council of governments. The delegate, or alternate, representing the APC is only expected to attend one or two meetings each year to provide local input on regional, State and Federal issues and policies being supported by CalCOG.

ACTION REQUIRED:

1. Hear all nominations of the office of Chair. A second is not required to nominate.
2. Discuss any questions. Move, second and vote to close nominations.
3. If multiple nominations are made, move, second and vote on each nomination until a motion carries.
4. Repeat process for Vice-Chair to the Lake APC, Executive Committee Members, and appointments to CalCOG.

ALTERNATIVES:

None identified.

RECOMMENDATION:

I recommend the APC Board of Directors make the above-mentioned appointments to the Lake APC, Executive Committee and CalCOG. Once elections are made, the newly elected Chair presides over the meeting.



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LAKE COUNTY/CITY AREA PLANNING COUNCIL (APC) (DRAFT) MEETING MINUTES Wednesday, December 10, 2025

Location: City Council Chambers
225 Park Street, Lakeport, California, 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, Supervisor, County of Lake
Stacey Mattina, City Council Member, City of Lakeport
Russ Cremer, City Council, City of Clearlake
Mary Wilson (*Alternate-Slooten*), City Council, City of Clearlake
Danny Wind, Member at Large

Absent

Kenneth Parlet, Council Member, City of Lakeport

Also Present

Lisa Davey-Bates, Executive Director – Lake APC
Michael Villa, Planning Staff – Lake APC
John Speka, Planning Staff – Lake APC
Charlene Parker, Admin Staff – Lake APC
Adeline Leyba, City of Clearlake
Samuel Gaytan, Project Manager – Paratransit Services
Dan Rodriguez, Robinson Rancheria

Attending via Zoom

Tatiana Ahlstrand, Caltrans District 1 (Policy Advisory Committee)
Nephele Barrett, Planning Staff – Lake APC
James Sookne, Admin Staff – Lake APC
Alexis Pedrotti, Admin Staff – Lake APC
Hector Ortega, Admin Staff – Lake APC
Faith Newton – The Resiliency Initiative

1. Call to Order/Roll Call

Chair Mattina called the meeting to order at 9:03 a.m. Secretary Charlene Parker called roll. Members present: Sabatier, Rasmussen, Cremer, Wilson (*Alternate-Slooten*), Mattina, Parlet, and Wind.

2. Northern Rural Energy Network (NREN)

Lisa Davey-Bates provided an update on the Northern Rural Energy Network (NREN). Staff were in the process of developing its next business plan for the 2028/31 period and revising governance documents and bylaws with assistance from BluePoint Consulting. She also noted that public outreach activities had slowed due to the holiday season.

Lisa reported that NREN recently hired a Specialist I to support public outreach, marketing opportunities and coordination of home assessments. This position was an addition to the existing staff. She also noted that, as part of the upcoming business plan, Lake APC is requesting additional staff to assist with implementation of the remainder of the programs. The business plan is due to the CPUC on February 15, with a response anticipated in late summer.

3. Adjourn to Policy Advisory Committee

Chair Mattina adjourned to the Policy Advisory Committee (PAC) at 9:12 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.

Dan Rodriguez, Tribal Transportation Director for Robinson Rancheria, introduced himself and expressed interest in serving on the Board, noting his availability to contribute to discussions on tribal and county transportation priorities.

During discussion, questions were raised regarding the status of existing member-at-large positions, including whether a previous applicant had been formally approved by the County Board of Supervisors. Staff noted uncertainty regarding the applicant's approval status and meeting attendance. Charlene stated she would follow up with County staff to confirm the status of the member-at-large position. It was also noted that Mr. Rodriguez could apply for an alternate position while the matter is clarified.

CONSENT CALENDAR

5. Approval of November 12, 2025 Draft Minutes

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

Roll Call Vote: Ayes (7)-Directors Sabatier, Rasmussen, Cremer, Wilson, Mattina, Wind, Tatiana Ahlstrand, Noes (0); Abstain (0); Absent (0)

REGULAR CALENDAR

6. Discussion and Proposed Adoption of Wildfire Evacuation & Preparedness Plan

John Speka presented a continuation of the discussion from the previous meeting regarding adoption of the Wildfire Evacuation Preparedness Plan. The revisions requested at the prior meeting had been incorporated, as outlined in the staff report, and the item was brought forward for consideration of adoption.

Consultant Faith Newton, with The Resiliency Initiative, was available via Zoom to respond to questions. She confirmed that the plan and supporting documentation had been revised based on the feedback from the last meeting. Members expressed appreciation for the revisions, including the inclusion of detailed school enrollment information.

No public comments were received. The item was brought back for further discussion and consideration of action.

Director Cremer made a motion to approve the Wildfire Evacuation Preparedness Plan, as revised. The motion was seconded by Director Rasmussen and carried unanimously.

Roll Call Vote: Ayes (7)-Directors Sabatier, Rasmussen, Cremer, Wilson, Mattina, Wind, Tatiana Ahlstrand, Noes (0); Abstain (0); Absent (0)

7. Discussion and Possible Approval of the 2026 Regional Transportation Improvement Program (RTIP) and Resolution #25-26-15

Michael Villa provided an overview of the 2026 State Transportation Improvement Program (STIP) and the associated Regional Transportation Improvement Program (RTIP). The 2026 STIP Fund Estimate identified \$1,668,000 in available programming for Lake County through FY 2030/31, with \$84,000 allocated for Planning, Programming, and Monitoring, leaving \$1,584,000 for projects. The balance of \$5,558,000 from the 2024 STIP cycle was reserved for the South Main Street/Soda Bay Road Rehabilitation Corridor Project and is not reflected in the current RTIP.

Additionally, \$5,500,000 of the 2024 Max Share was reserved for the Dam Road/Dam Road Extension Roundabout Project. The 2026 Fund Estimate identifies a Maximum Net Share of \$8,447,000 through FY 2031/32, noting that programming beyond FY 2030/31 draws on future cycle funds. The APC Board recommended programming the available Target Share and Max Share for the Dam Road Roundabout, totaling \$2,805,000. Additionally, with the City of Clearlake will utilize RSTP and/or local funds to fully fund the construction component of the project.

At the November meeting, the TAC recommended approval of the draft RTIP. Staff requested Board adoption of the RTIP, which will then be submitted to Caltrans and the California Transportation Commission (CTC) prior to the December 15, 2025 deadline, along with any required project documentation.

Additionally, Caltrans had received final signed documents for the South Main and Soda Bay Road project and was awaiting the right-of-way certification to complete the allocation process.

Finding of Proper Notice:

Chair Mattina requested a finding that proper notice of the meeting was provided. The notice of the meeting had been published in the Lake County Record-Bee on November 22, 2025. A concern was raised regarding the public notice, specifically that the address of the meeting location was not included, although contact information was provided. Discussion included whether the posted contact information satisfied noticing requirements and the potential implications of delaying action, noting the December 15, 2025 deadline for submittal to the California Transportation Commission (CTC). It was clarified that while the RTIP must be submitted by the deadline, CTC would not take action until its March meeting.

To address the concern, an additional public notice and opportunity for public comment would be provided at the next APC meeting prior to CTC action. Members expressed comfort proceeding with the item while allowing for additional public notice to ensure transparency and compliance.

Director Rasmussen made a motion to accept re-noticing for additional public comment at the February meeting and proof of required publication, as corrected. The motion was seconded by Director Sabatier and carried unanimously.

Roll Call Vote: Ayes (7)-Directors Sabatier, Rasmussen, Cremer, Wilson, Mattina, Wind, Tatiana Ahlstrand, Noes (0); Abstain (0); Absent (0)

Chair Mattina opened the formal public hearing at 9:29 a.m. No public Comments were received, and the Public Hearing was closed at 9:30 a.m. by Chair Mattina.

Director Cremer made a motion to approve the 2026 Regional Transportation Improvement Program (RTIP) and Resolution #25-26-15, as presented. The motion was seconded by Director Rasmussen and carried unanimously.

Roll Call Vote: Ayes (7)-Directors Sabatier, Rasmussen, Cremer, Wilson, Mattina, Wind, Tatiana Ahlstrand, Noes (0); Abstain (0); Absent (0)

8. Discussion and Possible Adoption of the Regional Housing Needs Assessment (RHNA) Methodology

John reported that the Regional Housing Needs Assessment (RHNA) Methodology is required to project regional housing needs and allocate housing units among jurisdictions and must be adopted by the Lake APC, as the Regional Transportation Planning Agency.

John explained that a draft methodology had been submitted to the State Department of Housing and Community Development (HCD), which requested substantial revisions as a condition of acceptance. The revised methodology was subsequently submitted and included in the meeting packet. John noted that the RHNA methodology must be adopted prior to adoption of the Regional Transportation Plan/Active Transportation Plan (RTP/ATP).

As HCD had not yet responded to the revised submission, staff requested that the Board continue the item to the February 11 meeting, at which time adoption could be considered pending HCD approval.

Director Sabatier made a motion to continue consideration of the Regional Housing Needs Assessment (RHNA) Methodology for the February meeting. The motion was seconded by Director Cremer and carried unanimously.

Roll Call Vote: Ayes (7)-Directors Sabatier, Rasmussen, Cremer, Wilson, Mattina, Wind, Tatiana Ahlstrand, Noes (0); Abstain (0); Absent (0)

9. Discussion, Public Hearing and Possible Approval of the Lake APC's 2026 Regional Transportation Plan/Active Transportation Plan and Negative Declaration

John introduced the item and explained that the Regional Transportation Plan/Active Transportation Plan (RTP/ATP) and associated Draft Negative Declaration California Environmental Quality Act (CEQA) adoption could not proceed until the Regional Housing Needs Assessment (RHNA) Methodology was adopted.

Additionally, recent discussions with Habematolel Pomo Upper Lake representatives regarding the Negative Declaration, and a request to revise language related to tribal consultation. John

indicated that further review was needed before adopting the Negative Declaration to ensure consistency with requirements.

John noted the absence of the meeting location for the public notice and recommended continuing the RTP/ATP and Negative Declaration to the February 11 meeting to allow time for proper re-noticing, completion of the required public comment period, resolution of consultation-related concerns, and alignment of all prerequisite actions.

Board members discussed the CEQA and AB 52 process, noting that the RTP/ATP are planning documents and that project-specific impacts would be addressed during future, project-level CEQA review. John confirmed that the public hearing would be re-noticed with updated information for the February meeting.

Director Sabatier made a motion to continue adoption of the 2026 Regional Transportation Plan and Active Transportation Plan and Negative Declaration for the February meeting. The motion was seconded by Director Rasmussen and carried unanimously.

Roll Call Vote: Ayes (7)-Directors Sabatier, Rasmussen, Cremer, Wilson, Mattina, Wind, Tatiana Ahlstrand, Noes (0); Abstain (0); Absent (0)

10. Approval of the Draft Lake APC Meeting Calendar

Charlene Parker briefly outlined the proposed adjustments to the draft meeting calendar. Two scheduling conflicts were identified: the Regional Leadership Forum occurring during the second week of March and Veterans Day in November. Both affected meetings were scheduled for the first Wednesday of the month. The calendar was adjusted to hold more meetings in Clearlake, with Lower Lake used primarily for field trips, to improve meeting accommodations and Zoom accessibility.

Additionally, two field trips were included on the calendar, and it was confirmed that the League of California Cities Annual Conference (September 23–25) had been accounted for.

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

Roll Call Vote: Ayes (7)-Directors Sabatier, Rasmussen, Cremer, Wilson, Mattina, Wind, Tatiana Ahlstrand, Noes (0); Abstain (0); Absent (0)

RATIFY ACTION

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

Chair Mattina adjourned the Policy Advisory Committee at 9:37 a.m. and reconvened as the APC.

12. 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 Wind and carried unanimously.

REPORTS

13. Reports & Information

a. Lake APC Planning Staff

i. Planning projects

John Speka gave a brief update on the current projects.

Zero Emission Vehicle (ZEV) Infrastructure Plan:

The Countywide Zero Emission Vehicle (ZEV) Infrastructure Plan assesses the region's charging and fueling infrastructure to support future expansion. The consultant was completing final evaluations to determine appropriate locations for charging infrastructure, incorporating findings from previous site visits and recent public outreach efforts, including several town hall meetings. A draft plan was expected by the end of the month or early January. The project was noted to be nearing completion, with plan adoption anticipated in early 2026.

Local Road Safety Plan Update

The Local Road Safety Plan Update for all three jurisdictions was moving along. The consultant, GCW, Inc., was brought on board approximately one month prior, and the first stakeholder meeting was scheduled for the following day. Staff reported that the meeting would include discussion of potential public outreach efforts, including a draft survey and related engagement materials.

Tribal Transportation Needs Study

The Tribal Transportation Needs and Engineered Feasibility Study, awarded through the Sustainable Transportation Planning Grant, will assess deficiencies, needs, and priorities within tribal road systems and identify opportunities to improve transportation networks. The Procurement process and the release of the Request for Proposals were deferred until January due to the holiday season and anticipated low response rates. The goal is to have a consultant selected by late January or early February.

Preparation of Sustainable Transportation Planning Grant Application

Lake APC submitted an application to the Sustainable Transportation Planning Grant Program for a Clear Lake Ferry Service Feasibility Study. The award announcements are typically made by early to mid-summer and updates would be provided as information becomes available.

ii. Miscellaneous

b. Lake APC Administration Staff

i. Next Meeting Date – January 14, 2026 (*Tentative*)

Lisa confirmed that the meeting in January would be cancelled.

ii. Miscellaneous

c. Local Agency Updates

Adeline Leyba, Public Works Director for the City of Clearlake, provided an update on city projects. The Moss Davis and the Clearlake Park projects were nearing completion, with work expected to conclude by the end of the month. Design work on the Dam Road Roundabout project was ongoing and anticipated to conclude the following month, with right-of-way acquisition with McDonald's currently in progress. The Burns Valley Arrowhead and Olympic project was reported to be in the construction phase, with work expected to begin in the spring.

d. Lake APC Directors

None

e. Caltrans

i. **Lake County Project Status Update:**

Tatiana provided updates on several Caltrans programs and projects:

The Sustainable Transportation Planning Grant application deadline was November 21, and District 1 received a total of six applications from agencies across the four-county region, including two from Lake County, with award announcements expected in mid- to late May 2026.

The BUILD program, previously known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Transportation Investment Generating Economic Recovery (TIGER) programs, was currently open, with applications due by February 25, 2026; eligible project types included planning or construction projects intended to improve safety, mobility, connectivity, the economy, tourism, partnerships, and innovation, and agencies seeking a Caltrans letter of support were advised to contact staff promptly.

Updates were provided on North Shore projects, including continued efforts to prepare the HM4 project on State Route 20 for advertisement, which will enhance pedestrian safety and install traffic signal improvements along a 30-mile stretch.

The Truck Signal Priority Study, a six-month contract extension was approved due to supply chain delays, with project completion now anticipated in May 2026. The development of the District Transit Plans was in year two, with draft plans and Phase 2 engagement approaches expected to be prepared in the coming months. A draft report targeted for October 2026.

An updated Caltrans Milestone Report listing all projects and their progress was expected to be released in the coming days. Due to state budget shortfalls, several project schedules were adjusted, including the Lucerne Complete Streets project, which was delayed from summer 2029 to summer 2031; the Lakeport CAPM project, delayed from summer 2026 to 2031; the Twin Lakes CAPM project, delayed from summer 2026 to 2027; and a one-year delay for the Lake 175 Drainage project. The Lake 29/C Street Left Turn Channelization, Bottle Rock Safety, Middletown Safety, and Middletown Safety South projects were not delayed. Additionally, the removal of Class 2 bicycle lanes in favor of diagonal parking was explored but ultimately deemed infeasible due to space constraints. All project schedules, maps, and timelines will be included in the upcoming milestone report package.

Further discussion addressed clarification regarding project locations, including Middletown South and Bottle Rock Safety, and staff indicated that additional details, including short- and long-term measures, would be provided in the milestone report or through follow-up communication.

ii. **Miscellaneous:**

f. Rural Counties Task Force

- i.* Next Meeting Date – *(TBD)*

g. California Transportation Commission

- i.* Next Meeting Date – January 29-30 *(Sacramento)*

h. California Association of Councils of Governments (CalCOG)

- i. CDAC Meeting – *(TBD)*
- ii. CalCOG Board of Directors Meeting – *March 9 (Long Beach)*
- iii. Regional Leadership Forum – March 9 – 11 (Long Beach)

i. Miscellaneous

14. INFORMATION PACKET

- a) 10/23/25 Draft Lake TAC Minutes

ADJOURNMENT

The meeting was adjourned by Chair Mattina at 9:49 a.m.

Respectfully Submitted,

DRAFT

Charlene Parker, Administrative Associate

**SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)
MEMBERSHIP ROSTER - 2026**

		<u>TERM</u>
1. Potential Transit User 60 Years or Older	Annie Barnes Phone: 707-472-7511 E-mail: sunrise.ssf@gmail.com	Nov. 2024 – Oct. 2027
2. Potential Transit User Disabled	Vacant	Nov. 2023 – Oct. 2026
3. Social Services Provider Seniors	Rev. Shannon Kimbell-Auth Phone: 707-349-2324 E-mail: shannon.kimbellauth@redcross.org	Nov. 2025 – Oct. 2028
4. Transportation Provider	Vacant	Nov. 2024 – Oct. 2027
5. Social Services Provider Disabled	Vacant	Nov. 2024 – Oct. 2027
6. Transportation Provider Disabled		Nov. 2025 – Oct. 2028
7. Social Services Provider Limited Means	Tera Gandolfo Lake County Department of Social Services P.O. Box 9000 Lower Lake, CA 95457 Phone: 707-995-4200 / E-mail: tera.gandolfo@lakecountyca.gov	Nov. 2023 – Oct. 2026
8. Consolidated Transportation Services Agency	Karen Dakari People Services 4195 Lakeshore Boulevard Lakeport, CA 95453 Phone: 263-3810 / E-mail: karendakari@yahoo.com	Nov. 2023 – Oct. 2026
9. Consolidated Transportation Services Agency	Laurie Fisher Lake Links 14420 Lakeshore Drive Clearlake, CA 95422 Phone: 707-995-3330 / E-mail: laurie.fisher@lakelinks.org	Nov. 2025 – Oct. 2028



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Public Hearing of the 2026
Regional Transportation Improvement Program

DATE PREPARED: 2/03/2026
MEETING DATE: 2/11/2026

SUBMITTED BY: Michael Villa, Regional Project Coordinator

BACKGROUND:

Each odd-numbered year, the Lake Area Planning Council prepares a Regional Transportation Improvement Program (RTIP) to program the region's share of State Transportation Improvement Program (STIP) funds. The Board previously conducted a public hearing and adopted the 2026 RTIP, which proposes programming \$84,000 for Planning, Programming, and Monitoring activities and approximately \$2,805,000 for the Dam Road and Dam Road Extension Roundabout Project.

During the prior hearing, the APC Board noted that the public notice did not include the specific public hearing location. Because the California Transportation Commission will not formally adopt the STIP until March, APC issued a revised public notice that includes the public hearing location to provide an additional opportunity for public review and comment.

This item is being brought back to the Board solely to conduct a re-noticed public hearing. No changes to the adopted RTIP programming are being proposed at this time. If public comments result in Board direction to modify the RTIP, APC staff will coordinate with CTC staff to determine the appropriate method for submitting a modified/amended RTIP. You can find the adopted RTIP here:

<https://www.lakeapc.org/wp-content/uploads/2026/01/2026-RTIP-Final.pdf>

ACTION REQUIRED:

1. Make finding that proper notice of the meeting has been provided. Notice was published in the Lake County Record-Bee on 1/27/2026
 2. Receive Staff Report.
 3. Open public hearing.
 4. Receive public comments.
 5. Close public hearing.
-

ALTERNATIVES:

RECOMMENDATION:

Lake County Publishing
Lake County Record-Bee
415 Talmage Road Suite A
Ukiah, CA. 95482
legals@record-bee.com

DOW & ASSOCIATES
525 S MAIN STREET SUITE B
UKIAH, CA 95482

.....

Account Number: 2117222

Ad Order Number: 0006945620

Customer's Reference Ordered on 1/23/26 by Jody Lowblad
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Invoice Text: **MEETING NOTICE**

NOTICE IS HEREBY GIVEN that the Lake County/City Area Planning Council (APC), which is the regional transportation planning agency for Lake County, will hold a public hearing on Wednesday, February 11, 2026, at 9:00 a.m. or as soon thereafter as possible at **Clearlake City Council Chambers 14050 Olympic Drive Clearlake, California**, to consider the following item:

Public Hearing Comments for the Adopted 2026 Regional Transportation Improvement Program

The APC will hold a public hearing for public input regarding the recently adopted Regional Transportation Improvement Program (RTIP) which will allow the County of Lake to allocate \$5,558,000 for the South Main Street/Soda Bay Road Corridor Project. Additionally, the RTIP will program approximately \$2,805,000 for the City of Clearlake's Dam Road/Dam Road Extension Roundabout Project with the understanding that it is not guaranteed to be available due to an overcommitment in the State Transportation Improvement Program.

The purpose of this public hearing is to receive public testimony prior to the California Transportation Commission's formal adoption of the 2026 RTIP.

For additional information, please contact Michael Villa (villam@dow-associates.com) at the Lake Area Planning Council, 707-263-7799.
Lisa Davey-Bates
Executive Director 1-27/26

2117222

DOW & ASSOCIATES
525 S MAIN STREET SUITE B
UKIAH, CA 95482

**Affidavit of Publication
STATE OF CALIFORNIA
County of Lake**

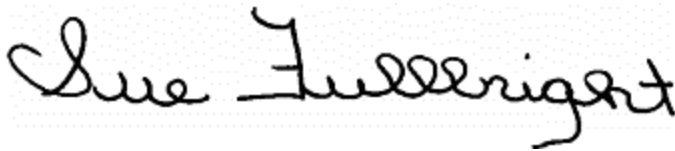
I, Sue Fullbright, being first duly sworn, depose and say: That at and during all the dates and times herein mentioned I was, and now am the legal clerk of the Lake County Record-Bee, a newspaper published for the dissemination of local or telegraphic news and intelligence of a general character, having 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: 01/27/2026;

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 27th day of January, 2026 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. **0006945620**

MEETING NOTICE

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For additional information, please contact Michael Villa (villam@dow-associates.com) at the Lake Area Planning Council, 707-263-7799.

Lisa Davey-Bates
Executive Director

1-27/26



LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

TITLE: Discussion and Possible Adoption of the
Regional Housing Needs Assessment Methodology

DATE PREPARED: February 4, 2026
MEETING DATE: February 11, 2026

SUBMITTED BY: John Speka, Senior Transportation Planner

BACKGROUND: The Regional Housing Needs Assessment (RHNA) process is used to develop a projection of additional housing units needed to accommodate projected household growth of all income levels for a set eight-year projection period (new cycle to cover 2027 to 2035).

State law notes that “it is the intent of the Legislature” that a draft allocation of housing units “*should* [emphasis added] be distributed” to jurisdictions within the region prior to approval of the Regional Transportation Plan. Developed as part of the draft methodology, the proposed allocation would be as follows:

Categories	HCD			
	Determination	Clearlake	Lakeport	Unincorporated
Acutely Low	237	56	18	163
Extremely Low	370	88	27	255
Very Low	283	67	22	194
Low	514	119	41	354
Moderate	403	103	29	271
Above Moderate	691	197	51	443
TOTAL	2,498	630	188	1,680

The draft methodology being considered by the Board was submitted to the Department of Housing and Community Development (HCD) on December 15, 2025, for a review period of up to 60 days. While nothing has been received as of this writing, the February 11 Board meeting falls on the 58th day of this window, and HCD technically will have two more days to notify staff of any concerns with the methodology. Nevertheless, we are requesting that the Board consider adoption of the draft, allowing the above draft allocation to stand and enabling the Regional Transportation Plan to be adopted (see next agenda item) in accordance with the required sequence. In the event that HCD requests additional revisions between now and the end of the 60-day review, staff will work with them to resolve any remaining issues in a timely manner. Potential revisions would then be brought back for the Board’s deliberation in an amended methodology at the following month’s meeting.

ACTION REQUIRED: Consider adoption of the Regional Housing Needs Assessment Methodology

ALTERNATIVES: Continue the item until the next Board hearing (not recommended).

RECOMMENDATION: The Board approves the Regional Housing Needs Assessment Methodology as presented.



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 Regional Housing Needs Assessment Draft Methodology December 2025

RHNA Overview

The Regional Housing Needs Allocation (RHNA) process is a State requirement that seeks to ensure cities and counties are planning for enough housing to accommodate all economic segments of the community. The process is split into three steps:

1. Regional Determination: The State Department of Housing and Community Development (HCD) provides each region a Regional Determination of housing need, which includes a total number of units split into six income categories. Lake APC received the Final Regional Housing Need Determination of 2,498 in August 2025 for the upcoming 7th Cycle of RHNA (2027-2035).
2. RHNA Methodology: Councils of Governments are responsible for developing a RHNA Methodology for allocating the Regional Determination to each jurisdiction in the region. This methodology must further a series of State objectives.
3. Housing Element Updates: Each jurisdiction must then adopt a housing element that demonstrates, among other things, how the jurisdiction can accommodate its assigned RHNA number through its zoning. The State reviews each jurisdiction's housing element for compliance.

The purpose of the RHNA process is to allocate a share of the housing need to the region's jurisdictions such that each plays a role in meeting the overall need and knows the clear, quantified amount it must accommodate. The process is also used to guide where housing is built throughout the region, moving away from a development pattern reflective of local zoning constraints and toward a growth pattern reflective of regional and state equity, environmental, and socioeconomic objectives.

The methodology is itself developed in three phases: first, a proposed methodology is prepared and undergoes a public hearing. The methodology may be revised based on any input received, then a draft methodology is submitted to HCD for a 60-day review. Finally, the methodology may be revised to respond to HCD's findings, and a final methodology is adopted by resolution. Following adoption, the final methodology is incorporated into a RHNA Plan document.

Housing need is allocated to jurisdictions across several income levels to provide a mix of household affordability. These include:

Acutely Low:	15% of Area Median Income (AMI)
Extremely Low:	15-30% of AMI
Very Low:	30-50% of AMI
Low:	50-80% of AMI
Moderate:	80-120% of AMI
Above Moderate	120%+

Allocation to Local Jurisdictions

While the RHNA process affects zoning, it does not directly mandate or fund the construction of the assigned housing need. However, it is the intent of Housing Element law that it prompts jurisdictions to prepare for their full housing need via zoning, as well as through adjacent actions such as accommodating affordable housing development or analyzing construction feasibility during the Housing Element stage. In developing the allocation methodology, Lake APC formed a “RHNA Methodology Committee” made up of community development representatives from the County of Lake and the cities of Clearlake and Lakeport, as a means of determining an equitable distribution among the region’s member agencies. The following is a result of several of these committee meetings held between September and November 2025.

Population

A baseline figure was used as a hypothetical means of distribution to each of the region’s three jurisdictions based on percentages derived from population estimates found in the California Department of Finance (DOF) as of January 1, 2025 (see Table 1 below).

Table 1

2025 DOF Population Estimates		
Jurisdiction	Pop.	% of Pop.
Clearlake	16,533	24.58%
Lakeport	5,026	7.47%
Unincorporated	45,695	67.94%
Total	67,254	100%

This baseline was helpful in determining a general proportionality of the region’s jurisdictions by providing a starting point in which to evaluate the appropriate allocation of units. The percentages were applied to each of the household affordability categories (as established by HCD in its regional needs determination). Tables 2 and 3 illustrate the original HCD determination as well as the proportional breakdown for the three jurisdictions.

Table 2

Original HCD Housing Need Determination		
Income Category (% of Area Median Income)	%	Housing Unit Need
Acutely Low (15%)	9.5%	237
Extremely Low (15-30%)	14.8%	370
Very Low (30-50%)	11.3%	283
Low (50-80%)	20.6%	514
Moderate (80-120%)	16.1%	403
Above Moderate (120%+)	27.7%	691
Total	100%	2,498

Table 3

Distribution Using Population				
Income Category (% of Area Median Income)	Housing Unit Need per Population	Clearlake	Lakeport	Unincorporated
Acutely Low (15%)	237	58	18	161
Extremely Low (15-30%)	370	91	28	251
Very Low (30-50%)	283	70	21	192
Low (50-80%)	514	126	38	349
Moderate (80-120%)	403	99	30	274
Above Moderate (120%+)	691	170	52	469
Total	2,498	614	187	1,687

Median Household Income Adjustment

Another set of data deemed important by the Methodology Committee was a breakdown by income category of existing median household incomes for each of the three jurisdictions (*HCD RHNA Final Workbook*). The City of Clearlake was found to have a disproportionate share of units available for acutely-, extremely-, and very-low income residents when compared to regional averages, combined with a significant lack of above-moderate units. Table 4 shows income levels by jurisdiction with regional totals found in the two right hand columns. Table 5 provides the comparisons between jurisdictions and regional averages.

Table 4

Household Income Levels								
	Clearlake		Lakeport		Unincorporated		Total	
Category	Households	%	Households	%	Households	%	Households	%
Acutely Low	835	14.8%	177	8.2%	1,484	8.0%	2,497	9.5%
Extremely Low	1,105	19.6%	364	16.7%	2,440	13.2%	3,908	14.8%
Very Low	891	15.8%	171	7.9%	1,926	10.4%	2,988	11.3%
Low	1,306	23.1%	480	22.1%	3,635	19.6%	5,421	20.6%
Moderate	748	13.2%	409	18.8%	3,098	16.7%	4,256	16.1%
Above Moderate	763	13.5%	572	26.3%	5,958	32.1%	7,294	27.7%
Total	5,649	100%	2,173	100%	18,542	100%	26,364	100%

Table 5

% Adjustment from MHI			
Categories	Clearlake	Lakeport	Unincorporated
Acutely Low	5.3%	-1.3%	-1.5%
Extremely Low	4.7%	1.9%	-1.7%
Very Low	4.4%	-3.5%	-0.9%
Low	2.6%	1.5%	-1.0%
Moderate	-2.9%	2.7%	0.6%
Above Moderate	-14.2%	-1.3%	4.5%

The resulting percentage adjustments would be added/subtracted from the baseline (population) figures as a means of balancing the current shares by income category within each jurisdiction. This addresses Objectives (1) and (4) of Government Code Section 65584(d), which seek an increase in housing supply and mix of “housing types, tenure, and affordability in all cities and counties within the region in an equitable manner,” as well as the proportionate allocation of housing need by income category.

Overcrowding and Cost Burden Adjustments

The Methodology Committee next evaluated overcrowding and cost burden data for the region. Similar to the regional averages and jurisdictional deviations for the MHI adjustments above, both “overcrowding” and “cost burden” percentage for each jurisdiction were identified and compared to the region as a whole (*HCD RHNA Final Workbook*). The differences in percentage terms were then applied to the same household income breakdown used above (see Table 4) to arrive at a further adjustment by jurisdiction as shown in the three tables below.

Table 6

Additional % Adjustment Factors			
Categories	Clearlake	Lakeport	Unincorporated
Overcrowding	3.5%	-2.5%	-0.8%
Cost Burden	8.2%	-5.5%	-1.7%

Table 7

% Adjustment from Overcrowding			
Categories	Clearlake	Lakeport	Unincorporated
Acutely Low	0.5%	-0.2%	-0.1%
Extremely Low	0.7%	-0.4%	-0.1%
Very Low	0.6%	-0.2%	-0.1%
Low	0.8%	-0.5%	-0.2%
Moderate	0.5%	-0.5%	-0.1%
Above Moderate	0.5%	-0.6%	-0.3%

Table 8

% Adjustment from Cost Burden			
Categories	Clearlake	Lakeport	Unincorporated
Acutely Low	1.2%	-0.5%	-0.1%
Extremely Low	1.6%	-0.9%	-0.2%
Very Low	1.3%	-0.4%	-0.2%
Low	1.9%	-1.2%	-0.3%
Moderate	1.1%	-1.0%	-0.3%
Above Moderate	1.1%	-1.5%	-0.6%

Overcrowding and Cost Burden metrics can both be used as measures of affordability. An increase in the housing supply as well as a healthy mix of housing types can work to alleviate these dual barriers, consistent with Government Code Section 65584(d) Objective (1), as well as speaking to “factors” discussed under Section 65584.04(e)(6)(cost burden) and (7)(overcrowding).

Manual Adjustments

Finally, discussions among Methodology Committee members centered on the potential for further “manual” adjustments to be made in order for additional acutely-, extremely-, very-, and low-income units to be assigned to jurisdictions having higher levels of “opportunity” for lower resourced residents. Measurements of educational, economic, and environmental “opportunities” are provided in the 2025 Opportunity Map (*CTAC/HCD*), which identifies Census Block Groups with higher or lower resources associated with positive economic, educational, and health outcomes for low-income families.

“Neighborhood Opportunity” scores among the three jurisdictions show the City of Lakeport to be the most accommodating of the three with an average of 7.5, compared to the unincorporated County at 5.5, and the City of Clearlake at 1.5. Given the MHI disparities described earlier, representatives from both the City of Lakeport and the County of Lake were comfortable in having additional adjustments made to accommodate more low-income households relative to the City of Clearlake, where opportunity resources are more limited. This targeted adjustment aligns with and advances the State’s Affirmatively Furthering Fair Housing (AFFH) objectives by directing more lower-income capacity toward higher-opportunity neighborhoods, while avoiding unjustified concentration in lower-opportunity areas. Any adjustments made with regard to extremely- and acutely-low income units will remain within a range of 3% of those assigned for very-low income households, consistent with language found in Objective (1)

Consistency with State Housing Law

California Government Code Section 65584.04(b) requires that each Council of Government “survey” its member jurisdictions for information in its development of a RHNA methodology. Accordingly, a Methodology Committee was formed from representatives of the Lake region’s three community development agencies: the County of Lake, and the cities of Lakeport and Clearlake. Several meetings were held to discuss various requirements and other issues involved in formulating an appropriate methodology. These discussions resulted in the methodology discussed herein, incorporating additional information to demonstrate compliance with State objectives and aims with respect to housing policy.

RHNA Objectives

State Housing Law also requires a RHNA methodology to further five specific “objectives,” per Government Code Section 65584(d). The objectives listed below include a brief discussion of how they have been addressed within the methodology:

1. Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner, which shall result in each jurisdiction receiving an allocation of units for low- and very low income households. The regional housing needs allocation plan shall allocate units for extremely low- and acutely low income households in a manner that is roughly proportional to, and within a range of 3 percent of, the housing need for very low income households.

As previously discussed, the methodology includes several adjustment factors designed to consider equitable distribution of units for various income specific categories. For instance, data on the median household income (MHI) of existing units will be used to adjust the final allocation in order to bring local housing markets into balance with respect to the six income levels. In addition, jurisdictional deviation over or below average Overcrowding and Cost Burden factors will also be used to “level the playing field.”

2. Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns, and the achievement

of the region’s greenhouse gas reductions targets provided by the State Air Resources Board pursuant to Section 65080.

Equity, efficiency, and environmental matters were included in developing the methodology by considering “opportunity” scores in the final allocation. The City of Lakeport currently enjoys more general amenities (e.g. job concentration, services, educational opportunities, etc.) than the County or the City of Clearlake, and City representatives have expressed a willingness to take a larger share of acutely-, extremely-, and very low income units via “manual adjustments” to be applied at the end of the process. Conversely, with the City of Clearlake seeking a larger share of above-moderate accommodations, higher skilled, better paid professionals may be able to locate within the City shortening commute times and reducing vehicle miles traveled or greenhouse gas (GHG) emissions related impacts.

3. Promoting an improved intraregional relationship between jobs and housing, including an improved balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction.

Similar to the discussion under objective (2) above, the methodology includes efforts to balance jobs and housing within the region. As noted earlier, the jurisdiction with the highest “neighborhood opportunity” score in the online 2025 Opportunity Mapping Tool was Lakeport by a fair amount (7.5, compared to the County and Clearlake scores of 5.5 and 1.5, respectively). Its willingness to consider accommodating higher shares of lower income household units advances this objective.

4. Allocating a lower proportion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category, as compared to the countywide distribution of households in that category from the most recent American Community Survey.

Median household income levels for existing households in each jurisdiction were analyzed finding the City of Clearlake to hold smaller shares of above-moderate units and a disproportionately large percentages of acutely-, extremely-, very-, and low-income units. The methodology supports this objective by aiming to correct noted imbalances (assigning more/fewer units of each income category between Clearlake, Lakeport and the County), where deemed appropriate.

5. Affirmatively furthering fair housing.

Government Code Section 65584(e) defines “affirmatively furthering fair housing” (AFFH) as

taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, affirmatively furthering fair housing means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws.

The 2025 Opportunity Mapping Tool discussed within this methodology was used to evaluate “disparities in housing needs and in access to opportunity” for all residents of the region, regardless of race or ethnicity, in an effort to equalize the allocation of income tiered units among the subject jurisdictions. The intention is to incorporate AFFH concepts into its overall distribution.

Factors Included in Development of Methodology

Government Code Section 65584.04 includes language requiring a council of governments (Lake APC) to consider 13 factors in developing an allocation methodology for regional housing needs. The following list provides a brief summary of these considerations, based on information received from the region's three jurisdictions:

1. Relationship between existing and projected jobs and housing affordability.

Specific data on local "jobs/housing affordability" balances were not available for either the region as a whole or for individual local jurisdictions. An "On the Map- Longitudinal Employer-Household Dynamics (LEHD)" tool (2022), showed Lakeport to have a disproportionately large share of the region's jobs. However, more recent data sources such as the American Community Survey (2023 5-year averages) and the California Economic Development Department (2025) both contradicted this 2022 assessment, instead showing the breakdown to be roughly in line with relative population percentages of the jurisdictions. As a result, the Methodology Committee chose to look at other factors in determining the final allocation.

2. Constraints due to the availability of sewer, water, developable land, land preservation policies, emergency evacuation route capabilities or other climate change risks.

Data was not available, nor provided by local community development agencies with respect to constraints based on infrastructure availability or development policy. Given the hypothetical distribution of units from factors that were used, Committee members did not feel these to be significant obstacles to overcome in determining the final allocations.

3. Distribution of household growth as a means of maximizing public transportation or existing transportation infrastructure.

Infill development is emphasized in policy language found within the current housing elements of the region's local agencies, and will continue to be a consideration when determining residential zoning objectives within each jurisdiction. However, growth rates overall are expected to remain flat over the next decade, and the existing transportation infrastructure will be able to accommodate housing production scenarios over this span.

4. Agreements between jurisdictions directing growth toward incorporated areas and away from areas used for agricultural purposes.

While no official growth boundary agreements exist between jurisdictions, policies within current housing elements, as well those in the recently (August 2025) adopted "Housing Action and Implementation Plan (HAIP)," contain language directing growth inward, towards established communities and away from agricultural or rural areas.

5. Loss of units contained in assisted housing developments.

Data was not available regarding assisted housing developments and Methodology Committee members did not consider this a significant factor in determining the allocation of housing units.

6. Housing cost burdens at each relevant income level.

While information was not available from local agencies with respect to housing cost burden, data used by HCD to calculate the initial housing needs of the region found this to be a significant factor in its overall assessment. Relative cost burdens for homeowners and renters were considered and adjustments will be made to the number of units assigned to the three jurisdictions as broken down by household income category for each.

7. Rate of overcrowding.

Similar to cost burden factors, relative rates of overcrowding were considered and adjustments will be made to the number of units assigned to the three jurisdictions as broken down by household income category for each.

8. Housing needs of farmworkers.

Data was not available regarding farmworker housing and Methodology Committee members did not consider this a significant factor in determining the allocation of housing units.

9. Housing needs of college students at private schools, state schools, or universities.

Woodland Community College (Lake County campus) in Clearlake, and Mendocino College (Lake Center) in Lakeport are largely considered to be “commuter” schools and these student populations are not expected to have a large impact on housing needs within the region.

10. Housing needs of individuals and families experiencing homelessness.

Data was not available regarding homelessness and Methodology Committee members did not consider this a significant factor in determining the allocation of housing units.

11. Loss of units during a state emergency during the previous (current) planning period that have yet to be rebuilt.

Data was not available regarding wildfire or other natural disasters and Methodology Committee members did not consider this a significant factor in determining the allocation of housing units.

12. Consideration of the region’s greenhouse gas emission targets.

Information was not received by local agencies. Greenhouse Gas emissions aren’t expected to reach a level of significance in the Lake County region given the flat growth rates and smaller existing population numbers.

13. Other factors adopted by the Lake APC.

No other policy factors have been adopted by Lake APC with respect to housing needs allocation.

Base Distribution Using Population

Categories	HCD Determination	Clearlake	Lakeport	Unincorporated
Acutely Low	237	58	18	161
Extremely Low	370	91	28	251
Very Low	283	70	21	192
Low	514	126	38	349
Moderate	403	99	30	274
Above Moderate	691	170	52	469
TOTAL	2,498	614	187	1,697

Distribution with MHI Adjustment

Categories	HCD Determination	Clearlake	Lakeport	Unincorporated
Acutely Low	237	55	18	163
Extremely Low	370	87	27	256
Very Low	283	66	22	194
Low	514	123	38	353
Moderate	403	102	29	272
Above Moderate	691	194	52	449
TOTAL	2,498	627	186	1,687

Distribution with MHI & Overcrowding Adjustments

Categories	HCD Determination	Clearlake	Lakeport	Unincorporated
Acutely Low	237	55	18	163
Extremely Low	370	87	27	255
Very Low	283	67	22	194
Low	514	124	38	352
Moderate	403	102	29	272
Above Moderate	691	195	52	447
TOTAL	2,498	630	186	1,683

Distribution with MHI, Overcrowding, & Cost Burden Adjustments

Categories	HCD Determination	Clearlake	Lakeport	Unincorporated
Acutely Low	237	56	18	163
Extremely Low	370	89	27	255
Very Low	283	68	22	194
Low	514	127	37	351
Moderate	403	103	29	271
Above Moderate	691	197	51	445
TOTAL	2,498	640	184	1,679

Distribution with MHI, Overcrowding, Cost Burden, and Manual Adjustments

Categories	HCD Determination	Clearlake	Lakeport	Unincorporated
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Acutely Low	237	56	18	163
Extremely Low	370	88	27	255
Very Low	283	67	22	194
Low	514	119	41	354
Moderate	403	103	29	271
Above Moderate	691	197	51	443
TOTAL	2,498	630	188	1,680

% Distribution of Allocation with Adjustments

Categories	HCD Determination	Clearlake	Lakeport	Unincorporated
Acutely Low	9.5%	8.9%	9.6%	9.7%
Extremely Low	14.8%	14.0%	14.4%	15.2%
Very Low	11.3%	10.6%	11.7%	11.5%
Low	20.6%	18.9%	21.8%	21.1%
Moderate	16.1%	16.3%	15.4%	16.1%
Above Moderate	27.7%	31.3%	27.1%	26.4%

% Difference of Allocations from Determination

Categories	Clearlake	Lakeport	Unincorporated
Acutely Low	-0.6%	0.1%	0.2%
Extremely Low	-0.8%	-0.5%	0.4%
Very Low	-0.7%	0.4%	0.2%
Low	-1.7%	1.2%	0.5%
Moderate	0.2%	-0.7%	0.0%
Above Moderate	3.6%	-0.5%	-1.3%

Rounding Error Adjustments

1

1

-4

-2

Rounding Error Adjustments

1

1

-3

-1

Rounding Error Adjustments

-1

-1

-1

-2

-5

Rounding Error Adjustments

0

LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION 25-26-16

RESOLUTION ADOPTING THE METHODOLOGY FOR THE 2026 LAKE COUNTY REGIONAL HOUSING NEEDS ASSESSMENT

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

WHEREAS, the Area Planning Council is the designated Regional Transportation Planning Agency (RTPA) for Lake County; and

WHEREAS, the State of California has determined that the RTPA is the appropriate agency to conduct the Regional Housing Needs Allocation Process; and

WHEREAS, the APC is required to adopt an methodology to be used in development of the Regional Housing Needs Allocation; and

WHEREAS, Lake APC staff met with a RHNA Methodology Committee made up of local agency community development officials on September 4, October 30, November 19, and November 25, 2025, to formulate and/or revise a workable draft methodology; and

WHEREAS, Lake APC released a draft RHNA Methodology to local agencies on September 23, 2025, with subsequent revisions released on October 9 and November 25, 2025; and

WHEREAS, local agencies had the opportunity to provide comment on the draft Methodology, which have now been incorporated into a final document; and

WHEREAS, Section 65584.05(a) of the California Government Code states that “[i]t is the intent of the Legislature that the draft allocation should be distributed before the completion of the update of the applicable regional transportation plan,” and

WHEREAS, the RHNA Methodology will result in a draft allocation of housing units as follows:

Categories	HCD			
	Determination	Clearlake	Lakeport	Unincorporated
Acutely Low	237	56	18	163
Extremely Low	370	88	27	255
Very Low	283	67	22	194
Low	514	119	41	354
Moderate	403	103	29	271
Above				
Moderate	691	197	51	443
TOTAL	2,498	630	188	1,680

NOW, THEREFORE, BE IT RESOLVED THAT:

The Area Planning Council hereby adopts the Methodology to be used in the 2026 Lake County Regional Housing Needs Assessment.

Adoption of this Resolution was moved by XX, seconded by XX, and carried on this 11th day of February 2026, by the following roll call vote:

AYES:
NOES:
ABSENT:

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

ATTEST: Lisa Davey-Bates
Executive Director

Chair
APC Member



LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

TITLE: Regional Transportation Plan/Active Transportation Plan

DATE PREPARED: February 4, 2026

MEETING DATE: February 11, 2026

SUBMITTED BY: John Speka, Senior Transportation Planner

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

On October 16, 2025, staff released the Public Draft RTP/ATP for review and comment. Staff next presented the draft at the November 12 Board meeting, with additional opportunity for discussion at the December 10 meeting. Final comments will also be accepted at today's (February 11) public hearing. Comments received to date have been incorporated into a final draft of the RTP/ATP, which can be found here:

<https://www.lakeapc.org/news/2026-regional-transportation-plan-active-transportation-plan-update/>

Following the posting of the public draft in October, staff released an Initial Study/Negative Declaration (IS/ND) for the RTP/ATP pursuant to the California Environmental Quality Act (CEQA), distributing it for review and comment through the State Clearinghouse, and also posting it to the APC website.

Today's public hearing will allow for final comment on both the IS/ND and the RTP/ATP. Upon finding that there is no substantial evidence that adoption of the 2026 Regional Transportation and Active Transportation Plan will have a significant effect on the environment, the Initial Study/Negative Declaration may be approved. At that point, final adoption of the RTP/ATP can be made at the Board's discretion.

ACTION REQUIRED:

1. Make a finding that proper notice of the meeting has been provided. Notice was published in the Lake County Record-Bee on 1/10/26.
 2. Receive staff report.
 3. Open public hearing.
 4. Receive public comments.
 5. Close public hearing.
 6. Consider Approval of Negative Declaration – Upon finding that there is no substantial evidence that adoption of the 2026 Regional Transportation and Active Transportation Plan will have a significant effect on the environment, approve the Negative Declaration.
 7. Consider adoption of the 2026 Regional Transportation Plan/Active Transportation Plan.
-

ALTERNATIVES: Continue adoption of the Initial Study/Negative Declaration and/or the RTP/ATP to the March 4, 2026, APC Board Meeting (not recommended).

RECOMMENDATION:

1. Upon finding that there is no substantial evidence that the 2026 Regional Transportation Plan and Active Transportation Plan will have a significant effect on the environment, approve the Negative Declaration.
2. Adoption of the 2026 Regional Transportation Plan and Active Transportation Plan.

DOW & ASSOCIATES
525 S MAIN STREET SUITE B
UKIAH, CA 95482

Account Number: 2117222

Ad Order Number: 0006941262

Customer's Reference Ordered by Jody Lowblad on 12/29/2025
/ PO Number:

Publication: Lake County Record-Bee

Publication Dates: 01/10/2026

Amount: \$231.75

Payment Amount: \$231.75 Payment Method: Credit Card

Invoice Text: **LEGAL NOTICE**
NOTICE OF PUBLIC HEARING AND
AVAILABILITY OF DRAFT NEGATIVE
DECLARATION FOR PUBLIC REVIEW

NOTICE IS HEREBY GIVEN that the Lake Area Planning Council (APC) will meet on Wednesday, February 11, 2026, at 9:00 a.m. or as soon thereafter as possible, at the Clearlake City Council Chambers, 14050 Olympic Drive, Clearlake, CA, to conduct a public hearing on the following project and the Draft Negative Declaration:

Project Title: 2026 Lake County Regional Transportation Plan/Active Transportation Plan

Project Description: The 2026 Regional Transportation Plan/Active Transportation Plan (RTP/ATP) is a transportation planning document prepared by the Lake Area Planning Council. The Plan provides a vision of regional transportation goals, policies and objectives for all modes of travel, including local streets and roads, State highways, public transit, bicycle, pedestrian and aviation. It assesses current transportation, identifies needs and problems, and suggests actions to solve these problems and improve transportation throughout the region. The plan also considers financing options in relation to projects discussed within the plan.

Project Location: All of Lake County, including the cities of Lakeport and Clearlake.

Environmental Determination: The Lake Area Planning Council has prepared a Draft Negative Declaration for the above project.

Review Period: The public review period initially began on October 24, 2025, and will end on February 10, 2026.

Your comments regarding the RTP/ATP and/or Negative Declaration are invited. Written comments should be submitted to the Lake County/City Area Planning Council, 525 S. Main St, Ste. B, Ukiah, CA, 95482, no later than February 10, 2026. Oral comments may be presented at the public hearing.

Comments may also be presented at the public hearing. For additional information, please contact John Speka (spekaj@dow-associates.com) at the Lake Area Planning Council, 707-234-3314.

JOHN SPEKA, Senior Transportation Planner
1-10/2026

2117222

DOW & ASSOCIATES
525 S MAIN STREET SUITE B
UKIAH, CA 95482

Affidavit of Publication STATE OF CALIFORNIA County of Lake

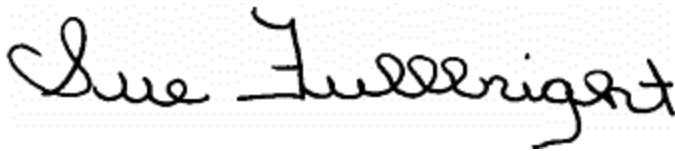
I, Sue Fullbright, being first duly sworn, depose and say: That at and during all the dates and times herein mentioned I was, and now am the legal clerk of the Lake County Record-Bee, a newspaper published for the dissemination of local or telegraphic news and intelligence of a general character, having 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: 01/10/2026;

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 12th day of January, 2026 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. **0006941262**

LEGAL NOTICE NOTICE OF PUBLIC HEARING AND AVAILABILITY OF DRAFT NEGATIVE DECLARATION FOR PUBLIC REVIEW

NOTICE IS HEREBY GIVEN that the Lake Area Planning Council (APC) will meet on Wednesday, February 11, 2026, at 9:00 a.m. or as soon thereafter as possible, at the Clearlake City Council Chambers, 14050 Olympic Drive, Clearlake, CA, to conduct a public hearing on the following project and the Draft Negative Declaration:

Project Title: 2026 Lake County Regional Transportation Plan/Active Transportation Plan

Project Description: The 2026 Regional Transportation Plan/Active Transportation Plan (RTP/ATP) is a transportation planning document prepared by the Lake Area Planning Council. The Plan provides a vision of regional transportation goals, policies and objectives for all modes of travel, including local streets and roads, State highways, public transit, bicycle, pedestrian and aviation. It assesses current transportation, identifies needs and problems, and suggests actions to solve these problems and improve transportation throughout the region. The plan also considers financing options in relation to projects discussed within the plan.

Project Location: All of Lake County, including the cities of Lakeport and Clearlake.

Environmental Determination: The Lake Area Planning Council has prepared a Draft Negative Declaration for the above project.

Review Period: The public review period initially began on October 24, 2025, and will end on February 10, 2026.

Your comments regarding the RTP/ATP and/or Negative Declaration are invited. Written comments should be submitted to the Lake County/City Area Planning Council, 525 S. Main St, Ste. B, Ukiah, CA, 95482, no later than February 10, 2026. Oral comments may be presented at the public hearing.

Comments may also be presented at the public hearing. For additional information, please contact John Speka (spekaj@dow-associates.com) at the Lake Area Planning Council, 707-234-3314.

JOHN SPEKA, Senior Transportation Planner
1-10/2026

LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION 25-26-17

RESOLUTION ADOPTING THE 2026 REGIONAL TRANSPORTATION PLAN/ACTIVE TRANSPORTATION PLAN (RTP/ATP)

THE LAKE 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 for Lake County; and

WHEREAS, in accordance with Government Code 65080, the Lake APC is required to update the Regional Transportation Plan every four years; and

WHEREAS, public participation and outreach activities were conducted to provide the opportunity for the public to be involved in the development of the 2026 Regional Transportation Plan/Active Transportation Plan and the Negative Declaration; and

WHEREAS, adoption of the RTP/ATP Plan will not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory; and

WHEREAS, adoption of the RTP/ATP Plan will not have impacts that are individually limited, but cumulatively considerable ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects); and

WHEREAS, adoption of the RTP/ATP Plan will not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly; and

WHEREAS, any potentially significant effects on the environment resulting from the future implementation of projects listed in the Plan (a) will be analyzed adequately in a project specific Environmental Impact Report or a Negative Declaration prepared at the time of project development pursuant to applicable standards, and (b) will be addressed by mitigation measures based on that analysis; and

WHEREAS, the Technical Advisory Committee reviewed and recommended adoption of the 2026 Regional Transportation Plan/Active Transportation Plan and its corresponding Negative Declaration at its meeting of November 20, 2025; and

WHEREAS, the 2026 RTP/ATP was initially scheduled for adoption at the December 11, 2025, meeting of the Lake APC Board, and was subsequently continued to the next (February 11, 2026) scheduled agenda.

NOW, THEREFORE, BE IT RESOLVED THAT:

The Lake Area Planning Council hereby adopts the 2026 Regional Transportation Plan/Active Transportation Plan and its corresponding CEQA document (Negative Declaration), and directs staff to forward this resolution and the appropriate documentation to Caltrans and the California Transportation Commission.

Adoption of this Resolution was moved by XX, seconded by XX, and carried on this 11th day of February 2026, by the following roll call vote:

AYES:
NOES:
ABSENT:

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

ATTEST: Lisa Davey-Bates
Executive Director

Chair
APC Member



LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

TITLE: FY 2026/27 Draft Transportation Planning Overall Work Program
Authorization to Release for Review, Comment, and Circulation

DATE PREPARED: 1/29/26
MEETING DATE: 2/11/26

SUBMITTED BY: Alexis Pedrotti, Project Manager

BACKGROUND:

As the Regional Transportation Planning Agency in Lake County, one of Lake APC's regional responsibilities is the management of the Overall Work Program, a requirement of Caltrans, Office of Regional Planning. The OWP development process began in December with the planning project solicitation. In response to our annual call for transportation planning projects, four eligible applications were received from two local agencies for funding in the Lake APC's FY 2026/27 Overall Work Program (OWP).

TAC Members reviewed and discussed the applications at the TAC Meeting on January 22, 2026, proposing options for staff to begin moving forward in developing the draft document. After the Technical Advisory Committee has a chance to review and comment on the Draft FY 2026/27 Overall Work Program at the February Meeting, staff will present it to the Lake APC Board for further review in March. The Draft OWP will include routine APC planning staff work elements, three local agency project funded requests (listed below), local match reserved for a grant (should it be awarded), as well as various direct expenses.

The three project applications selected to receive OWP funding in the Draft will include:

- City of Clearlake – Olympic Dr. & Lakeshore Dr. Roundabout Feasibility Study
- County DPW – WE 605: Federal & State Grant Preparation, Monitoring, and Assistance
- County DPW – WE 607: Special Studies

The Draft OWP document is due to Caltrans by February 27th. A requirement of the submittal process is for the RTPA to obtain authorization from the Governing Board to release the draft document to Caltrans for review, comment and circulation. Unfortunately, the February due date does not allow time to bring the draft OWP back to the Lake APC Board for approval before the TAC has had time for their final review at their February 26th meeting. Therefore, we are seeking authorization from the Board to release the draft if recommended by the TAC in February. This is not approval of the OWP itself, just authorization to submit a draft for comment.

The APC Board will ultimately have an opportunity to review the draft in March and make comments or recommendations. However, this advanced authorization allows staff the opportunity to submit the draft document on time to Caltrans, after allowing the TAC sufficient time to review and comment.

ACTION REQUIRED:

Give authority to APC Staff to release the FY 2026/27 Draft Overall Work Program (OWP) for review, comment, and circulation, following a recommendation at the February TAC meeting.

ALTERNATIVES:

Don't authorize APC Staff to release the Draft Overall Work Program for review, comment, and circulation and provide alternative suggestions.

RECOMMENDATION:

Give authority to staff to release the FY 2026/27 Draft Overall Work Program (OWP) for review, comment, and circulation, following a recommendation at the February TAC meeting.

District 1 2028 Project Initiation Document (PID) Work Plan for Lake County



EA	Route	Begin Postmile	End Postmile	Improvement Description	Funding	Anchor Asset	% Complete	Begin PID	Completion Date	PID Lead	Project Manager
0Q310	20	13.3	14.3	Nice Corridor Lighting	SHOPP	Safety - SI	55	07/24/2025	05/25/26	Carlton Schrieve	Brian Finck
0Q370	53	0.65	2.96	Lake 53 Corridor Lighting	SHOPP	Safety - SI	60	07/24/25	04/13/26	Douglas Saucedo	Brian Finck
0Q910	29 53	20.31/0.00	20.31/0.60	Lower Lake Speed Management and Corridor Lighting	SHOPP	Safety - SI	1	12/22/25	11/10/26	Matti Nylander	Matteo D'Orio

Project Initiation Document

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

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

[District 1 External Partners Project Communication Form Link](#)



CT Milestone Report - Lake County - December 10, 2025

Past Due 3 Months Complete

Project Number	Program ^a	Project Manager	Route	Post Mile start/end	Nick Name	Legal Description	Work Description	Capital Construction Estimate	Capital Right-of-Way Estimate	Support Cost Estimate	Total Project Estimate	Current Phase ^b	Begin Construction	End Construction
01-0L900	OTHER STATE FUNDS	FINCK, BRIAN T	020	0/31.593	LAK 3 locations MMBN	MIDDLE MILE BROADBAND 85.34 MILES IN LAKE COUNTY ON VARIOUS ROUTES AT VARIOUS LOCATIONS	MIDDLE MILE BROADBAND	\$0	\$3,000	\$5,449,342	\$5,452,342	PAED	12/03/2024	11/01/2026
01-0Q550	SHOPP	EVERETT, KATIE M	020	0/R43.5	LAK-20 Drainage	IN LAKE COUNTY FROM THE MENDOCINO COUNTY LINE TO 0.1 MILE WEST OF WALKER RIDGE ROAD.	LAK-20 Drainage	\$0	\$0	\$2,709,601	\$2,709,601	PID	05/03/2033	12/01/2034
01-0Q310	SHOPP	FINCK, BRIAN T	020	13.3/14.3	Nice Corridor Lighting	IN LAKE COUNTY AT NICE FROM LAKESHORE BOULEVARD EXTENSION TO MANZANITA DRIVE	NICE CORRIDOR LIGHTING	\$0	\$0	\$2,784,949	\$2,784,949	PID	07/03/2029	12/03/2029
01-0N680	MAINTENANCE	BRANDENBURG, STANLEY B	020	16.6/18.1	HM4-0N680-Ped Safety Enhancements	IN LAKE COUNTY AT LUCERNE FROM GROVE STREET TO OGDEN ROAD	Pedestrian Safety Enhancements	\$847,000	\$0	\$233,331	\$1,080,331	CONST	07/23/2025	06/30/2026
01-0K660	SHOPP	KONOPA, ISRAL J	020	16.74/18.02	Lucerne Complete Streets	IN LAKE COUNTY IN LUCERNE FROM 0.1 MILE WEST OF MORRISON CREEK BRIDGE TO 0.1 MILE EAST OF COUNTRY CLUB DRIVE	Lucerne Complete Streets Improvements	\$15,756,000	\$794,000	\$9,145,592	\$25,695,592	PAED	04/11/2029	12/04/2030
01-0P490	MAINTENANCE	BRANDENBURG, STANLEY B	020	2.4/29.5	HM4-0P490-LAK 20 Ped Enhance	IN LAKE COUNTY AT BLUE LAKES, UPPER LAKE, NICE, LUCERNE, GLEN HAVEN AND CLEARLAKE OAKS AT VARIOUS LOCATIONS FROM 0.2 MILE WEST OF IRVINE AVENUE TO 0.1 MILE EAST OF ORCHARD SHORE DRIVE	LAKE 20 PEDESTRIAN ENHANCEMENT	\$2,447,000	\$0	\$164,344	\$2,611,344	PAED	08/01/2026	10/01/2026
01-0H840	SHOPP	KONOPA, ISRAL J	020	2/2.8	BLUE LAKES SAFETY	IN LAKE COUNTY ABOUT 6 MILES WEST OF UPPER LAKE FROM 0.6 MILE WEST OF IRVINE AVENUE TO 0.1 MILE EAST OF MID LAKE ROAD	IMPROVE CURVE; WIDEN SHOULDERS	\$16,468,000	\$498,000	\$1,948,228	\$18,914,228	CONST	08/23/2023	12/01/2026
01-0P300	SHOPP MINOR B	COONROD, CAREN E	020	28.4/28.4	MB-0P300-Clearlake Oaks L3 ZEV Charger	IN LAKE COUNTY IN CLEARLAKE OAKS AT THE CLEARLAKE OAKS MAINTENANCE STATION	LEVEL 3 CHARGING STATION	\$0	\$0	\$832,498	\$832,498	PAED	06/01/2028	12/29/2028
01-0P230	SHOPP MINOR A	HOWELL, BRENDA GALE	020	28.4/28.5	Clearlake Oaks School Crossing	IN LAKE COUNTY IN CLEARLAKE OAKS AT EAST LAKE ELEMENTARY SCHOOL	School Crossing	\$1,040,000	\$0	\$1,469,432	\$2,509,432	PAED	11/29/2027	12/31/2028
01-0G331	SHOPP	FALK, KARL J	020	5.1/5.8	LAKE 20 Shoulders ENV Mitigation	IN LAKE COUNTY NEAR UPPER LAKE FROM 0.4 MILE WEST TO 0.3 MILES EAST OF WITTER SPRINGS ROAD	Mitigation	\$100,000	\$0	\$1,424,699	\$1,524,699	CONST	11/30/2023	06/02/2029
01-0N470	SHOPP MINOR B	COONROD, CAREN E	020	5.3/5.6	MB-0N470-Upper Lake Slope Stabilize	IN LAKE COUNTY NEAR UPPER LAKE FROM 0.2 MILE WEST OF WITTER SPRINGS ROAD TO 0.1 MILE EAST OF WITTER SPRINGS ROAD	RSP & Underdrain	\$250,000	\$0	\$424,099	\$674,099	PAED	06/15/2026	08/01/2026
01-0F491	SHOPP	FALK, KARL J	020	5.8/5.8	Bachelor Creek Bridge Mitigation	IN LAKE COUNTY NEAR UPPER LAKE FROM 0.1 MILE WEST TO 0.5 MILE EAST OF BACHELOR CREEK BRIDGE #14-0001	ENVIRONMENTAL MITIGATION	\$0	\$0	\$82,425	\$82,425	CONST	12/07/2022	12/31/2027
01-0N480	SHOPP MINOR A	HOWELL, BRENDA GALE	020	5.9/6	Upper Lake Slope Stabilization A	IN LAKE COUNTY, NEAR UPPER LAKE AT 0.1 MILE EAST OF BACHELOR CREEK BRIDGE	RSP + underdrain, remove and replace dike, leveling course of HMA-A, restripe	\$1,500,000	\$0	\$2,623,569	\$4,123,569	PAED	05/19/2028	11/05/2029
01-0N340	SHOPP	KONOPA, ISRAL J	020	8.3/29.54	Lake 20 Complete Streets	IN LAKE COUNTY AT VARIOUS LOCATIONS FROM ROUTE 29 TO SULPHUR BANK DRIVE		\$28,226,000	\$2,560,000	\$17,025,288	\$47,811,288	PAED	04/01/2031	12/01/2032
01-0M310	SHOPP	KONOPA, ISRAL J	020	R43.9/R44.2	Abbot Mine Curve Improvement	IN LAKE COUNTY ABOUT 15 MILES EAST OF CLEARLAKE OAKS FROM 0.3 MILE EAST OF WALKER RIDGE ROAD TO 0.6 MILE EAST OF WALKER RIDGE ROAD.	CURVE IMPROVEMENT	\$6,466,000	\$72,000	\$3,386,819	\$9,924,819	PAED	08/24/2027	01/18/2029
01-0L870	OTHER STATE FUNDS	FINCK, BRIAN T	029	0/20.307	LAK-29 MMBN	MIDDLE MILE BROADBAND 20.53 MILES IN LAKE COUNTY NEAR MIDDLETOWN FROM 0.2 MILE SOUTH OF ST HELENA CREEK BRIDGE TO JUNCTION 53 NORTH, LOWER LAKE	MIDDLE MILE BROADBAND	\$0	\$0	\$0	\$0	PSE	12/03/2024	11/01/2026
01-0J930	SHOPP	KONOPA, ISRAL J	029	11.9/23.6	Twin Lakes CAPM	IN LAKE COUNTY NEAR CLEAR LAKE FROM SPRUCE GROVE ROAD TO DIENER DRIVE/ROAD 543	Pavement Class 2 / CAPM	\$17,855,000	\$201,000	\$2,262,861	\$20,318,861	PSE	12/20/2026	12/01/2028
01-0J93U	SHOPP	KONOPA, ISRAL J	029	11.9/23.6	Twin Lakes CAPM & Left Turn Channelization	IN LAKE COUNTY NEAR LOWER LAKE ON ROUTE 29 FROM COYOTE CREEK BRIDGE TO DIENER DRIVE/ROAD 543 AND ON ROUTE 53 AT ROUTE 29	Twin Lakes CAPM & Left Turn Channelization	\$0	\$0	\$2,717,178	\$2,717,178	PSE	05/18/2026	12/01/2027
01-0L220	SHOPP	KONOPA, ISRAL J	029	17.6/18	Lak-29/C St Left Turn Channelization	IN LAKE COUNTY FROM 0.2 MILE SOUTH OF C STREET-ROAD 141S TO 0.1 MILE NORTH OF C STREET-ROAD 141S	LEFT TURN CHANNELIZATION	\$2,118,000	\$6,000	\$1,191,147	\$3,315,147	PSE	05/18/2026	12/01/2027
01-29841	STIP	PIMENTEL, JEFFREY L	029	23.6/26.9	LAK 29-KONOCTI CORRIDOR 2A	IN LAKE COUNTY NEAR LOWER LAKE ON ROUTE 29 FROM 3.3 MILES NORTH OF JUNCTION 29/53 TO 1.0 MILE SOUTH OF JUNCTION 29/281	CONSTRUCTION 4-LANE EXPRESSWAY	\$54,500,000	\$5,000	\$14,173,866	\$68,678,866	PSE	07/01/2029	12/01/2032

CT Milestone Report - Lake County - December 10, 2025

Past Due 3 Months Complete

Project Number	Program ^a	Project Manager	Route	Post Mile start/end	Nick Name	Legal Description	Work Description	Capital Construction Estimate	Capital Right-of-Way Estimate	Support Cost Estimate	Total Project Estimate	Current Phase ^b	Begin Construction	End Construction
01-0N820	MAINTENANCE	BRANDENBURG, STANLEY B	029	23.6/33.1	HM122-0N820-LAKE 29 MICRO-SURF	IN LAKE COUNTY NEAR KELSEYVILLE FROM 3.23 MILES NORTH OF SEIGLER CREEK BRIDGE TO COLE CREEK ROAD	Micro-Surface	\$1,151,000	\$0	\$180,909	\$1,331,909	CONST	05/19/2025	11/01/2025
01-29831	STIP	PIMENTEL, JEFFREY L	029	26.1/29.1	LAK-29 KONOCTI CORRIDOR 2B	IN LAKE COUNTY NEAR KELSEYVILLE ON ROUTE 29 FROM 1.8 MILES SOUTH TO 1.2 MI NORTH OF JUNCTION 29/281 & ON ROUTE 281 FROM JUNCTION 29/281 TO 0.3 MI WEST OF JUNCTION 29/281	CONSTRUCT 4-LANE EXPRESSWAY	\$65,915,000	\$46,241,000	\$13,414,724	\$125,570,724	PSE	10/12/2027	12/01/2030
01-2983U	SHOPP	MATTEOLI, JAIME C	029	28.5/31.6	LAK-29 combined mitigation	IN LAKE COUNTY NEAR KELSEYVILLE FROM 0.6 MILE NORTH OF THE JUNCTION OF SR 29/281 TO 0.6 MILE NORTH OF THE JUNCTION OF SR 29/175	ENVIRONMENTAL MITIGATION	\$0	\$0	\$401,216	\$401,216	CONST	12/30/2019	12/30/2027
01-0M570	SHOPP	KONOPA, ISRAL J	029	31.4/33.7	Bottle Rock Safety	In Lake County near Kelseyville from 1.0 mile South of Bottle Rock Road 515 to 0.7 mile North of Cole Creek Road 515E	SHOULDER WIDENING AND LEFT TURN CHANNELIZATION	\$13,245,000	\$1,239,000	\$10,568,946	\$25,052,946	PAED	06/27/2028	12/02/2030
01-0L260	SHOPP	KONOPA, ISRAL J	029	31.6/52.5	LAKEPORT CAPM	IN LAKE COUNTY NEAR LAKEPORT FROM 0.5 MILE NORTH OF JUNCTION ROUTE 175 TO JUNCTION ROUTE 20	Pavement rehabilitation (CAPM)	\$36,027,000	\$42,000	\$5,859,650	\$41,928,650	PAED	02/01/2028	04/15/2030
01-0L908	OTHER STATE FUNDS	FINCK, BRIAN T	029	48.6/48.6	LAK-29 Broadband Middle Mile-HUB-17	IN LAKE COUNTY ABOUT 6 MILES NORTH OF LAKEPORT AT 0.7 MILE NORTH OF LUCERNE UNDERCROSSING	MIDDLE MILE BROADBAND	\$0	\$0	\$624,850	\$624,850	PSE	06/18/2025	12/31/2025
01-0L590	SHOPP	KONOPA, ISRAL J	029	5/5.9	Middletown Safety South	IN LAKE COUNTY AT MIDDLETOWN FROM 0.1 MILE SOUTH OF CENTRAL PARK ROAD TO 0.1 MILE NORTH OF YOUNG STREET	Left turn channelization, shoulder widening, and ADA improvements.	\$6,826,000	\$120,000	\$5,313,450	\$12,259,450	PSE	07/19/2027	12/01/2028
01-0M470	SHOPP	KONOPA, ISRAL J	029	7.4/8.9	Middletown North Safety	IN LAKE COUNTY NEAR MIDDLETOWN FROM 1.1 MILES NORTH OF BUTTS CANYON ROAD TO 0.3 MILE SOUTH OF GRANGE ROAD	WIDEN SHOULDERS AND INSTALL RUMBLE STRIPS	\$9,521,000	\$794,000	\$5,804,734	\$16,119,734	PAED	05/15/2028	12/02/2030
01-0N740	MAINTENANCE	BRANDENBURG, STANLEY B	029	R34.75/38.6	HM4-TMS-0N740-APS Sig Sys & Census	IN LAKE COUNTY AT VARIOUS LOCATIONS	APS Signal System and Census Sites Upgrade	\$461,000	\$0	\$84,820	\$545,820	CONST	07/08/2025	07/01/2026
01-0P270	SHOPP MINOR B	COONROD, CAREN E	029	R44.553/44.553	MB-0P270-LAKEPORT L3 ZEV CHARGER	IN LAKE COUNTY IN LAKEPORT AT THE LAKEPORT MAINTENANCE STATION	LEVEL 3 CHARGING STATION	\$0	\$0	\$1,025,160	\$1,025,160	PAED	03/01/2029	12/31/2029
01-0L873	OTHER STATE FUNDS	FINCK, BRIAN T	029	R9.8/R9.8	LAK-29 Broadband Middle Mile-HUB-21	IN LAKE COUNTY NEAR MIDDLETOWN AT HARTMANN ROAD	MIDDLE MILE BROADBAND	\$0	\$0	\$644,354	\$644,354	PSE	06/23/2025	12/31/2025
01-0L880	OTHER STATE FUNDS	FINCK, BRIAN T	053	.001/7.42	LAK-53 MMBN	MIDDLE MILE BROADBAND 7.42 MILES IN LAKE COUNTY NEAR CLEARLAKE FROM THE ROUTE 29-53 JUNCTION TO 0.1 MILE SOUTH OF THE ROUTE 20-53 JUNCTION	MIDDLE MILE BROADBAND	\$4,600,000	\$0	\$803,372	\$5,403,372	PSE	09/30/2024	12/30/2025
01-0Q370	SHOPP	FINCK, BRIAN T	053	.65/2.96	LAK-53 SAFETY-CORRIDOR LIGHTING	IN LAKE COUNTY IN AND NEAR THE CITY OF CLEARLAKE FROM 0.4 MILE SOUTH OF CACHE CREEK BRIDGE TO 40TH AVENUE	LAK-53 SAFETY- CORRIDOR LIGHTING	\$9,894,000	\$0	\$3,021,058	\$12,915,058	PID	07/03/2029	12/03/2029
01-0N190	OTHER-LOCAL	BUCK, JENNIFER L	053	1.99/1.99	18th Ave Encroachment Permit	In Lake County within the City of Clearlake at 18th Avenue	Encroachment Permit	\$50,000	\$0	\$23,661	\$73,661	CONST	07/11/2023	12/31/2025
01-0N260	SHOPP	KONOPA, ISRAL J	175	0/28.04	Lake 175 Drainage	IN LAKE COUNTY NEAR LAKEPORT FROM THE MENDOCINO COUNTY LINE TO JUNCTION ROUTE 29/END ROUTE 175		\$12,458,000	\$2,398,000	\$8,901,177	\$23,757,177	PAED	02/24/2031	12/19/2032
01-0L902	OTHER STATE FUNDS	FINCK, BRIAN T	175	19.23/19.73	3 LAK County Bridges MMBN	MIDDLE MILE BROADBAND 1.5 MILES IN LAKE COUNTY ON ROUTE 175 AT KELSEY CREEK BRIDGE, ON ROUTE 20 AT MORRISON CREEK BRIDGE AND ON ROUTE 29 AT ROBINSON CREEK BRIDGE	MIDDLE MILE BROADBAND	\$525,000	\$0	\$0	\$525,000	CONST	09/01/2023	11/01/2026
01-0P530	MAINTENANCE	BRANDENBURG, STANLEY B	281	15.4/17	HM1-0P530-SODA BAY ROAD RECYCLE	IN LAKE COUNTY AT AND NEAR CLEARLAKE RIVIERA FROM 0.2 MILE WEST OF INCA WAY TO ROUTE 29	PARTIAL DEPTH RECYCLING	\$1,500,000	\$0	\$189,956	\$1,689,956	PSE	08/01/2026	12/01/2026

Field Descriptions for RTPA CT Milestones Reports

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



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

EXECUTIVE COMMITTEE (DRAFT) MEETING MINUTES

Wednesday, February 4, 2026

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

Present

Stacey Mattina, City Council Member, City of Lakeport
Bruno Sabatier, Supervisor, County of Lake
Brad Rasmussen, Supervisor, County of Lake

Also Present

Lisa Davey-Bates, Executive Director – Lake APC
Nephele Barrett, Planning Staff – Lake APC
Alexis Pedrotti, Project Manager – Lake APC

Attending via Zoom

Charlene Parker, Admin. Staff – Lake APC
David Mueller – Transportation Concepts
Brett Baum – Transportation Concepts

1. Call to Order/Roll Call

The meeting was called to order at 9:03 am. Members present: Mattina, Sabatier, Rasmussen

2. Public Input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda

None

3. Approval of April 29, 2025 Minutes

Director Sabatier made a motion to approve the April 29, 2025 Minutes, as presented. The motion was seconded by Director Rasmussen. Ayes (3)-Directors Mattina, Rasmussen, Sabatier; Noes (0); Abstain (0); Absent (0).

4. Lake Transit Operations and Maintenance – Amendment No. 1 to the Agreement with Transportation Concepts

Lisa introduced Brett Baum and David Mueller, both with Parking Concepts/Transportation Concepts. Lisa reported that in 2025, the Lake Transit Authority (LTA) completed its procurement process to continue transit operations, and Transportation Concepts (TC) became the new contractor effective July 1, 2025. Lisa explained that when the Request for Proposals (RFP) was prepared, staff increased the insurance coverage limits to protect agency assets; however, no appraisal or in-depth analysis was conducted at that time to determine that the \$7 million property coverage limit in the RFP in excess of what was needed to cover replacement of the existing facility.

Staff noted that TC is not typically required to carry property insurance for other clients and was therefore surprised to learn that the \$7 million property coverage requirement resulted in an annual cost of approximately \$65,000. TC's insurance broker advised them that the replacement coverage appeared high, and TC retained an independent third party to conduct an audit of the facility, which concluded that the replacement value would be much lower than what had been required in the RFP. The broker recommended property insurance coverage at \$2.6 million, which would reduce the annual cost to \$25,279.

David Mueller explained that the \$2.6 million figure represented the estimated cost to replace the building if destroyed. He noted that the construction type, safety features such as a sprinkler system and landscaping helped to reduce the exposure of the building.

Based on the recommendation from the insurance broker and audit conducted by the independent third party, the Executive Committee recommended reducing the property insurance coverage limit from \$7 million to \$2.6 million.

The committee agreed to forward the insurance amendment to the Lake Transit Authority Board of Directors for consideration and approval at the next meeting and noted that the change was pending Caltrans' approval.

Director Rasmussen made a motion to recommend to the LTA Board that the property insurance limit required in the RFP be reduced from \$7 million to \$2.6 million, based on the information that had been presented. The motion was seconded by Director Sabatier Ayes (3)-Directors Mattina, Rasmussen, Sabatier; Noes (0); Abstain (0); Absent (0).

5. Discussion and Recommended Approval of the FY 26/27 Local Transportation Fund (LTF) Estimate and Budget Allocations

Three (3) additional handouts were distributed to the Executive Committee for review under this item:

1. Davey-Bates Consulting FY 2026/27 Administrative Contract Costs
2. Dow & Associates FY 2026/27 Planning Contract Costs
3. Draft FY 2026/27 Budget Document (Condensed version for informational purposes)

Alexis explained that development of the Local Transportation Fund (LTF) estimate is a required step in the annual Transportation Development Act (TDA) budget process and that APC staff now uses an internally developed methodology after attempts to coordinate with the Lake County Auditor's Office were unsuccessful.

In FY 25/26, the LTF estimate was \$1,705,891, which included a slight increase of 5.78% from the previous year. Based on the same formula used in prior years, the LTF formula indicates a slight decrease for FY 2026/27. The projected reduction of \$42,818 would bring the total LTF estimate to \$1,663,074. The APC has consistently taken a conservative approach to setting the annual estimate, resulting in year-end revenues that exceed projections. As reflected in the table, actual revenues have surpassed \$1,800,000 for several consecutive years, supporting a higher LTF allocation, despite the formula's anticipated slight decline in revenues for the upcoming budget cycle.

Staff recommended that the Executive Committee recommend the modest LTF estimate of \$1.8M, with the idea that the estimate could be amended later in the year if necessary.

Additionally, LTF revenues for FY 24/25 came in \$474,094 higher than estimated and will be allocated in the FY 26/27 apportionment for allocation to the transit agency.

Alexis provided an overview of the proposed Local Transportation Fund (LTF) allocations, including required priority set-asides for administration and planning, optional allocations for the 2% bicycle and pedestrian account, 5% Consolidated Transportation Service Agency, leaving remaining LTF available to Lake Transit Authority, as the sole public transportation provider. Alexis noted that the estimates for the (3%) planning allocation had been augmented due to increased planning costs with the contractor (Dow & Associates), and commitments already made in the Overall Work Program (OWP).

Additionally, handouts were provided for the administration and planning contracts, which explained that both budgets for fiscal year 2026/27 were based on contracts executed in 2024 and only captured CPI adjustments. Both contracts are five-year agreements and allow for annual budget adjustments based on cumulative CPI increases, and other costs such as health insurance and merit increases. Neither contractor requested increases beyond CPI in the prior fiscal year; however, health insurance cost increases and merit increases required proposed increases for the current year. It was noted that the increases were consistent with contract terms and remained competitive when compared to fully weighted rates identified in recent consultant contracts obtained in Lake and Mendocino counties for planning projects in both Overall Work Programs.

Following the discussion, the committee expressed comfort moving forward with development of the upcoming fiscal year budget using the current LTF estimate, with the understanding that amendments may be made during the fiscal year as needed. With that direction, staff will begin developing the draft budget which will be presented to the Board in May. The Draft FY 26/27 Budget will show the LTF allocations to the Lake APC administration, Bike and Pedestrian fund, Consolidated Transportation Services Agency (5%), Overall Work Program, LTF reserve fund (5%), and the remaining funds going to public transit.

Director Sabatier made a motion to approve the recommendation to move forward with the development of the FY 2026/2027 Lake APC budget with the Local Transportation Fund (LTF) Estimate of \$1,800,000, with the understanding that an amendment could occur at any time during the fiscal year if needed. The motion was seconded by Director Rasmussen. Ayes (3)-Directors Mattina, Rasmussen, Sabatier; Noes (0); Abstain (0); Absent (0).

6. Discussion and Recommendation of the Member-at-Large Positions

Charlene reported that under the amended Joint Powers Agreement (JPA) for the Lake County/City Area Planning Council (Lake APC), the Lake County Board of Supervisors may appoint two Member-at-Large positions and one alternate to serve on the Lake APC and Lake Transit Authority (LTA) Boards.

In 2021, the Board of Supervisors appointed Sally Peterson to a Member-at-Large position; however, staff were unaware of the appointment and Ms. Peterson had not been participating in meetings. When Dan Rodriguez later applied for the Member-at-Large position, staff confirmed that the position was currently filled. Staff contacted Ms. Peterson to confirm her appointment and to determine her interest in continuing to serve. Ms. Peterson indicated that she had been unaware of the appointment but expressed interest in serving and requested additional information regarding the role and meeting requirements. Staff provided the relevant materials, and participation expectations. Subsequent follow-up attempts were made by email and phone to confirm Ms. Peterson's availability and continued interest; however, no response had been received at the time of this report.

Further discussion focused on options for addressing the Member-at-Large vacancy, including retaining the current appointee and appointing Mr. Rodriguez as an alternate, reassigning positions, or removing the current appointee due to prolonged non-participation. Members noted that formal action by the Board of Supervisors would be needed. It was suggested that both individuals be notified in advance of any recommended action. Members also discussed the need to improve appointment processes in the future, such as amending the JPA for reappointments, to prevent similar situations.

Lisa stated that the Joint Powers Agreement (JPA) should be reviewed to clearly define term limits or attendance expectations for Member-at-Large appointments

Director Rasmussen made a motion to recommend the Lake County Board of Supervisors remove Sally Peterson from her Member-at-Large position and appoint Dan Rodriguez to fill the open position. The motion was seconded by Director Sabatier. Ayes (3)-Directors Mattina, Rasmussen, Sabatier; Noes (0); Abstain (0); Absent (0).

7. Northern Rural Energy Network (NREN) Update

Lisa provided an update on Lake County's participation in the Northern Rural Energy Network (NREN) energy efficiency programs. Since becoming a full partner in 2024, staff have been focusing on efforts to begin implementation of the six programs.. Lisa emphasized the need for adequate staffing to meet program requirements, conduct assessments, provide outreach, and achieve CPUC key performance indicators (KPI). Lisa highlighted the importance of local oversight to ensure quality program delivery and responsiveness to the community. Discussions ensued about the County's unique needs, including demographics, hard to reach customers who are reliant on electricity/propane, as well as the importance of retaining control over local program implementation. The Lake County NREN staff were efficiently delivering programs and achieving KPIs while managing a relatively modest staffing level compared with other NREN partners.

The committee expressed support for increasing staffing if needed to ensure programs are delivered effectively and cost-efficiently. The budget and business plan are being finalized for submission in mid-February, with additional details on allocations to be shared as available.

8. Reports/Information

None.

9. Adjourn Meeting

The meeting was adjourned at 10:21 a.m.

Respectfully Submitted,

DRAFT

Charlene Parker
Administration Associate