



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

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

LAKE COUNTY/CITY AREA PLANNING COUNCIL (APC) AGENDA

Wednesday, May 13, 2026
9:00am

Primary Location: City Council Chambers
225 Park Street, Lakeport, California

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

Zoom Login:

Dial-in number: 1 (669) 900-6833 / Meeting ID: 876 2816 6130# Passcode: 215750

(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 April 8, 2026 Minutes
6. Approval of Social Services Transportation Advisory Council (SSTAC) Roster

REGULAR CALENDAR

7. Presentation, Discussion, and Possible Adoption of Zero Emission Vehicle (ZEV) Infrastructure Plan *(Speka/Crowley)*
8. Presentation, Discussion, and Possible Adoption of the Local Road Safety Plan *(Speka/Picon)*
9. Discussion and Recommended Approval of Resolution #25-26-20 to Determine if Unmet Transit Needs are Reasonable to Meet (Sookne)
10. Discussion Recommended Approval of the 2026/27 Final Overall Work Program (OWP) *(Pedrotti)*
11. Discussion and Proposed Action of Resolution #25-26-21 Approving the Project List for FY 2026-27 California State of Good Repair Program (Sookne)

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 – **June 10, 2026 (Clearlake)**
 - ii. Crash Data Analysis (2019–2023)
 - iii. 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 – **July 17** (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 – **June 3 (Sacramento)**
- i. Miscellaneous

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 agendaized, 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: May 7, 2026

Attachments:

Agenda Item #2 – NREN Staff Report

Agenda Item #5 – 4/8/26 Lake APC Draft Minutes

Agenda Item #6 – SSTAC Roster

Agenda Item #7 – Staff Report

Agenda Item #8 – Staff Report

Agenda Item #9 – Staff Report, Reso, Unmet Needs & Definitions

Agenda Item #10 – Staff Report & OWP

Agenda Item #11 – Staff Report, Reso, & Project List

Agenda Item #14aii – Staff Report & Crash Data



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Northern Rural Energy Network (NREN)

DATE PREPARED: May 6, 2026

MEETING DATE: May 13, 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 overall NREN budget, including expenses through the first quarter of 2026 and remaining funding through 2027 for all Partners and programs, is currently being updated by RCEA. At our recent in-person meeting we strongly emphasized the critical need for budget transparency, and for past and current budget true-up numbers. A quarterly dashboard and one-page budget summary are being developed by RCEA for all partners' Boards of Directors and should be available soon.

NREN Program Development:

Finance Program

The NREN internal Finance Committee has continued to meet and discussed the findings in the final report from the finance consultant, Frontier Energy. The NREN partners concluded it would be extremely difficult and take too long to receive approval from the state to administer an NREN administered loan program as was originally envisioned. Instead, we will be recruiting local contractors and lenders to participate in the existing GoGreen Financing (GGF) program administered by the State Treasurer's Office. GGF has been successful in many parts of the state but not necessarily the NREN territory, including Lake County. We feel with our outreach and existing contacts with local contractors we will be able to increase awareness of the GGF loan products for both residential and commercial and bring in local lenders that will benefit from a state-sponsored loan loss reserve.

More importantly, we are pursuing a local energy efficiency loan program to be administered through local Community Development Financial Institutions (CDFIs). NREN Lake has met with the Economic Development Finance Corporation (EDFC) in Ukiah that serves both Lake and Mendocino Counties. They are interested in working with us and we are encouraged by their flexibility and ability to offer very low interest loans, accept lower credit scores than typical lenders and potentially offer both residential and commercial energy efficiency loans. Discussions continue and we will also be meeting with North Edge, the CDFI for Humboldt County, to see how we can partner with EDFC, North Edge and NREN. NREN project incentives can be stacked with both of these types of loans to help customers afford energy upgrades.

May Community Meetings and Events:

- May 1st - Missing and Murdered Indigenous People (MMIP) Day, Lakeport
- May 3rd - Cinco de Mayo Festival, Lakeport
- May 4th – Energy Careers Education & Training (ECET) Presentation to Lower Lake High School Career Technical Education (CTE) class
- May 9th - Mental Health Matters Day, Lakeport

Upcoming May Events:

- May 14th - Working Hands Workforce Event, Ukiah (covers Lake County)
- May 16th - Rooted & Regulated Event, Clearlake
- May 19th - Lakeport Senior Center Energy Efficiency Kit Event, Lakeport
- May 24th - Lower Lake DAZE Street Fair, Lower Lake

NREN Lake’s Status of Key Performance Indicators (KPIs)

2026 KPIs as submitted to the California Public Utilities Commission (CPUC): (Goals in yellow, completion of work in blue.)

KPIs - External - CPUC Implementation Plans							
NREN Partner	Year	ResEq KPIs			ResRA KPIs		
		Kits	Ed Opps	Home Assessments	DS Rebates	DI Projects	WHPprojects
LAPC	2026	400	25	50	25	1	0

5.6.26	2026	75 (43)	9	13 (14)	8 (2)	0
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ComRA KPIs	
Deemed DI Projects	NMEC Projects
1	0

0	0
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Public Equity KPIs				
Bldngs Benchmarked	Feasibility/Planning	Referrals	Assessments	Funding Opps
5	0	3	10	2

1	0	0	0	0
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Summary:

- Seventy-five Energy Efficiency Kits have been provided in 2026 with 43 pending.
- Thirteen Home Energy Assessments have been completed in 2026 with 14 pending.
- Eight Residential Energy Efficiency Rebates have been processed and approved in 2026, with 2 in review.
- One Public building was benchmarked to date in 2026.
- One Deemed DI project is underway.
- One Energy Careers Education & Training (ECET) local contractor training.

- Five Career Fairs attended.
- One ECET High School Career Training Education (CTE) class presentation.

ACTION REQUIRED: None

ALTERNATIVES: N/A

RECOMMENDATION: None



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LAKE COUNTY/CITY AREA PLANNING COUNCIL (APC) (DRAFT) MEETING MINUTES Wednesday, April 8, 2026

Location: Lake Transit Authority
9240 Highway 53, Lower Lake, 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
Charlene Parker, Admin Staff – Lake APC
Adeline Leyba, Public Works Director – City of Clearlake
Michael Taylor, Associate Planner – City of Clearlake

Attending via Zoom

Tatiana Ahlstrand, Caltrans District 1 (Policy Advisory Committee)
Nephele Barrett, Planning Staff – Lake APC
John Speka, Planning Staff – Lake APC
Michael Villa, Planning Staff – Lake APC
Hector Ortega, Admin Staff – Lake APC
Jennifer Brennan, Energy Program Manager – NREN
Ryan O'Neill, Energy Program Specialist – NREN
Laurie Fisher – Lake Links
Brian Connell – Transportation Concepts

1. Call to Order/Roll Call

Chair Mattina called the meeting to order at 9:01 a.m. Secretary Charlene Parker called roll. Members present: Sabatier, Rasmussen, Cremer, Slooten, and Mattina

2. Northern Rural Energy Network (NREN)

Jennifer Brennan provided an update on the Northern Rural Energy Network (NREN) program, noting increased team capacity with the addition of a new staff member supporting outreach and events. Public programs have resumed, including no-cost benchmarking, assessments, and support services for local agencies. The Energy Careers Education and Training (ECET) program is advancing with a focus on workforce development in energy efficiency fields.

Progress was also reported on commercial and residential programs, including upcoming assessments, direct install incentives, and increased participation through rebates and outreach efforts. Marketing activities have expanded, and momentum is building as the program enters the event season. Additionally, the business plan for future funding (2028/31) has been submitted and is undergoing the state review process.

Ryan O’Neill provided an overview of newly launched public program services, including benchmarking and assessments. Benchmarking involves tracking and comparing energy usage for public buildings using the Energy Star Portfolio Manager, allowing agencies to monitor performance over time. Assessments include on-site evaluations of building systems, followed by reports with recommendations, funding opportunities, and available rebates. These assessment services will be available for both public and commercial buildings.

Director Slooten shared information about being contacted by Pacific Gas and Electric Company (PG&E) regarding a program offering free backup battery installations. The local contractor, Harmony Air, would conduct a home assessment to determine eligibility. The program requires meeting certain criteria, including enrollment in medical baseline rates and residence within a high fire risk zone. Staff acknowledged familiarity with the contractor but indicated they were not aware of this specific program offering and will gather more information.

Director Parlet and Director Wind joined the meeting at 9:09.

3. Adjourn to Policy Advisory Committee

Chair Mattina adjourned to the Policy Advisory Committee (PAC) at 9:11 a.m. to include Caltrans District 1 staff and allow participation as a voting member of the Lake APC.

PUBLIC EXPRESSION

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

None

CONSENT CALENDAR

- 5. Approval of February 11, 2026 Draft Minutes
- 6. FY 2025/26 Lake APC Budget Third Amendment
- 7. LST Statewide Needs Assessment Funding Resolution#25-16-18

Director Cremer made a motion to approve the Consent Calendar, 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 Ahlstrand, Noes (0); Abstain (0); Absent (0)

REGULAR CALENDAR

8. Public Hearing: Unmet Transit Needs for Fiscal Year 2026/27

James presented an overview of the Unmet Needs process. He explained that this annual review allows the Board and the community to determine if any of the identified needs meet the specific criteria and definitions outlined in the process. The notice was first provided for the March meeting however, continued to the April meeting because the March meeting was cancelled.

Finding of Proper Notice

Director Sabatier made a motion to find that the public hearing had been properly noticed, 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)

The Social Services Transportation Advisory Council (SSTAC) met in January and developed the project list included in the current meeting packet. The Board is now tasked with reviewing the list and determining whether any items meet the established definition, which was also provided in the packet for reference. The recommended list provided in the packet was the same as last year. If any items are found to meet the criteria, they will be referred to Lake Transit Authority (LTA) for further review. LTA will present its findings at the upcoming SSTAC meeting. Following that presentation, SSTAC will formulate a recommendation for the Board regarding the final list, which is anticipated for adoption in May.

Board discussed included the possibilities of implementing Sunday service or a pilot program, potentially focused on areas such as Clearlake or Lakeport, to address rural or small urban service needs. However, it was noted that current funding limitations are a primary constraint. At this time, ensuring sufficient funding to maintain existing services remains the priority, and expansion or additional service implementation is not being considered.

Chair Mattina opened the formal public hearing at 9:18 a.m. No public comments were received, in person or online, and the Public Hearing was closed at 9:19 a.m. by Chair Mattina.

Director Sabatier made a finding that 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, 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)

9. Discussion and Possible Adoption of Amended Regional Housing Needs Allocation (RHNA) Methodology and Resolution

John Speka reported that the RHNA process projects housing needs for 2027/35. The Board adopted the methodology and allocations on February 11. On February 12, the California Department of Housing and Community Development (HCD) requested revisions to better

align housing with regional jobs. Data showed a higher jobs-to-housing ratio in Lakeport compared to other areas, indicating a need for additional housing. Ultimately, Lakeport increased their numbers, and then, correspondingly reduced that number for both the City of Clearlake and the County's allocations.

Director Slooten made a motion to approve the Amended Regional Housing Needs Allocation Methodology and Resolution, 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)

10. Presentation of the Draft 2026/27 Lake APC Budget

Alexis Pedrotti presented the draft FY 2026/27 Lake APC budget and reviewed the development process that began with the Executive Committee in February. The draft outlined anticipated revenues and expenditures but did not yet include all carryover funds. State revenues included Planning, Programming and Monitoring (PPM), Regional Planning Assistance (RPA), State Transit Assistance (STA), and State of Good Repair funds. The Local Transportation Fund (LTF) allocation for 2025/26 was \$1,705,891, with a projected 5.88% decrease reducing the estimate to \$1,663,074. The draft budget proposes increasing the Local Transportation Fund (LTF) allocation to \$1.8 million to better reflect actual revenues, which have consistently exceeded prior estimates in recent years, as recommended by the Executive Committee.

Alexis also provided an overview of funding allocations, including the LTF Reserve Fund, Administrative and Planning allocations, the 2% Bicycle and Pedestrian allocation, the Consolidated Transportation Services Agency allocation, and transit (LTA) funding. The Transit and Intercity Rail Capital Program (TIRCP) was estimated to provide \$84,159 over several years for program administration. Additionally, other revenue streams include the Northern Rural Energy Network (NREN), with a new allocation for 2027 of \$749,533. Final carryover amounts for all funding sources were to be incorporated into the first budget amendment early in the new fiscal year.

Board members discussed the NREN program funds and asked whether it included direct incentives such as energy equipment or kits. Staff clarified that the funding primarily supports staffing, travel, and program-related expenses, while incentives and loan programs are funded through a separate source. General questions were raised regarding overall costs and how funds are allocated.

Discussions focused on funding flexibility, noting that some allocations allow limited adjustments while others are largely state-controlled. Questions were raised about increasing funding for bicycle and pedestrian needs and balancing competing priorities. Additionally, the possibility of implementing a local transportation sales tax was discussed, although it was noted that such measures are difficult to structure and pass. Staff indicated that a transportation sales tax survey is underway in Mendocino County, with results to be shared at a future meeting.

11. Discussion of the 2026/27 Draft Overall Work Program (OWP)

Alexis reported that, Lake APC, as the Regional Transportation Planning Agency, prepares an annual Overall Work Program (OWP). Preliminary discussions of the FY 2026/27 Draft OWP began with the Technical Advisory Committee (TAC) in January, including review of proposed work elements and funding needs. To meet State deadlines, the draft was submitted to Caltrans in February for review and comment. The draft OWP includes planning activities, three new

local agency projects (City of Clearlake roundabout study and two County Department of Public Works), two APC projects (one grant-dependent), and a carryover Tribal Transportation Needs study. Consultant and staff costs are currently estimated and will be updated. The grant application for a Clear Lake Ferry Feasibility Study is pending, with local match funds reserved. The draft also includes standard direct expenses such as licenses and training. Caltrans' comments are being incorporated, and the final OWP will return to the TAC and the Board for review and approval in the coming months.

Further discussions were raised about the Pavement Management Program (PMP) cycle and timeframe for the next update. The PMP update is currently moving forward, with coordination among local agencies to integrate existing efforts and explore newer technologies in the Request for Proposals that is expected to be distributing in the upcoming month or so.

RATIFY ACTION

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

Chair Mattina adjourned the Policy Advisory Committee at 9:57 a.m. and reconvened as the APC.

13. 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 Parlet and carried unanimously.

REPORTS

14. 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, is nearing completion. A final draft had been prepared and was under review by Caltrans staff for comment. It was scheduled to be brought before the APC Board for adoption at its May 13 meeting.

Further discussion focused on whether jurisdictions could implement a tax on public charging stations. It was noted that charging fees typically exist but are not structured as transportation taxes, and local authority to impose taxes is limited and may require voter approval. The discussion highlighted concerns about declining gas tax revenues due to increased EV use and the need to explore alternative funding opportunities, such as user fees or mileage-based systems.

Local Road Safety Plan Update

The Local Road Safety Plan update for all three jurisdictions is underway. The surveys and interactive mapping tools have been available since January, with a total of 306 surveys and 39 mapping comments received to date. An open-style public workshop was held in Lakeport on March 23 to gather additional input on potential safety projects. Draft project recommendations were expected in April, combining collision data and public and agency input. The consultant was also scheduling meetings with public works staff to prepare for the next Highway Safety Improvement Program (HSIP) cycle in 2027. A final report was expected in May.

Discussion noted that the updated Local Road Safety Plans (LRSPs) include a goal of submitting three applications, one from each jurisdiction, for the Highway Safety Improvement Program (HSIP). A draft LRSP report is expected by May to help strengthen applications for the Safe Streets and Roads for All (SS4A) program, with completion required to meet eligibility for the late May deadline. Staff also discussed local match requirements and potential strategies to meet them. Overall, the LRSP updates were noted to benefit local agencies by supporting eligibility for future funding opportunities.

Tribal Transportation Needs Study

The Tribal Transportation Needs Study will assess transportation needs, priorities, and feasibility of improvements on and near tribal lands in Lake County. A consulting firm was selected, and a kickoff meeting will be scheduled to establish a Technical Advisory Group (TAG) including tribal representatives, County staff, transit, and Caltrans.

Further Grant Opportunities

Staff had planned to assist Lake Transit Authority with a grant application through the Urban Greening Grant Program to support landscaping components of its transit hub project in Clearlake. The program, funded by Proposition 4, was expected to open its first round later in the spring.

Additionally, a new cycle of the Active Transportation Program (ATP) had opened, with applications due June 22. Lake APC staff had met with Lakeport and County officials to explore a joint application for projects along Lakeshore Boulevard, Rainbow Road, and Howard Avenue. A follow-up meeting was scheduled to further define the project scope and application details

ii. Miscellaneous

b. Lake APC Administration Staff

i. Next Meeting Date – May 13, 2026 (*Lakeport*)

ii. Miscellaneous

c. Local Agency Updates

Adeline Leyba, Public Works Director for the City of Clearlake, reported that staff are identifying site-specific projects for the upcoming HSIP cycle, with selections under review. The Burns Valley, Arrowhead, and Olympic paving project will begin within two weeks, and the Dam Road Roundabout project is currently out to bid, with construction anticipated in early summer. Traffic impacts are expected during construction.

d. Lake APC Directors

Director Sabatier announced that work on Soda Bay Road was ongoing, with construction anticipated to begin in 2027, with right-of-way acquisition largely completed. The Konocti Road sidewalk project was expected to proceed later in the year.

e. Caltrans

i. Lake County Project Status Update:

Tatiana Ahlstrand, Caltrans District 1, provided updates on several programs and upcoming deadlines, including Safe Streets for All (May 26), Active Transportation Program (ATP) applications (due June 22), and Transit and Intercity Rail Capital Program (TIRCP) applications (due May 18). The Urban Greening Program was expected to open

in May, with award announcements for the FY 2026/27 Sustainable Transportation Planning Grant Program anticipated in May or June. An update to the grant guide was also planned, with opportunities for partner feedback.

Caltrans District 1 was scheduled to participate in the April 29 Western Region Town Hall Alliance meeting in Lucerne, sharing updates on State Route 20 projects. Proactive safety efforts included the Highway Maintenance Program and preparation to advertise the Lake 20 Pedestrian Safety Enhancement Project, which features rectangular rapid flashing beacons, high-visibility crosswalks, and lane channelization improvements. Another project in Lucerne, including RRFBs and crosswalks, was nearing completion. Tatiana noted ongoing efforts to secure vegetation management funding in Lake County.

The District Transit Plan had moved into Phase 2 of engagement, focusing on validating previous input and identifying transit needs on the state highway system, with meetings to be scheduled soon.

The 2026 Caltrans District 1 Tribal Transportation Summit was planned for May 21 at the Middletown Rancheria of Pomo Indians. Additionally, Caltrans planned to host its first Transportation Planning Open Houses in June (Eureka) and July (Ukiah), covering key planning topics. The March milestone report was included in the agenda packet, and Tatiana concluded by inviting questions.

Director Sabatier discussed ongoing coordination with Caltrans regarding the Middle Creek Restoration Project along the Highway 20 corridor and surrounding area, including potential roadway modifications such as elevation changes or protective infrastructure. It was emphasized that early coordination would help ensure that planned improvements, such as lighting or other infrastructure, are compatible with future project work and do not require rework.

Director Sabatier requested that Caltrans consider interim HM4 safety improvements at Bottle Rock Road due to sight distance and sun glare issues at the intersection. Caltrans indicated the concern would be relayed to their team for possible temporary measures, including low-cost or quick implementation safety enhancements such as signage or striping.

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 (*Los Angeles*)

h. California Association of Councils of Governments (CalCOG)

- i. CDAC Meeting – (*TBD*)
- ii. CalCOG Board of Directors Meeting – *April 10 (Virtual)*

i. Miscellaneous

14. INFORMATION PACKET

- a) 2/26/26 Draft Lake TAC Minutes
- b) Russ Cremer Nominated for Hometown Hero Award

c) Local Road Safety Plan Article

ADJOURNMENT

The meeting was adjourned by Chair Mattina at 10:22 a.m.

Respectfully Submitted,

DRAFT

Charlene Parker, Administrative Associate

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

		<u>TERM</u>
1. Potential Transit User 60 Years or Older	Annie Barnes Phone: 707-472-7511 E-mail: sunrise.ssf@gmail.com	Nov. 2024 – Oct. 2027
2. Potential Transit User Disabled	Vacant	Nov. 2023 – Oct. 2026
3. Social Services Provider Seniors	Rev. Shannon Kimbell-Auth Phone: 707-349-2324 E-mail: shannon.kimbellauth@redcross.org	Nov. 2025 – Oct. 2028
4. Transportation Provider	Vacant	Nov. 2024 – Oct. 2027
5. Social Services Provider Disabled	Caressa Smith Hope Center 3400 Emerson Street Clearlake, CA 95422 Phone: 707-701-6713 / E-mail: smithcb@ah.org	Nov. 2024 – Oct. 2027
6. Transportation Provider Disabled	Samuel Gaytan Lake Transit Authority 9240 Hwy 53 Lower Lake, CA 95457 Phone: 707-461-0520 / E-mail: sgaytan@transportationconcepts.com	Nov. 2025 – Oct. 2028
7. Social Services Provider Limited Means	Tera Gandolfo Lake County Department of Social Services P.O. Box 9000 Lower Lake, CA 95457 Phone: 707-995-4200 / E-mail: tera.gandolfo@lakecountyca.gov	Nov. 2026 – Oct. 2029
8. Consolidated Transportation Services Agency	Karen Dakari People Services 4195 Lakeshore Boulevard Lakeport, CA 95453 Phone: 263-3810 / E-mail: karendakari@yahoo.com	Nov. 2026 – Oct. 2029
9. Consolidated Transportation Services Agency	Laurie Fisher Lake Links 14420 Lakeshore Drive Clearlake, CA 95422 Phone: 707-995-3330 / E-mail: laurie.fisher@lakelinks.org	Nov. 2025 – Oct. 2028



LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

TITLE: Lake County Zero-Emission Vehicle Infrastructure Plan
Presentation, Discussion, and Possible Adoption

DATE PREPARED: May 6, 2026
MEETING DATE: May 13, 2026

SUBMITTED BY: John Speka, Senior Transportation Planner

BACKGROUND:

In 2024, Lake APC was awarded a Sustainable Transportation Planning Grant for a Zero-Emission Vehicle Infrastructure Plan. The intent of the project is to examine the region's existing ZEV charging/fueling infrastructure and develop a plan to guide future expansion in this area. The project will allow Lake County to prepare for a future of alternative fueling by providing options for existing (e.g. electric charging) or developing (e.g. hydrogen) technologies.

Today's item is a presentation of the Plan, with ICF staff providing a recap of the project and its preparation. The draft Plan is available for review here:

www.lakeapc.org/wp-content/uploads/2026/04/Lake-County-ZEV-Infrastructure-Plan_4-24-26.pdf

Finally, the Board will be asked to consider adoption of the Plan at today's meeting (subject to any requested revisions).

ACTION REQUIRED: Consider adoption of the Lake County Zero-Emission Vehicle Infrastructure Plan

ALTERNATIVES: Provide comments, recommend revisions, and seek approval at the following APC meeting.

RECOMMENDATION: The Board approves the Lake County Zero-Emission Vehicle Infrastructure Plan subject to any requested revisions.



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Local Road Safety Plans Presentation, Discussion,
and Possible Adoption

DATE PREPARED: May 6, 2026
MEETING DATE: May 13, 2026

SUBMITTED BY: John Speka, Senior Transportation Planner

BACKGROUND:

Included as part of the 2025/26 Overall Work Program (OWP), Lake APC was tasked with updating the Local Road Safety Plans (LRSPs) for each of its three member agencies: County of Lake, City of Clearlake, and the City of Lakeport. One of the primary reasons for the updates is to ensure eligibility for this year's cycle of the Safe Streets for All (SS4A) program, which will be accepting applications up until the May 26 deadline. However, newer stakeholder- and public- engagement efforts to determine current safety needs and concerns was also a large part of the effort.

Today's item will present an overview of the plans, as presented by GCW Engineers. The draft plans are available for review here:

<https://www.lakeapc.org/news/local-road-safety-plan-updates/>

Comments will be accepted up until the Board meeting, at which time the Board will be asked to consider adoption of the plans (subject to any requested revisions).

ACTION REQUIRED: Consider adoption of the Lakeport-, Clearlake-, and the County of Lake Local Road Safety Plans

ALTERNATIVES: Provide comments, recommend revisions, and seek approval of one or more of the plans at the following APC meeting.

RECOMMENDATION: The Board approves the Lakeport-, Clearlake-, and the County of Lake Local Road Safety Plans subject to any requested revisions.



LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

TITLE: 2026/27 Unmet Transit Needs Finding

DATE PREPARED: May 4, 2026

MEETING DATE: May 13, 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).

The current Unmet Needs Process began at the February meeting of the SSTAC, where the 25/26 list of unmet needs was reviewed and list of potential unmet transit needs was developed for FY 26/27. Following the development of a list of potential unmet needs, a public hearing was held by the APC on April 8, 2026, at which time a finding was made that the list contained needs that met the definition of Unmet Transit Needs and referred the list to the APC and LTA staff for further analysis.

LTA staff has now completed the analysis and has provided a response for each (see attached). The attachment contains all of the needs that were identified along with a response and recommendation addressing them. As noted in the analysis, all available TDA dollars are already expended and responding to new potential needs is difficult. In most cases, it 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 need against cutting existing service.

At their meeting on April 21, the SSTAC discussed the list of potentially unmet transit needs and their responses. A recommendation was made to the APC that findings can be made that there are unmet transit needs, none of which are reasonable to meet at this time, according to the adopted definition. The APC shall now consider the recommendation and make findings, via resolution, as to whether or not any of the needs are reasonable to meet. A draft resolution has been prepared and is attached to this report.

ACTION REQUIRED: Adopt by resolution a finding that either (a) there are no unmet transit needs, (b) there are no unmet transit needs that are reasonable to meet, or (c) there are unmet transit needs, including needs that are reasonable to meet.

ALTERNATIVES: None identified.

RECOMMENDATION: As indicated in the attachment, staff believes that all of the needs on the list qualify as unmet transit needs, none of which are reasonable to meet at this time. It is recommended that the attached Resolution be approved, finding that there are no unmet transit needs that are reasonable to meet, and listing findings specific to each need.

LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION 25-26-20

DETERMINATION OF UNMET TRANSIT NEEDS

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, the Transportation Development Act (TDA) requires that before any Local Transportation Funds (LTF) are allocated for streets and roads purposes, the transportation planning agency shall conduct a process to determine if there are any unmet transit needs that are reasonable to meet; and

WHEREAS, the APC does not typically allocate LTF for streets and roads purposes, but has determined that the Unmet Transit Needs Process will still be conducted as it provides an opportunity to formalize the process of identifying potential transit needs and opportunities to meet those needs if feasible, meets the citizen participation requirements of the TDA, and is identified as a responsibility of the Social Services Transportation Advisory Council (SSTAC); and

WHEREAS, the APC has adopted definitions for the terms “unmet transit needs” and “reasonable to meet” to be used in the Unmet Transit Needs Process; and

WHEREAS, a list of potential unmet transit needs was developed by the Social Services Transportation Advisory Council; and

WHEREAS, that list of potential unmet transit needs was considered by the APC at a public hearing on April 8, 2026, at which time the APC made a finding that the list included unmet transit needs, according to the adopted definition; and

WHEREAS, that list has been analyzed by APC and LTA staff and recommendations have been made to the SSTAC; and

WHEREAS, the SSTAC has recommended to the APC that the list contains unmet transit needs, none of which are reasonable to meet at this time; and

WHEREAS, the attached list includes the needs and findings specific to each need as recommended by the SSTAC and staff; and

NOW, THEREFORE, BE IT RESOLVED THAT:

The Lake Area Planning Council hereby makes the finding that there are unmet transit needs, including needs that are reasonable to meet. The basis for this finding has been included in an analysis attached to this Resolution.

Adoption of this Resolution was moved by Director _____, seconded by Director _____, and carried on this 13th day of May 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
Chairperson



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

April 14, 2026

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 2026/27

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

Thank you for the opportunity to respond to the list of FY 2026/27 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. Service was provided by the Live Oak Senior Center beginning in 2009 using funding acquired by the Area Agency on Aging. Although this program ran for several years, the demand was very low. The Lake Area Planning Council updated the Transit Development Plan in 2023, which recommended operating a lifeline service from Clearlake/Lower Lake to Spring Valley, contingent on available funding. This service would operate two times a day, one day a week and would require advance reservations with an approximate annual cost of \$11,000.

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 has previously coordinated with Shasta Regional Transportation Agency (SRTA) to acquire funding for additional vehicles to run this service but was unsuccessful. 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 Rivas, 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 recommended eliminating the last Route 7 run, which left Lakeport at 5:00PM and returned 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: Final 2026/27 Overall Work Program (OWP)

DATE PREPARED: May 6, 2026

MEETING DATE: May 13, 2026

SUBMITTED BY: Alexis Pedrotti, Project Manager

BACKGROUND:

Included in the Lake Area Planning Council (APC) board packet you will find the proposed Final 2026/27 Overall Work Program (OWP). The Draft Overall Work Program was presented and discussed at the APC Board of Directors Meeting on April 8, 2026.

As previously mentioned, members of the Lake Technical Advisory Committee (TAC) began discussing potential projects to include in the OWP during their meeting in January. Based on the TAC's input, the 2026/27 Draft OWP was developed and submitted to Caltrans for review and comment in March. Edits were made to the draft document based on comments received from Caltrans staff at District 1. This Final Work Program includes the projects recommended in the Draft, as well as the addition of some estimated carryover funding. The Lake TAC reviewed the most recent version of the 2026/27 Overall Work Program at their April meeting and recommended approval by the Lake APC Board of Directors.

Once the Final 2026/27 Work Program is adopted by the APC, it will be forwarded to the Caltrans District office for approval. As in the past, an amendment to the Final OWP will be completed within the next few months to include actual carryover amounts from projects that were not finalized in the 2025/26 Overall Work Program.

The deadline for submitting the Final Overall Work Program to Caltrans is June 1, 2026. To ensure all required forms and documents are complete, we are asking for the approval of the Final OWP to be done in May to allow for adequate preparation time.

Hard copies of the Final OWP will be available to Lake APC Board Members upon request. The OWP can also be located on the APC Website, by visiting www.lakeapc.org.

ACTION REQUIRED: Adopt the proposed Final 2026/27 Transportation Planning Work Program as recommended by the Lake TAC, and authorize the Executive Director to execute necessary documents, certifications, and assurances on behalf of the Lake Area Planning Council.

ALTERNATIVES: Revise work elements in the 2026/27 Work Program or refer to Lake TAC for changes – not recommended.

RECOMMENDATION: Adopt Final 2026/27 Work Program and authorize Executive Director to sign necessary certifications/agreements, and forward to Caltrans.

Attachment: FY 2026/27 Final Overall Work Program



LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

TITLE: State of Good Repair FY 26/27 Project List

DATE PREPARED: May 7, 2026

MEETING DATE: May 13, 2026

SUBMITTED BY: James Sookne, Program Manager

BACKGROUND:

The State of Good Repair (SGR) program is a product of The Road Repair and Accountability Act of 2017, also known as Senate Bill (SB) 1. In 2019, the SGR guidelines were modified to require the regional entity (APC) to approve and submit all proposed projects from operators (LTA) to Caltrans. In years past, LTA was able to approve and submit projects on their own. To date, these funds have been allocated for items such as the purchase of vehicles, vehicle lifts, the construction of a bus pullout, and additional funding for the transit center.

With the LTA operations and maintenance facility having been built in 2005, larger ticket items are starting to need to be replaced or rehabilitated, such as the HVAC system and the pavement around the building and the bus yard. Since these types of projects are eligible expenditures under the SGR program, LTA staff would like to reallocate the remaining FY 22/23 SGR funds from the transit center to the operations and maintenance yard. The transit center project will remain open with a \$0 balance, allowing future funds to be allocated to it if needed. Any FY 22/23 funds remaining following completion of needed maintenance could be reallocated to a new or existing project. The table below shows the change in funds.

Current SGR Funding						
Title	FY	99313	99314	SGR Funds	SGR Funds Spent	SGR Funds Available
Lake County Interregional Transit Center	22/23	\$ 103,738	\$ 5,302	\$ 109,040	\$ 9,120	\$ 99,920
Proposed SGR Funding						
Title	FY	99313	99314	SGR Funds	SGR Funds Spent	SGR Funds Available
Lake County Interregional Transit Center	22/23	\$ 9,120	\$ -	\$ 9,120	\$ 9,120	\$ -
Repair and Rehabilitation of the Operations & Maintenance Facility	22/23	\$ 94,618	\$ 5,302	\$ 99,920	\$ -	\$ 99,920

Since this would be a new project, it must be included in a project list and formally approved by the Board prior to the re-allocation of SGR funds. Staff has added this project to the FY 26/27 SGR project list which is attached for reference. Upon approval of the attached project list and resolution, they will be sent to Caltrans to finalize the re-allocation of funds.

Staff will be available at the Board meeting to answer any questions.

ACTION REQUIRED: Approval of the State of Good Repair Project List for FY 26/27

ALTERNATIVES: None

RECOMMENDATION: Approve the proposed State of Good Repair Project List for FY 26/27 and Resolution 25-26-21.



Regional Entity Information

Funding Fiscal Year: 2026-27

Regional Entity :

Lake County City Council of Governments

***State of Good Repair Funding**

99313 Estimated Allocation for the Region	\$	94,618
99314 Estimated Allocation for the Region	\$	5,302
Total	\$	99,920

Contact Name:

James Sookne

Contact Phone Number:

707-234-3314

Contact Email:

jsookne@dbcteam.net

The 2026-27 Allocation Estimates can be found on the California State Controller's website:

https://www.sco.ca.gov/ard_payments_transit_2027.html

At the time of preparing this form the January 2026 allocation estimates were available. Note, we will update your allocation amounts once the SCO publishes the August allocation estimates.

LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION 25-26-21

APPROVING THE PROJECT LIST FOR FY 2026-27
FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM

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

WHEREAS, Senate Bill 1 (SB1), the Road Repair and Accountability Act 2017, establishing the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, the Lake County/City Area Planning Council is an eligible project sponsor and may receive and distribute State Transit Assistance – State of Good Repair funds to eligible project sponsors (local agencies) for eligible transit capital projects; and

WHEREAS, the Lake County/City Area Planning Council distributing SGR funds to eligible project sponsors (local agencies) under its regional jurisdiction; and

WHEREAS, the Lake County/City Area Planning Council concurs with and approves the attached project list for the State of Good Repair Program funds; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing SGR funds to eligible recipients (local agencies); and

NOW, THEREFORE, BE IT RESOLVED THAT:

The Board of Directors hereby approves the SB1 State of Good Repair Project List for FY 2026-27.

Adoption of this Resolution was moved by Director _____, seconded by Director _____, and carried on this 13th day of May 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 STAFF REPORT

TITLE: Crash Data Analysis (2019–2023)
Discussion

DATE PREPARED: May 7, 2026
MEETING DATE: May 13, 2026

SUBMITTED BY: Hector Ortega, Regional Project Analyst

BACKGROUND:

Traffic safety remains an ongoing concern throughout Lake County and its local jurisdictions. In response to recent concerns regarding roadway safety and transportation-related fatalities and injuries, staff conducted a high-level review of available crash data for the years 2019 through 2023. The analysis focused on total collisions, fatal injury collisions, and severe/serious injury collisions within Lake County. The dataset also includes information identifying how many of the collisions involved bicyclists or pedestrians.

This analysis is intended to serve as an initial baseline review from which additional year-over-year comparisons and more detailed analysis can be developed if further information or evaluation is requested in the future.

This report includes an attachment containing the collision data, separated by jurisdiction and injury outcome category.

ACTION REQUIRED: No action is required at this time.

ALTERNATIVES: None Identified.

RECOMMENDATION: This item is presented for information and discussion only.

Lake County Crash Data Analysis (2019–2023)

Unincorporated				
Year	Total Accidents	YoY Change	Percent Change	Bike/Ped Crashes
2019	649	—	—	12
2020	590	-59	-9.10%	8
2021	654	64	10.80%	7
2022	592	-62	-9.50%	15
2023	589	-3	-0.50%	16

Lakeport				
Year	Total Accidents	YoY Change	Percent Change	Bike/Ped Crashes
2019	37	—	—	4
2020	27	-10	-27.00%	2
2021	23	-4	-14.80%	1
2022	23	0	0.00%	2
2023	8	-15	-65.20%	1

City of Clearlake				
Year	Total Accidents	YoY Change	Percent Change	Bike/Ped Crashes
2019	31	—	—	6
2020	140	109	351.60%	13
2021	180	40	28.60%	13
2022	165	-15	-8.30%	14
2023	129	-36	-21.80%	20

Unincorporated				
Year	Fatal Injury Collisions	YoY Change	Percent Change	Bike/Ped Crashes
2019	13	—	—	2
2020	11	-2	-15.40%	2
2021	17	6	54.50%	0
2022	14	-3	-17.60%	2
2023	13	-1	-7.10%	2

Lakeport				
Year	Fatal Injury Collisions	YoY Change	Percent Change	Bike/Ped Crashes
2019	0	—	—	0
2020	0	0	0.00%	0
2021	0	0	0.00%	0
2022	0	0	0.00%	0
2023	1	1	—	1

City of Clearlake				
Year	Fatal Injury Collisions	YoY Change	Percent Change	Bike/Ped Crashes
2019	2	—	—	2
2020	4	2	100.00%	4
2021	2	-2	-50.00%	1
2022	4	2	100.00%	2
2023	4	0	0.00%	3

Unincorporated				
Year	Severe / Serious Injury Collisions	YoY Change	Percent Change	Bike/Ped Crashes
2019	50	—	—	2
2020	67	17	34.00%	4
2021	55	-12	-17.90%	1
2022	46	-9	-16.40%	4
2023	24	-22	-47.80%	3

Lakeport				
Year	Severe / Serious Injury Collisions	YoY Change	Percent Change	Bike/Ped Crashes
2019	1	—	—	0
2020	6	5	500.00%	1
2021	2	-4	-66.70%	0
2022	1	-1	-50.00%	1
2023	0	-1	-100.00%	0

City of Clearlake				
Year	Severe / Serious Injury Collisions	YoY Change	Percent Change	Bike/Ped Crashes
2019	2	—	—	1
2020	11	9	450.00%	2
2021	13	2	18.20%	3
2022	21	8	61.50%	6
2023	13	-8	-38.10%	5