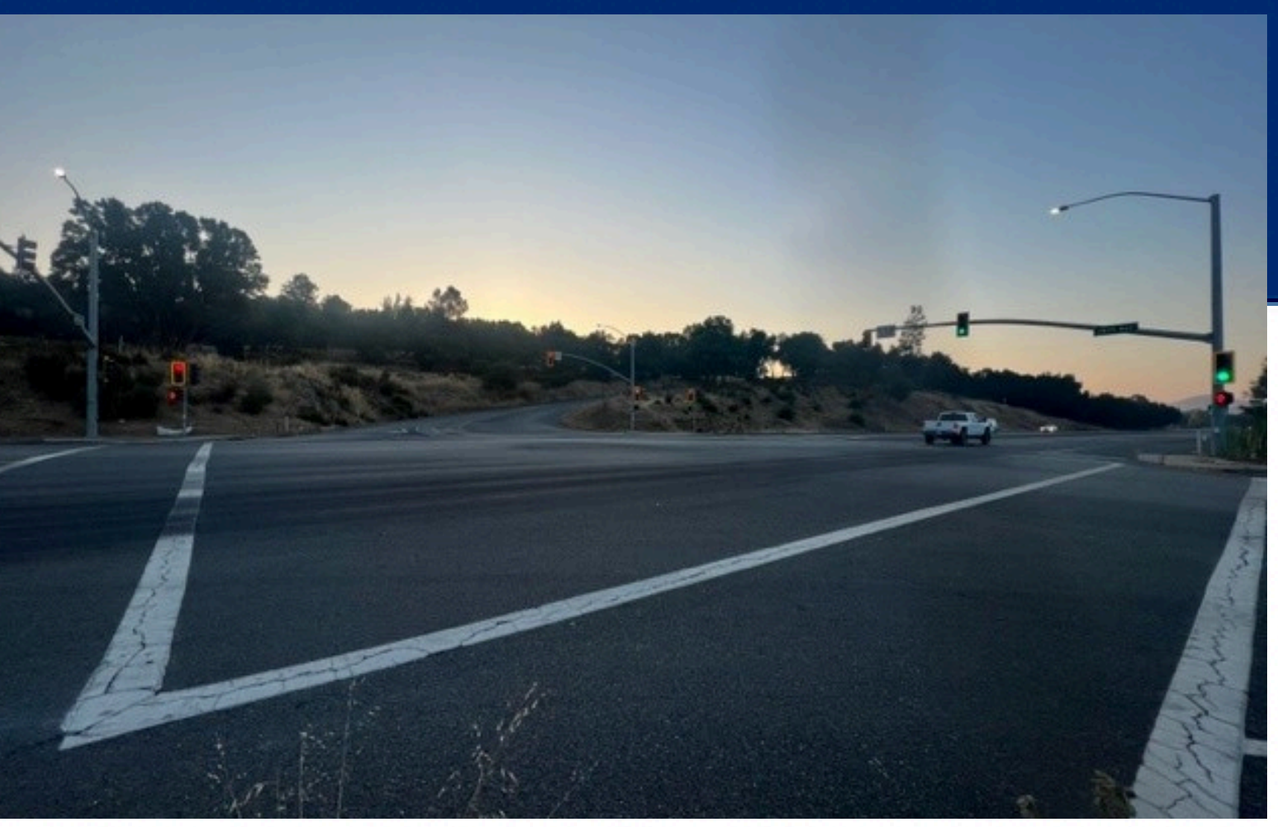
Final 2026 Lake County Regional Transportation Plan/ Active Transportation Plan

February 11, 2026







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Lake Area Planning Council
Dow & Associatess

2026
Lake County
Draft Regional Transportation Plan/ Active Transportation Plan

Prepared for Lake Area Planning Council

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EXECUTIVE SUMMARY

The Regional Transportation Plan (RTP) is a long-range planning document developed by the Lake County/City Area Planning Council (Lake APC), which serves as the Regional Transportation Planning Agency (RTPA) for the Lake County region. It is prepared in cooperation with federal, State, regional and local partner agencies, as well as other stakeholders, including tribal governments and system users. The Plan covers a 20-year horizon with an overall goal of promoting the safe and efficient management, operation and development of a multi-modal transportation system that, when linked with appropriate land use planning, will serve the mobility needs of people and goods movement throughout the region.

DEVELOPMENT OF THE 2026 REGIONAL TRANSPORTATION PLAN

Since the RTP was last updated in 2022, changes have occurred in numerous areas. New laws have been enacted, public policies adopted, and new issues have developed. The 2026 RTP provides an evaluation of these changes in terms of the challenges and opportunities they present in the on-going effort to manage and improve the transportation system throughout the Lake County region.

The RTP is broken into elements which address multiple modes of transportation including the state highway system, local streets and roads, public transit, active transportation and aviation, as well as tribal transportation. (Rail transportation does not exist in Lake County.) Where appropriate, each of the elements identify and describe:

- Current issues, challenges and opportunities
- Performance measures
- Action elements- constrained and unconstrained lists of projects
- Potential funding sources to complete the project lists
- Goals, objectives and policies

Each of the elements also contains a discussion of estimated costs and the likely funding availability for projects relevant to the individual element. An "Overarching Issues" element is further included, which discusses comprehensive items or challenges faced by the region as a whole. The seven elements covered in the RTP can be summarized as follows:

Overarching Issues: Included to cover issues that transcend multiple transportation modes and reflects the interconnected relationship between modes and system users.

State Highway System: This element analyzes issues involving the five State routes lying either all or partially within the Lake County region including State Route (SR) 20, SR 29, SR 53, SR 175 and SR 281.

Local Streets and Roads: Local transportation systems are covered in this element, centered around streets and roads located within the cities of Clearlake and Lakeport, as well as those lying within the unincorporated regions of the County.

Active Transportation: This element serves as the "non-motorized" section of the RTP, focusing on bicycle and pedestrian facilities and infrastructure throughout the region. An original "Active Transportation Plan" was adopted by the Lake APC as a stand-alone document in December 2016. Since that time, subsequent updates of the RTP (in 2017 and 2022) have included concurrent updates of the Active Transportation Plan, which continues to serve both as the non-motorized element of the RTP, as well as a stand-alone plan.

Public Transit: This element analyzes fixed route bus services provided by the Lake Transit Authority as well as related programs assisting senior, disabled, or low-income populations. Included within the element are programs provided by the region's Consolidated Transportation Services Agency (CTSA), known as Lake Links.

Tribal Transportation: Transportation issues and projects impacting tribal lands of the seven recognized tribes are evaluated in this section of the RTP.

Aviation: This element discusses current and long-range issues involving air travel in the region, with a focus on the County's sole public facility, Lampson Field.

RELATED PLANS AND PROGRAMS

References are made throughout the RTP to related plans or relevant programs at local, State or federal levels. The 2026 RTP was developed with and guided by the expectation that its own goals, objectives and policies remain consistent with these companion documents and programs. Relevant transportation planning documents are listed within a bibliography found at the end of this Plan (see Appendix F).

PUBLIC PARTICIPATION

The RTP was developed with input from the public, local agencies and other stakeholders including existing committees that represent broad segments of regional system users, such as the Technical Advisory Committee (TAC) and the Social Services Transportation Advisory Council (SSTAC). Public involvement was guided in part by the Public Participation Plan (PPP) adopted by the Lake APC in 2021, which calls for public awareness and accessibility to the transportation planning process. Outreach was based on a variety of methods including in-person presentations at a number of public meetings (County Board of Supervisors, municipal advisory bodies, regional tribal outreach forums, etc.), and soliciting input through advertised interactive mapping tools and surveys. (see Appendix C for further details in the Public Participation Report).

I. INTRODUCTION

Transportation is a central feature of everyday life. It connects individuals with the larger community providing access to housing, schools, jobs, markets, healthcare, natural resources, recreation and various other social interactions. Given its multi-modal nature, it impacts far reaching societal goals including economic development, public health, environmental policy and overall quality of life. Transportation planning at the regional level therefore plays an important role in ensuring that a well-designed transportation system balances multiple interests in a safe and equitable fashion, providing connectivity both within and between communities, essentially tying the local to the global.

REGIONAL TRANSPORTATION PLANNING

The Lake County/City Area Planning Council (Lake APC) is the Regional Transportation Planning Agency (RTPA) for the Lake County region. It was established in 1972 after passage of the Transportation Development Act (TDA), which resulted in the creation of similar entities throughout the State (known as Councils of Governments, or COGs) to focus on transportation and other regional planning issues. The Lake APC is comprised of eight members: two from the Lake County Board of Supervisors, two members from the Lakeport City Council, two from the Clearlake City Council and two "at-large" citizen members appointed by the County Board of Supervisors.

Four standing committees assist the decision-making role of the Lake APC, described as follows:

Executive Committee

This is an optional committee appointed by the Council and consisting of the APC Chair, Vice Chair and a third council member from a city, the County, or Member-at-Large. It may be used for administrative and executive functions of the APC between regular meetings of the Council. It may also be used to oversee issues of personnel budget and policy, making subsequent recommendations to the full Council.

Policy Advisory Committee

The Policy Advisory Committee (PAC) is made up of members of the Lake Area Planning Council Board of Directors along with a Caltrans District 1 representative. Its purpose is to provide the Caltrans representative, as a member of the PAC, a vote on all matters dealing with transportation.

Technical Advisory Committee

The Technical Advisory Committee (TAC) consists of the Director of Public Works of Lake County, the Community Development Directors of Lake County and the cities of Clearlake and Lakeport, the City Engineers or Public Works Directors of Clearlake and Lakeport, the Commander of the Lake County Office of the California Highway Patrol, a representative from the Lake Transit Authority, and a transportation planner from the Caltrans District 1 Office.

Chaired by the Lake APC Executive Director, it is used to draw on the professional expertise of its members, providing recommendations to the Board based on technical considerations.

Social Services Transportation Advisory Council

The Social Services Transportation Advisory Council (SSTAC) was established in 1988 as a result of Senate Bill (SB) 498 and was formed to represent interests of the elderly, disabled and persons of limited means. Its role is to advise the Lake APC on transportation related issues such as Federal Transit Administration (FTA) transit grant applications and unmet transit needs. SSTAC membership is made up of a potential transit user 60 years of age or older, a potential transit user who is disabled, two representatives of local service providers for seniors, two representatives of local service providers for the disabled, a representative from a local social service provider for persons of limited means and two representatives from the local Consolidated Transportation Services Agency (CTSA).

PURPOSE OF THE REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan (RTP) is a long-range planning document developed by the Lake APC as the RTPA for the Lake County region. It is prepared in cooperation with federal, State, regional and local partner agencies, as well as other stakeholders, including tribal governments and system users. The Plan covers a 20-year horizon (updated every four years) with the purpose of establishing regional goals, identifying and establishing future needs, deficiencies and constraints, analyzing potential solutions, estimating available funding, and proposing investments. The Federal Highway Administration (FHWA) describes the RTP as a "[s]tatement of the ways the region plans to invest in the transportation system...[including] both long-range and short-range program strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods." The 2026 update to the RTP was developed in accordance with these and other guiding principles provided in the 2024 RTP Guidelines as adopted by the California Transportation Commission (CTC).

LAKE COUNTY REGION



Geography

Lake County is located in Northern California, lying within the Pacific Coastal ranges between the counties of Mendocino and Sonoma to the west, and Glenn, Colusa, Yolo and Napa to the east and south. The County consists largely of mountainous terrain and resource lands surrounding Clear Lake, its primary geographic feature. The lake itself covers approximately five percent of the land area and includes a majority of the County's population centers along its shores. Much of

the northern third of the County is unoccupied and lies within the Mendocino National Forest, while the rural southern portions are made up of sparsely populated communities divided among agricultural and other resource lands.

The major transportation corridors in the region are:

- Highway 20, which runs roughly east/west along the north shore of Clear Lake and links Highway 101 in Mendocino County with Interstate 5 in Colusa County to the east
- Highway 29, connecting Highway 20 at the northwest shore of the lake with other communities along its southern shores and further south to Napa County
- Highway 53, which completes the highway system loop on the lake's eastern shore from Highway 20 to Highway 29
- Highway 175, which also connects to Highway 101 in Hopland, linking Mendocino County with Highway 29 and southern portions of the Lake County region

Demographics

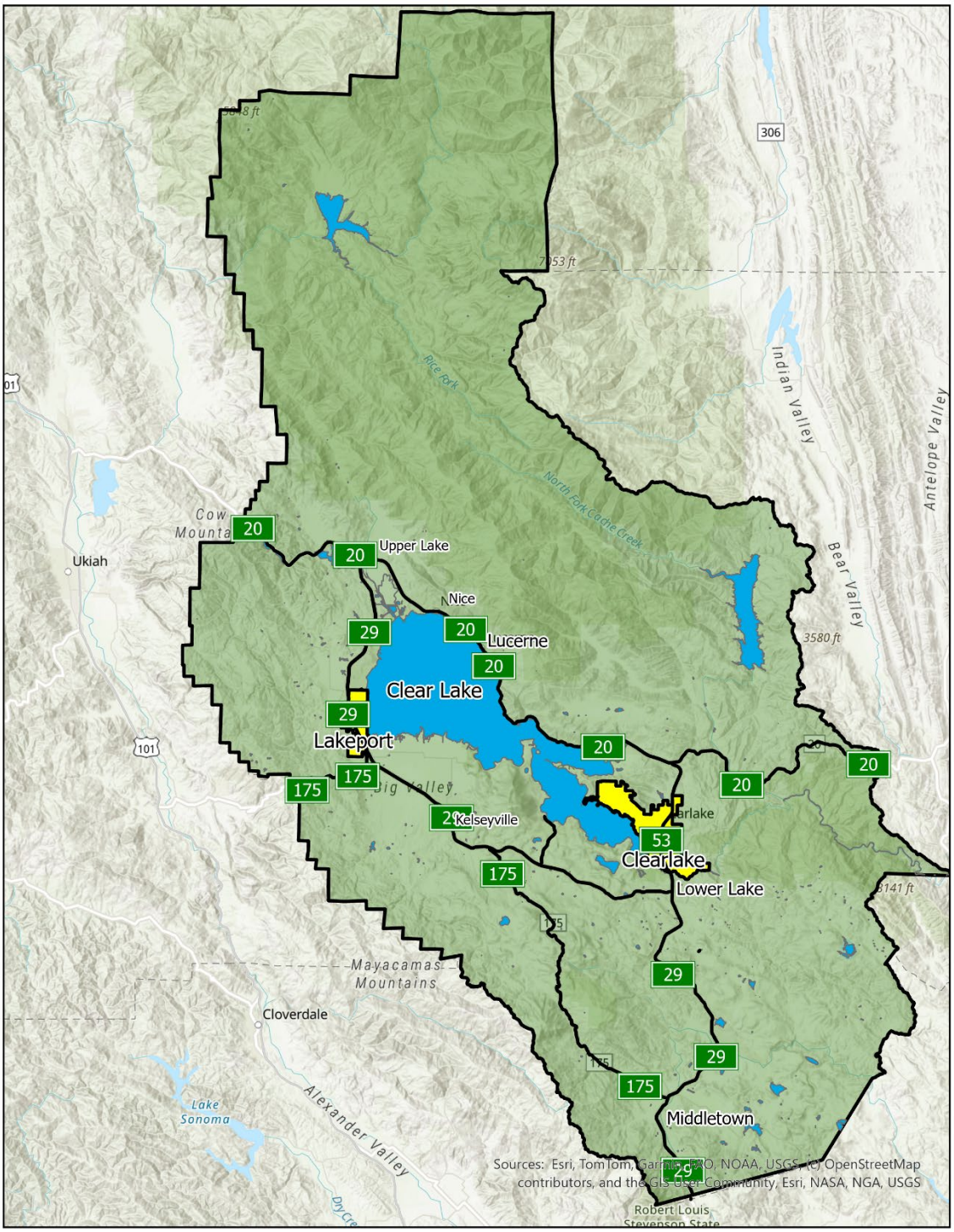
The population of Lake County was estimated at 67,254 as of January 1, 2025.[1] This includes a population of 45,695 within the unincorporated communities of the County, 5,026 within the City of Lakeport, and 16,533 within the City of Clearlake. After a steady increase over a roughly 40-year period between 1970 (46,933) and 2010 (64,665), population growth has largely stalled or even trended slightly negative. By comparison, the State grew at a much healthier pace (approximately 6%) from 2010 to 2020, ending with the Covid-19 pandemic leading to slight declines and followed by a modest recovery since 2023. A number of local factors could be responsible for the flat lining growth, including consistent poor economic conditions, out-migration of young families, and an aging population.

Aging is one of two most notable characteristics of the region. The second is the region's number of residents with a disability. The U.S. Census[2] estimates 23.36% of the region's population to be 65 years or older, a figure that is well above the statewide figure of 15.3% and has been trending upward. This can be attributed, in part, to the attractive nature of the region in terms of rural and affordable living for retirement age individuals. The region is also made up of approximately 20.6% with a disability, which significantly exceeds the statewide percentage of 11.3%. Relative to transportation issues, elderly and disabled residents are often less prone to driving than younger individuals and more reliant on other means of transportation such as public transit or walking. In addition, according to a 2012 report from the Bureau of Transportation Statistics, transportation difficulties negatively affect a number of disabled individuals, which can result in many becoming homebound. Based on the County's demographic makeup, a sizable segment of the population would benefit from transit and pedestrian facility improvements in the coming years with an emphasis on safety and accessibility.

[1] State of California Department of Finance
[2] 2023: ACS 5-Year Estimates

Lake County, California

Map: 1.1



Regional Project Area

N

Economy

Lake County is frequently ranked among the poorest counties in the United States. Approximately 17.6% of County residents were considered "persons in poverty" according to current Census data,[3] compared to 12.0% statewide. Median household income was $58,738 (statewide median $96,334) as of 2023. Unemployment figures[4] show Lake County (6.8%) to be above the statewide rate of 5.0%, as of April 2025.

Numerous economic benefits could be realized from improvements to the transportation system in the Lake County region. Among these are improved highway accommodations connecting Highway 101 and Interstate 5 in order to better move goods or visitor traffic, alleviating congestion by providing alternative access routes within and between population and commercial centers, or expanding and enhancing bicycle and pedestrian facilities making recreational and other tourist activities more attractive to out-of-county visitors.

Wildfires in the region have also played an outsize role in the health of the local economy. Since 2015 hundreds of thousands of acres have been consumed as well as thousands of homes, dozens of commercial buildings and other structures. Aside from the property damage and strain on the region's infrastructure, losses were suffered in the agriculture (e.g. impacts of smoke and ash on soil health, "smoke taint" to wine grapes) and tourism (e.g. reduction in visitors during fire season, impacts to boating,/fishing/camping related income) sectors. These disasters combined with the threat of future events will continue to challenge economic development efforts in the region. Impacts to transportation within non-incorporated portions of the County will be especially acute with a larger share of road miles to maintain and smaller relative tax base for funding improvements.

Public Health

Health statistics in the Lake County region continue to rank near the bottom when compared to other counties in the State. According to a 2025 County Health Rankings Report,[5] Lake County ranks in the bottom 10% (least healthy counties) nationwide in both health outcomes and community conditions based on a list of health factors in the report. The 2024 County Health Status Profiles published annually by the State Department of Public Health further corroborate these findings. Examples from its findings include County death rates due to all cancers (56th out of 58 counties), chronic liver disease (58th), accidents, or unintentional injuries (57th), and "all causes" (54th). Many of these health problems can be linked directly to lifestyle habits such as diet and exercise. Beyond the seemingly obvious health benefits related to physical activity, research has shown that a lack of physical activity is a major contributing factor to heart disease, diabetes, hypertension, obesity, osteoporosis and some cancers.

With respect to "healthier" transportation choices, statewide efforts to influence behavior have shown mixed signs of success. A California Household Travel Survey conducted by Caltrans released in 2013 illustrated a growing taste for non-motorized transportation options. While

[3] United States Census, "Quick Facts"

[4] California Employment Development Department, Monthly Labor Force Data, April 2025

[5] 2025 County Health Rankings Report- a collaboration of the Robert Wood Johnson Foundation and University of Wisconsin Population Health Institute

automobile transportation was still by far the most frequently used travel mode, its overall share declined from 86% in 2000, to 75.2% in 2010-2012. Over this same period, "Bicycle Trips" increased as an overall share from 0.8% to 1.5%, and "Walk Trips" doubled from 8.4% to 16.6%. Despite these trends, a 2017 National Household Travel Survey provided supplemental data for California showing a fair amount of backsliding with shares of walkers and bicyclists declining to 1.34% and 12.3%, respectively.

Similar data specific to Lake County was not available, although surveys conducted for the 2016 Active Transportation Plan did point to a lack of sidewalks and bike lanes as two of the biggest factors influencing whether to choose active modes of transportation. Another survey conducted for a 2019 Pedestrian Facility Needs Study corroborated the finding with 73% of respondents considering a "lack of trails and paths away from traffic," and 66% "missing or broken sidewalks" as key factors discouraging walking in their communities. Improving the non-motorized infrastructure within the region (i.e. more bike lanes, pedestrian facilities, etc.) would thus play a significant role in helping to promote active and healthier lifestyle choices (see Active Transportation Element).

CONSISTENCY WITH RELATED PLANS AND PROCESSES

The 2026 RTP was developed with the guidance of several documents adopted over the past several years. Implementation of its goals and policies is intended to be consistent with the following plans and programs:

California State Wildlife Action Plan (2025)

The California State Wildlife Action Plan (SWAP) was originally adopted in 2005 as a result of the federal State Wildlife Grants program created in 2000. The Program is intended to provide federal funds to states for the conservation of wildlife diversity. In 2025, the SWAP was updated, maintaining its three statewide goals to increase "Abundance and Richness," "Enhance Ecosystem Conditions," and to "Enhance Ecosystem Functions and Processes." A (still current) "Transportation Planning Companion Plan" was also adopted in December 2016 combining the priorities of the SWAP with those of Caltrans when planning and designing transportation projects. Each of the projects within the RTP are subject to environmental review per the California Environmental Quality Act (CEQA), which are required to address potential impacts to biological resources. For example, the Environmental Impact Report for the Konocti Corridor (the largest project currently underway in the region) includes analyses regarding wildlife movement resulting in mitigation requirements for under-crossings within the project area. Consistency with the SWAP will be addressed during the environmental review phases of individual projects within the RTP.

California Freight Mobility Plan (2023)

The *California Freight Mobility Plan (CFMP)* is the State's long-range strategy to manage its freight infrastructure ensuring safety, efficiency, sustainability and competitiveness. The Plan was initially called for by Assembly Bill (AB) 14 in 2013, with four-year updates subsequently required through the federal Infrastructure Investment and Jobs Act (IIJA) in 2021. Goals of the Plan

include multimodal mobility, economic prosperity, environmental stewardship, healthy communities, safety and resiliency, asset management, and connectivity and accessibility.

Transit Development Plan (2023)
In 2023, an update to the region's Transit Development Plan (TDP) was adopted to help guide the development of Lake Transit Authority services and also to improve mobility options for residents of the Lake County region. The TDP serves as an opportunity to analyze the public transit system's current operations and to identify potential changes that, if implemented during the next five years, could improve public transit, so that it can better serve Lake County communities. Recommendations involve transit service (e.g. potential route reductions), capital (e.g. purchase of buses and bus stop amenities), and financial plans.

California Transportation Plan 2050 (2021)


The California Transportation Plan (CTP 2050) is a long-range policy plan that presents a vision for a safe, integrated and multimodal transportation system throughout the State that is equitable, accessible and sustainable. The CTP 2050 defines goals, policies, and strategies that are intended to meet the mobility needs of its population while also meeting its greenhouse gas emissions reduction targets. The RTP was developed with the eight goals of the CTP in mind, emphasizing, 1) improved multimodal mobility and accessibility, 2) maintenance of the existing transportation system, 3) support of a vibrant and resilient economy, 4) improved public safety and security, 5) livable and healthy communities, 6) environmental stewardship, 7) greenhouse gas reducing and resilient to climate change, and 8) transportation needs of disadvantaged populations in the region.

Caltrans Active Transportation Plan - District 1 (2021)
The Caltrans Active Transportation Plan for District 1 is part of a larger Statewide project to identify bicycle and pedestrian needs on the State Highway System (SHS) in each Caltrans district of the State. Information from the Plan will be used by Caltrans in asset management, and to help set Complete Streets targets. Many rural communities rely on Caltrans facilities for Main Street purposes or else as connecting routes to neighboring communities. By identifying gaps and barriers on the SHS and recommending priority needs, active transportation improvements can help communities to be more walkable, bikeable, and transit friendly, to the benefit of local air quality, health, social equity, quality of life, and economic opportunity.

Interregional Transportation Strategic Plan (2021)
The Interregional Transportation Strategic Plan (ITSP) was developed by Caltrans to evaluate the overall connectivity of the interregional transportation system, ensuring that major regions of the State can be reliably accessed. It was initially released in 1998 with significant revisions made in 2015 and 2021 updates (along with a 2022 Addendum). Relevant to the Lake County region, the "North Coast-Northern Nevada Connections" corridor is a component of the plan comprised of two sub-corridors including a northerly route through Lassen and Humboldt counties (SR 299/SR

44/SR 36/US 395) and its southern complement through Mendocino, Lake, Colusa, Sutter, Yuba and Nevada (SR 20/SR 29/SR 53). Known as "Principal Arterial Corridors," the latter route has been a focus in the Lake County region for decades, with a number of local projects intended to encourage its use.

Coordinated Public Transit – Human Services Transportation Plan (2021)
The most recent update of the Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan) was adopted in 2021. Requirements for coordinated plans first appeared in 2012, in response to federal transportation legislation at the time, "Moving Ahead for Progress in the 21st Century," or "MAP-21." Goals and policies of the Coordinated Plan aim to improve awareness and safety of the existing transit system as well as expanding services and mobility for elderly, disabled and low-income individuals. Projects listed within the plan also enables the local transit provider, Lake Transit Authority, to qualify for several grant programs that may be critical for continued maintenance and operation. The next update process is expected to begin in early 2026.

Senate Bill 743 Vehicle Miles Traveled Regional Baseline Study (2020)
The "Senate Bill (SB) 743 Vehicle Miles Traveled Regional Baseline Study" was adopted in 2020 to assist local jurisdictions in complying with legislation aimed at reducing greenhouse gas emissions. SB 743 was passed by the State legislature in 2013. It changed how transportation impacts are measured under the California Environmental Quality Act (CEQA) with respect to land use and transportation plans and projects. With its passage, automobile delay ("Level of Service") was removed as the primary measure of "transportation impacts" under CEQA and replaced with Vehicle Miles Traveled (VMT) as the preferred metric. Per the legislative changes, as of Ju1y 1, 2020, lead agencies under CEQA were required to analyze project-related VMT to determine whether transportation impacts from a given development would constitute a significant environmental impact. The study was used to determine baseline VMT levels for each of the region's jurisdictions as well as recommending potential mitigations for individual land use and transportation projects subject to CEQA.

Bus Passenger Facilities Plan (2019)
Adopted in 2019, the Bus Passenger Facilities Plan provides guidance and recommendations for improving the safety, comfort and accessibility of transit system passenger facilities, and also to connect passenger facilities to new or existing bicycle and pedestrian infrastructure.

Context Sensitive Solutions
Context Sensitive Solutions (CSS) refers to an approach to planning and designing transportation projects that emphasizes collaboration with stakeholders and other interested parties potentially affected by a given project. It is intended to level the playing field between agency and community needs by integrating and balancing "community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals" (Director's Policy DP-22 [11-29-01]). Flexibility, creativity and consensus are key to addressing multiple factors when making decisions on individual projects so as to avoid a "one size fits all" solution that may ignore certain concerns otherwise overlooked in the process. Examples of CSS are found in the features of roundabouts

located along the north shore of Clear Lake in which local community input led to certain landscaping and design pattern themes on the faces of the structures.

General Plans and Area Plans within the Region

Lake County adopted its current General Plan in 2008. The Transportation and Circulation Element of the General Plan discusses goals and policies for the County as a whole, while eight separate "Area Plans" have also been adopted over time with each containing its own circulation component specific to that area. These include plans for the Shoreline Communities, Cobb Mountain, Kelseyville, Lakeport, Lower Lake, Middletown, the Rivieras and Upper Lake/Nice. The County is nearing completion of a comprehensive update, including area plans, in 2026.

General Plans for the cities of Clearlake (2017) and Lakeport (2009) contain their own circulation/transportation elements, which include goals and policies specific to those jurisdictions. Proposed projects within the RTP are expected to be consistent with each of the individual planning documents.

II. OVERARCHING ISSUES

The transportation system in Lake County is used by area residents (both part-time and full-time), visitors and interregional travelers to access commercial, residential and recreational services within and beyond the Lake County region. A number of issues relevant to regional transportation involve multiple policy areas, transportation modes and jurisdictional boundaries and, for this reason, are felt to be better addressed in an "overarching" manner. This section of the RTP, "Overarching Issues," discusses key objectives and related policy areas that cover such overlapping topics. Included in this element are matters of regional concern such as Greenhouse Gas reduction, housing policy, wildfire preparedness and other relevant issues.

COMPLETE STREETS



The Complete Streets Act of 2008 required that updates to local general plans include policies incorporating "complete streets" principles into local transportation networks. Such improvements are aimed at benefiting all users of the system including motorists, pedestrians, bicyclists, people with disabilities, movers of commercial goods and those reliant on public transportation. For the purposes of the RTP, the concept of Complete Streets touches on several transportation modes, and could be discussed as part of a range of elements such as those involving the State Highway System, Local Streets and Roads, Active Transportation and Transit. Complete Streets remain an especially relevant topic for the communities of Lake County as many roads continue to lack adequate infrastructure for multiple users, yet are still shared by motorists, pedestrians and bicyclists throughout the region.

Caltrans has taken steps to institutionalize Complete Streets through Director's Policy DP-37 (signed December 21, 2021), which requires all transportation projects funded or overseen by the department to provide "comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit." More recently, Senate Bill 960 (2024) strengthened this commitment by requiring Caltrans to integrate Complete Streets features into state highway projects, explicitly prioritizing the needs of pedestrians, bicyclists, and transit riders.

Examples of such projects within the region can be found along the North Shore of Clear Lake. Caltrans is currently in the process of implementing Complete Streets projects on State Route 20

that will benefit residents of several unincorporated communities relying on the facility for "Main Street" uses. One of these projects focuses on the town of Lucerne connecting its waterfronts, parks, elementary school, and downtown area with improvements including separated bikeways, sidewalks, transit stop enhancement, and rectangular rapid flashing beacons (RRFBs). Plans for Upper Lake, Nice, Glenhaven, and Clearlake Oaks have also been proposed by Caltrans which would include similar bicycle and pedestrian facility improvements linking commercial and recreational destinations in those communities with safe, non-motorized travel options.

GREENHOUSE GAS EMISSIONS

On June 1, 2005, Executive Order S-3-05 was signed by then-California Governor Arnold Schwarzenegger setting the following Greenhouse Gas (GHG) reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. In 2006, Assembly Bill (AB) 32 (California Global Warming Solutions Act of 2006) was passed granting authority to the California Air Resources Board (CARB) to develop regulations and market mechanisms enabling those targets to be met. Mandatory caps began in 2012 for significant emissions sources as part of its market-based "Cap-and-Trade" program launched at that time. An additional reduction target of 40 percent below 1990 levels by 2030 was established by Governor Jerry Brown on April 29, 2015, through Executive Order B-30-15, helping to ensure that the previously set goals could remain on track. That directive was codified through the enactment of Senate Bill (SB) 32 in September 2016, essentially updating CARB regulations to meet the targets.

Additional commitment was shown by the State through subsequent executive orders N-19-19 (embedding climate change goals into state investments, transportation decisions, and government operations), N-79-20 (mandating that all new light-duty vehicles sold in the state be emission-free by 2035), and N-27-25 (reinforcing the State's zero-emission agenda in response to attempts at federal rollbacks of State and federal policy).

Rural areas such as Lake County are not normally subject to the same transportation planning requirements as areas with substandard air quality ("non-attainment areas") or those with larger, urban populations. However, because the transportation sector accounts for nearly 50 percent of GHG emissions in California, long-range transportation planning plays an important role at all levels in helping the State to reach its overall reduction goals. Reducing the number of vehicle trips/vehicle miles traveled is key to reducing GHG emissions, whether it is from a regional perspective or a global perspective.

Ongoing efforts within the Lake County region to provide a variety of transportation choices will continue to assist larger societal goals in this area. For instance, the use of public transit provides an alternative to individual automobile trips for residents and visitors. Lake Transit Authority (LTA) was formed in 1996, establishing a fixed-route, countywide transit service which currently includes interregional links to Calistoga (Napa County) and Ukiah (Mendocino County). A recent (2020) grant through the Transit and Intercity Rail Capital Program (TIRCP) will help to extend regional and out-of-county services with funding to include the purchase of hydrogen powered

buses and fueling infrastructure. (See Public Transit Element for further details on public transportation).

A second means of reducing GHG emissions from automobile use is through increased bicycle and pedestrian travel. One of the primary funding sources for these types of projects is the Active Transportation Program (ATP), which was created at the State level in 2013. This competitive grant program was used to consolidate formerly separate sources, including the Bicycle Transportation Account (BTA) and Safe Routes to School (SR2S), into one centralized grant program. In December 2016, the Lake APC adopted an Active Transportation Plan providing baseline information for the grant writing process by helping to identify key routes, needs and gaps within the existing network of bicycle and pedestrian facilities. The adopted Active Transportation Plan was first included in the 2017 RTP, serving as its "non-motorized" element, and has continued to do so through subsequent updates. These and other alternative (non-automobile) modes of transportation will help reduce vehicle trips and vehicle miles traveled throughout the Lake County region, furthering GHG reduction goals of the State.

Finally, Lake APC was recently awarded a grant through the Sustainable Transportation Planning Grant program to prepare a countywide Zero Emission Vehicle Infrastructure (ZEVI) Plan. The project (initiated in late 2024) will examine the region's existing ZEV charging/fueling infrastructure and develop a plan to guide expected future expansion in this area. It supports State goals to increase the use of alternative fuel vehicles, reducing reliance on fossil fuels and furthering its push to decrease GHG emissions.

CLIMATE ACTION PLAN TRANSPORTATION INFRASTRUCTURE

The Climate Action Plan for Transportation Infrastructure (CAPTI) is an investment framework prepared by the California State Transportation Agency (CalSTA) in 2021. It was developed in response to executive orders signed by Governor Gavin Newsom in 2019 (EO N-19-19) and 2020 (EO N-79-20) designed to reduce GHG emissions in the State's transportation sector. Executive Order EO N-19-19 directed the Department of Finance to create a "Climate Investment Framework," and to "align the State's climate goals with transportation spending on planning, programming and mitigation." This was followed the following year by EO N-79-20 which focused on "actions necessary to combat the climate crisis," including State goals for all in-state sales of "passenger cars" and "medium- and heavy-duty vehicles" to be zero-emission by 2035 and 2045, respectively. The resulting CAPTI framework provides guidance to State officials in how discretionary transportation funds should be spent with a focus on combating and adapting to climate change, while also supporting public health, safety and equity. By July 2024, all 34 of the original actions outlined in the plan were completed, aligning the State's transportation funding programs with its climate goals.

A public engagement process was conducted throughout 2024 to update CAPTI strategies and actions in order to further its goals, with feedback from the outreach efforts incorporated into the updated "CAPTI 2.0" in early 2025. The update identifies new strategies and actions designed to

further reduce emissions, improve the State transportation system's resilience to climate impacts, deliver equitable outcomes, and improve transparency and accountability.

TRANSPORTATION SAFETY

Since the adoption of the 2022 Regional Transportation Plan, there has been a renewed emphasis on safety across multiple modes of transportation within State and local systems. This is at least partially in response to the upward trend of fatal or serious injuries on California highways, streets and roads which saw a 46% increase from 2010 through 2020. While the figures spiked in the early 2020s (pandemic years), there have been notable declines since 2022 and indications that a downward trajectory is taking place. Some credit for these positive trends must be attributed to policies and programs initiated in recent years at the federal, State, and local levels focusing on transportation safety. A few of the more noteworthy efforts are listed as follows:

Vision Zero

The concept of Vision Zero is proposed to realize a roadway system which eliminates all road traffic related fatalities or serious injuries over time. Begun in Sweden in the late 1990s, the project has spread to over a hundred countries, regions, and cities throughout the world. Jurisdictions making the commitment to adopt such policies are implicitly placing a much higher value on life and health over conventional calculations of cost/benefit analyses when determining road system expenditures focusing on decreased risk. As might be expected, results can vary widely based on a number of localized factors, but significant declines have been noted in area such as Sweden (65% decrease in annual road deaths between 1997 and 2021) and New York City (26% decline in traffic deaths and 42% decline in pedestrian fatalities between its adoption in 2014 and 2018). The State has integrated the concept into a larger "Safe System" policy calling for zero fatalities/serious injuries by 2050 and Vision Zero has also been incorporated into all modes within the 2020-24 Strategic Highway Safety Plan.



National Roadway Safety Strategy

In January 2022, the United States Department of Transportation first released its National Roadway Safety Strategy (NRSS), which looked at methods to address serious or fatal injuries on America's roadways. The long-term goal of the strategy is to reach zero roadway fatalities through use of the "Safe System Approach," stressing the overall prevention of crashes and minimizing

bodily harm to those involved in crashes that do occur. Key principles of the Safe System Approach include elimination of fatalities, recognizing the potential for human error, the physical vulnerability of humans, proactive safety measures and redundancy of safety measures in the system in the event of partial failure. Federal grant funding such as the Safe Streets and Roads for All (SS4A) program can be used to prevent fatalities and injuries in support of the NRSS and Safe System Approach.

Caltrans Director's Policy DP-36

Released by Caltrans in February 2022, Director's Policy DP-36 highlights the "safety first mindset" by developing and implementing new programs towards this end. In order to achieve this vision, Caltrans has adopted the federal Safe System Approach from the federal National Roadway Safety Strategy described above. The policy also sets as a goal to attain zero fatalities and serious injuries by 2050.

Highway Maintenance Safety Program

The Highway Maintenance Safety (HM-4 Safety) Program was initially begun as a pilot program in fiscal year 2021-22 to fund quick turnaround (within one year) safety projects, or those not requiring time consuming right-of-way issues, environmental review, utility relocation, or hardscaping. Its early successes led to its expansion into a full, four-year program dedicated to delivering proven safety countermeasures involving pedestrian safety, signage, striping or other pavement markings. The program provides a short-term fix to safety concerns and complements efforts with longer development times intended to improve safety in areas identified as problematic.

Local Efforts

The Lake Area Planning Council is also funding current projects to assist local communities in making safety improvements. Included are updates to Local Road Safety Plans (LRSPs) for each of the three local jurisdictions (County of Lake, cities of Lakeport and Clearlake) that are intended to identify priority safety projects that would be eligible for federal or State grant program funding. In addition (and specific to the City of Clearlake), the "SR 53 Public Outreach for Priority Safety Projects Study" was adopted in September 2025.

WILDFIRES

Wildfires have become a recurring threat to many rural regions of the State. Largely a result of climate change (e.g. drought lengths/frequencies, higher average temperatures, stronger/less predictable wind patterns, etc.), the Lake County region has endured several years of catastrophic wildfire seasons. Between 2015 and 2024 alone, hundreds of thousands of acres were consumed (nearly 70% of the County's land mass), destroying thousands of homes and other structures over that timeframe. The following list includes the most significant of such event:



Photo by Cole Euken

2015 Valley Fire
One of the most devastating fires in the county's history, the Valley Fire burned over 76,000 acres, destroyed nearly 2,000 structures, and claimed four lives. The fire led to widespread evacuations and severely impacted the communities of Middletown, Cobb, and Hidden Valley Lake.

2015 Rocky Fire
The Rocky Fire consumed 69,636 acres near Morgan Valley Road and Rocky Creek Road east of Clearlake. This was the first significant evacuation of Lower Lake and Clearlake.

2016 Clayton Fire
The Clayton Fire burned approximately 4,000 acres and destroyed nearly 200 structures in Lower Lake, causing significant damage to the small, rural town. This fire, reportedly started by arson, underscored the vulnerability of communities in fire-prone areas.

2017 Sulphur Fire
The Sulphur Fire burned for 122 days off Hwy 20 and Sulphur Bank County in Clearlake Oaks. The fire destroyed 162 structures and damaged an additional eight across the 2,207 acres that burned.

2018 Mendocino Complex Fire
Consisting of two fires, the Ranch and River Fires, the Mendocino Complex Fire became California's largest wildfire on record at the time, burning more than 459,000 acres across multiple

counties, including most of Lake County. Although the Ranch Fire contributed most of the acreage, Lake County communities saw extensive impacts from both fires. This fire required evacuation outside of the county, and highlighted the importance of MOUs with surrounding counties.

2020 LNU Lightning Complex Fire
Sparked by dry lightning, this complex fire burned across multiple Northern California counties, including parts of Lake County. The LNU Lightning Complex burned over 363,000 acres in total, causing widespread evacuations and infrastructure damage. This fire highlighted the challenges posed by dry lightning in wildfire-prone regions.

2021 Cache Fire
While smaller than previous fires, the Cache Fire impacted the City of Clearlake, destroying over 80 structures, including homes. It intensified efforts to strengthen defensible space measures and fire mitigation strategies around residential areas.

2024 Boyles Fire
The Boyles Fire burned 81 acres, impacting the City of Clearlake. The fire destroyed 33 structures and damaged an additional six. The cause of the fire is currently still under investigation.

2024 Glenhaven Fire
The Glenhaven Fire burned approximately 417 acres, impacting the communities of Glenhaven and Clearlake Oaks. The fire destroyed two structures and damaged a third. The cause of the fire is currently still under investigation.

During each of the individual events, combined efforts of local leaders, emergency responders and public transportation officials were used to help evacuate communities of vulnerable or underprivileged residents, providing them with access to provisional shelters set up in various locations throughout the County. Limited access has been a concern in some areas of the region (e.g. Anderson Springs Road, Hobergs, Spring Valley, etc.), with the risk of one-way-in/one-way-out road closures or stranded communities during wildfire events.

To help address these issues, Lake APC was awarded a Caltrans grant in 2023 to prepare a Wildfire Evacuation and Preparedness Plan. The project examined current evacuation protocols and procedures for relevant agencies operating within the region, with the resulting Plan available as a reference document aimed at seamless coordination between agencies with respect to transportation and evacuation services. Overall, it provided evacuation strategies, recommended agency roles and responsibilities, and key considerations for relocating individuals from hazardous areas to designated safe zones.

GOODS MOVEMENT

Freight mobility is another important issue with respect to regional and interregional transportation, affecting both the economic health and quality of life within and beyond the Lake County region. Raw materials, semi-finished "input" goods, and final goods all require efficient

modes of transportation for an economy to function properly. Lake County relies exclusively on commercial trucking for freight movement in and through the region (rail transportation does not exist in Lake County), underscoring the importance of road maintenance and adequate facilities. According to the *2023 California Freight Mobility Plan (CFMP)*, interstate freight volumes are projected to grow by 65% from 2023 to 2050. Along with normal population growth estimates and the continuing rise of e-commerce and parcel delivery service, freight movement through the Lake County region is likewise expected to increase for the foreseeable future.



Routes through Lake County play a significant and integral role in the supply chain of goods between the Central Valley and California's North Coast. Traditional patterns of interregional traffic through the County have relied almost exclusively on State Route (SR) 20 in its entirety (i.e. across the northern shores of Clear Lake), which includes commercial trucking. For a number of reasons involving safety, environmental considerations, and impacts to local communities, the long-term goal of Caltrans District 1, regional transportation planners, local stakeholders and community members has been to redirect these interregional patterns away from the northern shores and towards the southern shores of the lake.

The "Priority Interregional Facility" concept refers to this preferred route between Interstate 5 and U.S. 101, utilizing the noted passage south of Clear Lake. It is considered one of 11 "Strategic Interregional Corridors" in the State's *2021 Interregional Transportation Strategic Plan (ITSP)*, a state-level planning document which helps to guide funding decisions for interregional transportation improvements. The Lake County portion of the corridor consists of SR 20, 53 and 29, with SR 29 serving as a key component in completing the southern portion of the route connecting SR 53 with SR 20 (see pages 28-31 for discussion of the "Konocti Corridor," including Map 3.1). An eight-mile section of SR 29 is currently planned for improvements (partially completed in 2023) that would widen it to a four-lane divided expressway (see State Highway System Element). While not specifically a "freight project," the improvements will be useful for freight travel through the region by creating additional passing opportunities, widening shoulders, separating traffic and decreasing traffic queuing and delays within the Priority Interregional Facility.

Overall, this route is instrumental in connecting four important interregional corridors, including: Interstate 5 (upper Central Valley), U.S. 101 (California's North Coast), SR 99 (entire Central Valley), and SR 70 (western Sierra). As pointed out in the *2023 CFMP*, the larger east-west

corridor is not only critical for recreational travel between the Sierra Nevada mountains and the North Coast. It is also a major "crossroads" or "hub" for agricultural and goods movement in the North Central Valley and through the Yuba City/ Marysville urbanized areas (for connections to SR 99 and SR 70). In time, use of the preferred route (SR 20/53/29) is expected to result in improved regional and interregional freight transportation.

Improvements made to SR 29 will also help to lessen truck use of SR 20 along the north shore of Clear Lake. This is significant in that SR 20 also serves a "Main Street" function through several small communities (Clearlake Oaks, Glenhaven, Lucerne, and Nice), with heavy truck use contributing to local congestion and reduced safety for multimodal users (i.e. bicyclists, pedestrians) of the highway facilities. Reducing the heavier truck (combined with other interregional) traffic along the north shore will also help to reconnect the communities to their greatest asset, access to the lake. Traffic calming and active transportation improvements within the Northshore communities have been the focus of several regional planning studies that would further contribute to quality of life and economic benefits by improving the attractiveness of the locales for both residents and visitors. Currently, several Complete Streets projects along SR 20 are in various phases of planning, programming, or implementation through these Main Street communities.

Finally, rapid growth in e-commerce has led to newer transportation and land use patterns that have impacted freight infrastructure throughout the State. With more traditional forms of retail, consumers would patronize local stores or malls to purchase goods. The current e-commerce trend involves on-line purchasing and individualized ground deliveries shipped by different means such as courier service (e.g. FedEx), independent owner-operators of light vehicles (e.g. DoorDash), or Transportation Network Companies (TNCs) like Uber or Lyft. The use of distribution centers and warehousing, evolving trucking patterns (including light and medium duty trucks performing "last mile" direct deliveries to consumer), retail purchase returns, and general TNC services has caused an increase in Vehicle Miles Traveled (VMT). This in turn has led to increased fossil fuel consumption/emissions and wear and tear on State, interregional, and regional highways, as well as on local road systems.

As the *2023 CFMP* notes, the true long-term impacts of e-commerce remain uncertain. Early research suggests e-commerce may reduce some in-person vehicle trips but will likely decrease local retail jobs, increase demand for high-tech and warehouse employment, and complicate local tax revenues. For Lake County, they are already facing economic challenges tied to employment and public works funding—these trends will be closely monitored by local decision-makers in evaluating future infrastructure and fiscal needs.

FUNDING CHALLENGES

Poor existing road conditions combined with limitations on repair and maintenance funding continue to be among the biggest challenges for the local circulation system. The *California Statewide Local Streets and Roads Needs Assessment (2023)* listed Lake County as one of only eight counties in the State to receive a "poor" rating, based on its average Pavement Condition

Index (PCI) of 35 out of 100. This shows a modest decrease from the 2020 level of 37, although the number has been trending downward since 2016 when it stood at 40.

Various funding methods have been employed to help address this ongoing issue. For instance, two local sales tax measures were approved in 2016 by voters in the cities of Lakeport and Clearlake. Lakeport's Measure Z was passed for a one-cent sales tax augmenting the City's general fund for use on public safety and road/infrastructure maintenance needs. Similarly, Clearlake voters passed Measure V, a one-cent "specific" tax (receiving the required supermajority of at least 66.7%), which has generated over $1 million annually for road maintenance purposes. The County of Lake has also expressed interest over the years in putting similar transportation sales tax measures on the ballot. A poll conducted in 2016 did not show sufficient support for a ballot measure at that time, and a second poll conducted in early 2020 was undermined by the COVID-19 pandemic without providing useful direction.

In 2017, the State legislature passed a transportation funding bill (SB 1), which increased gas and diesel fuel taxes as well as vehicle registration fees, to address an array of transportation projects such as road safety improvements, pothole and street repairs, and work on State highways and bridges. SB1 generates over $5 billion on an annual basis Statewide, with a number of its programs intended to help local agencies.

Table 2.1 provides a rough estimate of funding expected over the next ten years from various sources. These estimates are derived from historical funding trends, recent gas tax revenues, and anticipated distributions from SB 1 programs. However, actual funding levels can vary significantly from year to year. The table excludes competitive grant funding sources, which are highly variable and not guaranteed. Nonetheless, the figures offer a general sense of regional funding capacity. Additional RTP sections provide more targeted project lists with associated cost estimates and potential funding sources.

Table 2.1 Estimated Funding Availability

Funding Source	**Estimated Funding Over Next 10 Years ($1,000)**
State Transportation Improvement Program (STIP)	$9,000*
Highway Users Tax Account (HUTA)	$40,477**
Regional Surface Transportation Program (RSTP)	$8,000**
State Highway Operating and Protection Program (SHOPP)	$278,000
Road Maintenance and Rehabilitation Program (SB 1)	$41,831**
Total	$377,308

**based on average of past 5 cycles*

***based on average of most recent 4-year period*

GOALS, OBJECTIVES AND POLICIES

Table 2.2 below lists Objectives and Policies, which are intended to guide transportation development projects over the next four years.

Table 2.2 Overarching Issues Goals, Objectives and Policies

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

Goal: Develop a multi-modal system of seamless transportation facilities designed to serve both regional and interregional needs.	
Objectives	**Policies**
	consistent with Caltrans Director's Policy DP-37 and Senate Bill (SB) 960.
	OI-2.6: Support efforts to reduce dependency on automobile use including promotion of bicycle/pedestrian transportation and public transit use.
OI-3: Reduce Greenhouse Gas (GHG) emissions by promoting and facilitating transit use and increasing active transportation alternatives.	**OI-3.1:** Facilitate implementation of the Active Transportation Plan (ATP) and construction of ATP projects to encourage students to walk and bike to school rather than traveling by car.
	OI-3.2: Update the Active Transportation Plan consistent with the Regional Transportation Plan update schedule, or as needed to keep the plan current and meaningful.
	OI-3.3: Support increased frequency/expansion of transit service consistent with the local Unmet Transit Needs process.
	OI-3.4: Support and facilitate the installation of electric vehicle charging stations for public use, consistent with the Lake County Zero Emission Vehicle (ZEVI) Infrastructure Plan. Explore options for affordable, clean energy technology and programs.
	OI-3.5: Support planning projects that further greenhouse gas reducing efforts at the State level such as SB 32, SB 375, and SB 743.
	OI-3.6: Support planning projects which will facilitate a transition to zero emission vehicles consistent with Executive Order EO N-79-20.
	OI-3.7: Ensure planning projects are consistent with objectives of the Climate Action Plan for Transportation Infrastructure (CAPTI) and the Caltrans System Investment Strategy (CSIS).
OI-4: Reduce and mitigate environmental impacts of current and future transportation projects.	**OI-4.1:** Early in the planning and design process, involve community members and environmental organizations to identify potential environmental issues as well as potential avoidance, minimization and mitigation opportunities.
	OI-4.2: Work with local jurisdictions to develop project specific mitigation measures as a means of reducing Vehicle Miles Traveled (VMT) resulting from land use development.
OI-5: Increase or ensure steady stream of funding for transportation	**OI-5.1:** Pursue both traditional and non-traditional funding sources for planning, preconstruction and construction of transportation projects.

Goal: Develop a multi-modal system of seamless transportation facilities designed to serve both regional and interregional needs.	
Objectives	**Policies**
planning, pre-construction activities and construction.	**OI-5.2:** Work cooperatively and collaboratively with other agencies and organizations to secure funding for projects which further the goals, objectives and policies identified in the Regional Transportation Plan and Active Transportation Plan.
OI-6: Support planning projects that will benefit public health in the region.	**OI-6.1:** Pursue funding sources that encourage active transportation and promote active forms of recreation for residents and visitors of all ages and physical capabilities.
	OI-6.2: Encourage non-motorized planning activities that result in lower GHG emissions and other air pollutants as a means of improving air quality in the region.
	OI-6.3: Pursue funding sources for mobility-oriented projects that improve access to health care for seniors, disabled or economically disadvantaged residents of the region.

III. STATE HIGHWAY SYSTEM

The State highway system is made up of a network of highways, or routes, that are owned and maintained by the California Department of Transportation (Caltrans). Each highway is designated a State Highway Route number, differentiating one from another, as well as from U.S. and Interstate highways. This element provides an overview of the State highway system as it pertains to the Lake County region.

CURRENT ISSUES, CHALLENGES AND OPPORTUNITIES

All of the main routes entering and leaving Lake County are State highways, including State Route (SR) 20, SR 29 and SR 175. The State highway system within the region also includes SR 53 and SR 281 (running concurrent with a three-mile portion of Soda Bay Road), with all but SR 281 considered to be primary routes for regional and interregional travel. Each of these facilities are owned and operated by the State Department of Transportation (Caltrans).

In the past, Caltrans prepared Transportation Concept Reports (TCRs) to study issues on state routes. The focus of these long-range planning documents was on increased safety and improved mobility to meet the community and environmental needs of the individual corridors. Caltrans has since transitioned away from TCRs to focus on developing Corridor Management Plans (CMPs). The newer emphasis on Corridor Planning uses a multimodal approach recognizing that transportation needs are based on complex geographic, demographic, economic, and social characteristics of communities. Looking beyond the corridor as a single purpose route for automobile traffic, the process is collaborative and done in partnership with local communities and transportation partners.

As the region's most important interregional route, the SR 20 corridor provides a vital link between Interstate 5 in the Sacramento Valley and Highway 101 serving California's north coast. Along the north shore of Clear Lake, SR 20 also serves as a highway "Main Street" for several communities. Both the lake and the topography of the County work to constrain options for expanding capacity along this section of SR 20, leading to truck related delays, slower travel times, and reduced safety for pedestrians and bicyclists. Largely because of this, the preferred interregional route through the County relies on a southerly course around the lake. Identified by Caltrans as a "Strategic Interregional Corridor" in its Interregional Transportation Strategic Plan (2021), the southern (referred to as the "Konocti Corridor") route through Lake County utilizes portions of SR 20, as well as SR 53 and SR 29, to complete a passageway which is better able to address congestion and safety issues. Konocti Corridor improvements have been (and continue to remain) a top priority for the region.

STATE HIGHWAYS

The following provides a brief overview of the State routes within the Lake County region:

State Route 20

State Route 20 (Principal Arterial Corridor)

The State Route 20 Principal Arterial Corridor (including portions of SR 20, SR 29 and all of SR 53) refers to the preferred interregional route through Lake County (also known as the Konocti Corridor, see Map 3.1, page 31), connecting two important interregional north/south corridors: I-5 to the east and Highway 101 to the west. It has been identified in the Caltrans 2021 Interregional Transportation Strategic Plan as one of several "priority interregional facilities," which are considered important connecting routes outside of urbanized areas providing access to, and links between, the state's economic centers, major recreational areas, and urban and rural regions. Through Lake County, the corridor avoids the Northshore segment of SR 20, instead utilizing SR 20 east of its intersection with SR 53, the entire eight-mile section of SR 53 (through the City of Clearlake), the SR 29 corridor west of Lower Lake, and SR 20 west of its intersection with SR 29 to the Mendocino County line. (See a more detailed description of the Konocti Corridor on Page 28, below.) A roundabout west of Upper Lake was built at the SR 20/SR 29 junction within the past decade facilitating safer and more orderly traffic movement through the corridor. A second roundabout was completed in 2021 at the junction of SR 20 and SR 53 (just east of the unincorporated community of Clearlake Oaks), likewise improving safety and mobility through the route.



State Route 20 (Minor Arterial Segment)

The Minor Arterial Segment of SR 20 stretches from Upper Lake (intersection with SR 29) to just east of Clearlake Oaks (intersection with SR 53). While much of Lake County is impacted by increased seasonal and recreational traffic during the summer months, this portion of SR 20 is even more so when combined with everyday interregional traffic between the US 101 and I-5 corridors. State Route 20 is characterized here by extensive roadside development, unrestricted lake access, curvilinear alignment, numerous speed zones and few passing opportunities.

It also serves as Main Street to the Northshore communities of Nice, Lucerne, Glenhaven, and Clearlake Oaks. Residents and visitors wishing to access the lake, parks, or other attractions (such as commercial lodging) often must cross SR 20 in areas lacking safe or appropriate crossing facilities. The long-term plan for the route calls for additional traffic calming measures in developed areas and Complete Streets improvements along the Main Street segments. This also complements the Principal Arterial Corridor concept in the 2021 Interregional

Transportation Strategic Plan, which encourages use of SR 29 and SR 53 in lieu of passage through the Northshore communities. Improvements along this corridor include non-motorized enhancements (sidewalks, bicycle lanes, and streetlamps) through Clearlake Oaks (completed in 2019), as well as several Complete Streets projects in various phases of planning, programming, or implementation through the noted Main Street communities.

State Route 29

SR 29 can be described in two sections throughout the Lake County region. The first is a segment extending from the Napa County line north to its junction with SR 53 in Lower Lake. This portion of SR 29 is considered a Minor Arterial and has historically experienced congestion through the community of Middletown during morning peak hour commutes, due in part to the relative affordability of housing in south Lake County and the better employment opportunities in Napa and Sonoma counties.

The second section (considered a Principal Arterial) extends from the junction of SR 53 in Lower Lake northwest to SR 20 in Upper Lake. This segment experiences greater volumes of traffic as a connecting link between Lakeport and Clearlake, the two major employment and commercial areas in Lake County. As noted, it is also a key link within the Principal Arterial Corridor (including SR 20, SR 53, and SR 29) connecting Interstate 5 and U.S. 101. Widening and safety improvements planned along an eight-mile section of this SR 29 segment will convert it from a two-lane highway to a four-lane divided expressway when completed. The first phase of the project, consisting of the westernmost three-mile section, begins at the SR 29/SR 175 intersection and extends just west of the "Kit's Corner" junction of SR 29 and SR 281 (referred to as "2C"), was completed in spring 2023. The remaining segments ("2B" and "2A") extend east to the route's intersection with Diener Drive. Funding for right-of-way acquisition was secured for Segment 2B in 2024, while further funding required for right-of-way and construction has yet to be determined for the remainder of these two segments. Combined with future traffic calming measures along the Northshore, these improvements are expected to incentivize use of the Principal Arterial Corridor, while alleviating Main Street congestion on the Northshore and providing unimpeded flow south of the lake. Lake APC in collaboration with Caltrans will continue to pursue funding opportunities to see these projects through to completion.

State Route 53



SR 53 extends north from its intersection with SR 29 in Lower Lake, bisecting the City of Clearlake, and terminating at its junction with SR 20 just east of Clearlake Oaks. The highway stretches approximately 7.5 miles, with the northern half mainly consisting of two-lanes and the remainder widening to four-lanes beginning at the 40th Avenue/Lakeshore Drive intersection in the City of Clearlake. Several at-grade, signalized intersections exist on the highway as it continues

south bisecting the City. In addition to local, regional and interregional vehicle traffic, SR 53 is traveled by pedestrians and bicyclists. It is also integral to local circulation needs providing north/south access. While the important downtown and lake front areas of the City lie west of the corridor, a considerable amount of residential ("the Avenues"), retail/commercial (Walmart, Big 5, fast food restaurants), and civic facilities (County services, Adventist Health hospital, public schools) are located to the east, along with a new regional transit hub scheduled to be constructed by 2027. Potential improvements have been evaluated (e.g. grade separated interchanges, bicycle/pedestrian overcrossings, lighting, etc.) that would reduce delays, improve safety, and further facilitate use of the Principal Arterial Corridor. In addition, Lake APC has recently completed a local outreach effort (*SR 53 Corridor Priority Projects Outreach Study*) to determine preferred safety projects of SR 53 users in the region.

State Route 175
SR 175 begins in Hopland (Mendocino County) at its intersection with US 101 and extends over the Hopland Grade to the south end of Lakeport. From there, a portion of SR 175 runs concurrent with SR 29 to a point southeast of Kelseyville where it continues separately over Cobb Mountain and again intersects with SR 29 in the community of Middletown. This route is popular for motorists traveling from the south County (Middletown) to the Kelseyville and Lakeport communities. Bottle Rock Road (a County owned and maintained facility), which runs from SR 175 (near the Black Rock Golf Course) to SR 29 (south of Kelseyville) is also a common route for regional travel associated with SR 175 and is often the preferred route between the south County and Clear Lake's west shore.

State Route 281
SR 281 is approximately three miles in length and provides access from SR 29 to the Clear Lake Riviera community and Konocti Bay. The route begins at its junction with SR 29 (known as "Kit's Corner") and transforms into Soda Bay Road as it continues northwest along the lakeshore to the community of Lakeport. It is also served by Lake Transit from its starting point at Kit's Corner.

KONOCTI CORRIDOR

As described above, completion of the Konocti Corridor is an important legacy project for the Lake region having remained a regional priority for over three decades. The goal is to encourage a sustained use of the preferred interregional (south) route around Clear Lake. Regional Transportation Improvement Program (RTIP) funds have been committed over the years to aid in its completion, with a focus on three key areas of improvement. When combined, these improvements will comprise the Konocti Corridor.

1. **Lake 29 Improvement Project**
   The project involves safety and capacity improvements along an eight-mile stretch of SR 29 between the intersections of SR 175 and Diener Drive. It is intended to accommodate existing and expected future traffic flows, alleviating safety concerns from its current design limitations such as inadequate sight distance, limited passing opportunities, and

narrow shoulders. It will also provide safer and more reliable access between the region's primary economic centers of Lakeport and Clearlake. Further, this southern passage around the lake is sparsely developed compared with the Northshore communities along SR 20. When combined with several current traffic calming and complete streets projects along SR 20 (in various planning, programming, or implementation stages), the preferred southern route will avoid Main Street uses of the facility, resulting in fewer impacts to residents along the Northshore.

The project was broken into three distinct sections referred to as "Segment(s) 2A, 2B, and 2C." To date, project accomplishments include the certification of a Final Environmental Impact Report and completion of the westernmost 3.1-mile portion of the project, "Segment 2C." Funding was recently secured to cover right-of-way costs for the middle section (Segment 2B). However, construction costs for that segment, as well as all other funding costs related to Segment 2A, will still be needed to complete the project in its entirety.

2. SR 53 Improvements through the City of Clearlake

This component is likewise intended to facilitate traffic along the southerly route by limiting the use of SR 53 for local circulation purposes. Potential projects along this section could include alternatives to existing at-grade intersections or reducing the number of driveway encroachments.

In 2011, a corridor study specific to SR 53 was completed, which analyzed traffic conditions at SR 53 intersections through the City of Clearlake and identified potential long-range improvements for interregional travel through Lake County. In addition, the study examined ways to facilitate local traffic movement within the City, reducing impacts on the highway system due to local congestion. Several recommendations of the 2011 plan were implemented since that time. Among the most important was construction of a north/south connector road between Dam Road Extension and Phillips Avenue. The project provided a link between one of the City's primary residential areas ("the Avenues"), and key retail/commercial (Walmart, Big 5, fast food restaurants) and civic facilities (County services, Adventist Health hospital, public schools) located to the south. Completion of that project in 2018 has helped to alleviate pressure on the SR 53 corridor for local circulation purposes.

A follow up study (*State Route 53 Corridor Local Circulation Study*) was completed in 2022 to reflect updated conditions along the corridor. Additional projects were recommended over multiple time frames such as a roundabout at the Dam Road/Dam Road Extension intersection (short term), future access controls, or grade separated interchanges at various intersections (long term). Several of the recommended improvements from the 2022 study (e.g. increased pedestrian safety through intersection improvements or footbridge crossings, operational improvements adding turning lanes, roundabouts, etc.) were further endorsed in a "SR 53 Corridor Priority Projects Outreach Study" completed in 2025. Projects highlighted within the noted studies/plans are expected to make the Konocti Corridor concept a safer and more attractive alternative for interregional travelers.

3. **Traffic Calming and Multimodal Improvements on SR 20 Northshore Segment**



An important component of the Konocti Corridor strategy involves redirecting interregional traffic away from the Northshore segment of SR 20 and encouraging use of an improved southern route over SR 29 and SR 53. However, a large volume of through traffic continues to utilize this "Minor Arterial" segment of SR 20, which also serves a Main Street function for the small communities of Nice, Lucerne, Glenhaven, and Clearlake Oaks along Clear Lake's Northshore.

The lake and surrounding topography of this region combine to physically constrain improvement options that would increase safety (e.g. shoulder widening, realignment, etc.) or reduce congestion (e.g. providing passing opportunities). Pedestrians and bicyclists must share the corridor with the local and interregional traffic, with conflicts further exacerbated by SR 20's physical separation of residential and commercial areas from the lake. Reducing interregional trucking and other through traffic uses along the Northshore will increase safety, enhance the economic viability and livability of these struggling, low-income communities, improve disproportionally poor health statistics by making biking/walking a more attractive option for residents and visitors, and reduce emissions resulting from existing traffic congestion.

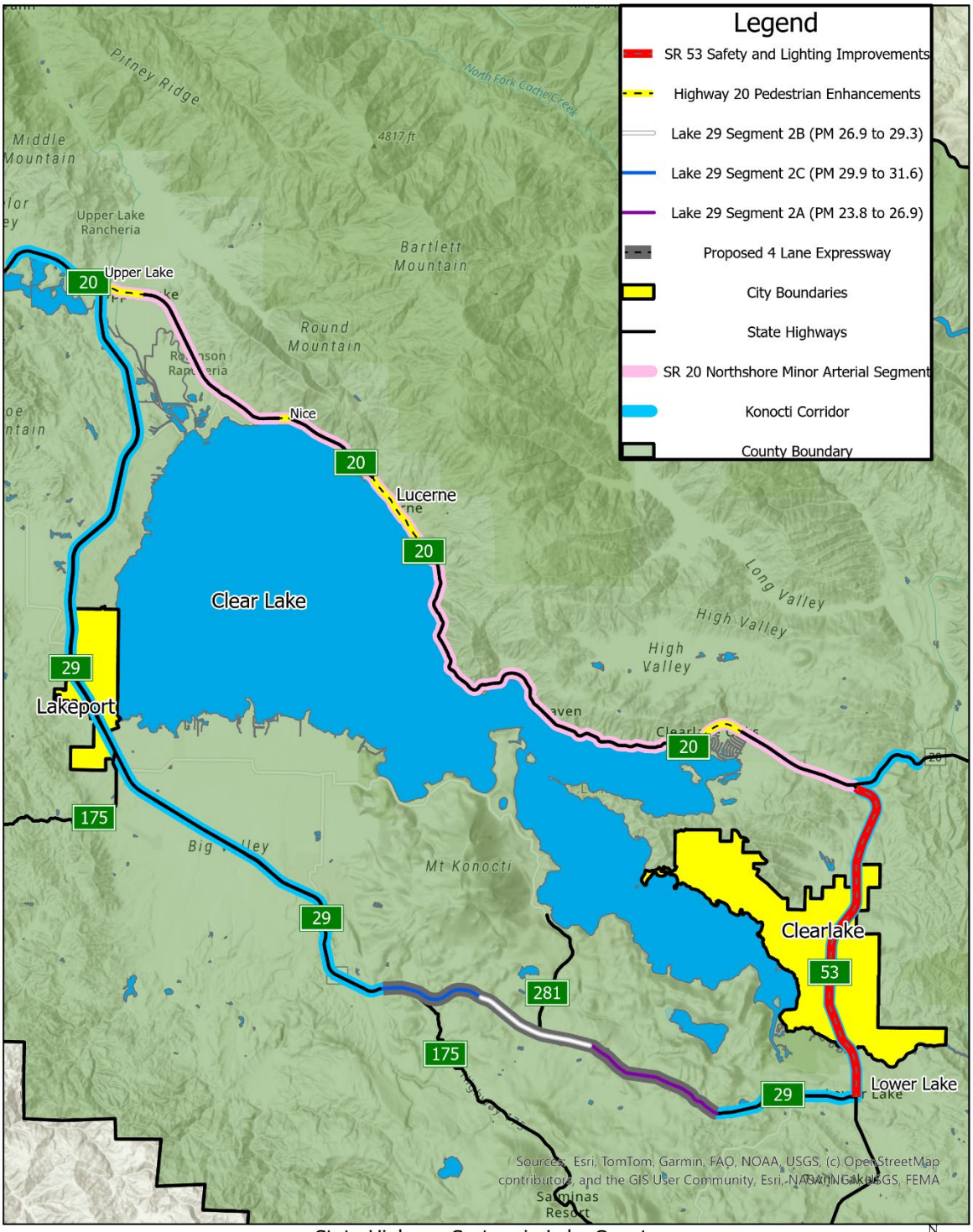
Several studies (supported by strong public engagement feedback) have focused on traffic calming measures and multimodal improvements on SR 20 through the unincorporated Northshore communities. Reducing vehicle speeds on this corridor would further incentivize use of the preferred southern route for interregional travel, while also creating opportunities to reconnect communities with the lakefront and provide a safer means of non-motorized travel for pedestrians and cyclists overall.

Current Caltrans plans include a Complete Streets project in Lucerne, scheduled for implementation in 2029, which features separated bikeways, upgraded sidewalks, improved transit stops, and enhanced pedestrian crossings. Additional plans for Nice and Glenhaven are anticipated in subsequent years, with further details subject to funding availability and project development timelines.

As noted, realization of the Konocti Corridor project will entail consistent and sustained use of the preferred interregional route through the County. The intended result is improved safety, traffic flows, travel time reliability (for goods movement as well as interregional through traffic), reduced congestion, and increased options for multimodal travel.

Regional Transportation Plan
2026 Update

Map 3.1



State Highway System in Lake County
Konocti Corridor

ACCOMPLISHMENTS SINCE 2022 UPDATE

The following is a list of notable State Highway System projects completed since the previous RTP was adopted in 2022:

- State Route 20 Shoulder and Safety Improvements/Bridge Rehab
- State Route 29 Coyote Grade Shoulder Widening
- State Route 175 Storm Damage Repairs
- State Route 29 Pavement Overlay (North Lakeport to SR 20)

In total, approximately $220 million was invested between February 2022 and July 2025, related to a range of projects such as roadway safety, bridges, resurfacing, broadband, storm damage, culverts and maintenance.

Partial Completion of the Konocti Corridor (Segment "2C")
The Lake 29 Improvement Project portion of the Konocti Corridor proposes to widen an approximately eight-mile stretch of State Route (SR) 29 from an existing two-lane highway to a four-lane divided expressway with controlled access. From west to east on SR 29, the improvements begin west of its intersection with SR 175 and will ultimately end at its intersection with Diener Drive. The goals of the larger "Konocti Corridor" project are to reduce delays and improve safety while alleviating interregional congestion through Clear Lake's Northshore communities. Broken down into three segments to help diffuse the overall burden of funding, Segment "2C" was completed in 2024, roughly consisting of the westernmost three-mile section of the project. However, funding for right-of-way costs of Segment "2A," and construction costs of both "2A" and "2B" have yet to be secured.

PLANS, REPORTS AND STUDIES

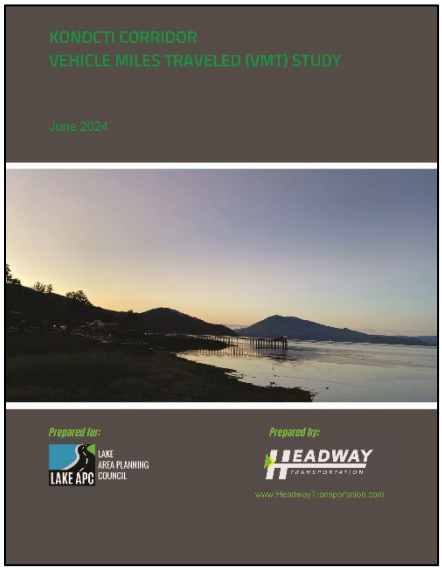
A number of studies and reports have been completed identifying issues involving the State highway corridors in Lake County. These documents, several of which are described below, are referenced throughout RTP and listed in a Bibliography (see Appendix F).

State Route 53 Corridor Priority Projects Outreach Study (2025)
The intent of the project was to gather concerns and insights of community members on safety projects along the SR 53 corridor within the city limits of Clearlake. Given the safety concerns of pedestrians, bicyclists, and motor vehicle users along SR 53, the Study was used to develop a list of community led priorities for biking, pedestrian, and operational improvements along the corridor. The primary goal of the Study is to strengthen future applications for grant funding by providing documented support for identified improvements (including those already featured in previous plans), as well as demonstrating project readiness and local commitment, both of which are critical factors in competitive grant programs.

Rural Counties Task Force (RCTF) Rural Induced Demand Study (2025)

In response to the State's heightened emphasis on Vehicle Miles Traveled (VMT) when determining transportation impacts on the State Highway System, the Rural Counties Task Force prepared a *Rural Induced Demand Study*. The study examined how induced demand from added roadway capacity differs between rural and urban areas, particularly in environmental analyses of VMT. Rural agencies often prioritize safety, reliability, goods movement, emergency evacuation, or other needs that are frequently overlooked by a "one size fits all" approach to project analysis. The study's recommendations aim to highlight these differences and ensure that rural needs are properly considered when evaluating and funding capacity-increasing projects. These findings may have direct implications for large-scale projects in the region, such as improvements along SR 29 between Lower Lake and Kelseyville making up an important eight-mile portion of the Konocti Corridor (see above).

Konocti Corridor Vehicle Miles Traveled Study (2024)



The *Konocti Corridor Vehicle Miles Traveled (VMT) Study* was completed in 2024. Its purpose was to assess VMT impacts and other changes associated with the implementation of interrelated planning projects along the Konocti Corridor. Findings from the Study concluded that, despite a modest increase in road miles and travel time, rerouting regional and interregional trips to the Southshore (SR 53 and 29) would lead to only negligible increases in VMT per day (approximately 0.3%). The findings emphasized that overall regional benefits would outweigh the minor VMT increase. These benefits include improved traffic mobility, safer operational conditions, and more efficient vehicle flows on the designated corridors. Additionally, the shift would provide important advantages to Northshore communities by reducing traffic speeds and congestion, improving non-motorized travel options, and creating safer, more livable environments.

State Route 53 Corridor Study (2022)

The *State Route 53 Corridor Study* is an update to a similar plan for SR 53 adopted in 2011. The study was used to evaluate current and future traffic conditions, with an emphasis on access points, future interchange locations, and designs. It involves improvements meant to encourage interregional traffic use of the Konocti Corridor between I-5 and U.S. 101, while also taking into consideration local and regional circulation needs of SR 53 users. Recommendations from the 2011 study led to a north/south route within the City of Clearlake (Dam Road Extension) connecting residential neighborhoods with important commercial and civic centers to the south (formerly accessed by SR 53 alone), and a roundabout at the intersection of SR 20/SR 53. Recommendations from the updated study reflect current conditions, regional travel patterns, and local circulation needs. Among its core objectives are to reduce travel times, enhance safety, and support non-motorized transportation options for Clearlake residents.

Highway 20 Northshore Communities Traffic Calming Plan and Engineered Feasibility Study (2020)

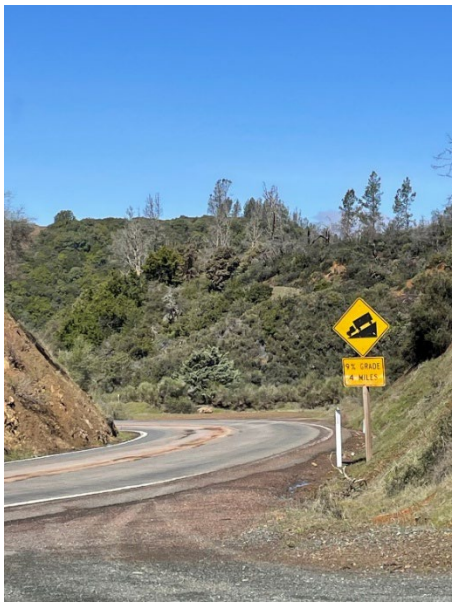
The *Highway 20 Northshore Communities Traffic Calming Plan and Engineered Feasibility Study* was prepared to evaluate the needs, priorities and feasibility of traffic calming measures along Highway 20 through four communities fronting the lake's north shore: Nice, Lucerne, Glenhaven and Clearlake Oaks. A key goal of the plan is to improve safety and mobility for all users (residents, visitors and through traffic) by slowing traffic and providing a mix of transportation modes. The study analyzed current conditions and formulated potential projects such as bicycle, pedestrian and transit friendly developments meant to improve the attractiveness and overall livability of the unincorporated towns. The Study has been useful in developing Complete Streets and active transportation type improvements along this segment of the Highway 20 corridor, fitting with the larger concept of encouraging future use of the Principal Arterial Corridor south of Clear Lake.

State Route 29 South Corridor Engineered Feasibility Study (January 2014)/ Middletown Community Action Plan (March 2014)

In early 2014, a study of the southern corridor of SR 29 (from the southern terminus of SR 53 to the Napa County line) and a *Middletown Community Action Plan (MCAP)* for the unincorporated community of Middletown (which is bisected by the highway) were adopted. The dual studies were used to identify safety and operational improvements including possible bicycle and pedestrian facilities and traffic calming measures along that portion of the SR 29 corridor. Other potential improvements include multimodal connections and gateway features focusing on a driver's "sense of arrival" with the goal of increased safety through speed reduction. An Active Transportation Program grant was awarded in 2015 for one of the projects identified in the MCAP, which led to a paved multi-use path linking Middletown and Twin Pine Rancheria to the south for bicyclist, pedestrian and equestrian use within the SR 29 right-of-way.

SAFETY

Lake County continues to face significant roadway safety challenges. According to UC Berkeley SafeTREC, the county's fatal and serious injury (FSI) rate was 165.3 per 100,000 residents in 2021**,** nearly three times the statewide average of 57.2**,** ranking Lake among the highest rural counties in California in that category. Further findings show Lake County having the second-highest pedestrian fatality rate in the State at 5.9 per 100,000**.** Collisions along SR 20 through Northshore communities have been especially troubling. From 2020 through 2024, the Transportation Injury Mapping System (TIMS) logged 17 pedestrian-involved injury crashes (12 resulting in death or serious injury), seven (7) bicycle injuries (2 fatal or serious), 19 truck-involved injury crashes (11 with severe outcomes), and 62 crashes attributed to unsafe speed**.** These patterns reinforce long-standing support for diverting heavy truck and



interregional traffic to SR 53 and SR 29, which are more suited to high-volume and freight travel south of the lake.

Since the 2022 Regional Transportation Plan, Caltrans has further strengthened its commitment to safety. Building on a goal of zero traffic deaths by 2050, Caltrans released Director's Policy DP-36 in February 2022, stressing a "safety first mindset," the "development and implementation of new programs to enhance the safe us of our roadways," and "eliminating race-, age- , ability- and mode based disparities in road safety outcome." In order to achieve this vision, Caltrans has adopted the "Safe System approach" from the federal National Roadway Safety Strategy. This method prioritizes eliminating severe crashes through proactive and reactive safety measures, including systemic assessments, road safety audits, and high-risk site targeting. The aim to eliminate fatal and serious injuries focuses on a road system that anticipates human mistakes and strives to hold potential bodily harm from crash impacts to tolerable levels.

The commitment is reflected in both traditional programs such as the State Highway Operation and Protection Program (SHOPP), as well as newer initiatives such as the "Quick-Build" (project delivery approximately a year and a half) Highway Maintenance Safety (HM-4 Safety) Program. SHOPP emphasizes asset management by maintaining and preserving the State Highway System, although safety improvements are one of its primary investment categories and projects funded through this program are typically aligned with safety goals of the State. The HM-4 Program was initially begun as a pilot program in fiscal year 2021-22 to fund quick turnaround (within one year) safety projects, or those not requiring time consuming right-of-way issues, environmental review, utility relocation, or hardscaping. Its early successes led to its expansion into a full, four-year program dedicated to delivering proven safety countermeasures involving pedestrian safety, signage, striping or other pavement markings.

Key examples of safety-focused projects in Lake County include:

- Curve realignment and shoulder widening near Blue Lakes (SR 20)
- High-visibility crosswalks, flashing beacons, and traffic calming in Clear Lake's Northshore communities (SR 20)
- Lighting and Complete Streets upgrades on SR 53
- Sidewalks, restriping, and shoulder improvements in Middletown (SR 29)

Additional safety projects are in various stages of development and will continue to support State (and regional) commitment to Vision Zero goals over the long term.

PERFORMANCE MEASURES

Like many rural areas, Lake County agencies and local transportation officials are often faced with limited resources in which to collect and analyze useful performance data. The performance measures identified below were drawn in part from the *Transportation Performance Measures for*

Rural Counties in California (2015), prepared for the Rural Counties Task Force to identify metrics that are appropriate for rural and small urban areas.

Table 3.1 Performance Measures

Category	Performance Measure
Safety- reduction in fatalities, injury and property loss of system users and workers	- Traffic Accident Surveillance and Analysis System (TASAS) data (accident by type) - Law enforcement traffic collision reports (TCRs) - National Highway Traffic Safety Administration (NHTSA) data on cost by accident type
System Preservation- maintaining the condition of the network	- Pavement Management Program (PMP) - Pavement Condition Index (PCI)
Mobility/Accessibility- ease or difficulty of traveling from an origin to a destination	- Travel Demand Model • Travel times and distances • Interregional vehicle trip numbers • Vehicle Miles Traveled (VMT) for interregional travel • Origin and destination data - Walkability • Pedestrian access to transit facilities within 0.25 mile • Pedestrian access to commercial and/or shopping centers within 0.25 mile
Goods Movement- improved trucking/shipping travel times	Travel Demand Model • Travel times and distances • Interregional vehicle trip numbers • Vehicle Miles Traveled (VMT) for interregional travel • Origin and destination data • North shore/south shore route splits

INTELLIGENT TRANSPORTATION SYSTEMS

Intelligent Transportation Systems (ITS) refers to a group of communications-based technologies designed to enhance highway safety, efficiency, and reliability. This can include areas such as monitoring and regulating traffic flow, providing warning and advisory messages to motorists, scheduling and routing transit trips, or providing rapid emergency incident response capabilities for emergency and law enforcement personnel. Specific examples of ITS technologies include advanced traffic signals, roadway and weather monitoring stations, bus and maintenance vehicle location systems, and electronic roadside information signs.

In 2018, Caltrans completed an Upstate California Regional ITS Plan, which addresses the use of ITS strategies for the 16 rural counties making up the "North State Super Region." This coalition of primarily rural transportation planning agencies share similar transportation characteristics such as remote and difficult to maintain road systems, longer than average trips lengths, lower rates of congestion, and limited communications systems.

ITS projects that have been implemented in the Lake County region include the following:

- Deployment and maintenance of motorist call boxes under the Lake Service Authority for Freeway Emergencies (SAFE) program administered by Lake APC
- Installation of changeable message signs by Caltrans throughout the County, providing warnings and traffic information for users of this and connected regional routes
- Installation of automatic vehicle locator equipment on Lake Transit Authority buses
- Continued development of Traffic Management System (TMS) improvements on the State Highway System through the region in which traffic volume data can be derived from existing traffic signals

Implementation of these and similar projects are expected to conform to the Regional ITS Architecture and, by extension, the National ITS Architecture. In addition, Caltrans is currently studying implementation of truck priority signalization in support of the Konocti Corridor. Ultimately, the intent is to provide a coherent network of ITS strategies supporting local, regional, and State transportation goals.

ACTION PLAN (PROPOSED PROJECTS)

This Action Plan includes projects on State highways in Lake County as well as some local projects. The projects included are financially constrained in that they are currently programmed in the State Transportation Improvement Program (STIP) or identified by local agencies and projects that are expected to be funded.

Table 3.2 State Highway Project List – Financially Constrained

Project Number	Project Name	Timeframe*	Cost** ($1,000)	Potential Funding Sources
SHS1	SR 29 Konocti Corridor Segment 2B Right-of-way acquisition*** Roadway, Freight, Bike/Ped (#01-29831) (Note: the balance of the larger project is included in the un-constrained project list.)	Short term	$43,541	ITIP (IIP)
SHS2	SR 20 Pedestrian Enhancements Roadway, Complete Streets, Bike/Ped (#01-OK660) Various Locations PM 2.4 – 30	Short term	$2,300	Other State Funds, HM4, Minor A
SHS3	SR 29 Middletown Safety South Complete Streets, ADA, Roadway, Drainage (#01-OL590) PM 5 – 5.59	Short term	$13,500	STIP, SHOPP, Other State Funds
SHS4	SR 53 Safety and Lighting Improvements Roadway, Complete Streets, Bike/Ped PM 0.6 – 3.0	Short term	$12,500	Other State Funds
SHS5	SR 20/29/53 ITS Truck Signal Priority Feasibility Study Various Locations	Short term	$450	Other State Funds
SHS6	SR 20 Curve Realignment, Shoulder Widening Safety Improvements (#01-OM310) PM R43.9 – R44.2	Short term	$12,060	SHOPP
SHS6	SR 29 Roadway Widening, Median Safety Improvements (#01-OM470) PM 7.4 – 8.9	Short term	$20,284	SHOPP
SHS7	SR 29 Pavement Rehab/ Upgrade Guardrail and Signage (#01-OJ930) PM 11.9 – 23.6	Short term	$32,470	SHOPP
SHS8	SR 29 Left Turn Lane, Acceleration Lane Safety Improvements (#01-OL220) PM 17.6 – 18	Short term	$4,977	SHOPP

SHS9	SR 29 Shoulder Widening, Median, Left Turn Lane Safety Improvements (#01-OM570) PM 31.4 – 33.7	Short term	$30,319	SHOPP
SHS10	SR 29 Pavement Rehab, Bike/Ped Infrastructure Safety Improvements (#01-OL260) PM 31.6 – 52.5	Short term	$54,415	SHOPP
SHS11	SR 29 Shoulder Widening, Left Turn Lanes, Lighting Safety Improvements (#01-OL590) PM 5 - 5.9	Short term	$16,324	SHOPP

* Short-term projects are expected to be completed within a one- to ten-year period.
Long-term projects are those expected to be completed within an eleven- to twenty-year period.
** Estimates reflect potential rates of inflation over term of project.
*** Project considered regionally significant.

Table 3.3 State Highway Project List – Financially Unconstrained

Project Number	**Project Name**	**Timeframe***	**Cost**** ($1,000)	**Potential Funding Sources**
SHS12	SR 29 Konocti Corridor Segment 2A*** Roadway, Freight, Bike/Ped (#01-29841) PM 23.60 – 26.90	Short term	$90,000	STIP, SHOPP, TCEP, Federal Grants
SHS13	SR 29 Konocti Corridor Segment 2B*** Roadway, Freight, Bike/Ped (#01-29831) PM 26.10 – 29.10	Short term	$88,500	STIP, SHOPP, TCEP, Federal Grants
SHS14	SR 20 Complete Streets Improvements (#01-ON340) PM 8.3 - 29.54	Short term	$47,000	STIP, SHOPP, Federal Grants
SHS15	SR 20 Lucerne Improvements Roadway, Complete Streets, Bike/Ped (#01-OK660) PM 16.74 – 18.02	Short term	$31,000	SHOPP, Federal Grants
SHS16	SR 53 Interim Safety Improvements Roadway, Complete Streets, Bike/Ped Various Locations	Short term	TBD	STIP, SHOPP, Other State

				Funds, Federal Grants
SHS17	SR 20/29/53 Regional Wildfire Evacuation Improvements Roadway, Safety, Bike/Ped Various Locations	Short term	TBD	Other State Funds, State or Federal Grants
SHS18	SR 53 Reconnectivity Improvements Complete Streets, Bike/Ped Various Locations PM 0.0 – 7.5	Long term	TBD	STIP, SHOPP, Federal or State Grants
SHS19	SR 53 Interchange/Intersection Improvements Roadway, Freight, Complete Streets, Bike/Ped PM 1.47 – 2.96	Long term	TBD	STIP, SHOPP, Federal or State Grants
SHS20	SR 53/29 Intersection Improvements Roadway, Complete Streets, Bike/Ped	Long Term	TBD	STIP, SHOPP, Federal or State Grants

* Short-term projects are expected to be completed within a one- to ten-year period.
Long-term projects are those expected to be completed within an eleven- to twenty-year period.
** Estimates reflect potential rates of inflation over term of project.
*** Project considered regionally significant

Table 3.4 Additional SHS Needs Identified Through LAPC Planning Processes

Project Name	**Timeframe***	**Cost**** ($1,000)	**Potential Funding Sources**
SR 175 Pedestrian Facilities/Intersection Improvements (Park Rd to SR 29)	Long Term	$1,500	ATP, SHOPP, HSIP
SR 175 Pedestrian Facilities/Intersection Improvements (Golf Rd to Cobb Mountain Elementary School)	Long Term	$1,042	ATP, SHOPP, HSIP
SR 281 Pedestrian Facilities/Intersection Improvements (Tenya Way to Point Lakeview Road)	Long Term	$994	ATP, SHOPP, HSIP

* Short-term projects are expected to be completed within a one- to ten-year period.
Long-term projects are those expected to be completed within an eleven- to twenty-year period.
** Estimates reflect potential rates of inflation over term of project.

POTENTIAL FUNDING SOURCES

Funding for transportation projects on the State highway system comes from several sources that are managed by the California Transportation Commission (CTC) and Caltrans, with involvement by Lake APC. The two main programs are the State Transportation Improvement Program (STIP) and the State Highway Operating and Protection Program (SHOPP). Senate Bill 1 (SB 1) was also enacted in 2017, which was instrumental in augmenting the amount of transportation funding available for the State in general. These sources are described below.

State Transportation Improvement Program

The State Transportation Improvement Program (STIP) is the main source of transportation related capital funding within the Lake County region. At the State level, these funds are divided into two programs. The first is the Regional Improvement Program (RIP), which is funded from a local share of the 75% of State Highway Account (SHA) funds set aside for regional transportation agency programming. The Lake Area Planning Council (APC), as the Regional Transportation Planning Agency (RTPA), has authority to decide how to program the Lake County region's share of RIP funds, subject to STIP eligibility guidelines. To be eligible, projects must be nominated by the regional agency in their biennial Regional Transportation Improvement Program (RTIP).

The second of the two programs, known as the Interregional Improvement Program (IIP), receives the remaining 25% of SHA funds. Caltrans has the authority to program these funds for projects of interregional significance, subject to nomination within the Interregional Transportation Improvement Program (ITIP). Projects nominated for both the RTIP and the ITIP must first be included within the RTP. Funding through the ITIP also requires a project to be listed as part of a "Strategic Interregional Route" in the Caltrans *Interregional Transportation Strategic Plan (ITSP)*.

STIP funds are primarily intended for capital projects. Eligible projects can include the construction or widening of State highways, local roads, pedestrian and bicycle facilities, grade separations, inter-modal facilities, public transit improvements (including buses), and safety projects. While these funds may also be used for local road rehabilitation, the California Transportation Commission (CTC), which has authority over the STIP, has not supported the programming of STIP funds for these types of projects in recent cycles (nor have these been considered "regional priorities" by the Lake APC).

Currently, the region's RTIP includes funding for environmental and design work on Segments 2A and 2B of the Konocti Corridor. An important example of ITIP funding for the region includes right-of-way purchase for Segment 2B of the Konocti Corridor. Other projects receiving RTIP funding include local projects of regional significance such as environmental work on Clearlake's Dam Road/Dam Road Extension roundabout and the County of Lake's South Main Street/Soda Bay Road improvements (right-of-way purchase and construction).

State Highway Operating and Protection Program

The State Highway Operating and Protection Program (SHOPP) is a four-year program of projects which focuses on collision reduction, major damage restoration, bridge preservation, roadway

preservation, roadside preservation, mobility enhancement and preservation of other transportation facilities related to the State highway system. Non-capital projects are programmed through SHOPP, which is adopted simultaneously with the STIP every two years. While the Lake APC is allowed to provide input into SHOPP decisions, the State has sole discretionary authority over the use of SHOPP funds. Funding estimates from this source have been historically difficult to determine based on the Statewide competition for safety related project dollars.

Table 3.5 State Highway Funding

Funding Sources for State Highway Projects	**Estimated Funding* over next 10 years ($1,000)**
State Transportation Improvement Program (STIP)	$9,000
State Highway Operating and Protection Program (SHOPP)	$278,000
Total	**$287,000**

*Both programs are updated with funding every two years. Due to unknown future budget availability, these amounts can vary greatly between cycles and the estimates are based on averages from the past several cycles (STIP), or else current best information available (SHOPP). Estimates do not include consideration of major damage, minors, highway maintenance, or reservation projects.

Highway Maintenance Safety (HM-4 Safety) Program
Initially begun as a pilot program in fiscal year 2021-22, it was soon after expanded into a full, four-year program to fund quick turnaround (within one year) safety projects. Eligible projects will not require time consuming right-of-way issues, environmental review, utility relocation, or hardscaping and include safety countermeasures such as pedestrian safety, signage, striping or other pavement markings.

Senate Bill (SB) 1 Funds
In 2017, Senate Bill (SB) 1 was passed at the State level. Through a combination of increased taxes and fees, its enactment has generated several millions of extra dollars for highway, street, and road projects in the Lake County region. SB 1 created the Road Maintenance and Rehabilitation Account (RMRA), providing a significant amount of additional funding divided among State highway and local streets and roads projects. Existing programs such as the Active Transportation Program, the State Highway Operation and Protection Program and the State Transportation Improvement Program were augmented as part of the legislation. Available funds are also disbursed through a variety of SB 1 created programs (both formula as well as competitive based), including the following:

Trade Corridor Enhancement Program (TCEP)
The competitive Trade Corridor Enhancement Program (TCEP) is dedicated to infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network (as identified in California Freight Mobility Plan), and along other corridors that have a high volume of freight movement. Caltrans and Lake APC have actively pursued TCEP funding to support improvements along the region's primary trade route, the Konocti Corridor, and will continue to partner in future such endeavors when appropriate.

Solutions for Congested Corridors Program (SCCP)
Another competitive program funded by the RMRA, the SCCP is intended for projects within comprehensive corridor plans that improve safety, congestion, and accessibility (among other criteria) on state highways or local streets and roads. Preferred projects would balance transportation improvements, community impacts, and provide environmental benefits through highly congested corridors.

Maintenance
Aside from increasing the amount of maintenance funding within the STIP and SHOPP, the RMRA also funds bridge and culvert repairs on the state highway network and other ongoing maintenance activities such as litter removal and pothole repair.

GOALS, OBJECTIVES AND POLICIES

Table 3.6 below lists Goals, Objectives and Policies, which are intended to guide transportation development projects over the next four years.

Table 3.6 State Highway System (SHS) Goals, Objectives and Policies

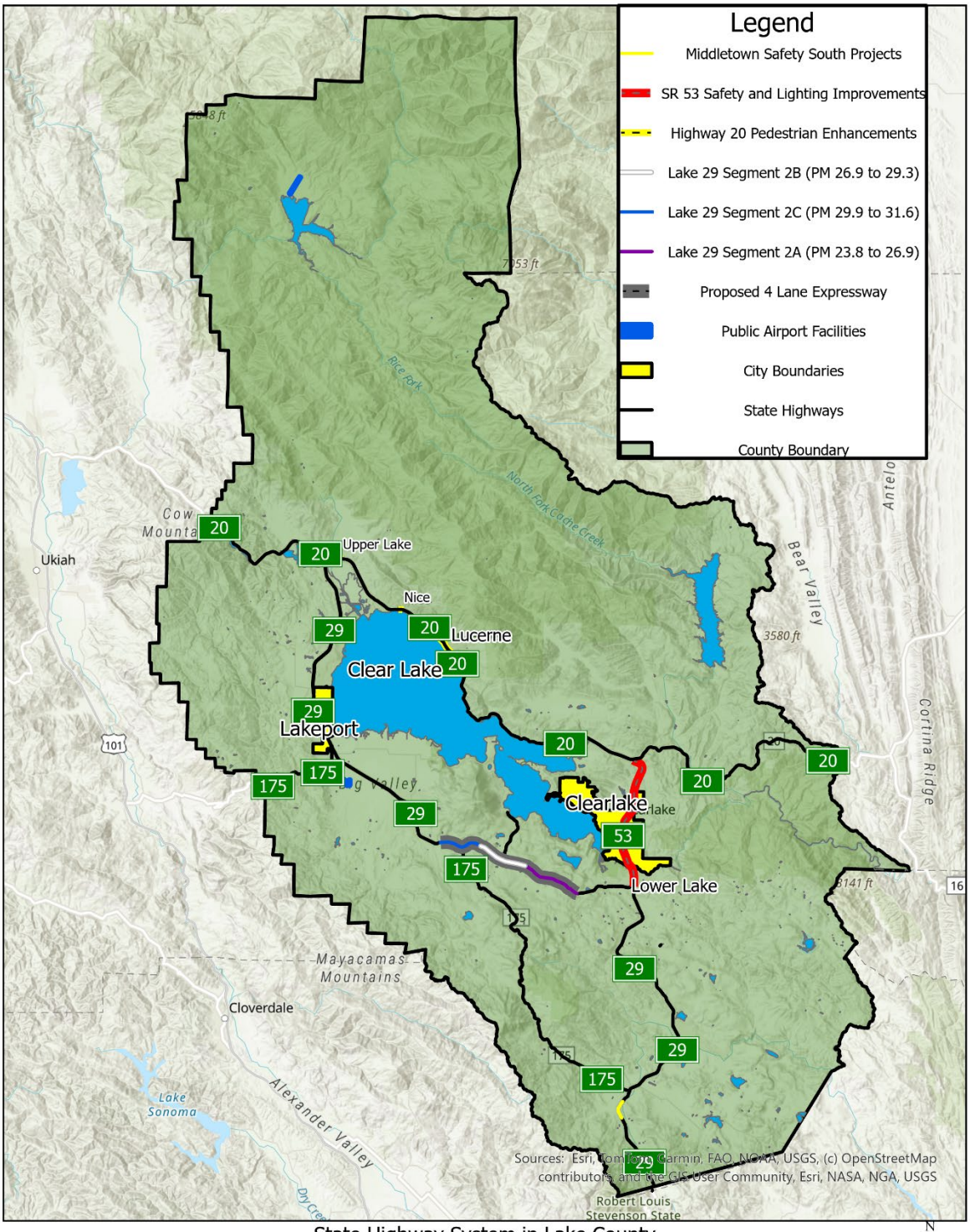
Goal: Provide a safe, well-maintained and efficient State highway network that addresses regional and statewide mobility needs for people, goods and services.	
Objectives	**Policies**
SHS-1: Improve mobility on the State highway system throughout Lake County.	**SHS-1.1**: Support as the highest priority, completion of remaining segments of the Konocti Corridor.
	SHS-1.2: Coordinate with Caltrans to seek ITIP, SHOPP, SB 1, BUILD, or other discretionary grant programs to secure funding for the Konocti Corridor.
	SHS-1.3: Support periodic update of the approved environmental document for the Konocti Corridor to ensure its long-term viability in aiding project implementation into the future.
	SHS-1.4: Identify for funding consideration mobility improvements on SR 20 consistent with the Highway 20

Goal: Provide a safe, well-maintained and efficient State highway network that addresses regional and statewide mobility needs for people, goods and services.	
Objectives	**Policies**
	Northshore Communities Traffic Calming Plan and the Active Transportation Plan.
	SHS-1.5: Identify for funding consideration projects consistent with the SR 53 Corridor Study.
	SHS-1.6: Implement strategies and projects to encourage trucks and interregional traffic to use the Principal Arterial Corridor (includes segments of SR 20 and SR 29, and all of 53) for travel through Lake County.
	SHS-1.7: Implement strategies and projects consistent with the Interregional Transportation Strategic Plan (ITSP) and California Freight Mobility Plan (CFMP).
	SHS-1.8: Identify for funding projects that will work to reduce access points and/or minimize conflict points within important regional and interregional corridors.
SHS-2: Improve safety conditions on the State highway system serving Lake County.	**SHS-2.1:** Coordinate with Caltrans to identify safety issues, develop solutions and identify funding opportunities. Include regional input into the District 1 State Highway Operations and Protection Plan (SHOPP).
	SHS-2.2: Coordinate with local and State agencies on security and emergency response planning efforts, including the identification of key evacuation and emergency access routes.
	SHS-2.3: Implement traffic calming and safety improvements along State highway segments that function as Main Streets within communities such as Middletown, Nice, Lucerne, Glenhaven, and Clearlake Oaks.
	SHS-2.4: Identify for funding consideration safety projects on all State highways (SR 20, SR 29, SR 53, SR 175 and SR 281) in Lake County.
	SHS-2.5: Support projects which implement Caltrans "**Safe System approach" concepts (**pursuant to **Director's Policy DP-36)** including those intended to eliminate severe crashes through proactive and reactive safety measures (Vision Zero).
	SHS-2.6: Cooperate with Caltrans and Lake County to facilitate implementation of the Highway 20 Northshore Communities Traffic Calming Plan projects in northshore communities.
	SHS-2.7: Pursue grant funding for studies and projects to improve active transportation alternatives within State highway segments that function as Main Streets within Lake County communities.

Goal: Provide a safe, well-maintained and efficient State highway network that addresses regional and statewide mobility needs for people, goods and services.	
Objectives	**Policies**
	SHS-2.8: Consider construction of grade separations (e.g. interchanges, overpasses, underpasses) and roundabouts as long-term solutions to safety and capacity issues at major intersections/junctions on the Principal Arterial Corridor.
	SHS-2.9: Facilitate the identification of State highway related safety issues within local communities and throughout the County.
	SHS-2.10: Support the continued development of the Upstate CA Regional ITS Master Plan. Ensure future ITS projects affecting the Lake County region are in conformance with the goals of the Plan.
SHS-3: Facilitate efficient and safe transportation of goods within and through Lake County.	**SHS-3.1:** Identify constraints to highway freight movement on segments of the Principal Arterial Corridor not yet programmed for improvement.
	SHS-3.2: Identify for funding consideration mobility improvements along the Principal Arterial Corridor (SR 20, SR 53 and SR 29) consistent with the California Freight Mobility Plan 2020 (CFMP) and Trade Corridor Enhancement Program (TCEP) Guidelines.
	SHS-3.3: Identify improvements to Minor Arterial segments of the State highway system that facilitate safe and efficient goods movement.
	SHS-3.4: Work with the California Trucking Association and other industry organizations to improve safety and remove constraints to safe and efficient goods movement.
	SHS-3.5: When planning and designing road projects, consider the needs of vehicles used for goods movement, including Surface Transportation Assistance Act (STAA) trucks and vehicles transporting agricultural commodities and products.

Regional Transportation Plan
2026 Update

Map 3.2



State Highway System in Lake County
Proposed Projects on State Routes

IV. LOCAL STREETS AND ROADS

Local streets and roads comprise the majority of the transportation network within Lake County. Poor road conditions along with limited funding continue to plague the region, which has been reflected fairly consistently in periodic Statewide assessments of regional pavement conditions. Local, State and federal resources are made available to address streets and road repairs and improvements for each of the region's three jurisdictions (unincorporated County of Lake, cities of Lakeport and Clearlake). This element will be used to discuss these and related issues.

CURRENT ISSUES, CHALLENGES AND OPPORTUNITIES

As in previous reports, the "2023 California Statewide Local Streets and Roads Needs Assessment" again listed Lake County as one of only several counties in the State to receive a "poor" pavement condition rating. Unpaved or failing roads requiring complete reconstruction continue to exist throughout the region. Many other local streets and roads fall short of current standards or else lack adequate right-of-way to safely accommodate transit, pedestrians and cyclists. The issue was also noted through public surveys and other feedback platforms during the community input process of the RTP update, with poor road conditions repeatedly identified as a major concern in the region. Local public works departments are challenged with many identifiable needs in this area combined with inadequate road maintenance and rehabilitation funding. Addressing this issue will likely continue as a primary focus of local agencies in the foreseeable future.

As each of the jurisdictions within the region are responsible for their own individual circulation systems, local streets and roads can be broken down into three succinct jurisdictional boundaries. Current or continuing issues for each are summarized as follows:

City of Lakeport



Constrained east/west circulation has been an ongoing issue for the City. The primary means of access to the City's downtown and lake shore areas are the Eleventh Street and Lakeport Boulevard corridors. Eleventh Street connects State Route 29 to Main Street at the north end but also includes narrow right-of-way restricting the ability to add adequate pedestrian, bike or transit facilities along the route. Lakeport Boulevard provides a second SR 29/Main Street access at the south end. Other local circulation issues of concern include discontinuous streets,

impacts of regional travel, sidewalk gaps and the need for traffic control improvements at key intersections.



City of Clearlake

In 2018, Dam Road Extension was completed, connecting commercial and other service-oriented land uses with the residential "Avenues" area to the north. Prior to this, State Route 53 had provided much of the access between these two important areas. Completion of the connecting road fulfilled a long-planned north/south circulation goal of the City. Further bicycle and pedestrian improvements were completed along Dam Road Extension in 2021, which will provide non-motorized access to a new regional transit center planned for construction in 2026 and 2027. Additional on-going issues include narrow right-of-way, unpaved streets, inadequate drainage, a lack of sidewalks, and limited multimodal (e.g. vehicles, pedestrian, cyclist and transit) access (east/west) across the State Route 53 corridor bisecting the City.

Unincorporated Areas of Lake County

The County Department of Public Works has completed a number bridge replacements and paving projects in recent years. With nearly 600 centerline miles of roads to repair or maintain, the County is in a difficult position of having to address both current and long-term transportation needs with costs easily surpassing available funding. Continuing issues within the unincorporated regions of the County include the noted funding limitations for the maintenance of roads and bridges, as well as additional matters such as incomplete bicycle and transit routes linking communities, constrained right-of-way and Countywide pedestrian safety.

ROADWAY CLASSIFICATION

The term "Roadway Classification" refers to the hierarchy by which streets, roads and highways are grouped according to the type of service they are intended to provide. Although definitions can differ slightly between local or regional characterizations, the individual classifications are described in general below:

Freeways

A freeway is a divided highway with controlled access (i.e. regulated ingress/egress) and unrestricted traffic flow (i.e. absence of traffic signals, intersections or property access), intended to provide for the expeditious movement of large volumes of traffic between and through regions, cities and communities. Aside from an approximately seven-mile segment of State Route 29 consisting of a four-lane freeway facility south of Lakeport Boulevard and north of Lyons Road/Nice-Lucerne Cutoff interchanges, no other highways of this type exist in the Lake County region.

Expressways
Similar in many ways to a freeway, an expressway is a divided highway with partial control of access, allowing for a limited number of driveway and at-grade intersections. This classification includes several segments of SR 29 and SR 53, allowing for relatively free movement between and through regions, cities and communities along these corridors.

Arterials
Major/Principal Arterials
Major or principal arterials are restricted access facilities that provide for traffic movement between and across cities and communities, both within and outside of the region. Examples in Lake County include portions of State Route (SR) 20, SR 53 and SR 29, which are considered segments of the region's east/west Principal Arterial Corridor.

Minor Arterials
Minor arterials are intended to provide through-traffic between communities and the region. Further functions of this classification are to provide service to principal traffic generators (e.g. commercial centers, etc.) or connections to major or principal arteries. Regulation of parking, turning movements or driveways is common to maintain smoother traffic flows. Olympic Drive (City of Clearlake), Lakeshore Boulevard (City of Lakeport), and SR 20 along the north shore of Clear Lake (unincorporated region) are each classified as minor arterials.

Collectors
Major Collectors
These facilities are used to connect residential neighborhoods, commercial/retail hubs, industrial and/or other employment centers. They provide arterial traffic access and intraregional travel routes to higher density land uses and abutting properties. Examples of major collectors include Scotts Valley Road (unincorporated region), Twentieth Street (Lakeport) and Old Highway 53 (Clearlake).

Minor Collectors
Minor collectors are used to link local roads to higher density land uses or to other collector streets and roads. This classification is seldom used (approximately 10% of regional system) with examples including Big Canyon Road near Middletown (unincorporated region) and Martin Street west of SR 29 (also unincorporated, just outside of Lakeport City limits).

Local Roads
All remaining rural or residential streets and roads are considered local roads. This classification serves travel over relatively short distances with a primary function of providing access to adjacent lands. Local roads within the system are primarily two-lane facilities.

LOCAL STREETS AND ROADS

Local streets and roads are considered the backbone of the regional transportation system. As a means of accessing commercial and retail services, employment centers and other daily functions outside of the home, these facilities have a direct impact on the lives of local residents. Repair and maintenance of local streets and roads continues to be the top priority noted during the community outreach phase of the RTP update.

Pavement Management Program



The Pavement Management Program (PMP) examines the overall condition of the road network and highlights options for improving the current network-level pavement condition index (PCI). The PCI is a measurement of pavement condition ranging from 0 to 100. A newly constructed road would have a PCI of 100, while a failed road would have a PCI of 25 or less. Overall, the PCI scale is divided into four general condition categories. Pavements in "Good" condition have a PCI above 70, pavements in "Fair" condition have a PCI between 50 and 69, pavements in "Poor" condition have a PCI between 25 and 49, and below 25 is considered "Failed" pavement condition. "Failed" roads, or those falling between 0 and 25 PCI, typically require major rehabilitation. And because the costs involved with the reconstruction of failed roads are greater than those borne for on-going preventative maintenance, available funds are often spent in large part to save the integrity of "non-failed" roads before they too fall into disrepair. In general, PCI scores provide an objective measure from which roadway improvements can be evaluated and prioritized.

The PMP serves as an important tool to identify and balance maintenance needs with the projected revenues of a given year. Updates were last completed for each jurisdiction in 2022, consistent with a three-year review cycle historically provided by the APC. However, with recent advancements in Artificial Intelligence (AI), some agencies have shown an interest in alternative AI-driven tools to evaluate PCI for their local road networks. The way in which individual jurisdictions opt to move forward in this area will determine how (or whether) PMP updates will continue to be used in the future.

The average 2022 PCI of the road networks in the region are shown below:

Table 4.1 Road Conditions for Lake County Region

Jurisdiction	Current Average PCI	% of Paved Roads with "Fair" or "Good" Condition
Unincorporated Lake County	34	35.8%
Clearlake	51	55.6%
Lakeport	41	43.5%

(*based on 2022 PMP*)

County of Lake

The existing funding level for the County's road maintenance was $4.5 million per year. The current Average PCI fell from 37 to 34 between 2018 and 2022. A ten-year work plan was developed with the intention of raising the average PCI from 34 to 40. The financial commitment was estimated to be $122.8 million over that period. While an average PCI of 40 would still be considered "Poor," the costs of further increases ($165.4 million = 50 Average PCI; $260.4 million = 70 Average PCI) may be prohibitive without additional resources (e.g. grants, or other State or federal assistance).

City of Clearlake

The City of Clearlake has made significant improvements to its road network in recent years. This can be attributed in large part to the voter approved Measure V in 2016, providing over a million dollars a year in revenues from a one-cent sales tax used specifically for road maintenance. The Average PCI rose markedly from 40 to 51 between 2018 and 2022 according to the figures from the two most recent PMPs. The City of Clearlake budgeted $5 million a year in 2023, 2024, and 2025 towards road improvements, which will be reduced to $1 million per year beginning in 2026. Funding at these levels is forecasted to raise the Average PCI to 73 and stabilize to the low 70s thereafter.

City of Lakeport

Current expenditures for the City of Lakeport are approximately $285,000 per year. Maintaining its current Average PCI of 41 (up slightly from an Average PCI of 40 in 2018) would require about $8.5 million over the next ten years. The estimated costs over a ten-year period to improve the network's Average PCI to "Fair" (PCI between 50 and 69) would raise the cost to $12.7 million.

Table 4.2 below shows the number of paved miles of streets and roads that each jurisdiction is responsible for within the region.

Table 4.2 Paved Local Road Network

Road Classification	Centerline Miles		
	Lake County	Clearlake	Lakeport
Arterial	13.1	6.1	6.7
Collector	182.9	23.7	9.0

Residential/Local	301.4	50.7	14
Other/Airport	1.7	x	x
Gravel	5.9	33.3	0.3
Totals	**505**	**113.8**	**30**

(*based on 2022 PMP*)

Bridges



The maintained road system within the Lake County region consists of over 600 miles of roads that include 125 bridges. The City of Clearlake has three bridges (one is a Cache Creek Bridge on Lake Street that is shared with the County), while the City of Lakeport has only two. No new bridge work has been initiated in either of the two cities in recent years.

Table 4.3 lists recent, current or planned bridge projects within the unincorporated County regions. Funding for the projects has come from federal Highway Bridge Program (HBP) monies.

Table 4.3 Lake County Region Bridge Projects

Project Name	Status
Lake County	
14C-0049 Upper Wolf Creek Bridge (Wolf Creek Rd) Replacement	Construction Date 2026
14C-0051 Lower Wolf Creek Bridge (Wolf Creek Rd) Replacement	Construction Date 2030
14C-0015 Clover Creek Bridge (First Street) Replacement	Construction Date 2026
14C-0022 Clover Creek Bridge (Bridge Arbor North Road) Replacement	Construction Date 2026
14C-0102 Cooper Creek Bridge (Witter Springs Road) Replacement	Construction Date 2027
14C-0106 Bartlett Creek Bridge (Bartlett Springs Road) Replacement	Construction Date 2027
14C-0035 St. Helena Creek Bridge (Wardlaw Street) Replacement	Construction Date 2027

Project Name	Status
14C-0114 Big Canyon Creek Bridge (Big Canyon Road) Rehabilitation	Construction Date 2030
14C-0089 Soda Creek Bridge (Elk Mountain Road) Rehabilitation	Construction Date 2028
Bridge Preventative Maintenance Plan – PM00070 (Maintenance)	Construction Date 2027
Bridge Preventative Maintenance Plan – PM00138 (Scour)	Construction Date 2027
14C-0008 Kelsey Creek Bridge (Soda Bay Rd) Rehabilitation	Construction Date TBD
14C-0060 Big Canyon Creek Bridge (Big Canyon Rd) Replacement	Construction Date TBD
14C-0075 Anderson Creek Bridge (Rose Anderson Rd) Rehabilitation	Construction Date TBD
14C-0115 Big Canyon Creek Bridge (Big Canyon Rd) Replacement	Construction Date TBD

PLANS, REPORTS AND STUDIES

The following plans have been adopted in recent years to help identify potential improvements to local streets and roads in the Lake County region:

State Route 53 Corridor Local Circulation Study (2022)
The primary focus of the *State Route 53 Corridor Local Circulation Study* is to provide an overview of goals and objectives aimed at improving State Route 53. As an update to a similar plan for SR 53 adopted in 2011, the study evaluates current and future traffic conditions, with an emphasis on access points, future interchange locations, and designs. Many of the recommended improvements are meant to encourage interregional traffic use of the Konocti Corridor between I-5 and U.S. 101, while also taking into consideration potential conflicts within the local street system.

Local Road Safety Plans (2021/22)
At the end of 2021 and beginning of 2022, the region's three local jurisdictions adopted separate Local Road Safety Plans (LRSPs). Each was prepared to establish processes meant to identify, evaluate, and prioritize transportation safety improvements on local road systems. The overall goal is reducing fatalities and serious injuries on the local road network. Each was developed through a process of stakeholder collaboration, public outreach, and crash data analysis, and allow the jurisdictions to qualify for Highway Safety Improvement Program (HSIP) or similar funding programs.

Eleventh Street Corridor Multi-Modal Engineered Feasibility Study (2020)
The Eleventh Street corridor is one of two primary east-west arteries through the City of Lakeport providing access to its downtown and lakefront areas. Right-of-way constraints within residential segments along with other speed or safety concerns have limited multi-modal uses of the corridor. The *Eleventh Street Corridor Multi-Modal Engineered Feasibility Study* was adopted in 2020 to address concerns in these areas by analyzing transportation alternatives, costs, and options related to potential street widening projects accommodating bicycle, pedestrian or transit facility improvements within the corridor. Recommendations from the study will also help to improve access to regional employment centers as well as County services (e.g. courthouse, County administration, etc.) located in the heart of Lakeport.

Countywide Sign Inventory Plan (2020)
The *Countywide Sign Inventory Plan* was adopted in 2020 to develop an up-to-date inventory of traffic signs within the more than 750 miles of maintained street/road systems (including approximately 153 unpaved) of the County and two cities. Data collected for each sign was entered into an existing sign database (or other database as recommended by the consultant) for each of the jurisdictions. Features such as GPS coordinates, photos, sign retro-reflectivity, size, type, condition and other attributes as needed were included in the inventory.

Lake County Pedestrian Facility Needs Study (2019)
The *Pedestrian Facilities Needs Inventory and Engineered Feasibility Study*, also known as "Lake Walks," was approved by the Lake APC Board in 2019. The intent of the project was to address existing deficiencies in the pedestrian network of the region by identifying priority projects and determining the feasibility of construction based on planning level cost estimates. A total of 40 projects were identified broken up into four areas (Lakeport, Clearlake, State Highway Right-of-Way, and Unincorporated Communities), with 10 priority projects analyzed for each. The Study can be used to facilitate potential future projects when funding becomes available. Ultimately, the project provides options and recommendations leading to the eventual construction of new and infill pedestrian facilities and/or crossings within the region.

PERFORMANCE MEASURES

Like many rural areas, Lake County agencies and local transportation officials are often faced with limited resources in which to collect and analyze useful performance data. The performance measures identified below were drawn in part from the *Transportation Performance Measures for Rural Counties in California (2015)*, prepared for the Rural Counties Task Force to identify metrics that are appropriate for rural and small urban areas.

Table 4.4 Performance Measures

Category	Performance Measure
Safety- reduction in fatalities, injury and property loss of system users and workers	- SWITRS/TIMS data (accident by type) - NHTSA data on cost by accident type
System Preservation- maintaining the condition of the roadway network	- Pavement Management Program (PMP) - Pavement Condition Index (PCI)
Mobility/Accessibility- ease or difficulty of traveling from an origin to a destination	- Level of Service (LOS) - Travel Demand Model • Travel times and distances • Interregional vehicle trip numbers • Vehicle Miles Traveled (VMT) for interregional travel • Origin and destination data - Walkability • Pedestrian access to transit facilities within 0.25 mile • Pedestrian access to commercial and/or shopping centers within 0.25 mile

ACTION PLAN (PROPOSED PROJECTS)

This Action Plan includes projects within individual jurisdictions of the Lake County region. The projects listed are either "financially constrained," in that they are currently programmed in the State Transportation Improvement Program (STIP) or other sources, or else "financially unconstrained," which are those projects identified as priorities by local agencies but currently unfunded.

Table 4.5 Local Streets and Roads Project List – Financially Constrained

Project Number	Project Name	Timeframe*	Cost** ($1,000s)	Potential Funding Source
	Lake County			
LSR1	South Main Street at Lakeport City Limit to Route 175 Extension Improvements	Short term	$4,416	STIP, Local funds, ATP
LSR2	Soda Bay Road at Route 175 Extension to Manning Creek Improvements	Short term	$3,754	STIP, Local funds, ATP
LSR3	Roadway Widening and Reconstruction	Short term/ Long term	$11,000	STIP, Local funds, SB 1
LSR4	Roadway Rehabilitation	Short term/ Long term	$4,000	Local funds, RSTP, CDBG, SB 1
LSR5	Roadway Overlay	Short term	$7,000	Local funds, RSTP, SB 1
LSR6	Bridge Replacement/Rehabilitation	Short term	$44,500	HBP, STIP
LSR7	Bridge Maintenance and Repair	Short term	$3,000	HBP, Local funds, SB 1
	City of Clearlake			
LSR8	Lakeshore Drive improvements– including roadway widening, installation of turn lanes, construction of sidewalks (project limits: Olympic Drive to Hwy 53)	Short term	$8,000	Local funds, SB 1, CDBG
LSR9	Roadway Reconstruction/ Rehabilitation (includes roadway widening projects)	Short term	$10,000	Local funds, SB 1, CDBG
LSR10	Roundabout- Dam Road	Short term	$7,000	STIP, SB 1
LSR11	Roadway Overlay	Short term	$5,000	Local funds
LSR12	Crack sealing/Micro-sealing/Lakeshore Drive (SR 53 to Olympic Drive) Olympic Drive (Lakeshore Drive to SR 53)	Short term	$2,000	Local funds, SB 1

	City of Lakeport			
LSR13	Lakeport Boulevard Improvement Project Phase 1	Short term	$1,500	STIP, RSTP, Local funds
LSR14	South Main Street (First St to Lakeport Blvd)	Short term	$1,200	ARPA
LSR15	Roadway Reconstruction/Rehabilitation	Short term	$1,500	Local funds, SB 1, HUTA
LSR16	Roadway Overlay	Short term	$1,500	Local funds, SB 1, HUTA

* Short-term projects are expected to be completed within a one- to ten-year period.
Long-term projects are those expected to be completed within an eleven- to twenty-year period.
** Estimates reflect potential rates of inflation over term of project.

Table 4.6 Local Streets and Roads Project List – Financially Unconstrained

Project Number	**Project Name**	**Timeframe***	**Cost** ($1,000s)**	**Potential Funding Source**
	Lake County			
LSR17	Roadway Reconstruction/Rehabilitation	Long term	$40,000	Local funds, RSTP, SB 1
LSR18	Roadway Overlay	Long term	$30,000	Local funds, RSTP, SB 1
LSR19	Bridge Replacement/Rehabilitation	Long term	$10,000	HBRR, STIP, SB 1
LSR20	Bridge Maintenance and Repair	Long term	$30,000	HSIP, SB 1
LSR21	Nice Lucerne Cutoff Pavement Rehabilitation (SR 20 to SR 29)	Long Term	TBD	Local funds, RSTP, SB 1
LSR22	Bottle Rock Road Pavement Rehabilitation (SR 29 to SR 175	Long Term	TBD	Local funds, RSTP, SB 1
LSR23	Redhill Road Pavement Rehabilitation (SR 29 to SR 175)	Long Term	TBD	Local funds, RSTP, SB 1
LSR24	Lucerne Roads Complete Streets and Safety Improvements (Improvements on SR 20 and 1st Ave thru 17th Ave)	Long Term	TBD	Local funds, RSTP, SB 1
	City of Clearlake			

LSR25	Roundabout- Lakeshore Drive/Olympic Drive Rumsey Road & Old Highway 53	Short term Short Term	$5,000	STIP, SB 1
LSR26	Rumsey Road & Old Highway 53	Short Term	$1,300	Local Funds, STIP
LSR27	Various Roads Reconstruction (Turner Ave, Washington St, Clarkson St, Emerson St, Jackson St, Harrison St, Green Ave	Short Term	$1,300	Local Funds, STIP
LSR28	Various Roads Reconstruction (Highlands Way, Vista Robles Way, Saroni Parkway)	Short Term	$1,600	Local Funds, STIP
LSR29	Ridge Road Reconstruction	Short Term	$340	Local Funds, STIP
LSR30	Robinson Avenue Reconstruction	Short Term	$410	Local Funds, STIP
LSR31	Lansing Avenue Reconstruction and Drainage	Short Term	$1,000	Local Funds, STIP
LSR32	Uhl Avenue Reconstruction (Old Hwy 53 to Buckeye Street)	Short Term	$7,000	Local Funds, STIP
LSR33	40th Avenue (Old Hwy 53 to Alvita Avenue)	Short Term	$1,000	Local Funds, STIP
LSR34	Various Roads Reconstruction/Overlay (Ridge View Drive, Lakeside Drive, Pineview Drive, Pineview Court, Lakeview Way)	Short Term	$1,100	Local Funds, STIP
LSR35	Various Roads Reconstruction (Morgan Avenue, Manakee Avenue, Huntington Avenue, Scenic Road, Taawina Street, Pomo Road, Mountain View Street, Halika Street, Vista Street, Ciwa Street, Kahul Street, Ukiah Street, Covelo Street, Arcata Street)	Short Term	$3,600	Local Funds, STIP
LSR36	Olympic Drive Grind Overlay (Lakeshore to Highway 53)	Short Term	$1,400	Local Funds, STIP

LSR37	Roadway Reconstruction/Rehabilitation	Long term	$20,000	STIP, Local funds, CDBG
LSR38	Roadway Overlay	Long term	$15,000	STIP, Local funds
	City of Lakeport			
LSR39	Roundabout- Eleventh Street/Forbes Street	Long term	$5,000	STIP, ATP, HSIP, Local funds
LSR40	Lakeport Blvd/Bevins St Roundabout (SR 29 Lakeport Blvd Interchange)	Long term	$9,841	STIP, Local Funds
LSR41	Lakeport Blvd/Todd Rd Roundabout (SR 29 Lakeport Blvd Interchange)	Long term	$5,376	STIP, Local Funds
LSR42	Lakeport Boulevard Improvement Project Phase 2	Short term	$2,500	STIP, Local funds
LSR43	Roadway Reconstruction/Rehabilitation	Long term	$12,000	STIP, Local Funds, HUTA
LSR44	Roadway Overlay	Long term	$12,000	STIP, Local Funds, HUTA

* Short-term projects are expected to be completed within a one- to ten-year period.
Long-term projects are those expected to be completed within an eleven- to twenty-year period.
** Estimates reflect potential rates of inflation over term of project.

POTENTIAL FUNDING SOURCES

Funding for local road improvements comes from a number of sources. Below is a list of available funding programs with some that are on-going, such as the State Transportation Improvement Program, while others are competitive grant programs and only periodically available.

State Transportation Improvement Program
The State Transportation Improvement Program (STIP) is one of the main sources of transportation related funding within the Lake County region for larger scale projects. With cycles updated every two years, funding in the STIP is intended mainly for capital projects, such as State highway improvement, local roads, public transit (including buses), pedestrian and bicycle facilities, grade separations, intermodal facilities and safety projects. While these funds may also be used for local road rehabilitation, the California Transportation Commission (CTC) has not supported such non-

capital projects in recent STIP cycles, which limits the funding available for maintenance and rehabilitation of local streets and roads.

Highway Users Tax Account
Drawn mainly from excise taxes on gasoline and diesel fuel, the Highway Users Tax Account (HUTA) provides revenues for transportation improvement efforts. These per-gallon rates are adjusted for inflation (as of July 2020), with a set of formulas at the State level used to determine how much cities and counties receive on an annual basis. Table 4.7 provides a breakdown of revenues to jurisdictions within the Lake County region.

Table 4.7 HUTA Funding to Local Jurisdictions Since 2021

Fiscal Year	2020/21	2022/23	2023/24	2024/25	2025/26 (est.)
County of Lake	$2,779,980	$3,183,858	$3,417,913	$3,597,422	$3,593,841
Lakeport	$107,435	$127,734	$138,107	$145,194	$145,438
Clearlake	$334,896	$420,412	$458,303	$480,816	$481,640

Source: California State Controller

Senate Bill 1 Funds
Senate Bill (SB) 1 was passed at the state level in 2017. Through a combination of increased fuel taxes and vehicle fees, it has generated millions of dollars annually for transportation projects in regions like Lake County. These funds are deposited into accounts such as the Road Maintenance and Rehabilitation Account (RMRA), which distributes money annually to state highways and local streets and roads. RMRA funding augments existing programs, including two-year STIP cycles, State Transit Assistance funds, and competitive programs like the Active Transportation Program.

Local Streets and Roads Program
With RMRA funding, revenues through the Local Streets and Roads Program (LSRP) are distributed by formula to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. Each year, cities and counties are required to submit a proposed project list adopted at a regular meeting by their board or council that is then submitted to the California Transportation Commission (CTC) for final approval prior to the funds becoming available. The table below shows additional funding through the RMRA since 2021.

Table 4.8 RMRA Funding to Local Jurisdictions Since 2021

Fiscal Year	2020/21	2022/23	2023/24	2024/25	2025/26 (est.)
County of Lake	$2,686,778	$3,192,940	$3,692,906	$3,748,717	$3,882,864
Lakeport	$88,114	$111,565	$128,178	$130,268	$134,930
Clearlake	$282,712	$376,607	$435,477	$441,112	$456,897

Source: California State Controller

Local Partnership Program (LPP)
The objective of this formulaic program is to provide extra funding to counties or cities in which voters have approved fees or taxes dedicated solely to transportation improvements (specific tax requiring a supermajority vote of 66.7%) or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. The City of Clearlake is the only jurisdiction from the region that qualifies for these funds based on a locally approved specific tax measure passed in 2016.

Surface Transportation Block Grant Program
Formerly known as the Regional Surface Transportation Program, the Surface Transportation Block Grant (STBG) Program provides federal monies that are exchanged for State funds (in rural areas) and distributed by the State to the APC. The APC determines a methodology to distribute these funds to local agencies, which can be used for a variety of project types including construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements on roads classified above a local or rural minor collector.

Highway Bridge Program
The Highway Bridge Program (HBP) is a federally funded program administered by Caltrans. Its purpose is to replace or rehabilitate eligible public highway bridges that are structurally deficient or functionally obsolete**,** including bridges over waterways, topographical barriers, or other highways. As most bridges in the region are on local roads and owned by local agencies, additional eligibility requirements may apply. Projects can include replacement, rehabilitation, painting, scour countermeasures, bridge approach barrier and railing replacement (where entire bridge structures are to be replaced), low water crossing replacement, and ferry service replacement. An offshoot of the HBP, the Bridge Preventative Maintenance Program (BPMP), provides funding for cost-effective maintenance of qualifying bridges in good or fair condition, aimed at extending useful life and avoiding more costly future repairs.

Highway Safety Improvement Program
More federal funding is available through the Highway Safety Improvement Program (HSIP). The competitive program is intended to reduce fatalities and serious injuries on all public roads. Eligible projects can include infrastructure (i.e. pedestrian and bikeway, traffic calming, pavement marking programs, etc.) or non-infrastructure (i.e. road safety audits, enforcement, data improvements, etc.) projects and must be consistent with the State Highway Safety Plan (SHSP). Since 2022, all eligible agencies must have an adopted Local Roadway Safety Plan (LRSP) in place before applying for funds.

High Risk Rural Roads Program
The High Risk Rural Roads (HRRR) Program is a competitive federal grant program. It is intended to correct or improve hazardous roadway conditions on rural major and minor collectors and rural local roads with "significant safety risks" as defined in the State Highway Safety Plan. Examples of such roads include those with higher-than-average fatality rates or those correlated with severe crash types (i.e. lack of shoulders, substandard alignment, hazardous roadside, etc.).

Federal Lands Access Program
The California Federal Lands Access Program (FLAP) is funded through the Federal Highway Administration and is intended to improve or maintain transportation facilities providing access to federal lands. Competitive funding is made available to State, County, Local, or Tribal entities that owning or maintaining such facilities. These can include public highways, roads, bridges, trails or transit systems located on or are adjacent (no more than 10 miles away) to federal lands. Eligible projects are those involving rehabilitation, restoration, construction, and reconstruction projects, engineering and environmental, operations and maintenance of transit facilities, and transportation related planning.

Community Development Block Grant
Community Development Block Grants (CDBG) are federal funds provided by the U.S. Department of Housing and Urban Development (HUD) to local and state governments covering a variety of community development activities. In California, the program is administered by the State Department of Housing and Community Development (HCD) with money used in many rural communities to fund projects involving housing, economic development and infrastructure improvement. Jurisdictions within the Lake County region have periodically used local CDBG funds for transportation purposes, including street improvement work, paving and other road related projects.

Local Transportation Funding Sources
Local jurisdictions have also used local ballot measures to impose either specific or general taxes on local residents for transportation funding purposes. In 2016, Measure Z was passed in the City of Lakeport calling for a one-cent sales "general" tax (requiring over 50% of votes cast) for use on public safety and road/infrastructure maintenance needs. The tax is estimated to generate approximately $1.5 million annually. Clearlake voters passed a one-cent "specific" tax (receiving the required supermajority of at least 66.7%) raising an estimated $1.6 million annually for road maintenance purposes. Further, because of the Clearlake measure being a specific tax, the City of Clearlake was classified as a "self-help" jurisdiction under State law, qualifying them for additional matching dollars through the above referenced Road Maintenance and Rehabilitation Account (SB 1 legislation).

GOALS, OBJECTIVES AND POLICIES

Table 4.9 below lists Goals, Objectives and Policies, which are intended to guide transportation development projects over the next four years.

Table 4.9 Local Streets and Roads (LSR) Goals, Objectives and Policies

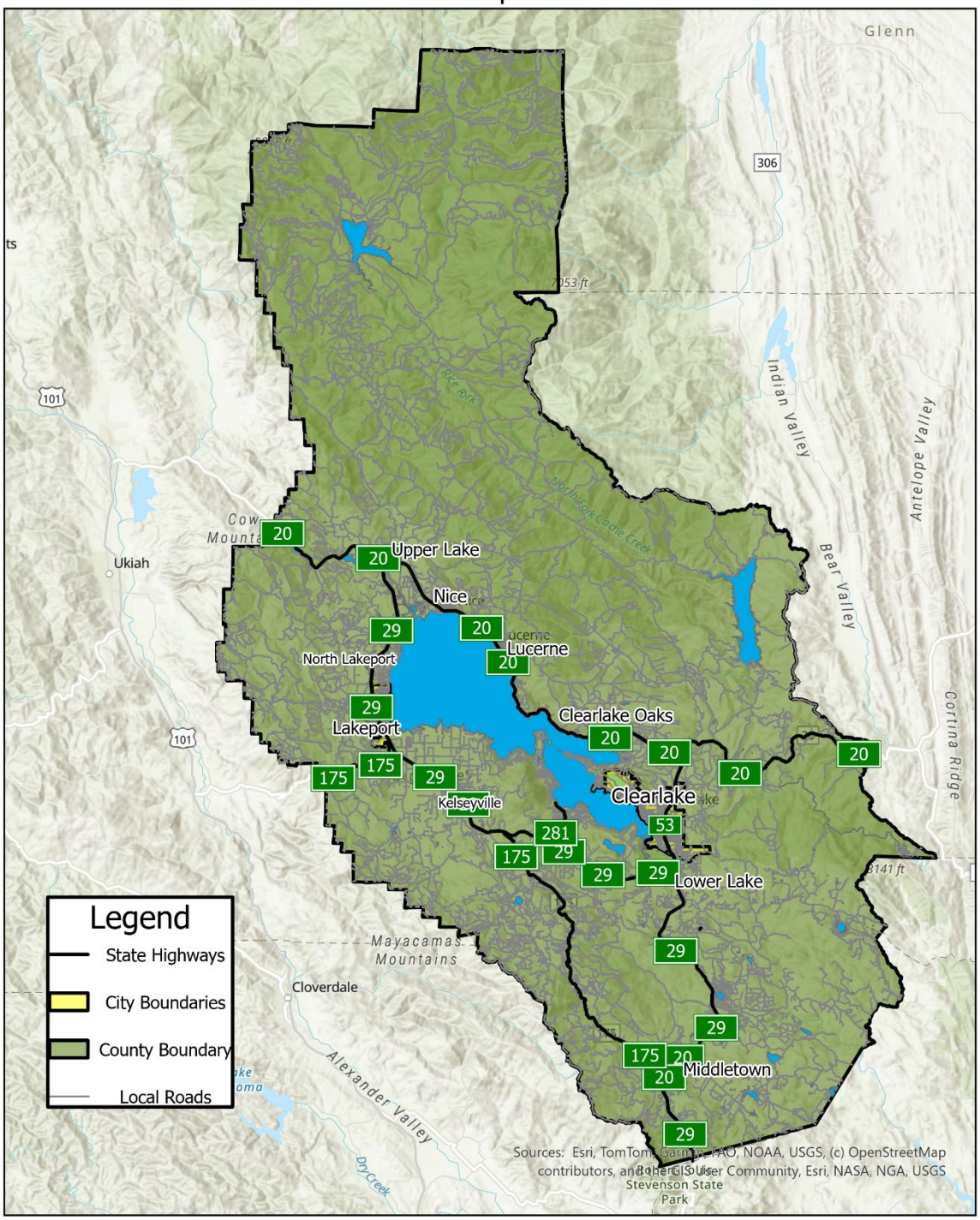
Goal: Provide a well maintained, safe and efficient local circulation system that is coordinated and complementary to the State Highway system and meets interregional and local mobility needs of residents, visitors and commerce.

Objectives	Policies
LSR-1: Maintain, rehabilitate and construct local streets and roads consistent with local and regional needs, city and County area plans and policies, and Complete Streets principles.	**LSR-1.1:** Identify local streets and roads reconstruction projects for funding consideration from the State Transportation Improvement Program (STIP) as well as other sources.
	LSR-1.2: Prioritize funding resources that may be available through the STIP for capital and safety projects ahead of those for potential rehabilitation projects.
	LSR-1.3: Plan and design rehabilitation and reconstruction projects consistent with Complete Streets concepts and design strategies.
	LSR-1.4: Use the Pavement Management Program to identify and prioritize rehabilitation and reconstruction needs.
LSR-2: Develop multi-modal transportation facilities as needed to adequately serve the mobility needs of residential, commercial and industrial development.	**LSR-2.1:** Coordinate with state and local agencies and developers to ensure that multi-modal transportation alternatives, consistent with the Complete Streets Act, are considered in the design and construction of their transportation projects.
	LSR-2.2: Support establishment of traffic impact fees to construct new transportation facilities associated with new development.
	LSR-2.3: Identify for funding consideration multi-modal mobility improvements on the Eleventh Street corridor in Lakeport consistent with recommendations of the *Eleventh Street Corridor Multimodal and Engineered Feasibility Study*.
	LSR-2.4: Continue to prioritize projects identified as regionally significant by Lake Area Planning Council Resolution 17-18-10, when considering potential uses of STIP funding.
LSR-3: Improve traffic capacity, safety and operations on the local transportation network.	**LSR-3.1:** Identify for funding consideration local streets and roads capacity, safety, and operational projects from funding sources available through STIP and other resources such as ATP.
	LSR-3.2: Coordinate with local agencies on security and emergency response planning efforts, including the identification of key evacuation and emergency access routes that may come from the *Wildfire Evacuation and Preparedness Plan*.
	LSR-3.3: Limit the approval of new direct access points to State highways.
	LSR-3.4: Plan and design local and State improvements consistent with the *SR 53 Corridor Study*.

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

Regional Transportation Plan
2026 Update

Map: 4.1

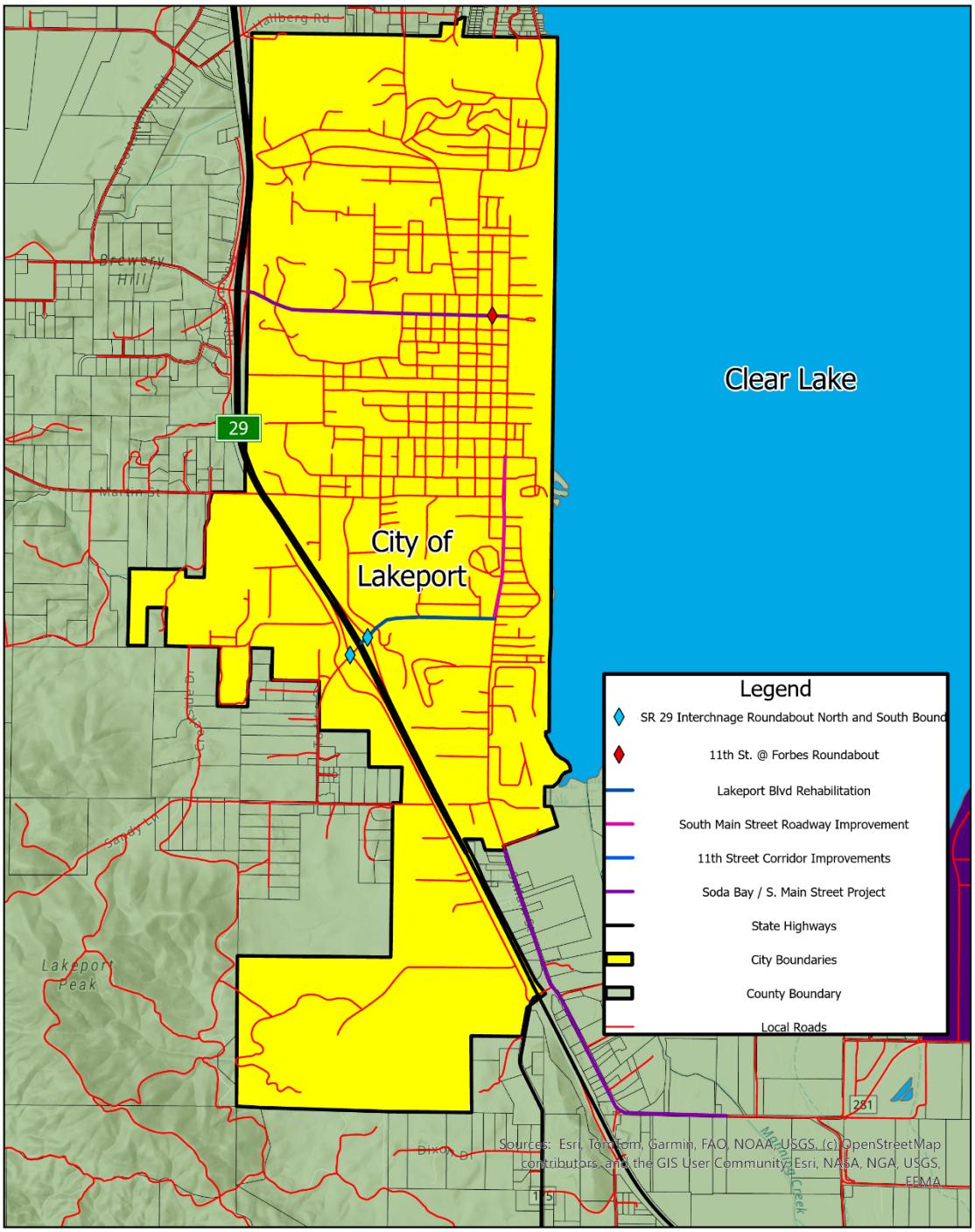


Local Roads in Lake County

N

Regional Transportation Plan
2026 Update

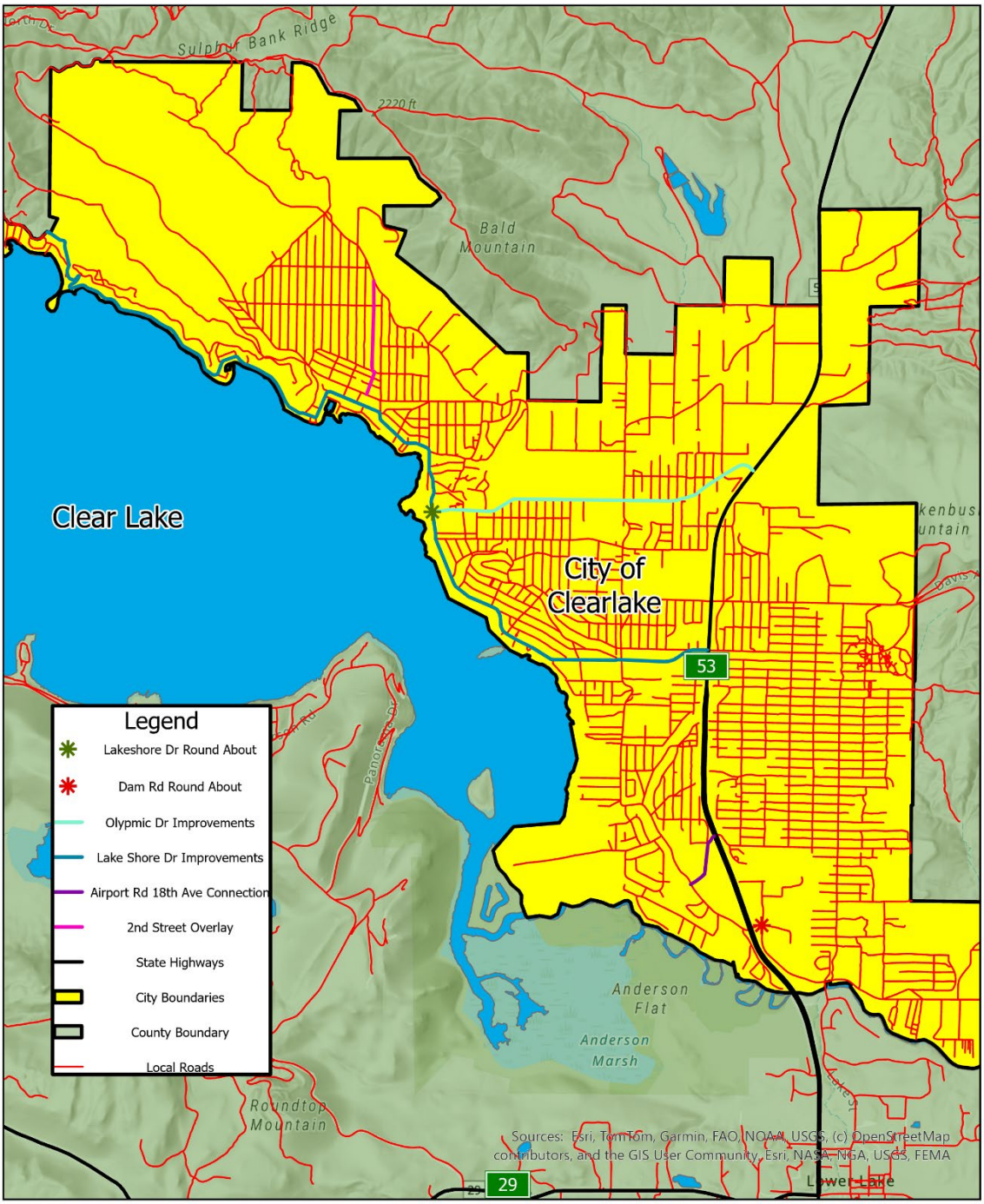
Map 4.2



Local Roads in Lakeport/County
Proposed Projects

Regional Transportation Plan
2026 Update

Map 4.3



Local Roads in Clearlake/County
Proposed Projects

N

V. ACTIVE TRANSPORTATION

Efforts have been made in recent years to promote healthier and more active lifestyles. From a transportation planning perspective, the concept of "active transportation" fits well with State planning goals such as improved health, Greenhouse Gas (GHG) reduction and sustainability. This element will evaluate projects involving non-motorized (active) modes of transportation such as walking and cycling by identifying infrastructure needs, safety enhancements, and connectivity improvements within the Lake County region.

ACTIVE TRANSPORTATION PLAN/ACTIVE TRANSPORTATION ELEMENT

A separate and stand-alone "Active Transportation Plan for Lake County" (ATP) was first adopted by the Lake APC in 2016. Because the formerly titled "Non-Motorized" element of the RTP covered much of the same relevant information included in the stand-alone Active Transportation Plan, this element (and all subsequent updates) has served as the region's ATP since that time. Thus, this RTP element plays a dual role. It is used to demonstrate baseline eligibility requirements needed for grant applications under the Active Transportation Program within the region. It also continues to function as the bicycle and pedestrian (non-motorized) component of this and future RTP updates. Projects within the City of Lakeport's recently (and separately) adopted Active Transportation Plan will also be incorporated to inform and strengthen this element.

CURRENT ISSUES, CHALLENGES AND OPPORTUNITIES

As noted earlier under the Local Streets and Roads element, the "2023 California Statewide Local Streets and Roads Needs Assessment" listed Lake County as one of only several counties in the State to receive a "poor" rating. Unpaved or failing roads requiring complete reconstruction continue to exist throughout the region. Many other local streets and roads fall short of current standards or else lack adequate right-of-way to safely accommodate transit, pedestrians and cyclists. The issue has been consistently noted through public surveys and other feedback platforms during the community input process of the RTP update, with poor road conditions repeatedly identified as a major concern in the region. Local public works departments within the region are challenged with many identifiable needs in this area, a condition often exacerbated by inadequate road maintenance and rehabilitation funding. Addressing this issue will likely continue as a primary focus of local agencies in the foreseeable future.

One of the primary sources of funding for non-motorized projects in the region has been the State's Active Transportation Program. Through this highly competitive program, applicants must compete against hundreds of projects statewide for a limited pot of funds with only a small fraction of proposals ultimately being awarded. While Lake County agencies are not guaranteed funding through a given cycle (typically every two years), they have enjoyed a fair amount of success over the years since its inception in 2013. These include the following:

2014- Cycle 1: A grant for $564,000 was awarded to the City of Clearlake for the installation of nearly a mile's worth of bicycle lanes on each side of Phillips/Garner Avenue between 18th Avenue and 40th Avenue. The project was complemented by additional Community Development Block Grant (CDBG) funds that were used to rehabilitate the existing roadway, considered an important "collector" street for this section of the City.

2015- Cycle 2: The County of Lake was successful in securing $481,000 from the Program for curb, gutter and sidewalk construction within the unincorporated community of Upper Lake. The project included over 900 total feet of sidewalk at two locations (Government Street and First Street) near the town's schools, creating a safer route to school for students and pedestrians in that area.

2015- Cycle 2: A second grant for $1,430,000 was awarded to the County enabling the construction of a multi-use paved path for bicyclist, pedestrian and equestrian use within the SR 29 right-of-way south of the unincorporated community of Middletown. This project helped to fill critical gaps in the non-motorized infrastructure of the County.

2016- Cycle 3: Safety concerns were addressed near the City of Lakeport's northern limits with a grant for $1,870,000 to be used for sidewalks, curbs and gutters along Hartley Street. The passage is used by students walking to and from the complex of local schools with the improvements extending approximately four-tenths of a mile between residential neighborhoods and the four-school campus. The project was completed in 2023.

2021- Cycle 5: The City of Clearlake was awarded a grant in the amount of $997,000 for a sidewalk and bicycle lane project along Dam Road Extension and South Center Drive. The project complements a funded (yet to be built) transit center on the corner of Dam Road Extension and South Center Drive by providing safe bicycle and pedestrian access to and from the planned transit development. This included sidewalks on either side of the newly constructed road segment between Dam Road Extension and 18th Avenue, further connecting one of the City's largest residential areas with the transit hub, schools, shopping opportunities, fast food dining and County services.

Completion of these and future projects will benefit the region with additional or improved Active Transportation facilities, including improved or new sidewalks, multi-use paths, and bicycle facilities.

ACCOMPLISHMENTS SINCE 2022 UPDATE

The following is a list of notable projects completed since the previous RTP was adopted in 2022:

Spring 2022 – North Main Street Sidewalk Project was completed by the City of Lakeport. The project installed new sidewalk and driveway sections on the east side of North Main adjacent to the new park. The project improved pedestrian access and connectivity.

April 2024 – South Main Street Sidewalk Project was completed by the City of Lakeport. The Project installed sidewalk, curb, gutter, and Americans with Disabilities Act (ADA) ramps from D Street to Lupoyoma Avenue. The project included minor paving, handrails, and drainage improvements.

December 2024 – Completion of a Class I multi-use path adjacent to State Route 29 in the community of Middletown, between Rancheria Road and Central Park Road. The new facility provides a safe alternative to State Route 29 closing an effective gap in non-motorized facilities. This project had been listed as a high priority project for the Middletown community. The Lake APC was successful in acquiring funding for this project in Cycle 2 of the Active Transportation Program (see above).

REQUIRED PLAN ELEMENTS

The Active Transportation Plan Guidelines state that a city, county, county transportation commission, regional transportation agency, MPO, school district, or transit district may prepare an active transportation plan (bicycle, pedestrian, safe-routes-to-school, or comprehensive). An active transportation plan prepared by a city or county may be integrated into the circulation element of its general plan or a separate plan which is compliant or will be brought into compliance with the Complete Streets Act, Assembly Bill 1358 (Chapter 657, Statutes of 2008). An active transportation plan must include, but not be limited to, the following components or explain why the component is not applicable:

Table 5.1

Requirement	Page
A. Mode Share: The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	75
B. Description of Land Use/Destinations: A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	75
C. Pedestrian Facilities: A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	82
D. Bicycle Facilities: A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs and those that serve public and private schools.	83
E. Bicycle Parking: A map and description of existing and proposed end-of-trip bicycle parking facilities. Include a description of existing and proposed	84

policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments. Also include a map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	
F. Wayfinding: A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	85
G. Non-Infrastructure: A description of existing and proposed bicycle and pedestrian education and encouragement programs conducted in the area included within the plan.	85
H. Collision Analysis: The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	85
I. Equity Analysis: Identify census tracts that are considered disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents, including lack of connectivity to key destinations, mobility challenges, public health concerns, and safety issues.	89
J. Community Engagement: A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	89
K. Coordination: A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, housing or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan, and local or regional housing plans or process improvements that are adopted or in development.	90
L. Prioritization: A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	91
M. Funding: A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential funding for bicycle and pedestrian uses.	92
N. Implementation: A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	93
O. Maintenance: A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from	94

encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	
P. Resolution: A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix G

A. Mode Share

The Lake Area Planning Council currently has no mechanism for tracking the number of bicycle or pedestrian trips throughout the region. Lake APC works closely with Caltrans District 1, which has recently developed a Travel Demand Model specific to Lake and Mendocino counties. While the model is still unable to capture the needed data to track bicycle or pedestrian trips at this time, it is anticipated that future updates will allow for that capability. In the interim, other methods will need to be used (likely on a case-by-case basis) to record baseline counts when evaluating existing and future conditions for potential project funding.

B. Land Use/Destinations

Land use is a key indicator for determining where sidewalks and bikeways are needed. The Active Transportation Program Guidelines require a map and description of existing and proposed land uses as well as settlement patterns. Land use is regulated at the local level, so separate maps and discussions are provided for the County and two cities.

Lakeport
The City of Lakeport has a 2025 population estimate of 5,026. Given recent growth trends, the population is not expected to increase substantially within the timeframe of this plan.

There are four main activity centers around which most active transportation is focused:

- Westside Park, on the west side of State Route 29
- Downtown and the lakefront parks
- The four Lakeport public schools (Lakeport Elementary School, Terrace Middle School, Clear Lake High School and Lakeport Alternative/Home School), located adjacent to one another at the north end of town
- The Mendocino College campus at the south end of town

The Westside Park hosts recreational ball fields. The area is accessed most directly via Lakeport Boulevard, which crosses over a freeway segment of State Route 29. The overpass has limited bicycle and pedestrian facilities. Class IV (separated) bikeways are listed as potential projects for Parallel Drive and Westside Park Road connecting the college campus with the Westside Park recreational sports fields to the north.

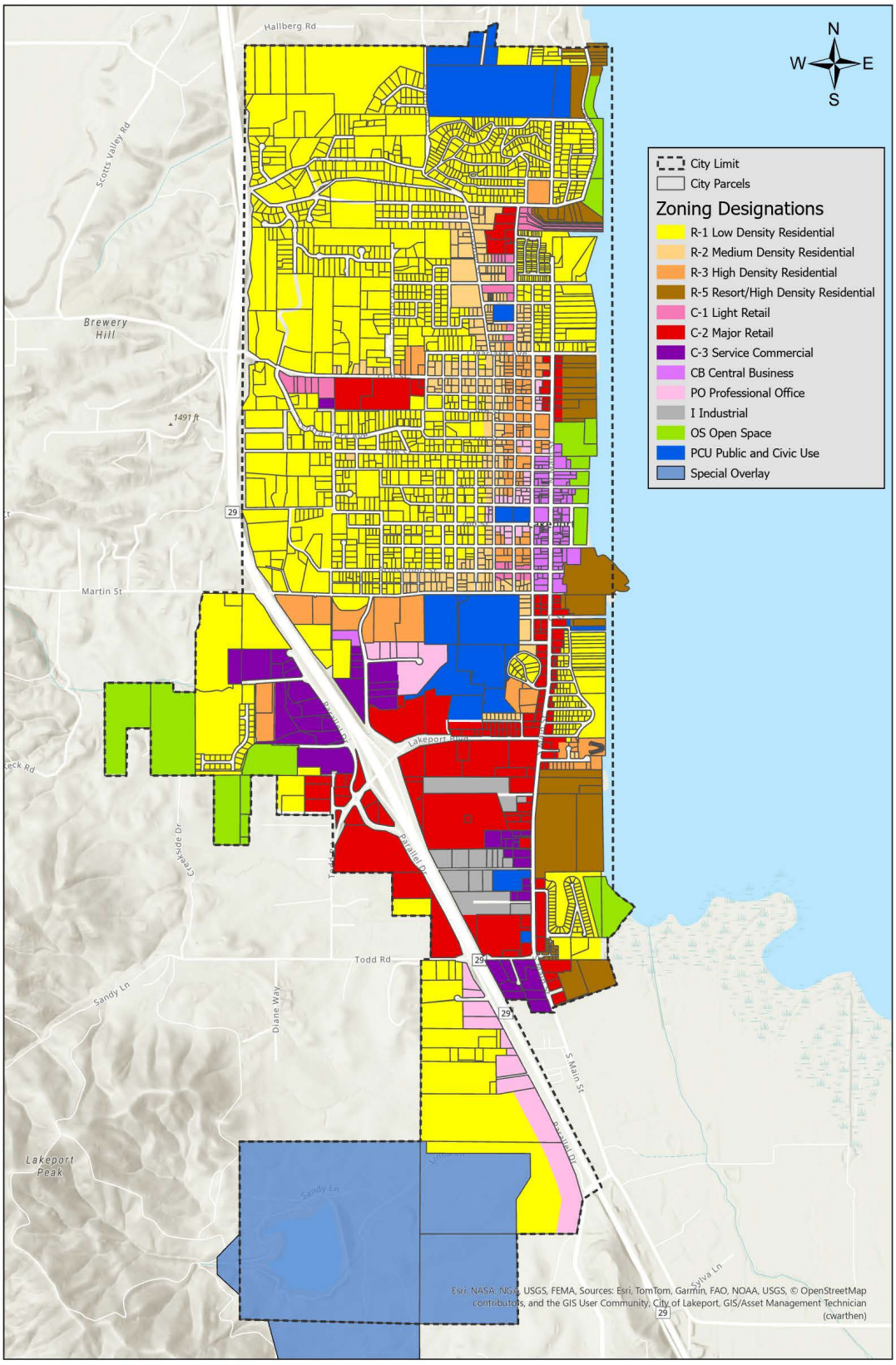


Other bicycle and pedestrian facilities are proposed on the north end of the City to provide safe, non-motorized access to schools and surrounding neighborhoods.

The City of Lakeport is the County seat and contains much of the County's commercial services. The primary commercial corridors are:

- Main Street (North and South)
- Forbes Street
- North High Street
- Lakeshore Boulevard
- Eleventh Street
- Bevins Street
- Parallel Drive
- Lakeport Boulevard

The City has received complaints in the past about the lack of bicycle and pedestrian access along 11th Street. The Eleventh Street Corridor Multi-modal Engineered Feasibility Study was completed in 2020. This study will be used to apply for future grants or funding opportunities when available. In addition, the City's newly adopted Active Transportation Plan provides a comprehensive framework of corridor specific recommendations that include 11th Street enhancements, helping to prioritize projects and bolster future funding applications.


Hallberg Rd
Scotts Valley Rd
Brewery Hill
1491 ft
Martin St
Lakeport Blvd
Todd Rd
Sandy Ln
Diane Way
S Main St
Lakeport Peak
Silva Ln
29
N
W
E
S
City Limit
City Parcels
Zoning Designations
R-1 Low Density Residential
R-2 Medium Density Residential
R-3 High Density Residential
R-5 Resort/High Density Residential
C-1 Light Retail
C-2 Major Retail
C-3 Service Commercial
CB Central Business
PO Professional Office
I Industrial
OS Open Space
PCU Public and Civic Use
Special Overlay
Esri, NASA, NGA, USGS, FEMA, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, City of Lakeport, GIS/Asset Management Technician (cwarthen)
0
1,125
2,250
4,500
6,750
9,000
11,250
13,500
15,750 Feet

Clearlake

The City of Clearlake has a 2025 population estimate of 16,533 and is the largest city in the Lake County region. The City of Clearlake has constructed several bike and pedestrian improvements on collectors and arterials in recent years, although additional investment in transportation infrastructure is needed for all modes of travel.

The Bikeway Plan for the City of Clearlake's General Plan Circulation Element is limited to the collectors and arterial streets where most of the commercial activity is located. The primary commercial corridors are:

- Dam Road/Dam Road Extension
- Old Highway 53
- Lakeshore Drive
- 40th Avenue
- Olympic Drive

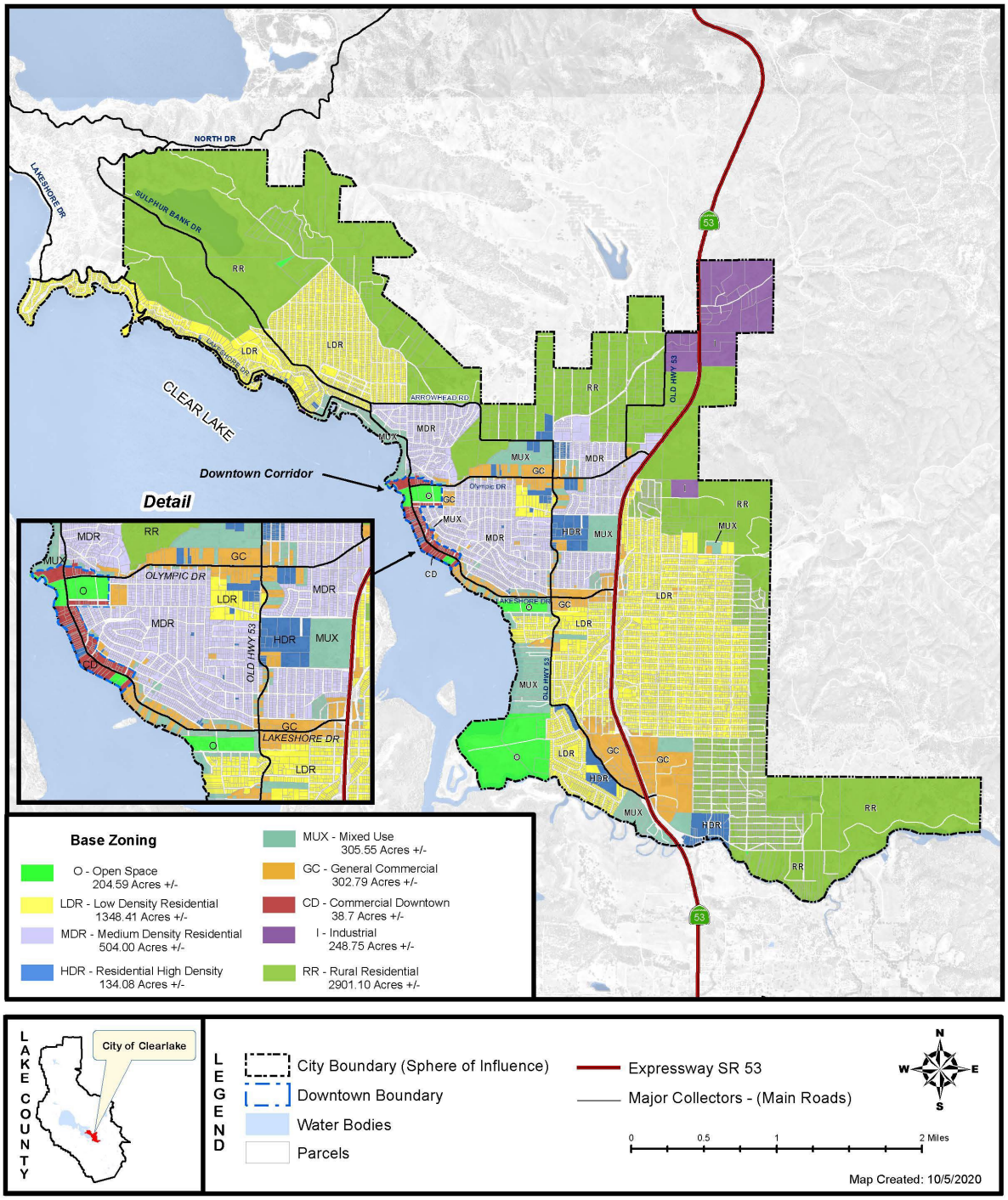


Other important collector streets include:

- Phillips Avenue
- Austin Road
- Burns Valley Road
- Arrowhead Road
- Sulphur Bank Road
- 18th Avenue

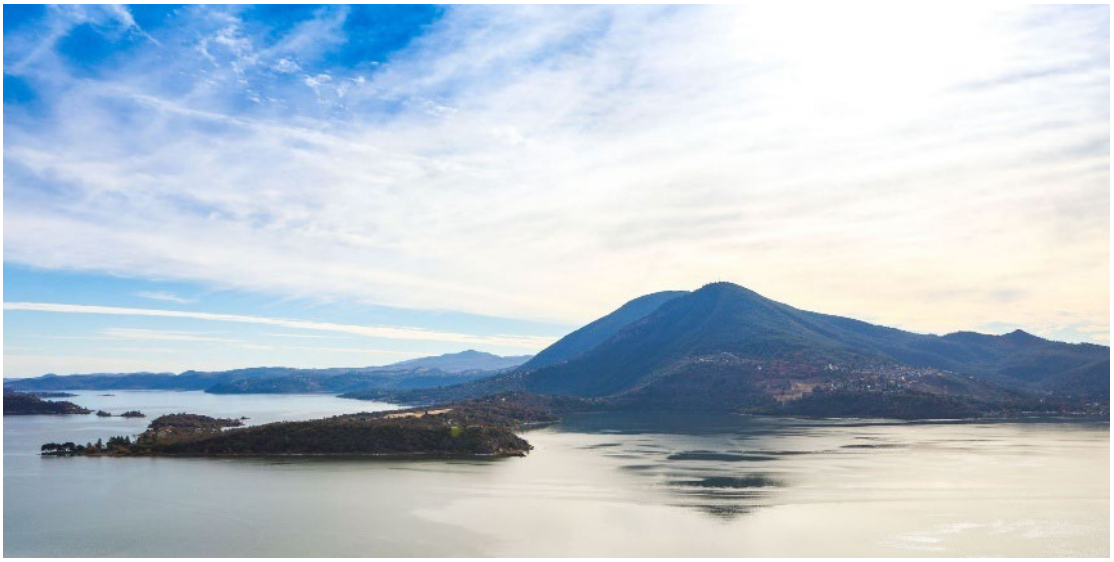
Recently, the City has been focusing transportation improvements in two areas: Lakeshore Drive, and Dam Road/Dam Road Extension. The City has been working to implement the Lakeshore Drive Downtown Corridor Plan, which includes upgrades to three City parks and enhanced bicycle and pedestrian facilities to support increased use by neighboring residents. In addition, the City is advancing plans for the Dam Road/Dam Road Extension Roundabout, which include pedestrian and bicycle improvements.

CITY OF CLEARLAKE
BASE ZONING DISTRICTS



Lake County
The unincorporated portion of Lake County has an estimated 2025 population of 45,695. Most of the development is located within a number of small, unincorporated communities, including:

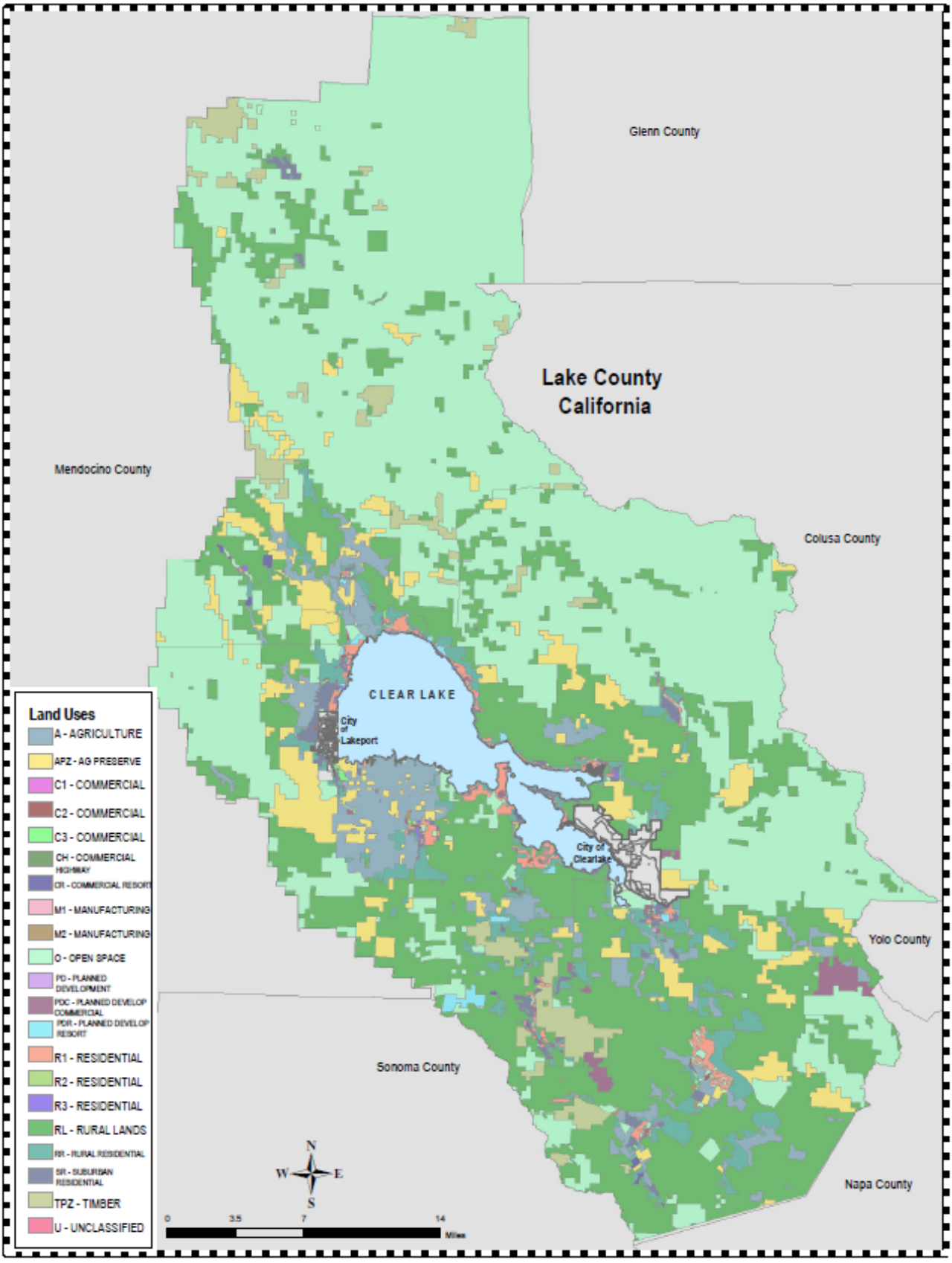
- Upper Lake
- Nice
- Lucerne
- Clearlake Oaks
- Lower Lake
- Clearlake Riviera
- Kelseyville
- Cobb
- Middletown/Coyote Valley



Each of the unincorporated communities has limited commercial development. Other activity centers include tribal casinos, which are located in Upper Lake (Running Creek), outside of Nice (Robinson Rancheria), between Lakeport and Kelseyville (Konocti Vista), and on the outskirts of Middletown (Twin Pine).

In recent years, Caltrans has funded various planning grants involving unincorporated communities within the region (e.g. State Route 53 Corridor Study, Highway 20 Northshore Communities Traffic Calming Plan, Pedestrian Facilities Needs Study, etc.) and an Active Transportation grant for the Middletown Multi-use (Class I) Trail project (completed in 2024). Caltrans has also initiated safety projects on State facilities serving as “main street” through Middletown (State Route 29) and along the north shore of Clear Lake in Lucerne, as well as Nice and Clearlake Oaks (State Route 20). “Active” improvements will include components such as separated bike paths, sidewalks, curb ramps, bulbouts, and crosswalk improvements.

Land Use Designation Map



C. Pedestrian Facilities

Historically, planning for pedestrian travel has been the responsibility of local governments. In 2008, the Complete Streets Act was enacted, requiring that whenever a city or county substantially revises the circulation element of its general plan, the legislative body must ensure the plan provides a balanced, multimodal transportation network that accommodates the needs of all users of streets, roads, and highways.

Although the Lake Area Planning Council has developed regional bikeway plans to identify countywide bicycle priorities, most pedestrian trips remain local in nature. Regional or interregional pedestrian planning has historically been limited to recreational facilities, with little focus on day-to-day transportation. Expanding pedestrian travel for transportation purposes will require safe, convenient, and well-connected access to a variety of land uses.

The Lake Active Transportation Plan establishes both short-term priorities and long-term recommendations for enhancing pedestrian infrastructure throughout the region, while integrating relevant sections of the City of Lakeport's recently adopted Active Transportation Plan to reflect jurisdiction-specific needs.

To ensure accessibility for all users, pedestrian facilities must comply with the federal Americans with Disabilities Act (ADA). This requires state and local governments to provide persons with disabilities access to pedestrian routes within the public right-of-way. It also calls for curb ramps to be installed whenever streets, roadways, or highways are altered at intersections where pedestrian walkways cross curbs, ensuring that pedestrian facilities remain safe, accessible, and usable for everyone. Street alterations include activities such as reconstruction, rehabilitation, resurfacing, widening, and other projects of similar scope. Routine maintenance activities, such as filling potholes, are not considered alterations.

Connectivity to public transit is another key element of local pedestrian infrastructure. In the City of Clearlake, the Lake County Interregional Transit Center (currently in the design phase) will feature circulation patterns and improvements that comply with ADA standards, including accessible parking, pedestrian crossings, and sidewalks to support safe, non-motorized access. To further enhance connectivity, the City of Clearlake has completed sidewalk and other pedestrian improvements along Dam Road Extension and South Center Drive, directly supporting walkability to and from the transit hub. These enhancements also improve safe access to nearby destinations, including residential neighborhoods and local schools, as well as the Woodland Community College's Lake County Campus, ensuring that students, staff, and transit riders can travel safely and efficiently throughout the area.

Recent studies provide additional guidance on pedestrian uses of State and local facilities. The *Lake County Pedestrian Facility Needs Study*, completed in 2019, provides a list of the region's priority pedestrian facilities. The Study prioritizes projects based on technical feasibility, a scoring framework, and stakeholder input, and includes planning level cost estimates to support future funding opportunities.

Two additional studies were completed in 2020. The *State Route 20 Northshore Communities Traffic Calming Study* examined the unincorporated communities of Nice, Lucerne, Glenhaven, and Clearlake Oaks, recommending traffic calming measures along with bicycle and pedestrian facility improvements. The *Eleventh Street Corridor Study* in Lakeport analyzed multimodal improvement options for one of the City's key access routes to downtown and lakefront parks. Collectively, these studies provide informed recommendations for local and regional decision makers regarding pedestrian infrastructure improvements in the Lake County region.

Regional pedestrian facility maps can be found on pages 100-110 at the end of this element.

D. Bicycle Facilities

As in many regions, bicycling in Lake County is primarily used for recreational purposes and is less frequently relied upon as a mode of transportation. This may reflect the longer distances rural residents often travel to work, school, or other destinations. However, it also stems, in part, from the absence (whether real or perceived) of safe bicycling facilities along local streets and roads. Studies show that reducing cyclists' "**levels of stress"** through improved bicycle infrastructure can lead to **higher rates of bicycle travel**, encouraging more residents to consider cycling for both recreation and transportation.

Bikeway Classifications
Section 890.4 of the California Streets and Highways Code defines four (4) facility types that provide for and promote bicycle travel:

1. Class I Bikeways, also referred to as "bike paths" or "shared use paths," provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

2. Class II Bikeways, also referred to as "bike lanes", provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

3. Class III Bikeways, also referred to as "bike routes," which provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists.

4. Class IV Bikeways, also referred to as "cycle tracks" or "separated bikeways," promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

For most parts of the Lake County region, the most efficient use of construction funding for bicycle facilities is to provide Class II bike lanes. The Active Transportation Program is less likely to fund

Class III bike lanes, as they do not promote increased use by bicyclists of all abilities. Due to limited road widths, close proximity to traffic and potential hazards at the edge of pavement such as steep drainage ditches and fixed objects, bicyclists sensitive to traffic stress consider Class III facilities to have an unacceptable exposure to risk. Class III facilities are most appropriate for low volume, low speed roads where bicycles can safely assume the travel lane.

Class I and Class IV facilities have limited applicability for most of Lake County as these types of projects require right of way acquisition, have an expanded environmental review, and substantially increase the cost of the project. Due to the overwhelming need for bicycle facilities in the region, and considering the limited supply of funding in relation to need, the region can provide more miles of bicycle facilities and provide better access to activity centers by developing Class II facilities.

Investment in active transportation projects should strive to maintain geographical equity, ensuring that mobility and safety benefits are accessible to residents throughout the region. Connectivity to public transit is a key component of this effort. Construction of the Interregional Transit Center in Clearlake, currently in the design phase, will include bicycle friendly features such as secure bike lockers and enhanced bicycle access. Recent improvements to bike lanes on Dam Road Extension and South Center Drive further support this network. Once the transit hub is completed, it will link directly to these upgraded bicycle facilities, providing cyclists with safer and more convenient access to regional transit.

Regional bicycle maps can be found on pages 98-109 at the end of this element.

E. Bicycle Parking

Policies and programs related to bicycle parking are addressed in varying degrees across the region's jurisdictions. The County of Lake General Plan (Transportation and Circulation Element) requires that "government agencies and businesses include bicycle access and provisions for safe parking facilities at office buildings, schools, shopping centers, and parks" **(**Policy T-4.2**)**. The County is currently updating its General Plan (Lake County 2050), anticipated for completion in 2026, and it is expected that similar policies will be retained.

The City of Clearlake General Plan Circulation Element includes more detailed measures. Program CI 4.1.3.1 mandates bicycle parking requirements for non-residential and multi-family residential developments, while Program CI 4.1.3.2 directs the City to install bicycle parking at Highlands Park, Austin Park, and City Hall, contingent upon available funding. The City of Lakeport General Plan also includes provisions for bicycle parking. Community Design Policy CD 6.5 requires that all new parking facilities with more than five spaces provide areas suitable for bicycle and motorcycle parking.

At the regional level, the Lake Transit Authority (LTA) provides bicycle accommodation within its transit system. Every bus in the fleet is equipped with racks capable of carrying at least two bicycles. Additionally, the new transit center planned for Dam Road Extension and South Center

Drive (construction to begin in 2026) includes the installation of secure bike lockers. However, bicycle parking is not currently provided at other transit stops throughout the system.

F. Wayfinding

The Clearlake General Plan includes language that the City "should provide safe and attractive way-finding signs for the community as well as visitors and tourists who may not be familiar with the City" (Program CI 1.3.1.3). Comparable policies are not found in the current General Plans of either Lakeport or the County of Lake. Given the limited extent of existing non-motorized facilities, priority is placed on developing new infrastructure, which reduces the immediate emphasis on wayfinding. However, programs that provide traveler information should be incorporated when designing and constructing bikeways, sidewalks, and trails. The Active Transportation Plan, along with any subsequent community-specific bicycle or pedestrian studies, can serve as a reminder for lead agencies to evaluate wayfinding needs as a strategy to encourage broader use of active transportation facilities.



G. Non-Infrastructure

The Lake Area Planning Council has in the past provided funding and technical support to school districts, State and local law enforcement units, and local public works staff when developing programs or task forces associated with Safe Routes to School or other traffic safety needs. Periodic updates to the Active Transportation Plan offers additional opportunities to promote or participate in educational activities. Currently, no programs are mandated through the Lake County Office of Education for students regarding bicycle safety. Any education of this sort would be organized by schools on an individual basis.

The "Five E's" of transportation planning (Education, Encouragement, Engineering, Enforcement and Evaluation) are used when implementing all projects in the region. Public Outreach (Education) is part of all planning projects, and many completed projects are presented at public forums such as City Hall and County Supervisor meetings. A more in-depth look at the Five E's is covered below in the "Collision Analysis" section.

H. Collision Analysis

Where collision records are strong indicators of safety improvement needs, funding may be available through the Active Transportation Program, the Highway Safety Improvement Program (HSIP), Office of Traffic Safety (OTS), or other State and federal discretionary funding sources. Safety projects are high priorities at all levels of government so a steady stream of funding can reliably be expected where collision rates are high enough or where collisions tend to be severe.

The table below outlines the incident data that has taken place in the Lake County Region between the years 2014 and 2024. This data was obtained from the Transportation Injury Mapping System (TIMS) and the Statewide Integrated Traffic Recording System (SWITRS).

Table 5.2
Regional Collision Data

Clearlake								
Collision Severity	**Total Collision**	**Percent**	**Bicycle Collision**	**Percent**	**Percent of Total**	**Ped Collision**	**Percent**	**Percent of Total**
Fatal	25	5.63%	3	12.50%	12.00%	14	21.88%	56.00%
Severe Injury	85	19.14%	8	33.33%	9.41%	11	17.19%	12.94%
Visible Injury	242	54.50%	9	37.50%	3.72%	35	54.69%	14.46%
Complaint of Pain	92	20.72%	4	16.67%	4.35%	4	6.25%	4.35%
All Collision	444	100.00%	24	100.00%	5.41%	64	100.00%	14.41%
Lakeport								
Collision Severity	**Total Collision**	**Percent**	**Bicycle Collision**	**Percent**	**Percent of Total**	**Ped Collision**	**Percent**	**Percent of Total**
Fatal	3	1.96%	0	0.00%	0.00%	1	6.25%	0.00%
Severe Injury	17	11.11%	1	33.33%	5.88%	3	18.75%	17.65%
Visible Injury	77	50.33%	0	0.00%	0.00%	8	50.00%	10.39%
Complaint of Pain	56	36.60%	2	66.67%	3.57%	4	25.00%	7.14%
All Collision	153	100.00%	3	100.00%	1.96%	16	100.00%	10.46%
County of Lake								
Collision Severity	**Total Collision**	**Percent**	**Bicycle Collision**	**Percent**	**Percent of Total**	**Ped Collision**	**Percent**	**Percent of Total**
Fatal	144	5.10%	5	10.42%	3.47%	21	21.21%	14.58%
Severe Injury	487	17.24%	15	31.25%	3.08%	25	25.25%	5.13%
Visible Injury	1101	38.97%	20	41.67%	1.82%	36	36.36%	3.27%
Complaint of Pain	1093	38.69%	8	16.67%	.73%	17	17.17%	1.56%
All Collision	2825	100.00%	48	100.00%	1.70%	99	100.00%	3.50%

Northshore Pedestrian Safety Corridor

Caltrans utilized Office of Traffic Safety funds to establish a pedestrian safety corridor along the Northshore portion of State Route 20 due to the high number of pedestrian and automobile

collisions along the segment of highway. The high number of interregional trips and through truck trips on the state route conflicts with the number of communities with a State highway as a main street. Pedestrian Safety Corridor signs have been posted on either end of the corridor to alert drivers to the presence of bicycles and pedestrians along the route. Caltrans has also installed signs to provide notice that State Routes 29 and 53, along the south shore of Clear Lake, are the designated routes for trucks hauling hazardous materials.

Three Feet for Safety

In 2014, legislation in California was passed which requires automobiles to provide three feet of separation between the vehicle and any bicyclists on the roadway. When the roadway is too narrow to pass slower-moving bicyclists without crossing in front of on-coming traffic, vehicles must slow down and wait to pass until it is safe to overtake the bicyclist.

Evaluation and Assessment

Evaluation is one of the Five E's (Education, Encouragement, Engineering, Enforcement and Evaluation) and is often used with non-infrastructure projects as one of the approaches to promote and enhance Safe Routes to School efforts.

Evaluation and assessment are increasingly used to demonstrate how well transportation investments are spent and whether or not transportation policies and programs are effective in addressing the public's need. Performance measures are used as standard practices to assess effectiveness.

Performance measures that could be established for Active Transportation modes in the Lake County region include:

- The number of trips made by walking and bicycling
- The number of injuries and fatalities to bicyclists and pedestrians
- The amount of ADA accessible sidewalks and street crossings
- The total amount of sidewalks and bike lanes by jurisdiction

Other performance measures may be developed as needed to address safety, system preservation goals, mobility, accessibility, reliability, productivity, public health conditions, or other indicators affecting the benefits or services expected from the transportation system.

In the Lake County region, bicycle and pedestrian data is not currently collected to measure system performance. Lake APC monitors streets and highways for traffic volumes, prevailing speeds and consultants monitor pavement conditions. The California Highway Patrol (CHP) and Caltrans monitor collision history, including reported bicycle and pedestrian collisions. Bicycle and pedestrian collisions are only recorded if law enforcement files an incident report, which is less likely to occur for the less severe injuries. Implementing new data collection programs will require additional expense without the benefit of new funding sources.

At this time, no estimates for the number of bicycle or pedestrian trips are available for the region. Most methods for estimating volumes for active transportation modes assume that a bicycle and pedestrian count program has been employed and that the counts can be incorporated into area

travel demand or other simulation models. Theoretical estimates could be determined using California Household Travel Survey data or from manual counts with local data, but the lack of available data introduces a high degree of uncertainty and variability across the different parts of the county.

Enforcement

Enforcement is one of the Five E's and is often used with Safe Routes to Schools programs or projects due to the nature of non-infrastructure funding. Examples of enforcement activities include the posting of crossing guards, establishing school safety patrols, rewards programs (for good behavior), and sting operations where local law enforcement issues citations for moving violations within the school zone.

The Lake Area Planning Council has in the past provided funding and technical support to school districts, State and local law enforcement units, and local public works staff when developing programs or task forces, associated with Safe Routes to School or other traffic safety needs. Periodic updates to the Active Transportation Plan offers additional opportunities to promote or participate in enforcement activities.

The Active Transportation Program provides funding for non-infrastructure grants on a competitive basis for start-up or pilot projects. Supplemental non-infrastructure projects can be combined with infrastructure projects and result in an increase in the cost-benefit ratio for the project, thus making the application more competitive. These types of projects are commonly combined with Safe Routes to School-type projects but could be used to address other safety issues as well.

Education

Non-infrastructure projects consist primarily of education-related programs that target students and their parents. Students may attend school-wide assemblies focused on pedestrian and bicycle safety, take part in bicycle rodeos or bicycle maintenance workshops, and attend group walkabouts or walking audits. The intended outcomes of educational activities are to both increase the number of student trips traveling to and from school in the near term and to establish life-long healthful and environmentally friendly habits. Currently, no programs are mandated through the Lake County Office of Education for students regarding bicycle safety. Any education of this sort would be organized by schools on an individual basis.

Encouragement

Encouragement activities aimed at students help promote walking and bicycling as initial steps toward building long-term habits of choosing non-motorized transportation. Examples of such activities include organizing walking school bus- and bicycle- trains for children; holding competitions centered around bicycling and walking; and offering incentives and rewards for students that frequently travel on foot or by bicycle.

While school children make an easy target for developing education, encouragement and enforcement programs, transportation and local government officials in the region are encouraged

to seek opportunities to identify and reach out to the broadest possible range of groups within their respective communities.

Engineering

Engineering involves "creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic and establishing safer and fully accessible crossings, walkways, trails, and bikeways." While education, encouragement, enforcement, and evaluation are all important, engineering will create the facilities for people to use. Engineering has led to successful Safe Routes to School projects in Upper Lake, Clearlake Oaks, and Clearlake.

I. Equity Analysis

Lake County is frequently ranked among the poorest counties in the United States. Approximately 17.6% of County residents were considered "persons in poverty" according to current Census data, compared to 12% statewide. Median household income was $58,738 (statewide median $96,334) as of 2023. Unemployment figures show Lake County (6.8%) to be higher than that of the statewide rate of 5.0%, as of April 2025. According to definitions under Assembly Bill (AB) 1550, a "low-income community" is characterized as having a median household income (MHI) equal to or less than 80% of the statewide average. Each of the region's 21 census tracts are considered low-income under this definition.

Low-income families often have limited access to personal vehicles, making them more reliant on transit and active transportation. The region also has a senior population well above the State average, a disproportionate share of residents with disabilities, and consistently ranks near the bottom of statewide health indicators. As a result, nearly all communities in the region would benefit from expanded access to active transportation facilities to support commuting and daily needs.

Many underserved community members face limited connectivity to essential destinations such as jobs, schools, grocery stores, and medical facilities. Gaps in sidewalks, bike lanes, and multi-use paths combined with inadequate lighting, unsafe crossings, and poor roadway conditions, create significant safety risks for those traveling without a vehicle. Seniors, people with disabilities, and households without cars face heightened mobility challenges, often relying on limited transit or walking long distances on infrastructure not designed for their needs. These persistent barriers contribute to public health concerns, as unsafe or inconvenient active transportation options can restrict access to food, healthcare, education, and other vital services. Expanding and improving bicycle and pedestrian networks in these areas would help close these connectivity gaps, enhancing both safety and overall quality of life.

J. Community Engagement

Community engagement for the Active Transportation Plan combined both in-person and online outreach to capture a wide range of community perspectives. Lake APC staff presented at several public meetings including the Lake County Board of Supervisors, various school board meetings,

and local town halls and advisory committee gatherings to solicit input on potential improvements. Additional tabling events were held at community events such as county fairs, holiday parades, and neighborhood festivals where attendees were provided opportunities to discuss transportation issues important to their communities. Online tools included an advertised interactive mapping tool enabling users to place pins on a map along with comments explaining a variety of transportation concerns, as well as survey. The survey was used to collect demographic data about users including what modes they used, how often, and for what reasons they use the transportation network.

More detail and data from interactive mapping tool have been compiled in Appendix C.

K. Coordination

As noted, the Active Transportation Plan serves as the non-motorized element of the larger Regional Transportation Plan. Extensive outreach was conducted through online platforms (e.g. surveys, interactive mapping tools), in-person presentations to local decision making bodies (e.g. the County Board of Supervisors, various school district boards), a number of community advisory councils, and "pop up" tabling events. Other local planning documents that help to define the regional transportation vision and goals are described below.

City of Lakeport Active Transportation Plan (2024)
The Active Transportation Plan aims to advance multimodal transportation choices that work, and to support a healthy and sustainable transportation environment in Lakeport for people of all ages and abilities. Potential projects for this "regional" Active Transportation Plan were derived in large part from the City's recent efforts.

Local Road Safety Plans (2021/2022)
Local Road Safety Plans (LRSPs) were prepared for the cities of Clearlake (2021) and Lakeport (2021), as well as for the County of Lake (2022). These plans identify locations in each jurisdiction that have a history of traffic collisions, and measures that can be taken to lower or eliminate the chance of incidents at each location. Adopted LRSP's are required for local jurisdictions seeking Highway Safety Improvement Program (HSIP) funding through the Federal Highway Administration.

Caltrans Active Transportation Plan (2021)
The Caltrans Active Transportation (CAT) Plan identifies pedestrian and bicycle needs on and across the State Highway System, while prioritizing highway segments and crossings to inform future investments. Plans are separated by individual Caltrans districts in the State, with Lake County located in District 1 (along with Del Norte, Humboldt and Mendocino counties), and presented in interactive fashion where community needs are displayed in a "Story Map" format.

Highway 20 Northshore Communities Traffic Calming Plan (2020)
The *Highway 20 Northshore Communities Traffic Calming Plan* was prepared to evaluate the needs, priorities and feasibility of traffic calming measures along Highway 20 through four communities fronting the lake's north shore: Nice, Lucerne, Glenhaven and Clearlake Oaks. The

goal of the Plan is to improve safety and mobility for all users (residents, visitors and through traffic) by slowing traffic and providing a mix of transportation modes.

Eleventh Street Corridor Multimodal and Engineered Feasibility Study (2020)
The study analyzes alternatives for Complete Streets-type improvements and developed recommendations to enhance transportation access and safety along the Eleventh Street corridor in the City of Lakeport.

Lake County Pedestrian Facility Needs Study (2019)
The study identifies a list of 10 priority pedestrian infrastructure improvements in four key areas of the region: Clearlake, Lakeport, unincorporated communities within Lake County, and Caltrans facilities (including State highways serving as community Main Streets).

Lakeshore Drive Downtown Corridor Plan (2014)
The Plan proposes to establish a Complete Street environment to revitalize commercial nodes and public parks in order to draw additional tourism and create a positive experience for visitors to Clearlake. Improvements aim to preserve and enhance the connection between the community and the lakeshore.

Middletown Community Action Plan (2014)
Caltrans and the Lake Area Planning Council collaborated on a Public Partnership Planning grant project to plan for the development of a multi-modal transportation network in the community of Middletown. The Plan addresses community needs on State Routes 29 and 175, which serve as "Main Street" through much of the town. Enhancements include walkability/livability for community members while continuing to serve regional and interregional travel along the two State highways.

General Plan and Area Plans
Lake County adopted their current General Plan in 2008, with goals and policies discussed in its Transportation and Circulation Element. Circulation plans were also developed as part of eight Local Area Plans adopted at various times between 1989 and 2010. These diverse sub-regions of the County include Lower Lake, Cobb Mountain, Kelseyville, Lakeport, Upper Lake-Nice, Rivieras, Shoreline Communities, and Middletown. An update of the General Plan and the Local Area Plans (Lake County 2050) has been well underway over the past year with adoption expected sometime in 2026.

General Plans for the cities of Clearlake (2017) and Lakeport (2009) contain their own circulation/transportation elements, which include goals and policies specific to those jurisdictions. Proposed projects within the Active Transportation Plan are expected to be consistent with each of the individual planning documents.

L. Prioritization

Please see "Action Plan (Proposed Projects)" section below.

M. Funding Sources

Local Sources

None of the local governments in the region maintain a dedicated funding source for bicycle, pedestrian, or passenger transit facilities. In 2016, Lakeport voters approved Measure Z, a one-cent sales tax to augment the City's general fund for public safety and road or infrastructure maintenance. While not dedicated to active transportation, portions of these funds have supported related projects. Similarly, Clearlake voters approved Measure V, a one-cent special tax (requiring a two-thirds supermajority), which generates more than $1 million annually for road maintenance. At the County level, staff have successfully secured competitive funding through the Active Transportation Program, Highway Safety Improvement Program, and High-Risk Rural Roads Program. However, dollar amounts allocated exclusively to bicycle and pedestrian improvements are not readily available.

Transportation Development Act

The Transportation Development Act (TDA) provides funding for public transportation through the Local Transportation Fund (LTF) and the State Transit Assistance (STA) fund. These funds come from sales tax revenues that are generated locally. Lake APC annually allocates 2% of the regional LTF allocation for funding bicycle, pedestrian or ADA projects through a competitive process. These funds can also be used by local agencies as a match for competitive grants, such as the Active Transportation Program.

State Transportation Improvement Program

Historically, the State Transportation Improvement Program (STIP) has been the primary source of funding in the Lake County Region for capital projects, as opposed to maintenance or rehabilitation projects. These funds can vary significantly with each two-year cycle, and any active transportation uses are typically folded into larger capital improvements. Eligible uses of STIP funding include improvements to state highways and local roads, public transit (including buses), pedestrian and bicycle facilities, grade separations, intermodal facilities, and safety projects.

Surface Transportation Block Grant

The Surface Transportation Block Grant (STBG) program was previously known as the Regional Surface Transportation Program (RSTP). These funds are distributed annually by the APC to each local jurisdiction on a formula basis and may be used on local streets and roads projects, including improvements for bikeway and pedestrian facilities. The source of these funds is the federal Surface Transportation Program, which are converted into State funds to help streamline projects.

Active Transportation Program

Senate Bill 99 established the Active Transportation Program (ATP) in 2013, consolidating State and federal funding sources, such as the Bicycle Transportation Account, the State and federal Safe Routes to School programs, the Transportation Alternatives Program (formerly the Transportation Enhancement program) and the federal Recreational Trails Program, into a single unified program. The intent was to streamline funding for non-motorized transportation improvements by replacing several smaller, narrowly focused programs with one comprehensive

source. A key benefit of this consolidation is the ability to fund larger, more impactful projects that can significantly influence travel behavior across California.

With the current emphasis by the State on building a more sustainable transportation network, the ATP has become one of the most reliable and substantial sources for active transportation improvements. As resources for traditional roadway capital projects have become increasingly limited, the Lake APC region is expected to place greater focus on expanding its limited bikeway and pedestrian networks. Increased investment in non-motorized infrastructure is anticipated to encourage more residents to adopt sustainable, cost-effective travel modes.

Community Development Block Grant
The Community Development Block Grant (CDBG) program, administered by the U.S. Department of Housing and Urban Development (HUD) through the State of California, provides communities with resources to address a wide range of unique community development needs. Among the eligible project categories is the construction or reconstruction of streets, including bike lanes and sidewalks. Both the County of Lake and the City of Clearlake have successfully secured CDBG funds for projects that incorporated street improvements.

Office of Traffic Safety
The Office of Traffic Safety (OTS) program provides competitive grant funding to local agencies for bicycle and pedestrian safety and education initiatives. These grants are awarded statewide but cannot be used for the construction of bikeway facilities.

Carbon Reduction Program
The Infrastructure Investment and Jobs Act (IIJA) established the Carbon Reduction Program (CRP) to provide federal funding for projects that reduce transportation-related carbon dioxide (CO_2) emissions from on-road and highway sources. Eligible projects include a wide range of strategies, such as improvements supporting active transportation.

N. Implementation

Since the initial adoption of the Lake County Active Transportation Plan (ATP) in 2016, implementation has been demonstrated through the successful funding and completion of projects across the region's jurisdictions. Notable examples include the City of Lakeport's Hartley Street Safe Routes to School Project (ATP grant awarded in 2016, completed in 2022), various sidewalk improvements, and funding for the Tenth Street Bike Boulevard through the Lake APC 2% Bike and Pedestrian Program. The City of Clearlake has also advanced active transportation by constructing sidewalks and bike lanes along Dam Road Extension with Active Transportation Program funds, while leveraging local sales tax revenues to implement non-motorized improvements on Lakeshore Boulevard. At the county level, a major Class I multi-use trail was completed, connecting the community of Middletown with the Twin Pine Casino and Middletown Rancheria to the south.

The primary goal of active transportation improvements is to encourage more residents to walk and bicycle by funding projects that make these modes safer, more convenient, and more

appealing. With increased emphasis on this priority, the region has made steady progress in securing funding and implementing projects consistent with the overall aims of the ATP. Subsequent updates in 2022 and 2026 (this document) continue to reinforce this focus before the region's decision-making bodies.

O. Maintenance

With respect to maintenance of active transportation facilities, each of local jurisdictions currently have policies and procedures in place to effect preservation. The Circulation Element of the City of Clearlake Plan includes Policy CI 1.1.1, requiring City staff to "[m]maintain roadways and circulation improvements to ensure safe, energy efficient, and convenient daily travel for pedestrians, bicyclists, transit users and drivers as Clearlake grows." Similar policies are found in the Lakeport General Plan as follows:

- **Program T 21.1-g:** Continually maintain bikeways through patching and sweeping to remove debris; implement a program for inspecting road cuts by contractors and utility companies to ensure compliance with City standards and reduce hazards. *Responsibility: Community Development and Public Works Departments.*
- **Policy T 25.1:** Improve pedestrian facilities by creating and maintaining a safe and convenient pedestrian system.
- **Program T 25.1-a:** Establish and enforce standards for sidewalks, curbs, gutters, and pedestrian pathways in the Municipal Code for all new developments. *Responsibility: Community Development and Public Works Departments.*
- **Policy T 30.1:** Provide street lighting designed for pedestrian rather than vehicular needs in areas with moderate to heavy pedestrian traffic to improve safety.
- **Program T 30.1-a:** Establish lighting standards and specifications for pedestrian paths and sidewalks in the Zoning Ordinance. *Responsibility: Community Development and Public Works Departments.*

The current General Plan for the County of Lake includes policies within the Transportation and Circulation Element calling for "[d]design standards for the development, maintenance and improvement of bicycle route" (Policy T-4.3) and for the County to "construct and maintain bicycle routes and trails…" (Policy T-4.5) to avoid conflict between multimodal transportation system users. An update of the General Plan (Lake County 2050), expected in 2026, is anticipated to retain or expand on these policies.

P. Resolution

Applicable resolution is attached to Appendix G.

ACTION PLAN (PROPOSED PROJECTS)

This Action Plan includes projects within individual jurisdictions of the Lake County region. The projects listed are either "financially constrained," in that they are currently programmed in the State Transportation Improvement Program (STIP) or funded by other sources, or else "financially unconstrained," which are those projects identified as priorities by local agencies but currently unfunded.

Active Transportation Projects- Financially Constrained

Table 5.3

Project Number	Project Name	Timeframe*	Cost** ($1,000s)	Potential Funding Source
	Lake County			
AT1	South Main Street/Soda Bay Road Bike Lanes and Safety Improvements	1 - 5 years	$8,832	STIP
AT2	Kelseyville Sidewalks Project	1 - 5 years	$700	HIP, Federal earmark funding
AT3	SR 20 PM 16.74 – 18.02 Lucerne Complete Streets Improvements**	1 – 5 years	$29,000	SHOPP, Federal Grants
AT4	Highway 20 in Upper Lake- pedestrian improvements**	1 – 5 years	TBD	STIP, SHOPP, Federal Grants
AT5	Highway 20 in Nice- pedestrian improvements**	1 – 5 years	TBD	STIP, SHOPP, Federal Grants
	City of Clearlake			
AT6	Burns Valley Sidewalks Project	1 - 5 years	$200	CRP, Local Funds
	City of Lakeport			
AT7	Lakeport Boulevard– Phase 1 Pedestrian Improvements (Forbes to Larrecou Ln)	1 - 5 years	$900	STIP
AT8	Tenth Street Bike Boulevard Improvement Project	1-5 years	$150	Local Funds

* Estimates reflect potential rates of inflation over term of project.

** Projects that lie within State right-of-way will typically be implemented by Caltrans unless separate agreements are reached between the State and the individual local agency

Active Transportation Project List – Financially Unconstrained

Table 5.4

Project Number	Project Name	Timeframe*	Cost** ($1,000s)	Potential Funding Source
	Lake County			
AT9	Bridge Arbor Bikeway	1 - 5 years	TBD	Federal Innovative Concepts Program, ATP, STIP
AT10	Rainbow Road and Howard Avenue Complete Streets Improvements (North Lakeport)	1 – 5 years	TBD	ATP
AT11	Nice Lucerne-Cutoff Safety Improvements and Bicycle Lanes	10-20 years	TBD	ATP
AT12	Lakeshore Boulevard (North Lakeport) pedestrian improvements	10 – 20 years	TBD	ATP
AT13	Central Lucerne- northern side- Country Club Drive, 3rd, 9th, and 10th Avenues pedestrian improvements	10 – 20 years	TBD	ATP
AT14	Central Lucerne- southern side- 14th, 15th, 16th, and 17th Avenues and Country Club Drive pedestrian improvements	10 – 20 years	TBD	ATP
AT15	Lake Street (Lower Lake) pedestrian improvements	10 – 20 years	TBD	ATP
AT16	Middletown- north of Hwy 175- pedestrian improvements	10 – 20 years	TBD	ATP
AT17	Middletown- south of Hwy 175- pedestrian improvements	10 – 20 years	TBD	ATP
AT18	Bush Street/Pine Streets (Middletown) pedestrian improvements	10 – 20 years	TBD	ATP

AT19	Live Oak Drive/Main Street (Kelseyville) pedestrian improvements	10 – 20 years	TBD	ATP
AT20	Main Street- Kelsey Creek to SR 29/175 (Kelseyville) pedestrian improvements	10 – 20 years	TBD	ATP
AT21	Bell Hill Drive/Main Street (Kelseyville) -pedestrian improvements	10 – 20 years	TBD	ATP
AT22	Highway 53 in Clearlake/Lower Lake pedestrian improvements**	10 – 20 year	TBD	ATP
AT23	Highway 29 (Calistoga Road) in Middletown pedestrian improvements**	10 – 20 years	TBD	ATP
AT24	Highway 175 (Main Street) in Middletown pedestrian improvements**	10 – 20 years	TBD	ATP
AT25	Highway 175 in Cobb pedestrian improvements**	10 – 20 years	TBD	ATP
AT26	Highway 281 (Soda Bay Road) in Clearlake Riviera pedestrian improvements**	10 – 20 years	TBD	ATP
	City of Clearlake			
AT27	Olympic Drive and Lakeshore Drive pedestrian improvements	1 – 5 years	$700	Local funds, STIP, ATP
AT28	Redbud Park Promenade	5 – 10 years	$1,400	Local Funds, ATP
AT29	Huntington Avenue/Arrowhead Road pedestrian improvements	5 – 10 years	TBD	ATP, STIP, HSIP, Local Funds
AT30	Rumsey Road/Bowers Avenue pedestrian improvements	5 – 10 years	TBD	ATP, STIP, HSIP, CRP Local Funds
AT31	Olympic Drive pedestrian improvements	5 – 10 years	TBD	ATP, STIP, HSIP, Local Funds
AT32	Walnut Avenue/Olive Street pedestrian improvements	5 – 10 years	TBD	ATP, STIP, HSIP, Local Funds
AT33	Division Avenue/Austin Road pedestrian improvements	5 – 10 years	TBD	ATP, STIP, HSIP, Local Funds

AT34	Old Highway 53 pedestrian improvements	5 – 10 years	TBD	ATP, STIP, HSIP, Local Funds
AT35	Lakeshore Drive-Olympic Avenue to Redbud Park pedestrian improvements	5 – 10 years	TBD	ATP, STIP, HSIP, Local Funds
AT36	Lakeshore Drive/40th Avenue-east of Redbud Park pedestrian improvements	5 – 10 years	TBD	ATP, STIP, HSIP, Local Funds
AT37	Phillips Avenue pedestrian improvements	5 – 10 years	TBD	ATP, STIP, HSIP, Local Funds
	City of Lakeport			
AT38	Lakeshore Boulevard (City Limits to 20th, 20th to Hartley)	1 - 5 years	TBD	ATP, RTIP, HSIP
AT39	North High Street (Tenth Street to Twentieth Street) Pedestrian Improvements	1 – 5 years	TBD	ATP, RTIP, HSIP
AT40	Forbes Street Improvements (Bike/Ped Safety)	1 – 5 years	TBD	ATP, RTIP, HSIP
AT41	Armstrong Street Walkway Project/Pedestrian Improvements (City Limits (east) to Berry Street)	1 – 10 years	$1,415	ATP, RTIP, HSIP
AT42	Martin Street Walkway Project (Main Street to City Limits (west))	1 – 10 years	$1,274	ATP, RTIP, HSIP
AT43	North High Street Walkway Project (Martin Street to 11th Street)	1 – 10 years	$889	ATP, RTIP, HSIP
AT44	6th Street Bike/Ped Improvements (North Main Street to City Limits (west))	1 – 10 years	$1,264	ATP, RTIP, HSIP
AT45	11th Street Walkway Project (Main Street to City Limits)	1 – 10 years	$1,295	ATP, RTIP, HSIP
AT46	Hillcrest Walkway Project SRTS (Terrace Drive to Giselman Street)	1 – 10 years	$443	ATP, RTIP, HSIP
AT47	1st Street Walkway Project (North High Street to North Russell Street)	1 – 10 years	$545	ATP, RTIP, HSIP
AT48	Esplanade Street Walkway Project (South Main Street to Lakeport Boulevard)	1 – 10 years	$568	ATP, RTIP, HSIP

AT49	Estep Street Walkway Project (Martin Street to End of Segment)	1 – 10 years	$329	ATP, RTIP, HSIP
AT50	South Main Street Walkway Project (Martin Street to City Limits (south))	1 – 10 years	$1,092	ATP, RTIP, HSIP
AT51	Armstrong Street Bike Project Class III/II (City Limits (east) to Berry Street)	1 – 10 years	$497	ATP, RTIP, HSIP
AT52	Martin Street Bike Project Class IV (Main Street to City Limits (west))	1 – 10 years	$29	ATP, RTIP, HSIP
AT53	North Main Street Bike Project Class IV (16th Street to 1st Street)	1 – 10 years	$35	ATP, RTIP, HSIP
AT54	11th Street Bike Project Class II (Main Street to City Limits (west))	1 – 10 years	$242	ATP, RTIP, HSIP
AT55	Parallel Dr Bikeway Project Class IV (Westside Park Road to City Limits (south))	1 – 10 years	$69	ATP, RTIP, HSIP
AT56	South Main Street Bike Project Class IV (1st Street to City Limits (south))	1 – 10 years	$61	ATP, RTIP, HSIP
AT57	Estep Street Bike Project Class III (Martin Street to 5th Street)	1 – 10 years	$43	ATP, RTIP, HSIP
AT58	Hartley Street Bike and Ped Project (Tenth Street to City Limits North)	1 – 10 years	$243	ATP, RTIP, HSIP
AT59	Forbes Creek Trail Bike and Ped Project (Armstrong Street to the South (.41 miles to private lands))	1 – 10 years	$290	ATP, RTIP, HSIP
AT60	Konocti Avenue Bike and Ped Project (South Larrecou Lane to Forbes Street)	1 – 10 years	$47	ATP, RTIP, HSIP
AT61	Lupoyoma Heights Bike and Ped Project (South Main Street to Lupoyoma Circle)	1 – 10 years	$32	ATP, RTIP, HSIP
AT62	Lupoyoma Circle Bike and Ped Project (South Forbes Street to Lupoyoma Heights)	1 – 10 years	$81	ATP, RTIP, HSIP
AT63	South Smith Street Bike and Ped Project w/Class II Bike lanes (Armstrong Street to State Highway 29)	1 – 10 years	$65	ATP, RTIP, HSIP

AT64	Class I Bike/Pedestrian Path adjacent to SR 29 right-of-way between Eleventh Street and Martin Street)	1 – 10 years	TBD	ATP, RTIP, HSIP
AT65	Safe Routes to School Lakeshore Boulevard pedestrian improvements	1 – 10 years	TBD	ATP, RTIP, HSIP
AT66	Fairview Way Walkway Project SRTS (Terrace Drive to Green Street)	10 – 15 years	$394	ATP, RTIP, HSIP
AT67	Forest Drive Walkway Project SRTS (Terrace Drive to Lange Street)	10 – 15 years	$509	ATP, RTIP, HSIP
AT68	Sayre Street Walkway Project SRTS (To Lakeshore Boulevard)	10 – 15 years	$432	ATP, RTIP, HSIP
AT69	Terrace Street Walkway Project SRTS (To Jones Street)	10 – 15 years	$37	ATP, RTIP, HSIP
AT70	16th Street Bike and Ped (Mellor Drive to City Limits (east))	10 – 15 years	$755	ATP, RTIP, HSIP
AT71	Spurr Street Bike Project Class II (Central Park Avenue to Armstrong Street)	10 – 15 years	$106	ATP, RTIP, HSIP
AT72	High Street Bike Project Class III or IV (20th Street to 16th Street)	10 – 15 years	$11	ATP, RTIP, HSIP
AT73	Lange Street Bike Project Class II (Lakeshore Boulevard to Forest Drive)	10 – 15 years	$42	ATP, RTIP, HSIP
AT74	Lakeshore Boulevard Bike Project Class IV (Green Street to Lange Street)	10 – 15 years	$19	ATP, RTIP, HSIP
AT75	Manzanita Street Bike Project Class III (6th Street to 11th Street)	10 – 15 years	$5	ATP, RTIP, HSIP
AT76	20th Street Bike and Ped Project (Green Street to City Limits (west))	10 – 15 years	$158	ATP, RTIP, HSIP
AT77	Mellor Drive Bike and Ped Project (Page Drive to 11th Street)	10 – 15 years	$76	ATP, RTIP, HSIP
AT78	Larrecou Lane Bike and Ped (Lakeport Boulevard to End of Segment)	10 – 15 years	$31	ATP, RTIP, HSIP

AT79	Montana Vista Street (Via Del Larg Street to Marlah Way)	10 – 15 years	$30	ATP, RTIP, HSIP
AT80	Marian Way Bike and Ped Project (Montana Vista Street to Main Street)	10 – 15 years	$30	ATP, RTIP, HSIP
AT81	Page Drive Bike and Ped Project (Mellor Drive)	10 – 15 years	$66	ATP, RTIP, HSIP
AT82	Bevins Court Trail Project (Martin Street to Forbes Creek)	10 – 15 years	$406	ATP, RTIP, HSIP
AT83	9th Street Trail Project (Pool Street to End of Segment to the West)	10 – 20 years	$223	ATP, RTIP, HSIP
AT84	Spurr Street onto South Main Street Trail Project (Eleventh Street to Martin Street)	10 – 20 years	$581	ATP, RTIP, HSIP
AT85	Westside Park Road Bike Project Class IV (Parallel Drive to City Limits)	10 – 20 years	$15	ATP, RTIP, HSIP
AT86	Central Park Avenue Bike Project Class III (Spurr Street to 11th Street)	10 – 20 years	$78	ATP, RTIP, HSIP
AT87	Bevins Street (Lakeport Boulevard to Martin Street)	10 – 20 years	TBD	ATP, RTIP, HSIP
AT88	Eleventh Street (Central Park Avenue to North Main Street) continuous sidewalks	10 – 20 years	TBD	ATP, RTIP, HSIP
AT89	Lakeport Boulevard (South Main Street to Parallel Drive)	10 – 20 years	TBD	ATP, RTIP, HSIP
AT90	Downtown: Main Street, Forbes Street, Park Street between Martin Street and Eleventh Street	10 – 20 years	TBD	ATP, RTIP, HSIP
AT91	Lakefront Promenade	10 – 20 years	TBD	ATP, RTIP, HSIP
AT92	Parallel Drive (Mendocino College to Westside Park Road)	10 – 20 years	TBD	ATP, RTIP, HSIP
AT93	Twentieth Street (North High Street to Alden Street)	10 – 20 years	TBD	ATP, RTIP, HSIP
AT94	Hwy 175 (Parallel Drive to South Main Street)**	10 – 20 years	TBD	ATP, RTIP, HSIP
AT95	C Street pedestrian improvements	10 – 20 years	TBD	ATP, RTIP, HSIP
AT96	Howard Avenue Trail	10 – 20 years	TBD	ATP, RTIP, HSIP

AT97	Lakeshore Boulevard (Beach Lane to Ashe Street)	10 – 20 years	TBD	ATP, RTIP, HSIP
AT98	North Main Street/Sixteenth Street pedestrian improvements	10 – 20 years	TBD	ATP, RTIP, HSIP
AT99	Martin/South High/South Forbes/First/C streets pedestrian improvements near Konocti Christian Academy and County Fairgrounds	10 – 20 years	TBD	ATP, RTIP, HSIP

* Estimates reflect potential rates of inflation over term of project.
** Projects that lie within State right-of-way will typically be implemented by Caltrans unless separate agreements are reached between the State and the individual local agency

GOALS, OBJECTIVES AND POLICIES

Table 5.5 below lists Goals, Objectives and Policies intended to guide the development of active transportation projects over the next four years.

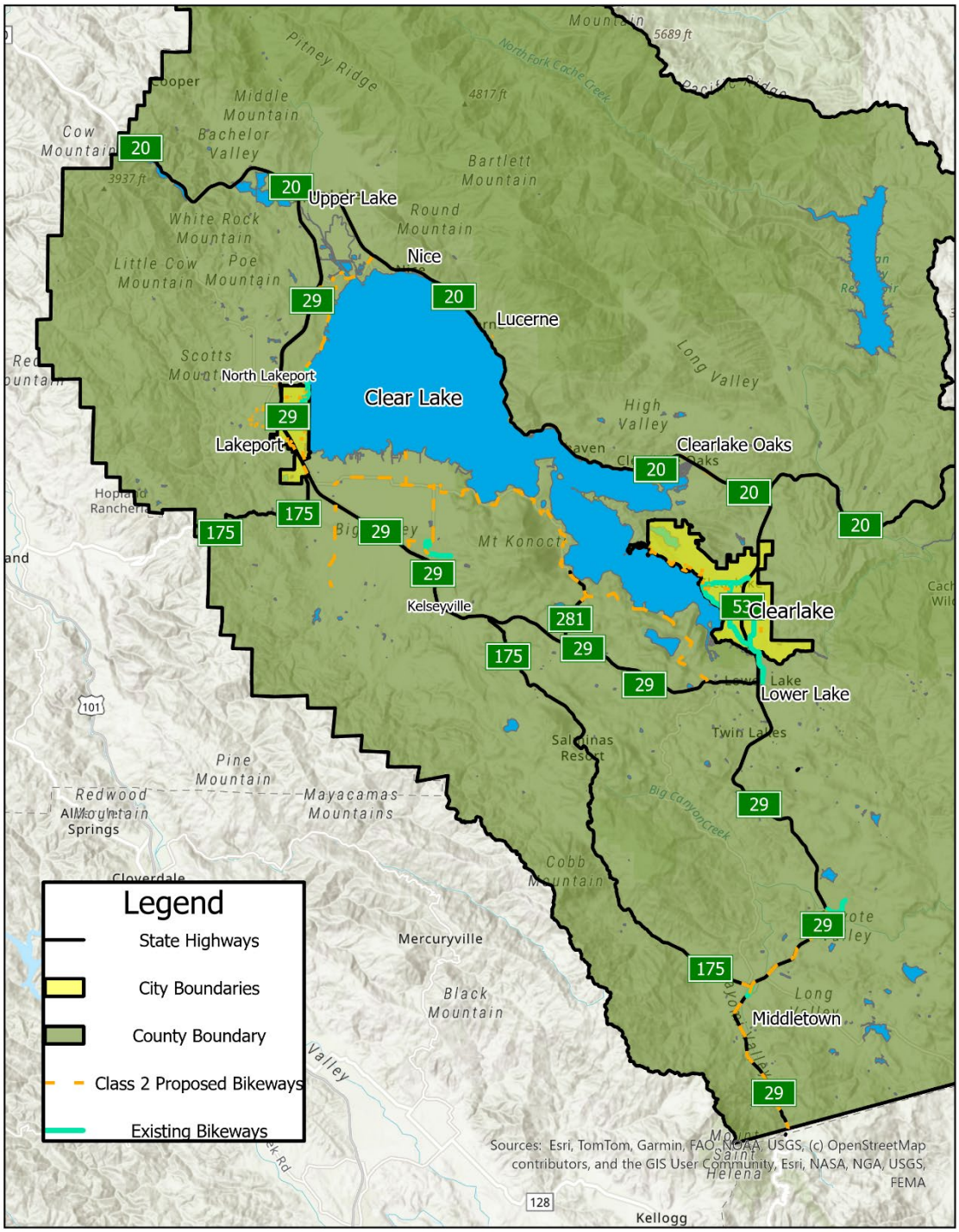
Table 5.5 Active Transportation Goals, Objectives and Policies

Goal: **Increase the number of local and regional trips accomplished by bicycling and walking; increase safety and mobility for non-motorized modes of travel; enhance public health by providing access to non-motorized facilities while reducing overall Vehicle Miles Traveled (VMT), both locally and regionally.**	
Objectives	**Policies**
AT-1: Facilitate and promote walking, bicycling and other active modes of transportation.	**AT-1.1:** Increase the utility of the non-motorized transportation network by expanding the extent and connectivity of the existing bicycle and pedestrian facilities.
	AT-1.2: Collect data for the region to identify and prioritize travel demand and investment priorities.
	AT-1.3: Work with State and local agencies to incorporate bicycle and pedestrian amenities, like secure bicycle parking facilities, and safety countermeasures into planning requirements and improvement projects.
	AT-1.4: Encourage and assist local agencies to develop and revise planning documents, zoning ordinances and policies to meet the objectives of the Active Transportation Program and the legislation related to active transportation.
AT-2: Reduce Greenhouse Gas	**AT-2.1:** Encourage reduction of Greenhouse Gas (GHG) emissions and VMT by increasing pedestrian and bicycle trips.

Goal: **Increase the number of local and regional trips accomplished by bicycling and walking; increase safety and mobility for non-motorized modes of travel; enhance public health by providing access to non-motorized facilities while reducing overall Vehicle Miles Traveled (VMT), both locally and regionally.**	
Objectives	**Policies**
emissions and Vehicle Miles Traveled (VMT).	**AT-2.2:** Promote safe and convenient bicycle and pedestrian access to transit.
	AT-2.3: Assist local agencies in the adoption of policies, ordinances, and plans that promote more walkable communities with a mix of land uses.
	AT-2.4: Encourage VMT reducing mitigation measures for discretionary development projects at the local, regional and State level.
AT-3: Enhance public health through the development of active transportation projects.	**AT-3.1:** Work with local agencies, schools and public health organizations to engineer, educate, encourage, enforce and evaluate bicycle and pedestrian environments for the benefit of all users and all abilities.
	AT-3.2: Identify for funding consideration pedestrian facility improvements consistent with the Lake County Pedestrian Facilities Needs Study and other active transportation plans.
AT-4: Preserve investments in the multi-modal transportation system.	**AT-4.1:** Maintain safe and accessible bicycle and pedestrian environments to encourage active transportation.
	AT-4.2: Plan and budget for lifecycle costs when constructing new facilities for active transportation.
AT-5: Increase funding for transportation planning, design and construction of active transportation facilities.	**AT-5.1:** Pursue non-traditional funding sources for planning, design and construction of active transportation facilities.
	AT-5.2: Work cooperatively and collaboratively with other agencies to secure funding for projects that further the goals, objectives, and policies of local and regional Active Transportation Plans.
	AT-5.3: Incorporate bicycle and pedestrian facilities into road improvement and maintenance projects.
	AT-5.4: Encourage local agencies to require new development to install, contribute to and/or maintain bicycle and pedestrian facilities, including end-of-trip facilities.

Regional Transportation Plan
2026 Update

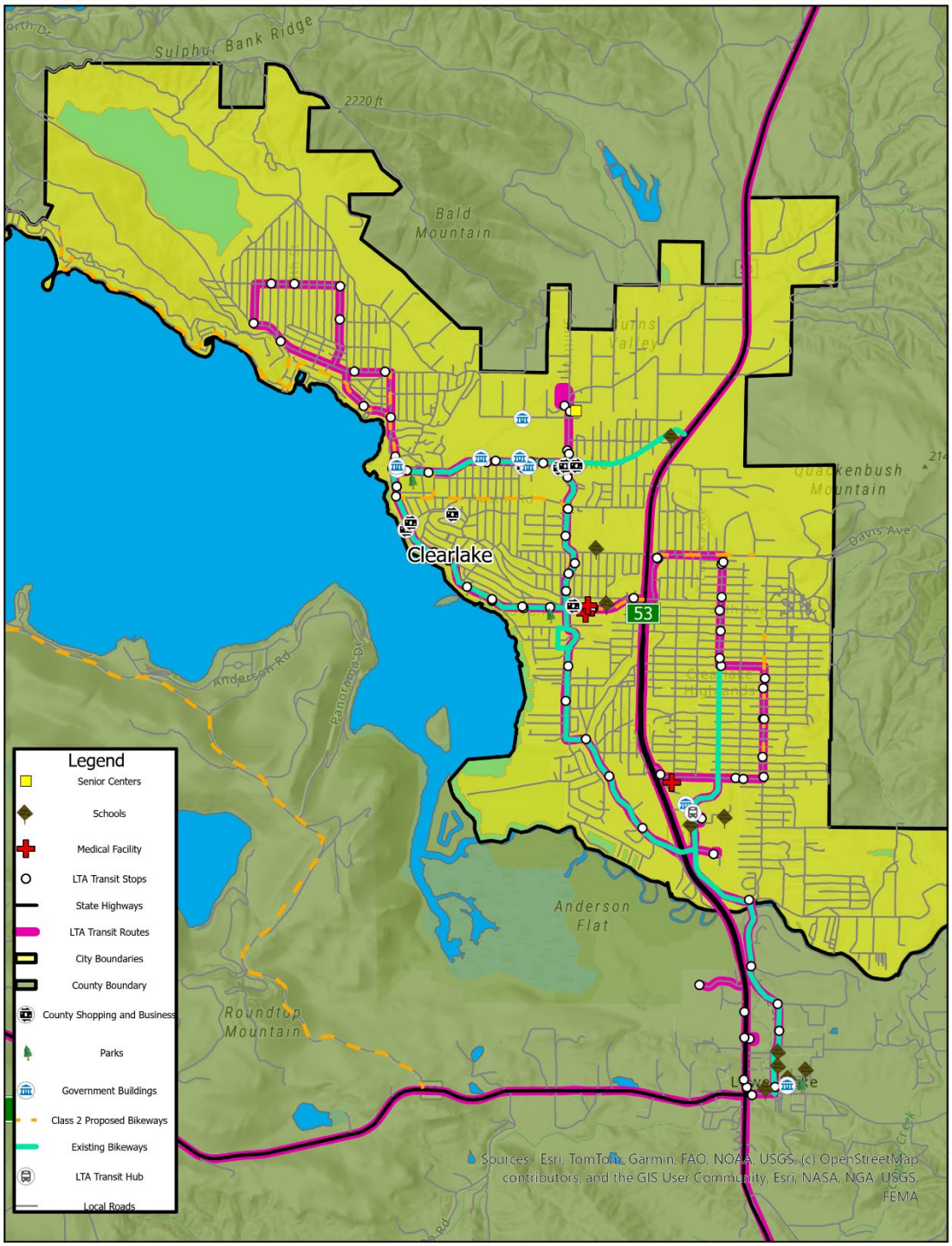
Map: 5.1



Countywide Bikeway Facilities

Regional Transportation Plan
2026 Update

Map: 5.2

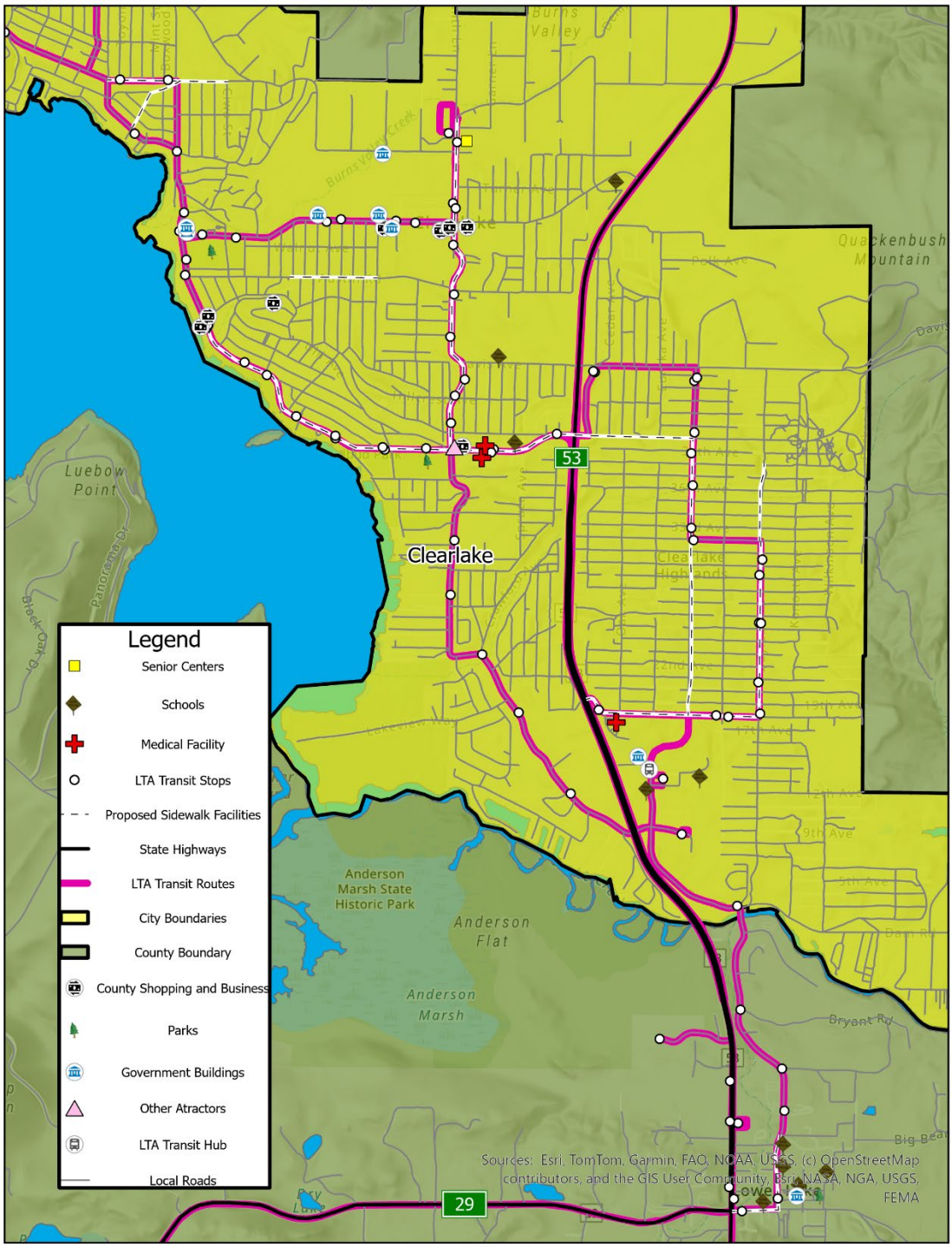


City of Clearlake
Bikeway Facilities

N

Regional Transportation Plan
2026 Update

Map: 5.3

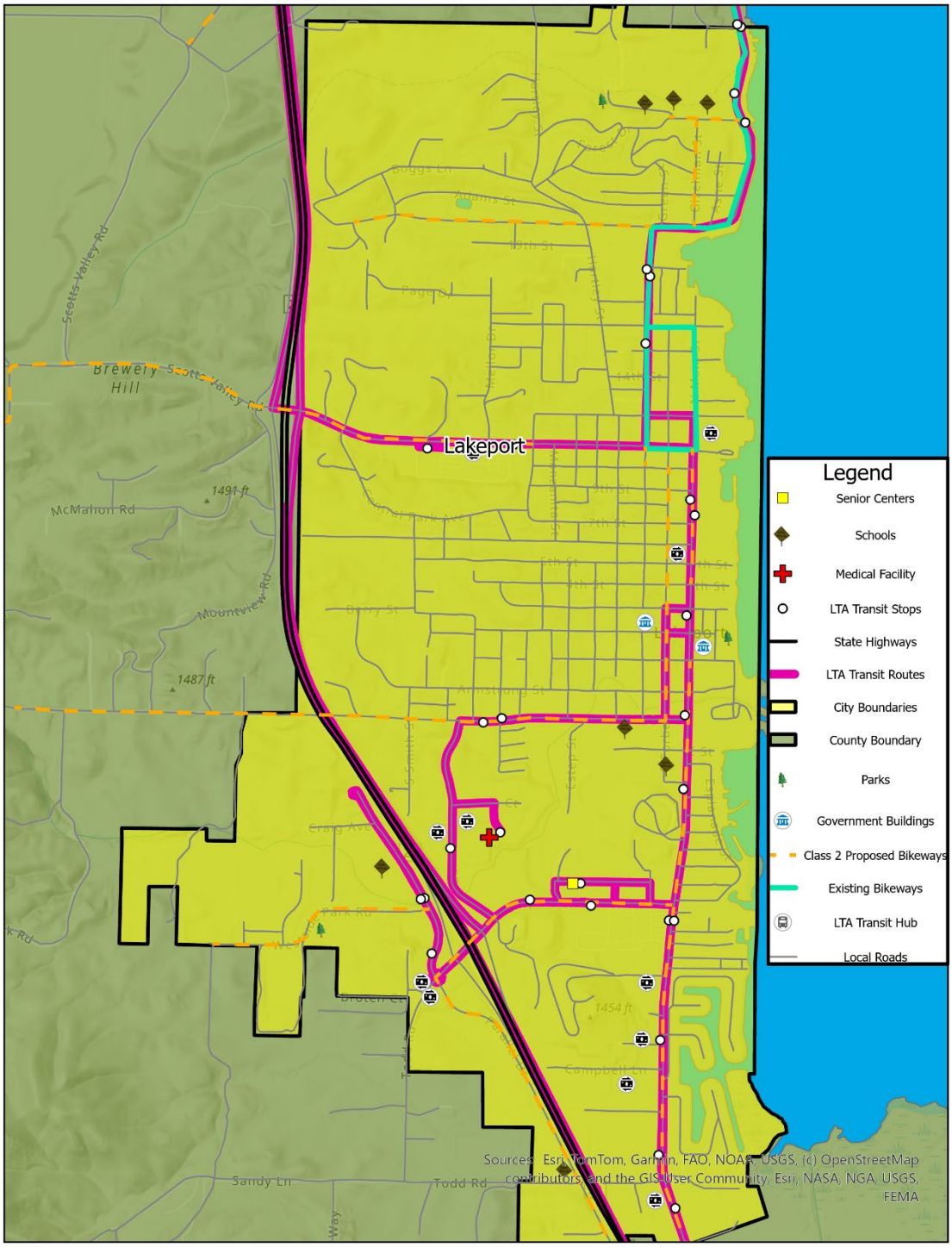


City of Clearlake
Sidewalk Facilities

N

Regional Transportation Plan
2026 Update

Map: 5.4

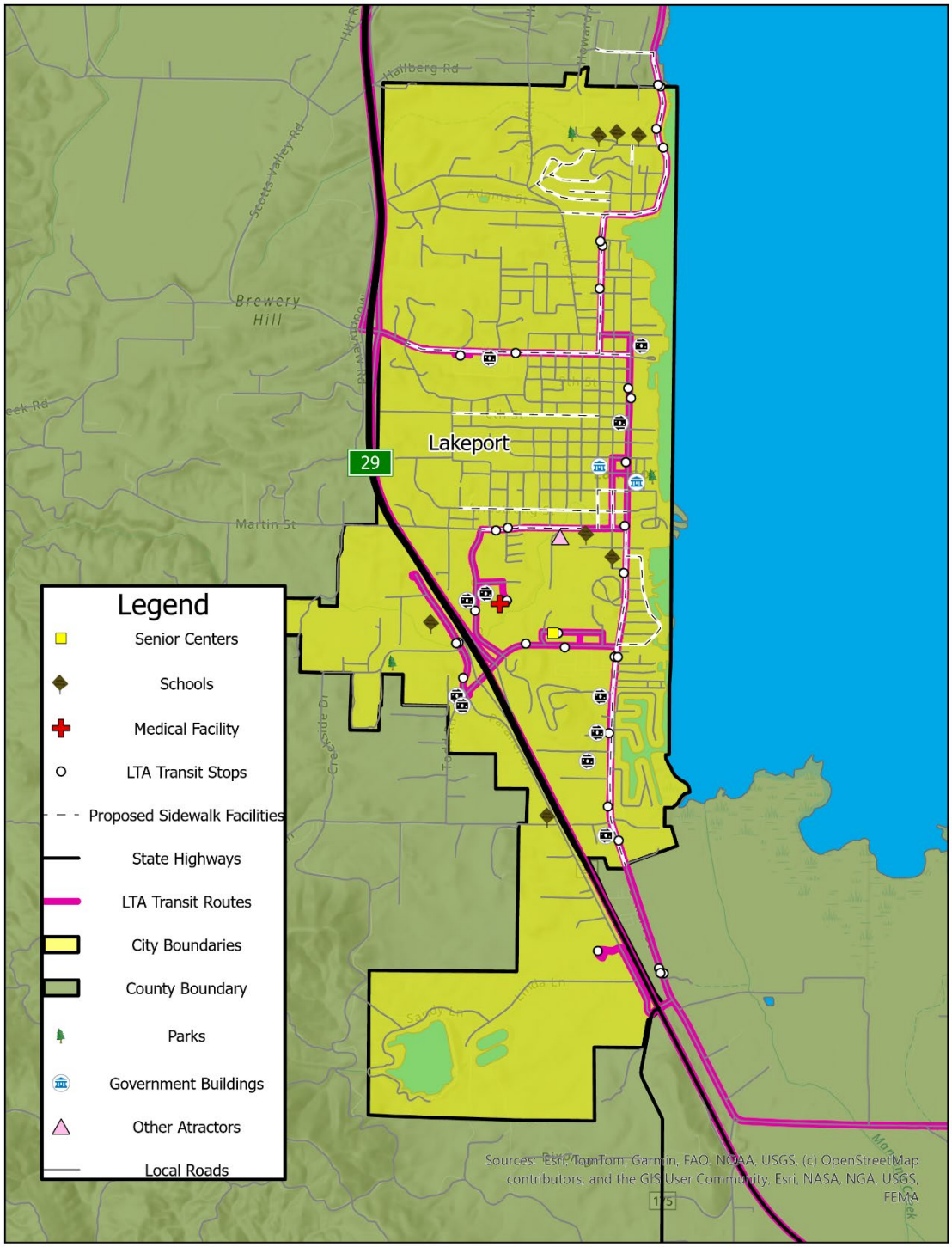


City of Lakeport
Bikeway Facilities

N

Regional Transportation Plan
2026 Update

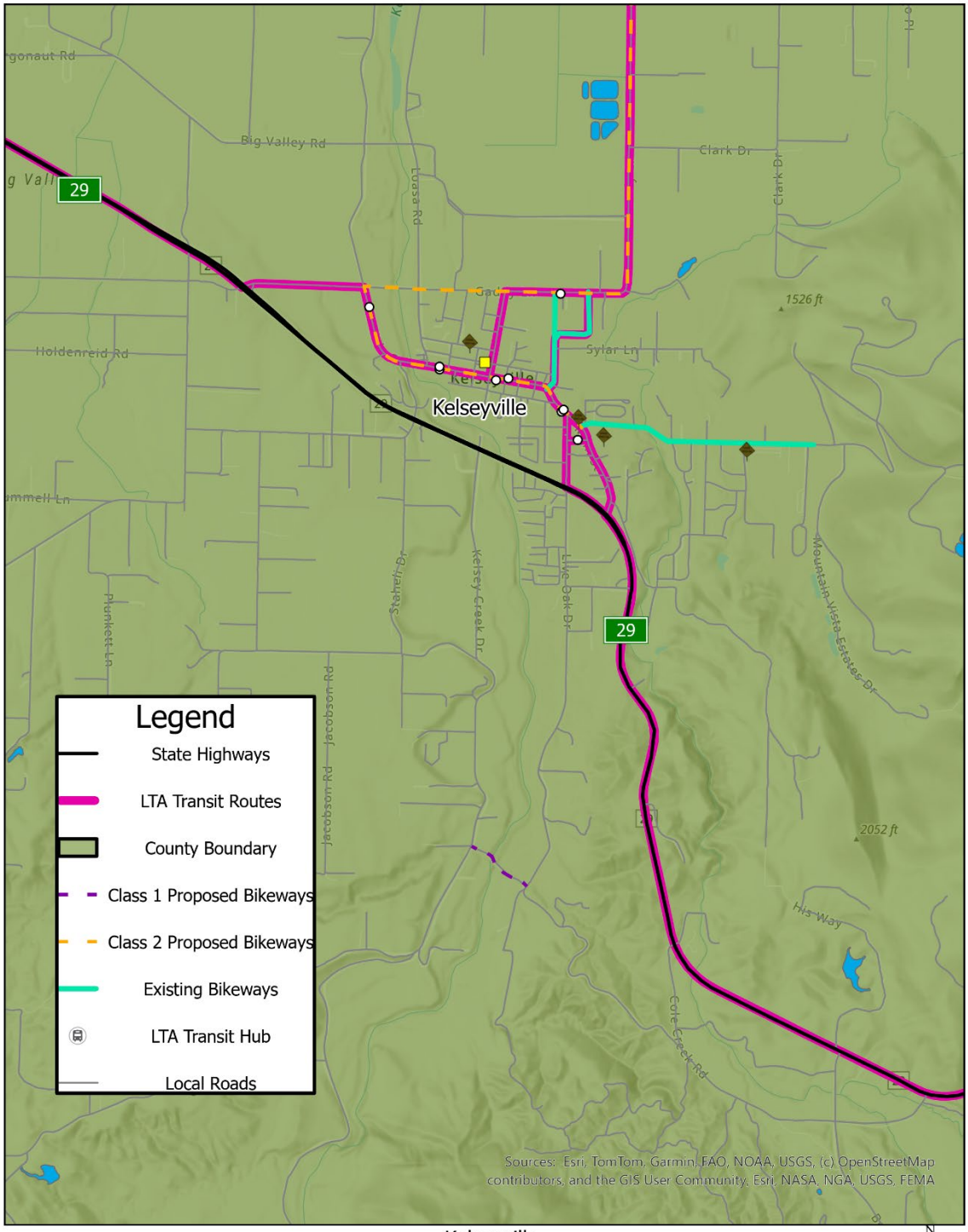
Map: 5.5



Lakeport/ North Lakeport Area
Sidewalk Facilities

Regional Transportation Plan
2026 Update

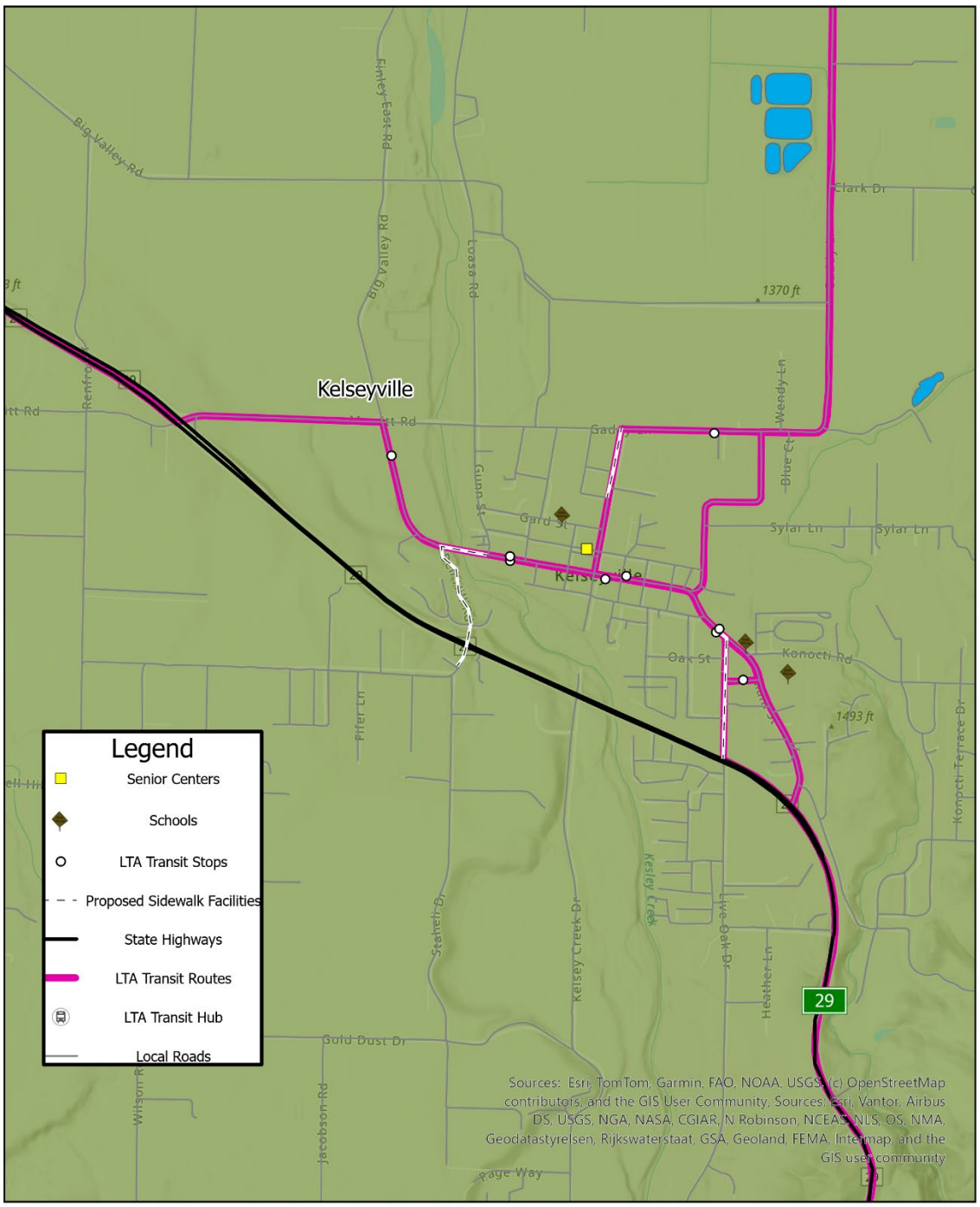
Map: 5.6



Kelseyville
Bikeway Facilities

Regional Transportation Plan
2026 Update

Map: 5.7

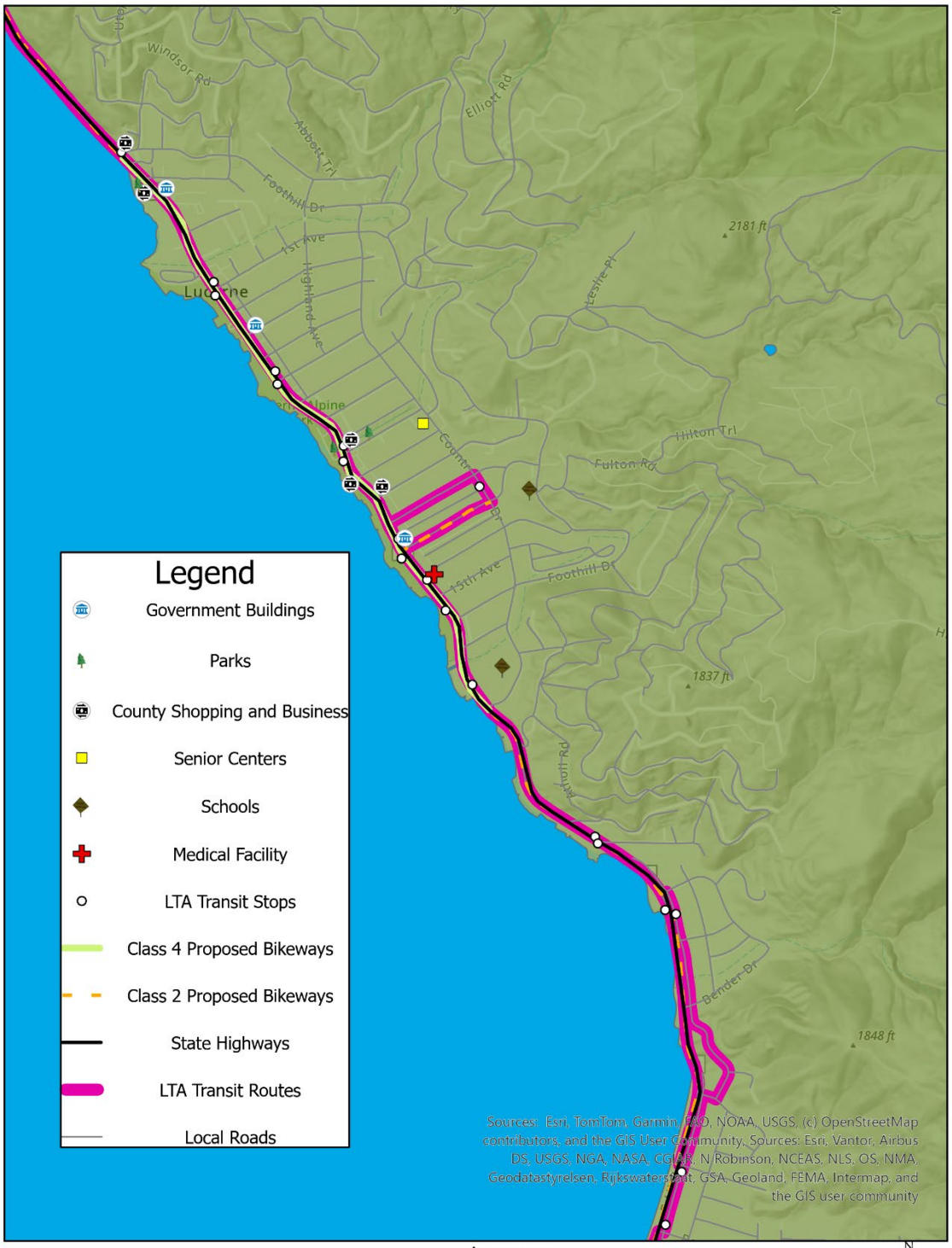


Kelseyville
Sidewalk Facilities

N

Regional Transportation Plan
2026 Update

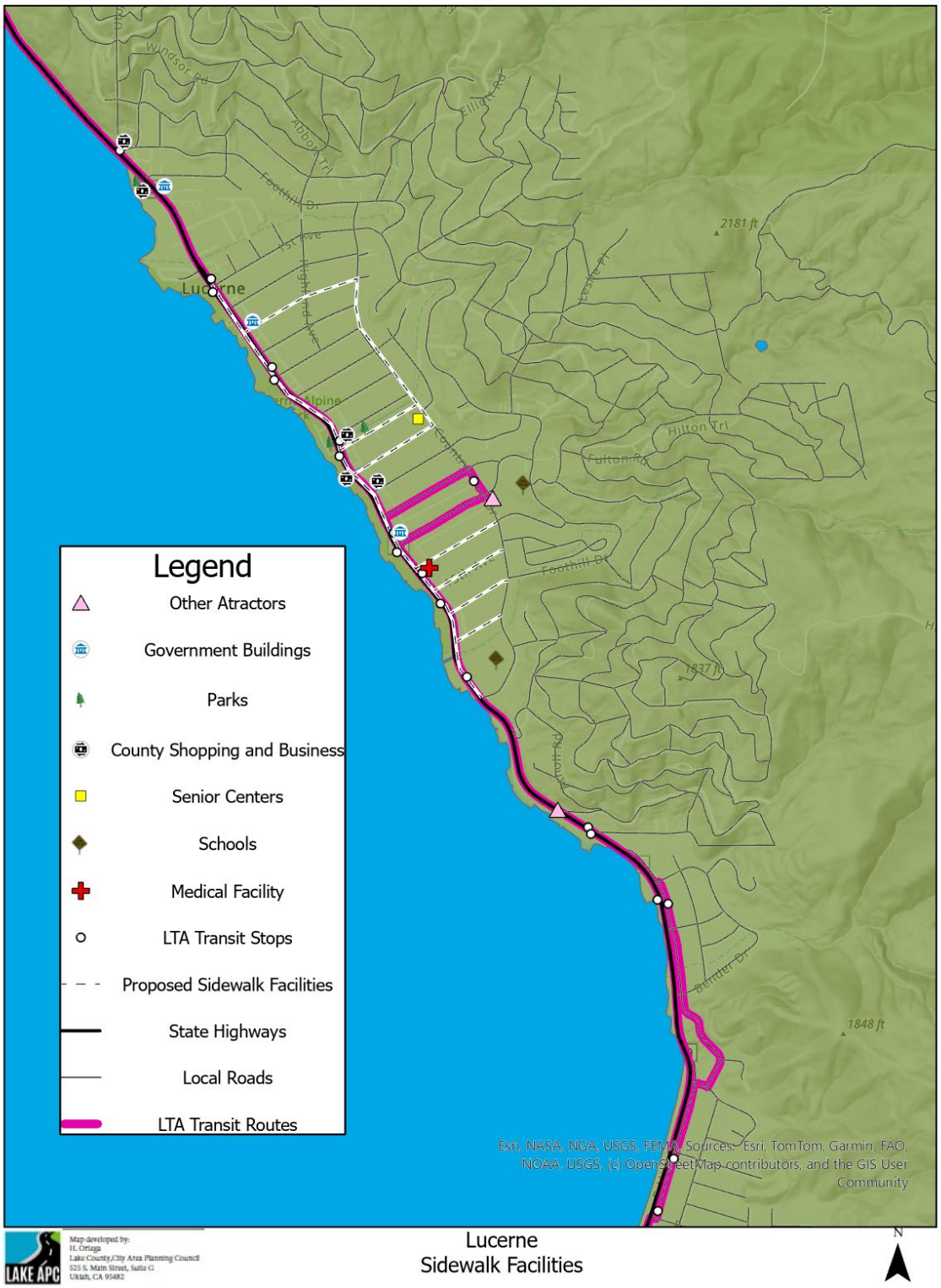
Map: 5.8



Lucerne
Bikeway Facilities

Regional Transportation Plan
2026 Update

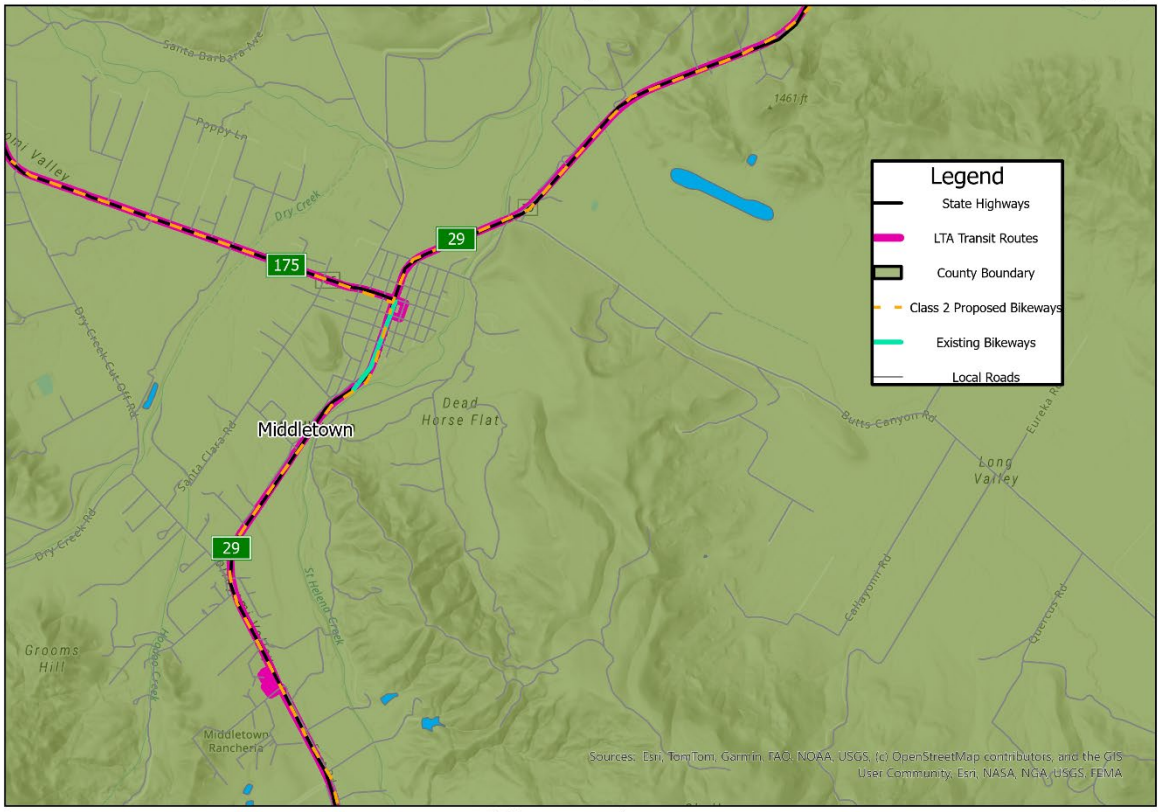
Map: 5.9



Lucerne
Sidewalk Facilities

Regional Transportation Plan
2026 Update

Map: 5.10

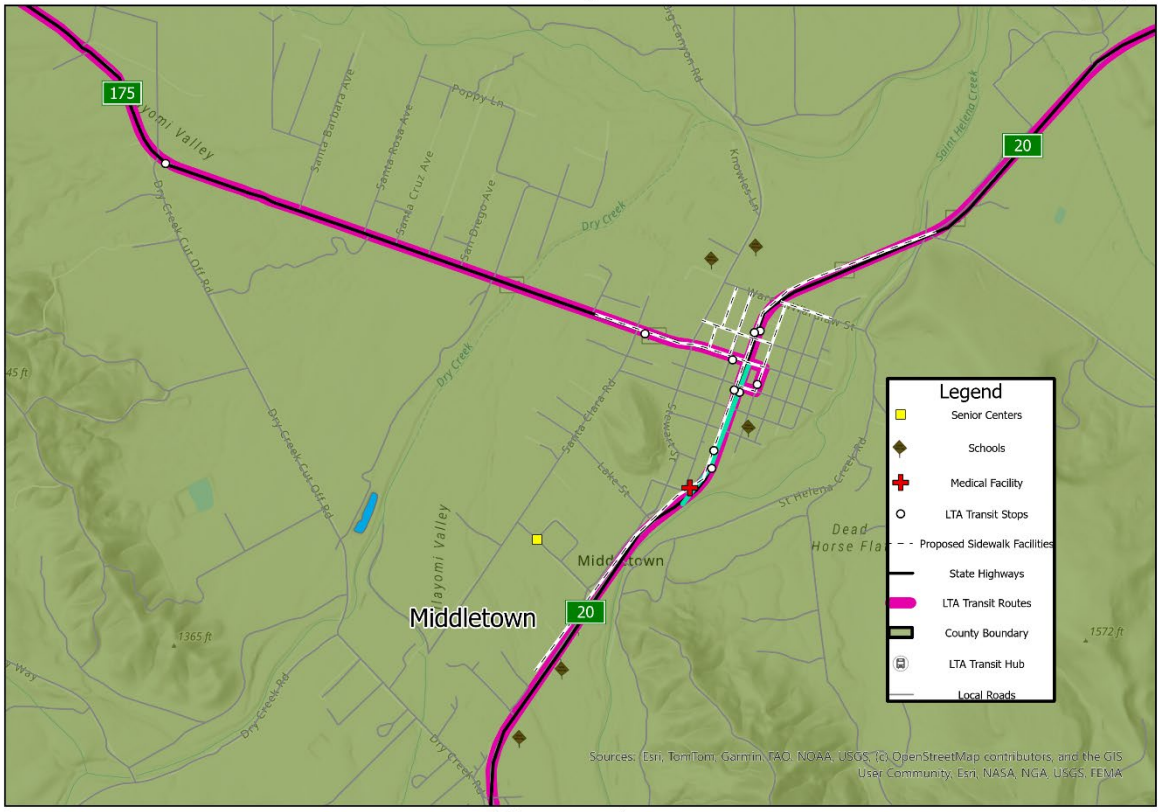


Middletown Planning Area
Bikeway Facilities

N

Regional Transportation Plan
2026 Update

Map: 5.11

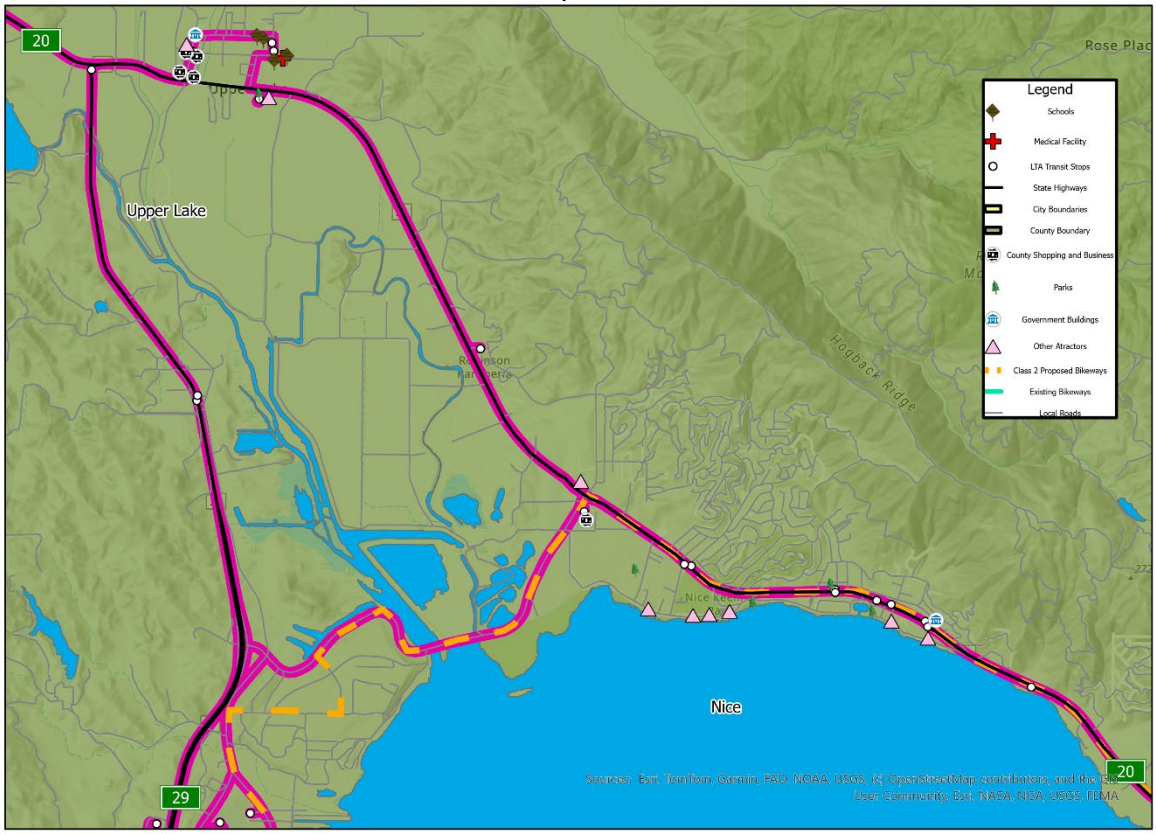


Middletown Planning Area
Sidewalk Facilities

N

Regional Transportation Plan
2026 Update

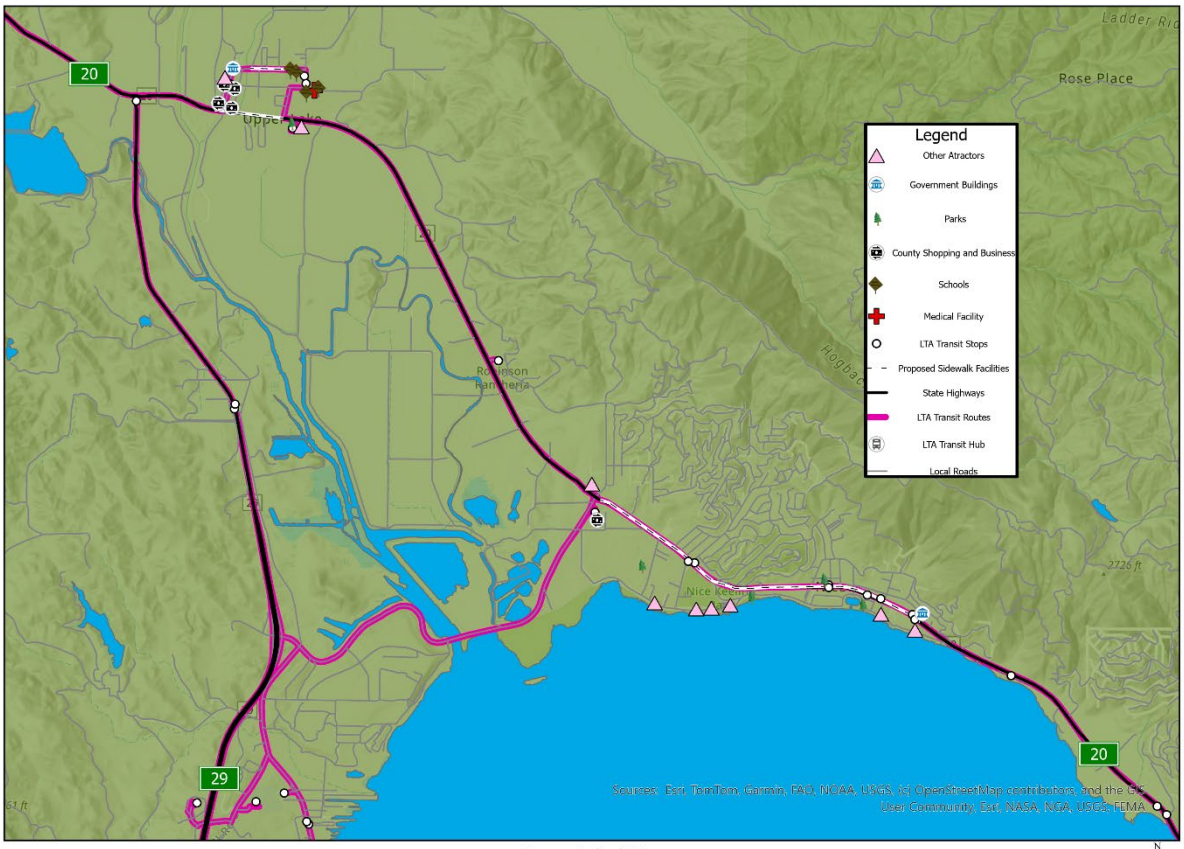
Map: 5.12



Upper Lake/ Nice Bikeway Facilities

Regional Transportation Plan
2026 Update

Map: 5.13



Upper Lake/ Nice
Sidewalk Facilities

VI. PUBLIC TRANSIT

Public transportation services have been operated in the Lake County region by the Lake Transit Authority (LTA, or also known as "Lake Transit") since its formation in 1996. A separate non-profit, known as Lake Links, serves as the Consolidated Transportation Services Agency (CTSA) for the region, providing additional transportation services including non-emergency medical transportation trips for seniors and people with disabilities, as well as a volunteer driver program. This element will look at the role played by public transit and paratransit services within the overall transportation system in the region.

CURRENT ISSUES, CHALLENGES AND OPPORTUNITIES

The need for reliable transit service in the Lake County region stems in large part from several demographic factors unique to the area. For example, the County is made up of higher-than-average populations of elderly and disabled individuals. Studies have shown that over one in five Americans aged 65 or older do not drive due to physical or mental disabilities, safety concerns or lack of a vehicle. This lack of mobility translates to fewer doctor visits, fewer shopping trips and fewer social outings for such individuals. Average income levels are also lower within the region relative to the rest of the State, making it difficult for many to purchase or maintain a car and, as a result, more reliant on public transportation for their daily activities. The rural nature of the County poses additional challenges with many employment centers, services and other necessities located at a distance from remote residential areas, precluding walking or biking as a viable means of transportation.

A new transit hub is planned for the City of Clearlake (expected to begin construction in 2026) and will replace the current transfer site within a Walmart parking lot. The existing site is limited in capacity (allowing for only three buses at any one time), resulting in idling buses and delays during peak load hours. The current location also raises safety concerns with potential traffic and pedestrian conflicts in the busy parking lot location. The new facility will be located at the southwest corner of Dam Road Extension and South Center Drive (property purchased by LTA from the County of Lake for this purpose) and will allow Lake Transit to upgrade and expand the regional transit system. Along with the new transit center, the grant funded project will include electric vehicle charging and hydrogen fueling infrastructure, as well as a fleet of four hydrogen buses for use in extending regular LTA service to out-of-county destinations. Upon completion, the improvements will allow for safer and more convenient accommodations, greater connectivity for local and interregional uses, and a reduction in greenhouse gas emissions with advanced clean energy technologies.

Transit service in the region relies on the collaboration of numerous regional partners and stakeholders. It also provides public benefits that impact a broad range of topics, both directly and indirectly. The following items present a more detailed look at the players and issues involved with public transit in the region.

Lake Transit Authority

Lake Transit Authority (LTA) was established in 1996 through a Joint Powers Agreement between the County of Lake and the two incorporated cities of Clearlake and Lakeport. Decision making authority lies with the LTA Board of Directors, which has the same composition as the Lake APC Board, while the transit system is managed and operated under contract. As of July 2025, day-to-day operations and maintenance have been performed by Transportation Concepts. The 29-vehicle fleet of LTA is made up of 19 gas and 10 diesel powered buses and vans. Fixed route service consists of nine routes and is provided Monday through Saturday within and between Clearlake, Lakeport and many unincorporated County areas including Middletown, Hidden Valley, Lower Lake, Kelseyville, Cobb, Clearlake Oaks, Glenhaven, Lucerne, Nice and Upper Lake. Out-of-county routes provide service to both Napa (Calistoga and St. Helena) and Mendocino (Ukiah) counties. (Current information can be accessed on the Lake Transit website- https://laketransit.org/). Lake County currently has three officially designated Caltrans Park-and-Ride lots, located along SR 29 in Lakeport, Kelseyville, and Middletown. However, Lake Transit's system does not include formal park-and-ride facilities, and no fixed route stops currently exist at these sites. Future facility planning may include such provisions (e.g. at major transit hubs) as a means of supporting connectivity between personal vehicle use and public transportation.



Dial-A-Ride provides reservation-based, curb-to-curb service to those eligible for Americans with Disabilities Act (ADA) benefits within the cities of Lakeport and Clearlake. Deviated fixed route service, or "Flex Stop," is also available for up to one mile off of a route's regular course where Dial-A-Ride service isn't provided. Expanded out-of-county services are expected to be available within the next few years with plans to reach Marysville, connecting riders to the I-5 and SR 99 corridors.

Lake Transit has also played an important role during evacuation efforts of frequently occurring wildfire events in the region over the past 10 years. When needed, the agency has voluntarily teamed with the County Office of Emergency Services (OES) to provide transportation services for those without vehicles or other means during the events. For instance, evacuation assistance was provided during the Rocky Fire (2015), the Valley Fire (2015), the Clayton Fire (2016), the Sulphur Fire (2017), and the Mendocino Complex Fire (2018). In addition to evacuations, LTA has assisted with other recovery efforts providing special shuttles, fare-free bus service linking

evacuees to needed services, and a volunteer driver reimbursement program to help with transportation expenses to and from emergency housing, medical, and other services.

Further transit services are made available to seniors in the region. There are currently seven Senior Centers within Lake County. Located in the communities of Lucerne, Upper Lake, Kelseyville, Middletown, Clearlake, Lakeport and Clearlake Oaks, these centers provide a variety of "quality of life" services such as meals, social activities, exercise programs and assistance for seniors. Dial-A-Ride services are presently available to the Lakeport Senior Activity Center and the Highlands Senior Center in Clearlake.

Social Services Transportation Advisory Council

The Social Services Transportation Advisory Council (SSTAC) advises the Lake APC on matters involving the transit needs of elderly, disabled and disadvantaged persons within the Lake County region. Its purpose is to identify shortcomings, monitor and coordinate existing transit related resources and pursue feasible options that can be used to improve transportation services to these targeted populations. Membership of the SSTAC is made up of a potential transit user 60 years of age or older, a potential transit user who is disabled, a representative from a local social service provider for seniors, a representative from a local social service transportation provider for seniors, a representative from a local social service provider for persons with disabilities, a representative from a local social service transportation provider for persons of disabilities, a representative from a local social service provider for persons of limited means, and two representatives from the local Consolidated Transportation Services Agency (CTSA). Examples of SSTAC activities include participating in the annual unmet transit needs process, providing input into grant proposals for transit- and/or paratransit- enhancing projects and developing strategies intended to further improve mobility for underserved individuals within the region.

Consolidated Transportation Services Agency

The Consolidated Transportation Services Agency (CTSA) was established because of the 1979 Social Service Transportation Improvement Act. As its title implies, the role of the CTSA is to promote the coordination of social service transportation services in order to increase transportation options for seniors, individuals with disabilities and persons with low incomes. Formerly run by the Lake Transit Authority, CTSA responsibilities are currently handled by Lake Links, a non-profit entity created for this purpose to allow for more flexibility and autonomy with respect to program funding and overall decision making. Since 2019, Lake Links has been actively administering non-emergency medical trips, coordinating transportation options with local hospitals such as Sutter Health Lakeside (North Lakeport) and Adventist Health (Clearlake), and managing a volunteer driver program for seniors as well as disabled and low-income individuals. Lake Links has also partnered with the Lake Transit Authority to provide out-of-county trips to Ukiah, Santa Rosa, and beyond for qualified Non-Emergency Medical Transportation (NEMT) purposes. Lake Links does not own or operate vehicles and instead functions as a mobility broker that connects eligible riders to available transportation resources. While not an emergency response provider, Lake Links can support evacuation planning and response by assisting officials in identifying vulnerable and transit dependent populations.

Non-Emergency Medical Transportation
Non-Emergency Medical Transportation (NEMT) continues to be a priority need for the region, especially given its increasingly aging population and the transit dependence of this and other target populations. Medical appointments can be difficult to make for those unable to drive or without their own vehicle. Mobility needs are also not met for residents unable to use transit services without assistance or may have difficulty understanding transfer procedures needed to reach individual medical appointments.

Within the cities of Clearlake and Lakeport, Dial-A-Ride services provided by LTA are available to meet certain NEMT needs. LTA administers the Medi-Links program, which provides in- and out-of-county shuttle service to those with NEMT needs. For those in outlying regions, there are also volunteer driver programs offered by Lake Links. These include a "Pay-Your-Pal" program, which provides mileage reimbursements to friends or family members transporting eligible riders to needed services. For those not able to secure a known driver, there is "Ride Links," offering non-driving homebound seniors and disabled Lake County residents rides from volunteer drivers.

While measurable progress has been made, many service gaps remain that will continue to require attention. For instance, in-county transportation services are still lacking for those unable to utilize the volunteer program or might need transportation to appointments outside of regular hours. For these reasons, improvement and/or expansion to existing NEMT services will continue to be a priority for the region, both now and in the coming years.

Interregional Public Transportation
As noted above, Lake Transit and Lake Links might provide local regular or paratransit services serving a number of mobility needs. However, out-of-county or interregional transportation can be more of a challenge with limited options available to Lake County residents. Lake Transit has secured funding to expand its fleet with hydrogen buses and fueling infrastructure, which will allow for consistent linkages to Santa Rosa in the next few years. Additional long-range services to the Interstate 5 corridor are currently being explored as well, subject to available funding. For instance, an express bus service in its early stages (known as the "North State Express (NSE)") has been partially implemented by transit agencies within the North State Super Region (NSSR), including Humboldt Transit Authority, Mendocino Transit Authority, Redwood Coast Transit, Trinity Transit, Lake Transit Authority, Glenn Ride, Redding Area Bus Authority, Nevada County Connects, and Siskiyou STAGE. The service will connect the US 101, I-5, SR 299, and SR 20 corridors with each other, as well as with Sacramento and the Bay Area. As proposed, riders from as far as Crescent City, Yreka, Weaverville, Redding, Lakeport, Clearlake, Santa Rosa, Chico, and Grass Valley would be able to access the planned bus lines in order to reach urban areas, rail services (e,g. SMART, Amtrak), and airports (e.g. Sonoma County, Sacramento, Redding).

Unmet Transit Needs Process
The Unmet Transit Needs process is an annual requirement of the Transit Development Act (TDA) prior to a region using any Local Transportation Funds (LTF) for streets and roads purposes. Although the Lake Area Planning Council (APC) does not allocate any LTF funds for streets and roads purposes, the process is still considered useful as a means of identifying potential transit needs in the region as well as analyzing opportunities for local transit service providers to meet

those needs if feasible. Every year, a list of needs is prepared with input from transit users and providers. Public hearings before the APC are then held to determine whether items on the list qualify as "unmet transit needs" per Board adopted definitions, and also whether they are "reasonable to meet." In cases where needs are determined "reasonable to meet," they become part of the annual budgeting process for the region. Examples of recent Unmet Transit Needs include improved out-of-county services for regular or NEMT riders, fixed route service on Sundays, NEMT after normal business hours, and individualized, flexible transportation to meet the needs of seniors or disabled persons unable to utilize existing forms of public transportation. Several of the needs identified on an annual basis are found on multiple unmet transit needs lists, with adopted findings that the needs are "unreasonable to meet," often due to lack of available funding.

The most recent list adopted for the 2025/26 fiscal year is provided below, along with findings for each:

1. Eastbound service to Spring Valley. Currently, there is no service east of SR 53.
Finding: At this time, service to Spring Valley is an unmet need that is unreasonable to meet due to a lack of resources.

2. Eastbound service, allowing people to connect with service to the Sacramento area. Currently, the closest connection is at the Cache Creek Casino.
Finding: The unmet need for service connecting to the Sacramento region is unreasonable to meet at this time due to a lack of funding.

3. Fixed route service on Sundays. Another frequently noted need subject to funding availability.
Finding: There is an unmet need for transit service on Sundays. The need is not reasonable to meet at this time due to a lack of funding.

4. NEMT after normal business hours. Instances in which a need for non-emergency transport arises outside of normal service hours.
Finding: NEMT after Lake Transit operating hours is an unmet need. At this time, it is unknown if it is reasonable to meet. This requires additional study by LTA, Lake Links, and/or the APC.

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

6. Earlier service to Ukiah for medical appointments, criminal justice appointments, and courses at Mendocino College. The existing fixed route service to Ukiah doesn't allow

riders to attend early morning medical or criminal justice appointments or early classes at Mendocino College.
Finding: At this time, this is an unmet need that is unreasonable to meet due to lack of funding.

Security
Lake Transit Authority services span considerable distances and often operate in isolated areas where little assistance is available in the event of mechanical failure, a passenger incident, or other security problems. The fleet is equipped with Automatic Vehicle Locator/Global Positioning System (AVL/GPS) systems allowing for real-time monitoring of bus locations based on GPS and the use of cellular phone networks. Video monitoring systems allow for onboard surveillance in the event of a security problem. The Operations and Maintenance (O&M) facility in Lower Lake has interior and exterior video surveillance and an alarm system for the building.

Looking ahead, additional security features are expected to be incorporated into the design of hydrogen buses and fueling infrastructure planned for the O&M yard as part of the broader Clearlake Transit Hub Project. These enhancements will further strengthen system resilience and passenger safety across the network.

Energy
LTA's average fuel and energy expenses have averaged between $500,000 and $600,000 in recent years. Approximately 90% of these costs are from transportation fuels with about 66% of the vehicle fleet operating on gasoline and the other 34% on diesel. As noted above, LTA plans on integrating a fleet of four hydrogen powered buses along with the necessary fueling infrastructure within the next few years. Three electric bus charging stations will be included with the new transit center in Clearlake, although electric buses have not been added to the fleet at this time and LTA will continue with its gasoline/diesel fleet in the near term.

ACCOMPLISHMENTS SINCE 2022 UPDATE

The following is a list of notable projects completed since the previous RTP was adopted in 2022:

- Completed environmental phase of the Clearlake Transit Hub project
- Continued a "fare free" program to provide fare free transportation to enrolled Mendocino College and Woodland College students.
- Updated the Short Range Transit Development Plan in 2023
- Purchased seven new buses
- Re-established service cuts made during the COVID-19 pandemic
- Installed a contactless fare payment system on the fleet

PLANS, REPORTS AND STUDIES

Several transit-related plans and reports have been adopted since the previous update to the RTP. The following is a list and brief summary of studies and documents completed since 2015:

Transit Development Plan (2023)



In 2023, an update to the region's *Transit Development Plan (TDP)* was adopted to help guide the development of Lake Transit Authority services and to improve mobility options for residents of the Lake County region. The TDP serves as an opportunity to analyze the public transit system's current operations and to identify potential changes that, if implemented during the next five years, could improve public transit, so that it can better serve Lake County communities. Recommendations involve transit service (e.g. potential route reductions), capital (e.g. purchase of buses and bus stop amenities), and financial plans.

Transit Asset Management Plan (2022)

In late 2016, the Federal Transit Administration (FTA) enacted new rules requiring transit providers receiving federal assistance to adopt a Transit Asset Management Plan. As a result, the *Lake Transit Authority Transit Asset Management (TAM) Plan* was adopted by the LTA Board in October 2018. The intent of the *TAM Plan* is to better monitor investment dollars by replacing rolling stock and other equipment and facilities of the transit system, based on age, condition, or overall usefulness. Performance targets and measures are periodically updated to maintain the effectiveness of the Plan.

Coordinated Public Transit–Human Services Transportation Plan (2021)

A requirement for meaningful planning and communication between public transportation sectors and human services systems was established in 2005 by Congress under its "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)" transportation bill, and reaffirmed under subsequent legislation passed in 2012 ("Moving Ahead for Progress in the 21st Century [MAP-21]") and 2015 ("Fixing America's Surface Transportation [FAST Act]"). As a result of these bills, a "Coordinated Public Transit- Human Services Transportation Plan" (Coordinated Plan) was first adopted by Lake APC in 2008 and most recently updated in 2021. The Coordinated Plan identifies mobility "needs and gaps" for transportation disadvantaged groups including stakeholder requests for improved NEMT services, increased hours and expanded bus service, fare affordability and easier to access transit information. Strategies are provided to address the noted gaps listed and to improve the overall system for elderly, disabled and disadvantaged populations.

Lake Transit Authority Bus Passenger Facilities Plan (2019)



In late 2019, the "Lake Transit Authority Bus Passenger Facilities Plan" was approved by the Lake Area Planning Council. The Plan includes inventories of existing bus passenger amenities (e.g. signposts, benches, shelters, turnouts, etc.), recommendations for new or replacement facilities, and priorities for improvements to be made throughout the Lake County service area. Implementation of the recommended improvements is to occur through funding/construction partnerships between LTA and individual jurisdictions (County of Lake, cities of Lakeport and Clearlake). To date, small- and large-scale capital projects such as signpost replacements, bus stop shelters installations, and a bus turnout near Austin Park in the City of Clearlake have been implemented with guidance from the Plan. Additional transit infrastructure needs are currently being assessed on the State Transportation Network by Caltrans District 1 through a "District Transit Plan" that is expected to be completed in 2026 or 2027.

PERFORMANCE MEASURES

The 2023 Transit Development Plan includes a list of performance monitoring measures. The following are drawn from that document along with several other relevant monitoring criteria deemed appropriate to the region's transit system. Much of the data is available from regular reporting or other auditing requirements of the Transportation Development Act and the National Transit Database.

Table 6.1 Performance Measures

Performance Category	Performance Measure
Safety/Security	• Passenger injuries per 100,000 miles • Security incidents per 1,000 passengers
System Reliability	• Percentage of on-time departures • Valid complaints per 1,000 boardings
System Preservation	• Average vehicle fleet age

Vehicle Reliability	• Number of road calls per monthly mileage • Maintenance cost as percentage of operating cost
Cost Efficiency	• Farebox recovery ratio (10% min, 10% target) • Operating cost per passenger boarding • Operating cost per vehicle service hour

ACTION PLAN (PROPOSED PROJECTS)

Several of the plans described above provide analyses of transit needs and priorities in the region. The following tables consist of a project list intended to achieve objectives of the individual plans as well as providing short- and long-term frameworks with which to improve overall transit services in the region.

Table 6.2 Transit Project List – Financially Constrained

Project Number	Project Name	Timeframe*	Cost** ($1,000s)	Potential Funding Source
PT1	Purchase Transit Vehicles	Short term	$6,000	STIP, TDA (LTF, STA), SGR, TIRCP, other grants
PT2	Purchase Transit Vehicles	Long term	$6,000	STIP, TDA (LTF, STA), SGR, TIRCP, other grants
PT3	Bus stop amenities including wheelchair access, benches, shelters, signage, bus turnouts for existing and new routes	Short term	$200	TDA (LTF, STA), grants, local funds
PT4	Bus stop amenities including wheelchair access, benches, shelters, signage, bus turnouts for existing and new routes	Long term	$300	TDA (LTF, STA), grants, local funds
PT5	Clearlake Transit Center	Short term	$8,000	TIRCP, SGR, SB 125

* Short-term projects are expected to be completed within a one- to ten-year period.
Long-term projects are those expected to be completed within an eleven- to twenty-year period.
** Estimates reflect potential rates of inflation over term of project.

Table 6.3 Transit Project List – Financially Unconstrained

Project Number	Project Name	Timeframe*	Cost** ($1,000s)	Potential Funding Source
PT6	Automatic Bus Wash	Short term	$125	SGR
PT7	Operations Facility/Fueling Infrastructure Expansion	Short term	$12,000	SGR, TIRCP
PT8	Lakeport Transit Center	Long term	$6,000	TIRCP
PT9	Electronic Fare Management system	Long term	$1,000	SGR, other grants

* Short-term projects are expected to be completed within a one- to ten-year period.
Long-term projects are those expected to be completed within an eleven- to twenty-year period.
** Estimates reflect potential rates of inflation over term of project.

POTENTIAL FUNDING SOURCES

Public transit programs rely on funding from multiple federal, State and local sources. The following sources are available to assist in improving and/or expanding services to transit users in the region.

FTA Section 5311 – Formula Grants for Rural Areas
Federal transit funding for rural areas with populations of less than 50,000 is currently provided through the Federal Transit Administration (FTA) Section 5311 program. While the population of Lake County as a whole exceeds 60,000, no individual community within the region meets the definition of "urbanized area," allowing the region-wide Lake Transit Authority (LTA) to qualify for the funds. The program is administered by Caltrans through a grant application process and provides for a number of activities including capital, planning and operational assistance. Seventy-five percent of California's Section 5311 apportionment (Regional Apportionment) is redistributed to Regional Transportation Planning Agencies (RTPAs) based on population, while 15 percent is designated for the Rural Intercity Bus Program (known as 5311(f)). The remaining 10 percent is used for State administrative expenses.

FTA Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities
The Section 5310 Program provides for competitive grants focusing on projects assisting seniors and individuals with disabilities. New projects involving the purchase of vehicles and related equipment are now called "Traditional 5310 Projects" and make up at least 55 percent of the available funding. The remaining 45 percent is to be used for operating assistance and mobility management projects and are referred to as "Expanded 5310 Projects." Eligible projects must be identified in the region's "Coordinated Public Transit–Human Services Transportation Plan," per requirements of the 2015 FAST Act. Lake Transit Authority has been awarded Section 5310 grants to allow for increased out-of-county Non-Emergency Medical Transportation (NEMT) services, while Lake Links has used the program to continue funding its existing Mobility Management and volunteer driver programs.

FTA Section 5339 - Bus and Bus Facilities
Capital funding to replace, rehabilitate and purchase buses, vans and related equipment has been provided by the Section 5339 Program since the 2012 enactment of MAP-21. Funds are also available for the construction of bus-related facilities. The program is competitive with scoring based on age/mileage/condition of vehicles to be replaced. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

FTA Section 5304 – Sustainable Transportation Planning Grants
The Sustainable Transportation Planning Grant Program (FTA Section 5304) provides a competitive source of funding for planning studies resulting in projects that support "sustainability" within the region. These grants are intended for a wide range of transportation planning purposes that address local, regional and interregional transportation needs and issues. A grant awarded to Lake APC through the most recent cycle of this program will allow for an update to the Transit Development Plan (TDP).

Transportation Development Act
The Transportation Development Act (TDA) was enacted at the State level in 1971 to improve existing public transportation services and encourage regional transportation coordination. The law provides funding for regional transportation purposes (both transit and non-transit) through two separate sources, described as follows:

Local Transportation Fund
A large share of funding for transit programs in California is provided by the TDA through the Local Transportation Fund (LTF). These funds are derived from a one-fourth cent sales tax, collected by the State and returned to the county of origin. Consistent with TDA regulations, administrative costs of the Regional Transportation Planning Agency (RTPA), or Lake APC, must be covered first from the revenues collected, with two percent of remaining funds set aside for bicycle and pedestrian projects. While an "appropriate and reasonable" amount can be used to supplement transportation planning activities as needed, most of the remaining revenues are normally made available to fund the region's transit system (administration, operations and capital).

State Transit Assistance
The State Transit Assistance (STA) fund originated in 1980, derived from excise and sales tax on gasoline and diesel fuel. Beginning in the mid-2000s, severe budget deficits at the State level led to increasing amounts of these funds being shifted away from transit related accounts and into General Fund programs to make up overall budget shortfalls. In 2010, a complicated set of tax swaps led to changes in the way STA is funded, with subsequent legislation guaranteeing that the STA share of the State's Public Transportation Account (PTA) be made up of 50 percent of sales tax on diesel fuel revenues. According to TDA regulations, funds received through the STA are to be used for public transportation services, which include "community transit services," or those made available to persons such as the disabled who are unable to use conventional services.

State of Good Repair (SGR)
As noted elsewhere in this RTP, the passage of Senate Bill (SB) 1 in 2017 provided a much-needed boost in transportation funding through increased taxes on gasoline/diesel sales along with other transportation related fees statewide. The added funding included a program for transit infrastructure repair and service improvements. Referred to as the State of Good Repair (SGR), this program receives over $100 million in SB 1 funding on an annual basis. Funds from the SGR Program are made available for eligible transit maintenance, rehabilitation and capital projects. Since the program's inception, Lake Transit has received an average of approximately $105,000 per year from the additional funding pool.

Low Carbon Transit Operations Program
The Low Carbon Transit Operations Program (LCTOP) was created through the California Climate Investments "Cap-and-Invest" program, and since 2015-16 has been funded with Greenhouse Gas Reduction Fund auction proceeds. The LCTOP provides operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. The types of projects funded through the Program must lead to a reduction in greenhouse gas emissions and may include new or expanded bus or rail services, expanded intermodal transit facilities, equipment acquisition, fueling, or maintenance and operation costs for related services or facilities.

Local Funding Sources
Local funding sources available for LTA include fare revenues, route guarantees and advertising. Fare revenues are based mainly on ridership levels, which can fluctuate due to a number of factors. Route guarantees are funds provided by businesses or organizations that are served by a transit route to help support continued transit service to their facility. Lake Transit Authority currently receives a route guarantee of $2,200 per month from St. Helena Hospital to help support Route 3 service to the hospital in Angwin. Since the 2019/20 fiscal year, advertising revenues have contributed over $76,000 per year through advertising on the outside of buses.

GOALS, OBJECTIVES AND POLICIES

Table 6.4 below lists Goals, Objectives and Policies, which are intended to guide and improve public transit services in the Lake County region over the next four years.

Table 6.4 Public Transit Goals, Objectives and Policies

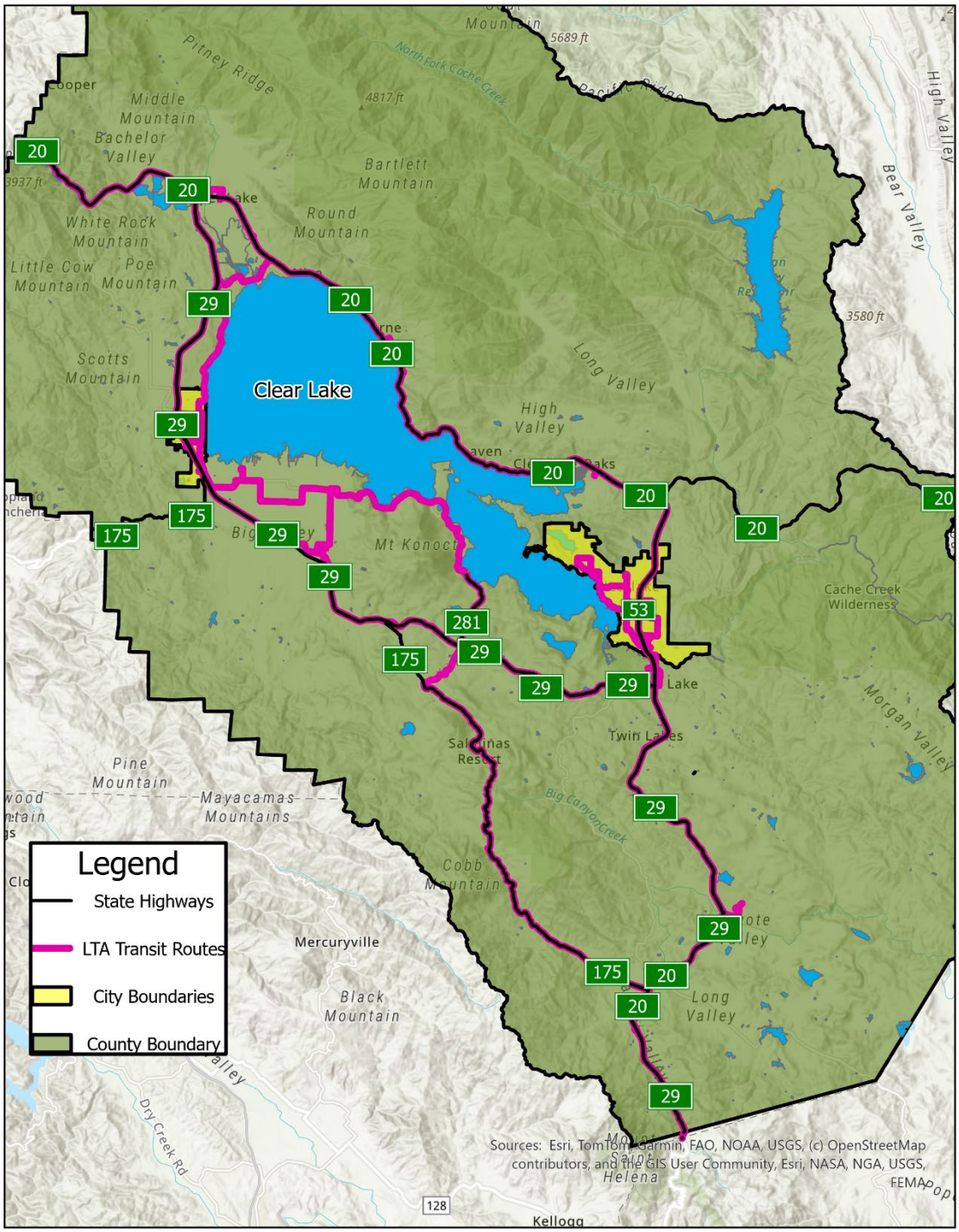
Goal: **Provide reliable mobility for all residents and visitors in Lake County**	
Objectives	**Policies**
PT-1: Identify unmet transit needs of residents	**PT-1.1:** Provide a forum for public agency coordination and public involvement in the transit planning and implementation process.

Goal: **Provide reliable mobility for all residents and visitors in Lake County**	
Objectives	**Policies**
and visitors of Lake County.	**PT-1.2:** Conduct a formal Unmet Transit Needs Process as outlined in the Transportation Development Act.
	PT-1.3: Convene the Social Services Transportation Advisory Council (SSTAC) on a quarterly basis.
	PT-1.4: Conduct outreach efforts consistent with the Public Participation Plan.
PT-2: Establish priorities and design services to meet the mobility needs of transit users.	**PT-2.1:** Coordinate with local agencies and organizations (including the SSTAC) to identify needs and opportunities to improve services and facilities.
	PT-2.2: Enhance non-emergency medical transportation in Lake County by working with the Consolidated Transit Services Agency (Lake Links) to explore and/or create new programs (e.g. volunteer driver, microtransit, etc.), or else to strengthen and/or expand existing programs.
	PT-2.3: Pursue opportunities to research and evaluate the potential for individualized, flexible transportation to meet the transportation needs of seniors, persons with disabilities, or low-income persons who are unable to utilize the existing public transportation system.
PT-3: Provide a safe and accessible transit system.	**PT-3.1:** Support implementation of the 2019 LTA Bus Passenger Facility Plan.
	PT-3.2: Coordinate with local agencies, organizations and businesses to improve and install transit passenger facilities, including bus stop, turnouts, benches and shelters along existing and new routes.
	PT-3.3: Consider the impacts of new development (residential and commercial) on the transit system and identify appropriate mitigation measures to be incorporated into the proposed development.
	PT-3.4: Coordinate with State and local agencies to plan and design transit services and facilities consistent with the Complete Streets Act of 2008.
	PT-3.5: Ensure proper maintenance of the transit fleet and operations center and provide adequate maintenance personnel training.
	PT-3.6: Improve connectivity between transit facilities, pedestrian facilities and bicycle facilities.
	PT-3.7: Improve streets and road conditions, including drainage, along transit routes.
	PT-4.1: Continue to seek ways in which to reduce Greenhouse Gas emissions from public transit sources.

Goal: **Provide reliable mobility for all residents and visitors in Lake County**	
Objectives	**Policies**
PT-4: Improve the efficiency of the transit system.	**PT-4.2:** Seek ways in which to reduce fuel and utility costs for public transit.
	PT-4.3: Improve transit system performance monitoring, reliability and dispatching efficiency using GPS and mobile data transmission systems.
	PT-4.4: Coordinate with Lake Transit Authority and Lake Links (Consolidated Transportation Services Agency) to improve public transportation and non-emergency medical transportation in Lake County.
PT-5: Support efforts to improve transit service to employment centers, retail centers, educational institutions, public facilities and medical facilities.	**PT-5.1:** Promote connectivity and coordination with other transportation services.
	PT-5.2: Assist Caltrans with improving existing and locating new Park & Ride lots along transit routes.
	PT-5.3: Improve transit service for commuters and for intercity travel.
	PT-5.4: Explore alternatives for increasing intercity connections to locations in other counties and to other transportation systems, consistent with the North State Express service.
	PT-5.5: Pursue funding for planning projects that focus on "first and last mile" access to and from key transit destinations.
PT-6: Maximize funding for transit services and facilities.	**PT-6.1:** Support efforts to obtain funding through public and private funding sources for transit planning and transit services.
	PT-6.2: Identify opportunities to utilize the Consolidated Transportation Services Agency to facilitate services that complement and coordinate with Lake Transit services.
PT-7: Improve and monitor the security of the transit system.	**PT-7.1:** Continue to update, as needed, GPS/mobile data-based video camera and automatic vehicle locator equipment to monitor security and quality assurance, and to enhance performance monitoring and track transit system reliability.
	PT-7.2: Support Lake Transit Authority efforts to plan and provide for transit services security and emergency response and recovery efforts.
	PT-7.3: Coordinate with County OES/Emergency Response Commander on emergency response planning activities, including identification of bus stop locations near potential evacuation centers (schools, senior centers, etc.).
	PT-7.4: Maintain and update as needed, security features for the LTA Operations and Maintenance yard, including future provisions for protecting hydrogen buses and fueling infrastructure.

Regional Transportation Plan
2026 Update

Map: 6.1



Transit Route Coverage in Lake County
Existing Services

N

VII. TRIBAL TRANSPORTATION

Native Americans have a longstanding connection to the land of Lake County which has permeated the physical, environmental and cultural landscape of the region for several thousands of years. There are seven recognized tribes in the region with most including reservation/rancheria road systems. Recognized by the federal government as individual "domestic dependent nations," these tribes are self-governing entities. This element will focus on the role of tribal governments in transportation planning within the Lake County region.

CURRENT ISSUES, CHALLENGES AND OPPORTUNITIES

The Bureau of Indian Affairs (BIA) is responsible for administering and managing tribal trust lands. These duties include working with the Federal Highway Administration (FHWA) in maintaining and developing transportation systems within reservations and rancherias. Such networks are critical to the economic development and public health and safety of tribal communities, providing access for Native Americans and visitors, as well as recreational and resource users, both to and through Indian reservations and rancherias throughout the region.

Commercial facilities operated by the tribes, including casinos and hotels, provide employment for tribal members and other residents of Lake County, and a properly functioning transportation system is essential to their current and future success. Casinos and resorts are currently operating near the communities of Lakeport (Konocti Vista Casino), Upper Lake (Running Creek Casino), Nice (Robinson Rancheria Casino) and Middletown (Twin Pine Casino).

The need for adequate access to tribal health clinics located in different parts of the County is another illustration of the system's importance to tribal residents. Lake County Tribal Health was established in Lakeport (with satellite clinics in Middletown and Clearlake) providing transportation service to eligible members of local tribes enabling access to a variety of health services. The facility is also served by Lake Transit Authority as a fixed-route stop.

Outreach efforts are consistently made by the Lake Area Planning Council (APC) to develop government-to-government relations with the region's federally recognized tribes. As the Regional Transportation Planning Agency (RTPA), monthly agenda notices are sent to individual tribes for both board meetings and Technical Advisory Committee (TAC) meetings. With respect to this update of the Regional Transportation Plan, invitations were sent by Lake APC staff to each of the area's tribes seeking preliminary input into the initial draft as well as offering early consultation on its preparation. Initial drafts of the document were also sent as a means of soliciting comments or further input from the tribes.

It should finally be noted that with seven recognized tribes (five of them currently holding sovereign land), there remains a higher-than-average potential for the presence of undocumented cultural and/or archaeological resources outside of the trust lands themselves. Early consultation with tribal communities is a critical step in the planning, design and construction of transportation

projects, providing the opportunity for tribal representatives to identify areas that may require certain types of mitigation with respect to physical, project-related disturbances.

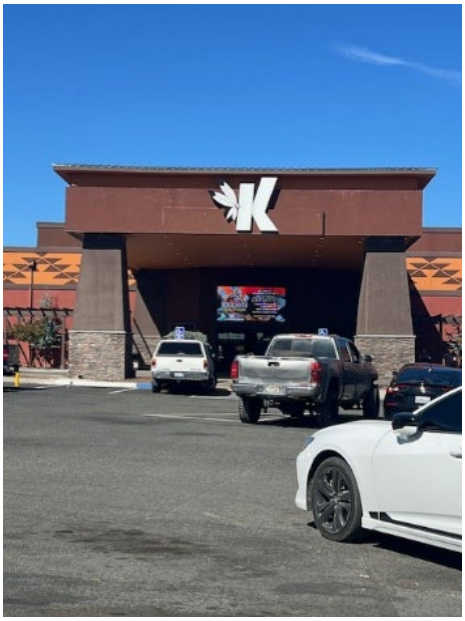
Additional transportation services are available for medical purposes through the Tribal Health Consortium, a tribally sanctioned organization representing federally recognized tribes in the Lake County region. Transportation is made available to eligible patients for appointments at the Lake County Tribal Health Consortium and to their referring providers out of the County. To be eligible, patients must be registered and have a current referral with Lake County Tribal Health, provide proof of Indian Eligibility, reside in the delivery area, and have no transportation alternatives. Medication pick-up and delivery services are also available.

PROFILES OF LAKE COUNTY TRIBES

Below is a short profile of each of the tribes in Lake County and a map, where applicable, depicting the location of tribal lands and roads located on or near tribal lands.

Big Valley Rancheria

The Big Valley Rancheria is comprised of 153 acres (350 acres when combined with tribally owned fee land, and areas under tribal management) on the southwest shore of Clear Lake, with a population of 288 and a median age of 36.6, according to the U.S. Census Bureau's American Community Survey. Lying adjacent to the north side of Soda Bay Road, approximately 1.5 miles southeast of the City of Lakeport, the Rancheria is accessed by the north-south running Mission Rancheria Road. Residential areas of the Rancheria include 145 total housing units of which 128 are occupied (68 owner-occupied and 60 renter-occupied).



The Konocti Vista Casino Resort and Marina is located on the west side of Mission Rancheria Road and includes hotel rooms, a full service 74-space RV Park and a 90-slip marina along the south shore of Clear Lake. Scheduled fixed-route service from the Lake Transit Authority (Route 4A and Route 8) is available to the casino several times daily. Other commercial endeavors include the newly developed "Big Valley Market and Fuel" services along Soda Bay Road, which includes a gas station, convenience store, smoke shop, car wash, and Starbucks franchise. Finally, a tribal owned and operated dispensary, Mission Grown Medicinals, was recently opened on tribal lands involving cultivation, processing, and retail activities.

A Transportation Safety Plan was prepared by the Tribe covering the period between 2017 and 2021. The stated goal of the Plan is to identify transportation safety needs and strategies for tribal members and its visitors. Emphasis areas identified in the Plan include pedestrian safety on Soda

Bay Road, safer turning access onto Mission Rancheria Road, road resurfacing, signage, striping and pathway lighting.

Roads Inventory- The Official Indian Reservation Road Inventory (8/7/2025) lists 1.5 miles of paved road within its National Tribal Transportation Facility Inventory (NTTFI) system for Big Valley Rancheria. Mission Rancheria Road, which lies perpendicular to Soda Bay Road at the southern boundary of the Rancheria, runs nearly the entire north-south length of the land and is County-owned. The system also includes Mission Way, a Tribal-owned residential loop along the east side of Mission Rancheria Road (northeast of the casino).

Elem (Sulphur Bank) Rancheria

The Elem Indian Colony (also referred to as Sulphur Bank Rancheria) is comprised of approximately 50 acres and lies at the northeast end of Clear Lake, just south of the community of Clearlake Oaks. Current Census data estimates seven people living on the Rancheria (median age 23.5) within seven total housing units, only five of them owner-occupied. Residential land uses are the primary function of the lake front community. Access is provided by Pomo Road, intersecting with the County Road system at Sulphur Bank Road from the east and forming a loop at its western end within the Rancheria. The nearest bus service (Route 1) is approximately two miles away on State Route 20, east of Clearlake Oaks.

Roads Inventory- The current (8/7/2025) NTTFI includes 1.5 miles of BIA-owned road length within the Sulphur Bank Rancheria. As noted above, Pomo Road forms a ring at its western end. Elem Road bisects this loop from the entrance of the Rancheria across to its western edge. Taken together, this configuration (along with a small cul-de-sac at the south end of the Colony) encompasses the entirety of the road system. Bringing all the listed road mileage up to acceptable standards ("Cost to Construct") would require approximately $332,000.

Lower Lake Rancheria (Koi Nation)

Though a federally recognized Indian tribe, the Lower Lake Rancheria Koi Nation remains landless within the Lake County region. The Lower Lake Rancheria was officially sold in 1956 when the County of Lake acquired 99 acres of the Tribe's land to build an airport in what would become the City of Clearlake. The subsequent airport, Pearce Field, was eventually closed in the early 1990s and the property is now owned by the City of Clearlake and zoned for commercial development.

While tribal ancestors long inhabited lands near Clear Lake, trade with other Northern California tribes established a historic trail in areas to the south enabling modern claims of "significant historical connection" to lands in adjacent counties/regions. After losing its Lake County land base in the early/mid-20th century, many Koi members have relocated over time to reside near tribal holdings in Sonoma County and the Bay Area. At one point, they had sought to open a hotel, casino and spa on land near the Oakland International Airport. However, local opposition and a lack of support from the Oakland City Council led to the proposal's demise in 2005. Current efforts of the Tribe seek to have an "in fee" parcel of land in Sonoma County (known as the "Shiloh parcel") put into trust for future gaming purposes. With respect to Lake County the Tribe remains without trust or in fee land.

Middletown Rancheria

The Middletown Rancheria is located approximately two miles south of Middletown on the west side of State Route 29, covering 109 acres. The Tribe is currently seeking to have three "in fee" parcels (totaling approximately 63 acres) transferred into trust land, which will be used for 50 units of housing and 21-space RV park. The parcels are contiguous to existing tribal lands along SR 29, with 54 acres adjacent to the southern border intended for the housing development and the remaining 9 acres neighboring the north. The Tribe currently has 266 enrolled members and provides employment to 30 tribal members and approximately 200 non-tribal members. There are 42 homes on the Rancheria with 40 homes occupied by tribal members. The Tribe owns an additional eight homes on fee land (including the four existing homes on the project site), of which seven are occupied by tribal members. The primary feature of the Rancheria is the 59-room Twin Pine Casino and Hotel, which opened in 2009 and includes a restaurant, bar and gift shop. A tribal operated gas station ("Uncle Buddy's Pumps") is also located adjacent to the resort. Access to the facility is taken directly off State Route 29 with the casino also served by Lake Transit Route 3.

Within the existing tribal lands, Rancheria Road provides the primary access to the Twin Pine Casino and Hotel and the Middletown Rancheria. The road is about 24 feet wide without paved shoulders between Highway 29 and the casino/hotel driveways, after which it narrows to about 18 feet wide. Other local roads in the area include Western Mine Road, which provides access to the historic Western Mine (closed) and rural residential properties west of Highway 29 with the portion near the highway being paved and about 16' wide. Western Mine Road Extension is a narrow, paved road that serves as a frontage road on the west side of Highway 29, extending north and south from Western Mine Road. It provides access to the southeast corner of the proposed housing development on the newly acquired property on the south end of the Rancheria. In addition, an Active Transportation Program (ATP) grant was awarded to the County of Lake in 2014 to construct a multi-use paved path for bicyclist, pedestrian and equestrian use within the State Route 29 right-of-way south of Middletown. The project, completed in 2024, provides safe, non-motorized access to the Rancheria and the Twin Pine resort facilities.

Roads Inventory- The National Tribal Transportation Facility Inventory (8/7/2025) includes 1.8 miles of road (0.4 State-owned, 1.4 BIA-owned) for the Middletown Rancheria, with Rancheria Road being the primary access to areas further within its borders. State Route 29 forms the northeast boundary of the Rancheria and provides the main access to the casino. Bringing all the listed road mileage up to acceptable standards ("Cost to Construct") would require approximately $1,186,000.

Robinson Rancheria



The Robinson Rancheria consists of two discontinuous locations totaling approximately 826 acres of trust lands. The primary site is 107 acres and lies along the east side of State Route 20 between the unincorporated communities of Upper Lake and Nice. While the Rancheria was once terminated by the federal government in 1956, a later court decision determined that this was an illegal act, and recognition was reinstated in the 1960s. Tribal members who had initially left the area returned to the present-day location of the Rancheria. Tribal membership stands at 570 members, with current U.S. Census estimates showing a median age of 30.7. Further census data illustrates that, of 101 total housing units, 98 are occupied and 44 are owner-occupied. The primary economic driver for the tribe is the Robinson Rancheria Resort and Casino, which was established in 1989 and features a 48-room hotel, bar, restaurant and entertainment showroom. Other tribally run enterprises include Pomo Pumps (2011), Pomo Smoke Shop (2007), and the Robinson Rancheria Recycling Center. Access to the Rancheria is mainly taken from State Route 20 and scheduled transit service is available from Lake Transit Route 1.

A Long-Range Transportation Plan (LRTP) was prepared by the Tribe in 2024 which identifies the existing road network, its condition, future development plans, and recommends implementation strategies to realize its primary aims. Among the short-term goals (0-5 years) are roadway safety enhancements (e.g. guardrails, signage, lighting), maintenance and repair, transit support for elders and vulnerable residents and active transportation infrastructure improvements. Longer term (5-20 years) goals involve expansion of the Tribe's road network in the National Tribal Transportation Facility Inventory (NTTFI) and securing funding to implement priority projects.

Roads Inventory- The current (2025) Indian Reservation Road Inventory lists 75.4 total miles of roads for the Robinson Rancheria, consisting of 28.5 State-owned, 1.8 BIA-owned, 42.1 County-owned, and 3 miles of Tribe-owned sections. Improvements needed to reach acceptable standards ("Cost to Construct") would require approximately $27,971,000.

Scotts Valley Band of Pomo Indians

Recognition of the Scotts Valley Band of Pomo Indians was re-established in 1991 after the Federal government determined the Tribe's original reservation, the Sugar Bowl Rancheria, had been improperly dissolved. While its original 56-acre parcel within the County region was lost by the tribe in 1958, a 35-acre "in-fee" (non-trust) parcel on Red Hills Road near Kelseyville was purchased with grant funding in 1997. Plans have been discussed over the years of a possible housing development on the Red Hills property, potentially including homes, a retirement facility, restaurant, museum/cultural center or other improvements.

Two attempts were made by the Scotts Valley Band to establish tribal land status outside of the Lake region, each time seeking to construct a casino that could provide opportunities for economic development of the tribe. The first was denied in May 2012 for a 30-acre site in North Richmond. The second request was for recognition of an approximately 160-acre location in Vallejo as

"restored" tribal land and to be placed into trust for potential future gaming purposes. In 2019, the request was denied. However, upon appeal, it was later determined that the Tribe had indeed demonstrated a "significant historical connection" to the land, and the previous decision was overturned. While no "trust" land currently exists in the Lake County region, the Tribe nonetheless is planning to construct a casino resort on the newly classified land in Vallejo.

With respect to its in-fee property near Kelseyville, approximately 250 feet of paved roadway currently exists to access any would be development of the Red Hills property, although to date, no such projects have materialized. No mileage is currently recorded in the Indian Reservation Road Inventory.

Upper Lake Rancheria (Habematolel Pomo Tribe)
The Upper Lake Rancheria was originally established in 1907, growing from 90 acres to 564 acres near Upper Lake by the mid-20th Century. Federal legislation was passed in 1959, which ended the Federal government's recognition of the Tribe, dissolving the Rancheria in the process. A lawsuit was filed against the United States in 1975 disputing the prior termination and in 1983 the courts sided with the Tribe, calling for a restoration of the Upper Lake Rancheria in the same general vicinity of its previous boundaries. In 2005, land was purchased in the Tribe's aboriginal territory, reestablishing a land base for its people. Currently, the Rancheria consists of approximately 119 acres just north of the unincorporated community of Upper Lake.

The total population of the Rancheria is 116 (median age- 32.5) according to the most recent U.S. Census estimates, with 42 housing units (35 occupied). The primary access to the Rancheria is provided by Rancheria Road, which runs west off Elk Mountain Road and over Middle Creek where it turns north at a T-intersection with Dewell Road Extension. Most of the housing within the Rancheria is also accessed by these two roads.

In 2012, the Habematolel Tribe opened the 33,000-square foot Running Creek Casino along the south side of State Route 20, within a mile of the Upper Lake Rancheria. The future plans for the casino include a permanent hotel, shops and meeting halls, as well as a replacement of the current temporary structure housing the casino. Other forms of economic activity for the Tribe involve online financial services (e.g. small-dollar installment loans), which has become a major revenue source since 2014, and a small business incubator for tribal businesses, Regalia Ventures.

Roads Inventory- The Indian Reservation Road Inventory (2025) lists 7.8 miles of road (7.7 County-owned and 0.1 owned by the BIA) within the Upper Lake Rancheria. The Cost to Construct was listed at $437,000 to bring roads up to acceptable standards.

CULTURAL RESOURCES

With respect to the planning, development, and ultimate implementation of transportation projects, one of the most frequently voiced concerns raised by the region's Native American communities is the protection of cultural resources. The RTP itself does not fund, approve, or construct transportation projects and therefore does not result in direct physical impacts to tribal cultural

resources. Individual projects identified in the RTP will be subject to separate, project-level environmental review under CEQA (and other applicable federal and State laws), during which consultation with California Native American Tribes will occur as required by Public Resources Code Sections 21080.3.1 and 21080.3.2. The Lake Area Planning Council and its partner jurisdictions are committed to working collaboratively with Tribes to avoid, minimize, and, where necessary, mitigate potential impacts on tribal cultural resources and other cultural resources associated with future transportation improvements.

ACTION PLAN (PROPOSED PROJECTS)

The following table consists of a project list of Tribal Transportation projects found in the 2024 Tribal Transportation Plan for Robinson Rancheria only. Similar lists for other regional tribes were not available. The Lake Area Planning Council has recently received funding to prepare a Tribal Transportation Needs and Engineered Feasibility Study, which is intended to assist local tribes in developing individual lists of priority projects for use in future Tribal Transportation Plans or updates.

Table 7.1 Tribal Transportation Project List – Financially Unconstrained

Project Number	**Project Name**	**Timeframe***	**Cost**** ($1,000s)	**Potential Funding Source**
	Robinson Rancheria			
TT1	Transportation Program Administration (System Wide)	Short Term/ Long Term	$50	TTP
TT2	Transportation Planning and NTTFI Management (System Wide)	Short Term/ Long Term	$25	TTP
TT3	Master Plan (System Wide)	Short Term/ Long Term	$45	TTP
TT4	Strategic Transportation Safety Plan (System Wide)	Short Term/ Long Term	$15	TTP
TT5	Transportation Safety Improvements (System Wide)	Short Term/ Long Term	$50	TTP
TT6	Comprehensive Multimodal (Pedestrian and Bicycle) Plan (System Wide)	Short Term/ Long Term	$30	TTP
TT7	Tribal Transportation Facilities Maintenance Plan (System Wide)	Short Term/ Long Term	$15	TTP
TT8	Tribal Transportation Program Maintenance Project (System Wide)	Short Term/ Long Term	$20	TTP

Project Number	Project Name	Timeframe*	Cost** ($1,000s)	Potential Funding Source
TT9	Tribal Transit Program Supplemental Funding (System Wide)	Short Term/ Long Term	$8	TTP
TT10	Tribal EV Charging and Alternative Fueling Infrastructure Program (System Wide)	Short Term/ Long Term	$10	TTP
TT11	Foothill Oaks South Dr. Roadway Upgrade Project (TTP Route 0232, Section 030)***	Short Term/ Long Term	$2,267	TTP
TT12	RR Resort Casino Parking Lot Grade Elevation and Resurfacing Project (TTP Route R008, Section 01)	Short Term/ Long Term	$5,151	TTP
TT13	Reclamation Cutoff Rd. Grade Elevation and Resurfacing Project (TTP Route L009, Section 810)	Short Term/ Long Term	$184	TTP
TT14	CA State Highway 20 RSA (TTP SR 20, Sections 810, 820, and 830)	Short Term/ Long Term	$50	TTP
TT15	Tribal Transportation Safety Assessment (TTSA) Safety Improvement Pomo Way (TTP Route R020, Section 810) – SR 20 to Acorn Dr.	Short Term/ Long Term	$86	TTP
TT16	TTSA Safety Improvement Acorn Dr. (TTP Route 0232, Section 040)	Short Term/ Long Term	$198	TTP
TT17	TTSA Safety Improvement Safe Routes to Schools (SR2S) (TTP Route 0232 Sections 050-060, TTP Route L004 Section 810), non-TTP SR 20, non-TTP Old Lucerne Rd.)	Short Term/ Long Term	$1,547	TTP
TT18	TTSA Safety Improvement Transit Bus Shelter	Short Term/ Long Term	$46	TTP
TT19	TTSA Safety Improvement Transit Bus Route	Short Term/ Long Term	$315	TTP
TT20	TTSA Safety Improvement SR 20/Pomo Way Intersection (TTP Route S020 Section 810, TTP Route P020 Section 010)	Short Term/ Long Term	$37	TTP

Project Number	Project Name	Timeframe*	Cost** ($1,000s)	Potential Funding Source
TT21	West of SR 20 Robinson Creek Restoration Infill Project	Short Term/ Long Term	$7,008	TTP

* Short-term projects are expected to be completed within a one- to ten-year period.
Long-term projects are those expected to be completed within an eleven- to twenty-year period.
** Estimates reflect potential rates of inflation over term of project.
***Project has received funding for Plans, Specifications, and Engineering (PS&E) work

POTENTIAL FUNDING SOURCES

Funding is available to the Lake Area Planning Council (APC) from which the tribes within Lake County may benefit. Some of these funding sources are controlled directly by the Lake APC, while others are awarded and administered by either the State or federal government agencies, such as Caltrans or the Bureau of Indian Affairs (BIA).

Tribal Transportation Program

Since 2012, road maintenance and construction programs have been overseen by the BIA and the FHWA through the Tribal Transportation Program (TTP). Managed by the FHWA Office of Tribal Transportation (OTT), the TTP replaced the previous Indian Reservation Roads (IRR) Program. The goal of the TTP is to provide funding to tribes to address transportation needs and provide access to basic community services to enhance the quality of life on tribal lands. The TTP addresses transportation needs of tribes by providing funds for planning, designing, construction, safety, and maintenance activities. It is funded through the Highway Trust Fund (HTF) with 2021 Infrastructure Investment and Jobs Act (IIJA) providing $2.967 billion between 2022 and 2026. Funds are allocated among tribes on a formula basis based partially on tribal population and road mileage.

The State Transportation Improvement Program (STIP) may also include projects that are included in the Tribal Transportation Improvement Program (TTIP), although no projects currently exist in the Lake County region through this program. The TTIP is further used to develop a list of eligible projects for an annual TTP Transportation Improvement Program (TTPTIP) made up of individual tribal TIPs. Authority over this process is through a partnership between the FHWA and individual tribes.

Other programs managed by the OTT are the Tribal Transportation Program Bridge Program (approximately $165 million per year through the IIJA) and the Tribal Transportation Program Safety Fund ($21 million per year), which are set asides from the overall Tribal Transportation Program.

Other Sources

In general, regional tribal governments are entitled to most of the same funding sources available to other local government entities within the region. While not eligible to be direct recipients of

STIP funds, projects proposed by tribal governments can be eligible in partnership with another agency such as a city, county or State agency acting as the project sponsor and administering the project on behalf of a particular tribe. Other possibilities include grant programs such as the State Active Transportation Program (ATP), the Federal Lands Access Program (FLAP), or the Highway Safety Improvement Program (HSIP), in which the processes are open to tribal applicants, with application assistance available from Lake APC staff similar to that offered to cities, the County or the Lake Transit Authority.

GOALS, OBJECTIVES AND POLICIES

Table 7.3 below lists Goals, Objectives and Policies, which are intended to assist in developing tribal transportation networks within the region over the next four years.

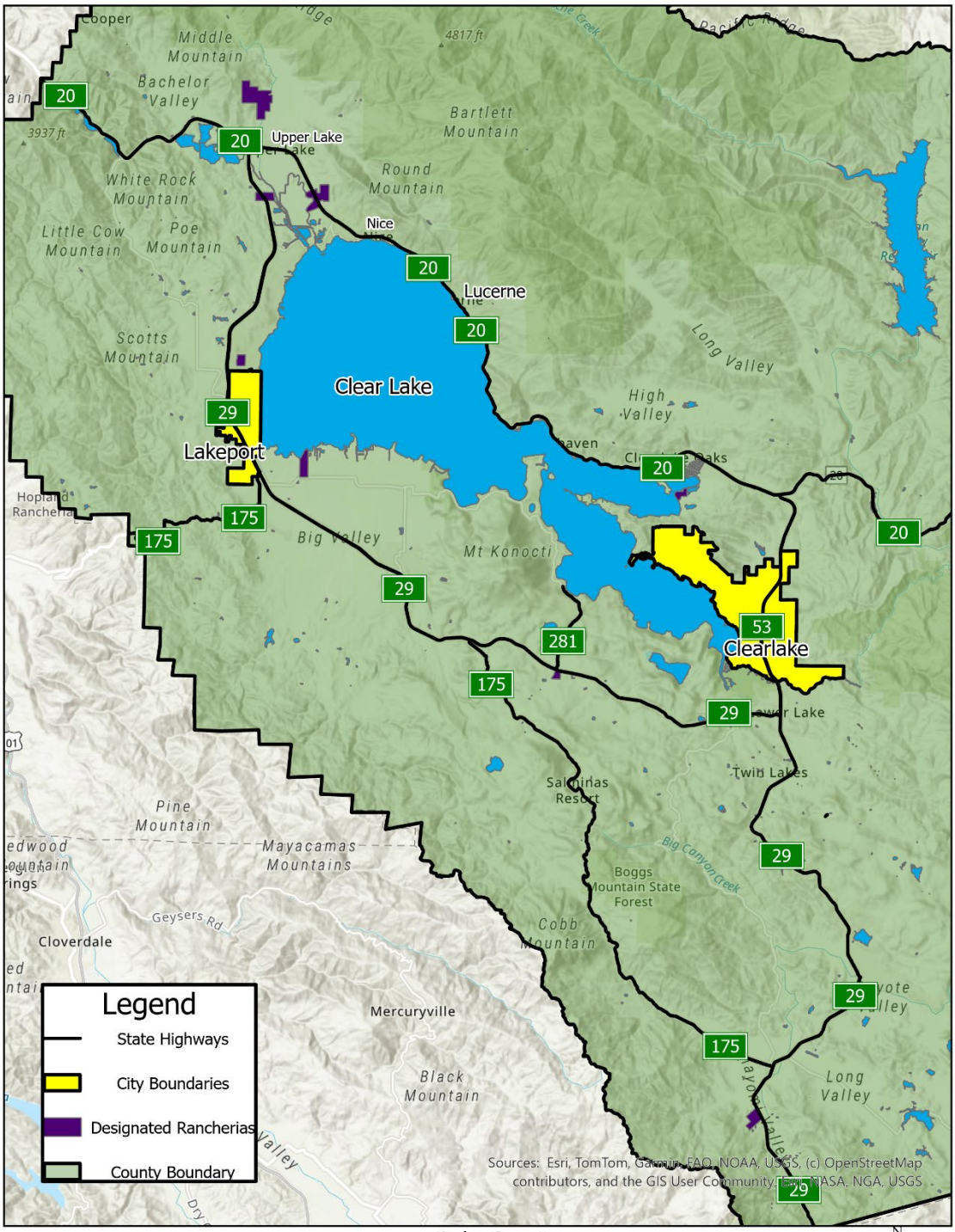
Table 7.1 Tribal Transportation Goals, Objectives and Policies

Goal: Provide Lake County's tribal members a safe, effective and functional multi-modal transportation system.	
Objectives	**Policies**
TT-1: Consider the transportation needs of tribal members, employees, clients and students traveling between tribal communities, housing, employment centers, public service facilities, medical facilities and schools.	**TT-1.1:** Develop, design and implement transportation projects in coordination with Tribal Transportation plans.
	TT-1.2: Coordinate with tribal communities during planning, design and construction of transportation projects to address tribal needs and manage potential impacts to cultural, archaeological, and environmental resources.
	TT-1.3: To the extent feasible and in accordance with applicable law, facilitate the protection of cultural resources during design, construction, and maintenance of transportation facilities.
TT-2: Consult with and involve tribal communities early in the planning and design processes.	**TT-2.1:** Assist tribal communities with the development of Tribal Transportation plans and other transportation efforts as requested.
	TT-2.2: Provide opportunities for consultation with tribal councils on transportation issues.
	TT-2.3: Invite tribal representatives to attend public meetings and workshops and to participate in advisory committees on transportation issues.

TT-3: Facilitate access to transportation resources for tribal communities.	**TT-3.1:** Support efforts by tribal communities to obtain funding for transportation projects.
	TT-3.2: Provide information to tribal communities on opportunities to receive assistance and funding to improve transportation services for tribal members, employees and visitors.

Regional Transportation Plan
2026 Update

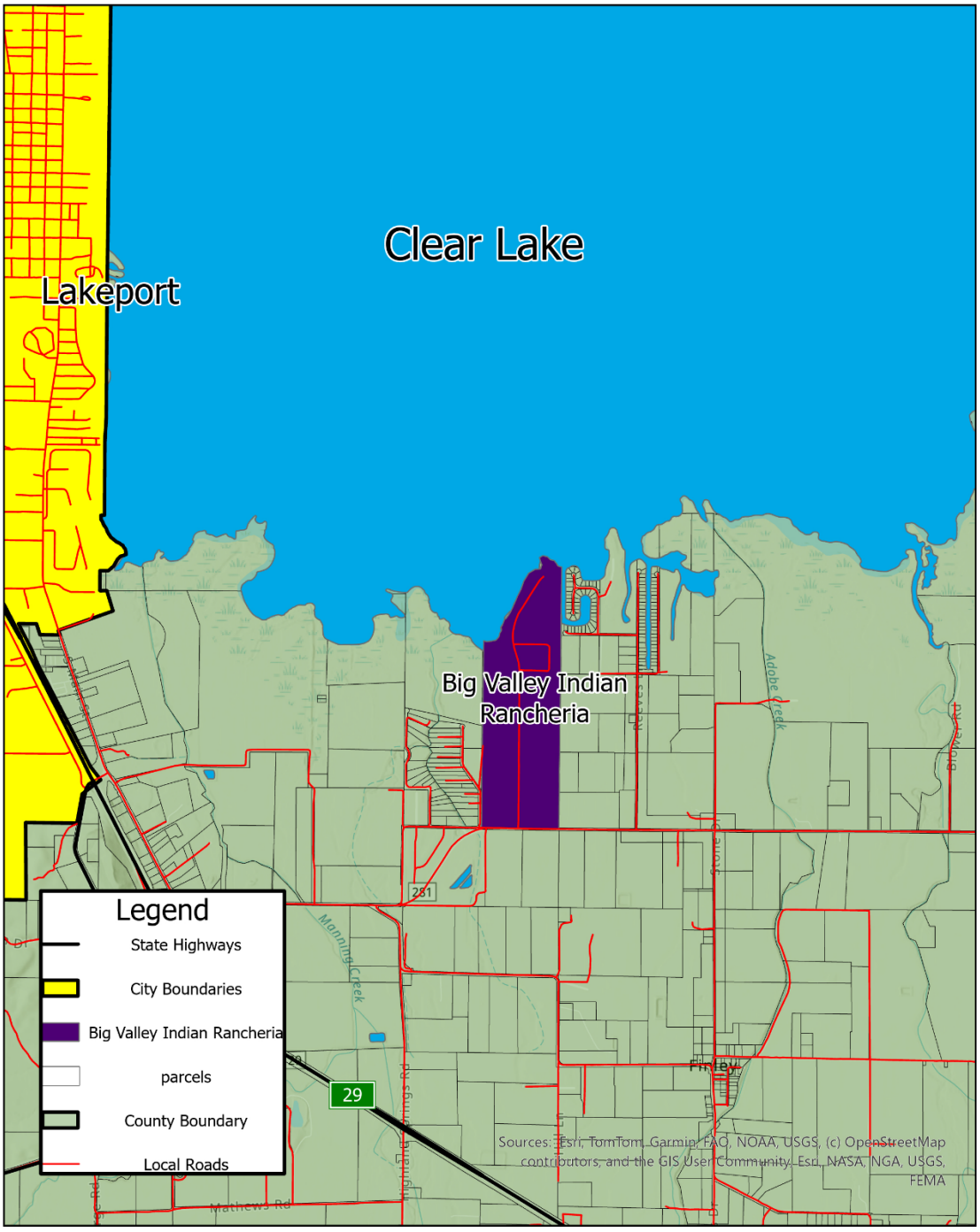
Map: 7.1



Lake County
Designated Rancherias

Regional Transportation Plan
2026 Update

Map: 7.2

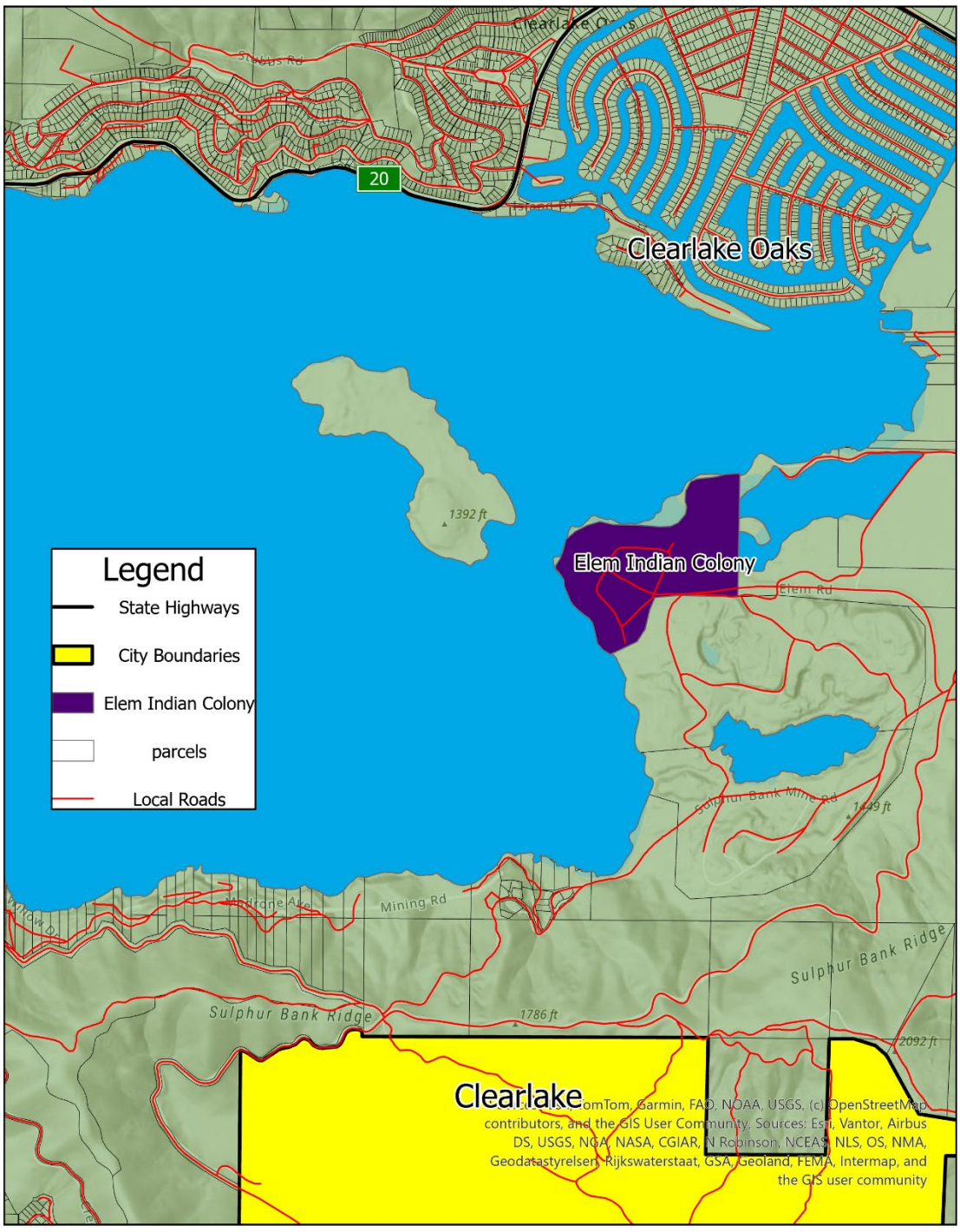


Big Valley Indian Rancheria
Lake County

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Regional Transportation Plan
2026 Update

Map 7.3

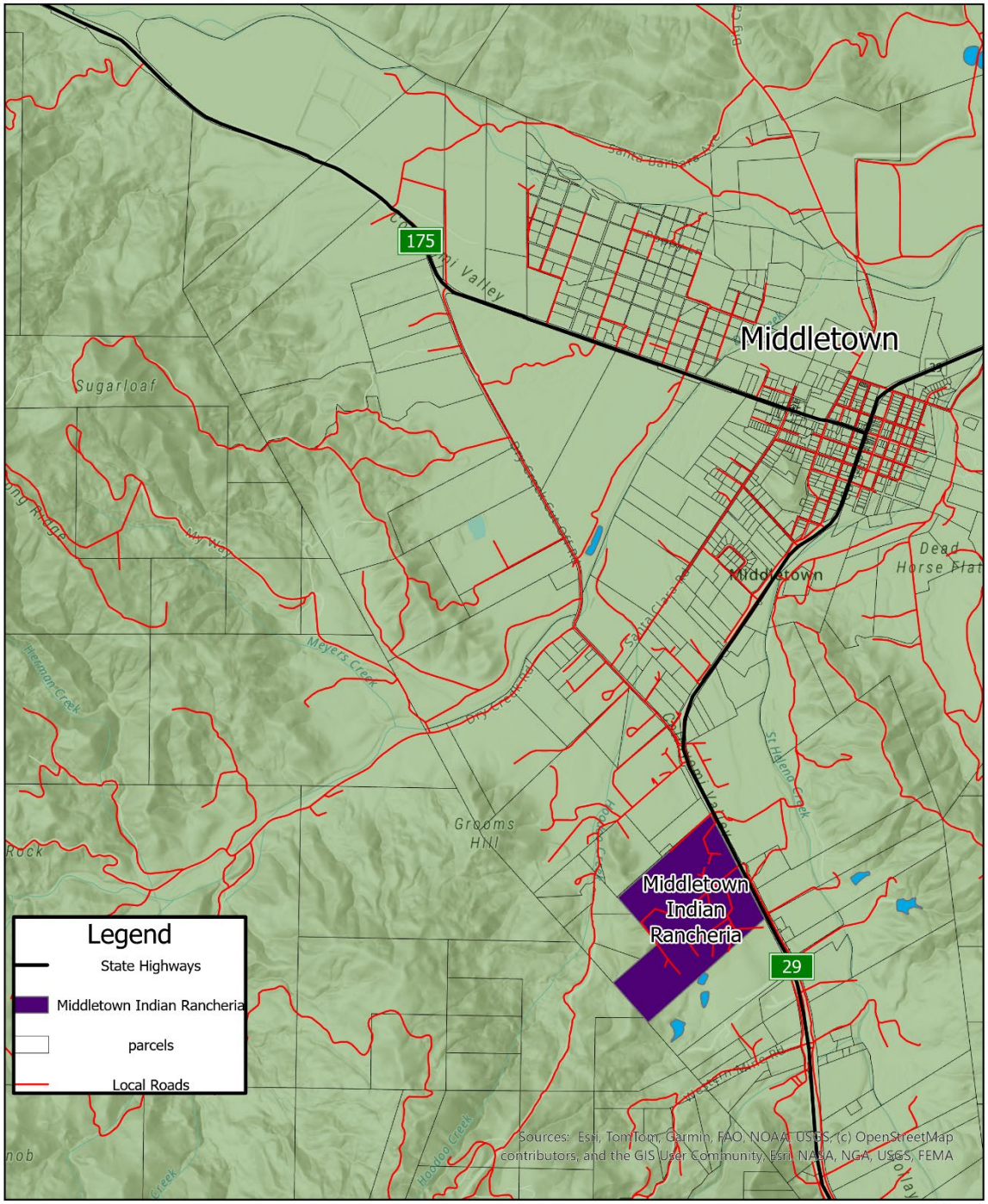


Elem Indian Colony
Lake County

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Regional Transportation Plan
2026 Update

Map 7.4

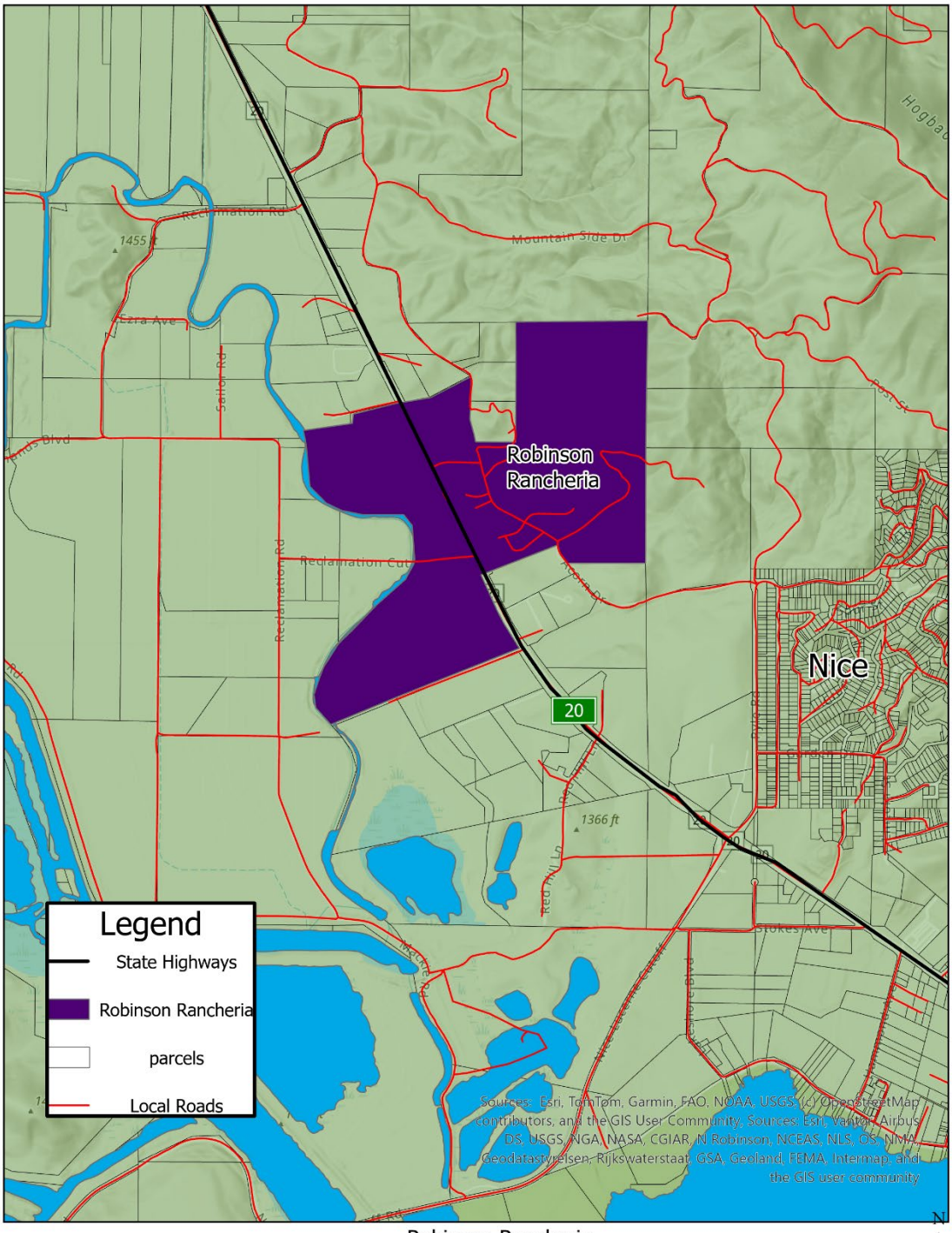


Middletown Indian Rancheria
Lake County

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Regional Transportation Plan
2026 Update

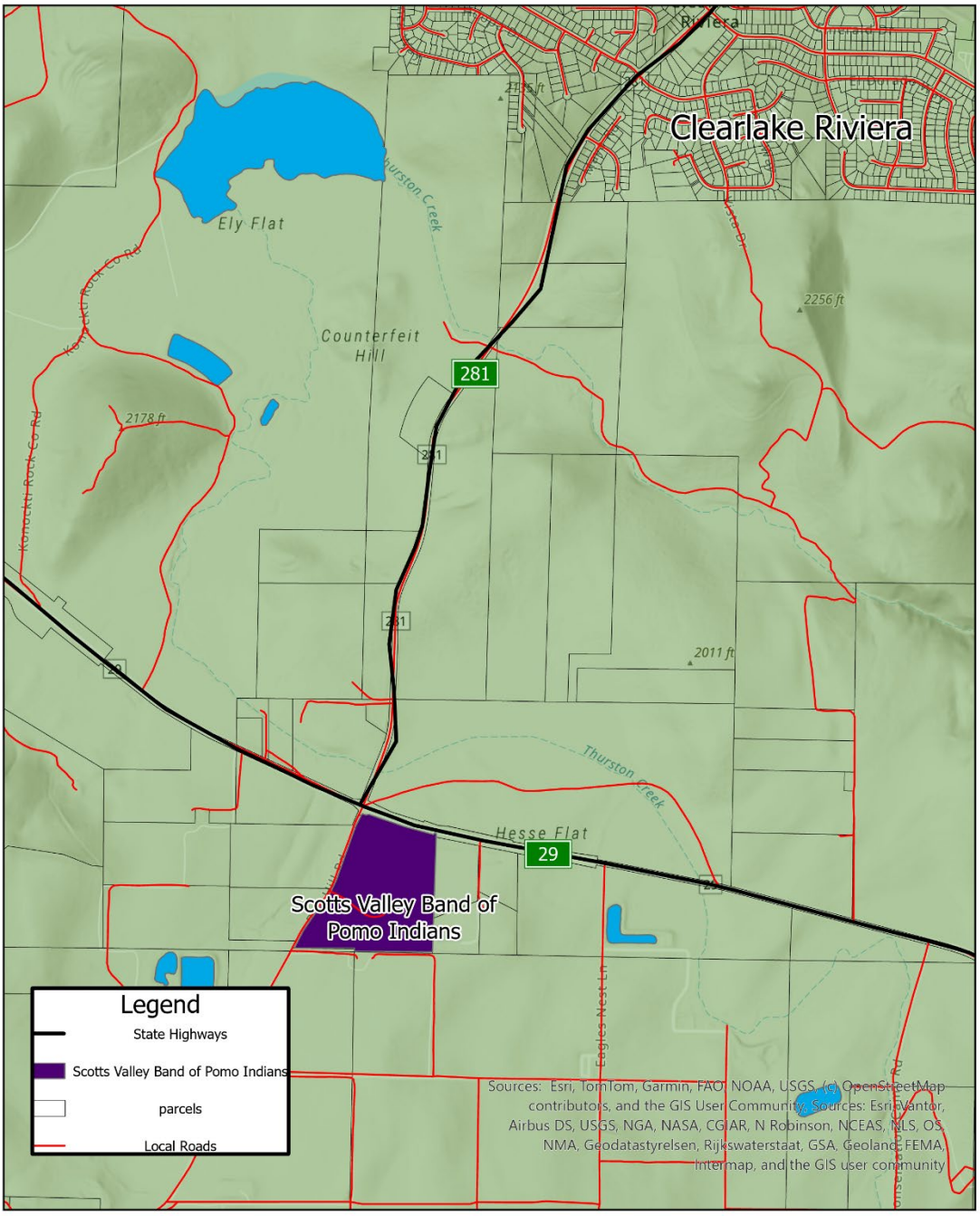
Map 7.5



Robinson Rancheria
Lake County

Regional Transportation Plan
2026 Update

Map 7.6

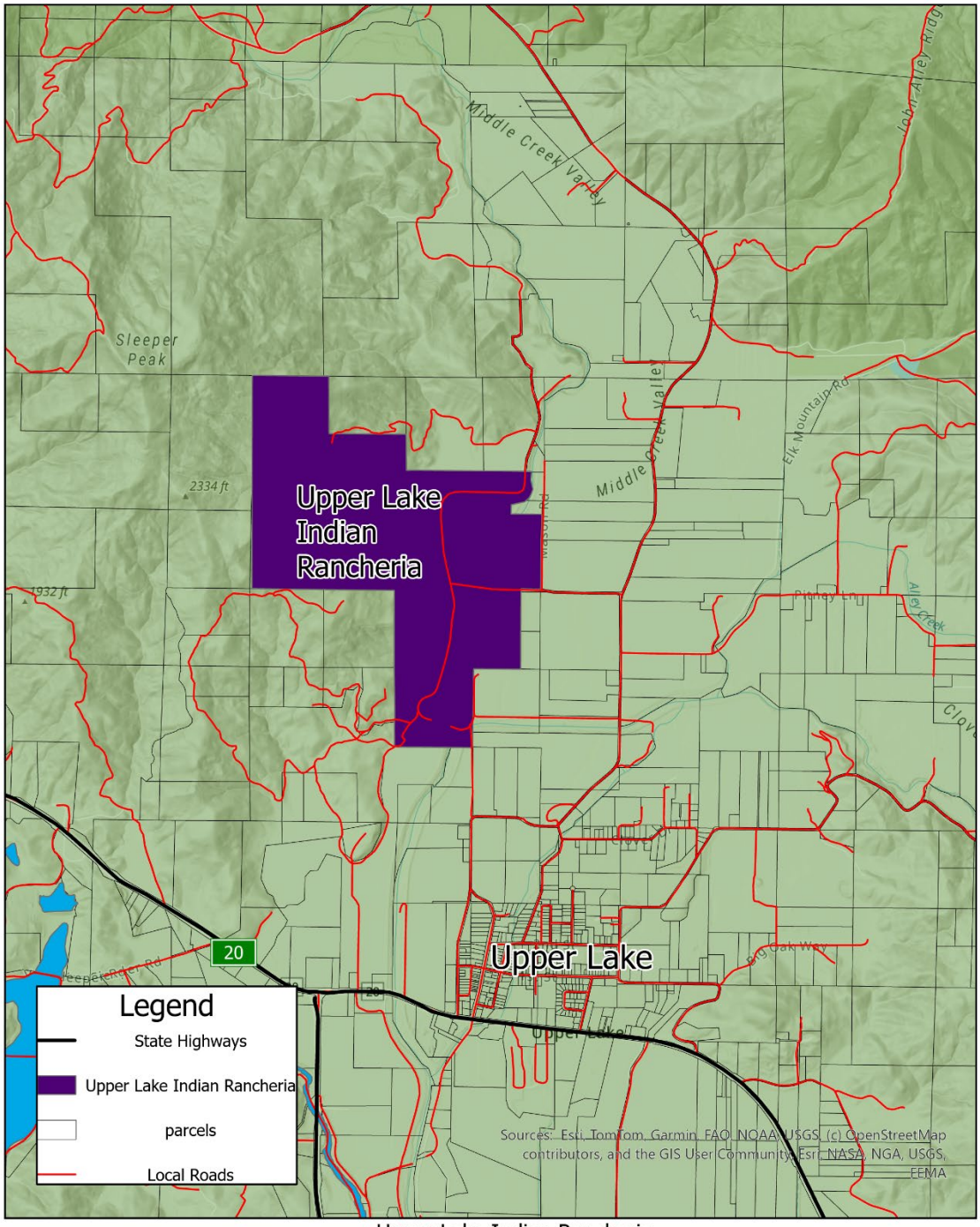


Scotts Valley Band of Pomo Indians
Lake County

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Regional Transportation Plan
2026 Update

Map 7.7



Upper Lake Indian Rancheria
Lake County

N

VIII. AVIATION

General aviation airports have been described as "portals to the larger world," providing valuable commercial and public service benefits to local communities. This is especially true for rural or remote regions otherwise lacking easy access to services available to more populated urban areas. Among the many benefits provided by regional aeronautics are emergency preparedness and response, express delivery service, resource or land surveying, private/personal flight and instruction and access to special events or tourism activities. Aviation system planning allows for the integration of aviation into the overall transportation system on a regional and statewide basis. This element covers the role of the relatively limited aviation system within the Lake County region.

CURRENT ISSUES, CHALLENGES AND OPPORTUNITIES

Located approximately three miles south of the City of Lakeport, Lampson Field represents the sole public use general aviation airport within the Lake County region. Potential expansion of the existing facility was noted in the 1993 Lampson Master Plan as having severe limitations due to most surrounding building areas lying on private property. Since that time, however, the County has acquired property to the south of the taxiway, which will allow for future development. As the principal airport in the region, Lampson Field will be the focus of this element with additional details provided under a separate heading below.

A second facility was also once located in the City of Clearlake. Known as Pearce Field, this site was closed in the early 1990s and has remained vacant since that time. The property is currently in the planning process for a proposed commercial development. A further option for a general aviation airport was also once considered at Quackenbush Mountain just east of the City of Clearlake. Over time, however, that plan was considered infeasible due to high costs combined with only marginal benefits.

At this point, the only other notable site within the region is Gravelly Valley Airport. Located on the north end of Lake Pillsbury, this remote, unpaved airstrip lies on U.S. Forest Service land and is only used on limited occasion by private small planes for recreation activities, or else as needed during fire season.

A final mention should be made of an annual aviation event in the region, known as the "Clear Lake Splash-In." Based in Lakeport since 1979, this event is billed as the oldest and largest seaplane gathering in the western United States. Pilots of both amphibious and land-based aircraft are invited to participate in a variety of demonstrations and competitions attracting aviation enthusiasts throughout the state and beyond. Seaplane aircraft are brought out of the lake and displayed at Natural High Field in Lakeport, while land-based planes arrive for the event at Lampson Field.

LAMPSON FIELD

As noted above, Lampson Field serves as the region's only public use general aviation airport. The airport is located south of the City of Lakeport and is accessed by Highland Springs Road, south of its intersection with State Route 29. It lies on the southwestern portion of a broad, flat agricultural plain, with the terrain to the south and west rising steeply towards the easternmost ridges of the Mayacamas Mountains. Surrounding land uses consist mainly of agricultural operations (e.g. orchards, vineyards and grazing land), and scattered low-density housing.



An airport has existed at this location since at least the 1930s, when it was privately owned and operated, until a 200-foot strip containing only the runway was sold to the County of Lake in 1955. Since then, the County has operated the airport and over time has also acquired additional property adjacent to the south side of the airstrip intended for expansion of the facility. Much of the airport building area surrounding the runway, however, remains under private ownership including some commercial and manufacturing operations along the northeast and southeast perimeters.

The runway at Lampson Field (Runway 10-28) consists of a lighted, 3,600-foot long/60-foot-wide asphalt strip with a full-length parallel taxiway located on the south side. Funding has been programmed in 2025 for the installation of security fencing and a supplemental design of the facility's western apron. Air traffic and related activities at the site are comprised of flight training services, REACH Air Medical Services, emergency response and firefighting staging and aircraft repair and maintenance facilities. Existing hangers are located on private property adjacent to the airport while future plans have included additional hangars on airport-owned land south of the runway.

PLANS, REPORTS AND STUDIES

The following is a summary of airport related documents that are relied upon for planning or improvement work needed for existing (or proposed) facilities:

Airport Capital Improvement Plan
As the owner/operator of Lampson Field, the County is required to submit an Airport Capital Improvement Plan (ACIP) to the Federal Aviation Administration (FAA) on a biennial basis. The

ACIP is used to identify development and capital improvement needs over a five-year period, with FAA funding made available for eligible projects within the plan. Grants from the FAA cover a range from 90% to 95% of the project cost with the remaining funding shared between the County and the State Division of Aeronautics. Projects listed in the current ACIP (2020-2025) include pavement rehabilitation design for the facility's east apron (2023), and the first phase of reconstruction of the east apron (2024).

Airport Layout Plan

An approved Airport Layout Plan (ALP) is required for all public airports that receive State or federal funding. The Lampson Field ALP is periodically updated by the County serving (along with the current ACIP) as a roadmap for implementation of the 1993 Master Plan (see below). The most recent ALP was adopted in March 2016 and includes proposed plans for development of the County-owned property adjoining the south side of the field. There have been discussions for a number of years seeking ways to enable future expansion of the site. One of the main obstacles involves the replacement of privately owned septic systems with sewer connections to nearby wastewater treatment facilities owned by the City of Lakeport. To date, however, there have not been any discernable actions towards this end.

Lake County General Plan (2008)

The Transportation and Circulation Element of the 2008 County of Lake General Plan addresses goals and policies for multiple modes of transportation, including aviation. Section 6.3 outlines the following:

- **Goal T-3:** Enhance airports in the County to meet changing needs and demands while minimizing adverse environmental impacts and safety hazards.

- **Policy T-3.1 (Air Carrier Services):** Continue to actively encourage the establishment of scheduled air carrier services to Lake County.

- **Policy T-3.3 (Air Transportation Improvements):** Continue improving and modernizing County air transportation activities and services.

- **Policy T-3.5 (New Airport Location):** Evaluate potential sites for a new airport in the southern portion of the County, including areas such as Butts Canyon.

- **Policy T-3.6 (Lampson Field Commercial Development):** Consider the north side of Lampson Field (designated Industrial on the Land Use Map) for airport-related or airport-dependent industrial/manufacturing development, provided proposals:

  - Include a rezone from "A" to "PDC" with accompanying General and Specific Plans of development.
  - Provide for the construction of a north taxiway, dedicated to the County.
  - Demonstrate compatibility with the Airport Land Use Compatibility Plan.

These policies, along with future updates to the Lampson Field Master Plan (see below), continue to guide near-term airfield development in Lake County. However, the County is currently preparing an update to its General Plan **(**Lake County 2050**)**, anticipated for adoption in 2026. This update will incorporate Local Area Plan Elements, including the Kelseyville Local Area Plan, which is expected to outline updated goals and policies related to Lampson Field.

Lampson Field Master Plan (1993)
A Master Plan for Lampson was last adopted by the County in 1993, which has been used to guide development at the facility since that time. While an update to the Master Plan has been discussed at the County level over time, a new document has yet to be drafted for consideration by the Board of Supervisors. The airport's role has not changed significantly over the years, still mainly serving personal and recreational flying, aviation-related business needs and emergency access. In accordance with the 1993 Plan, the County has acquired land on the south side of the airport with "future facilities" (according to the current ALP) including additional hanger development also discussed in the plan. Direction to address inadequate wastewater disposal has also been a longstanding concern that remains unresolved to date.

Airport Land Use Compatibility Plan (2007)
The Airport Land Use Compatibility Plan (ALUCP) is used to guide development within designated airport zones of the region by focusing on the compatibility of proposed land uses near principal airport facilities. State law requires the development of such a plan, along with the creation of an airport land use commission, by any county with a public-use airport. The purpose of the statute is to protect the public health, safety, and welfare by ensuring orderly expansion of airports as well as land use measures that minimize the public's exposure to excessive noise and safety hazards. The 1992 ALUCP originally looked at compatibility issues for three sites including Lampson Field, Pearce Field and the (at the time) proposed Quackenbush Mountain Airport. As noted earlier, Pearce Field has since closed and Quackenbush Mountain is no longer considered to be a feasible location for an airport. As a result, the ALUCP is used solely (at this point) for consideration of development involving Lampson Field and its proximate surroundings.

PERFORMANCE MEASURES

The following measures are drawn from several criteria, with much of the data available from annual reports and updates from the County Department of Public Works.

Table 8.1 Performance Measures

Performance Category	Performance Measure
Attain self-sustaining revenue for Lampson Field to cover all operational costs and local	-Number of leased hangers -Increase the number of aircraft stationed at Lampson Field

Performance Category	Performance Measure
matches for State and federal capital improvement funding	-Consistent General Fund support of the Airport -Consistent California Aid to Airports Program (CAAP) support
Timely construction of Airport Layout Plan improvements	-Implementation of the 5-Year Capital Improvement Plan on schedule
Expanded commercial aviation uses adjacent to Lampson Field	-Occupancy rate of adjacent facilities with commercial aviation uses -Expansion of existing uses and businesses

ACTION PLAN (PROPOSED PROJECTS)

This Action Plan includes projects of the County of Lake. The projects listed are either "financially constrained," in that they currently have a funding source identified, or else "financially unconstrained," which are those projects identified in the Airport Layout Plan (ALP) but are currently unfunded.

Table 8.2 Aviation Project List – Financially Constrained

Project Number	Project Name	Timeframe*	Cost** ($1,000s)	Potential Funding Source
AV1	Install Security Fencing (Wildfire Hazard Assessment)	Short Term	$150	AIP, revenues from leases, local funds
AV2	Phase 2 Apron (Supplemental Design) (West)	Short Term	$100	AIP, revenues from leases, local funds
AV3	Phase 1 Apron (Cons.) (East)	Short Term	$1,250	AIP, revenues from leases, local funds
AV4	Phase 2 Apron (Cons.) (West)	Short Term	$1,800	AIP, revenues from leases, local funds

Project Number	Project Name	Timeframe*	Cost** ($1,000s)	Potential Funding Source
AV5	Install Security Fencing (Design)	Short Term	$167	AIP, revenues from leases, local funds
AV6	Install Security Fencing (Cons.)	Short Term	2,000	AIP, revenues from leases, local funds
AV7	Runway and Taxiway Rehabilitation (Design)	Short Term	$334	AIP, revenues from leases, local funds

***** Short-term projects are expected to be completed within a one- to ten-year period.
Long-term projects are those expected to be completed within an eleven- to twenty-year period.
** Estimates reflect potential rates of inflation over term of project.

Table 8.3 Aviation Project List – Financially Unconstrained

Project Number	Project Name	Timeframe*	Cost** ($1,000s)	Potential Funding Source
AV8	Sanitary Sewer Pump Station	Long term	$675	Revenues from leases, local funds, Airport Grant Programs
AV9	Airport Sewer System	Long term	$1,500	Revenues from leases, local funds, Airport Grant Programs
AV10	Install 20 T-Hangers, including grading, paving and purchase of hangers	Long term	$2,500	Revenues from leases, local funds, Airport Grant Programs
AV11	Construct Administration/Terminal Building	Long term	$700	Revenues from leases, local funds, Airport Grant Programs
AV12	Runway/Taxiway Pavement Rehabilitation	Long Term	TBD	Revenues from leases,

Project Number	Project Name	Timeframe*	Cost** ($1,000s)	Potential Funding Source
				local funds, Airport Grant Programs

* Short-term projects are expected to be completed within a one- to ten-year period.
Long-term projects are those expected to be completed within an eleven- to twenty-year period.
** Estimates reflect potential rates of inflation over term of project.

POTENTIAL FUNDING SOURCES

Funding for airport improvements comes from both State and federal sources, with the primary support for operation and maintenance of the airport coming from the County through tie-down rents, leasing of County hangers and the County General Fund. Below is a list of available funding programs intended to assist local agencies in maintaining and/or improving public use airports, enabling better integration with the overall State and federal aviation system.

Airport Improvement Program

The Airport Improvement Program (AIP) provides federal grants to public agencies for planning and development of public-use airports. Established in 1982 (and most recently reauthorized in 2018), AIP funds are drawn from user fees, fuel taxes and other similar revenue sources. Most capital improvement or rehabilitation projects are eligible to receive funding, while those related to airport operations (e.g. hangars, maintenance or building repairs) or operational costs (e.g. salaries, equipment, etc.) are not. Funds are distributed by the Federal Aviation Administration (FAA) for qualifying projects listed in an ACIP. Grants from the Program typically cover 90-95 percent of the cost of projects with the remaining 5-10 percent divided between the County and the State Division of Aeronautics (when State funding is available). Since 2022, annual funding to the program was increased through the Infrastructure Investment and Jobs Act (IIJA), with the minimum entitlement for the County rising from $150,000 to $300,000 per year.

State Aeronautics Account

At the State level, funds are available through the State Aeronautics Account. The California Aid to Airports Program (CAAP) is the main program assisting local general aviation airports. This program awards Annual Credit Grants in the amount of $10,000 per year to general aviation airports throughout the State, which includes Lampson Field Airport. The CAAP also provides



assistance to local airports with matching grants for AIP funded projects as well as Acquisition and Development (A&D) Grants, which can be used to cover safety, pavement preservation projects and Airport Land Use Compatibility Plans. Also funded through the account is the Airport Loan Program, which provides low interest loans for revenue generating projects such as hangar construction and aviation fuel facilities. Aeronautics Account funds are applied first to Caltrans aeronautics operations and the annual credit grant program. Any remaining funds are then available for the projects in the Aeronautics Program as adopted by the Commission.

Airport Infrastructure Grant Program
As part of the IIJA, the Airport Infrastructure Grant (AIG) Program provides $14.5 billion in discretionary funding over five years (beginning in FY 2022). This includes a $500 million set-aside for nonprimary airports, such as Lampson Field. These competitive funds can support projects including runway and taxiway improvements, safety and sustainability upgrades, terminal enhancements, and airport transit or roadway access projects, helping ensure that smaller airports maintain safe, efficient, and accessible operations.

Airport Terminals Program
Also through the IIJA, this program provides $1 billion annually from 2022-2026 for competitive grants for airport terminal development projects that address the aging infrastructure. These grants can be used for safe, sustainable and accessible airport terminals, airport-owned airport traffic control towers, and on-airport rail and bus projects that improve multimodal connections.

FAA Contract Tower Competitive Grant Program
Another IIJA program, the FAA Contract Tower (FCT) program, provides $100 million and up to $600 million to modernize airport control towers. These funds will allow airports to sustain, construct, repair, improve, rehabilitate, modernize, replace, or relocate non-approach control towers; acquire and install air traffic control, communications, and related equipment to be used in towers; and construct a remote tower certified by the FAA.

GOALS, OBJECTIVES AND POLICIES

Table 8.4 below lists Goals, Objectives and Policies, which are intended to guide airport development projects over the next four years.

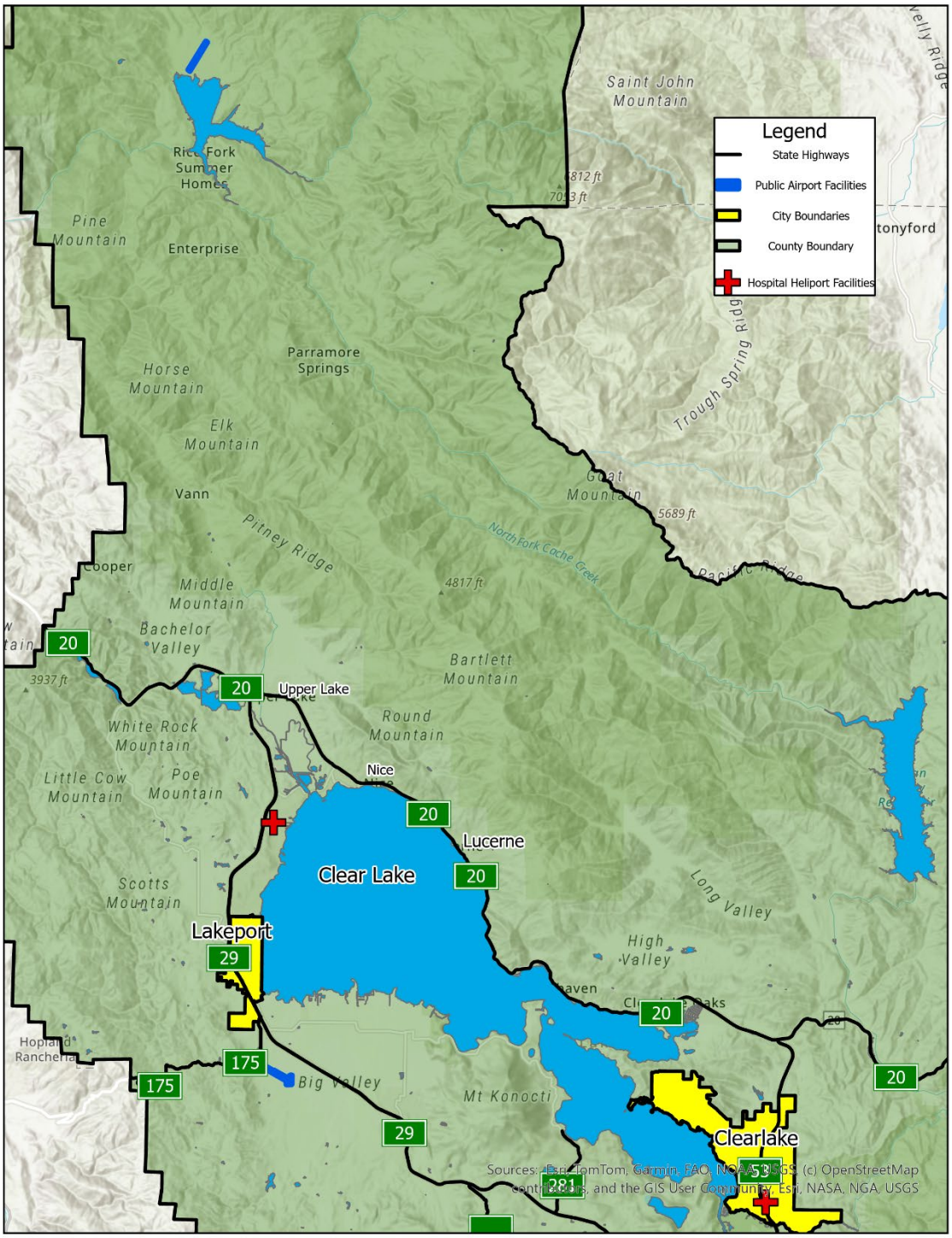
Table 8.4 Aviation Goals, Objectives and Policies

Goal: Provide an aviation system with physical and operational facilities that meet the regional and interregional general and commercial aviation needs of Lake County.	
Objectives	**Policies**
AV-1: Support implementation of the Airport Land Use	**AV-1.1:** Ensure that the RTP and other planning documents are consistent with the Airport Land Use Compatibility Plan (ALUCP).

Compatibility Plan (ALUCP), Airport Master Plan and other plans that further improvements to the aviation system.	**AV-1.2:** Support implementation of the Airport Master Plan and Capital Improvement Plan.
	AV-1.3: Support the modernization and improvement of air transportation activities and services.
	AV-1.4: Review and comment on County General Plan amendments, rezoning applications and other entitlement projects and environmental documents in the vicinity of Lampson Field to facilitate safety, operations and land use compatibility near the airport.
AV-2: Improve medical transportation services.	**AV-2.1:** Support improvements at Lampson Field that facilitate medical transportation services, including REACH Air Medical Services.
AV-3: Improve Emergency Response and Recovery.	**AV-3.1:** Develop plans and support projects that are consistent with the County Office of Emergency Services (OES) response and recovery plans.
	AV-3.2: Encourage coordination with agencies involved in emergency services, including the County of Lake, U.S. Forest Service, Bureau of Land Management, CalFIRE and other agencies.
AV-4: Support Goods Movement.	**AV-4.1:** Consider the landside and operational needs of air carrier and delivery services when planning and designing airport facility improvements.
	AV-4.2: Encourage aviation facility improvements that facilitate goods movement.
AV-5: Maximize funding opportunities for aviation planning and improvements.	**AV-5.1:** Support efforts to obtain State and federal funding, including grant and loan programs.
	AV-5.2: Assist in the development of aviation planning resources (including an airport GIS layer) to increase competitiveness from discretionary sources.

Regional Transportation Plan
2026 Update

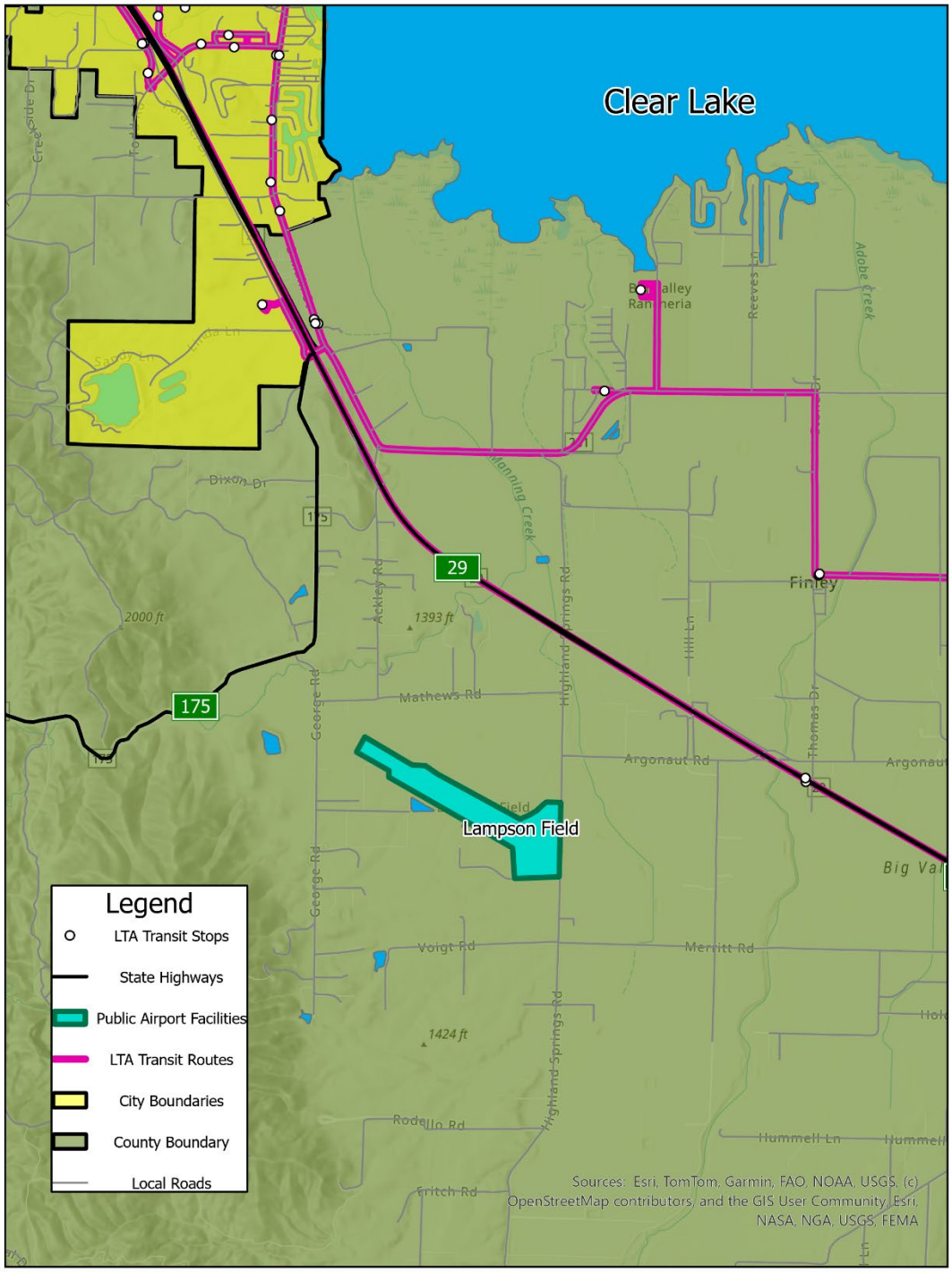
Map: 8.1



Aviation Facilities

Regional Transportation Plan
2026 Update

Map 8.2



Lampson Field

N

APPENDICES: A – G

APPENDIX A
Glossary

ACIP: Airport Capital Improvement Plan. A five-year planning document developed by public-use airports and reviewed by the FAA to identify and prioritize capital improvement projects, serving as the basis for Airport Improvement Program (AIP) funding eligibility.

ADA: Americans with Disabilities Act. A 1990 civil rights law prohibiting discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation and all public and private places open to the public.

AIP: Airport Improvement Program. A federal grant program administered by the Federal Aviation Administration (FAA) that funds planning and capital improvement projects at public-use airports, such as runways, taxiways, lighting, and safety facilities.

ALP: Airport Layout Plan. An FAA-approved drawing set that shows existing and proposed airport facilities, required for all public airports seeking State or federal funding eligibility.

ALUCP: Airport Land Use Compatibility Plan. A planning document that guides land use decisions within designated airport influence areas to ensure that proposed development is compatible with the safety, noise, and operational needs of nearby airports.

APC: Lake County/City Area Planning Council (aka LC/CAPC, or Lake APC). The Regional Transportation Planning Agency (RTPA) for the Lake County region. Established in 1972 after passage of the Transportation Development Act (TDA) to focus on transportation and other regional planning issues.

ATP: Active Transportation Plan. A plan for improving and integrating the bicycle and pedestrian network in the region in order to increase the use of active transportation modes in the Lake County region.

BIA: Bureau of Indian Affairs. Responsible for administering and managing tribal trust lands.

CalSTA: California State Transportation Agency. A cabinet-level agency focusing on State transportation issues.

Caltrans: California Department of Transportation. Responsible for the planning, design, construction, maintenance, and operation of the State's Transportation System. Also provides technical assistance to local and regional governments.

Capacity: The ability of a transportation facility to accommodate a moving stream of people or vehicles in a given time period.

CAPTI: Climate Action Plan for Transportation Infrastructure. Investment framework policy adopted by CalSTA that provides guidance to State officials in how discretionary transportation funds should be spent with a focus on combating and adapting to climate change, while also supporting public health, safety and equity.

CARB: California Air Resources Board: Responsible for implementation of the Federal and State Clean Air Acts.

CEQA: California Environmental Quality Act: A State-mandated evaluation process in which environmental effects associated with the implementation of a project are fully disclosed.

CIP: Capital Improvement Plan. A short-range plan identifying needed capital projects and equipment purchases, which also includes an implementation schedule and financing options.

CDBG: Community Development Block Grant. Federal funds which, in California, are administered by the State Department of Housing and Community Development (HCD) with money used in many rural communities to fund projects involving housing, economic development and infrastructure improvement.

Complete Streets: Transportation facilities that are planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders and motorists.

Context Sensitive Solutions: An inclusive approach to planning, designing, constructing, maintaining, and operating the transportation system. It integrates and balances community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals.

CRRSAA: Coronavirus Response and Relief Supplemental Appropriations Act. A federal relief package enacted in 2020 that provided emergency funding for transportation agencies and infrastructure programs impacted by the COVID-19 pandemic.

CSIS: Caltrans System Investment Strategy. A framework developed by Caltrans to implement CAPTI by aligning transportation funding and investment decisions with statewide climate, equity, and safety goals.

CTC: California Transportation Commission. Established in 1977 to advise and assist the Secretary of Transportation (as well as the legislature) in formulating policies for State transportation programs.

CTP: California Transportation Plan. Developed at the State level as a long-range policy plan providing a vision for California's future transportation system. The CTP provides guidance for the development of Regional Transportation Plans, which are required to be consistent with its visions and goals.

CTSA: Consolidated Transportation Service Agency. Established as part of the 1979 Social Service Transportation Improvement Act, its role is to promote the coordination or consolidation of social service transportation services in order to increase transportation options for seniors, individuals with disabilities and persons with low incomes.

EIR: Environmental Impact Report. Prepared as part of the CEQA process to disclose significant environmental impacts of individual development projects.

FAA: Federal Aviation Administration. Agency of the US Department of Transportation charged with regulating air commerce to promote its safety and development as well as promoting the development of the national airport system.

FAST Act: Fixing America's Surface Transportation Act. Federal transportation legislation passed in 2015 providing funding for infrastructure planning and investment over a five-year period. Superseded a previous three-year bill (passed in 2012), known as Moving Ahead for Progress in the 21st Century (MAP-21), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act- Legacy for Users (SAFETEA-LU), passed in 2005.

FHWA: Federal Highway Administration. Agency of the US Department of Transportation, established to ensure development of an effective national road and highway transportation system.

FLAP: Federal Lands Access Program. A federal funding program that improves transportation facilities providing access to, near, or within federal lands, administered by FHWA in partnership with state and local agencies.

FTA: Federal Transit Administration. Agency of the U.S. Department of Transportation providing financial and technical assistance to local public transit systems.

Goal: A desired end-result, expressed in general terms, toward which individual efforts are directed.

GHG: Greenhouse Gas. Any gas that absorbs infrared radiation into the atmosphere, including carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrochlorofluorocarbons (HCFCs), ozone (O3), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF6).

HSIP: Highway Safety Improvement Program. A federal program administered by FHWA that provides funds to State and local agencies for projects aimed at reducing traffic fatalities and serious injuries on public roads.

IIJA: Infrastructure Investment and Jobs Act. Bipartisan federal legislation enacted in 2021 that provides long-term funding for transportation infrastructure projects across the United States. Succeeded and reauthorized the programs of the FAST Act (2015), which had been extended several times past its original 5-year horizon.

IIP: Interregional Improvement Program. Funding source for the Interregional Transportation Improvement Program (see below), drawn from 25% of the State Highway Account.

ITIP: Interregional Transportation Improvement Program. Used to fund capital improvements of interregional significance throughout the State. Projects are nominated by Caltrans and submitted to the California Transportation Commission for inclusion into the State Transportation Improvement Program (see below).

ITS: Intelligent Transportation Systems. Advanced sensor, computer, electronics and communication technologies and management strategies used to increase the safety and efficiency of the surface transportation system.

Lake APC: Lake County/City Area Planning Council (aka APC, or LC/CAPC). The Regional Transportation Planning Agency (RTPA) for the Lake County region. Established in 1972 after passage of the Transportation Development Act (TDA) to focus on transportation and other regional planning issues.

LCTOP: Low Carbon Transit Operations Program. Funded with Greenhouse Gas Reduction Fund auction proceeds, the LCTOP provides operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities.

LOS: Level of Service. A qualitative measure used to analyze the quality of traffic service on local streets and roads as well as State highways. A number of factors are included in the measurement, such as speed, travel time, safety, traffic interruptions and safety.

LTA: Lake Transit Authority. Formed in 1996, LTA provides public transportation services throughout the Lake County region.

LTF: Local Transportation Fund. Per the Transportation Development Act (TDA)(see below), transportation funds derived from a one quarter of one cent sales tax collected by the State and returned to the county of origin for transportation development.

LC/CAPC: Lake County/City Area Planning Council (aka APC, or Lake APC). The Regional Transportation Planning Agency (RTPA) for the Lake County region. Established in 1972 after passage of the Transportation Development Act (TDA) to focus on transportation and other regional planning issues.

MAP-21: Moving Ahead for Progress in the 21st Century. Federal transportation funding legislation passed in 2012, replacing SAFETEA-LU (2012) and subsequently succeeded by the FAST Act (2015).

MPO: Metropolitan Planning Organization. Regional transportation planning organizations for designated areas that include at least one city with a population over 50,000.

Measure V: A 2016 measure passed by voters in the City of Clearlake for a one cent "specific" tax (receiving the required supermajority of at least 66.7%) to be used solely for road maintenance purposes.

Measure Z: A 2016 measure passed by voters in the City of Lakeport calling for a "general" one-cent sales tax for use on public safety and road/infrastructure maintenance needs.

Mode: A particular form of transportation, such as automobile, railroad, bicycle, pedestrian, public transit or aviation.

NEMT: Non-Emergency Medical Transportation. Intended for targeted populations in need of transportation for medical services or healthcare related appointments.

NRSS: National Roadway Safety Strategy. A U.S. Department of Transportation initiative launched in 2022 that outlines a Safe System Approach to eliminate roadway fatalities and serious injuries nationwide.

NTTFI: National Tribal Transportation Facility Inventory. A federal database cataloging transportation facilities (such as roads, bridges, and trails) that are eligible for Tribal Transportation Program funding and located on or provide access to tribal lands.

Objective: A broadly defined target to guide decision-making towards the attainment of goals.

OWP: Overall Work Program. An annually adopted list of work items and transportation planning tasks for the coming fiscal year.

Performance Measures: Indicators of how well the transportation system is performing with regard to such things as average speed, reliability of travel and collision rates. Often used as feedback in the transportation planning and decision-making process.

PMP: Pavement Management Program. Used to evaluate the overall condition of the road network, highlighting options for improving the current network-level pavement condition index (PCI).

Policy: A measurable level of achievement aimed at meeting an objective and/or goal.

PPP: Public Participation Plan. A federally required document adopted by Lake APC to ensure early and continuous public involvement in the regional transportation planning process, including the development of the RTP and other major plans and programs.

RIP: Regional Improvement Program. Funding source for the Regional Transportation Improvement Program (see below), drawn from 75% of State Highway Account funds set aside for regional transportation agency programming.

RTIP: Regional Transportation Improvement Program. A list of proposed transportation projects submitted to the California Transportation Commission by Regional Transportation Planning Agencies for state funding. The RTIP has a five-year horizon and is updated by the RTPA every two years.

RTP: Regional Transportation Plan. Planning documents developed by RTPAs in cooperation with Caltrans and other stakeholders. RTPs are prepared every four years per current State legislation and are designed to provide a vision of regional transportation goals and objectives.

RTPA: Regional Transportation Planning Agency: Programs or allocates state and federal transportation funds to Caltrans, the County of Lake and the two incorporated cities in Lake County (Clearlake and Lakeport).

SAFE: Service Authority for Freeway Emergencies. Emergency callbox program administered by the Lake Area Planning Council.

Safe System Approach: A roadway safety framework that anticipates human error and vulnerability by designing transportation systems to eliminate fatalities and serious injuries.

SAFETEA-LU: Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users. Federal transportation funding legislation passed in 2005 and subsequently succeeded by MAP-21 (2012) and the FAST Act (2015).

SB 1: Senate Bill 1. State level legislation passed in April 2017, which, through a combination of increased taxes and fees, is expected to generate several millions of extra dollars annually for road projects in the Lake County region. SB 1 revenues will be split between State and local streets and roads projects. They will be disbursed through a variety of new and existing programs (both formula as well as competitive based).

SGR: State of Good Repair. Funds from the SGR Program are made available through SB1 for eligible transit maintenance, rehabilitation and capital projects.

SHOPP: State Highway Operation and Protection Program. A program intended to maintain the integrity of the State highway system. It is primarily associated with safety and rehabilitation without increasing roadway capacity. SHOPP is a multi-year program of projects, approved by the CTC separately from the STIP cycle.

SS4A: Safe Streets and Roads for All. A federal discretionary grant program established under the IIJA to fund local, regional, and tribal initiatives aimed at preventing roadway fatalities and serious injuries.

SSTAC: Social Services Transportation Advisory Council. Advises the Lake APC on matters involving the transit needs of elderly, disabled and disadvantaged persons within the Lake County region.

STA: State Transit Assistance. A State fund used for public transportation services, which include "community transit services," or those made available to persons such as the disabled who are unable to use conventional services.

STIP: State Transportation Improvement Program. A five-year list of transportation projects proposed in individual RTIPs, which are approved by the CTC.

TAC: Technical Advisory Committee. Advises LC/CAPC Board of Directors on technical matters.

TDA: Transportation Development Act. Passed by the State legislature in 1972, it provides funding for public transportation through the Local Transportation Fund (LTF) and State Transit Assistance (STA) fund.

TTP: Tribal Transportation Program. The program provides funding to tribes to address transportation needs for accessing basic community services and enhancing the quality of life on tribal lands. Funds are available for planning, designing, construction, safety, and maintenance activities. Formerly known as the Indian Reservation Roads (IIR) Program.

VMT: Vehicle Miles Traveled. A measurement of the total miles driven by all vehicles within a specific region or time period, often used to evaluate traffic impacts and greenhouse gas emissions.

ZEV: Zero Emission Vehicle. A motor vehicle that produces no exhaust emissions or greenhouse gases, typically including battery electric, hydrogen fuel cell, and plug-in electric vehicles.

ZEVI: Zero Emission Vehicle Infrastructure. Facilities and systems that support the fueling or charging of zero-emission vehicles, such as electric vehicle charging stations or hydrogen fueling stations.

APPENDIX B

Functional Classification System- State and Local Routes in Lake County

Functional classification is a process whereby highways are grouped into classes according to the character of service they provide. The hierarchy which is established is indicative of the relative importance of each highway with the State and the region. In Lake County, the roadways within the highway system are classified into a system of arterials, collectors and local roads. Arterials in Lake County are limited to State Routes. At the lower end of the State system, there are two routes which are classified as collectors. It is at the collector level where the State system merges with the higher classes of the County highway system. The County highway system is generally composed of major and minor collectors and local roads. The cities of Clearlake and Lakeport each have a separate classification system of arterials, collectors, and local streets. These municipal classification systems are not significant on a Statewide or regional basis and are not considered in the regional classification system presented below:

Principal Arterials: This network of highways services statewide and interstate travel. They are a part of a continuous statewide network which links virtually all urbanized areas. In Lake County, Principal Arterial routes include: Route 20 from the Mendocino County link to Upper Lake and from the junction of Route 20/Route 53 to the Colusa County link, Route 29 from Lower Lake to Upper Lake, and Route 53.

Minor Arterials: Minor Arterials link cities and towns to form an integrated network on interstate and intercounty service. They are generally spaced so that developed areas are within a reasonable distance from an arterial highway. State Route 29 from the Napa County line to Lower Lake, State Route 20 between Upper Lake and the junction of State Route 53, the Hopland Grade segment of State Route 175, Bottle Rock Road and Nice/Lucerne Cut-off are Minor Arterials in Lake County.

Major Collectors: Urban areas and other traffic generators of intra-county importance which are not served by higher systems are often served by Major Collectors. The more important intra-regional travel corridors are served by Major Collectors. State Route 175 between Middletown and State Route 29 near Kelseyville is the only Major Collector in the State system within Lake County. Approximately fifteen percent (15%) of the County highway system consists of Major Collectors. These represent the highest level of the County Road System.

Minor Collectors: Traffic from local roads is collected by this system. Minor Collectors are often spaced at intervals so that all developed areas are within a reasonable distance from a collector road. Minor Collectors serve small communities which are unserved by higher systems and connect locally important traffic generators with less developed parts of the region. There are no State routes of this status in the region. About ten percent (10%) of the County highway system consists of Minor Collectors.

Local Roads: Access to adjacent land use is the primary function of the local road system. These roads provide for travel over relatively short distances except in very remote areas. Approximately seventy-five percent (75%) of the County highway system falls into this category.

APPENDIX C
Public Participation Summary

Transportation needs affecting local regions, economies and land use decisions are best defined at the local level. Input and guidance from representatives of the local jurisdictions making up the region are critical. Equally important is the involvement of local residents themselves who are uniquely knowledgeable of transportation patterns and needs within their communities. Public participation thus plays a vital role in developing the overall Regional Transportation Plan (RTP) and Active Transportation Plan (ATP). Input from the public can help to ensure that projects are selected with local needs in mind, within the context of addressing larger transportation goals of the region. In this manner, the periodic renewal of the RTP/ATP provides a valuable opportunity in which to engage the public in the long-range transportation planning process.

Lake APC Public Participation Plan

In February 2021, the Lake Area Planning Council (APC) adopted an update to its Public Participation Plan (PPP). Initially adopted in 2008 as a requirement of the 2005 federal transportation bill (Safe, Accountable, Flexible and Efficient Transportation Equity Act- A Legacy for Users (SAFETEA-LU)), and reestablished under subsequent bills such as the Fixing America's Surface Transportation (FAST) Act (2015), and the Infrastructure Investment and Jobs Act (IIJA)(2021), the PPP helps to ensure public involvement in the regional transportation planning process. Specific goals of the updated Plan are listed below:

> ***Goal 1:*** *Provide all interested parties and agencies reasonable opportunities for involvement in the transportation planning process.*
>
> ***Goal 2:*** *Increase public awareness and understanding of the transportation planning process in Lake County.*
>
> ***Goal 3:*** *Ensure accessibility to the transportation planning process and information for all members of the community.*
>
> ***Goal 4:*** *Maintain contact with interested individuals and agencies throughout the process of developing plans and projects.*
>
> ***Goal 5:*** *Increase opportunities for those traditionally under-served, including the elderly, low income, disabled, and minority households, to participate in the transportation planning process.*
>
> ***Goal 6:*** *Consider public and agency input and comments as an integral part of the APC's decision-making process.*
>
> ***Goal 7:*** *Consult with tribal governments within Lake County and provide opportunities for tribal government input into the transportation planning process.*

Throughout the process of updating the 2026 RTP/ATP, outreach was conducted by Lake APC staff in substantial conformance with the goals of the updated Public Participation Plan.

PUBLIC OUTREACH



Outreach efforts for the RTP/ATP included a variety of in-person and online methods over an approximate one-year period. Presentations were given at a number of public forums around the region, where interested residents were directed to provide comments via online surveys and interactive mapping tools. To further increase participation, flyers containing links to these online engagement tools were circulated through agency websites, local media outlets, social media platforms, community bulletin boards, and public transit vehicles. Additional input was encouraged by entering participants who submitted comments into a random drawing for one of two $25 Amazon gift cards. The interactive mapping tool, an online social engagement platform known as Dashboard, was made available between February and September of 2025, to gather public input on the Regional Transportation Plan and Active Transportation Plan.

Emails and flyers were sent in early February to a broad list of public agencies and community organizations including the Lake Area Planning Council Board of Directors, Lake Area Planning Council Technical Advisory Committee, Social Services Transportation Advisory Council, senior centers, municipal advisory councils, and regional tribes.

Additionally, a broad network of federal, State, and local agencies (as well as relevant private sector organizations) were invited to review and comment on applicable portions of the RTP. These outreach efforts ensured coordination with entities whose jurisdiction or expertise overlaps with RTP components. Agencies and organizations contacted included:

- School districts (see below for further detail)
- Lake County Air Quality Management District
- California Department of Fish and Wildlife
- U.S. Department of Fish and Wildlife
- Bureau of Land Management
- U.S. Army Corps of Engineers
- Bureau of Reclamation
- National Oceanic and Atmospheric Administration (NOAA)
- National Park Service

- U.S. Department of Agriculture (USDA)
- U.S. Forest Service
- California Regional Water Quality Control Board
- California Trucking Association
- Regional economic development organizations
  -Lake County Tourism Improvement District
  -Visit Lake County
  -Kelsyville Business Association
  -Economic Developemtn Corporation
  -Chamber of Commerce

This outreach was designed to ensure interagency coordination, and the opportunity to integrate specialized feedback into the planning process.

Public Event Presentations

Informational presentations on the update process and what it involved were also given at a number of public meetings, including local government, advisory town hall groups, tribal conferences, school district boards, and community organizations. The main purpose of the presentations was to direct community members to the website where they'd be able to provide specific comments and other input to help guide the development of the RTP/ATP. The following outreach events/meetings were attended (primarily) in-person:

Lake County Fair August 29 through September 1, 2024
A tabling event was held at the Lake County Fair in which interested community members were asked to complete paper surveys. In addition to gathering regional demographic information, the surveys provided insights into local transportation habits as well as safety and operational concerns related to the county's multimodal network.

Lake County Board of Supervisors- February 11, 2025
Lake APC staff provided a virtual presentation before the County Board of Supervisors outlining the purpose and process for preparing the Regional Transportation Plan/Active Transportation Plan update. Members of the Board and County residents were encouraged to take the online survey and to provide input through the Dashboard mapping site. Comments were also received by the public regarding the need to incorporate relevant parts of adopted trails plans into the active transportation element, as well as the importance of capturing the transportation needs of disabled populations within the County.

Big Valley Advisory Council- February 12, 2025
An in-person PowerPoint presentation was shown before the Big Valley Advisory Council (BVAC) in the community of Kelseyville. Issues raised during the question-and-answer period covered how local needs for more sidewalks and bike lanes would be handled in the RTP, as well as other matters including overall transportation safety, traffic speed, and signage. Further questions involved clean energy in transit, on demand transit services for those living in remote areas, and waterborne travel.

Middletown Area Town Hall- February 13, 2025

Another in-person presentation was given before the Middletown Area Town Hall (MATH). Comments at that meeting included the need for access improvements to and from Coyote Grammar School (non-public road), which is limited to one-way in and one-way out. Also, additional emergency access for Hidden Valley residents to SR 29 from Coyote Valley Road was raised by one member of the public as well as by the District Supervisor (Helen Owen), who mentioned concern over Lower Lake traffic safety. Poor overall road conditions in south Lake County were further noted. Finally, discussions covered poor visibility at crosswalks in Middletown, a need for stop signs that have gone missing, and transit synchronization with the Vine to connect Napa County and the Bay Area to the Lake region.



Social Services Transportation Advisory Council- February 19, 2025

Staff gave an in-person presentation before the Social Services Transportation Advisory Council (SSTAC) in which the primary comments focused on the needs of homebound seniors and disabled residents. Paper surveys for Meals on Wheels recipients were discussed as an effective way to reach out to eligible seniors who might not feel comfortable with online platforms. Another topic involved active transportation and the long-term potential for a bicycle path circling the lake.

Lower Lake Community Action Group- March 18, 2025

A presentation before the Lower Lake Community Action Group led to a number of questions around pedestrian safety on Lake Street near the high school/elementary school complexes. Also, community members expressed concern over the lack of bicycle/pedestrian facilities for students along 3rd Street and Winchester Street accessing the school from the south and east. During the rainy season, the problem was exacerbated with roadside puddling requiring students to walk or bike within the paved portions used for vehicular traffic.

Western Region Town Hall- March 19, 2025

Following an in-person presentation, questions were fielded/comments made regarding homebound seniors or disabled residents experiencing difficulty scheduling rides through the volunteer driver program, including issues such as no-shows and the need for significant advance notice. Community members also identified several infrastructure priorities, including improved bike lanes and striping, repairs to call boxes in critical areas between Clearlake Oaks and the Colusa County line, pursuit of a scenic highway designation for State Route 20, and enhanced sign reflectivity along the corridor.

Cobb Area Council- March 20, 2025

An in-person presentation on the project was followed by comments and questions regarding transportation for disabled residents and related Non-Emergency Medical Transportation (NEMT) needs, particularly for out-of-county appointments. Further feedback noted that certain highway capacities appear greater than necessary for rural Lake County, specifically along Highway 175 out of Middletown and State Route 29 west of Lower Lake.

Highlands Senior Center- April 2, 2025

A presentation was delivered during a community luncheon for senior citizens. Attendees raised concerns regarding local bus service, including limited service hours, reduced Saturday operations (forcing one resident to rely on costly taxi rides from work), weekday routes ending too early for some workers and students, and the absence of bus shelters and platforms, resulting in puddled or muddy pickup areas. Additional feedback included general criticism of local road maintenance.

Eastern Region Town Hall- April 2, 2025

During another in-person presentation, participants raised questions, comments, and concerns on a range of topics, including the potential for water-based transportation (ferry service), the need for guardrails along sharp curves on lakefront portions of State Route 20, and the vulnerability of Spring Valley residents due to having only one access road in and out during fire emergencies. Additional feedback highlighted concerns over call boxes that have been "bagged" (out of service) between Clearlake Oaks and the Colusa County line, as well as the impact of transit service reductions on transit-dependent riders.

Lakeport Senior Center- April 9, 2025

At a lunchtime presentation, seniors inquired about affordable transportation options from Lakeport to Santa Rosa for medical appointments. Questions were also raised regarding how low-income residents with disabilities could access County Social Services in a cost-effective manner.

Middletown Unified School District- April 9, 2025

Following another in-person presentation, members of the school board asked about eligible entities for various grant programs (e.g., whether a school district could apply for Active Transportation Program funds) and inquired about the typical timeframe for completing a project once funding is awarded.

Central Region Town Hall- April 14, 2025

Following the in-person presentation, discussion topics included the status of federal grants and how they may be affected by the new administration. Additional questions focused on the types of projects currently planned for State Route 20 through Nice and Lucerne.

Lake County Office of Education- April 15, 2025

During another in-person presentation, comments focused on the lack of sidewalks near schools and the need for safe pedestrian facilities for students. Additional concerns were raised regarding transit services and the mobility needs of transit-dependent residents in the region.



Kelseyville Unified School District- April 15, 2025

At the conclusion of the presentation, participants discussed the need for safe routes to school and offered comments on the potential benefits of establishing a ferry service on Clear Lake. Additional topics included safety concerns along Highland Springs Road, recurring drainage and flooding issues on several county roads (particularly the long straightaway on Scotts Valley Road), the need for bicycle lanes along Scotts Valley Road, and the overall condition of county roads such as Parallel Road and South Main Street.

Tribal Summit- April 22, 2025

Caltrans hosted its annual Tribal Summit, providing a forum for regional tribal members from Lake and Mendocino Counties to discuss transportation concerns. Lake APC staff presented an overview of the RTP/ATP process and its relevance to tribal transportation issues. Discussion primarily focused on how projects identified in the RTP could be advanced to implementation, including considerations of funding and prioritization for roadways serving tribal lands. Additional discussion addressed the role of tribes in securing transportation funding through various state and federal agencies and programs.

Lakeport Unified School District- May 14, 2025

Following the in-person presentation, discussion and comment from school board members emphasized the lack of sidewalks needed to ensure safe student access to schools and noted the Hartley Street ATP project as a significant improvement. Specific areas identified for further enhancement included Rainbow Road and Lakeshore Boulevard.

Lower Lake Memorial Daze- May 25, 2025

The tabling event held at an annual Lower Lake community festival resulted in a number of surveys and public comments, addressing topics ranging from bus service needs to safety concerns on both state highways and local streets and roads.

Draft RTP/ATP Presentations and Workshops- October 21-23, 2025

A draft of the RTP/ATP was presented at both virtual and in-person workshops held on three consecutive nights in October. The first was a virtual workshop held on October 21, and used to solicit feedback from Native American tribal members within the region. Discussion focused on potential "safe routes to school" projects near Upper Lake as well as on funding processes and the individual roles played by tribes, Lake APC, and Caltrans. "Hybrid" workshops were held allowing for both in-person attendance and virtual call-ins in Lakeport (October 22) and Clearlake (October 23). Topics covered included adequate pull-out/passing opportunities on State Route 20 along the north shore of Clear Lake, and possible funding sources for the City of Clearlake to complete its priority Dam Road Roundabout project.

Tribal Consultation

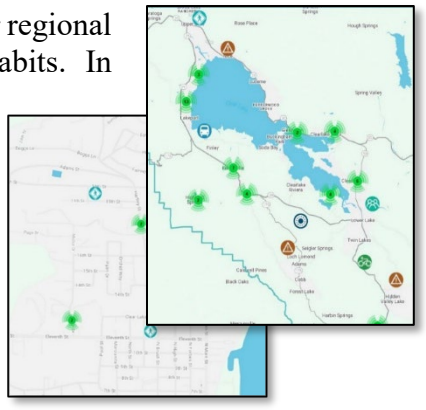
In addition to the April 22, 2025, Caltrans Tribal Summit (as well as the October 21, 2025, virtual workshop) noted above, emails and hard copy letters were sent to local tribal communities explaining the update process and how it relates to tribal transportation matters. The correspondence was used to inform tribal representatives of the initial steps planned in the process as well as to notify them of opportunities to provide feedback.

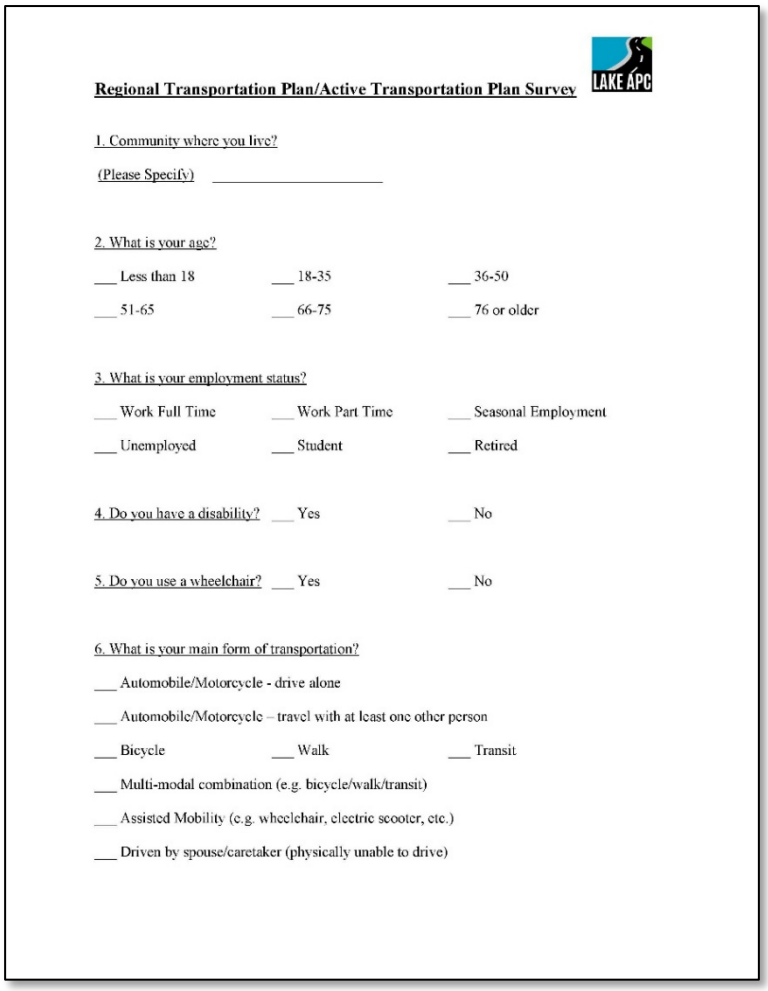
Upon completion of a draft update of the Tribal Transportation Element, copies were sent to the regional tribes soliciting their comments or concerns prior to its inclusion in the RTP as a whole. The communication was also used to notify tribes of additional opportunities for comment up to the anticipated adoption date before the Lake APC Board, as well as any requests for consultation pursuant to California Public Resources Code Section 21080.3.1. Written correspondence regarding cultural resource concerns and consultation was received from tribal representatives of the Habematolel Pomo (Upper Lake Rancheria) on October 23, 2025, and again on November 18, 2025, resulting in a meeting to address potential impacts.

Finally, a draft version of the RTP in its entirety was circulated for public review, at which time invitations were again sent informing interested tribal members of public meetings on the document prior to its adoption.

Regional Transportation Plan/Active Transportation Plan Update Tools and Surveys

Online engagement resources included surveys designed to gather regional demographic information and identify local transportation habits. In addition, an interactive mapping tool allowed participants to provide location-specific feedback. By zooming in to a particular intersection, street, or area, members of the public could "drop a pin" on the map and add comments describing issues of concern. Comments from the mapping tool were used to help formulate or refine objectives and policies within individual elements of the RTP/ATP, as well to identify common themes or concerns as involving specific transportation modes within the region.





Regional Transportation Plan/Active Transportation Plan Survey

1. Community where you live?

(Please Specify) _____

2. What is your age?

___ Less than 18 ___ 18-35 ___ 36-50

___ 51-65 ___ 66-75 ___ 76 or older

3. What is your employment status?

___ Work Full Time ___ Work Part Time ___ Seasonal Employment

___ Unemployed ___ Student ___ Retired

4. Do you have a disability? ___ Yes ___ No

5. Do you use a wheelchair? ___ Yes ___ No

6. What is your main form of transportation?

___ Automobile/Motorcycle - drive alone

___ Automobile/Motorcycle – travel with at least one other person

___ Bicycle ___ Walk ___ Transit

___ Multi-modal combination (e.g. bicycle/walk/transit)

___ Assisted Mobility (e.g. wheelchair, electric scooter, etc.)

___ Driven by spouse/caretaker (physically unable to drive)

Surveys

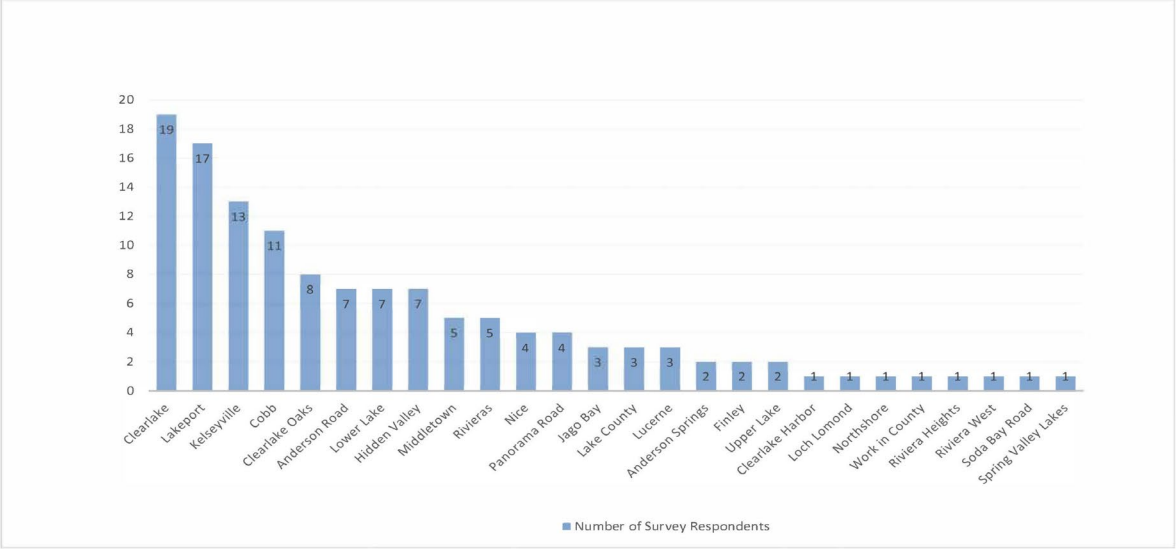
The survey consisted of 13 questions requesting information ranging from personal characteristics to transportation habits and patterns. A total of 134 surveys were completed with the majority of the data gathered reaffirming the region's demographic makeup or typical transportation patterns, which were consistent with the rural and economically challenged nature of the region. For example, in response to the question, "What is your main form of transportation?" the predominant response (over two-thirds) was "automobile/motorcycle-drive alone," with a much smaller (almost one-quarter) percentage stating "travel in a vehicle including at least one other person." Walking or biking aren't typical modes of transportation for many rural, low-density regions, due mainly to the sparse and distant development within and between communities. Nearly 46% of respondents travel between six and 20 miles (one-way) for "work, school or other appointments," with approximately one-third driving more than 20 miles, and the remaining respondents (about 20%) traveling between zero and five miles.

When asked to indicate "levels of concern" over several transportation related issues, the highest response went to the "conditions of local streets/roads," followed by "not enough/inadequate sidewalks" and "not enough bike paths." The findings aligned more or less with what was shown in previous years with respect to what were considered higher funding priorities (e.g. paving existing roads, improvements reducing congestion, and local road and highway safety improvements).

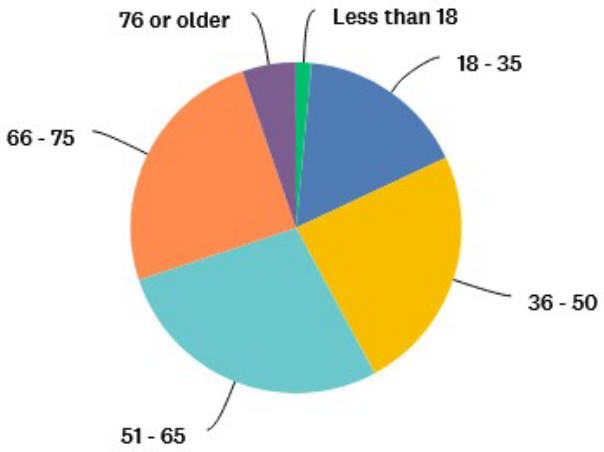
Written comments received as part of the surveys focused on poor road conditions, desire for expanded transit services, and development of more bicycle lanes and pedestrian facilities, confirming findings in the Pavement Management Program (PMP) reports (see Local Streets and Roads Element), the relative dependence of the region on its transit services (see Public Transit Element), and enjoyment of recreational or Active Transportation. A list of comments received through the public engagement process are provided at the end of this appendix.

Breakdown of RTP/ATP Survey Responses

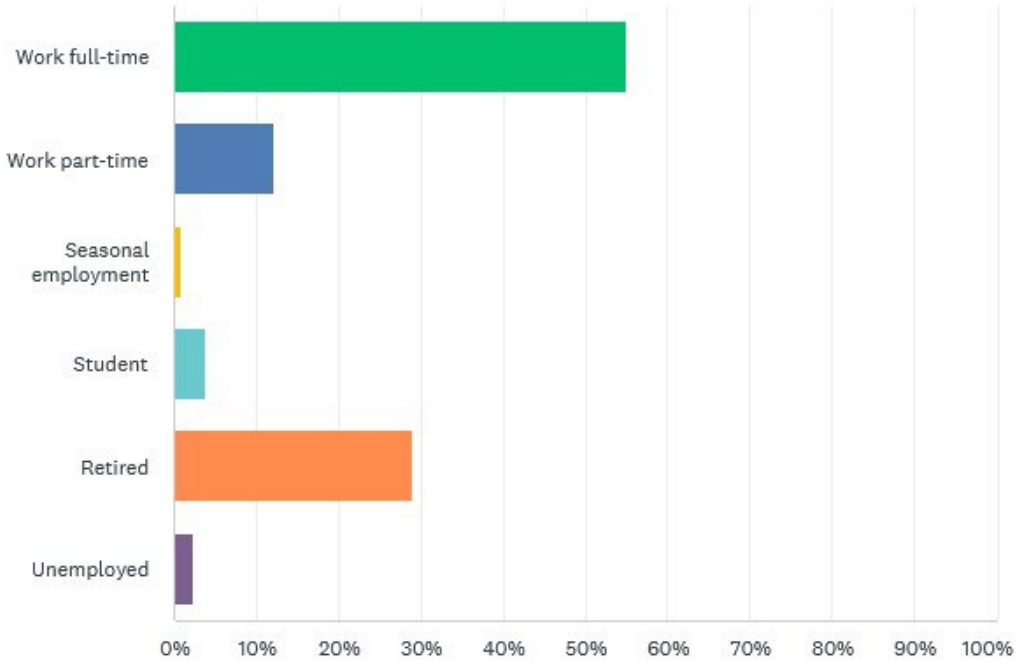
Question 1: Community where you live?



Question 2: What is your age?

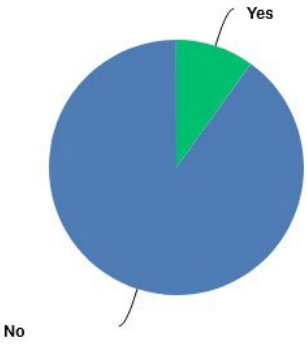


Question 3: What is your employment status?



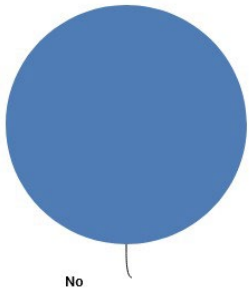
Question 4:

Do you have a disability?

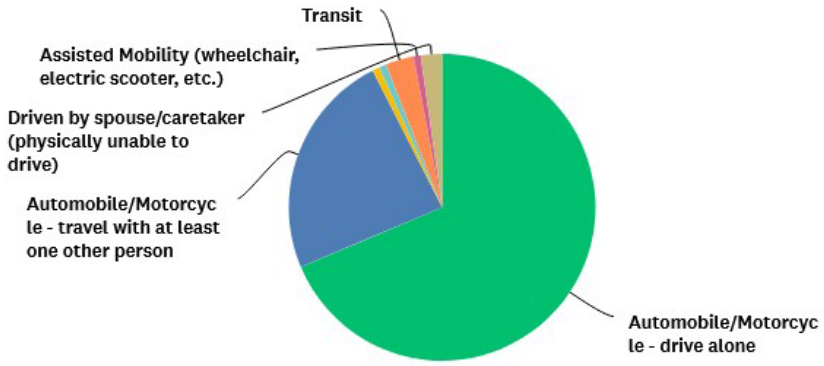


Question 5

Do you use a wheelchair?

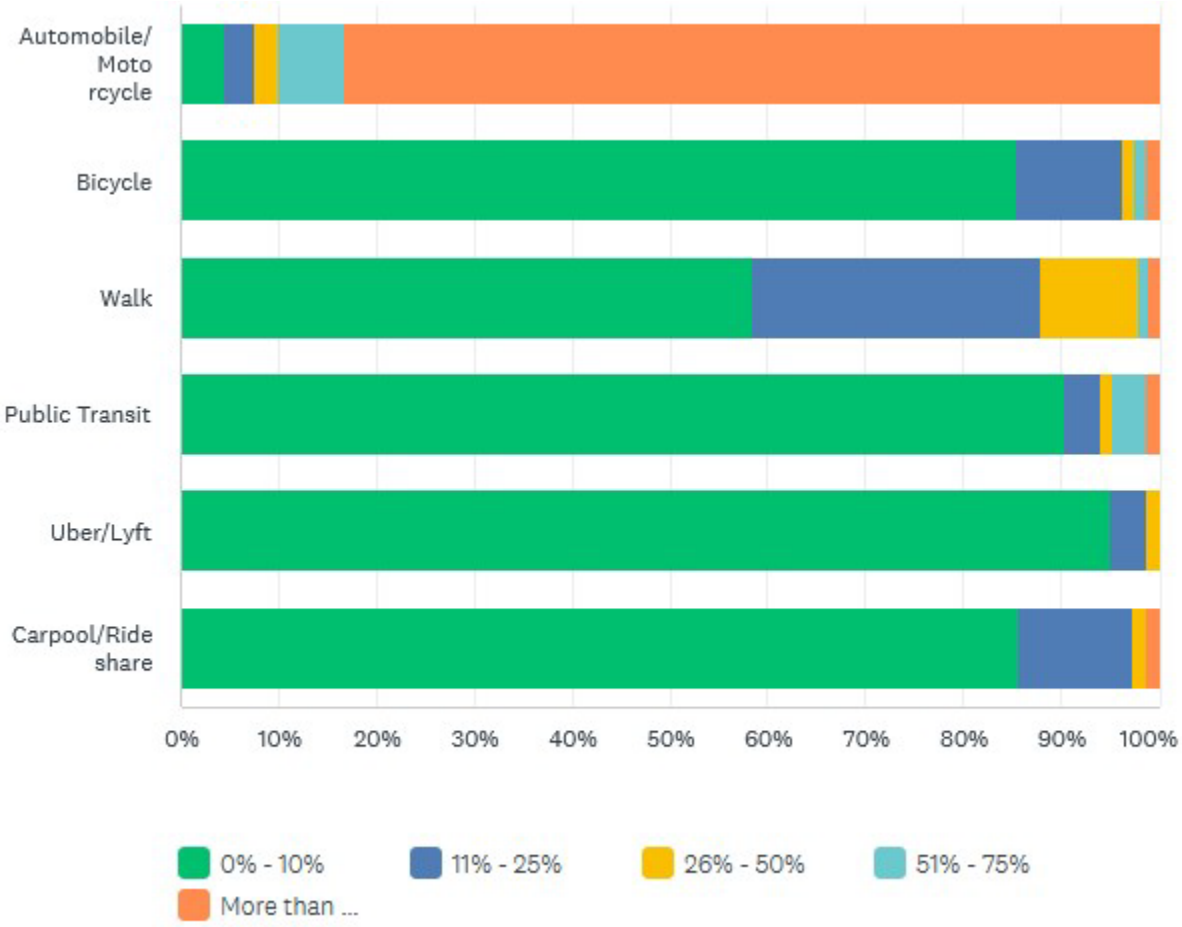


Question 6: What is your main form of transportation?

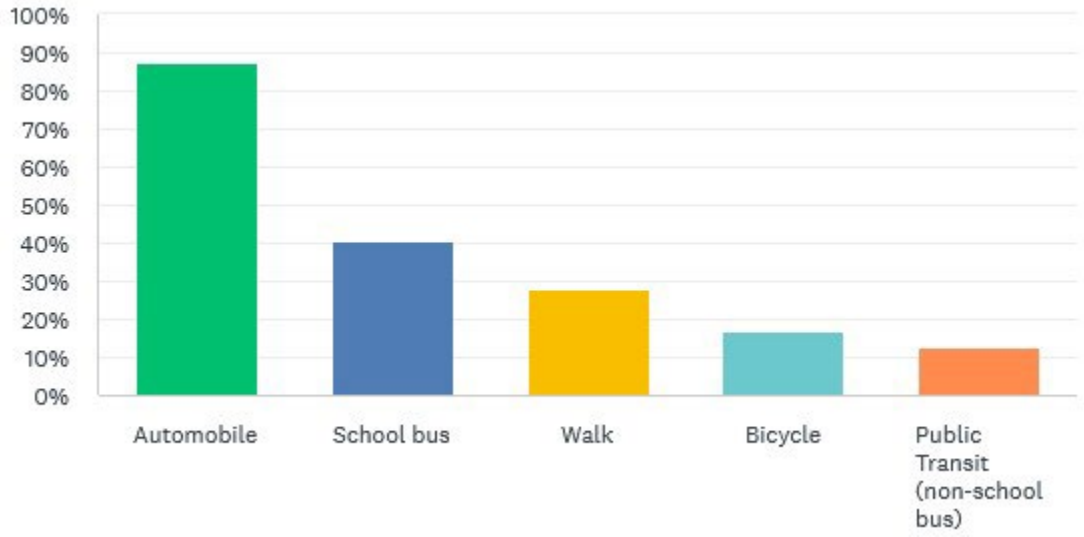


ANSWER CHOICES	RESPONSES	
Automobile/Motorcycle - drive alone	68.66%	92
Automobile/Motorcycle - travel with at least one other person	23.88%	32
Walk	0.75%	1
Bicycle	0.75%	1
Transit	2.99%	4
Multi-modal combination (e.g. bicycle/walk/transit)	0.00%	0
Assisted Mobility (wheelchair, electric scooter, etc.)	0.75%	1
Driven by spouse/caretaker (physically unable to drive)	2.24%	3
TOTAL		134

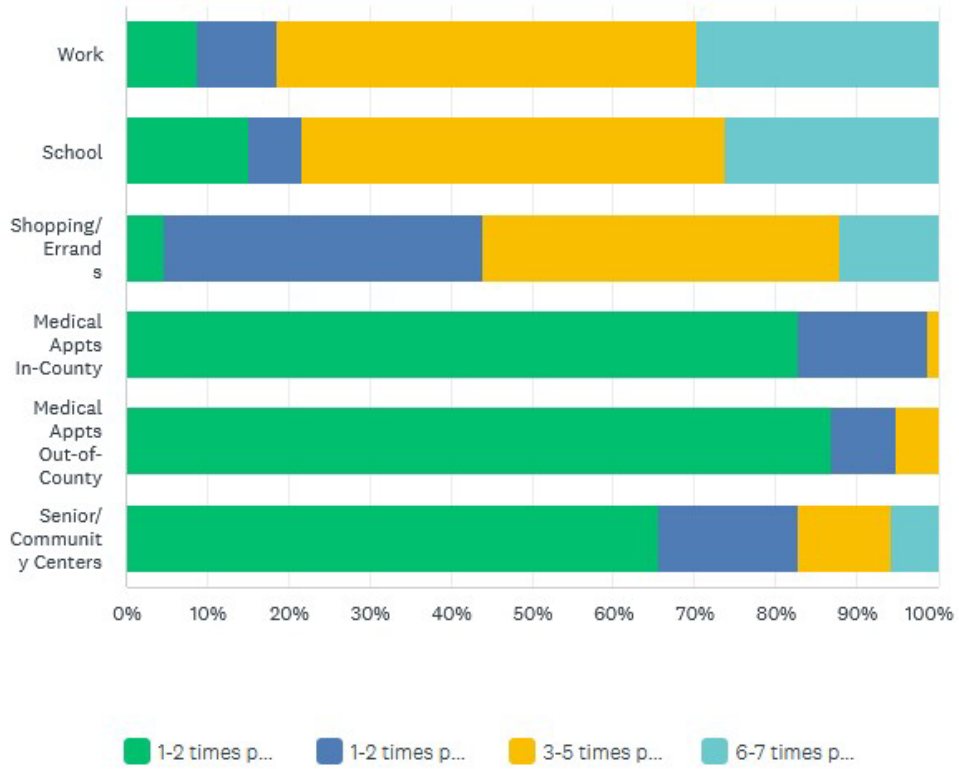
Question 7: On average, what percentage of trips do you make using the following modes of transportation?



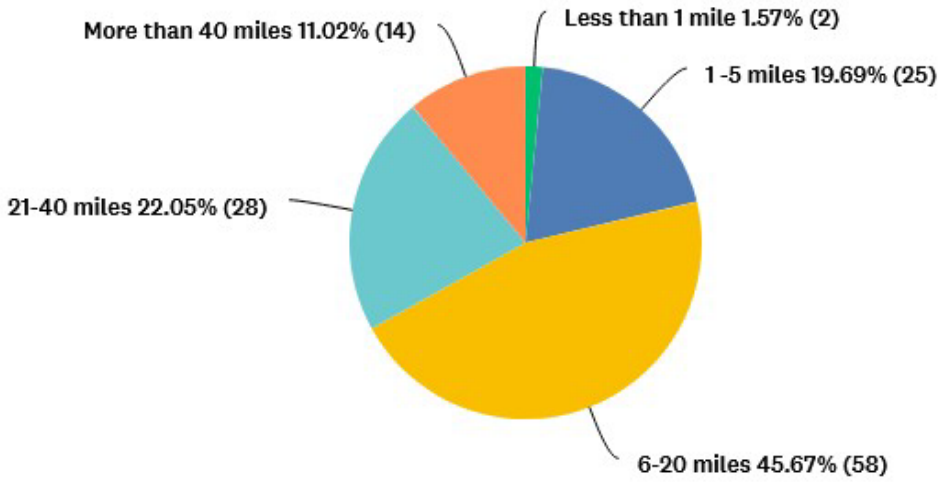
Question 8: If you have school-age children in your household, what forms of transportation do they use? (Mark all that apply)



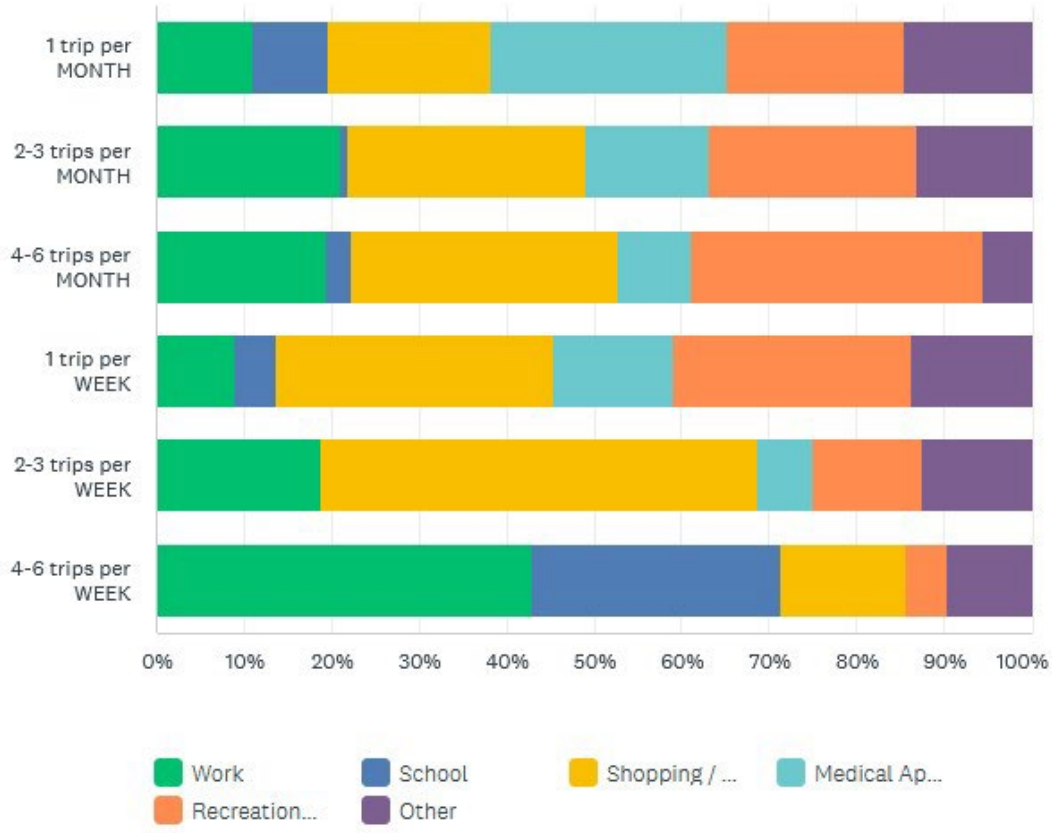
Question 9: What are your typical destinations, and how often do you travel there on an average week/month?



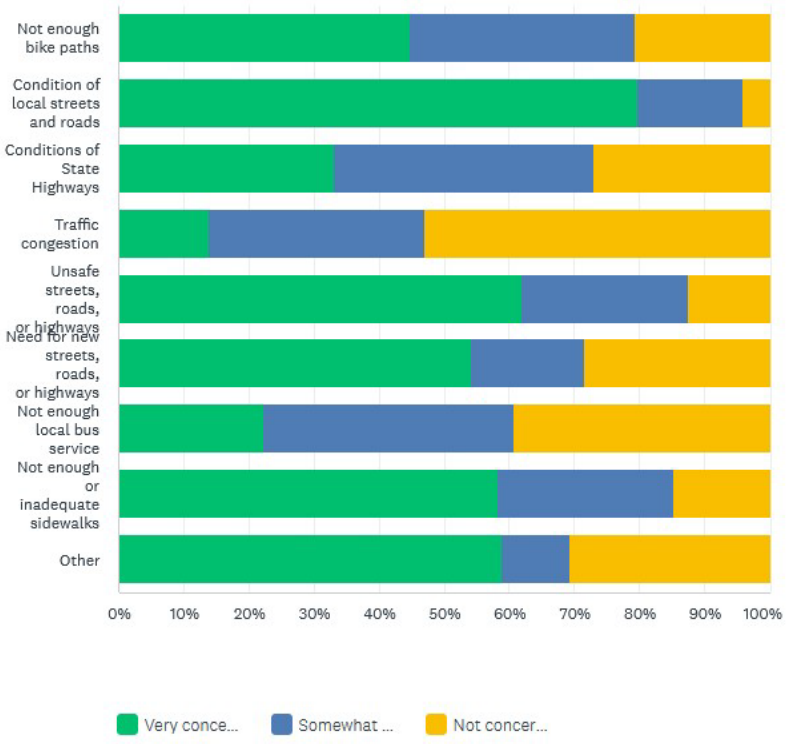
Question 10: What is the estimated one-way distance for a typical travel trip to work, school or other appointment?



Question 11: On average, how often do you travel out of the County and for what reasons?



Question 12: Please indicate your degree of concern over the following transportation related issues.



Question 13:

Please explain any other issues or concerns you feel should be included with regard to future transportation planning in the region below:

- Illegal passing on highway 20 from Colusa county line to Mendocino county line.
- Would appreciate public transportation from/to Spring Valley Lakes Pantry/Market to/from Senior Center/Library/Safeway/Walmart.
- Soda Bay Rd. between intersection at Highway 175 and Big Valley Rd. is in extremely poor shape. Pavement was ground down in strips but then nothing done. Difficult to stay in lane because of how pavement was removed.
- Bicycles are the future. It's not a fad.
- There are plenty of issues regarding transportation in Lake County. If you are disabled and cannot drive, it is nearly impossible to get around the Lake. The roads take a major toll on

your vehicle, and most haven't ever been replaced. I live in Finley and these roads are ancient.

- Sidewalks along Konocti Road as promised, please!
- Electronic Vehicle Charging Stations.
- Dirt Roads
- No safe bike path to Middletown.
- High Valley Road at East Lake School.
- No excuse for potholes.
- Bike lanes.
- Turnouts.
- No lighting at road infrastructure whether it is streets or state highways.
- Spending ridiculous amounts of money to sue tribes or to exclude them.
- PLEASE fix the "fix" they did on the road by Sentry Market in Nice. Atrocious job!
- Not enough lighting for walk/bike/wheelchair pedestrians along the hwy between nice and upper lake
- There are too many accidents at Hwy 29 x Highland Springs and Hwy 29 x Live Oak. My experience is that people try to outrun the yellow light while cross traffic tries to leap before a green light at Live Oak. And at Highlands Springs it seems cross traffic feels entitled to turn onto the highway regardless of them having a red light.
- Access to get into lake county is difficult.
- We need roads fixed and more sidewalks/cross walks!!!
- Need walking path along Highway 53+
- NB CA53 to westbound Lakeshore Drive left turn signal allows waaay too many vehicles through on a cycle, congesting Lakeshore Drive.
- Class 1 (separated) bike and pedestrian facilities between communities
- Fallen trees
- Large ongoing road potholes

- dirt road on Anderson Road is horrendous, with many potholes and difficult terrain to drive. Causes a lot of car malfunctions and is a compromised means of egress in case of an emergency.
- Anderson dirt Road very unsafe lower lake off point lakeview/miller
- Our potholes on our roads required paving permanently to make up travel safely in and out our neighborhood!
- Dangerous roads
- Lake of safe passage on main road to my house

Comments Received through Interactive Mapping Tool

Roadway Safety and Operation

January 10, 2025
13608 Anderson Road

- This road is damaging our vehicles and is nearly impassable. Many potholes and in horrendous condition. With the wildfires in the forefront of this discussion, it would be inhibitive for us to be able to get out in case of a fire. Please address this as soon as possible. Lives could be at stake if a fire starts. It's our ONLY egress from our property. Thank you!

January 13, 2025
5180 Lake Boulevard

- This road, from the Anderson/Lake Blvd intersection, is damaging our vehicles and is nearly impassable. With the wildfires in the forefront of this discussion, it would be inhibitive for us to be able to get out in case of a fire. Please address this as soon as possible. Lives could be at stake if a fire starts. It's our ONLY egress from our property. Thank you!

February 11, 2025
13371 California 20

- It is nearly impossible to cross Hwy 20- even in a crosswalk-without worrying about getting hit. Even at the post office and school zones people pass on the left and do not stop for pedestrians.

February 20, 2025
3400 Lakeshore Boulevard

- All of Lakeshore Blvd along Nice shoreline is in disrepair and damages vehicles. Unsafe parking along residences, many cars park in the Roadway. Severe lack of pedestrian paths.

February 21, 2025
Boyles Avenue

- This road has not been fixed in years. It is damaging car tires because of all the potholes and all they do is fill them back up for them to leave the road bumpy and uneven. Filling them back up doesn't work because in a couple of days they are back. This road gets dangerous because cars try to miss a pothole and end up in the opposite side of the road.

March 10, 2025
Harrington Flat Road
- The Roadway looks like it is going to be giving way due to a slide.

April 14, 2025
3800 East Highland Springs Road
- Highland Springs Road lacks basic safety features and signage on the entire road and as it goes through the park.

April 16, 2025
5081 A Konocti Road
- Enforce speed and stop sign laws.

April 17, 2025
7508 California 29
- Unsafe to turn from 29 onto Bottle Rock from Lower Lake. Unsafe to turn from Bottle Rock to 29 to Kelseyville in mornings.

7997 Bottle Rock Road
- Bottle Rock road is in dire need of repair the entire roadway. Potholes are filled occasionally but the asphalt just comes back out within a week. Total overhaul is needed in SEVERAL areas.

4700 Cole Creek Road
- Uneven pavement at turn headed to Kelseyville.

May 1, 2025
Cobb Area
- Mile markers on remote roads.

May 9, 2025
Bottlerock Road
- Please notice at twilight when you turn left off Bottlerock Road onto Hwy 29. At sunset, when you look left, you can't see anything but the heat off the road that envelopes cars so you can't see them. The speed needs to come down to 55 because after flooring it, then you go faster everywhere else. We're not Vallejo. It kills the community. Can't walk on the road and a death wish to ride your bike. Let's male lake county a community spot not a commuter spot.

May 14, 2025
Bottle Rock Road at Highway 29

- Needs Caution light for travel on Hwy 29 toward Bottle Rock Rd. At sundown, the heat rises and obscures smaller vehicles. Looking left from Bottle Rock to Hwy 29 at sunset on warm afternoons, vehicles are barely visible. It's accidents waiting to happen. Needs a caution light at least.

May 25, 2025
16122 Spruce Grove Road

- Speeding. Lower the speeding limit to 25-30 MPH. And watch for animals.

6052 Old Highway 53

- Better signage. Make it easier to see.

18525 California 29

- 500-unit development near roundabout will create traffic issues in the area.

9835 California 20

- High speeds area. More signage and lighting. Too many wrecks.

June 4, 2025
4860 Old Highway 53

- This blind curve has had multiple head on accidents and pedestrians being hit or near hits. The bike lanes are very narrow.

General Comment

February 11, 2025
12953 California 20

- Very dangerous intersection with large trucks turning to go to cannabis and wineries - they cannot stay in their lanes here or up High Valley Road. So many accidents!

March 25, 2025

- For two years, a detour for the new school administration building has routed all traffic down Mill Street to 3rd Street to Winchester, avoiding Lake Street. The added load has ruined the oil and chip surface, with widespread cracking, broken edges, and open drain ditches with no storm sewer. Water ponds for weeks, some ditches are 3 to 4 feet deep, and Winchester floods between 3rd and the school during moderate rain. There are no sidewalks, so students walk in the street, and speeding drivers splash them. Unfamiliar drivers pull into the ditches, get stuck, and sometimes total their cars, with two incidents in the last two weeks. The county placed flood signs, and residents put them out, but the open ditches remain a serious hazard and incidents often go unreported.

April 16, 2025
4130 Gaddy Lane

- Enforce speed limits and stop reckless driving.

May 25, 2025
8771 Quarterhorse Lane

- Would prefer a second access route. Currently only one way in and out.

Transit Comment

February 11, 2025
400 Sulphur Bank Drive

- Very dangerous intersection with many accidents and fatalities.

April 3, 2025
Mt. Konocti

- Please have more senior bus rides.

April 19, 2025
11st Street

- Boat shuttle between Lakeport and Lucerne. It would be faster and cut down on hwy 20 traffic. If Lake Tahoe can get one, so can Lake County.

May 21, 2025
1250 Soda Bay Road

- We need more bus route service with ALL Lake Transit routes, especially route 7, 4a (which should be called 5), 2 and 3.

Pedestrian Comment

February 20, 2025
1808 Hartley Street

- High pedestrian use. Lack of sidewalks.

High Street

- High pedestrian use. Lack of sidewalks.

401 Eleventh Street

- Lack of safe sidewalks and bike paths along 11th street.

829 19th Street

- Sidewalks and curbs are unsafe.

886 Old Lucerne Road

- Unsafe pedestrian traffic along highway between upper lake and Lucerne. Consider options to ensure pedestrian safety measures, fences, guards etc

February 22, 2025
4680 Lakeshore Boulevard

- High pedestrian use area with no shoulder for majority of road.

April 9, 2025
1495 North Main Street

- No curb cuts / ADA compliance.

April 10, 2025
5775 Lakeshore Boulevard

- Bike – ped pinch point; no shoulder.

April 17, 2025
15700 40th Avenue

- Really dark and narrow stretch of road.

May 25, 2025
Highway 29

- We absolutely need a safe way to walk or bike to north shore/upper lake area from Lakeport.

Pavement Comment

February 20, 2025
10550 Seigler Springs Road

- I have noticed a significant traffic increase on Seigler Springs North Road since the expanded operation of the Pasta Farm was approved. The road has several spots where pot holes are so large you have to slow down to a near stop to navigate around them. There is also a big increase of tractor trailers on this road from the operation of the Pasta Farm. Need to take a serious look at paving Seigler Springs North Road.

2603 Hartley Street

- Horrible pot holes and bumpy pavement, the whole stretch of Hartley needs to be redone. I drive this road daily and everything in my car rattles now.

356 17th Street

- Lack of sidewalks. Needs repaving.

1130 Mello Drive

- Pavement correction needed.

325 20th Street
- Pavement and sidewalks need replaced. Consider flashing yield signs.

May 21, 2025
2871 Finley East Road
- Replace all the d**n roads Especially in Finley and put bike lanes.

Bicycle Comment

April 4, 2025
20106 California 29
- I would love to have the shoulders widened along Highway 29 to be safe for bicycles between Hidden Valley and Middletown.

14709 California 29
- It would be great if the shoulders were wide enough for bicycle riding to be safe along Highway 29 between Hidden Valley & Lower Lake

April 9, 2025
3928 Main Street Kelseyville
- Bike lane please!

4570 Konocti Road
- Bike lane between downtown and schools please.

4695 County Road 518
- Protected bike lanes needed or streets with speeds over 20 mph.

829 Eleventh Street
- Incomplete bike lane W bound 11th.

57 16th Street
- more than 1500 feet of bike lane removed on 16th St and N Main St.

April 14, 2025
4695 East Highland Springs Road
- Create a bike route that connects Lakeport and Kelseyville to each other and to Highland Springs Recreation Area.

May 21, 2025
- Put bike lanes in all of Finley connecting Kelseyville and Lakeport.

APPENDIX D

Environmental Review

CEQA Document- Initial Study/Negative Declaration

DATE:	October 14, 2025
PROJECT TITLE:	2026 Lake County Regional Transportation Plan/ Active Transportation Plan
LEAD AGENCY:	Lake County/City Area Planning Council (APC) 525 South Main Street, Suite B Ukiah, CA 95482
CONTACT PERSON:	Lisa-Davey Bates, APC Executive Director, 707-234-3314 John Speka, Senior Transportation Planner, 707-234-3314
PROJECT LOCATION:	The Regional Transportation Plan/Active Transportation Plan covers the entire County-wide area, including the incorporated cities of Clearlake and Lakeport.
PROJECT SPONSOR:	Lake County/City Area Planning Council 525 South Main Street, Suite B Ukiah, CA 95482

PROJECT DESCRIPTION: The Regional Transportation Plan/Active Transportation Plan (RTP/ATP) update is a transportation planning document prepared by the Lake County/City Area Planning Council (APC). The Plan provides an overview of both short- and long-term transportation goals, objectives and policies for the region, as well as a list of potential projects intended for implementation. The RTP/ATP considers all modes of transportation including automobile, trucking, bicycle, pedestrian, air, public transit, and any related facilities needed for an effective transportation system. The Plan also assesses current and long-range transportation issues, identifies needs and deficiencies, considers funding options and suggests actions to address these items, in an effort to improve the overall transportation system in the region. While it is intended to guide transportation decision making over a 20-year planning horizon, it does not necessarily require that projects recommended in the document become implemented. Such decisions are instead made by jurisdictional authorities with discretionary control over subject facilities such as Caltrans, local streets and roads departments, or regional tribal leaders, based on a variety of factors (e.g. budgetary constraints, local priorities, environmental considerations, etc.) specific to local or regional needs.

SETTING: Lake County is located in Northern California, lying within the Pacific Coastal ranges between the counties of Mendocino and Sonoma to the west, and Glenn, Colusa, Yolo and Napa

to the east and south. The County consists largely of mountainous terrain and resource lands surrounding Clear Lake, its primary geographic feature. The lake itself covers approximately five percent of the land area and includes a majority of the County's population centers along its shores. Much of the northern third of the County is unoccupied and lies within the Mendocino National Forest, while the rural southern portions are made up of sparsely populated communities divided among agricultural and other resource lands.

OTHER NECESSARY APPROVALS: Projects listed in the RTP/ATP will be undertaken by individual agencies within the region (e.g. Caltrans, public works, tribal authorities, transit agency, etc.) and may require approvals from responsible or trustee agencies (e.g. California Department of Fish and Wildlife, California Regional Water Quality Control Board, Army Corps of Engineers, etc.). No other approvals are required for adoption of the RTP/ATP.

NATIVE AMERICAN CONSULTATION: California Native American tribes traditionally and culturally affiliated with the project area were notified at the earliest stages of the RTP/ATP's development, with offers for individual consultation between the Lead Agency and the tribes. Following distribution of notices pursuant to Public Resources Code Section 21080.3.1 (AB 52), written correspondence regarding concerns and consultation was received from tribal representatives of the Habematolel Pomo (Upper Lake Rancheria) on October 23, 2025, and again on November 18, 2025, resulting in a meeting to address potential impacts. Additional language was later included in the RTP/ATP emphasizing the importance of cultural resource protection and consultation with California Native American Tribes during the planning and implementation of future transportation projects. The revisions do not change the impact conclusions or level of significance.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☒	Aesthetics	☒	Agriculture and Forestry Resources	☒	Air Quality
☒	Biological Resources	☒	Cultural Resources	☐	Energy
☒	Geology/Soils	☒	Greenhouse Gas Emissions	☐	Hazards and Hazardous Materials
☒	Hydrology/Water Quality	☒	Land Use/Planning	☒	Mineral Resources
☒	Noise	☐	Population/Housing	☐	Public Services
☐	Recreation	☒	Transportation	☒	Tribal Cultural Resources
☐	Utilities/Service Systems	☒	Wildfire	☒	Mandatory Findings of Significance

"Significant effect on the environment" means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project,

including land, air, water, minerals, flora, fauna, ambient noise, and aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change, may be considered in determining whether the physical change is significant (CEQA Guidelines, Section 15382).

INITIAL STUDY/EVALUATION OF ENVIRONMENTAL IMPACTS:

An explanation for all checklist responses is included, and all answers take into account the whole action involved, including off site as well as on-site; cumulative as well as project level; indirect as well as direct; and construction as well as operational impacts. The explanation of each issue identifies (a) the significance criteria or threshold, if any, used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance. In the checklist the following definitions are used:

"**Potentially Significant Impact**" means there is substantial evidence that an effect may be significant.

"**Potentially Significant Unless Mitigation Incorporated**" means the incorporation of one or more mitigation measures can reduce the effect from potentially significant to a less than significant level.

"**Less Than Significant Impact"** means that the effect is less than significant and no mitigation is necessary to reduce the impact to a lesser level.

"**No Impact"** means that the effect does not apply to the Project, or clearly will not impact nor be impacted by the Project.

INITIAL STUDY/ENVIRONMENTAL REVIEW: This section assesses the potential environmental impacts which may result from the project. Questions in the Initial Study Checklist are stated and answers are provided based on analysis undertaken.

I. AESTHETICS. **Except as provided in Public Resources Code Section 21099, would the project:**	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those	☐	☐	☐	☒

I. AESTHETICS. **Except as provided in Public Resources Code Section 21099, would the project:**	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

a) through d) No Impact- The Regional Transportation Plan/Active Transportation Plan (RTP/ATP) is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Its adoption will not result in specific impacts to scenic resources, although individual projects included within the Plan may, if implemented, include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently only conceptual in nature and will involve a project level evaluation of scenic as well as light and/or glare impacts at the time of design. There are no designated State Scenic Highways in Lake County.

II. AGRICULTURE AND FORESTRY RESOURCES. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

II. AGRICULTURE AND FORESTRY RESOURCES. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a) through e) No Impact- The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Its adoption will not result in specific impacts to agricultural or forestland resources, although individual projects included within the Plan may, if implemented, include potentially adverse effects. Projects involving grading, widening or expansion of streets, roads or highways may entail the acquisition of additional right-of-way, which could include marginal degrees of resource land conversion depending on the setting. In these cases, potentially adverse effects will be analyzed and appropriate mitigation measures will be recommended at the time of project development.

III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Conflict with or obstruct implementation of any applicable air quality plan?	☐	☐	☐	☒

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

a) through d) No Impact- Adoption of the RTP/ATP would not conflict with local air quality plans or create objectionable odors, nor are projects contained in the Plan, upon implementation, expected to have any substantial impacts on local air quality. The Lake County Air Basin has been designated as an "attainment" area with respect to each of the (10) State and (6) national area criteria pollutants including ozone, suspended particulate matter (PM10), fine suspended particulate matter (PM2.5), carbon monoxide, nitrogen dioxide, sulfur dioxide, sulfates, lead, hydrogen sulfide and visibility reducing particles. Potentially adverse effects resulting from individual projects within the Plan will be analyzed and appropriate mitigation measures will be recommended at the time of design. Short term impacts that may result from local construction activities will not affect overall air quality in the region, which is considered to be among the cleanest in the nation. In addition, components of the Plan (e.g. Transit Element, Active Transportation Element, etc.) include goals and policies intended to reduce dependency on automobile travel, traffic related congestion and vehicle miles traveled, to the overall benefit of local and regional air quality.

IV. BIOLOGICAL RESOURCES. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

a) through f) No Impact- The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in specific impacts to biological resources, although individual projects included within the Plan may, if implemented, include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently only conceptual in nature and will involve a project level evaluation of impacts to sensitive or special status species, riparian habitat, sensitive natural communities, wetlands, native resident, migratory species, or other biological resources, at the time of design. In these cases, potentially adverse effects will be analyzed and appropriate mitigation measures will be recommended at the time of project development. Likewise, consistency with all local policies or approved local, regional or State habitat conservation plans will be addressed during the design phase of the proposed projects.

V. CULTURAL RESOURCES. **Would the project:**	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

a) through c) No Impact - The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in specific impacts to cultural resources, although individual projects included within the Plan may, if implemented, include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently only conceptual in nature and will involve a project level evaluation of potential impacts to historical and archaeological resources, or disturbance of human remains outside of formal cemeteries, at the time of design.

VI. ENERGY. **Would the project:**	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

a) and b) No Impact- The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in specific energy related impacts, although individual projects

included within the Plan may, if implemented, include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently only conceptual in nature and will involve a project level evaluation of potential impacts resulting from wasteful, inefficient, or unnecessary consumption of energy resources, at the time of design.

VII. GEOLOGY AND SOILS. **Would the project:**	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal	☐	☐	☐	☒

systems where sewers are not available for the disposal of waste water?				
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

a) through f) No Impact - The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in specific impacts to geology and soils, although individual projects included within the Plan may, if implemented, include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently only conceptual in nature and will involve a project level evaluation of impacts related to exposure to fault ruptures, ground shaking, slides, erosion or soils capability, or potential impacts to unique paleontological resources, sites or unique geologic features, at the time of design.

VIII. GREENHOUSE GAS EMISSIONS. **Would the project:**	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

a) and b) No Impact – Certain projects included within the RTP/ATP may involve roadway capacity increases, although, given the small and rural nature of the region, they are usually intended more for safety or multi-modal considerations and are unlikely to lead to additional automobile traffic. Potentially adverse effects resulting from individual projects within the Plan will be analyzed and appropriate mitigation measures will be recommended at the time of design. The Goals, Objectives, Policies section of the RTP/ATP includes policies intended to reduce GHGs by prioritizing transportation projects which lead to reduced greenhouse gas emissions. Goals and policies also support and encourage expanding opportunities for utilizing transit, active transportation, and the use of zero emission vehicles.

IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

a) through g) No Impact - The RTP/ATP is a program level document, which includes a general

overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in specific risks involving hazardous materials or situations, although individual projects included within the Plan may, if implemented, include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently only conceptual in nature and will involve a project level evaluation of impacts involving the transport, use or disposal of hazardous materials, or other conditions which would expose people or structures to hazardous materials or situations, at the time of design.

X. HYDROLOGY AND WATER QUALITY. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☒
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☐	☒
i) result in a substantial erosion or siltation on- or off-site;	☐	☐	☐	☒
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒

X. HYDROLOGY AND WATER QUALITY. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

a) through e) No Impact - The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in impacts to water quality or hydrology, although individual projects included within the Plan may, if implemented, include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently only conceptual in nature and will involve a project level evaluation of impacts involving existing drainage patterns, additional surface or polluted runoff, increases in pollutant discharges, or additions to potential flood hazards, at the time of design.

XI. LAND USE AND PLANNING. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

a) and b) No Impact - Adoption of the RTP/ATP would not conflict with existing general, area or specific plans or zoning ordinances within the region. The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road

widening and expanded right-of-way acquisition, new structures or new road projects are presently only conceptual in nature and will involve a project level consistency evaluation at the time of design. As project implementation will be led by the individual jurisdictions in which they are located (i.e. cities, county, tribal lands, State right-of-way), local land use regulations will apply. As a result, consistency with all local policies or approved local, regional or State plans will be addressed during the design phase of the proposed projects.

XII. MINERAL RESOURCES. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

a) and b) No Impact - The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in impacts to available mineral resources, although individual projects included within the Plan may, if implemented, include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently only conceptual in nature and will involve a project level evaluation of impacts involving the availability of known mineral resources at the time of design.

XIII. NOISE. Would the project result in:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒

b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

a) through c) No Impact - The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in exposures to excessive levels of noise, although individual projects included within the Plan may, if implemented, include potentially adverse effects. Short term impacts that may result from local construction activities will be held to noise standards of the local jurisdiction in which the project is located (e.g. cities or County). Longer term impacts such as traffic noise will need to be evaluated as part of the environmental review of the individual projects, with potential abatement measures recommended as needed.

XIV. POPULATION AND HOUSING. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) and b) No Impact – Adoption of the RTP/ATP will not result in population growth or housing displacement. Given the small populations (Countywide estimated to be 67,254 as of January 1, 2025) and flat or negative growth rates of the rural Lake region, improvements to or expansion of the existing transportation system will not have a substantial impact on housing or population. Local land use decisions regarding housing development may include the need for improved access over time to facilitate better or more efficient circulation, although the current overall lack of development pressure in the area would not be affected by implementing projects found within the

RTP/ATP. Implementation of projects discussed in the Plan will involve a project level evaluation of impacts to housing and population growth at the time of design.

XV. PUBLIC SERVICES. **Would the project:**	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:	☐	☐	☐	☒
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

a) No Impact – Adoption of the RTP/ATP would not affect the provision of government services or facilities. Implementing projects within the Plan would lead to improvements to or expansion of the existing transportation system, which would benefit many of the public services including those involving response times, access, connectivity and medical services. Short term impacts may lead to some minor congestion and alternative routing in certain cases, although not to a significant degree. Active transportation projects included within the RTP/ATP, upon implementation, will improve safety and access for pedestrians and bicyclists to schools, parks and other public spaces. Implementation of projects discussed in the Plan will involve a project level evaluation of impacts to public services at the time of design.

XVI. RECREATION.	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

a) and b) No Impact – The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not lead to adverse impacts on parks or other recreational activities within the region. While implementation of certain projects may improve transportation modes to and from local and regional recreation areas, the potential increase in use will not result in the substantial deterioration of such facilities. Implementation of projects discussed in the Plan will involve a project level evaluation of impacts to parks and recreational activities at the time of design.

XVII. TRANSPORTATION. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒

a) through d) No Impact – Adoption of the RTP/ATP will lead to overall improvements to the transportation system with individual projects having a positive effect on different aspects of the system including highways, local streets and roads, bicycle and pedestrian facilities, public transit

and others. Implementation of certain projects discussed in the Plan will involve increases in capacity, which could result in additional vehicular movement, although such increases are not expected to adversely affect either individual components of the transportation system, or the regional system as a whole. Many other projects found within the Plan are intended to improve safety for automobile, bicycle and pedestrian traffic upon implementation. An evaluation of specific impacts from yet-to-be-implemented projects will be required at the time of design.

XVIII. TRIBAL CULTURAL RESOURCES.	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	☐	☐	☐	☒
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

a) No Impact - The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in specific impacts to tribal cultural resources, although individual projects included within the Plan may, if implemented, include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system.

Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently only conceptual in nature and will involve a project level evaluation of potential impacts to historical resources or resources potentially significant to one or more of the region's Native American tribes, at the time of design.

XIX. UTILITIES AND SERVICE SYSTEMS. **Would the project:**	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

a through e) No Impact – The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in impacts to utilities and service systems, although individual projects included within the Plan may, if implemented, include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre- existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-

way acquisition, new structures or new road projects are presently only conceptual in nature and will involve a project level evaluation of potential impacts related to stormwater drainage, electric power lines, or natural gas or telecommunications infrastructure, at the time of design.

XX. WILDFIRE. **If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:**	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

a through d) No Impact – The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in specific risks involving hazardous materials or situations, although individual projects included within the Plan may, if implemented, include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently only conceptual in nature and will involve a project level evaluation of transportation projects that may that may exacerbate fire risk, or expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, at the time of design.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially 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, substantially 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?	☐	☐	☐	☒
b) Does the project 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.)	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

a) through c) Less than Significant Impact/No Impact - The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in cumulative impacts to biological or historical resources, although individual projects included within the Plan may, if implemented, include potentially adverse effects, either directly, indirectly or cumulatively. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently only conceptual in nature and will involve a project level evaluation of impacts and/or cumulative impacts involving biological, historical, archaeological or other resources, at the time of design.

DETERMINATION: On the basis of this initial evaluation:

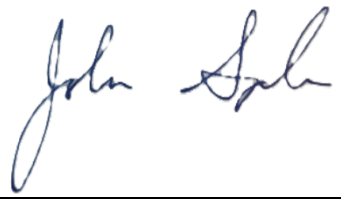
☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



10/16/2025
Date

Signature

APPENDIX E

Regional Transportation Plan Checklist

Regional Transportation Plan Checklist for RTPAs

(Revised November 2023)

(To be completed electronically in Microsoft Word format by the RTPA and submitted along with the draft and final RTP to Caltrans)

Name of RTPA: Lake County/City Area Planning Council

Date Draft RTP Completed: 10/3/2025

RTP Adoption Date: 12/10/2025

What is the Certification Date of the Environmental Document (ED)? 12/10/2025

Is the ED located in the RTP or is it a separate document? Included in Appendix D of Final RTP

By completing this checklist, the RTPA verifies the RTP addresses all of the following required information within the RTP.

Regional Transportation Plan Contents

General

		Y/N	Page #
1.	Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.324(a))	Yes	1, 4
2.	Does the RTP include both long-range and short-range strategies/actions? (23 CFR 450.324(b) "Should" for RTPAs)	Yes	40-42, 58-61, 95-102, 125-126, 139-141, 155-157
3.	Does the RTP address issues specified in the policy, action and financial elements identified in California GC Section 65080?	Yes	23-25, 40-42, 45-47, 58-61, 64-66, 95-102, 125-125, 128-130, 135-137, 142-143, 155-157, 158-159
4.	Does the RTP include Project Intent i.e. Plan Level Purpose and Need Statements?	Yes	4

Consultation/Cooperation

1.	Does the RTP contain a public involvement program that meets the requirements of Title 23, CFR part 450.316(a)?	Yes	Appendix C
2	Does the documented public involvement process describe how the RTPA will seek out and consider the needs of those traditionally underserved by the existing transportation system, such as low-income and minority households, who may face challenges accessing employment and other services? (23 CFR 450.210(a)(1)(viii))	Yes	Appendix C
		Yes/No	Page #
3.	Was a periodic review conducted of the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process? (23 CFR part 450.210(a)(1)(ix))	Yes	Appendix C
4.	Did the RTPA consult with the appropriate State and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP? (23 CFR 450.316(b) "Should" for RTPAs)	Yes	Appendix C
5.	Did the RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP? (23 CFR 450.216(j))	Yes	Appendix C
6.	Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation consulted? (23 CFR part 450.216(j))		Appendix C
7.	Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources? (23 CFR part 450.216(j))	Yes	9
8.	Did the RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s)? (23 CFR part 450.216(i))	Yes	Chapter VII, Appendix C
9.	Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the public involvement process developed under 23 CFR part 450.210(a)? (23 CFR 450.210(a)(1)(iii))	Yes	Appendix C
10.	Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR part 450.210(a))	Yes	Appendix C
11.	Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan? (23 CFR part 450.208(h))	Yes	10

12.	Were the draft and adopted RTP posted on the Internet? (23 CFR part 450.216(o))	Yes / Draft 10/6/25
13.	If the RTPA made the election allowed by GC 65080(b)(2)(M) to change the RTP update schedule (from 5 to 4 years) and change the local government Housing Element update schedule (from 5 to 8 years), was the RTP adopted on the estimated date required to be provided in writing to State Department of Housing and Community Development pursuant to GC 65588(e)(5) to align the Regional Housing Need Allocation planning period established from the estimated RTP adoption date with the local government Housing Element planning period established from the actual RTP adoption date?	Yes / RTP to be adopted 2/11/26

Modal Discussion

		Yes/No	Page #
1.	Does the RTP discuss intermodal and connectivity issues?	Yes	13, 23, 27, 32, 65, Chapter V
2.	Does the RTP include a discussion of highways?	Yes	Chapter III
3.	Does the RTP include a discussion of mass transportation?	Yes	Chapter VI
4.	Does the RTP include a discussion of the regional airport system?	Yes	Chapter VIII
5.	Does the RTP include a discussion of regional pedestrian needs?	Yes	Chapter V
6.	Does the RTP include a discussion of regional bicycle needs?	Yes	Chapter V
7.	Does the RTP address the California Coastal Trail? (GC 65080.1) (For RTPAs located along the coast only)	N/A	N/A
8.	Does the RTP include a discussion of rail transportation?	N/A	N/A
9.	Does the RTP include a discussion of maritime transportation (if appropriate)?	N/A	N/A
10.	Does the RTP include a discussion of goods movement?	Yes	19-21

Programming/Operations

1.	Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture? (23 CFR 450.208(g))	Yes	39

2.	Does the RTP identify the objective criteria used for measuring the performance of the transportation system?	Yes	37-38, 56-57, 124-125, 154-155
3.	Does the RTP contain a list of un-constrained projects?	Yes	41-42, 59-61, 96-102, 126, 139-141, 156-157

Financial

1.	Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.322(f)(11) ("Should" for RTPAs)?	Yes	40-42, 58-61
2.	Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate? (GC 65080(b)(4)(A))		40-42, 58-61
3.	Do the projected revenues in the RTP reflect Fiscal Constraint? (GC 65080(b)(4)(A))	Yes	41-42, 58-59, 95, 125, 155-156
4.	Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (GC 65080(4)(A))	Yes	41-42, 58-59, 95, 125, 155-156
		Yes/No	Page #
5.	Do the cost estimates for implementing the projects identified in the RTP reflect "year of expenditure dollars" to reflect inflation rates? (23 CFR part 450.324(f)(11)(iv)) ("Should" for RTPAs)	Not available	
6.	After 12/11/07, Does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highway and transit within the region? (65080(b)(4)(A) (23 CFR 450.324(f)(11)(i))	Yes	43-44, 126-128
7.	Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2016 STIP Guidelines Section 33)		43
8.	Does the RTP contain a statement regarding consistency between the projects in the RTP and the RTIP? (2016 STIP Guidelines Section 19)	Yes	43

Environmental

1.	Did the RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?	No	

2.	Does the RTP contain a list of projects specifically identified as TCMs, if applicable?	N/A	N/A
3.	Does the RTP specify mitigation activities? (23 CFR part 450.324(f)(10))	N/A	N/A
4.	Where does the EIR address mitigation activities?	N/A	N/A
5.	Did the RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?	Yes	Appendix D
6.	Does the RTP specify the TCMs to be implemented in the region? (federal nonattainment and maintenance areas only)	N/A	N/A

I have reviewed the above information and certify that it is correct and complete.



(Must be signed by RTPA Executive Director or designated representative)	10/3/25 Date
Lisa Davey-Bates Print Name	Executive Director Title

APPENDIX F
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APPENDIX G

Adopting Resolution

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 Sabatier, seconded by Slooten, and carried on this 11th day of February 2026, by the following roll call vote:

AYES: Directors Sabatier, Rasmussen, Cremer, Slooten, Mattina, Parlet, Wind, Tatiana Ahlstrand (PAC)
NOES: None
ABSENT: Vacant (Member-at-Large)

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

Lisa Davey-Bates
Lisa Davey-Bates (Feb 12, 2026 13:29:27 PST)

ATTEST: Lisa Davey-Bates
Executive Director

Stacey Mattina
Stacey Mattina (Feb 12, 2026 12:21:55 PST)

Stacey Mattina, Chair
APC Member