



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

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LAKE COUNTY/CITY AREA PLANNING COUNCIL (APC) AGENDA

Wednesday, April 8, 2026
9:00am

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

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

Zoom Login:

Dial-in number: 1 (669) 900-6833 / Meeting ID: 826 7495 8093# Passcode: 207477

(Zoom link provided to the public by request.)

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

1. Call to Order/Roll Call
2. Northern Rural Energy Network (NREN) Update *(Brennan/Davey-Bates)*
3. Adjourn to Policy Advisory Committee

PUBLIC EXPRESSION

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

CONSENT CALENDAR

5. Approval of February 11, 2026 Minutes
6. FY 2025/26 Lake APC Budget Third Amendment
7. LSR Statewide Needs Assessment Funding Resolution #25-26-18

REGULAR CALENDAR

8. Public Hearing: Unmet Transit Needs for Fiscal Year 2026/27 *(Sookne)*
9. Discussion and Possible Adoption of Amended Regional Housing Needs Allocation (RHNA) Methodology and Resolution *(Speka)*
10. Presentation of the Draft 2026/27 Lake APC Budget *(Pedrotti)*
11. Discussion of the 2026/27 Draft Overall Work Program (OWP) *(Pedrotti)*

RATIFY ACTION

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

REPORTS

14. Reports & Information:
 - a. Lake APC Planning Staff
 - i. Planning Projects *(Speka)*
 - ii. Miscellaneous
 - b. Lake APC Administration Staff
 - i. Next Meeting Date – **May 13, 2026 (Lakeport)**

- ii. Miscellaneous
- c. Local Agency Updates
- d. Lake APC Directors
- e. Caltrans
 - i. Lake County Project Status Update (*Ablstrand*)
 - ii. Miscellaneous
- f. Rural Counties Task Force
 - i. Next Meeting Date – **May 8** (Teleconference)
- g. California Transportation Commission
 - i. Next Meeting Date – **May 14 – 15** (*SF Bay Area*)
- h. California Association of Councils of Governments (CalCOG)
 - i. CDAC Meeting – (*TBD*)
 - ii. CalCOG Board of Directors Meeting – **April 10** (*Virtual*)
- i. Miscellaneous

INFORMATION PACKET

- 15. a) 2/26/26 Lake TAC Minutes
- b) Russ Cremer Nominated for Hometown Hero Award
- c) Local Road Safety Plan Article

ADJOURNMENT

PUBLIC EXPRESSION

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

AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS

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

ADDITIONS TO AGENDA

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

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

CLOSED SESSION

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

POSTED: April 2, 2026

Attachments:

Agenda Item #2 – NREN Staff Report

Agenda Item #5 – 2/11/26 Lake APC Draft Minutes

Agenda Item #6 – Staff Report & Budget

Agenda Item #7 – Staff Report, Formula & Reso

Agenda Item #8 – Staff Report, Notice, Unmet Needs & Definitions

Agenda Item #9 – Staff Report, RHNA & Reso

Agenda Item #10 – Staff Report & Budget

Agenda Item #11 – Staff Report & OWP

Agenda Item #14ai – Planning Staff Report

Agenda Item #14ei – Milestone Report

Agenda Item #15 a) – 2/26/26 Draft Lake TAC Minutes

b) – Record-Bee Article - Russ

c) – Record-Bee Article - LRSP



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Northern Rural Energy Network (NREN)

DATE PREPARED: April 1, 2026

MEETING DATE: April 8, 2026

SUBMITTED BY: Jennifer Brennan, Energy Program Manager, NREN

BACKGROUND

NREN is part of a statewide initiative of Regional Energy Networks (RENs) focused on helping rural communities address rising utility costs through the adoption of energy efficiency programs. NREN Lake has already launched 2 residential programs and most recently launched the Public Equity and Energy Careers Education and Training (ECET) programs. ECET, formerly known as Workforce Education & Training (WE&T), also includes promoting enhanced local codes and standards adoption. The two remaining programs are in design and will focus on the commercial sector and financing.

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

Important Updates:

The NREN Business Plan was submitted to the CPUC on February 13, 2026. The new Business Plan (BP) outlines all proposed NREN funding, programs and services to be offered between 2028-2031. It will most likely take between 12-14 months for the CPUC to review the BP for approval and/or modification.

The overall NREN budget, including expenses through 2025 and remaining funding through 2027 for all partners and programs, is currently being reviewed and details will be provided to the Board by May.

NREN Program Development:

Public Equity

NREN Lake has been reaching out and meeting with County and City elected officials and staff in Lake County to offer Public Equity program services. These services include: benchmarking of buildings and analysis of utility data, building assessments and reports, technical assistance, and referrals of all kinds including other state funded energy efficiency programs as well as federal and state funding opportunities.

We met with Willdan several times, (the PG&E third-party administrator for government-owned buildings, including schools) and their sub-contractor to better understand the no-cost services they provide to identify eligible lighting projects, and navigate and apply for PG&E's On-Bill Financing (OBF) program. Next, we will work with public agencies to determine if there is an interest in the OBF program and if so, generate a list of potential lighting upgrade projects.

Energy Careers Education & Training (ECET)

We launched the ECET program and spent considerable time reaching out to numerous local organizations and educational institutions that are already involved in local workforce training and development in Lake County. We also co-hosted a very successful contractor training in Ukiah with PACE Supply that focused on heat pump hot water heaters and HVAC. We will continue to meet with local leaders to identify current programs in Lake County, gaps in skills, funding and workforce needs while designing new future training programs for both current contractors who want to increase their skills, while also recruiting students to pursue a career in the trades focused on energy efficiency.

February-March Community Meetings and Events:

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

February 17th – Kelseyville High School Career Day

February 27th – Education to Employment Summit

March 5th – Mendocino College Career and College Fair

March 14th – Farmer’s Market at the Mercantile, Kelseyville

March 24th – NREN and PACE Supply Heat Pump Contractor Training

Upcoming April Events:

April 7th – Lakeport Senior Center Kit Event

April 23rd – Lower Lake High School Career Day

April 23rd – Woodland College Lake Center Earth Day Event

April 25th – Child Advocacy Walk and Festival Austin Park Clearlake

NREN Lake Accomplishments:

- Over 300+ Energy Efficiency Kits have been provided to Lake County ratepayers to date.
- Fourteen Home Energy Assessments have been completed to date.
- Ten residential energy efficiency rebates have been processed to date, with 2 in review.

ACTION REQUIRED: None

ALTERNATIVES: N/A

RECOMMENDATION: None



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LAKE COUNTY/CITY AREA PLANNING COUNCIL (APC) (DRAFT) MEETING MINUTES Wednesday, February 11, 2025

Location: Clearlake City Council Chambers
14050 Olympic Drive Clearlake, California, California & Zoom

Teleconference Locations:

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

Present

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

Absent

Also Present

Lisa Davey-Bates, Executive Director – Lake APC
James Sookne, Admin Staff – Lake APC
Alexis Pedrotti, Admin Staff – Lake APC
Michael Villa, Planning Staff – Lake APC
John Speka, Planning Staff – Lake APC
Charlene Parker, Admin Staff – Lake APC
Dan Rodriguez, Robinson Rancheria
Samuel Gaytan – Transportation Concepts
Brett Baum – Transportation Concepts

Attending via Zoom

Tatiana Ahlstrand, Caltrans District 1 (Policy Advisory Committee)
Nephele Barrett, Planning Staff – Lake APC
Hector Ortega, Admin Staff – Lake APC
Jeff Pimentel – Caltrans District 1
Jennifer Brennan, Energy Program Manager – NREN
Ryan O'Neill, Energy Program Specialist – NREN
Laurie Fisher – Lake Links

1. Call to Order/Roll Call

Chair Mattina called the meeting to order at 9:06 a.m. Secretary Charlene Parker called roll. Members present: Sabatier, Rasmussen, Cremer, Slooten, Mattina, Parlet, and Wind.

2. Northern Rural Energy Network (NREN)

Jennifer Brennan provided an update on the Northern Rural Energy Network (NREN) program activities. Staff were working on the next NREN business plan for submission to the Public Utilities Commission for the 2028/31 funding period. Jennifer announced the addition of a new employee, Jody Lowblad of Upper Lake, noting that she had been a strong asset to the team due to her local knowledge and outreach experience.

The Public Equity Program would launch in March to provide no-cost services to local governments and school districts, including building benchmarking, assessments, technical assistance, and referrals to energy efficiency programs and funding opportunities. An RFP for the commercial program will be released soon, with efforts underway to include local contractors in project implementation.

Additionally, the PG&E-funded program through Wildan has shifted its focus from heat pump water heaters to lighting projects, and staff will pursue local government lighting projects and on-bill financing opportunities. The Workforce Education and Training Program will launch in March, focusing on youth workforce development and upskilling existing contractors in energy efficiency and clean energy technologies.

Ryan O'Neill provided an update on NREN outreach activities, emphasizing increased in-person engagement with the community. Staff had scheduled multiple outreach events, including participation at the Kelseyville High School Career Fair and other community events to promote energy efficiency programs and workforce development. The outreach efforts are gaining momentum, with several rebates already issued this year and additional projects in progress, reflecting increased community engagement compared to the prior year.

Board members expressed support for prioritizing the use of local contractors to ensure community benefits and strengthen the local economy.

3. Adjourn to Policy Advisory Committee

Chair Mattina adjourned to the Policy Advisory Committee (PAC) at 9:17 a.m. to include Caltrans District 1 staff and allow participation as a voting member of the Lake APC.

4. Approval of Election of officers – Chair and Vice-Chair, Member-at-Large Vacancy and Standing Committees – Executive Committee and California Association of Councils of Governments (CalCOG)

Lisa Davey-Bates explained the process and opened the elections for the year 2026.

Director Cremer nominated Director Stacey Mattina for the Lake Area Planning Council Chair position for the 2026 calendar year, and Director Mattina accepted. The motion was seconded by Director Sabatier and carried unanimously.

Lisa opened the floor for additional nominations, but there were none.

Roll Call Vote: Ayes (8)-Directors Sabatier, Rasmussen, Cremer, Slooten, Mattina, Parlet, Wind, Tatiana Ahlstrand, Noes (0); Abstain (0); Absent (0)

Chair Mattina stated that the next position to be filled was the vice-chair. Lisa noted that Bruno Sabatier served as the vice-chair in 2025.

Chair Mattina nominated Director Sabatier for the Lake Area Planning Council Vice-Chair position for the 2026 calendar year, and Director Sabatier accepted. The motion was seconded by Director Rasmussen and carried unanimously.

Chair Mattina opened the floor for additional nominations, but there were none.

Roll Call Vote: Ayes (8)-Directors Sabatier, Rasmussen, Cremer, Slooten, Mattina, Parlet, Wind, Tatiana Ahlstrand, Noes (0); Abstain (0); Absent (0)

Lisa announced the nominations for the Executive Committee, which included positions for the chair and vice chair, as well as one additional Board member providing geographic balance, ensuring that each region is represented on the Executive Committee.

An invitation for additional nominations was also announced. Directors Mattina, Sabatier, and Rasmussen were identified as the current Executive Committee members and each indicated their willingness to continue serving. No additional nominations were brought forward.

Director Sabatier nominated the existing Executive Committee for the 2026 calendar year. The motion was seconded by Director Wind and carried unanimously.

Roll Call Vote: Ayes (8)-Directors Sabatier, Rasmussen, Cremer, Slooten, Mattina, Parlet, Wind, Tatiana Ahlstrand, Noes (0); Abstain (0); Absent (0)

Chair Mattina announced the nominations for the California Association of Councils of Governments (CalCOG) representatives. Director Sabatier, the current delegate, indicated his willingness to continue serving, and Director Cremer agreed to continue in the role of alternate.

Director Parlet nominated Director Sabatier as the CalCOG representative and Director Cremer as the alternate. The motion was seconded by Director Slooten and carried unanimously.

Roll Call Vote: Ayes (8)-Directors Sabatier, Rasmussen, Cremer, Slooten, Mattina, Parlet, Wind, Tatiana Ahlstrand, Noes (0); Abstain (0); Absent (0)

PUBLIC EXPRESSION

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

Danny Wind addressed the Board of Directors regarding recent fatal incidents in Nice and along State Route 29. They emphasized the importance of roadway safety and encouraged continued focus on reducing traffic fatalities and serious injuries, consistent with Vision Zero goals. They suggested that safety considerations be further integrated into planning, design, and routine roadway projects, including coordination with technical advisory bodies and partners such as Caltrans.

Staff noted that the Lake APC is currently updating Local Road Safety Plans for its jurisdictions and encouraged public participation in the process to help identify safety priorities across local streets and roadways.

CONSENT CALENDAR

6. Approval of December 10, 2025 Draft Minutes

Director Sabatier removed the approval of the Social Services Transportation Advisory Council (SSTAC) roster from the Consent Calendar for discussion.

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

Roll Call Vote: Ayes (8)-Directors Sabatier, Rasmussen, Cremer, Slooten, Mattina, Parlet, Wind, Tatiana Abstrand, Noes (0); Abstain (0); Absent (0)

REGULAR CALENDAR

7. Approval of Social Services Transportation Advisory Council (SSTAC) Roster

Director Sabatier expressed concern that only five of nine SSTAC positions were currently filled and questioned whether having fewer members made it difficult to consistently achieve a quorum. James noted that filling positions had been an ongoing challenge due to category-specific requirements. SSTAC members were assisting with outreach to potential candidates, including local service providers and community transportation-related organizations. The quorum was based on a simple majority under the bylaws and had not prevented committee actions to date, though a fuller roster would improve representation. Further discussion occurred regarding options to improve participation, including remote meeting flexibility under recent state legislation.

Director Sabatier made a motion to approve the Social Services Transportation Advisory Council (SSTAC) Roster, as presented. The motion was seconded by Director Rasmussen and carried unanimously.

Roll Call Vote: Ayes (8)-Directors Sabatier, Rasmussen, Cremer, Slooten, Mattina, Parlet, Wind, Tatiana Abstrand, Noes (0); Abstain (0); Absent (0)

8. Discussion Report from the Executive Committee Meeting:

a) Discussion of the FY 2026/27 Local Transportation Fund (LTF) Estimate

Alexis reported that this was the annual point in the budget process when the Local Transportation Fund (LTF) revenue estimates and calculations were presented to the Executive Committee for review of revenues received to date and projected amounts for the FY 2026/27 budget. No attachments were provided for this item, although the Executive Committee had reviewed the information and was able to provide direction. The Executive Committee recommended proceeding with an LTF estimate of \$1.8 million, which staff will incorporate into the draft FY 2026/27 budget. Staff will return to the Board in April or May with the full draft budget, including all revenues and allocations, for additional discussion.

b) Discussion and Recommendation of the Member-at-Large Positions

Charlene reported that under the amended Joint Powers Agreement (JPA), the Lake County Board of Supervisors appoints two Member-at-Large positions and one alternate (Director Wind currently holds one of the two positions). In 2021, the Board appointed an individual to one of the positions. However, upon recently contacting the 2021 appointee, she stated that she had been unaware of the appointment and requested additional information. Staff provided meeting details but received no response to follow-up communications.

The Executive Committee discussed options and recommended that the Board of

Supervisors have her removed as a Member-at-Large due to her lack of response and participation. , A new applicant for the position, Dan Rodriguez, was instead to be considered for appointment at a future date, once the County Board of Supervisors had a chance to discuss the item on February 24.

During discussion, Board Members acknowledged that there had been an unfortunate issue in the appointment process and expressed appreciation for Mr. Rodriguez's consistent attendance and interest in serving. Board Members expressed support for moving forward with the Executive Committee's recommendation. Bruno also noted that he would like to see communications from the BOS improve for future appointments to the Lake APC.

9. Public Hearing: 2026 Regional Transportation Improvement Program (RTIP)

Michael reported that the Regional Transportation Improvement Program (RTIP) item was brought back solely to conduct a re-noticed public hearing. Proper notice of the public hearing was confirmed, having been published in the *Lake County Record-Bee* on January 27, 2026.

Finding of Proper Notice:

Chair Mattina requested a finding that proper notice was provided.

Director Sabatier made a motion to find that the public hearing had been properly noticed, as presented. The motion was seconded by Director Wind and carried unanimously.

Roll Call Vote: Ayes (8)-Directors Sabatier, Rasmussen, Cremer, Slooten, Mattina, Parlet, Wind, Tatiana Ahlstrand, Noes (0); Abstain (0); Absent (0)

Michael added that he attended the STIP hearing in late January, where he presented the Lake APC priorities and highlighted the projects included in the RTIP. He emphasized the regional importance of the Dam Road Extension Roundabout Project, noting its role in relieving congestion on State Route 53 and complementing the SR 20 corridor improvements. He reported positive feedback from California Transportation Commission (CTC) staff. Michael also reported that the South Main Street/Soda Bay Road project had been allocated for construction, which was noted as a significant benefit for the region. Michael expressed optimism that the Dam Road Roundabout Project could be successfully programmed.

Chair Mattina opened the formal public hearing at 9:39 a.m. No public comments were received, in person or online, and the Public Hearing was closed at 9:39 a.m. by Chair Mattina.

10. Discussion and Possible Adoption of the Regional Housing Needs Assessment (RHNA) Methodology and Corresponding Resolution

John reported that the Regional Housing Needs Assessment (RHNA) Methodology is part of a process required by statute to project regional housing needs and allocate housing units among local jurisdictions. As the designated "regional" planning agency, the process further requires that the methodology and allocation be adopted by the Lake APC. The development of the methodology occurs every eight years, with the current cycle spanning 2027 to 2035.

In November and December, staff worked with a team of local Community Development agencies to develop a fair allocation methodology. John explained that a draft methodology had been submitted to the State Department of Housing and Community Development (HCD) in mid-December, which was undergoing the required 60-day state review period that was set to expire on February 13, or two days from this meeting.

John explained further that, pursuant to statute, the methodology and draft housing allocation and must be in place prior to adoption of the Regional Transportation Plan/Active Transportation Plan (RTP/ATP). Staff recommended that the Board consider adopting the methodology to allow the RTP process to move forward. If HCD provided comments requiring revisions, those could be addressed at a future meeting.

Board members expressed concern about potential disproportionate lower-income housing allocations and asked about methodology, feasibility, and prior-cycle changes. Staff clarified the State assigns RHNA totals and jurisdictions plan and zone for housing. Members supported exploring a joint letter to State representatives.

Director Sabatier made a motion to approve resolution #25-26-16, the Regional Housing Needs Assessment Methodology, the allocation, and directs staff to transmit required notices to HCD and the jurisdictions of the Methodology, as presented. The motion was seconded by Director Rasmussen and carried unanimously. Roll Call Vote: Ayes (8)-Directors Sabatier, Rasmussen, Cremer, Slooten, Mattina, Parlet, Wind, Tatiana Ahlstrand, Noes (0); Abstain (0); Absent (0)

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

John introduced the item and explained that the Regional Transportation Plan/Active Transportation Plan (RTP/ATP) (and associated draft Negative Declaration under the California Environmental Quality Act (CEQA)) were updated every four years. A draft document was released for public review in October, and comments received were incorporated into the final draft to the extent feasible. The final draft was subsequently posted online. With the adoption of the RHNA methodology, the Board could proceed with consideration of the adoption of RTP/ATP.

Finding of Proper Notice:

Chair Mattina requested a finding that proper notice was provided.

Director Sabatier made a motion to find that the public hearing had been properly noticed, as presented. The motion was seconded by Director Cremer and carried unanimously.

Roll Call Vote: Ayes (8)-Directors Sabatier, Rasmussen, Cremer, Slooten, Mattina, Parlet, Wind, Tatiana Ahlstrand, Noes (0); Abstain (0); Absent (0)

Chair Mattina opened the formal public hearing at 9:58 a.m. No public comments were received, in person or online, and the Public Hearing was closed at 9:59 a.m. by Chair Mattina.

John stated that additional opportunities for public comment were provided at the November and December meetings, as well as through the current public hearing and via email to staff. He noted that the Initial Study/Negative Declaration (CEQA document) was also released for public review in October.

The one comment that was received came from the Habematolel Pomo Upper Lake Rancheria. Staff worked with their representative to address the comment, resulting in a minor amendment related to tribal outreach. John noted that Board approval of the CEQA document was required prior to adoption of the RTP/ATP.

In response to a Board question regarding potential impacts identified in the document, staff

clarified that no impacts had been identified.

Director Slooten made a motion to Approve the finding that there is no substantial evidence that adoption of the 2026 Regional Transportation and Active Transportation Plan will have a significant effect on the environment, and Approve the Negative Declaration, as presented. The motion was seconded by Director Parlet and carried unanimously.

Roll Call Vote: Ayes (8)-Directors Sabatier, Rasmussen, Cremer, Slooten, Mattina, Parlet, Wind, Tatiana Ablstrand, Noes (0); Abstain (0); Absent (0)

Director Sabatier made a motion to adopt the 2026 Regional Transportation Plan and Active Transportation Plan, as presented. The motion was seconded by Director Parlet and carried unanimously.

Roll Call Vote: Ayes (8)-Directors Sabatier, Rasmussen, Cremer, Slooten, Mattina, Parlet, Wind, Tatiana Ablstrand, Noes (0); Abstain (0); Absent (0)

Director Sabatier made a motion to rescind the ATP/RTP motion to include the resolution. The motion was seconded by Cremer and carried unanimously.

Roll Call Vote: Ayes (8)-Directors Sabatier, Rasmussen, Cremer, Slooten, Mattina, Parlet, Wind, Tatiana Ablstrand, Noes (0); Abstain (0); Absent (0)

Director Sabatier made a motion to adopt the 2026 Regional Transportation Plan and Active Transportation Plan and Resolution #25-26-1, as presented. The motion was seconded by Director Slooten and carried unanimously.

Roll Call Vote: Ayes (8)-Directors Sabatier, Rasmussen, Cremer, Slooten, Mattina, Parlet, Wind, Tatiana Ablstrand, Noes (0); Abstain (0); Absent (0)

12. Authorization to Release Fiscal Year 2026/27 Draft Transportation Planning Overall Work Program (OWP) for Review, Comment & Circulation

Alexis reported that, as the Regional Transportation Planning Agency, the agency prepares an annual Overall Work Program (OWP), with development beginning in mid-December and continuing through the start of the fiscal year. An annual call for projects was issued to local public works agencies for inclusion in the OWP, and the Technical Advisory Committee (TAC) reviewed and ranked four eligible applications at its January meeting.

The draft FY 2026/27 OWP will return to the TAC in February for final review and recommendation. Included in the draft were three projects (ranked and scored for prioritization) along with routine planning work elements and a reserve for local match requirements associated with a pending Caltrans planning grant. Direct expenses are also identified in the staff report.

The Board will have a full opportunity to review the draft OWP at the March meeting. Due to the February 27 submittal deadline to Caltrans, Board authorization is requested at this time to release the draft OWP for review, comment, and circulation.

Director Cremer made a motion to give authority to staff to release the FY 2026/27 Draft Overall Work Program (OWP) for review, comment, and circulation, as presented. The motion was seconded by Director Rasmussen and carried unanimously.

Roll Call Vote: Ayes (8)-Directors Sabatier, Rasmussen, Cremer, Slooten, Mattina, Parlet, Wind, Tatiana Ablstrand, Noes (0); Abstain (0); Absent (0)

RATIFY ACTION

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

Chair Mattina adjourned the Policy Advisory Committee at 10:12 a.m. and reconvened as the APC.

14. Consideration and Adoption of Recommendations of Policy Advisory Committee

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

REPORTS

15. Reports & Information

a. Lake APC Planning Staff

i. Planning projects

John Speka gave a brief update on the current projects.

Zero Emission Vehicle (ZEV) Infrastructure Plan:

The Countywide Zero Emission Vehicle (ZEV) Infrastructure Plan assesses the region's charging and fueling infrastructure to support future expansion. The administrative draft of the Zero Emission Vehicle Infrastructure Plan was received from the consultant the previous week and is currently under review. The project was nearing completion.

Local Road Safety Plan Update

The Local Road Safety Plan update for all three jurisdictions is underway. The consultant released the public survey and interactive mapping tool and has received a strong number of comments through both. An open-house public workshop is scheduled for March 23 at Lakeport Council Chambers from 5:00 to 7:00 p.m., where community members will be invited to provide input for any of the three jurisdictions, with the plans being developed individually for each jurisdiction.

Director Slooten asked whether a workshop would be held in Clearlake and offered to help spread awareness. Staff responded that additional in-person meetings had been considered, but a virtual option was selected.

Tribal Transportation Needs Study

A Request for Proposals for the Tribal Transportation Needs Study was released on February 6, with proposals due March 6. Several consulting firms have already expressed interest, and staff anticipated receiving a fair number of submittals.

ii. Miscellaneous

b. Lake APC Administration Staff

i. Next Meeting Date – March 4, 2026 (*Lakeport*)

ii. Miscellaneous

c. Local Agency Updates

Director Sabatier announced that the City of Clearlake is nearing the final phase of the long-planned Arrowhead, Burns Valley, and Olympic project, noting that preliminary work, including irrigation, was completed.

d. Lake APC Directors

None

e. **Caltrans**

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

Jeff Pimentel reported that the Lake 29 Segment 2B project received ITIP funding for approximately half of the construction funding. The project will be nominated this spring for the next round of the Trade Corridors Enhancement Program; because the remaining funding request is now significantly smaller than in previous cycles, staff believes the project will be more competitive. Application materials will be prepared in the summer, submitted in the fall, and award announcements are anticipated in spring 2027. Although the ITIP funds are not expected to be available until FY 2029/30, resulting in a schedule delay, securing the remaining construction funding would allow the project to continue moving forward.

Director Sabatier asked whether receipt of ITIP funds would allow the project to proceed with right-of-way acquisition. Jeff Pimentel explained that, due to the project delay, right-of-way acquisition will not begin immediately. Additional design and utility coordination may result in changes, and early acquisition would require managing property that would sit unused. Staff will reassess the project schedule to determine the appropriate timing for restarting design work and initiating acquisition, with the goal of avoiding the need for additional design funds and preventing future delivery delays.

Further discussion addressed the current design phase and the ability to incorporate updated safety features. It was noted that as projects advance, plans can be updated to reflect current design standards, emerging technologies, and the safety needs of all roadway users.

Tatiana Ahlstrand, Caltrans District 1, reported that a safety project is being initiated on State Route 29 to address crossover collisions, with details to be provided as the project develops.

Guidelines for the Proposition 4 Urban Greening Program were recently released, which will provide over \$46 million in the first competitive cycle, with applications opening in spring 2026.

To address congestion at the State Route 53/29 intersection during peak school hours, Caltrans installed a temporary camera to collect traffic data and will evaluate potential signal timing adjustments.

Additionally, the draft engagement materials for the District Transit Plans will be released in late February or early March, with outreach beginning in April. The annual Tribal Transportation Summit will be held May 21 at Middletown Rancheria.

Updates were provided on the reorganization of the encroachment permit office, which now includes a new permit engineer for the Lake and Mendocino area.

Tatiana provided a brief demonstration of the updated Caltrans Milestone Report, which includes a link to the District 1 External Partners Project Communication Request Form. The form allows Board members to request varying levels of involvement in Caltrans projects and to request future project presentations.

Additional discussion ensued regarding the Lake 53 Corridor Lighting project (EA0Q370). Director Sabatier expressed support for the planned lighting from Anderson Marsh Road to Lakeshore Drive/40th Avenue, asked about the type and spacing of the lighting, and inquired whether additional lighting south of 40th Avenue toward Olympic Drive could be a future phase due to safety concerns for pedestrians. It was noted that staff would follow up with more detailed project information and that the new project communication form could be used to request updates. Additional comments referenced broader lighting needs along Highway 20, and it was clarified that larger lighting projects are likely scheduled for later delivery, while the current effort is intended as a quicker near-term improvement.

ii. **Miscellaneous:**

f. Rural Counties Task Force

- i. Next Meeting Date – March 13 (*Teleconference*)

g. California Transportation Commission

- i. Next Meeting Date – March 19-20 (*Los Angeles*)

h. California Association of Councils of Governments (CalCOG)

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

i. Miscellaneous

14. INFORMATION PACKET

- a) 2/4/26 Draft Executive Committee Minutes

ADJOURNMENT

The meeting was adjourned by Chair Mattina at 10:32 a.m.

Respectfully Submitted,

DRAFT

Charlene Parker, Administrative Associate



LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

TITLE: FY 2025/26 (Proposed) Budget Amendment #3

DATE PREPARED: 3/27/2026

MEETING DATE: 4/8/2026

SUBMITTED BY: Alexis Pedrotti, Project Manager

BACKGROUND:

Historically, Lake APC has received Regional Surface Transportation Program (RSTP) funding in arrears relative to the fiscal year due to the long and arduous allocation process with Caltrans. As a result, the FY 2025/26 Budget was developed to include the distribution of FY 2024/25 RSTP funds to local agencies based on the population formula.

More recently, Caltrans has improved the timing of RSTP funding agreement processing and distribution process. This improvement now allows Lake APC to access and allocate RSTP funds in a more timely manner to the local agencies.

The enclosed FY 2025/26 Budget Amendment No. 3 incorporates the FY 2025/26 RSTP funding as a minor adjustment in the amendment column dated April 8, 2026. Staff is requesting approval to amend the FY 2025/26 Budget to include the FY 2025/26 RSTP allocation. This one-time adjustment will realign future RSTP distributions with the corresponding fiscal year and budget cycle.

ACTION REQUIRED:

Approval of Lake APC FY 2025/26 Budget Amendment No. 3 incorporating 2025/26 Regional Surface Transportation Program (RSTP) Funding.

ALTERNATIVES:

Do not approve the amended Lake APC Budget and provide alternative suggestions.

RECOMMENDATION:

Approval of Lake APC FY 2025/26 Budget Amendment No. 3 incorporating 2025/26 Regional Surface Transportation Program (RSTP) Funding.



LAKE COUNTY/CITY AREA PLANNING COUNCIL

FY 2025/26

FINAL - BUDGET SUMMARY

AMENDMENT #3 - BUDGET SUMMARY - 4/8/2026

REVENUES COMMENTS:

	2024/25 Actuals	Budget				Estimated Actual	
		Adopted: 6/11/25	Amend: #1 8/13/25	Amend: #2 9/10/25	Amend: #3 4/8/26		
LOCAL:							
Transportation Development Act (TDA)							
Local Transportation Funds (LTF)							
- 2025/26 Local Transportation Fund (LTF) Estimate	\$ 1,700,000	\$ -	\$ -	\$ -	\$ -	\$ 1,700,000	2025/26 Approved LTF Estimate - Slight increase based on EC Recommendation.
Local Transportation Fund Carryover :							
- Prior-Year Unallocated LTF Revenue	\$ 388,664	\$ -	\$ -	\$ -	\$ -	\$ 388,664	Unallocated LTF Funds received in prior year - BOE alloc. above the "Approved" LTF Est.
- Administration	\$ -	\$ 77,750	\$ -	\$ -	\$ -	\$ 77,750	Carryover funding from FY 2024/25.
- LTF Reserve Fund Balance	\$ 1,164,422	\$ 88,858	\$ -	\$ -	\$ -	\$ 1,253,280	Approved 6.2019 by APC Board/Amended 11.2023
- Planning and Programming OWP	\$ 37,500	\$ 136,777	\$ -	\$ -	\$ -	\$ 174,277	Actual FY 2024/25 OWP carryover funding.
- Pedestrian and Bicycle Fund Balance	\$ 144,015	\$ -	\$ -	\$ -	\$ -	\$ 144,015	Lakeport Balance (\$143,857) + Unallocated (\$158)
- Community Transit Service Fund Balance / CTSA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Lake Links has been fully allocated for 2024/25.
- Public Transportation / LTA Allocation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	LTA has been fully allocated for 2024/25.
- Unrestricted Fund Balance	\$ -	\$ 1,228,432	\$ -	\$ -	\$ -	\$ 1,228,432	
Total LTF Carryover:	\$ 1,734,600	\$ 1,531,817	\$ -	\$ -	\$ -	\$ 3,266,417	
Total LOCAL Revenues:	\$ 2,106,466	\$ 3,434,600	\$ 1,531,817	\$ -	\$ -	\$ 4,966,417	
STATE:							
Planning Programming & Monitoring (PPM) Funds							
- 2025/26 NEW OWP Allocation	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ 68,000	Funds Expire: 6/30/28
- 2024/25 Carryover OWP Allocation	\$ 22,500	\$ 18,108	\$ -	\$ -	\$ -	\$ 40,608	2024/25 actual OWP carryover amount.
Total PPM Funds:	\$ 70,000	\$ 18,108	\$ -	\$ -	\$ -	\$ 108,608	
Rural Planning Assistance (RPA) Funds							
- 2025/26 NEW OWP Allocation	\$ 404,500	\$ -	\$ -	\$ -	\$ -	\$ 404,500	Begin FY 2025/26 Additional RPA Alloc (Increase of \$110,500).
- 2024/25 Carryover OWP Allocation	\$ 15,000	\$ 10,897	\$ -	\$ -	\$ -	\$ 25,897	2024/25 actual OWP carryover amount.
Total RPA Funds:	\$ 294,000	\$ 419,500	\$ 10,897	\$ -	\$ -	\$ 430,397	
Road Maintenance & Rehab Acct. (RMRA)							
- 2025/26 NEW Sustainable Comm. Grant - WE 618	\$ -	\$ 199,191	\$ -	\$ -	\$ -	\$ 199,191	Actual Caltrans SC Grant Award for Lake Co. Tribal Transportation Needs Study
- 2024/25 Carry-Over Sustainable Comm. Grant - WE 603	\$ 88,530	\$ 62,322	\$ -	\$ -	\$ -	\$ 150,852	Actual C/O Caltrans SC Grant Award for Lake Co. Zero Emission Vehicle Infra Plan
Total SC - RMRA Grant Funds:	\$ 26,208	\$ 88,530	\$ 261,513	\$ -	\$ -	\$ 350,043	
State Highway Account (SHA)							
- 2023/24 Carryover Climate Adaptation Grant - WE 615	\$ 17,706	\$ 28,074	\$ -	\$ -	\$ -	\$ 45,780	Actual C/O Caltrans Climate Adapt Grant Award for Lake Co. Wildfire Evac & Prep Plan
Total SHA Grant Funds:	\$ 108,593	\$ 17,706	\$ 28,074	\$ -	\$ -	\$ 45,780	
Transportation Development Act (TDA)							
State Transit Assistance (STA) Funds							
- 2025/26 NEW Allocation (PUC) section 99313 & 99314	\$ 715,867	\$ (3,679)	\$ -	\$ -	\$ -	\$ 712,188	2025/26 STA Alloc. - based on revised estimate. 8/2025
- 2024/25 Carry-Over Funding	\$ -	\$ 180,375	\$ -	\$ -	\$ -	\$ 180,375	2024/25 actual carryover amount.
Total STA Funds:	\$ 771,145	\$ 176,696	\$ -	\$ -	\$ -	\$ 892,563	
State of Good Repair (SGR) Program Funds							
- 2025/26 NEW Allocation (PUC) section 99313 & 99314	\$ 124,152	\$ (638)	\$ -	\$ -	\$ -	\$ 123,514	2025/26 SGR Alloc. - Allocation based on revised estimate - 8/2025
- 2024/25 Carry-Over Funding	\$ -	\$ 340,958	\$ -	\$ -	\$ -	\$ 340,958	2024/25 actual carryover amount.
Total SGR Funds:	\$ 129,043	\$ 124,152	\$ 340,320	\$ -	\$ -	\$ 464,472	
Transit and Intercity Rail Capital Program (TIRCP)							
- 2024/25 Carry-Over SB 125 Transit Program	\$ -	\$ 3,992,944	\$ -	\$ -	\$ -	\$ 3,992,944	Lake Transit Authority Allocation.
- 2024/25 Carry-Over ADMIN - SB 125 Transit Program	\$ 84,159	\$ -	\$ -	\$ -	\$ -	\$ 84,159	Funds are population-based (1% of regions total allocation).
Total SB 125 Funds:	\$ 4,077,103	\$ 3,992,944	\$ -	\$ -	\$ -	\$ 4,077,103	
Total STATE Revenues:	\$ 5,476,092	\$ 1,540,414	\$ 4,828,552	\$ -	\$ -	\$ 6,368,966	
FEDERAL:							
Regional Surface Transportation Program (RSTP)							
- 2025/26-24/25 RSTP Local Agency Distribution:	\$ 860,447	\$ -	\$ -	\$ -	\$ -	\$ 860,447	Passes through to cities/County
- 2025/26 RSTP Local Agency Distribution:	\$ -	\$ 732,977	\$ -	\$ 854,376	\$ -	\$ 854,376	Apport. for FY 2024/25 -Allocat. will be received in 2025/26
- RSTP Carryover Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 732,977	Apport. For FY 2025/26 - Allocat. Will be received in 2025/26
Total RSTP Funds:	\$ 830,697	\$ 860,447	\$ 732,977	\$ -	\$ 854,376	\$ 2,447,800	2024/25 actual carryover amounts for local agencies.
Transit Pass-Through Funding							
5311 Federal Funds - FFY 2025	\$ 538,964	\$ 572,205	\$ -	\$ -	\$ -	\$ 572,205	FFY 2025-Regional Apportionment to LTA
Total FEDERAL Revenues:	\$ 1,369,661	\$ 1,432,652	\$ 732,977	\$ -	\$ 854,376	\$ 3,020,005	

OTHER Revenue:						
Northern Rural Energy Network (REN)						
- 2025/26 NEW NREN Staff Allocation:	\$ 437,779	\$ -	\$ 143,079	\$ -	\$ 580,858	NREN Approved Budget Amount for Staffing Services. and travel/direct program expenses
- 2025/26 NEW NREN Program Other Costs	\$ -	\$ -	\$ 89,400	\$ -	\$ 89,400	NREN Approved Budget Amount for Other Program Costs.
- 2024/25 Carry-Over NREN Allocation	\$ 158,656	\$ -	\$ -	\$ -	\$ -	
Total OTHER Revenues:	\$ 437,779	\$ -	\$ 232,479	\$ -	\$ 670,258	
GRAND TOTAL REVENUES	\$ 6,845,445	\$ 7,093,346	\$ 232,479	\$ 854,376	\$ 15,025,646	

ALLOCATIONS

COMMENTS:

	2024/25 Actuals	Budget				Estimated Actual	
		Adopted: 6/11/25	Amend: #1 8/13/25	Amend: #2 9/10/25	Amend: #3 4/8/26		
LOCAL:							
Transportation Development Act (TDA)							
2025/26 Local Transportation Funds (LTF) Annual Priority Allocations							
- Administration Allocation							
Admin Contract (July 1, 2025 to June 30, 2026)	\$ 630,146	\$ 655,684	\$ -	\$ -	\$ -	\$ 655,684	APC/LTA Admin Contract based on 2024/25 DBC Contract + CPI
Board Member Reimbursement for Meetings	\$ 4,000	\$ 4,000	\$ -	\$ -	\$ -	\$ 4,000	Board Member reimbursement to board members for meeting attendance.
Training/Travel Expenses (uncontracted)	\$ 7,000	\$ 7,000	\$ -	\$ -	\$ -	\$ 7,000	Covers expenses for training/travel not included in contract or work program.
Lake County Auditor/Controller	\$ 6,000	\$ 6,000	\$ -	\$ -	\$ -	\$ 6,000	Accounting services by the County of Lake Auditor's Office
Fiscal Audit / Performance Audit	\$ 40,000	\$ 15,000	\$ -	\$ -	\$ -	\$ 15,000	Annual requirement of TDA to audit LTF/STA funds.
Membership Dues - CalCOG, NARC, NSSR	\$ 10,000	\$ 10,000	\$ -	\$ -	\$ -	\$ 10,000	Facilitates communication between COGs, local officials, state/federal agencies & public
Contingency	\$ 8,000	\$ 8,000	\$ -	\$ -	\$ -	\$ 8,000	Unexpected costs beyond typical annual budget expenses.
Sub-Total 2025/26 Admin Allocations	\$ 705,146	\$ 705,684	\$ -	\$ -	\$ -	\$ 705,684	
- LTF Reserve Fund (5%) Allocation	\$ 80,000	\$ 85,000	\$ -	\$ -	\$ -	\$ 85,000	(5% of LTF Estimate \$1.7M)
- Planning and Programming (3%) Allocation	\$ 59,790	\$ 51,000	\$ -	\$ -	\$ -	\$ 51,000	New Overall Work Program Planning Amount for FY 2025/26.
- Pedestrian and Bicycle (2%) Allocation	\$ 17,897	\$ 19,886	\$ -	\$ -	\$ -	\$ 19,886	2% LTF Allocation for Bike and Pedestrian Purposes
- Community Transit Service (5%) Allocation - CTSA Artic	\$ 44,743	\$ 49,716	\$ -	\$ -	\$ -	\$ 49,716	These funds will be allocated to Lake Links, CTSA for Lake County.
- Public Transportation Allocation - Lake Transit Authority	\$ 1,021,686	\$ 1,177,378	\$ -	\$ -	\$ -	\$ 1,177,378	FY 2025/26 Transit Allocation
Total 2025/26 LTF Allocations:	\$ 1,929,262	\$ 2,088,664	\$ -	\$ -	\$ -	\$ 2,088,664	Total LTF Revenue through Apportionment
Local Transportation Fund Carryover :							
- Administration (Act. 531)	\$ -	\$ 77,750	\$ -	\$ -	\$ -	\$ 77,750	
- LTF Reserve Fund Balance (Act. 534)	\$ 1,164,422	\$ 88,858	\$ -	\$ -	\$ -	\$ 1,253,280	
- Planning and Programming OWP (Act. 532)	\$ 37,500	\$ 136,777	\$ -	\$ -	\$ -	\$ 174,277	Actual carryover funding.
- Pedestrian and Bicycle Fund Balance (Act. 526)	\$ 144,015	\$ -	\$ -	\$ -	\$ -	\$ 144,015	Lakeport Balance (\$143,857) + Unallocated (\$158)
- Community Transit Service Fund Balance (Act. 414)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	No expected carryover from FY 2024/25.
- Public Transportation / LTA Allocation (Act. 412)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	No expected carryover from FY 2024/25.
- Unrestricted Fund Balance (Act. 527)	\$ -	\$ 1,228,432	\$ -	\$ -	\$ -	\$ 1,228,432	
Total LTF Carryover :	\$ 1,345,936	\$ 1,531,817	\$ -	\$ -	\$ -	\$ 2,877,753	
Total LOCAL Allocations:	\$ 1,929,262	\$ 3,434,600	\$ 1,531,817	\$ -	\$ -	\$ 4,966,417	
STATE:							
Planning Programming & Monitoring (PPM) Funds							
- 2025/26 NEW OWP Allocation	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ 68,000	2025/26 PPM Allocation Amount
- 2024/25 Carryover OWP Allocation	\$ 22,500	\$ 18,108	\$ -	\$ -	\$ -	\$ 40,608	2024/25 actual carryover amount.
Total PPM Allocations:	\$ 70,000	\$ 90,500	\$ 18,108	\$ -	\$ -	\$ 108,608	
Rural Planning Assistance Funds (RPA)							
- 2025/26 NEW OWP Allocation	\$ 404,500	\$ -	\$ -	\$ -	\$ -	\$ 404,500	
- 2024/25 Carryover OWP Allocation	\$ 15,000	\$ 10,897	\$ -	\$ -	\$ -	\$ 25,897	2024/25 actual carryover amount.
Total RPA Funds:	\$ 294,000	\$ 419,500	\$ 10,897	\$ -	\$ -	\$ 430,397	
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- 2025/26 NEW Sustainable Comm. Grant - WE 618	\$ -	\$ 199,191	\$ -	\$ -	\$ -	\$ 199,191	Actual Caltrans SC Grant Award for Lake Co. Tribal Transportation Needs Study
- 2024/25 Carry-Over Sustainable Comm. Grant - WE 603	\$ 88,530	\$ 62,322	\$ -	\$ -	\$ -	\$ 150,852	Actual C/O Caltrans SC Grant Award for Lake Co. Zero Emission Vehicle Infra Plan
Total SC - RMRA Grant Funds:	\$ 26,208	\$ 88,530	\$ 261,513	\$ -	\$ -	\$ 350,043	
State Highway Account (SHA)							
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Transportation Development Act (TDA)							
State Transit Assistance (STA) Funds							
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- 2024/25 Carry-Over Funding	\$ -	\$ 180,375	\$ -	\$ -	\$ -	\$ 180,375	2024/25 actual carryover amount.
Total STA Funds:	\$ 771,145	\$ 715,867	\$ 176,696	\$ -	\$ -	\$ 892,563	
State of Good Repair (SGR) Program Funds							
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Total SGR Funds:	\$ 129,043	\$ 124,152	\$ 340,320	\$ -	\$ -	\$ 464,472	
Transit and Intercity Rail Capital Program (TIRCP)							
- 2024/25 Carry-Over SB 125 Transit Program		\$ -	\$ 3,992,944	\$ -	\$ -	\$ 3,992,944	Lake Transit Authority Allocation.
- 2024/25 Carry-Over ADMIN - SB 125 Transit Program		\$ 84,159	\$ -	\$ -	\$ -	\$ 84,159	These funds will be carried over until fully expended.
Total SB 125 Funds:	\$ 4,077,103	\$ 84,159	\$ 3,992,944	\$ -	\$ -	\$ 4,077,103	
Total STATE Allocations:	\$ 5,476,092	\$ 1,540,414	\$ 4,828,552	\$ -	\$ -	\$ 6,368,966	
FEDERAL:							
Regional Surface Transportation Program (RSTP)		\$ 860,447	\$ -	\$ -	\$ 854,376	\$ 1,714,823	Passes through to Cities/County
- NEW Local Agency Distribution (2024/25 + 2025/26):							Apportionment for BOTH FY 2024/25 & 2025/26. Funding Allocation received in 2025/26
Lakeport (8%)		\$ 88,426	\$ -	\$ -	\$ 87,940	\$ 176,366	
Clearlake (22%)		\$ 243,170	\$ -	\$ -	\$ 241,835	\$ 485,005	
Lake County (70%)		\$ 528,851	\$ -	\$ -	\$ 524,601	\$ 1,053,452	County's separate RSTP 182.6(d2) apportionment-\$244,873 included in formula
- 2024/25 Carry-Over Funding:		\$ -	\$ 732,977	\$ -	\$ -	\$ 732,977	APC holds local agency funds until required documentation has been submitted.
Total RSTP Funds for Distribution:	\$ 830,697	\$ 860,447	\$ 732,977	\$ -	\$ 854,376	\$ 2,447,800	
Transit Pass-Through Funding							
5311 Federal Funds - FFY 2025	\$ 538,964	\$ 572,205	\$ -	\$ -	\$ -	\$ 572,205	FFY 2025-Regional Apportionment to LTA
Total FEDERAL Allocations:	\$ 1,369,661	\$ 1,432,652	\$ 732,977	\$ -	\$ 854,376	\$ 3,020,005	
OTHER PROGRAM ALLOCATIONS:							
Northern Rural Energy Network (REN)							
- 2025/26 NEW NREN Staff Allocation:		\$ 437,779	\$ -	\$ 143,079	\$ -	\$ 580,858	NREN Approved Budget Amount for Staffing Services. and travel/direct program expenses
- 2025/26 NEW NREN Program Other Costs		\$ -	\$ -	\$ 89,400	\$ -	\$ 89,400	NREN Approved Budget Amount for Other Program Costs.
- 2024/25 Carry-Over NREN Allocation	\$ 158,656	\$ 0	\$ -	\$ -	\$ -	\$ -	
Total OTHER Revenues:		\$ 437,779	\$ -	\$ 232,479	\$ -	\$ 670,258	
GRAND TOTAL ALLOCATIONS		\$ 6,845,445	\$ 7,093,346	\$ 232,479	\$ 854,376	\$ 15,025,646	

Updated: 3/27/26 AJP



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: RSTP Request for LSR Needs Assessment

DATE PREPARED: April 2, 2026

MEETING DATE: April 8, 2026

SUBMITTED BY: Lisa Davey-Bates, Executive Director

BACKGROUND:

In 2009, the California State Association of Counties (CSAC) and the League of California Cities (CSAC) released the results of the first ever comprehensive California Statewide Local Streets and Roads (LSR) Needs Assessment. An update to the document is conducted every two years, with the most recently adopted document completed in 2024.

The goal of this statewide effort is to use the results of the biennial assessment, completed by Nichols Consulting Engineering (NCE), to educate policymakers at all levels of government about the infrastructure investments needed to provide California with a seamless, multi-modal transportation system. The findings of the study provide analysis to support a dedicated, stable funding source for maintaining the local system at an optimum level. The study also provides the rationale for the most effective and efficient investment of public funds, potentially saving taxpayers from paying significantly more to fix local streets and roads into the future.

The report has previously been used to:

- Make presentations to key members of the Legislature
- Make presentations to the California Transportation Commission
- Meet with the California Department of Transportation (Caltrans) to discuss in detail the methodology, assumptions and specific funding of the reports
- Make local presentations to Boards of Supervisors and City Councils
- Use the findings in numerous letters on legislation and the budget to avoid negative policies and budgetary decisions for local transportation funding

Previous LSR Needs Assessments were completed with a combination of grant funding and contributions by the regional partners. Regional contributions were recommended based on a formula of the final distribution of RSTP funds.

Lake APC has once again been asked to contribute a nominal amount of its 2022/23 RSTP distribution to enter into another four-year contract with NCE. Lake APC's contribution to update the next two LSR needs assessments is \$394. I believe the value to be a part of this statewide effort far outweighs the region's loss of the RSTP funds. I've attached a spreadsheet breaking down contributions by region throughout the state.

ACTION REQUIRED:

Approval of \$394 "off the top" RSTP contribution to cover the four-year effort, and authorize Caltrans to direct the funding to cover our share of the costs.

ALTERNATIVES:

Do not support a contribution to the LSR Needs Assessment updates (not recommended).

RECOMMENDATION:

Authorize Executive Director to inform Caltrans, Local Assistance, to reduce the Regional Surface Transportation Program (RSTP) funding by \$394 to support Lake County's proportionate share of funding for two updates to the Local Streets and Roads Needs Assessment.

LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION 25-26-18

A RESOLUTION AUTHORIZING THE LAKE AREA PLANNING COUNCIL TO CONTRIBUTE REGIONAL SURFACE TRANSPORTATION PROGRAM FUNDING TO THE ONGOING CALIFORNIA STATEWIDE LOCAL STREETS AND ROADS NEEDS ASSESSMENT EFFORT

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

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

WHEREAS, a regional transportation network is comprised of local streets and roads, highways, mass transit, airports, seaports, land ports, and bicycle and pedestrian facilities; and

WHEREAS, each transportation component is critical in ensuring a seamless, safe, and efficient multi-modal transportation network in all local communities across the state; and

WHEREAS, 80% of the roads in California are locally owned and operated by cities and counties, where every trip begins and ends, and the local system is critical for safety and mobility of the traveling public, farm to market needs, multimodal needs, and commerce; and

WHEREAS, while federal and state governments regularly assess their transportation system needs, until 2008, no such data existed for the local component of California's transportation network; and

WHEREAS, transportation infrastructure is underfunded and deteriorating and existing funding sources are not sufficient to meet even basic maintenance needs, but without credible and defensible data, efforts to advocate for increased funding for transportation purposes are difficult at best; and

WHEREAS, the California Statewide Local Streets and Roads Needs Assessment provides critical analysis and information on the local transportation network's condition and funding needs; and

WHEREAS, the results of the 2024 Assessment Update, which indicate that the condition of the local transportation network is deteriorating as predicted in the 2008 California Statewide Local Streets and Roads Needs Assessment, are being used in the California Transportation Commission's efforts to study alternatives to the state gas tax as a mechanism to pay for transportation infrastructure; and

WHEREAS, it costs approximately \$715,000 to update the California Statewide Local Streets and Roads Needs Assessment report every two years; and

WHEREAS, California's regional transportation planning agencies have been financial partners since 2010 and provided ongoing technical support since 2008; and

NOW, THEREFORE, BE IT RESOLVED THAT:

The Lake Area Planning Council will contribute its proportional share of \$394 towards the effort in support of the positive work that has been done to date, the usefulness of the findings of the report, and the

continued use the report will serve as the collective transportation community advocates for scarce transportation revenues.

Adoption of this Resolution was moved by Director _____, seconded by Director _____, and carried on this 8th day of April 2026, by the following roll call vote:

AYES:
NOES:
ABSENT:

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

ATTEST: Lisa Davey-Bates
Executive Director

Stacey Mattina, Chair
APC Member

Formula Distribution of MPO/RTPA contributions to the Statewide Local Streets and Roads (LSR) Needs Assessment
Formulas based on Actual Final Apportionment Distribution for FFY 2022/23 of STBGP/REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP)

1	2	3	4	5	6	7	8	9	10	11	12
MPO/RTPA/County	STBGP Large UZA Apportionment (Pop >200k) ^{1,3}	STBGP Small Area Apportionment (Pop <200k) ¹	CTAP Adjustment	STBGP Small Area (Pop < 200k) Net After CTAP (Col 3 minus 4)	State Flexible Adjustment	STBGP Small Area including State Flexible Traditional Apportionment (sum of Col 5, 6)	Traditional Estimated Apportionment Distribution (sum of Col 2, 7)	Additional Distribution by STIP Formula	FINAL Total Apportionment Distribution (sum of Col 8, 9) (11/2/2023)	Percent Share to RSTP	Proposed LSR Assessment Contribution for 2026 Report
MTC Region	\$ 97,115,428	\$ 15,622,335	\$ 95,781	\$ 15,526,554	\$ -	\$ 15,526,554	\$ 112,641,982	\$ 2,112,623	\$ 114,754,605	19.09%	\$ 43,307
SACOG Region	\$ 27,229,010	\$ 8,583,721	\$ 30,426	\$ 8,553,295	\$ -	\$ 8,553,295	\$ 35,782,305	\$ 726,204	\$ 36,508,509	6.07%	\$ 13,778
TRPA (South Lake Tahoe, CA-NV) ²	\$ 2,290,629	\$ -	\$ 1,946	\$ -	\$ -	\$ -	\$ 2,290,629	16,748	2,307,377	0.38%	\$ 871
SCAG Region	\$ 267,868,789	\$ -	\$ -	\$ -	\$ -	\$ 16,810,932	\$ 284,679,721	\$ 5,364,975	\$ 290,044,696	48.24%	\$ 109,459
AMBAG Region	\$ -	\$ 11,410,120	\$ 9,694	\$ 11,400,426	\$ -	\$ 11,400,426	\$ 11,400,426	\$ 270,675	\$ 11,671,102	1.94%	\$ 4,404
Alpine	\$ -	\$ 18,298	\$ 16	\$ 18,282	\$ 112,926	\$ 131,208	\$ 131,208	\$ 12,887	\$ 144,095	0.02%	\$ 54
Amador	\$ -	\$ 593,173	\$ 504	\$ 592,669	\$ -	\$ 592,669	\$ 592,669	\$ 29,225	\$ 621,895	0.10%	\$ 235
Butte	\$ -	\$ 3,425,958	\$ 2,911	\$ 3,423,047	\$ -	\$ 3,423,047	\$ 3,423,047	\$ 86,065	\$ 3,509,112	0.58%	\$ 1,324
Calaveras	\$ -	\$ 709,765	\$ 603	\$ 709,162	\$ -	\$ 709,162	\$ 709,162	\$ 34,938	\$ 744,100	0.12%	\$ 281
Colusa	\$ -	\$ 333,548	\$ 283	\$ 333,265	\$ -	\$ 333,265	\$ 333,265	\$ 23,134	\$ 356,399	0.06%	\$ 134
Del Norte	\$ -	\$ 445,530	\$ 379	\$ 445,152	\$ -	\$ 445,152	\$ 445,152	\$ 21,482	\$ 466,634	0.08%	\$ 176
Fresno (Fresno UZA)	\$ 10,341,448	\$ 4,295,248	\$ 12,435	\$ 4,282,812	\$ -	\$ 4,282,812	\$ 14,624,261	\$ 325,890	\$ 14,950,151	2.49%	\$ 5,642
Glenn	\$ -	\$ 437,931	\$ 372	\$ 437,559	\$ -	\$ 437,559	\$ 437,559	\$ 24,217	\$ 461,775	0.08%	\$ 174
Humboldt	\$ -	\$ 2,096,421	\$ 1,781	\$ 2,094,640	\$ -	\$ 2,094,640	\$ 2,094,640	\$ 86,850	\$ 2,181,490	0.36%	\$ 823
Inyo	\$ -	\$ 288,808	\$ 245	\$ 288,563	\$ 384,790	\$ 673,353	\$ 673,353	\$ 120,285	\$ 793,638	0.13%	\$ 300
Kern (Bakersfield)	\$ 8,277,765	\$ 4,915,288	\$ 11,209	\$ 4,904,059	\$ -	\$ 4,904,059	\$ 13,181,825	\$ 438,920	\$ 13,620,745	2.27%	\$ 5,140
Kings	\$ -	\$ 2,382,317	\$ 2,024	\$ 2,380,293	\$ -	\$ 2,380,293	\$ 2,380,293	\$ 64,434	\$ 2,444,727	0.41%	\$ 923
Lake	\$ -	\$ 1,006,998	\$ 856	\$ 1,006,142	\$ -	\$ 1,006,142	\$ 1,006,142	\$ 37,807	\$ 1,043,950	0.17%	\$ 394
Lassen	\$ -	\$ 543,404	\$ 462	\$ 542,942	\$ -	\$ 542,942	\$ 542,942	\$ 55,351	\$ 598,293	0.10%	\$ 226
Madera	\$ -	\$ 2,349,350	\$ 1,996	\$ 2,347,354	\$ -	\$ 2,347,354	\$ 2,347,354	\$ 59,953	\$ 2,407,307	0.40%	\$ 908
Mariposa	\$ -	\$ 284,214	\$ 241	\$ 283,973	\$ -	\$ 283,973	\$ 283,973	\$ 22,647	\$ 306,619	0.05%	\$ 116
Mendocino	\$ -	\$ 1,367,907	\$ 1,162	\$ 1,366,745	\$ -	\$ 1,366,745	\$ 1,366,745	\$ 81,936	\$ 1,448,681	0.24%	\$ 547
Merced	\$ -	\$ 3,983,345	\$ 3,384	\$ 3,979,961	\$ -	\$ 3,979,961	\$ 3,979,961	\$ 106,965	\$ 4,086,926	0.68%	\$ 1,542
Modoc	\$ -	\$ 150,836	\$ 128	\$ 150,707	\$ 145,700	\$ 296,407	\$ 296,407	\$ 29,564	\$ 325,971	0.05%	\$ 123
Mono	\$ -	\$ 221,161	\$ 188	\$ 220,973	\$ 8,752	\$ 229,725	\$ 229,725	\$ 89,368	\$ 319,093	0.05%	\$ 120
Nevada	\$ -	\$ 1,538,006	\$ 1,307	\$ 1,536,699	\$ -	\$ 1,536,699	\$ 1,536,699	\$ 45,794	\$ 1,582,493	0.26%	\$ 597
Plumas	\$ -	\$ 311,560	\$ 265	\$ 311,295	\$ -	\$ 311,295	\$ 311,295	\$ 32,934	\$ 344,229	0.06%	\$ 130
San Diego (San Diego UZA)	\$ 46,841,741	\$ 2,027,014	\$ 41,519	\$ 1,985,496	\$ -	\$ 1,985,496	\$ 48,827,237	\$ 924,568	\$ 49,751,804	8.27%	\$ 18,776
San Joaquin (Stockton)	\$ 5,854,264	\$ 4,901,035	\$ 9,138	\$ 4,891,897	\$ -	\$ 4,891,897	\$ 10,746,161	\$ 222,106	\$ 10,968,267	1.82%	\$ 4,139
San Luis Obispo	\$ -	\$ 4,198,931	\$ 3,567	\$ 4,195,364	\$ -	\$ 4,195,364	\$ 4,195,364	\$ 163,060	\$ 4,358,424	0.72%	\$ 1,645
Santa Barbara	\$ -	\$ 6,601,119	\$ 5,608	\$ 6,595,511	\$ -	\$ 6,595,511	\$ 6,595,511	\$ 183,257	\$ 6,778,768	1.13%	\$ 2,558
Shasta	\$ -	\$ 2,759,811	\$ 2,345	\$ 2,757,467	\$ -	\$ 2,757,467	\$ 2,757,467	\$ 94,281	\$ 2,851,748	0.47%	\$ 1,076
Sierra	\$ -	\$ 50,455	\$ 43	\$ 50,412	\$ 80,796	\$ 131,208	\$ 131,208	\$ 15,689	\$ 146,897	0.02%	\$ 55
Siskiyou	\$ -	\$ 699,207	\$ 594	\$ 698,613	\$ -	\$ 698,613	\$ 698,613	\$ 65,043	\$ 763,655	0.13%	\$ 288
Stanislaus (Modesto)	\$ 5,658,202	\$ 2,433,691	\$ 6,875	\$ 2,426,816	\$ -	\$ 2,426,816	\$ 8,085,018	\$ 164,089	\$ 8,249,107	1.37%	\$ 3,113
Tehama	\$ -	\$ 988,280	\$ 840	\$ 987,440	\$ -	\$ 987,440	\$ 987,440	\$ 48,176	\$ 1,035,616	0.17%	\$ 391
Trinity	\$ -	\$ 214,683	\$ 182	\$ 214,501	\$ 37,412	\$ 251,912	\$ 251,912	\$ 34,193	\$ 286,105	0.05%	\$ 108
Tulare (Visalia)	\$ 3,466,812	\$ 3,468,393	\$ 5,892	\$ 3,462,501	\$ -	\$ 3,462,501	\$ 6,929,313	\$ 202,993	\$ 7,132,305	1.19%	\$ 2,692
Tuolumne	\$ -	\$ 862,173	\$ 732	\$ 861,441	\$ -	\$ 861,441	\$ 861,441	\$ 37,713	\$ 899,153	0.15%	\$ 339
Statewide Total	\$ 474,944,088	\$ 113,573,015	\$ 500,000	\$ 113,074,961	\$ 770,375	\$ 113,845,336	\$ 588,789,424	\$ 12,477,038	\$ 601,266,462	100.00%	\$ 226,909



LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

TITLE: 2026/27 Unmet Transit Needs Finding

DATE PREPARED: February 18, 2026

MEETING DATE: April 8, 2026

SUBMITTED BY: James Sookne, Program Manager

BACKGROUND:

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

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

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

The current Unmet Needs Process began at the February meeting of the SSTAC, where the 25/26 list of unmet needs was reviewed and a list of potential unmet transit needs was developed for FY 26/27.

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

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

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

ACTION REQUIRED:

1. Make a finding that proper notice of meeting has been provided (30-day notice published in the Record Bee 1/31/2026 – 2/28/26).
2. Receive staff report.
3. Open public hearing.
4. Receive public comment.
5. Close public hearing.
6. Make one of the two findings shown above, using the attached adopted definitions.

ALTERNATIVES: None identified.

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

2117222

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

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

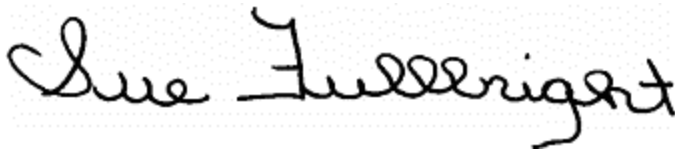
I, Sue Fullbright, being first duly sworn, depose and say: That at and during all the dates and times herein mentioned I was, and now am the legal clerk of the Lake County Record-Bee, a newspaper published for the dissemination of local or telegraphic news and intelligence of a general character, having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

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

For 1 issue published therein on the following date, viz: 01/31/2026;

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

Executed this 2nd day of February, 2026 at Lakeport, California. I hereby declare under penalty of perjury that I have read the foregoing and that it is true and correct.



Sue Fullbright, Legal Clerk

Legal No. **0006946612**

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Lake County/City Area Planning Council (APC) will meet on Wednesday, March 4, 2026, at 9:00 a.m. or as soon thereafter as possible, at the Lakeport City Council Chambers, located at 225 Park Street in Lakeport, to consider the following item. Agendas and meeting materials will be posted to APC's website at <https://www.lakeapc.org/>.

Public Hearing - Unmet Transit Needs

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

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

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

Lisa Davey-Bates
Executive Director

1-31/26

Lake County Publishing
Lake County Record-Bee

415 Talmage Road Suite A
Ukiah, CA. 95482
legals@record-bee.com

2110531

LAKE COUNTY / CITY AREA PLANNING COUNCIL
525 SOUTH MAIN ST STE G
UKIAH, CA 95482

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

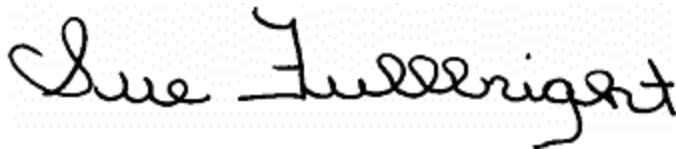
I, Sue Fullbright, being first duly sworn, depose and say: That at and during all the dates and times herein mentioned I was, and now am the legal clerk of the Lake County Record-Bee, a newspaper published for the dissemination of local or telegraphic news and intelligence of a general character, having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

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

For 1 issue published therein on the following date, viz: 02/28/2026;

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

Executed this 2nd day of March, 2026 at Lakeport, California. I hereby declare under penalty of perjury that I have read the foregoing and that it is true and correct.



Sue Fullbright, Legal Clerk

Legal No. **0006952502**

**NOTICE OF POSTPONEMENT/
CONTINUATION OF PUBLIC HEARING**

NOTICE IS HEREBY GIVEN that the Lake County/City Area Planning Council (Lake APC) meeting scheduled for March 4, 2026, has been cancelled, and all items noticed for that meeting will be continued to the next regularly scheduled Board meeting on April 8, 2026. This includes the Public Hearing on Unmet Transit Needs. The Public Hearing will now take place on April 8, 2026, at 9:00 a.m., or as soon thereafter as possible, at the Lake Transit Authority Operations and Maintenance Facility, located at 9240 Hwy 53 in Lower Lake, CA.

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

The purpose of this public hearing is to allow the public opportunity to comment on and/or suggest additions to the list of potential unmet transit needs prior to APC action. Agendas and meeting materials will be posted to APC's website at <https://www.lakeapc.org/>. For further information, please contact the APC office at 707-234-3314.

Lisa Davey-Bates
Executive Director 2-28/26

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

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

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

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



Lake Transit Authority

Lisa Davey-Bates, Executive Director

Administration
525 S. Main Street, Ste. G
Ukiah, CA 95482
(707) 263-7868

Operations
P.O. Box 698
Lower Lake, CA 95457
(707) 994-3384

May 16, 2025

Lisa Davey-Bates
Executive Director
Lake Area Planning Council
525 S. Main Street, Suite G
Ukiah, CA 95482

Lake Transit Authority Response to Potential Unmet Transit Needs & Recommended Findings for the APC FY 2025/26

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

Thank you for the opportunity to respond to the list of FY 2025/26 Potential Unmet Needs. Lake Transit Authority (LTA) takes these very seriously. It is unfortunate that all available TDA dollars are already expended making our response to new potential needs difficult. In most cases, responding to an unmet need will mean that LTA and/ or the APC must either find a new funding source, such as a federal or state grant, or weigh the importance of the unmet against cutting an existing service.

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

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

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

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

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

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

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

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

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

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

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

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

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

Response: Although most of the focus as of late has been on non-emergency medical transport (NEMT) services, there is also a need for other "on-demand" types of services for non-medical trips. A previous survey for the Pay-Your-Pal (PYP) program revealed that 90% of the respondents were in favor of this

type of service. The recommendation from the FY 22/23 Unmet Transit Needs Process was to further study this issue during the current update to the Transit Development Plan (TDP) for Lake County. Based on current ridership data and survey results from the TDP, microtransit could be implemented in some parts of the county, specifically in Lakeport and the Riviervas, which would provide a partial solution to this unmet need. However, without additional funding dedicated to this “on-demand” service, implementation of this service at this time could only be done by reducing existing fixed-route service. Another potential solution to help meet this need could be Lake Links’ Pay-Your-Pal or Volunteer Driver Program. While these programs aren’t necessarily “on-demand”, both could help to meet this need.

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

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

Response: Over the years, LTA has received the occasional comment that there should be earlier service to Ukiah so riders could get to their early appointments; however, the exact demand for this service hasn’t been known. The recommendation from the FY 22/23 Unmet Transit Needs Process was to further study this issue during the current update to the Transit Development Plan for Lake County. The 2023 Transit Development Plan recommends eliminating the last Route 7 run, which currently leaves Lakeport at 5:00PM and returns to Lakeport at 8:28PM and adding an earlier run that would leave Lakeport at 6:30AM and arrive in Ukiah at 8:00AM. This would allow riders to attend their early morning medical or criminal justice appointments or early classes at Mendocino College. In November 2024, LTA made some service reductions to reduce operating costs, which included eliminating the last evening run to Ukiah.

Recommended Finding: At this time, this is an unmet need that is unreasonable to meet due to lack of funding.

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

Sincerely,



James Sookne
Program Manager



LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

TITLE: Discussion and Possible Adoption of Amended Regional Housing Needs Allocation Methodology and Resolution **DATE PREPARED:** April 1, 2026
MEETING DATE: April 8, 2026

SUBMITTED BY: John Speka, Senior Transportation Planner

BACKGROUND: As reported at February’s Board meeting, the Regional Housing Needs Allocation (RHNA) process is used to develop a projection of additional housing units needed to accommodate projected household growth of all income levels for a set eight-year period (new cycle to cover 2027 to 2035).

During the February 11 meeting, the Board adopted a resolution approving the RHNA methodology along with the proposed allocation of housing units to respective jurisdictions. Comments were subsequently (February 12) received by the California Department of Housing and Community Development (HCD). In its letter, HCD asked that revisions be made to the allocation, mainly in order to better reflect employment/housing opportunities in the region (see letter from HCD dated February 12, 2026). According to HCD data, the City of Lakeport was determined to have a ratio of regional jobs to proposed RHNA allocation of 2.94 to 1, while the City of Clearlake and unincorporated County communities were considerably lower at 0.83 and 0.85. Essentially, additional housing units were needed in the City of Lakeport to better accommodate employees of all income categories.

Further discussions between HCD and Lake APC/City of Lakeport staff led to the allocation figures being brought more into line with the ratios (see Table 10 of attached March 2026 RHNA Methodology). As the region’s smallest jurisdiction in both area and population, the City of Lakeport’s ability to accommodate an additional RHNA allocation based on the 1:1 ratio did not appear to be realistic. However, it was agreed that the disparity of available employment opportunities between jurisdictions would warrant an increase of units for Lakeport.

With the proposed changes, the new allocation would revise the previously adopted table (immediately below), with the subsequent figures on the following page:

Previous

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

Revised

Categories	HCD Determination	Clearlake	Lakeport	Unincorporated
Acutely Low	237	46	45	146
Extremely Low	370	75	67	228
Very Low	283	55	54	174
Low	514	104	95	315
Moderate Above	403	101	42	260
Moderate	691	191	75	425
TOTAL	2,498	572	378	1,548

We are requesting that the Board consider adoption of the revised numbers as presented.

ACTION REQUIRED: Consider adoption of the amended Regional Housing Needs Allocation Methodology and Resolution

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

RECOMMENDATION: The Board approves the Regional Housing Needs Allocation Methodology and Resolution, as amended.

LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION 25-26-19

AMENDED RESOLUTION ADOPTING THE METHODOLOGY FOR THE 2026 LAKE COUNTY REGIONAL HOUSING NEEDS ALLOCATION (RHNA)

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

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

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

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

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

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

WHEREAS, local agencies and the California Department of Housing and Community Development (HCD) had the opportunity to provide comment on the draft Methodology; and

WHEREAS, on February 11, 2026, the Lake Area Planning Council adopted the December 2025 draft of the Lake County Regional Housing Needs Allocation Draft Methodology; and

WHEREAS, comments were received from HCD on February 12, 2026, which have now been incorporated into an amended version of the document (March 2026 Lake County Regional Housing Needs Allocation Draft Methodology); and

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

Categories	HCD Determination	Clearlake	Lakeport	Unincorporated
Acutely Low	237	46	45	146
Extremely Low	370	75	67	228
Very Low	283	55	54	174
Low	514	104	95	315
Moderate	403	101	42	260
Above Moderate	691	191	75	425
TOTAL	2,498	572	378	1,548

NOW, THEREFORE, BE IT RESOLVED THAT:

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

Adoption of this amended Resolution was moved by_____, seconded by_____, and carried on this 8th day of April 2026, by the following roll call vote:

AYES:

NOES:

ABSENT:

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

ATTEST: Lisa Davey-Bates
Executive Director

Stacey Mattina, Chair
APC Member



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

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Lake County Regional Housing Needs Allocation Draft Methodology March 2026

RHNA Overview

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

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

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

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

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

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

Allocation to Local Jurisdictions

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

Population

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

Table 1

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

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

Table 2

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

Table 3

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

Median Household Income Adjustment

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

Table 4

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

Table 5

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

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

Overcrowding and Cost Burden Adjustments

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

Table 6

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

Table 7

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

Table 8

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

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

Manual Adjustments

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

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

Applying the above criteria, the Committee was able to arrive at a proposed distribution as illustrated below in Table 9.

Table 9

Distribution with MHI, Overcrowding, Cost Burden, and Manual Adjustments				
Categories	HCD Determination	Clearlake	Lakeport	Unincorporated
Acutely Low	237	56	18	163
Extremely Low	370	88	27	255
Very Low	283	67	22	194
Low	514	119	41	354
Moderate	403	103	29	271
Above Moderate	691	197	51	443
Total	2,498	630	188	1,680

“Jobs-to-Housing” Ratio Adjustment

After an initial review by HCD of the potential allocation figures, additional consultation followed with Lake APC staff concerning available employment/housing opportunities within the City of Lakeport. (City officials were included in these discussions given the potential impact on its RHNA allocation that would result from further revisions). Based on the proposed totals in Table 9, the City of Lakeport was determined to have a ratio of regional jobs to proposed RHNA allocation of 2.94 to 1, while the City of Clearlake and unincorporated County communities were considerably lower at 0.83 and 0.85, respectively. Tables 10 and 11 below show calculations reflecting both the existing ratios as well as what an allocation would look like were the ratios to conform at 1:1.

Table 10

Existing Jobs/RHNA			
Jurisdiction	Jobs/RHNA Ratio	RHNA	Jobs
Lakeport	2.94	188	553
Clearlake	0.83	630	523
Unincorporated	0.85	1,680	1,428

Table 11

1:1 Jobs/RHNA			
Jurisdiction	Jobs/RHNA Ratio	RHNA	Jobs
Lakeport	1.0	551	553
Clearlake	1.0	521	523
Unincorporated	1.0	1,426	1,428

As the region’s smallest jurisdiction in both area and population, the City of Lakeport’s ability to accommodate an additional RHNA allocation based on the 1:1 ratio did not appear to be realistic. However, it was agreed that the disparity of available employment opportunities between jurisdictions would warrant an increase of units for Lakeport. By dividing the totals in half, a compromise was arrived at in which 369 units would be allocated to Lakeport (adding 181 units to the initial 188), with corresponding reductions to Clearlake (-109) and the unincorporated County (-254). These revised numbers (along with rounding adjustments) were then distributed among the different income levels utilizing the same percentages found in earlier calculations under the “MHI, Overcrowding, Cost Burden, and Manual Adjustments” heading (Table 9), as illustrated in Table 12 below.

Table 12

Jobs/RHNA Combined with MHI, Overcrowding, Cost Burden, and Manual Adjustments				
Categories	HCD Determination	Clearlake	Lakeport	Unincorporated
Acutely Low	237	51	35	151
Extremely Low	370	80	54	236
Very Low	283	61	43	179
Low	514	108	80	326
Moderate	403	95	57	251
Above Moderate	691	181	100	410
Total	2,498	576	369	1,553

Finally, manual adjustments were again made between jurisdictions to correct for income level disparity. This entailed shifting acutely low-, extremely low-, very low-, and low-income units from Clearlake and the unincorporated County to Lakeport, which has a higher degree of opportunity (especially with respect to employment). Conversely, moderate- and above moderate-income units were taken from Lakeport and added to Clearlake and County totals. These final adjustments should ensure compliance with state objectives (2), (3), and (5) under Government Code Section 65584(d).

Table 13 shows the noted additions/subtractions, which will also be proposed as the final allocation for the region.

Table 13

Proposed RHNA Allocation				
Categories	HCD Determination	Clearlake	Lakeport	Unincorporated
Acutely Low	237	46	45	146
Extremely Low	370	75	67	228
Very Low	283	55	54	174
Low	514	104	95	315
Moderate	403	101	42	260
Above Moderate	691	191	75	425
Total	2,498	572	378	1,548

Given the revised allocation proposal, the Jobs-to-RHNA allocation ratio for Lakeport has been reduced from the initial 2.94:1, to 1.46:1, while the original ratios for Clearlake (0.83:1) and the Unincorporated County (0.85:1) have been increased to 0.91:1 and 0.92:1, respectively.

Consistency with State Housing Law

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

RHNA Objectives

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

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

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

2. Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns, and the achievement of the region’s greenhouse gas reductions targets provided by the State Air Resources Board pursuant to Section 65080.

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

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

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

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

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

5. Affirmatively furthering fair housing.

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

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

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

Factors Included in Development of Methodology

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

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

While it is broadly assumed (and accepted) that the City of Lakeport is a “job hub” for the region, reliable data was difficult to come by on local “jobs/housing affordability” balances. An “On the Map-Longitudinal Employer-Household Dynamics (LEHD)” tool (2022), showed Lakeport to have a disproportionately large share of the region's jobs. However, more recent data sources such as the American Community Survey (2023 5-year averages) and the California Economic Development Department (2025) both contradicted this 2022 assessment, instead showing the breakdown to be roughly in line with relative population percentages of the jurisdictions. Manual adjustments can be made to ensure that assumed employment opportunities in Lakeport are reflected in the regional allocation throughout the various income levels.

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

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

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

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

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

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

5. Loss of units contained in assisted housing developments.

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

6. Housing cost burdens at each relevant income level.

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

7. Rate of overcrowding.

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

8. Housing needs of farmworkers.

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

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

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

10. Housing needs of individuals and families experiencing homelessness.

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

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

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

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

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

13. Other factors adopted by the Lake APC.

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

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT**

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March 17, 2025

Lisa Davey-Bates
Executive Director
Lake Area Planning Council
525 South Main Street, Suite B
Ukiah CA 95482

Dear Lisa Davey-Bates,

**RE: Review of Draft Regional Housing Need Allocation (RHNA)
Methodology**

Thank you for submitting a revised draft Lake Area Planning Council (Lake APC) Seventh Cycle Regional Housing Need Allocation (RHNA) Methodology. Pursuant to Government Code section 65584.04(i)(2), the California Department of Housing and Community Development (HCD) is required to review the revised draft RHNA methodology to determine whether the methodology furthers the statutory objectives described in Government Code section 65584(d).

The draft Lake APC RHNA methodology begins with the total regional determination provided by HCD, which is 2,498 units. The methodology first allocates units to each jurisdiction based on its share of Lake County's population across the six income categories. Next, the base allocation is adjusted according to each jurisdiction's existing distribution of population by median household income levels. Additional adjustments are made by comparing regional cost burden and overcrowding data with jurisdiction-specific cost burden and overcrowding data. The methodology applies a small manual adjustment to the low-income category based on each jurisdiction's opportunity score, as identified in the 2025 COG Geography TCAC/HCD Opportunity Map. As a result, the City of Clearlake received a downward adjustment in its low-income category, while the City of Lakeport and the unincorporated County received an upward adjustment in its low-income category. Finally, an adjustment was made to the number of RHNA units in each jurisdiction based on the existing number of jobs. Lake APC then calculated the number of RHNA units needed for each jurisdiction to reach a 1:1 jobs-to-RHNA ratio. Because Lakeport has a relatively small population, it was determined that its total RHNA allocation should be set at half of the RHNA units needed to reach a 1:1 ratio. The additional units resulting from this adjustment were added to Lakeport and subtracted from Clearlake and the unincorporated

County and then allocated according to the method of allocation used for the adjustments for median household income, cost burden, and overcrowding. To ensure consistency with the regional RHND, manual adjustments were made to correct for income level- disparities.

HCD has completed its review of the revised methodology and finds that the draft Lake APC RHNA Methodology furthers the statutory objectives described in Government Code section 65584(d).¹ Further, the revised methodology, after consultation with the department, has been found to be acceptable, pursuant to Government Code section 65584.04(i)(2). Lake APC's draft methodology directs more RHNA units – particularly lower income units – to jurisdictions with incomes above 80 percent of the region's median, to jurisdictions with more single-family homes, and to jurisdictions with a greater percentage of their population living in high or highest opportunity areas. Additionally, the draft methodology purposefully allocates more RHNA units to job-rich jurisdictions with greater access to jobs via transit and lower average vehicle miles traveled (VMT).

Below is a brief summary of findings related to each statutory objective described within Government Code section 65584(d):

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

On a per-household basis, the draft methodology allocates more lower-income units to jurisdictions with fewer lower-income households. Higher-income jurisdictions receive a greater proportion of the lower-income RHNA. Jurisdictions with a higher percentage of single-family homes receive proportionally more lower-income RHNA. Additionally, jurisdictions with higher owner-occupied home values receive a larger share of the regional RHNA allocation. Finally, the regional housing needs allocation plan allocates units for extremely low- and acutely low-income households in a manner that is roughly proportional to the housing need for very low-income households.

2. Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns, and the achievement of the region's greenhouse gas reductions targets provided by the State Air Resources Board pursuant to Section 65080.

The draft methodology promotes infill development and efficient development

¹ While HCD finds this methodology furthers statutory objectives, applying this methodology to another region or cycle may not necessarily further the statutory objectives as housing conditions and circumstances may differ.

patterns by ensuring that jurisdictions with lower VMT receive a larger proportional share of the regional RHNA allocation. Additionally, the draft methodology allocates a larger proportional share of the regional RHNA to jurisdictions with the largest number of jobs accessible within a 60-minute commute via transit and automobile.

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

On average, jurisdictions within Lake County have a jobs-to-housing ratio of between 0.42 and 1.38, where a ratio of one means there is one job per household. The draft methodology proportionally allocates more RHNA to jurisdictions with a higher share of the regional jobs. It assigns a significantly larger proportion of the regional RHNA to jurisdictions with the highest jobs-to-housing ratios, ensuring that more housing units are directed to areas with the greatest employment opportunities. Furthermore, nearly 22 percent of jobs within Lake County are concentrated in a jurisdiction with only 8 percent of the population, Lakeport. Accordingly, the draft methodology allocates a proportionally higher share of the regional RHNA to Lakeport, thereby improving the intraregional relationship between jobs and housing. Finally, the draft methodology allocates proportionally more of the lower income RHNA on a per-household basis to jurisdictions with a greater share of jobs earning less than \$3,333 per month (a proxy for lower-income households).

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

Across all jurisdictions, the methodology successfully allocates a greater amount of lower-income RHNA to jurisdictions with fewer lower-income households². In the Lake APC draft allocation methodology, jurisdictions with more higher-income households receive more lower-income RHNA. This approach helps ensure jurisdictions with concentrations of higher-income households receive more of the lower-income RHNA.

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

² Higher income households are defined as having incomes greater than 80 percent of the area median income.

fostering and maintaining compliance with civil rights and fair housing laws.

Affirmatively furthering fair housing requires that the draft methodology improves access to opportunity within the region. In Lake APC's draft methodology, jurisdictions with greater access to opportunity receive a proportionally larger share of the total and lower-income RHNA. In the context of Lake APC's draft methodology, jurisdictions with a higher percentage of their population in high or highest opportunity areas, as indicated in the 2025 COG Geography TCAC/HCD Opportunity Map³, receive a proportionally greater share of both the total and lower-income regional RHNA. Finally, the methodology allocates a proportionally higher share of the RHNA to the jurisdiction with the largest share of its population living in high/highest opportunity areas. Lake APC's methodology ensures that the lower-income RHNA is allocated to jurisdictions with the most opportunity.

Finally, pursuant to Government Code section 65584.04(h), Lake APC confirmed via email on December 17, 2026, that the public comment period had closed and Lake APC did not receive any public comments after submittal of the methodology.

HCD appreciates the active role of Lake APC staff in providing data and input throughout the consultation process, as well as their collaborative work in revising the draft RHNA methodology to ensure compliance with Government Code section 65584(d). HCD especially thanks John Speka and James Snook for their significant efforts and assistance.

HCD looks forward to continuing our partnership with Lake APC to help its member jurisdictions meet and exceed the planning and production of the region's housing needs.

In the coming months, HCD, in collaboration with Lake APC members, will prepare and carry out a technical assistance plan geared to support local governments in preparing the 7th cycle of the housing elements. Further, support opportunities available for the Lake APC region this cycle include, but are not limited to:

- Prohousing Designation Program – Ongoing awards distributed over-the-counter to local jurisdictions with compliant Housing Elements and prohousing policies. Those awarded receive additional points on application processing preference when applying to housing and non-housing funding programs including the Affordable Housing & Sustainable Communities (AHSC), Infill Infrastructure Grant (IIG), and Transformative Climate Communities (TCC). HCD's Prohousing Designation Program can be found at <https://www.hcd.ca.gov/planning-and-research/prohousing>.
- HCD also encourages all Lake County local governments to consider the many other affordable housing and community development resources

³ Opportunity score is obtained from the TCAC/HCD Opportunity Maps, specifically the COG Geography version, which can be accessed here: [COG Geography TCAC/HCD Opportunity Map - Composite Score \(2025\) - Overview](#)

available to local governments, such as the Permanent Local Housing Allocation program. HCD's programs can be found at <https://www.hcd.ca.gov/funding/nofa-calendar>.

If HCD can provide any additional assistance, or if you, or your staff, have any questions, please contact Balaji Balaganesan, Senior Specialist at Balaji.balaganesan@hcd.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Marisa Prasse". The signature is fluid and cursive, with the first name "Marisa" being more prominent than the last name "Prasse".

Marisa Prasse
Fair Housing Section Chief

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT**

651 Bannan Street, Ste. 400
Sacramento, CA 95811
(916) 263-2911 / FAX (916) 263-7453

www.hcd.ca.gov



February 12, 2025

Lisa Davey-Bates
Executive Director
Lake Area Planning Council
525 South Main Street, Suite B
Ukiah CA 95482

Dear Lisa Davey-Bates,

RE: Review of Draft Regional Housing Need Allocation (RHNA) Methodology

Thank you for submitting the draft Lake Area Planning Council (Lake APC) Seventh Cycle Regional Housing Need Allocation (RHNA) Methodology. Pursuant to Government Code Section 65584.04(i), the California Department of Housing and Community Development (HCD) is required to review draft RHNA methodologies to determine whether a methodology furthers the statutory objectives described in Government Code Section 65584(d).

The draft Lake APC RHNA methodology begins with the total regional determination provided by HCD, which is 2,498 units. The methodology first allocates units to each jurisdiction based on its share of Lake County's population across the six income categories. Next, the base allocation is adjusted according to each jurisdiction's existing distribution of population by median household income levels. Additional adjustments are made by comparing regional cost burden and overcrowding data with jurisdiction-specific cost burden and overcrowding data. Finally, the methodology applies a small manual adjustment to the low-income category based on each jurisdiction's opportunity score, as identified in the 2025 COG Geography TCAC/HCD Opportunity Map. As a result, the City of Clearlake received a downward adjustment in its low-income category, while the City of Lakeport and the unincorporated County received an upward adjustment in its low-income category.

HCD has completed its review of the methodology and finds that the draft Lake APC RHNA Methodology does not further the statutory objectives described in Government Code section 65584(d). Specifically, HCD finds that Lake APC's methodology does not further statutory objectives two, three, and five, which require the promotion of infill development and socioeconomic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns and achievement of the region's greenhouse gas

reductions; improved intraregional relationship between jobs and housing, improved balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers; and affirmatively furthering fair housing (AFFH).

Below is a summary of HCD's findings related to each of the five statutory objectives described within Government Code Section 65584(d), and explanation of HCD's determination that draft methodology fails to address and further objectives two, three and five:

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

The draft methodology on a per-household basis, allocates a similar share of units to each jurisdiction for both lower-income and total RHNA. Jurisdictions with a higher percentage of single-family homes and a greater proportion of owner-occupied households received proportionally more lower-income RHNA. Additionally, jurisdictions with higher gross median rents received a larger share of the regional RHNA allocation. Finally, the regional housing needs allocation plan allocates units for extremely low- and acutely low-income households in a manner that is roughly proportional to the housing needs for very-low income households.

2. Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns, and the achievement of the region's greenhouse gas reductions targets provided by the State Air Resources Board pursuant to Section 65080.

The draft methodology fails to further statutorily required objective two. The methodology as submitted, does not direct higher allocations to areas of the region in infill areas with greater access to jobs and lower rates of vehicle miles traveled (VMT). Specifically, the City of Lakeport has lower annual and daily VMT compared to the City of Clearlake and the unincorporated County, yet it receives the lowest share of regional RHNA relative to its population and households. Additionally, the City of Lakeport is the jurisdiction in the region with the largest number of jobs accessible within a 60-minute commute via transit and automobile. Furthermore, the City of Lakeport has a jobs-to-housing ratio that is 2-3 times larger than that of the unincorporated County and the City of Clearlake. To promote infill development and encourage efficient development patterns, the draft methodology should be updated so that the City of Lakeport receives a proportionally larger share of the regional RHNA allocation while the City of Clearlake and the

unincorporated County receive proportionally smaller allocations.

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

The draft methodology fails to further statutorily required objective three. In its submitted form, Lake APC jurisdictions with a higher share of regional jobs do not receive a correspondingly higher share of the regional RHNA. The City of Lakeport has a ratio of regional jobs to regional RHNA of 2.94 (meaning 2.94 jobs per unit of RHNA allocated to the City of Lakeport), while the City of Clearlake and the unincorporated County have ratios of 0.83 and 0.85, respectively. While the City of Lakeport is a small jurisdiction when measured by the number of regional households (around 8 percent of Lake County households) it has approximately 20 percent of the regional lower income jobs and roughly 22 percent of the total regional jobs. This means that the City of Lakeport functions as a regional job center, but under Lake APC's methodology does not receive a proportional share of the allocated units. The ratios indicate that the City of Lakeport's RHNA allocation is not proportional to its share of regional jobs and that the draft methodology does not promote an improved relationship between jobs and housing commensurate with and in furtherance of objective three.

Moreover, jurisdictions in Lake APC with a higher share of regional lower-income jobs do not receive a correspondingly higher share of the regional lower-income RHNA. For example, the City of Lakeport's ratio of lower-income RHNA to jobs earning less than \$3,333 per month (a proxy for lower-income households) is 0.38 while the City of Clearlake and the unincorporated County have ratios of 0.98 and 1.23, respectively. In the current draft methodology, the City of Lakeport would receive disproportionately fewer lower-income RHNA units compared to its share of lower-income jobs. This must be corrected to provide the correct balance between jobs and housing to reflect an increase in affordable housing units in the areas with lower wage jobs.

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

On average, jurisdictions with a larger existing share of higher-income households¹ receive a greater portion of the lower-income RHNA compared to those with fewer higher-income households. Similarly, jurisdictions with a smaller share of lower-income households² tend to receive a higher portion of the lower-income RHNA than jurisdictions with more lower-income

¹ Higher-income household is defined as households with incomes greater than 80% of Area Median Income.

² Lower-income households is defined as households with incomes less than 80% of Area Median Income.

households. The methodology ensures that jurisdictions with a higher concentration of lower-income households do not receive a larger proportion of lower-income RHNA.

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

The draft methodology fails to further statutorily required objective five. While the draft allocation methodology includes a manual adjustment that slightly increases the City of Lakeport's share of lower-income RHNA, this adjustment is minimal (six units, or roughly 0.43 percent of the total lower-income RHNA allocation to Lake APC) and insufficient to meaningfully advance AFFH within the existing draft methodology. The City of Lakeport is the jurisdiction with the highest access to opportunity and accordingly, and access to that opportunity must be furthered by increasing the number of housing units in that part of the region. Indeed, affirmatively furthering fair housing requires that the draft methodology increase access to opportunity in the region.³ The draft methodology submitted proposes the opposite of what the statute requires - it allocates a proportionally larger share of the total and lower-income RHNA to the jurisdiction with the lowest access to opportunity. This must be corrected to increase the number of units in the City of Lakeport to meaningfully increase access to opportunity.

In summary, HCD finds that pursuant to Government Code section 65584.04(i) the draft allocation methodology proposed by Lake APC fails to further statutory objectives two, three and five of RHNA and is therefore not consistent with the RHNA objectives, Government Code section 65584(d). Pursuant to Government Code section 65584.04(i)(1), Lake APC must work in consultation with HCD over the next 45 days to revise the draft methodology to further the statutory objectives to the satisfaction of HCD. Once the methodology has been satisfactorily revised, HCD will provide an acceptance letter to Lake APC pursuant to Government Code section 65584.04(i)(2). Accordingly, the revised methodology must be found to further the five statutory objectives of RHNA as outlined in Government Code section 65584(d).

HCD appreciates the dedication, responsiveness, and attentiveness of Lake APC's team during the RHNA process. We are committed to assisting Lake APC to correct the deficiencies in its methodology so that all statutory requirements of State RHNA law are fulfilled. If HCD can provide any additional assistance, or if you, or your staff, have any questions, please contact Taylor Price, Specialist, at

³ Government Code section 65584(d)(5) & 65584(e)

taylor.price@hcd.ca.gov or Balaji Balaganesan, Senior Specialist at Balaji.balaganesan@hcd.ca.gov.

Sincerely,

Marisa Prasse

A handwritten signature in black ink, appearing to read "Marisa Prasse", enclosed in a thin black rectangular border.

Fair Housing Section Chief

Cc:

Nephele Barrett, Dow & Associates, Planning Contractor, Lake Area Planning Council

John Speka, Senior Transportation Planner, Lake Area Planning Council



LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

TITLE: Draft 2026/27 Lake APC Budget

DATE PREPARED: March 27, 2026

MEETING DATE: April 8, 2026

SUBMITTED BY: Alexis Pedrotti, Project Manager

BACKGROUND:

Attached to this staff report you will find the draft 2026/2027 Lake APC Budget. This draft provides you the opportunity to see the anticipated revenues and expenditures for the upcoming Fiscal Year. This budget does not include all estimated carryover funding amounts. Final amounts will not be available until early July, at which time the budget will be amended to reflect the actual carryover. APC Administrative Staff presented options for the FY 2026/27 draft budget at the February APC Executive Committee Meeting.

The FY 2025/26 LTF estimate, generated through the established formula, suggested a slight increase of 5.78%, bringing the total estimate to \$1,705,891. Based on the same methodology used in prior years, the LTF formula indicates a slight decrease for FY 2026/27. The projected reduction of \$42,818 would bring the total LTF estimate to \$1,663,074. After careful review, staff is proposing that the LTF Fund Estimate be set at \$1,800,000, since LTF revenues have been much higher than the estimate for the past several years. The LTF estimate has been set at \$1,700,000 for the past several years, so this increase is modest.

At first glance, it may seem counterintuitive to recommend an increase when the formula shows a minor decline. However, the LTF estimate is based on actual revenues received during the first six months of the fiscal year, which can fluctuate and do not always reflect full-year performance. Over the past five years, the APC has taken a conservative approach when approving the annual estimate, allowing excess revenue to accumulate and be reallocated at year-end.

Given this consistent trend, staff recommended that the Executive Committee consider increasing the FY 2026/27 LTF estimate by \$100,000. Further adjustments can be considered mid-year if revenues come in at a higher, or lower, than expected. In addition, there are \$474,094 of unallocated revenues from fiscal year 2024/25 that will be added to the total funding allocation for the upcoming fiscal year.

As noted, this is the Draft Budget that is available for discussion, but no action is needed. The Final Budget will be brought back in May for adoption. I would be happy to answer any questions regarding the draft budget at the Board Meeting on April 8, 2026.

ACTION REQUIRED: None, this is informational only.

ALTERNATIVES: None.

RECOMMENDATION: Informational only, no action is required.



LAKE COUNTY/CITY AREA PLANNING COUNCIL

FY 2026/27

DRAFT - BUDGET SUMMARY

REVENUES	Budget					COMMENTS:
	(Proposed) Adopted: 6/10/26				Estimated Actual	
LOCAL:						
Transportation Development Act (TDA)						
Local Transportation Funds (LTF)						
- 2026/27 Local Transportation Fund (LTF) Estimate	\$ 1,800,000	\$ -	\$ -	\$ -	\$ 1,800,000	2026/27 Approved LTF Estimate - Slight increase based on EC Recommendation.
Local Transportation Fund Carryover:						
- Prior-Year Unallocated LTF Revenue	\$ 474,094	\$ -	\$ -	\$ -	\$ 474,094	Unallocated LTF Funds received in prior year - BOE alloc. above the "Approved" LTF Est.
- Administration	\$ -	\$ -	\$ -	\$ -	\$ -	- Carryover funding to be reflected in the Final or 1st Amendment.
- LTF Reserve Fund Balance	\$ 1,275,483	\$ -	\$ -	\$ -	\$ 1,275,483	Approved 6.2019 by APC Board/Amended 11.2023
- Planning and Programming OWP	\$ 66,691	\$ -	\$ -	\$ -	\$ 66,691	Est. carryover funding. Actuals to be reflected in the 1st Amendment.
- Pedestrian and Bicycle Fund Balance	\$ 144,015	\$ -	\$ -	\$ -	\$ 144,015	Lakeport Balance (\$143,857) + Unallocated (\$158)
- Community Transit Service Fund Balance / CTSA	\$ -	\$ -	\$ -	\$ -	\$ -	- Lake Links has been fully allocated for 2025/26.
- Public Transportation / LTA Allocation	\$ -	\$ -	\$ -	\$ -	\$ -	- LTA has been fully allocated for 2025/26.
- Unrestricted Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	- Unrestricted balance will be updated in the Final Budget.
Total LTF Carryover:	\$ 1,960,282	\$ -	\$ -	\$ -	\$ 1,960,282	
Total LOCAL Revenues:	\$ 3,760,282	\$ -	\$ -	\$ -	\$ 3,760,282	
STATE:						
Planning Programming & Monitoring (PPM) Funds						
- 2026/27 NEW OWP Allocation	\$ 68,000	\$ -	\$ -	\$ -	\$ 68,000	Funds Expire: 6/30/28
- 2025/26 Carryover OWP Allocation	\$ 23,246	\$ -	\$ -	\$ -	\$ 23,246	2025/26 estimated carryover amount. Actuals to be reflected in the 1st Amendment
Total PPM Funds:	\$ 91,246	\$ -	\$ -	\$ -	\$ 91,246	
Rural Planning Assistance (RPA) Funds						
- 2026/27 NEW OWP Allocation	\$ 404,500	\$ -	\$ -	\$ -	\$ 404,500	Begin FY 2025/26 Additional RPA Alloc (Increase of \$110,500).
- 2025/26 Carryover OWP Allocation	\$ -	\$ -	\$ -	\$ -	\$ -	- 2025/26 actual carryover to be reflected in the 1st Amendment
Total RPA Funds:	\$ 404,500	\$ -	\$ -	\$ -	\$ 404,500	
Transportation Development Act (TDA)						
State Transit Assistance (STA) Funds						
- 2026/27 NEW Allocation (PUC) section 99313 & 99314	\$ 642,740	\$ -	\$ -	\$ -	\$ 642,740	2026/27 STA Alloc. - based on preliminary estimate. 1/2026
- 2025/26 Carry-Over Funding	\$ -	\$ -	\$ -	\$ -	\$ -	- 2025/26 actual carryover amounts to be reflected in the 1st Amendment
Total STA Funds:	\$ 642,740	\$ -	\$ -	\$ -	\$ 642,740	
State of Good Repair (SGR) Program Funds						
- 2026/27 NEW Allocation (PUC) section 99313 & 99314	\$ 125,954	\$ -	\$ -	\$ -	\$ 125,954	2026/27 SGR Alloc. - Allocation based on estimate - 1/2026
- 2025/26 Carry-Over Funding	\$ -	\$ -	\$ -	\$ -	\$ -	- 2025/26 actual carryover amounts to be reflected in the 1st Amendment
Total SGR Funds:	\$ 125,954	\$ -	\$ -	\$ -	\$ 125,954	
Transit and Intercity Rail Capital Program (TIRCP)						
- 2025/26 Carry-Over SB 125 Transit Program	\$ -	\$ -	\$ -	\$ -	\$ -	- Funds are population-based (1% of regions total allocation).
Total SB 125 Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	- 2025/26 actual carryover amounts to be reflected in the 1st Amendment
Total STATE Revenues:	\$ 1,264,440	\$ -	\$ -	\$ -	\$ 1,264,440	
FEDERAL:						
Regional Surface Transportation Program (RSTP)						
- 2026/27RSTP Local Agency Distribution:	\$ -	\$ -	\$ -	\$ -	\$ -	- Passes through to cities/County
- RSTP Carryover Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	- Apport. for FY 2026/27 will be provided in 1st Amendment.
Total RSTP Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	- 2025/26 estimated carryover amounts to be reflected in the Final
Transit Pass-Through Funding						
5311 Federal Funds - FFY 2026	\$ -	\$ -	\$ -	\$ -	\$ -	- FFY 2026-Regional Apportionment to LTA - To be updated in the Final
Total FEDERAL Revenues:	\$ -	\$ -	\$ -	\$ -	\$ -	
OTHER Revenue:						
Northern Rural Energy Network (REN)						
- 2026/27 NEW NREN Allocation:	\$ 749,533	\$ -	\$ -	\$ -	\$ 749,533	NREN Approved Budget Amount (staffing and travel/direct program expenses).
- 2025/26 Carry-Over NREN Allocation	\$ -	\$ -	\$ -	\$ -	\$ -	
Total OTHER Revenues:	\$ 749,533	\$ -	\$ -	\$ -	\$ 749,533	
GRAND TOTAL REVENUES	\$ 5,774,255	\$ -	\$ -	\$ -	\$ 5,774,255	

ALLOCATIONS

COMMENTS:

	Budget					Estimated Actual	
	(Proposed)						
	Adopted: 6/10/26						
LOCAL:							
Transportation Development Act (TDA)							
2026/27 Local Transportation Funds (LTF) Annual Priority Allocations							
- Administration Allocation							
Admin Contract (July 1, 2026 to June 30, 2027)	\$ 715,332	\$ -	\$ -	\$ -	\$ -	\$ 715,332	APC/LTA Admin Contract based on 26/27 DBC Cost Proposal to EC 2/2026.
Board Member Reimbursement for Meetings	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ 2,500	Board Member reimbursement to board members for meeting attendance.
Training/Travel Expenses (uncontracted)	\$ 11,500	\$ -	\$ -	\$ -	\$ -	\$ 11,500	Covers expenses for training/travel not included in contract or work program.
Lake County Auditor/Controller	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ 6,000	Accounting services by the County of Lake Auditor's Office
Fiscal Audit	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ 15,000	Annual requirement of TDA to audit LTF/STA funds.
Membership Dues -CalCOG, NARC, NSSR	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ 10,000	Facilitates communication between COGs, local officials, state/federal agencies & public
Contingency	\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ 8,000	Unexpected costs beyond typical annual budget expenses.
Sub-Total 2026/27 Admin Allocations	\$ 768,332	\$ -	\$ -	\$ -	\$ -	\$ 768,332	
- LTF Reserve Fund (5%) Allocation	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ 90,000	(5% of LTF Estimate \$1.8M)
- Planning and Programing (3%) Allocation	\$ 77,441	\$ -	\$ -	\$ -	\$ -	\$ 77,441	New Overall Work Program Planning Amount for FY 2026/27.
- Pedestrian and Bicycle (2%) Allocation	\$ 20,633	\$ -	\$ -	\$ -	\$ -	\$ 20,633	2% LTF Allocation for Bike and Pedestrian Purposes
- Community Transit Service (5%) Allocation - CTSA Act	\$ 51,583	\$ -	\$ -	\$ -	\$ -	\$ 51,583	These funds will be allocated to Lake Links, CTSA for Lake County.
- Public Transportation Allocation - Lake Transit Authority	\$ 1,266,104	\$ -	\$ -	\$ -	\$ -	\$ 1,266,104	FY 2026/27 Transit Allocation
Total 2026/27 LTF Allocations:	\$ 2,274,094	\$ -	\$ -	\$ -	\$ -	\$ 2,274,094	Total LTF Revenue through Apportionment
Local Transportation Fund Carryover:							
- Administration (Act. 531)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
- LTF Reserve Fund Balance (Act. 534)	\$ 1,275,483	\$ -	\$ -	\$ -	\$ -	\$ 1,275,483	
- Planning and Programming OWP (Act. 532)	\$ 66,691	\$ -	\$ -	\$ -	\$ -	\$ 66,691	Est. carryover funding. Actuals to be reflected in the 1st Amendment.
- Pedestrian and Bicycle Fund Balance (Act. 526)	\$ 144,015	\$ -	\$ -	\$ -	\$ -	\$ 144,015	Lakeport Balance (\$143,857) + Unallocated (\$158)
- Community Transit Service Fund Balance (Act. 414)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	No expected carryover from FY 2025/26.
- Public Transportation / LTA Allocation (Act. 412)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	No expected carryover from FY 2025/26.
- Unrestricted Fund Balance (Act. 527)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Unrestricted balance to be updated in the Final Budget.
Total LTF Carryover:	\$ 1,486,188	\$ -	\$ -	\$ -	\$ -	\$ 1,486,188	
Total LOCAL Allocations:	\$ 3,760,282	\$ -	\$ -	\$ -	\$ -	\$ 3,760,282	
STATE:							
Planning Programming & Monitoring (PPM) Funds							
- 2026/27 NEW OWP Allocation	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ 68,000	2026/27 PPM Allocation Amount
- 2025/26 Carryover OWP Allocation	\$ 23,246	\$ -	\$ -	\$ -	\$ -	\$ 23,246	2025/26 estimated carryover amount. Actuals to be reflected in the 1st Amendment
Total PPM Allocations:	\$ 91,246	\$ -	\$ -	\$ -	\$ -	\$ 91,246	
Rural Planning Assistance Funds (RPA)							
- 2026/27 NEW OWP Allocation	\$ 404,500	\$ -	\$ -	\$ -	\$ -	\$ 404,500	
- 2025/26 Carryover OWP Allocation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Carryover funds to be reflected in the Final or 1st Amendment.
Total RPA Funds:	\$ 404,500	\$ -	\$ -	\$ -	\$ -	\$ 404,500	
Transportation Development Act (TDA)							
State Transit Assistance (STA) Funds							
- 2026/27 NEW Allocation (PUC) section 99313 & 99314	\$ 642,740	\$ -	\$ -	\$ -	\$ -	\$ 642,740	2026/27 STA Alloc. - based on preliminary estimate. 1/2026
- 2025/26 Carry-Over Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2025/26 actual carryover amounts to be reflected in the 1st Amendment
Total STA Funds:	\$ 642,740	\$ -	\$ -	\$ -	\$ -	\$ 642,740	
State of Good Repair (SGR) Program Funds							
- 2026/27 NEW Allocation (PUC) section 99313 & 99314	\$ 125,954	\$ -	\$ -	\$ -	\$ -	\$ 125,954	2026/27 SGR Alloc. - Allocation based on estimate - 1/2026
- 2025/26 Carry-Over Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2025/26 actual carryover amounts to be reflected in the 1st Amendment
Total SGR Funds:	\$ 125,954	\$ -	\$ -	\$ -	\$ -	\$ 125,954	
Transit and Intercity Rail Capital Program (TIRCP)							
- 2025/26 Carry-Over SB 125 Transit Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2025/26 actual carryover amounts to be reflected in the 1st Amendment
Total SB 125 Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total STATE Allocations:	\$ 1,264,440	\$ -	\$ -	\$ -	\$ -	\$ 1,264,440	

FEDERAL:									
Regional Surface Transportation Program (RSTP)	\$	-	\$	-	\$	-	\$	-	Passes through to Cities/County
- NEW Local Agency Distribution (2026/27):									Apport. for FY 2026/27 will be provided in 1st Amendment.
Lakeport (8%)	\$	-	\$	-	\$	-	\$	-	
Clearlake (22%)	\$	-	\$	-	\$	-	\$	-	
Lake County (70%)	\$	-	\$	-	\$	-	\$	-	County's separate RSTP 182.6(d2) apportionment-\$244,873 included in formula
- 2025/26 Carry-Over Funding:	\$	-	\$	-	\$	-	\$	-	APC holds local agency funds until required documentation has been submitted.
Total RSTP Funds for Distribution:	\$	-	\$	-	\$	-	\$	-	
Transit Pass-Through Funding									
<u>5311 Federal Funds - FFY 2026</u>	\$	-	\$	-	\$	-	\$	-	FFY 2026-Regional Apportionment to LTA - Update in Final.
Total FEDERAL Allocations:	\$	-	\$	-	\$	-	\$	-	
OTHER Revenue:									
Northern Rural Energy Network (REN)									
- 2026/27 NEW NREN Allocation:	\$	749,533	\$	-	\$	-	\$	749,533	NREN Approved Budget Amount (staffing and travel/direct program expenses).
- 2025/26 Carry-Over NREN Allocation									2025/26 actual carryover amounts to be reflected in the 1st Amendment
Total OTHER Revenues:	\$	749,533	\$	-	\$	-	\$	749,533	
GRAND TOTAL ALLOCATIONS	\$	5,774,255	\$	-	\$	-	\$	5,774,255	

Updated: 3/27/26 AJP



LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

TITLE: FY 2026/27 Draft Transportation Planning Overall Work Program

DATE PREPARED: 3/24/2026

MEETING DATE: 4/8/2026

SUBMITTED BY: Alexis Pedrotti, Project Manager

BACKGROUND:

Preliminary discussions of the FY 2026/27 Draft Overall Work Program (OWP) began at the January TAC meeting, including a review of proposed work elements and anticipated funding needs. Applications from the County of Lake and the City of Clearlake were received, and estimated funding requirements for the annual Lake Planning Staff work elements were also discussed. To maintain the development schedule and allow adequate time for review, the Draft OWP was submitted to Caltrans by February 27, 2026, for circulation and comments.

The Draft Overall work program submitted to Caltrans included Lake APC Planning staff work elements, three new local agency projects, two new Lake APC led planning project (one contingent upon grant approval), and one potential carryover project, bringing the draft total to \$639,878. The three new local agency projects recommended for funding in the Draft Overall Work Program includes: (project applications available for review on Lake APC Website)

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

The professional services contract with Dow & Associates for Lake APC planning staff is currently an estimate in the Draft 2026/27 OWP. The estimate includes a slight increase over the prior year's budget for a total of \$405,696. This figure serves as a placeholder and will be updated in the Final OWP to reflect the actual CPI adjustment and the finalized Dow Cost Proposal presented to the Lake APC Executive Committee.

Lake APC staff also recently submitted a grant application to complete the Clear Lake Ferry Service Feasibility Study through the Caltrans Sustainable Transportation Planning Grant Program. Because grant awards will not be announced until this summer, staff is requesting that funds be reserved to meet the required local match, estimated at \$23,229, until official notification is received.

Additionally, Lake APC incurs various direct expenses each year for licenses, project costs, and training; these expenditures have been included in the draft OWP.

The Lake County Tribal Transportation Needs and Engineered Feasibility Study is just getting underway; therefore, staff has carried this project forward into the FY 2026/27 OWP for continued work. At this stage, only placeholders are included, and staff will provide updated carryover figures for the Final OWP.

Caltrans is currently reviewing the Draft and is expected to provide comments within the next few weeks. Any necessary adjustments will be made accordingly. The Final Overall Work Program will subsequently be presented for TAC review and recommendation in April, followed by Lake APC approval in May.

ACTION REQUIRED:

No action is required at this time. The purpose of this agenda item is to respond to any questions or concerns you may have before the Final FY 2026/27 Overall Work Program is prepared for TAC recommendation in April, and Lake APC consideration in May.

ALTERNATIVES:

None identified.

RECOMMENDATION:

This item is presented for information and discussion only. The Final FY 2026/27 Overall Work Program will be scheduled for TAC review and recommendation in April, and Lake APC adoption in May.



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Planning Projects Update

DATE PREPARED: 4/1/2026

MEETING DATE: 4/8/2026

SUBMITTED BY: John Speka, Senior Transportation Planner

BACKGROUND: Below is a summary of current or potential projects and grant opportunities staff has been monitoring:

Zero Emission Vehicle (ZEV) Infrastructure Plan- The project, which examines the region's existing ZEV charging/fueling infrastructure and will develop a plan to guide future expansion in this area, is nearing completion. A final draft has been prepared and is currently being reviewed by Caltrans staff for comment. It will be brought before the APC Board for adoption at its May 13 meeting.

Local Road Safety Plans- Surveys and interactive mapping tools have been available since January, with a total of 306 surveys (Lakeport: 161, Clearlake: 147, and unincorporated County: 223), and 39 interactive mapping comments (Lakeport: 2, Clearlake: 4, and unincorporated 33) received to date. An "open house" style public workshop was also held in Lakeport on March 23, in which further public input was gathered on potential safety projects for each of the regional jurisdictions. Draft project recommendations, which are expected in April, will combine collision data and agency/public input. Also as part of the project, the consultant will be scheduling individual meetings with public works staffs to discuss and prepare potential applications for the next Highway Safety Improvement Program (HSIP) cycle in 2027. A final report is expected to come in May.

Tribal Transportation Needs Study- The project will explore the needs, priorities, and feasibility of improving deficiencies within tribal road systems and transportation networks, both within and adjacent to native lands in the Lake County region. A consulting firm (LLG) was selected on March 11, and a kick-off meeting will be scheduled in the coming weeks to form a Technical Advisory Group (TAG) for the project. This will include tribal officials, as well as County public works, transit, and Caltrans representatives.

Further Grant Opportunities- Staff is planning to assist Lake Transit Authority in applying for a grant through the Urban Greening Grant Program to help fund landscaping components of its transit hub project in Clearlake. The program is funded by a voter-approved Climate Bond (Proposition 4), which will allocate approximately \$100 million to urban greening projects throughout the state over two competitive cycles. The first round will open later this spring.

Secondly, a new cycle of the Active Transportation Program (ATP) has recently opened, with applications due June 22. Lake APC staff recently met with Lakeport and County officials to explore options for a joint application that could fund projects along Lakeshore Boulevard, Rainbow Road, and Howard Avenue. Depending on the scope of the improvements involved, the project would likely fall between "small" (less than \$3.5 million) or "medium" (\$3.5 to \$10 million), the latter which would entail points for "leveraging" (financial commitment from the applicant from a separate funding source). A second meeting is scheduled to discuss further details which will determine the scope and other details of a potential application.

Action Requirement, Alternatives, Recommendation: None, informational only

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



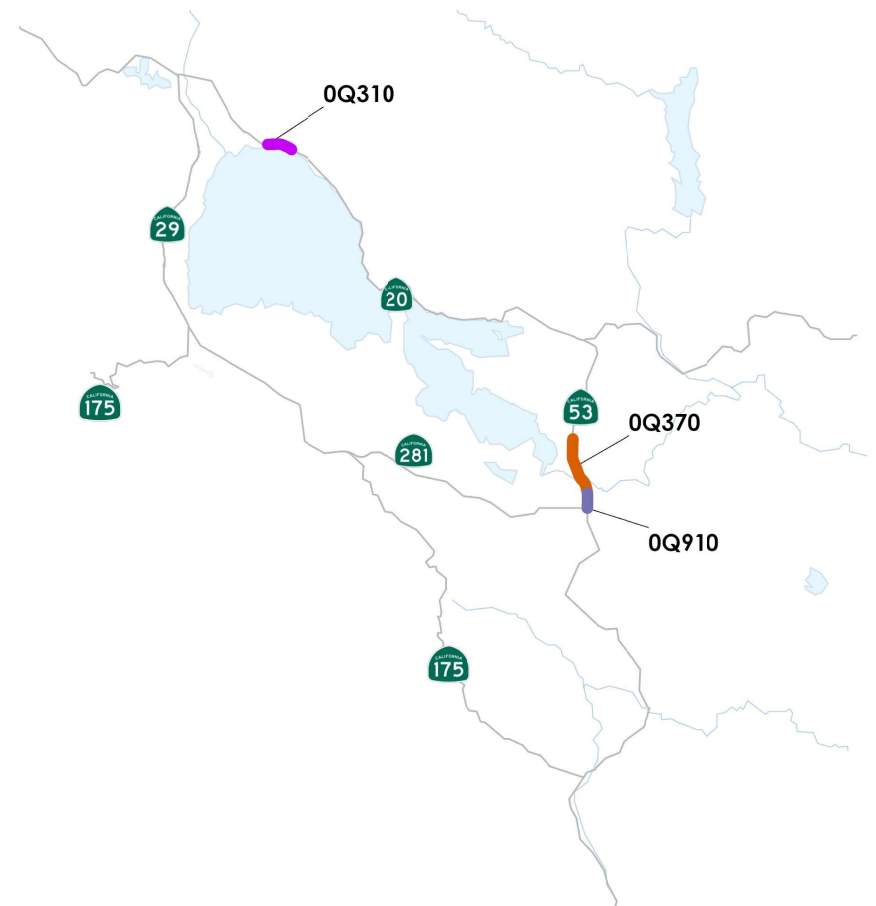
EA	Route	Begin Postmile	End Postmile	Improvement Description	Funding	Anchor Asset	% Complete	Begin PID	Completion Date	PID Lead	Project Manager
0Q310	20	13.3	14.3	Nice Corridor Lighting	SHOPP	Safety - SI	55	07/24/25	05/25/26	Carlton Schrieve	Brian Finck
0Q370	53	0.65	2.96	Lake 53 Corridor Lighting	SHOPP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

Project Initiation Document

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

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

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



CT Milestone Report - Lake County - March 10, 2026

Past Due 3 Months Complete

Project Number	Program ^a	Project Manager	Route	Post Mile start/end	Nick Name	Legal Description	Work Description	Capital Construction Estimate	Capital Right-of-Way Estimate	Support Cost Estimate	Total Project Estimate	Current Phase ^b	Begin Construction	End Construction
01-0Q310	SHOPP	FINCK, BRIAN T	020	13.3/14.3	Nice Corridor Lighting	IN LAKE COUNTY AT NICE FROM LAKESHORE BOULEVARD EXTENSION TO MANZANITA DRIVE	NICE CORRIDOR LIGHTING	\$5,244,000	\$424,000	\$4,479,941	\$10,147,941	PID	07/03/2029	07/03/2030
01-0N680	MAINTENANCE	BRANDENBURG, STANLEY B	020	16.6/18.1	HM4-0N680-Ped Safety Enhancements	IN LAKE COUNTY AT LUCERNE FROM GROVE STREET TO OGDEN ROAD	Pedestrian Safety Enhancements	\$847,000	\$0	\$216,185	\$1,063,185	CONST	07/23/2025	06/30/2026
01-0K660	SHOPP	VAZIRI, OMID	020	16.74/18.02	Lucerne Complete Streets	IN LAKE COUNTY IN LUCERNE FROM 0.1 MILE WEST OF MORRISON CREEK BRIDGE TO 0.1 MILE EAST OF COUNTRY CLUB DRIVE	Lucerne Complete Streets Improvements	\$15,756,000	\$692,000	\$8,134,880	\$24,582,880	PAED	03/21/2031	12/01/2032
01-0P490	MAINTENANCE	BRANDENBURG, STANLEY B	020	2.4/29.5	HM4-0P490-LAK 20 Ped Enhance	IN LAKE COUNTY AT BLUE LAKES, UPPER LAKE, NICE, LUCERNE, GLEN HAVEN AND CLEARLAKE OAKS AT VARIOUS LOCATIONS FROM 0.2 MILE WEST OF IRVINE AVENUE TO 0.1 MILE EAST OF ORCHARD SHORE DRIVE	LAKE 20 PEDESTRIAN ENHANCEMENT	\$1,499,000	\$0	\$154,149	\$1,653,149	PSE	08/01/2026	10/01/2026
01-0H840	SHOPP	KONOPA, ISRAL J	020	2/2.8	BLUE LAKES SAFETY	IN LAKE COUNTY ABOUT 6 MILES WEST OF UPPER LAKE FROM 0.6 MILE WEST OF IRVINE AVENUE TO 0.1 MILE EAST OF MID LAKE ROAD	IMPROVE CURVE; WIDEN SHOULDERS	\$16,468,000	\$498,000	\$711,039	\$17,677,039	CONST	08/23/2023	12/01/2026
01-0P300	SHOPP MINOR B	THIEL, MICHAEL L	020	28.4/28.4	MB-0P300-Clearlake Oaks L3 ZEV Charger	IN LAKE COUNTY IN CLEARLAKE OAKS AT THE CLEARLAKE OAKS MAINTENANCE STATION	LEVEL 3 CHARGING STATION	\$0	\$0	\$832,498	\$832,498	PAED	06/01/2028	12/29/2028
01-0P230	SHOPP MINOR A	HOWELL, BRENDA GALE	020	28.4/28.5	Clearlake Oaks School Crossing	IN LAKE COUNTY IN CLEARLAKE OAKS AT EAST LAKE ELEMENTARY SCHOOL	School Crossing	\$1,040,000	\$0	\$1,437,440	\$2,477,440	PAED	11/29/2027	12/31/2028
01-0G331	SHOPP	FALK, KARL J	020	5.1/5.8	LAKE 20 Shoulders ENV Mitigation	IN LAKE COUNTY NEAR UPPER LAKE FROM 0.4 MILE WEST TO 0.3 MILES EAST OF WITTER SPRINGS ROAD	Mitigation	\$100,000	\$0	\$216,370	\$316,370	CONST	11/30/2023	06/02/2029
01-0N470	SHOPP MINOR B	THIEL, MICHAEL L	020	5.3/5.6	MB-0N470-Upper Lake Slope Stabilize	IN LAKE COUNTY NEAR UPPER LAKE FROM 0.2 MILE WEST OF WITTER SPRINGS ROAD TO 0.1 MILE EAST OF WITTER SPRINGS ROAD	RSP & Underdrain	\$250,000	\$0	\$422,797	\$672,797	PAED	06/15/2026	08/01/2026
01-0F491	SHOPP	FALK, KARL J	020	5.8/5.8	Bachelor Creek Bridge Mitigation	IN LAKE COUNTY NEAR UPPER LAKE FROM 0.1 MILE WEST TO 0.5 MILE EAST OF BACHELOR CREEK BRIDGE #14-0001	ENVIRONMENTAL MITIGATION	\$0	\$0	\$73,276	\$73,276	CONST	12/07/2022	12/31/2027
01-0Q670	SHOPP MINOR B	THIEL, MICHAEL L	020	8.5/8.5	Middle Creek MGS	In Lake County in the community of Upper Lake from 0.045 mile west of the Middle Creek Bridge (Bridge # 14-002) to 0.011 mile west of the Middle Creek Bridge	Construct MGS (8' Steel Post), 2 Alternative In-line Terminal Systems, Guardrail Support System, and Vegetation Control	\$0	\$0	\$1,039,211	\$1,039,211	PAED	06/30/2028	08/01/2029
01-0M310	SHOPP	VAZIRI, OMID	020	R43.9/R44.2	Abbot Mine Curve Improvement	IN LAKE COUNTY ABOUT 15 MILES EAST OF CLEARLAKE OAKS FROM 0.3 MILE EAST OF WALKER RIDGE ROAD TO 0.6 MILE EAST OF WALKER RIDGE ROAD.	CURVE IMPROVEMENT	\$6,466,000	\$72,000	\$3,246,731	\$9,784,731	PSE	08/24/2027	01/18/2029
01-0J930	SHOPP	KONOPA, ISRAL J	029	11.9/23.6	Twin Lakes CAPM	IN LAKE COUNTY NEAR CLEAR LAKE FROM SPRUCE GROVE ROAD TO DIENER DRIVE/ROAD 543	Pavement Class 2 / CAPM	\$19,111,000	\$203,000	\$2,255,105	\$21,569,105	PSE	12/01/2026	12/01/2028
01-0J93U	SHOPP	KONOPA, ISRAL J	029	11.9/23.6	Twin Lakes CAPM & Left Turn Channelization	IN LAKE COUNTY NEAR LOWER LAKE ON ROUTE 29 FROM COYOTE CREEK BRIDGE TO DIENER DRIVE/ROAD 543 AND ON ROUTE 53 AT ROUTE 29	Twin Lakes CAPM & Left Turn Channelization	\$0	\$0	\$2,717,208	\$2,717,208	PSE	05/18/2026	12/01/2027
01-0L220	SHOPP	KONOPA, ISRAL J	029	17.6/18	Lak-29/C St Left Turn Channelization	IN LAKE COUNTY FROM 0.2 MILE SOUTH OF C STREET-ROAD 141S TO 0.1 MILE NORTH OF C STREET-ROAD 141S	LEFT TURN CHANNELIZATION	\$2,305,000	\$6,000	\$1,054,541	\$3,365,541	CONST	07/14/2026	12/01/2026
01-0Q910	SHOPP	D'ORIO, MATTEO G	029	20.307/20.307	LOWER LAKE SPEED MANAGEMENT AND CORRIDOR LIGHTING	IN LAKE COUNTY AT LOWER LAKE ON ROUTE 29 AT ROUTE 53 AND ON ROUTE 53 FROM ROUTE 29 TO ANDERSON RANCH PARKWAY		\$8,476,000	\$0	\$4,345,688	\$12,821,688	PID	05/01/2029	08/28/2031

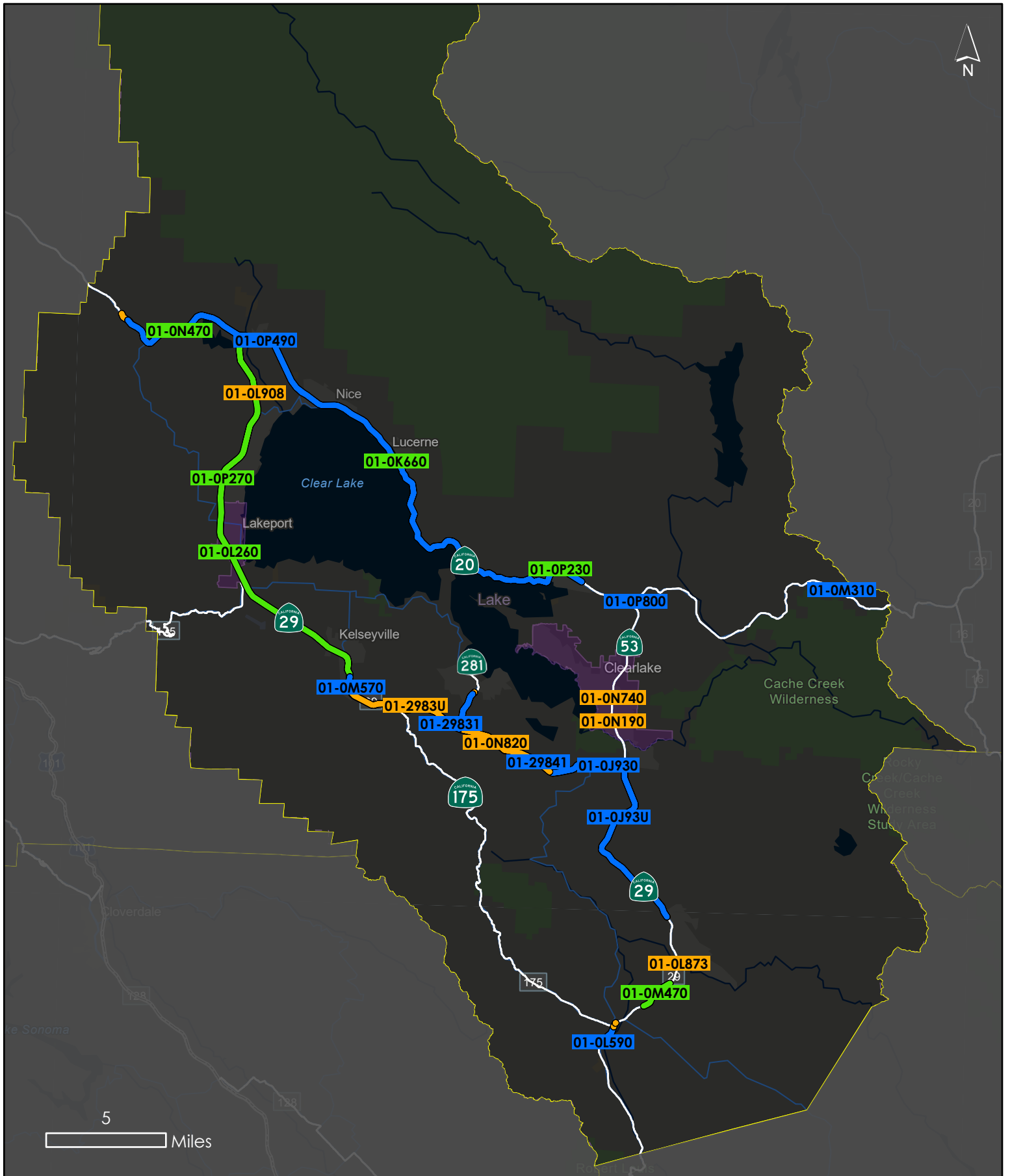
CT Milestone Report - Lake County - March 10, 2026

Past Due 3 Months Complete

Project Number	Program ^a	Project Manager	Route	Post Mile start/end	Nick Name	Legal Description	Work Description	Capital Construction Estimate	Capital Right-of-Way Estimate	Support Cost Estimate	Total Project Estimate	Current Phase ^b	Begin Construction	End Construction
01-29841	STIP	PIMENTEL, JEFFREY L	029	23.6/26.9	LAK 29-KONOCTI CORRIDOR 2A	IN LAKE COUNTY NEAR LOWER LAKE ON ROUTE 29 FROM 3.3 MILES NORTH OF JUNCTION 29/53 TO 1.0 MILE SOUTH OF JUNCTION 29/281	CONSTRUCTION 4-LANE EXPRESSWAY	\$54,500,000	\$5,000	\$14,172,511	\$68,677,511	PSE	07/01/2029	12/01/2032
01-29831	STIP	PIMENTEL, JEFFREY L	029	26.1/29.1	LAK-29 KONOCTI CORRIDOR 2B	IN LAKE COUNTY NEAR KELSEYVILLE ON ROUTE 29 FROM 1.8 MILES SOUTH TO 1.2 MI NORTH OF JUNCTION 29/281 & ON ROUTE 281 FROM JUNCTION 29/281 TO 0.3 MI WEST OF JUNCTION 29/281	CONSTRUCT 4-LANE EXPRESSWAY	\$65,915,000	\$46,241,000	\$13,426,063	\$125,582,063	PSE	02/12/2030	12/02/2033
01-2983U	SHOPP	MATTEOLI, JAIME C	029	28.5/31.6	LAK-29 combined mitigation	IN LAKE COUNTY NEAR KELSEYVILLE FROM 0.6 MILE NORTH OF THE JUNCTION OF SR 29/281 TO 0.6 MILE NORTH OF THE JUNCTION OF SR 29/175	ENVIRONMENTAL MITIGATION	\$0	\$0	\$401,216	\$401,216	CONST	12/30/2019	12/30/2027
01-0M570	SHOPP	D'ORIO, MATTEO G	029	31.4/33.7	Bottle Rock Safety	In Lake County near Kelseyville from 1.0 mile South of Bottle Rock Road 515 to 0.7 mile North of Cole Creek Road 515E	SHOULDER WIDENING AND LEFT TURN CHANNELIZATION	\$13,245,000	\$1,239,000	\$9,881,229	\$24,365,229	PAED	06/27/2028	12/02/2030
01-0L260	SHOPP	D'ORIO, MATTEO G	029	31.6/52.5	LAKEPORT CAPM	IN LAKE COUNTY NEAR LAKEPORT FROM 0.5 MILE NORTH OF JUNCTION ROUTE 175 TO JUNCTION ROUTE 20	Pavement rehabilitation (CAPM)	\$36,669,000	\$19,000	\$5,351,520	\$42,039,520	PAED	01/27/2031	12/01/2032
01-0L908	OTHER STATE FUNDS	FINCK, BRIAN T	029	48.6/48.6	LAK-29 Broadband Middle Mile-HUB-17	IN LAKE COUNTY ABOUT 6 MILES NORTH OF LAKEPORT AT 0.7 MILE NORTH OF LUCERNE UNDERCROSSING	MIDDLE MILE BROADBAND	\$0	\$0	\$10,336	\$10,336	CONST	09/30/2025	12/31/2026
01-0L590	SHOPP	D'ORIO, MATTEO G	029	5/5.9	Middletown Safety South	IN LAKE COUNTY AT MIDDLETOWN FROM 0.1 MILE SOUTH OF CENTRAL PARK ROAD TO 0.1 MILE NORTH OF YOUNG STREET	Left turn channelization, shoulder widening, and ADA improvements.	\$6,826,000	\$120,000	\$5,111,547	\$12,057,547	PSE	07/19/2027	12/01/2028
01-0M470	SHOPP	D'ORIO, MATTEO G	029	7.4/8.9	Middletown North Safety	IN LAKE COUNTY NEAR MIDDLETOWN FROM 1.1 MILES NORTH OF BUTTS CANYON ROAD TO 0.3 MILE SOUTH OF GRANGE ROAD	WIDEN SHOULDERS AND INSTALL RUMBLE STRIPS	\$9,521,000	\$794,000	\$5,420,925	\$15,735,925	PAED	05/15/2028	12/02/2030
01-0N740	MAINTENANCE	BRANDENBURG, STANLEY B	029	R34.75/38.6	HM4-TMS-0N740-APS Sig Sys & Census	IN LAKE COUNTY AT VARIOUS LOCATIONS	APS Signal System and Census Sites Upgrade	\$461,000	\$0	\$79,380	\$540,380	CONST	07/08/2025	07/01/2026
01-0P270	SHOPP MINOR B	THIEL, MICHAEL L	029	R44.553/44.553	MB-0P270-LAKEPORT L3 ZEV CHARGER	IN LAKE COUNTY IN LAKEPORT AT THE LAKEPORT MAINTENANCE STATION	LEVEL 3 CHARGING STATION	\$0	\$0	\$1,025,160	\$1,025,160	PAED	03/01/2029	12/31/2029
01-0L873	OTHER STATE FUNDS	FINCK, BRIAN T	029	R9.8/R9.8	LAK-29 Broadband Middle Mile-HUB-21	IN LAKE COUNTY NEAR MIDDLETOWN AT HARTMANN ROAD	MIDDLE MILE BROADBAND	\$0	\$0	\$10,336	\$10,336	CONST	09/30/2025	12/31/2026
01-0Q370	SHOPP	FINCK, BRIAN T	053	.65/2.96	LAK-53 SAFETY-CORRIDOR LIGHTING	IN LAKE COUNTY IN AND NEAR THE CITY OF CLEARLAKE FROM 0.4 MILE SOUTH OF CACHE CREEK BRIDGE TO 40TH AVENUE	LAK-53 SAFETY-CORRIDOR LIGHTING	\$9,199,000	\$200,000	\$5,779,727	\$15,178,727	PID	10/21/2030	12/03/2030
01-0R130	MAINTENANCE	BRANDENBURG, STANLEY B	053	1.45/2	HM4-T Lake Signal	IN LAKE COUNTY IN CLEARLAKE ON ROUTE 53 AT 18TH STREET AND DAM ROAD.		\$300,000	\$0	\$282,650	\$582,650	PAED	07/25/2029	08/22/2029
01-0N190	OTHER-LOCAL	BUCK, JENNIFER L	053	1.99/1.99	18th Ave Encroachment Permit	In Lake County within the City of Clearlake at 18th Avenue	Encroachment Permit	\$50,000	\$0	\$23,661	\$73,661	CONST	07/11/2023	12/31/2025
01-0Q760	MAINTENANCE	BRANDENBURG, STANLEY B	053	2/3.2	Clearlake Riviera Recycle	IN LAKE COUNTY AT AND NEAR CLEARLAKE RIVIERA FROM 1.1 MILES WEST OF POINT LAKEVIEW ROAD TO INCA WAY	Clearlake Partial Depth Overlay	\$1,588,000	\$0	\$251,353	\$1,839,353	PAED	05/01/2027	08/01/2027
01-0N260	SHOPP	VAZIRI, OMID	175	0/28.04	Lake 175 Drainage	IN LAKE COUNTY NEAR LAKEPORT FROM THE MENDOCINO COUNTY LINE TO JUNCTION ROUTE 29/END ROUTE 175		\$12,458,000	\$2,398,000	\$8,901,299	\$23,757,299	PAED	02/24/2032	12/01/2032
01-0P530	MAINTENANCE	BRANDENBURG, STANLEY B	281	15.4/17	HM1-0P530-SODA BAY ROAD RECYCLE	IN LAKE COUNTY AT AND NEAR CLEARLAKE RIVIERA FROM 0.2 MILE WEST OF INCA WAY TO ROUTE 29	PARTIAL DEPTH RECYCLING	\$1,500,000	\$0	\$165,246	\$1,665,246	CONST	08/01/2026	12/01/2026

Field Descriptions for RTPA CT Milestones Reports

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



Lake County Milestone Projects

- PA&ED
- PS&E
- Construction



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



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

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

TECHNICAL ADVISORY COMMITTEE MEETING Meeting Minutes

Thursday, January 22, 2026
9:04 a.m.

Primary Location:

City of Lakeport
Large Conference Room, 225 Park Street, Lakeport

Teleconference Locations:

525 South Main Street Suite B, Ukiah
Caltrans District 1, 1656 Union St., Eureka
City Council Chamber, 14050 Olympic Drive, Clearlake

Present

Blake Batten, Caltrans District 1
Ron Ladd, City of Lakeport (Director of Public Works)
Victor Fernandez, City of Lakeport (Community Development, Associate Planner)
Lars Ewing, County of Lake (Interim Director of Public Works)
James Sookne, Lake Transit Authority
Dave Swartz, City of Clearlake (Contract Engineer)
Alan Flora, City of Clearlake (City Manager/Community Development Director)
Adeline Leyba, City of Clearlake (Public Works Department)

Absent

Efrain Cortez, California Highway Patrol
Mireya Turner County of Lake (Community Development Director)

Also Present

Lisa Davey-Bates, Lake Area Planning Council
Michael Villa, Lake Area Planning Council
Hector Ortega, Lake Area Planning Council
John Speka, Lake Area Planning Council

1. Call to order

The meeting was called to order at 9:04 am.

2. Approval of October 23, 2025, Minutes.

Moved by Lars, seconded by Ron, and carried unanimously to approve the October 23, 2025, minutes.

3. Approval of November 20, 2025, Minutes.

Moved by Lars, seconded by Ron, and carried unanimously to approve the November 20, 2025, minutes.

4. Update on Available Carbon Reduction Program (CRP) Funds.

Michael provided an update on the available CRP funds. Previously, the funds from Cycle 1 and a portion of Cycle 2 were reserved for a sidewalk project in Clearlake, but these funds have since become unusable for that project. Alan described why Clearlake was unable to

utilize the funds and additional requirements associated with it. The Lake County region has been given additional time to obligate the funds, which will be shifted to the 2025-26 fiscal year. The current deadline to obligate Cycle 2 funds is September 2026, however, it would ideally occur before June 30. Cycles 1 and 2 can be obligated concurrently. Cycle 3 and 4 will remain available for obligation. A call for projects will be announced once there is more information about the Cycle 1 deadline.

5. Overall Work Program Discussion.

Lisa provided an update on development of the OWP and described standard funding needs of the APC. After a total of six applications were received, four projects were confirmed as eligible to move forward. The applicant agencies explained their proposed projects and their regional benefits. Discussion included which projects would best fit the allotted budget, project scores, and ranking the projects based on priority and feasibility. The group also discussed options in the event that the grant match is no longer needed. The TAC agreed that full funding of the City of Clearlake's application for the Olympic Dr. & Lakeshore Dr. Roundabout Feasibility Study, and the County's application for WE 607, Special Studies should be included in the draft OWP, with remaining funds to be put towards the County's WE 605, Federal & State Grant Preparation.

Moved by Lars, seconded by James, and approved unanimously to fully fund the Olympic Dr. & Lakeshore Dr. Roundabout Feasibility Study and the County's application for WE 607, Special Studies in the draft OWP with remaining funds to be put towards WE 605, Federal & State Grant Preparation.

6. Announcements and Reports

a. Lake APC

i. Updates on Planning Projects/Grants- John provided the update. The Wildfire Evacuation and Preparedness Plan was adopted. The Zero Emission Vehicle Infrastructure Plan draft will be released the following week, with anticipated adoption in March. A survey was released for the Local Road Safety Plan. John mentioned the survey was also sent for distribution via email. An RFP will be out for consultant services within the upcoming weeks for the Tribal Transportation Needs Study. Applications will be available for the Active Transportation Program grants in March with a June deadline. There is some interest in an application for the Lakeshore Drive area of Lakeport. Finally, if there is interest in the Airports Land Use Compatibility Plan, potential funding sources could be considered.

ii. Regional Transportation Improvement Plan (RTIP) Update- Michael shared that the RTIP was submitted on December 11 to Caltrans and CTC, and a second public hearing will be held at the February 18th board meeting. The CTC will vote on the funding for South Main/Soda Bay Road project at the January 29th meeting. A CTC staff funding recommendation will come in February, and RTIP will be up for adoption in March.

iii. Miscellaneous- None.

b. Lake Transit Authority

i. Transit Hub Update- James shared that the transit hub is still in the design process, and the layout will be brought to the board shortly.

ii. **Current Transit Projects-** James shared that new wheels for buses will be arriving soon.

iii. **Miscellaneous-** None.

c. **Caltrans**

i. **Lake County Projects Update-** Blake provided an update on the Milestone Report Package, including a PID work plan and a list of current Caltrans projects. Additionally, Caltrans is piloting a form open to TAC and board members who are interested in being more involved in Caltrans projects. This form may also be used to request presentations on a regional project at an upcoming meeting.

ii. **Miscellaneous-** None.

d. **Regional Housing Needs Allocation (RHNA) Update-** John provided the update. The draft methodology was submitted. It could be adopted, along with the Regional Transportation Plan, depending on the level of feedback received, at the February 11 meeting.

e. **Local Agency Updates**

City of Lakeport: Victor shared that Lakeport is working on an RFP to update the housing element and on the annual progress report for RHNA. Additionally, construction has begun for Parkside apartment projects. Ron shared that the Lakeport Boulevard project will be ready for construction once the funding is obligated. Additionally, two Emergency Repair (ER) projects from 2019 are almost done with right of way.

County of Lake: Lars provided the update. The South Main/Soda Bay Road Corridor Project will be discussed at the upcoming CTC meeting. Undergrounding overhead utilities will begin this summer and fall, and road construction will begin in 2027. Lars thanked the group for the support getting the project to this point. Construction will begin soon for the Konocti Road Sidewalks Project. Construction is expected to be completed on the Hill Road Lakeside Heights area project by the end of the calendar year. Lars additionally shared updates and the County's hiring processes and department merge, a short span bridge plan, and the BUILD Program.

City of Clearlake: David informed the group that the City of Clearlake is interested in having monthly meetings with the three agencies. He will reach out with potential dates. Additionally, several projects have been completed, including the Moss-Davis intersection, a drainage project, and the village area design project is close to completion. Bid set plans will be ready for the Dam Road Roundabout by the end of the month. The CTC Local Partnership Program (LPP) Formulaic is ready to be submitted, and the Olympic Arrowhead Project has been bid and awarded.

Tribal Updates: None.

7. **Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda-** None.

8. **Next Proposed Meeting** – February 26, 2026.

9. **Adjourn Meeting** – Meeting adjourned at 10:15 am.

Respectfully Submitted,

Nephele Barrett
Lake Area Planning Council

Cremer nominated for hometown hero award



Russ Cremer left and Dirk Slooten offer up some options to a guest during a Rotary Club of Clear Lake Community Christmas Dinner and celebration. Cremer has been nominated for a 2026 Hometown Heroes Award. LAKE COUNTY PUBLISHING file

BY CHANDLER ROBERTS

FOR THE RECORD-BEE

LAKE COUNTY — With the recent Hometown Hero's competition on the horizon, the Record Bee would like to acknowledge the nominees. One nominee is Russell Cremer, a Clearlake City Councilman and lifelong resident with deep roots in the local community. Nominated for his fundraising and support for wildfire survivors, Cremer shared his personal history, what motivates him, and his dream for Lake County moving forward.

Mark Lipps, Lake County Rotary Governor, nominated Cremer because "Russ is always giving back." Lipps went on to note how Cremer was instrumental in raising funds for fire survivors since 2015. Another example was Cremer's work in aiding people around Clearlake who needed shelter. Lipps also cited Cremer's recent efforts beyond just aiding two fire survivors "whose families have been forced out of their homes." Of note, according to Lipps, Cremer proved instrumental in "helping a couple of homebased businesses impacted by the recent sewage disaster get back up and operating."

Lipps even provided info on two recent families (as of last month) being helped by the LARCA (Lake Area Rotary Club Association) Emergency Relief Fund. One was a family of four whose house suffered fire and water damage. The other was a family of seven whose home was completely lost. As for how this relates to Russell Cremer, Lipps cited that Cremer "does the heavy lifting" for LARCA. Since 2015, after the Rocky, Jerusalem, and Valley Fires, LARCA was founded by the Clearlake, Lakeport, Middletown, and Kelseyville Rotary Clubs. In that time, Cremer has served as the treasurer with every dollar fundraised or donated being used to help survivors and first responders alike. Cremer expressed it as being "one member of LARCA that's been there from the beginning."

In his personal history, Russell Cremer and his family have more than one tie to fighting fires. For instance, Cremer's father was an early member of the Lower Lake Volunteer Fire Department. His uncle was a one-time chief turned board member of that department. His cousin was a long-time fire chief at the Lakeshore Fire Protective District before Lake County Fire was merged from Lakeshore and Lower Lake. Even while as a college student, Cremer was a member of the Lower Lake Fire Department.

"I've got a long history in fire departments and fire protection," Cremer said.

Aside from his work regarding LARCA or history with fires, Cremer's family has strong ties with Lake County. Cremer described it as "I'm fourth generation. My great-grandfather started the ranch that my cousin and I now own in 1880."

He cited further examples of his family being committed public servants stemming from his great-grandfather being a seven-time supervisor while his grandmother had a "long time on the school board."

Despite leaving Lake County after graduating from the University of California, Cremer found he couldn't stay away. Although working for the Bank of America over the years, Cremer wound up returning to Lake County with his wife when the opportunity presented

itself. He described moving back in 2001 as having missed a generation, despite the family ranch.

“I was looking for a way basically to really reconnect.” Cremer said. “The Lower Lake High School Football Fundraising Association, I had a couple of people that I did know approached me and asked me if I would consider being on it. And, well, I graduated from Lower Lake High School, so I thought that’d be great. They wanted me, as it turns out, to be a treasurer.” This turn went on to snowball into other things, like getting appointed to the Lake County Fire Protection District Board and the Clearlake Planning Commission.

Something that motivates Cremer has been these strong personal ties to Lake County. He loves how his family goes back 140 years. He loves the greenery and climate. He loves “the small town” and “rural atmosphere” that Lake County provides. Most of all, Cremer loves what he calls “Clear Lake spirit” and wants to see Clearlake be “that city that Clear Lake Highlands was when I was growing up” in the 1950s.

“I’ve been around 77 years now and I’ve seen the great times in Clearlake and I’ve seen challenges in Clearlake and Lake County.” Cremer said. “I want to see us grow Clearlake in a positive way where it will restore the tourism that specifically has been in Clearlake or Clear Lake Highlands. I want to see Clearlake and Lake County restored to what it was in the 50s and 60s in spirit in the 21st century.”

With this lofty goal in mind, Cremer has continued to guide Lake County towards this better vision. Between his work as director of the Lake County Area Planning Council and Lake Transit Authority, to being a Clearlake Councilmember to being the director of the Clear Lake Environmental Research Center (CLERC) and more, Cremer is devoted.

He doesn’t want Lake County to be pitied, only admired, but is grateful to be nominated for the Hometown Hero Award.

Road safety plan lays groundwork to reduce collision risks



Lauren Picon, PE with the Consultants of GCW, Reno Nevada, visited the Lakeport City Hall Chambers on March 23 to urge the city to implement the Local Road Safety Plan for Lake County. William Roller —Lake County publishing

BY WILLIAM ROLLER

lake county Record-Bee

LAKEPORT — A consulting firm disclosed a plan at Lakeport City Hall Chambers to inform residents and stakeholder agencies of a draft plan to make Lakeport, Clearlake, and unincorporated communities, more secure from potential serious or even fatal motor vehicle accidents especially between pedestrians and vehicles during a meeting on Monday.

Lauren Picon PE (third party evaluation) arrived from GCW Engineers/Surveyors of Reno, Nevada to explain how to transform local transportation routes into roadway safety network.

"We're looking to identify the highest priority for improvement projects and safety measures," Picon said. "It is a data driven process seeking public outreach and feedback from public input and stakeholder feedback. We look across the 'four E's' of transportation: engineering, enforcement measures, educational programs and emergency care."

The Lake County Local Road Safety Plan (LRSP) is the vision of a working group where stakeholders have a mission regarding road safety in the communities. They look at crash data analytics, and ask, "why are these crashes occurring?" Picon questioned. And also, where are the crashes occurring and what type of crashes occurring. "It helps to focus on what improvements or counter measures are going to lead to the most effective results" she said. "Public outreach is a big component and we have a survey, it's been going on since January, and from there we come up with strategies and examine the four E's and conceive short, medium and long term types of solutions," she said.

Right now they are looking at distracted driving, impaired driving, speeding, intersection safety, pedestrian safety and bicycle safety, lane departures, motorcycle safety and elderly driving. "We launched this back in January and it's an online survey made available to social media groups to get the word out. "Our website also asks what type of projects you'd like to see, and viewers to the website can type in comments on an interactive map," said Picon. So far there have been 280 responses. Top priorities focus on distracted driving, pedestrian safety and impaired driving. Some of the top ranked areas where residents would like to see improvements are: street lighting, enforcement, intersection improvement and pedestrian crosswalks."

She went on, "This is our stakeholder collaboration and were working with about 25 different agencies to get a broad range because we want lots of different perspectives," she said. "So, it's engineering, public works It's Fire and Police Department. Social Services met several times in the process and gave guidance for the plan and once completed, they're the ones who implement it ... developing potential projects which could be most beneficial and the likelihood of reducing crashes and your input can help shape that."

There are projects planned for high crash corridors around the county. "We're working to shape these draft reports in April and expect a final report in May," Picon said. "We'll take these reports and use them to apply for grant funding."

Yet Lake County Schools Superintendent Brock Faulkenberg seemed a bit skeptical.

"As we visit school sites around the community, we have kids walking on the edge of streets to and from school," he said. "What are immediate plans can we have out there to address safer routes to schools?"

Picon cited a plan under way for "safe routes to schools" that are happening but independently of the GCW firm, and multimodal means of transportation is a big part of that

component. There have been several recommended projects, but GCW does not have specifics for every single school, she disclosed.

“So what I’m hearing you say, at this point we haven’t finalized projects,” Faulkenberg said. “With safety being a high priority, I would expect schools would fit into that quest. And for your information, we have a few schools that unfortunately, the school is on one side of the street, and the parking lot is on the other side.” Faulkenberg added he appreciated the presentation

Lars Ewing, Lake County interim Public Works director, noted he appreciated the GCW presentation and his department would use it as their guidebook as what to do next, however, he added, there is no one answer for a local project.

John Speka was next to report out, he is the senior transportation planner for the Lake Area Planning Council/Dow & Associates. “There is an annual grant program through Caltrans’ Planning Grants, down by Lower Lake,” he said.

“I know they were looking for a Safe-Routes to School plan. We did apply for a grant, and we’ll find out in a few months whether or not we receive them. It’s a planning grant so, no actual construction.

Fire Chief Patrick Reitz for Lakeport Fire District noted the city has some serious problems where there are high density elderly populations and students. “You look at 11th St., major traffic routes; there’s no continuity for sidewalks,” he said. “They’re trying to get from Point A to Point B and they’re in the lane of traffic. There’s no shoulder, nothing to go on. So, that is a serious concern for pedestrian safety. So, I’d love to see (the city) take on a big project ... Not linking a sidewalk for a lot or two, but for entire blocks and getting people to where they need to be.”