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, August 12, 2026
9:00am
Primary Location: Lakeport 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: 824 9008 9297# Passcode: 822826
(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.

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1. Call to Order/Roll Call
2. Northern Rural Energy Network (NREN) Update
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 June 10, 2026 Minutes

REGULAR CALENDAR

6. Public Hearing: Discussion and Recommended Approval of Resolution#26-27-12 Adopting the 2026 Regional Housing Needs Allocation (RHNA) Plan (*Speka*)
7. Discussion and Proposed Action of Resolution #26-27-13 Approving the Project List for FY 2026-27 California State of Good Repair Program *(Sookne)*
8. Discussion and Recommended Approval of the First Amendment to the FY 2026/27 Overall Work Program (OWP) *(Pedrotti)*
9. Discussion and Recommended Approval of the First Amendment to the 2026/27 Lake APC Budget (*Pedrotti*)

RATIFY ACTION

10. Adjourn Policy Advisory Committee and Reconvene as Area Planning Council
11. Consideration and Adoption of Recommendations of Policy Advisory Committee

REPORTS

12. Reports & Information:

a. Lake APC Planning Staff
   i. Planning Projects *(Speka)*
   ii. Miscellaneous
b. Lake APC Administration Staff
   i. Next Meeting Date – **September 9** *(Clearlake)*
   ii. SB 125 Long-Term Financial Plan
   iii. Miscellaneous
c. Local Agency Updates
d. Lake APC Directors
e. Caltrans
   i. Lake County Project Status Update *(Ahlstrand)*
   ii. Miscellaneous
f. Rural Counties Task Force
   i. Next Meeting Date – **September 18** *(Teleconference)*
g. California Transportation Commission
   i. Next Meeting Date – **August 20 – 21** *(Sacramento)*
h. California Association of Councils of Governments (CalCOG)
   i. CDAC Meeting – ***(TBD)***
   ii. CalCOG Board of Directors Meeting – **August 13** *(Virtual)*
i. Miscellaneous

INFORMATION PACKET

13. a) Director Slooten Award Recipient

ADJOURNMENT

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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: August 6, 2026

Attachments:

Agenda Item #2 – NREN Staff Report
Agenda Item #5 – 6/10/26 Lake APC Draft Minutes
Agenda Item #6 – Staff Report, Reso, & RHNA Plan
Agenda Item #7 – Staff Report, Reso, & Project List
Agenda Item #8 – Staff Report & OWP 1St Amendment
Agenda Item #9 – 2026/27 Budget – 1St Amendment
Agenda Item #12ai – Planning Staff Report
Agenda Item #12bii – SB 125 Long-Term Financial Plan
Agenda Item #12ei – Caltrans Milestone Report
Information Packet #13 – a) Record-Bee Article – Director Slooten Award

LAKE COUNTY/CITY AREA PLANNING COUNCIL
STAFF REPORT

TITLE: Northern Rural Energy Network (NREN)

DATE PREPARED: August 5, 2026
MEETING DATE: August 12, 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.

Progress on Residential Key Performance Indicators (KPIs);

We're making great progress with our Residential Programs' KPIs. We continue to attend many community events and have branched out and are working directly with mobile home parks, which has proven very successful. With the upcoming launch of the Commercial and Finance Programs we will start spending more time marketing and implementing these programs.

Residential 2026 KPIs (as of August 5th):

- Energy Efficiency Kits – 360/400
- Residential Educational Opportunities – 22/25
- Home Energy Assessments – 33/50 (with a waiting list)
- Residential Rebates – 13/25

Program Launch Updates

Finance Program – NREN Commercial Loan Program

This program will now launch to the CPUC in the Fall of 2026. An informal solicitation was sent out late last week to all Community Development Financial Institutions (CDFIs) in the NREN's 17-County territory. The solicitation asks for responses on two services: 1) assistance with developing and designing the loan program and 2) loan implementation and servicing. One or more CDFIs will be selected for the first, and we hope that many CDFIs in the region will participate in providing the second. Responses from CDFIs are due August 31, 2026, and contract(s) will most likely be in effect by mid-October with a full program launch in late 2026.

Typical customers NREN is planning to serve include restaurants, small-to-medium businesses, small grocers and mini marts, public agencies including counties, cities, schools, special districts, Tribal governments, Tribal affiliations, and community-based organizations. NREN envisions a loan that provides zero- to low-interest financing for eligible businesses and public agencies in support of NREN-

approved energy efficiency and electrification projects. It's possible that some or all loans will be forgivable.

Potential types of loans:

- Microloans up to $5k
- Gap financing to assist with up-front costs or other costs to access finance products such as PG&E's On-Bill Financing
- Loans for projects receiving incentives through NREN's Commercial Program, (includes public agencies) when other loan programs are not available to customers or where customers become ineligible by receiving the incentives. The types of projects would include heat pump water heaters, heat pump HVAC upgrades, building envelope upgrades, and refrigeration.

We will also be providing referrals (and recruiting lenders and contractors) to participate in the state's GoGreen Financing Program for residential and commercial customers as well as PG&E's On-Bill Financing Program for large commercial and public agency customers.

Commercial Energy Services Program

The Commercial Program has two different pathways for services. The first is launching next week and includes NREN referrals to the vendor CLEAResult (CR) who will install lighting upgrades, lighting controls and heat pump water heaters (propane customers are not eligible, per CPUC rules) for commercial and public agency customers. Incentives will be offered directly to contractors that will cover approximately 50-100% of project costs. There are a few local contractors already part of CR's "Trade Ally" network and we are making it a top priority to recruit additional local contractors to participate. A Trade Ally webinar is being held on August 17th to inform local contractors about the program. The second will be a "direct install" pathway that will launch in the future and will include building assessments and expanded offerings such as refrigeration and HVAC that will bring on additional contractors that NREN will manage.

Public Agency Energy Services

As previously reported, this program launched in late May. We completed 4 building assessments, as part of an NREN training, at the end of June for the County of Lake, City of Clearlake and the City of Lakeport which included the Sheriff's Office, Probation Department, Clearlake Senior Center and Lakeport City Hall. We are currently analyzing the data collected during the assessments and working to identify future opportunities for reducing energy consumption through energy efficiency and other energy upgrades in an Assessment Report. We are also working to complete "benchmarking" for these buildings and any relevant referrals.

Energy Careers Education and Training

With school starting just around the corner, we'll ramp back up reaching out to high school classes to present about all the local training opportunities and potential careers in the trades focused on highly efficient heat pump technologies, solar and electric vehicle charging. We also have a "Heat Pump Advantage" contractor training scheduled with TECH Clean CA on September 30th at the Mendocino College campus in Lakeport. After the training, we are hosting a contractor-student mixer.

July Community Events:

July 16th: Bachelor Valley Grange Hall EE kit event, Upper Lake

July 18th: Live Oak Mobile Home Park EE kit event, Kelseyville
July 22nd: Lakeport Lagoons Mobile Home Park EE kit event, Lakeport

Upcoming Events in August and September:

August 29th: Blackberry Cobbler Festival, Cobb
September 3rd – 6th: Lake County Fair, Lakeport
September 19th: California Indian Days Event at Robinson Casino, Nice
September 26th: Pear Festival, Kelseyville

ACTION REQUIRED: None

ALTERNATIVES: N/A

RECOMMENDATION: None

LAKE APC

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LAKE COUNTY/CITY AREA PLANNING COUNCIL (APC)
(DRAFT) MEETING MINUTES
Wednesday, June 10, 2026

Location: Clearlake City Council Chambers
14050 Olympic Drive, Clearlake, 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
Kenneth Parlet, Council Member, City of Lakeport
Russ Cremer, City Council, City of Clearlake
Dirk Slooten, City Council, City of Clearlake
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
Michael Villa, Planning Staff – Lake APC
Adeline Leyba, Public Works Director – City of Clearlake
Samuel Gaytan, Project Manager – Transportation Concepts

Attending via Zoom
Tatiana Ahlstrand, Caltrans District 1 (Policy Advisory Committee)
Nephele Barrett, Planning Staff – Lake APC
John Speka, Planning Staff – Lake APC
Hector Ortega, Admin Staff – Lake APC
Jennifer Brennan, Energy Program Manager – NREN
Ryan O'Neill, Energy Program Specialist – NREN
Jody Lowblad, Public Outreach Lead – NREN
Laurie Fisher – Lake Links

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1. **Call to Order/Roll Call**

Chair Mattina called the meeting to order at 9:05 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 Northern Rural Energy Network (NREN) Lake activities and reported that 236 energy efficiency kits had been distributed to the community. The residential program goals are close to being met, and staff are shifting their focus toward launching the commercial, workforce, and finance programs. Discussions with the Economic Development Finance Corporation (EDFC), regarding the finance program are ongoing, and additional details are expected at a future meeting. Staff continued working on budget true-up figures and reported that the current business plan would provide funding through 2027, while the next business plan for 2028–2031 remained under CPUC review.

Jennifer announced that four public agency building assessments are scheduled for June 29 and 30, including two County facilities, the City of Clearlake Senior Center, and Lakeport City Hall. The assessments will help identify the agencies' long-term energy efficiency needs and determine how NREN can best support them.

Jody Lowblad-NREN reported that application requirements had been streamlined, allowing residents to complete applications without having their utility bill or account information at outreach events. Recent outreach efforts were conducted at the Upper Lake Summer Days Festival and a mobile home park, where kits were distributed and additional applications were collected. Three additional mobile home park events were planned, and staff anticipated meeting the residential program performance goals.

Lisa Davey-Bates provided an update on the CivicSpark Fellowship application to provide staffing support for the NREN program. The 11-month fellowship was expected to begin October 1, and the total local cost could be covered through existing unexpended funds. Staff expected to learn in July whether a fellow would be assigned to the program.

Board members commended the NREN team for its progress and outreach efforts, noting that the program had quickly established new services and demonstrated a strong presence in the community. Ryan highlighted that, since launching services approximately one year earlier, NREN had distributed more than 500 energy efficiency kits to Lake County households, in addition to providing assessments and referrals.

3. Adjourn to Policy Advisory Committee

Chair Mattina adjourned to the Policy Advisory Committee (PAC) at 9:15 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 May 13, 2026 Draft Minutes

Director Sabatier made a motion to approve the Consent Calendar, as presented. The motion was seconded by Director Cremer and carried unanimously.
Roll Call Vote: Ayes (8)-Directors Sabatier, Rasmussen, Cremer, Slooten, Mattina, Parlet, Wind, Tatiana Ahlstrand, Noes (0); Abstain (0); Absent (0)

REGULAR CALENDAR

6. **Discussion, and Recommended Approval of the Carbon Reduction Program**
   Michael Villa presented the Carbon Reduction Program (CRP), which provided Federal Highway Administration (FHWA) funding for projects designed to reduce transportation emissions. Lake County had been allocated $613,571 in CRP funding for FY 2022/2026. Cycle 1 and a portion of Cycle 2 funding had previously been obligated to the City of Clearlake's Burns Valley Sidewalks project; however, the City was unable to utilize the funds due to additional environmental documentation requirements that would have caused significant delays and increased project costs. The funds were de-obligated and a Call for Projects was issued on April 30, 2026 to obligate all CRP funds. One application was received from Lake APC in partnership with the Lake Transit Authority for the purchase of two zero-emission buses. The Lake Technical Advisory Committee (TAC) reviewed the project at its May meeting and recommended approval to the Lake APC Board.

   In response to questions, staff clarified that the charging infrastructure would be funded through a separate project and that the buses would be housed in Lakeport, which had existing Level 2 charging infrastructure and plans for an additional Level 3 charger.

   Director Cremer made a motion to approve the allocation of $613,571 in CRP Cycles 1–5 funding for the purchase of two zero-emission buses. 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)

7. **Presentation, Discussion, and Possible Adoption of the Local Road Safety Plan**
   Alexis Pedrotti presented the FY 2026/27 Final Budget Document, which included the budget summary, supporting information, multi-year budget comparisons, funding source notes, the TDA budget calendar, proposed resolutions, and related agreements. She reviewed changes from the draft budget presented in April, including $5,000 in estimated Planning Assistance (RPA) carryover funds, the addition of $179,271 for the newly awarded Clear Lake Ferry Study Sustainable Communities Grant, and carryover funding for the Tribal Transportation Needs Engineering Study. The Northern Rural Energy Network (NREN) funding was separated into staffing and other costs. The Regional Surface Transportation Program (RSTP) funding was shifted to the actual fiscal year, with the FY 2026/27 allocation to be added through a future budget amendment once the amount was available. Alexis noted that the remaining budget allocations were unchanged from the April presentation.

   a. Resolution No. 26-27-1 Allocating 2026/27 Local Transportation Funds for Administrative Purposes
   b. Resolution No. 26-27-2 Allocating 2026/27 Local Transportation Funds for Bicycle and Pedestrian Facilities
   c. Resolution No. 26-27-3 Allocating 2026/27 Local Transportation Funds and Carryover Funds for Planning Projects Included in the Work Program
   d. Resolution No. 26-27-4 Allocating 2026/27 Local Transportation Funds to Lake Transit Authority
   e. Resolution No. 26-27-5 Allocating State Transit Assistance Funds to Lake Transit Authority
   f. Resolution No. 26-27-6 Approving State Transportation Improvement Program (STIP)

Planning, Programming, and Monitoring Fund Transfer Agreement

g. Resolution No. 26-27-7 Allocation of 2026/27 Local Transportation Funds (5%) to the Consolidated Transportation Service Agency (CTSA) for Non-Emergency Medical Transportation (NEMT) Purposes
h. Resolution No. 26-27-8 Allocating State of Good Repair Program Funding to Lake Transit Authority
i. Resolution No. 26-27-9 Allocation of Local Transportation Funds (LTF) to the Reserve Fund
j. Resolution No. 26-27-10 Authorizing the Executive Director to Execute Agreements Required to Process Federal & State Funds for Lake APC Approved Projects
k. Resolution No. 26-27-11 Allocating Fiscal Year 2026/27 Funds and 2025-26 Carryover Funds for Northern Rural Energy Network Programs

Director Slooten made a motion to approve the Lake Area Planning Council's Fiscal Year 2026/27 Budget, including Resolutions 26-27-1 through 2026-27-11, 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)

RATIFY ACTION

8. **Adjourn Policy Advisory Committee and Reconvene as Area Planning Council**
Chair Mattina adjourned the Policy Advisory Committee at 9:31 a.m. and reconvened as the APC.

9. **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 Cremer and carried unanimously.

REPORTS

10. **Reports & Information**
    a. **Lake APC Planning Staff**
        i. **Planning projects**
        John Speka gave a brief update on the current projects:

        Tribal Transportation Needs Study
        The Tribal Transportation Needs Study was in its early stages, with the Technical Advisory Group already formed and its first meeting scheduled for later that day. Consultants were collecting data and identifying potential priority projects to address tribal transportation needs.

        Clear Lake Ferry Service Feasibility Study
        Lake APC was awarded a Sustainable Transportation Planning Grant at the end of May in the amount of $202,500, consisting of a grant award of $179,271 and a local match of $23,229, to conduct a Clear Lake Ferry Service Feasibility Study. The kick-off meeting with Caltrans was upcoming and the Request for Proposals (RFP) for consulting services was expected to be released in approximately one month.

        Urban Greening Grant
        In coordination with Lake Transit Authority, Lake APC submitted a concept proposal for the Urban Greening Grant Program to provide supplemental funding for the Clearlake Transit Hub project. The proposed improvements included landscaping, native vegetation, walking paths, and public gathering spaces adjacent to the transit center. Additional funding was also

being pursued to replace concrete surfaces to reduce heat impacts. The improvements would support urban cooling and stormwater management. The concept proposal was submitted the previous week, and staff expected to hear in July whether the project would advance to the full application stage.

Active Transportation Program
Lake APC staff was working with the City of Clearlake to prepare an Active Transportation Program (ATP) grant application to fund sidewalks, crossings, Rectangular Rapid Flashing Beacons (RRFBs), standard crosswalks, ADA ramps, and bike lanes in the downtown Clearlake area. The proposed improvements would provide access to Burns Valley Elementary School, Austin Park, the lakefront, and nearby city facilities. Applications were due on June 22, and award recommendations were anticipated in early November.

ii. **Miscellaneous**

b. Lake APC Administration Staff

i. **Next Meeting Date** – July 8, 2026 (*tentative*)

ii. **SB 125 Long-Term Financial Plan** (LTFP)
James Sookne provided an update on the Senate Bill (SB) 125 Long-Term Financial Plan (LTFP) requirement. The Plan will project revenues and expenditures for the next five years and assess the sustainability of transit operations following the expiration of SB 125 funding.
James explained that continued program eligibility required submission of an LTFP by June 30, 2026, outlining the region's strategy to sustain transit operations without additional state funding. The plan was required to include ridership retention and recovery strategies, coordination efforts, and a five-year operating funding forecast identifying existing and potential funding sources. APC was coordinating with Lake Transit Authority to prepare and submit the LTFP by the required deadline and be included in the August meeting packet for reference.

iii. **Miscellaneous**

c. Local Agency Updates
Adeline Leyba, Public Works Director for the City of Clearlake, provided an update on current projects. The Olympic Drive project was expected to be completed the following week, and the City was authorized to award the Dam Road Roundabout project, which would use SB 1 Local Partnership Program funds and remaining Community Development Block Grant (CDBG) funds. The City was also working on the 36th Avenue drainage and pavement rehabilitation project, had recently completed an SS4A application for the short-term streetscape project, and was preparing an ATP application. A Highway Safety Improvement Program (HSIP) grant application was anticipated to begin soon.

d. Lake APC Directors
Director Parlet discussed the potential uses and feasibility of a Clear Lake Ferry Service. Questions regarding the practicality of using the ferry for daily transportation, and noted potential opportunities for tourism, recreation, and emergency evacuation. Staff explained that the study would evaluate various ferry types, weather conditions, and potential uses. The study would help determine the feasibility and potential benefits of a ferry service

e. Caltrans

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

Tatiana Ahlstrand, Caltrans District 1, provided an update on signal timing at the State Route 53/29 intersection. She reported that additional southbound turn-pocket time had been added, and initial field observations showed that traffic generally cleared the turn pocket in a single cycle, with delays occurring primarily between 8:10 and 8:20 a.m. Caltrans would continue monitoring the intersection to determine an appropriate balance between signal timing and impacts to side streets. Tatiana congratulated Lake APC on its Clear Lake Ferry Service Grant Award and reported that Caltrans would meet with Lake County to debrief on its unsuccessful Lower Lake Safe Routes to School application and discuss improvements for the next funding cycle. The draft 2027/28 grant application guide is currently open for a 30-day public comment period.

Board members thanked Caltrans for monitoring the signal timing and noted that the additional time had improved traffic flow at the intersection. Members suggested that traffic patterns may change when school resumes in August or September and suggested Caltrans continue to monitor the intersection.

ii. **Miscellaneous**:

f. Rural Counties Task Force

i. Next Meeting Date – July 17 (*Teleconference)*

g. **California Transportation Commission**

i. Next Meeting Date – May 25-26 *(Sacramento)*

h. **California Association of Councils of Governments** (CalCOG)

i. CDAC Meeting – August 5 *(Virtual)*

ii. CalCOG Board of Directors Meeting – *June 30 (Virtual)*

i. Miscellaneous

Bruno Sabatier provided an update on recent CalCOG meetings and legislative matters. CalCOG was completing its transition to separate government and nonprofit entities to increase access to grant funding. He highlighted several legislative items, including concerns regarding AB 2002 and its potential impacts on existing public-purpose programs; support for legislation to provide funding for the Regional Housing Needs Allocation (RHNA) process; opposition to proposed reductions in aviation fuel tax revenues that support Caltrans projects; and support for AB 1421, which would study potential road usage-based funding. Additional concerns regarding AB 2508 and its potential impact on existing NREN programs, noting that CalCOG opposed the bill and that staff should monitor its potential effects on current programs.

11. INFORMATION PACKET

a) 4/23/26 Lake TAC Minutes

ADJOURNMENT

The meeting was adjourned by Chair Mattina at 9:56 a.m.

Respectfully Submitted,

DRAFT

Charlene Parker, Administrative Associate

LAKE COUNTY/CITY AREA PLANNING COUNCIL
STAFF REPORT

TITLE: Discussion and Possible Adoption of Regional Housing Needs Allocation (RHNA) Plan and Resolution

DATE PREPARED: August 3, 2026
MEETING DATE: April 12, 2026

SUBMITTED BY: John Speka, Senior Transportation Planner

BACKGROUND: As reported to the Board last April, 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). The California Department of Housing and Community Development (HCD) issues a Regional Housing Need Determination to the Council of Government for each region, which consists of the projected number of new housing units that will be needed throughout the county over the projection period. This needs determination was derived using population projections from the Department of Finance as well as other demographic and economic related data. Among the factors used in the determination were those specified in State housing law, such as population growth, household size, overcrowding, vacancy rates, and cost burden.

During its April 8 meeting, the Board adopted a resolution approving the RHNA methodology along with the proposed allocation of housing units to respective jurisdictions. The RHNA Plan is required per State law as a culmination of the process, formalizing the final allocation of housing needs to be analyzed in individual housing elements. The allocation figures used in the Plan are shown below:

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

Notices of the proposed allocation were sent to each local agency, and an appeal period was established which ended on June 26, 2026. No appeals were received. The allocation has been incorporated into the subject Plan (presented today for adoption), which includes a more detailed description of the process.

Following adoption by the APC, staff will forward the Plan to HCD for their final review, with the allocation figures to be used by the cities and County in preparing updates to individual Housing Elements. The local agencies will have approximately 12 months to complete the housing elements, per the requirements of State Housing law. We are requesting that the Board consider adoption of the Plan as presented.

ACTION REQUIRED:
1. Make finding that proper notice of meeting has been provided. Notice was published in the Lake County Record Bee on 7/11/26.
2. Receive staff report.

3. Open public hearing.
4. Receive public comments.
5. Close public hearing.
6. Action by Resolution on the 2026 Lake County Regional Housing Needs Allocation Plan.

ALTERNATIVES: Continue the item until the next Board hearing. This is not recommended as it will allow less time for local agencies to prepare Housing Elements.

RECOMMENDATION: Adopt the attached resolution adopting the 2026 Lake County Regional Housing Needs Allocation Plan and direct staff to forward the Plan to the California Department of Housing and Community Development.

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2117222

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Affidavit of Publication
STATE OF CALIFORNIA
County of Lake

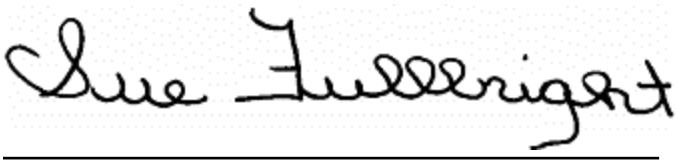
I, Sue Fullbright, being first duly sworn, depose and say: That at and during all the dates and times herein mentioned I was, and now am the legal clerk of the Lake County Record-Bee, a newspaper published for the dissemination of local or telegraphic news and intelligence of a general character, having 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: 07/11/2026;

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 13th day of July, 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. **0006979077**

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Lake Area Planning Council (APC) has prepared a draft Regional Housing Needs Allocation (RHNA) Plan pursuant to Government Code 65584 et. seq. The RHNA Plan will be used to distribute regional housing unit capacity to local agencies of the region according to strategies developed through the adopted RHNA Methodology through 2035. The Draft RHNA Plan is available for review at **https://www.lakeapc.org/** or at 525 South Main Street, Suite B, Ukiah, California. Comments may be submitted to the same website or address.

A public hearing will be held by Lake APC on August 12, 2026, at 9:00 A.M., or as soon thereafter as possible, at the Lakeport City Council Chambers, 225 Park Street, Lakeport, California, to receive public comment on the Draft Plan. The public comment period will be open until the time of adoption. For further information, please contact Lake APC at 707-234-3314 or visit the Lake APC website.

Lisa Davey-Bates
Executive Director 7/11/26

2026 Lake County
Final Regional Housing Needs Allocation Plan

Prepared by
Lake County/City Area Planning Council

Proposed for Adoption
August 12, 2026

Introduction

This Regional Housing Needs Allocation (RHNA) Plan has been prepared by the Lake Area Planning Council (Lake APC), acting in its role as the Council of Governments (COG) for the Lake County region, pursuant to California Government Code Section 65584 et seq. The Plan determines the distribution of the region's total housing need (as established by the California Department of Housing and Community Development (HCD)) among the cities and County within the Lake County region for the current projection period beginning June 30, 2027 and ending August 15, 2035.

State law requires that every jurisdiction in California plan for its fair share of housing to meet the needs of six specific income levels, including: acutely low-, extremely low-, very low-, low-, moderate-, and above moderate-income households. The RHNA Plan is used to achieve this Statewide obligation by dividing the regional need into income specific units for each jurisdiction. Each city and county are required to demonstrate, through their respective Housing Elements, that adequate sites are zoned and available to accommodate their allocated share of the regional housing need.

This Plan documents:

1. The regional housing need number provided by HCD for the Lake County region;
2. The methodology used by Lake APC to distribute that need among member jurisdictions, consistent with the statutory objectives set forth in Government Code Section 65584(d);
3. The final allocation of housing units, by income category, to each jurisdiction within the region; and
4. The process by which jurisdictions may request revisions to their allocation, consistent with Government Code Section 65584.05.

The allocations contained in this Plan form the foundation for the Housing Element update process for each jurisdiction in the region and will remain in effect for the subject planning period.

HCD Regional Housing Need Determination

On August 15, 2025, Lake APC received from HCD a Final Regional Housing Need Determination of **2,498** total units distributed among six income categories noted above. These are specifically defined as:

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%+

The needs determination was derived using population projections from the Department of Finance as well as other demographic and economic related data. Among the factors used in the determination were those specified in State housing law, such as population growth, household size, overcrowding, vacancy rates, and cost burden. The determination figure was used by Lake APC to develop an allocation methodology from which the region's three jurisdictions (i.e. cities of Lakeport and Clearlake, and the County of Lake) would be responsible for providing adequate land and zoning allowances to accommodate the six income categories.

Table 1 below provides the housing unit determination received from HCD as broken down by income category.

Table 1

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

Lake County RHNA Allocation Methodology

Based on the housing needs determination received from HCD, Lake APC initiated the development of an allocation methodology in which to assign units to the region's jurisdictions. A "RHNA Methodology Committee" was formed, 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. Members of the Methodology Committee included:

Mireya Turner, County of Lake
Shannon Walker-Smith, County of Lake
Lisa Judd, County of Lake
Joey Hejnowicz, City of Lakeport
Victor Fernandez, City of Lakeport
Alan Flora, City of Clearlake
Michael Taylor, City of Clearlake
John Speka, Lake APC
James Sookne, Lake APC

A series of committee meetings were held between September and November 2025, in which discussion focused on appropriate methods of fair share housing unit distribution between regional jurisdictions. Among the primary factors considered by the committee for the methodology were jurisdictional population, median household incomes, overcrowding, cost burden, and employment opportunity.

These discussions resulted in a methodology which was used to further five specific "objectives," of State housing law, per Government Code Section 65584(d). The objectives listed below include a brief discussion of how they were 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.

The methodology included 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 was used to adjust a 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 were also used to "level the playing field," along with manual adjustments used to address other factors such as Jobs/Housing disparities, etc. During development of the methodology, certain adjustments reflected internal attempts at balancing competing interests, at times resulting in calculations that fell outside the "3% range." Subsequent consultation with HCD staff found that the resulting allocation of extremely low- and acutely low-income units is roughly proportional to the housing need for very low-income households, consistent with Objective (1) (see attached Appendix A: "CORRECTED" letter from HCD, dated March 17, 2026).

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 towards 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.

In its review of the methodology, HCD confirmed that the approach promotes infill development and efficient development patterns by directing a larger proportional share of the regional RHNA to jurisdictions with lower vehicle miles traveled (VMT), as well as to jurisdictions with the greatest number of jobs accessible within a 60-minute commute via transit and automobile (see attached Appendix A: "CORRECTED" letter from HCD, dated March 17, 2026).

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 included efforts to balance jobs and housing within the region. As noted, 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.

HCD's review found that job-to-housing ratios across Lake County jurisdictions range from 0.42 to 1.38, and that nearly 22 percent of the region's jobs are concentrated in Lakeport, a jurisdiction home to only 8 percent of the region's population. Consistent with this imbalance, HCD determined that the methodology appropriately allocates a proportionally higher share of the regional RHNA to Lakeport, and that it further allocates a greater share of lower-income RHNA, on a per-household basis, to jurisdictions with a larger share of jobs paying less than $3,333 per month, a threshold used to determine lower-wage employment (see attached Appendix A: "CORRECTED" letter from HCD, dated March 17, 2026).

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.

HCD's review confirmed this outcome, finding that the methodology allocates more lower-income RHNA, on a per-household basis, to jurisdictions with fewer existing lower-income households, and that jurisdictions with a higher percentage of single-family homes and higher owner-occupied home values receive a correspondingly larger share of the regional RHNA (see attached Appendix A: "CORRECTED" letter from HCD, dated March 17, 2026).

5. Affirmatively furthering fair housing.

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

> [T]aking 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.

HCD's review affirmed this approach, finding that jurisdictions with a higher percentage of their population located in high- or highest-resource opportunity areas, as identified on the 2025 COG Geography TCAC/HCD Opportunity Map, receive a proportionally greater share of both the total and lower-income RHNA allocation (see attached Appendix A: "CORRECTED" letter from HCD, dated March 17, 2026).

Applying the agreed upon methodology involved a process of refining and re-refining allocation figures beginning with a baseline proportionality derived from population breakdown between jurisdictions (e.g. Clearlake- 16,533/67,254, or 24.58%; Lakeport 5,026/67,254, or 7.47%; and Unincorporated County 45,695/67,254, or 67.94%). When taken as an overall share of the assigned RHNA determination (2,498), a starting point was arrived at from which subsequent adjustments could be made. The process continued by applying factors such as Median Household Income (MHI), overcrowding, cost burden, and other percentages derived through research of demographic and economic data again broken down by jurisdiction. Details of the process can be found in the attached RHNA Methodology (Appendix B).

Table 2 lists the allocation figures resulting from the methodology agreed upon by the committee, and that was ultimately adopted by the Lake APC Board at a public hearing held on April 8, 2026 (see attached Appendix B: RHNA Methodology).

Table 2

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

Agency Notification

On December 10, 2025, an initial version of the Draft Methodology was presented before the Lake APC Board of Directors, closing the comment period for the draft. On May 26, 2026, the APC provided official notices to each of the local agencies notifying them of the proposed draft allocation that would be used in preparation of the RHNA Plan. Government Code Section 65584.05(b) states that the allocation may be appealed "within 30 days following receipt of the draft allocation." The appeal period ended on June 26, 2026, with no appeals received.

Each of the tribal governments within Lake County was also provided an opportunity to be involved. In addition to interagency coordination with local agencies and tribal governments, an effort was also made to involve the public in the allocation process. Notices were published in the countywide newspaper informing the public of both the proposed methodology and adoption of the allocation plan. Information, including the draft methodology, was also available on the APC website for public review. Finally, the public was provided an opportunity to comment at public hearings for both the methodology and final allocation plan.

Next Steps

Per Government Code Section 65584(b), adoption of the subject RHNA Allocation Plan is required to take place no later than one year prior to the Housing Element due date for the Lake County regional jurisdictions, which is August 15, 2027.

Appendix A: “CORRECTED” letter from HCD, dated March 17, 2026

STATE OF CALIFORNIA - BUSINESS, CONSUMER SERVICES AND HOUSING AGENCY GAVIN NEWSOM, Governor
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT
651 Bannon Street, Ste. 400
Sacramento, CA 95811
(916) 263-2911 / FAX (916) 263-7453
www.hcd.ca.gov

March 17, 2026**********CORRECTED COPY**********

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 of 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.

[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.

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 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 job-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 households[2]. 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 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 income 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 Map[3], 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, 2025, that the public comment period had closed and Lake APC did not receive any public comments after submittal of the methodology.

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

[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

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 includes, 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 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,

Marisa Prasse
Fair Housing Section Chief

Appendix B: RHNA Methodology

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

Final Lake County Regional Housing Needs Assessment Methodology March 2026 ***CORRECTED COPY (July 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	1,697

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 (-54) and the unincorporated County (-127). 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.

<u>Factors Included in Development of Methodology</u>

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.

LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION 26-27-12

RESOLUTION ADOPTING THE
2026 LAKE COUNTY REGIONAL HOUSING NEEDS ALLOCATION PLAN

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

WHEREAS,

- The Lake County/City Area Planning Council (APC), as the regional council of governments, is the appropriate agency to conduct the Regional Housing Needs Allocation (RHNA) process, as determined by the State of California; and

- The California Department of Housing and Community Development has provided a total regional housing need for the region divided into six income levels; and

- A Regional Housing Needs Allocation Methodology Committee was formed, made up of representatives from the County, cities, and APC staff; and

- The Methodology Committee recommended an allocation to be used in the final Regional Housing Needs Allocation Plan; and

- A methodology for allocating the housing need among the local jurisdictions was adopted by the APC on April 8, 2026; and

- The following allocation has been used in the 2026 Lake County Regional Housing Needs Allocation Plan:

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

- A review and appeal period was conducted during which no appeals were received;

NOW THEREFORE BE IT RESOLVED THAT:

The Lake County/City Area Planning Council hereby adopts the 2026 Lake County Regional Housing Needs Allocation Plan and directs staff to forward this resolution and the Plan to the California Department of Housing and Community Development.

Adoption of this Resolution was moved by , and carried on this 12th day of August, 2026, by the following roll call vote:

AYES:
NOES:
ABSENT:

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

_____	_____
ATTEST: Lisa Davey-Bates	Stacey Mattina
Executive Director	Chair

LAKE COUNTY/CITY AREA PLANNING COUNCIL
STAFF REPORT

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

DATE PREPARED: August 4, 2026
MEETING DATE: August 12, 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. This funding source is derived from a transportation improvement fee on vehicle registrations. To date, LTA has allocated these funds for items such as the purchase of vehicles, vehicle lifts, the construction of a bus pullout, and as additional funding for the transit center. The estimated SGR funds available for FY 26/27 to Lake County is $123,626. These funds are allocated quarterly, and receipt of the first quarter revenue depends on submitting approved SGR projects to Caltrans. The deadline for submiss of the FY 26/27 SGR Project List is September 1, 2026. As part of the project submittal process, the regional entity (RTPA) must approve and submit all proposed projects from operators (LTA) to Caltrans.

In May 2026, the APC and LTA Boards approved the original FY 26/27 SGR Project List. The list presented to the Boards at that time only had the re-allocation of previously approved SGR funds for repair and rehabilitation work for the operations and maintenance facility. The proposed project for the FY 26/27 funds is described in the attached revised project list. Staff is recommending that the FY 26/27 funds be allocated towards the purchase of five new buses to be used as a local match in conjunction with federal funds.

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

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

ALTERNATIVES: Identify an alternative project.

RECOMMENDATION: Approve the revised State of Good Repair Project List for FY 26/27 and Resolution 26-27-13.

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	$	118,676
99314 Estimated Allocation for the Region	$	4,950
Total	$	123,626

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

	State of Good Repair Project Information									
#	**Recipient/Region** *Auto-Populated*	**Sub-Recipient/Operator** *Dropdown Selection*	**Project Title** *Project Titles must match if appearing on a previous list.* *Max 75 Characters*	**Project Description** *Max 300 Characters* *If you need more space place additional information in Notes*	**Asset Type** *Dropdown Selection*	**Project Category** *Dropdown Selection*	**Current Condition of Asset** *Dropdown Selection*	**Useful Life If applicable** *In Years*	**Project Dates**	
									Project Start Date *MM/DD/YYYY*	**Project Completion Date** *MM/DD/YYYY*
	Auto-Populated from Regional Entity Info Tab									
1	Lake County City Council of Governments	Lake Transit Authority	Repair and Rehabilitation of the Operations & Maintenance Facility	Purchase and installation of a new HVAC system and repair and striping of the parking lot and bus yard	Operations Facilities	Modernization	Poor	20	05/13/2026	06/30/2027
2	Lake County City Council of Governments	Lake Transit Authority	Purchase of 8 Replacement Buses	Purchase of 8 replacement vehicles	Rolling Stock/Fleet	Replacement	Poor	7	01/01/2027	12/31/2027

#	Project Location City	Project Location County	Existing State of Good Repair Project	SGR Costs				Non-SGR Costs			Total Project	Legislative Districts			Notes, Comments, Additional Information
				2026-27 SGR Costs 99313	2026-27 SGR Costs 99314	Total SGR Costs 99313	Total SGR Costs 99314	Total Other SB1 Costs *Please Identify Program in Notes*	Total STA Costs - *Not Including SGR*	Total All Other Funds		Congressional	Senate	Assembly	
			New												
1	Lower Lake	Lake	No	$ -	$ -	$ 94,618	$ 5,302	$ -	$ -		$ 99,920	1, 4	2	4	These are FY 22/23 SGR funds
2	Lower Lake	Lake	No	$ 118,676	$ 4,950	$ 118,676	$ 4,950	$ -	$ -	$ 1,606,404	$ 1,730,030	1,4	2	4	SGR funds to be used as match for 5339 grant
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LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION 26-27-13

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 12th day of August 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: 2026/27 (Proposed) OWP 1st Amendment

DATE PREPARED: August 6, 2026
MEETING DATE: August 12, 2026

SUBMITTED BY: Alexis Pedrotti, Project Manager

BACKGROUND:
The Final FY 2026/27 Overall Work Program (totaling $974,149) was adopted by the Lake APC Board on May 13, 2026. Now that the FY 2025/26 books have closed, we need to incorporate unexpended planning funds into the current fiscal year. Included in this amendment are Rural Planning Assistance (RPA) Funds, Planning, Programming and Monitoring (PPM) Funds, Local Transportation Funds (LTF), and State Planning Grant Funds. Unexpended RPA funds have been included in this proposed amendment but will not become official until RPA fund balances are certified by Caltrans.

Also included in this Amendment is the recently awarded Sustainable Transportation Planning Grant to complete the Clear Lake Ferry Service Feasibility Study through the Sustainable Communities Competitive Program. As part of Caltrans' conditional award requirements to receive these grant funds, Lake APC is required to amend the funds into the Overall Work Program.

The Final OWP included carryover estimates for RPA, PPM and LTF, and this amendment adjusted those totals to reflect the **actual** carryover amounts. The total amount being carried over into the FY 2026/27 OWP is $331,998 ($10,993 - RPA; $54,311– PPM; $126,409 – LTF, $140,285 – Caltrans Grant Funds).

Carryover amounts are broken down by agency or purpose below:
APC Staff Consultant: $48,445
County of Lake DPW: $7,350
Consultant: $164,046
Other Direct Costs: $22,220
Project Reserve: $89,937

Much of the carryover that came from the FY 2025/26 OWP has been added to the respective elements in the FY 2026/27 OWP. Details of funding changes to the Overall Work Program are reflected in the table below:

WE	Title	Total Final OWP	Est. C/O in Final	*C/O Adjust.*	Total C/O in 1st Amend.	Total 1st Amend.
600	Regional Planning & Intergovernmental Coordination	$ 142,696	$ -	*$ 721*	**$ 721**	$ 143,417
601	TDA Activities & Coordination	$ 52,500	$ 52,500	*$ 10,390*	**$ 62,890**	$ 62,890
602	Transit Planning	$ 15,000	$ -	*$ -*	**$ -**	$ 15,000
604	Lake County Project Reserve Funds	$ -	$ -	*$ -*	**$ -**	$ -
605	Federal & State Grant Prep., Monitoring & Assistance	$ 70,000	$ 5,000	*$ 6,040*	**$ 11,040**	$ 76,040
607	Special Studies	$ 72,953	$ 30,191	*$ 5,710*	**$ 35,901**	$ 78,663
608	Planning, Programming, & Monitoring	$ 70,000	$ 7,246	*$ 27,819*	**$ 35,065**	$ 97,819
609	Sustainable Transportation Planning	$ 10,000	$ -	*$ -*	**$ -**	$ 10,000
610	Active Transportation	$ 15,000	$ -	*$ -*	**$ -**	$ 15,000
611	Pavement Management Program Update (NEW)	$ 136,000	$ -	*$ -*	**$ -**	$ 136,000
612	Technology Support Services	$ 2,500	$ -	*$ 4,377*	**$ 4,377**	$ 6,877
613	Transportation Information Outreach & Public Participation	$ 10,000	$ -	*$ -*	**$ -**	$ 10,000
614	Olympic Drive & Lakeshore Dr. Roundabout Feasibility Study (NEW	$ 20,000	$ -	*$ -*	**$ -**	$ 20,000
615	Clear Lake Ferry Service Feasibility Study (NEW)	$ 202,500	$ -	*$ -*	**$ -**	$ 202,500
616	Training	$ 5,000	$ -	*$ 15,051*	**$ 15,051**	$ 20,051
618	L.C Tribal Transp. Needs and Engineered Feasibility Study c/o	$ 150,000	$ 150,000	*$ 8,461*	**$ 158,461**	$ 158,461
619	Local Road Safety Plans Update c/o	$ -	$ -	*$ 8,492*	**$ 8,492**	$ 8,492
	Totals	**$ 974,149**	**$ 244,937**	**$ 87,061**	**$ 331,998**	**$ 1,061,210**

The First Amendment to the Overall Work Program totaling $1,061,210 has been included for your review and approval. For clarification purposes, the changes to the full document have been shown in **bold** and ~~strikeout~~. I am requesting the Lake APC Board consider the recommended changes and take action to approve the 2026/27 OWP Amendment as proposed. Hard copies will be provided upon request.

ACTION REQUIRED:
Consider approval of First Amendment to FY 2026/27 Overall Work Program, as proposed.

ALTERNATIVES:
Do not approve amended Work Program and provide alternative suggestions.

RECOMMENDATION:
Accept staff's recommendation to approve the First Amendment to the FY 2026/27 Overall Work Program (OWP) and authorize Executive Director to sign appropriate certifications and revised OWP Agreement (as needed), and forward to Caltrans as required.

LAKE COUNTY/CITY AREA PLANNING COUNCIL
STAFF REPORT

TITLE 2026/27 (Proposed) Budget 1st Amendment

DATE PREPARED: August 6, 2026
MEETING DATE: August 12, 2026

SUBMITTED BY: Alexis Pedrotti, Project Manager

BACKGROUND:

After the approval of the Final Budget each June, it is common for the Lake APC to adopt a subsequent budget amendment to incorporate remaining unprocessed claims and other year-end adjustments that were not finalized prior to the close of the fiscal year. This amendment reconciles prior-year activity by capturing carryover funding and updating preliminary fund estimates included in the adopted budget.

The First Amendment (column dated 8/12/26) identifies the adjustments made to each line item of the adopted FY 2026/27 Lake APC Budget necessary to incorporate FY 2025/26 carryover balances and other required funding updates. This amendment ensures consistency with the planning funds reflected in the First Amendment to the OWP, as well as all other funding sources administered through the Lake APC Budget.

If there are any questions, staff would be happy to address them.

ACTION REQUIRED:
Approve the 1st Amendment to the Lake APC FY 2026/27 Budget as presented, authorizing the inclusion of FY 2025/26 carryover balances and remaining unallocated funds, or other necessary funding adjustments, into the current fiscal year budget.

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

RECOMMENDATION:
Approval the 1st Amendment to the Lake APC FY 2026/27 Budget as presented, authorizing the inclusion of FY 2025/26 carryover balances and remaining unallocated funds, or other necessary funding adjustments, into the current fiscal year budget.

LAKE COUNTY/CITY AREA PLANNING COUNCIL
FY 2026/27
AMENDMENT #1 - BUDGET SUMMARY - 8/12/2026

REVENUES	2025/26 Actuals	Budget: Adopted: 6/10/26	Budget: Amend: #1 8/12/26			Estimated Actual	COMMENTS:
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		$ 83,896	$ 45,513	$ -	$ -	$ 129,409	Actual LTF Carryover funding included in the OWP.
- Pedestrian and Bicycle Fund Balance		$ 144,015	$ 19,886	$ -	$ -	$ 163,901	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		$ -	$ 1,151,480	$ -	$ -	$ 1,151,480	
Total LTF Carryover:		$ 1,977,487	$ 1,216,879	$ -	$ -	$ 3,194,366	
Total LOCAL Revenues:	***$ 1,997,764***	**$ 3,777,487**	**$ 1,216,879**	**$ -**	**$ -**	**$ 4,994,366**	
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	$ 31,065	$ -	$ -	$ 54,311	2025/26 Actual PPM Carryover included in OWP.
Total PPM Funds:	*$ 68,000*	$ 91,246	$ 31,065	$ -	$ -	$ 122,311	
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		$ 5,000	$ 5,993	$ -		$ 10,993	2025/26 Actual RPA Carryover included in OWP.
Total RPA Funds:	*$ 404,500*	$ 409,500	$ 5,993	$ -	$ -	$ 415,493	
Road Maintenance & Rehab Acct. (RMRA)							
- 2026/27 **NEW** Sustainable Comm. Grant - WE 615		$ 179,271	$ -	$ -	$ -	$ 179,271	Actual Caltrans SC Grant Award for Clear Lake Ferry Service Feasibility Study
- 2025/26 *Carry-Over* Sustainable Comm. Grant - WE 618		$ 132,795	$ 7,490	$ -	$ -	$ 140,285	Actual C/O Caltrans SC Grant Award for Lake Co. Tribal Transpo. Needs & Enginered Study
Total SC - RMRA Grant Funds:	*$ 58,906*	$ 312,066	$ 7,490	$ -	$ -	$ 319,556	
Transportation Development Act (TDA)							
State Transit Assistance (STA) Funds							
- 2026/27 **NEW** Allocation (PUC) section 99313 & 99314		$ 642,740	$ 212,953	$ -	$ -	$ 855,693	2026/27 STA Alloc. - based on REVISED estimate. 8/2026
- 2025/26 *Carry-Over* Funding		$ -	$ 153,344	$ -	$ -	$ 153,344	2025/26 Actual STA Carryover
Total STA Funds:	*$ 685,162*	$ 642,740	$ 366,297	$ -	$ -	$ 1,009,037	
State of Good Repair (SGR) Program Funds							
- 2026/27 **NEW** Allocation (PUC) section 99313 & 99314		$ 125,954	$ (2,328)	$ -	$ -	$ 123,626	2026/27 SGR Alloc. - based on REVISED estimate - 8/2026
- 2025/26 *Carry-Over* Funding		$ -	$ 271,484	$ -	$ -	$ 271,484	2025/26 Actual SGR Carryover
Total SGR Funds:	*$ 133,901*	$ 125,954	$ 269,156	$ -	$ -	$ 395,110	
Transit and Intercity Rail Capital Program (TIRCP)							
- 2025/26 *Carry-Over* SB 125 Transit Program		$ -	$ 4,124,414	$ -	$ -	$ 4,124,414	
- 2025/26 *Carry-Over ADMIN* - SB 125 Transit Program		$ -	$ 84,159	$ -	$ -	$ 84,159	
Total SB 125 Funds:	$ -	$ -	$ 4,208,573	$ -	$ -	$ 4,208,573	2025/26 actual carryover amount.
Total STATE Revenues:	***$ 1,350,469***	**$ 1,581,506**	**$ 4,888,574**	**$ -**	**$ -**	**$ 6,470,080**	
FEDERAL:							
Regional Surface Transportation Program (RSTP)							Passes through to cities/County
- 2026/27RSTP Local Agency Distribution:		$ -	$ -	$ -	$ -	$ -	Alloc # is not available yet, budget will be amended when funding becomes available.
- RSTP Carryover Funds:		$ -	$ 1,034,606	$ -	$ -	$ 1,034,606	2025/26 actual carryover amount. ($528,045 -LKPT / $501,225 - CLK / $5,337 - CO)
Total RSTP Funds:	$ 1,748,347	$ -	$ 1,034,606	$ -	$ -	$ 1,034,606	
FHWA Carbon Reduction Program (CRP) Funding							
2026/27 Carbon Reduction Program Project Alloc		$ -	$ 613,571	$ -	$ -	$ 613,571	APC application for LTA (2) Buses - project award 7/2026.
Total CRP Funds:	$ -						
Transit Pass-Through Funding							
5311 Federal Funds - FFY 2026		$ -	$ 588,565	$ -	$ -	$ 588,565	FFY 2026-Regional Apportionment to LTA
Total 5311 Funds:	$ 572,205						
Total FEDERAL Revenues:	***$ 2,320,552***	**$ -**	**$ 2,236,742**	**$ -**	**$ -**	**$ 2,236,742**	
OTHER Revenue:							

Northern Rural Energy Network (REN)								
- 2026/27 Total **NEW** NREN Allocation: (breakdown below)		$ 760,494	$ -	$ -	$ -	$ 760,494	NREN Approved Budget Amount (staffing and travel/direct program expenses).
Lake NREN Staffing:		$ *684,494*	$ -	$ -	$ -	$ 684,494	
Lake NREN Other Costs:		$ *76,000*	$ -	$ -	$ -	$ 76,000	
- 2025/26 *Carry-Over* NREN Allocation		$ -	$ 117,855	$ -	$ -	$ 117,855	NREN Actual C/O Balance
Total OTHER Revenues:	***$ 759,468***	**$ 760,494**	**$ 117,855**	**$ -**	**$ -**	**$ 878,349**	
GRAND TOTAL REVENUES		**$ 6,119,487**	**$8,460,050**	**$ -**	**$ -**	**$ 14,579,537**	

ALLOCATIONS

COMMENTS:

	2025/26 Actuals	Budget: Adopted: 6/10/26	Budget: Amend: #1 8/12/26			Estimated Actual	
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)	*$ 655,684*	$ *715,332*	$ -	$ -	$ -	$ 715,332	APC/LTA Admin Contract based on 26/27 DBC Cost Proposal to EC 2/2026.
Board Member Reimbursement for Meetings	*$ 4,000*	$ *2,500*	$ -	$ -	$ -	$ 2,500	Board Member reimbursement to board members for meeting attendance.
Training/Travel Expenses (uncontracted)	*$ 7,000*	$ *11,500*	$ -	$ -	$ -	$ 11,500	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	*$ 15,000*	$ *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 2026/27 Admin Allocations	***$ 705,684***	$ 768,332	$ -	$ -	$ -	$ 768,332	
- LTF Reserve Fund (5%) Allocation	*$ 85,000*	$ 90,000	$ -	$ -	$ -	$ 90,000	(5% of LTF Estimate $1.8M)
- Planning and Programing (3%) Allocation	*$ 51,000*	$ 77,441	$ -	$ -	$ -	$ 77,441	New Overall Work Program Planning Amount for FY 2026/27.
- Pedestrian and Bicycle (2%) Allocation	*$ 19,886*	$ 20,633	$ -	$ -	$ -	$ 20,633	2% LTF Allocation for Bike and Pedestrian Purposes
- Community Transit Service (5%) Allocation - CTSA Artic	*$ 49,716*	$ 51,583	$ -	$ -	$ -	$ 51,583	These funds will be allocated to Lake Links, CTSA for Lake County.
- Public Transportation Allocation - Lake Transit Authorit	*$ 1,177,378*	$ 1,266,104	$ -	$ -	$ -	$ 1,266,104	FY 2026/27 Transit Allocation
Total 2026/27 LTF Allocations:	***$ 2,088,664***	$ 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)		$ 83,896	$ 45,513	$ -	$ -	$ 129,409	Actual carryover funding.
- Pedestrian and Bicycle Fund Balance (Act. 526)		$ 144,015	$ 19,886	$ -	$ -	$ 163,901	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)		$ -	$ 1,151,480	$ -	$ -	$ 1,151,480	Unrestricted balance at close of FY.
Total LTF *Carryover* :		$ 1,503,393	$ 1,216,879	$ -	$ -	$ 2,720,272	
Total LOCAL Allocations:	***$ 2,088,664***	**$ 3,777,487**	**$ 1,216,879**	**$ -**	**$ -**	**$ 4,994,366**	
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	$ 31,065	$ -	$ -	$ 54,311	2025/26 Actual PPM Carryover included in OWP.
Total PPM Allocations:	*$ 68,000*	$ 91,246	$ 31,065	$ -	$ -	$ 122,311	
Rural Planning Assistance Funds (RPA)							
- 2026/27 **NEW** OWP Allocation		$ 404,500	$ -	$ -	$ -	$ 404,500	
- 2025/26 *Carryover* OWP Allocation		$ 5,000	$ 5,993	$ -	$ -	$ 10,993	2025/26 Actual RPA Carryover included in OWP.
Total RPA Funds:	*$ 404,500*	$ 409,500	$ 5,993	$ -	$ -	$ 415,493	
Road Maintenance & Rehab Acct. (RMRA)							
- 2026/27 **NEW** Sustainable Comm. Grant - WE 615		$ 179,271	$ -	$ -	$ -	$ 179,271	Actual Caltrans SC Grant Award for Clear Lake Ferry Service Feasibility Study
- 2025/26 *Carry-Over* Sustainable Comm. Grant - WE 618		$ 132,795	$ 7,490	$ -	$ -	$ 140,285	Actual C/O Caltrans SC Grant Award for Lake Co. Tribal Transpo. Needs & Enginered Study
Total SC - RMRA Grant Funds:	*$ 58,906*	$ 312,066	$ 7,490	$ -	$ -	$ 319,556	
Transportation Development Act (TDA)							
State Transit Assistance (STA) Funds							
- 2026/27 **NEW** Allocation (PUC) section 99313 & 99314		$ 642,740	$ 212,953	$ -	$ -	$ 855,693	2026/27 STA Alloc. - based on REVISED estimate. 8/2026
- 2025/26 *Carry-Over* Funding		$ -	$ 153,344	$ -	$ -	$ 153,344	2025/26 Actual STA Carryover
Total STA Funds:	*$ 685,162*	$ 642,740	$ 366,297	$ -	$ -	$ 1,009,037	
State of Good Repair (SGR) Program Funds							
- 2026/27 **NEW** Allocation (PUC) section 99313 & 99314		$ 125,954	$ (2,328)	$ -	$ -	$ 123,626	2026/27 SGR Alloc. - based on REVISED estimate. 8/2026
- 2025/26 *Carry-Over* Funding		$ -	$ 271,484	$ -	$ -	$ 271,484	2025/26 Actual SGR Carryover
Total SGR Funds:	*$ 133,901*	$ 125,954	$ 269,156	$ -	$ -	$ 395,110	
Transit and Intercity Rail Capital Program (TIRCP)							
- 2025/26 *Carry-Over* SB 125 Transit Program		$ -	$ 4,124,414	$ -	$ -	$ 4,124,414	
- 2025/26 *Carry-Over ADMIN* - SB 125 Transit Program		$ -	$ 84,159	$ -	$ -	$ 84,159	

Total SB 125 Funds:	$ -	$ -	$ 4,208,573	$ -	$ -	$ 4,208,573	2025/26 actual carryover amount.
Total STATE Allocations:	***$ 1,350,469***	**$ 1,581,506**	**$ 4,888,574**	**$ -**	**$ -**	**$ 6,470,080**	
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 2nd 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:		$ -	$ 1,034,606	$ -	$ -	$ 1,034,606	APC holds local agency funds until required documentation has been submitted.
Total RSTP Funds for Distribution:	*$ 1,748,347*	$ -	$ 1,034,606	$ -	$ -	$ 1,034,606	
FHWA Carbon Reduction Program (CRP) Funding							
2026/27 Carbon Reduction Program Project Alloc		$ -	$ 613,571	$ -	$ -	$ 613,571	
Total CRP Funds:	$ -						
Transit Pass-Through Funding							
5311 Federal Funds - FFY 2026		$ -	$ 588,565	$ -	$ -	$ 588,565	FFY 2026-Regional Apportionment to LTA
Total 5311 Funds:	$ 572,205						
Total FEDERAL Allocations:	***$ 2,320,552***	**$ -**	**$ 2,236,742**	**$ -**	**$ -**	**$ 2,236,742**	
OTHER Revenue:							
Northern Rural Energy Network (REN)							
- 2026/27 Total **NEW** NREN Allocation:		**$ 760,494**	$ -	$ -	$ -	$ 760,494	NREN Approved Budget Amount (staffing and travel/direct program expenses).
FY 26/27 Lake NREN Staffing:		*$ 684,494*	$ -	$ -	$ -	$ 684,494	
Lake NREN Other Costs:		*$ 76,000*	$ -	$ -	$ -	$ 76,000	
- 2025/26 *Carry-Over* NREN Allocation		$ -	$ 117,855	$ -	$ -	$ 117,855	Carryover to be used on staff and additional program expenses.
Total OTHER Revenues:	***$ 759,468***	**$ 760,494**	**$ 117,855**	**$ -**	**$ -**	**$ 878,349**	
GRAND TOTAL ALLOCATIONS		**$ 6,119,487**	**$ 8,460,050**	**$ -**	**$ -**	**$ 14,579,537**	

Updated: 8/6/26 AJP

LAKE COUNTY/CITY AREA PLANNING COUNCIL
STAFF REPORT

TITLE: Planning Projects Update

DATE PREPARED: 8/4/2026
MEETING DATE: 8/12/2026

SUBMITTED BY: John Speka, Senior Transportation Planner

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

Tribal Transportation Needs Study- A Technical Advisory Group (TAG) of tribal representatives was formed and met in June, providing an overview of the project to stakeholders and also establishing contacts between participants. Outreach to date has included a consultant presentation at the Caltrans Tribal Transportation Summit (May 21), in-person visits by APC staff to Big Valley Rancheria, Scotts Valley, and Habematolel Pomo tribal offices describing project objectives (July 10), a tabling event at the annual Tule Boat Festival at Big Valley explaining the project and soliciting survey information (July 24-25), and various emails and phone contact offering further individual consultations to tribal officials. Additional workshops and consultation efforts will continue throughout the summer. The consultant has concurrently been gathering background materials on existing transportation networks of the tribes.

Clear Lake Ferry Service Feasibility Study- As previously reported, the project will evaluate the feasibility of a waterborne transit (ferry) service for the region. Potential benefits of a ferry system include: connecting communities via ferry and coordinated transit services; reduced Vehicle Miles Traveled (VMT)/Greenhouse Gas (GHG) emissions; an option for emergency response/evacuation efforts; and use as a tourist and recreational attraction; among others. Conditional requirements for the award were submitted to Caltrans in mid-July and consultant procurement will take place once a "Notice to Proceed" notification has been received.

Active Transportation Program- Lake APC staff assisted the City of Clearlake in preparing a grant application through the Active Transportation Program (ATP). The project would involve "safe routes to school" improvements in downtown Clearlake around Burns Valley Elementary School on Pine Street. Improvements will include sidewalk/curb/gutter, Rectangular Rapid Flashing Beacon (RRFB) and standard crosswalks, ADA ramps, and bike lanes along portions of Austin Road, Division Avenue, Uhl Avenue, and Lakeshore Drive. The application was submitted on June 22, with possible awards expected in early November.

Urban Greening Grant- In conjunction with Lake Transit Authority staff, Lake APC helped to prepare a "concept proposal" for a grant through the Urban Greening Grant Program to fund landscaping and other components of its transit hub project in Clearlake. Notification was received in mid-July that the project was eligible to submit a full proposal application, which is currently being prepared as a result. The project would involve approximately two acres of landscaped area in and around the transit center. It will include tree planting, native grasses and other vegetation, walking paths, and an educational botanical garden area (e.g. informational placards and resting areas adjacent to the bus depots). Additional funding is being sought to replace concrete pavement with permeable pavers to allow for heat reduction and better stormwater management. Applications are due September 4, with grant awards to be announced in December.

Action Requirement, Alternatives, Recommendation: None, informational only

LAKE COUNTY/CITY AREA PLANNING COUNCIL

SB 125 Formula Based Transit and Intercity Rail Capital Program & Zero Emission Transit Capital Program

Long Term Financial Plan

June 2026

Introduction

SB 125 (Chapter 54, Statutes of 2023) established formula-based funding through the Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emission Transit Capital Program (ZETCP), distributing $5.1 billion statewide to Regional Transportation Planning Agencies. The Lake County/City Area Planning Council (Lake APC) will receive an estimated $8,415,895 over the program period for allocation to public transit projects and services. In December 2023, the Lake APC approved an initial allocation package identifying how funds would be utilized, which included a short-term financial plan. The plan was subsequently amended in May of 2025 to add additional activities and projects.

The California State Transportation Agency (CalSTA) requires each RTPA to submit a Long-Term Financial Plan (LTFP) by June 30, 2026, as a condition of continued program eligibility. The plan must address the region's approach to sustaining transit operations absent additional state funding and include: (1) a demonstration of ridership retention and recover strategies, such as policies prioritizing safety, cleanliness, and coordination between transit operators; and (2) a five-year forecast of operating funding requirements detailing all funding sources, including any new local or regional funding being pursued.

The Region

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

Per the State of California Department of Finance, the population of Lake County was estimated at 67, 254 as of January 1, 2025. This includes a population of 45,695 within the unincorporated communities throughout the County, 5,026 within the City of Lakeport, and 16,533 within the City of Clearlake.

The 2024 American Community Survey results indicate that the county median household income was $60,621, just over 61% of the statewide median. It is estimated that 17% of households in the County live at or below the federal poverty level.

Transit in Lake County

Lake Transit Authority (LTA) is the only public transit operation in Lake County. LTA was established in 1996 through a Joint Powers Agreement between the County of Lake and the two incorporated cities of Clearlake and Lakeport. LTA's main facility is in Lower Lake, and houses LTA administration, maintenance, and dispatch, as well as serving as the operation base for almost all services. In partnership with the County of Lake, two LTA vehicles are housed at the County's corporate yard in Lakeport.

As of July 2025, day-to-day operations and maintenance have been performed by Transportation Concepts. The 29-vehicle fleet of LTA is comprised of a mix of gas- and diesel-powered buses and vans. Fixed route service consists of nine routes and is provided Monday through Saturday within and between Clearlake, Lakeport and many unincorporated County areas including Middletown, Hidden Valley, Lower Lake, Kelseyville, Cobb, Clearlake Oaks, Glenhaven, Lucerne, Nice and Upper Lake. Out-of-county routes provide service to both Napa (Calistoga and St. Helena) and Mendocino (Ukiah) counties. LTA also operates Dial-a-Ride, an ADA paratransit service within the cities of Clearlake and Lakeport. In areas that are not served by Dial-a-Ride, LTA offers "Flex Stop" service, providing service to the curb up to one mile off of regular routes.

LTA provides daily connections in Ukiah with Mendocino Transit Authority (MTA), Humboldt Transit Authority (HTA), and Amtrak for interregional service along the US 101 corridor. LTA also provides daily connections with the VINE in Calistoga for service to Napa County. The connections to MTA and HTA in Ukiah are part of the North State Express (NSE). The NSE is currently in its early stages, but once fully implemented, it will connect the US 101, I-5, SR 299, and SR 20 corridors, providing continuous service form the Oregon border to Sacramento and the San Francisco Bay Area.

Non-Emergency Medical Transportation (NEMT) continues to be a priority need for the region, especially given its increasingly aging population and the transit dependence of this and other target populations. LTA administers the Medi-Links program, which provides in- and out-of-county shuttle service to those with NEMT needs. LTA also partners with Lake Links, the region's Consolidated Transportation Services Agency (CTSA), to fund NEMT trips through two volunteer driver programs administered by Lake Links.

Regional Policies and Strategies

Lake APC has a long history of supporting transit in Lake County. Lake APC does not allocate Local Transportation Fund revenues to streets and roads projects in order to maximize funding available to transit. Other efforts to bring additional funding to transit in the region include grant assistance and funding of transit planning in the Overall Work Program.

The Lake County Regional Transportation Plan/Active Transportation Plan, adopted February 11, 2026, includes several Policies and Objectives that support ridership retention and recover strategies, including safety, cleanliness, and rider experience.

- Objective PT-3: Provide a safe and accessible transit system
    - Policy PT-3.2: Coordinate with local agencies, organizations and businesses to improve and install transit passenger facilities, including bus stop, turnouts, benches and shelters along the existing and new routes.
    - Policy PT-3.5: Ensure proper maintenance of the transit fleet and operations center and provide adequate maintenance personnel training.
    - Policy PT-3.6: Improve connectivity between transit facilities, pedestrian facilities, and bicycle facilities.

    - Policy PT-3.7: Improve streets and road conditions, including drainage, along transit routes.
- Objective PT-4: Improve the efficiency of the transit system.
- Objective PT-5: Support efforts to improve transit service to employment centers, retail centers, educational institutions, public facilities and medical facilities.
    - Objective PT-5.1: Promote connectivity and coordination with other transportation services.
    - Objective PT-5.3: Improve transit service for commuters and for intercity travel.
- Objective PT-7: Improve and monitor the security of the transit system.
- Objective SHS-2: Improve safety conditions on the State highway system serving Lake County.
- Objective LSR-3: Improve traffic capacity, safety and operations on the local transportation network.

Progress since the Last Submitted Financial Plan

Since the short-term financial plan was developed, Lake APC has allocated funds to LTA for their interregional transit center and continuation of existing services. The new transit center, expected to be fully constructed and operational in 2028, will provide more efficient operations and a safer, more convenient rider experience. The operating funds for continued services have allowed LTA to avoid significant service cuts for the last two years.

Transit Operator Strategies, Policies, and Financial Forecast

Provided on the following pages are the strategies, policies, and financial forecast specific to Lake County's only public transit operation, the Lake Transit Authority. Financial data in this plan is drawn from LTA operating budget materials, SB 125 operator worksheets, ridership reports, service schedules, and Lake APC/LTA planning records. The forecast uses the LTA-provided planning assumptions of annual escalations across operating expense categories, while operating revenues are assumed to remain flat for planning purposes and may stagnate or decline.

Ridership Retention and Recovery Strategies

System Performance – Ridership and Fare Revenue

LTA ridership continues to recover but varies significantly by route. The table below shows the ridership and passengers per revenue hour for FY 18/19, the last full year prior to the pandemic, through FY 24/25. Both metrics bottomed out in FY 20/21 and have continued to improve every year since, although neither is back to pre-pandemic levels.

	Fiscal Year						
	18/19	19/20	20/21	21/22	22/23	23/24	24/25
Ridership	319,952	262,277	116,279	149,088	187,473	228,536	241,590
Pass./Hr.	8.36	7.70	5.07	4.53	4.94	5.83	6.80

Through May, the 25/26 system-wide ridership was 214,797, a slight decrease of 3.9 percent compared to the same period last year.

The route-level patterns are important for long-range planning. Routes 10 and 11, the local circulators in Clearlake, and Route 1, connecting Clearlake and Lakeport along the north shore of Clear Lake, remain the backbone of the system, showing strong strategic value for mobility and ridership recovery. At the same time, other local and regional routes show weaker or mixed trends, indicating that the system should consider reducing lower-productivity off-peak service.

For the last several years, LTA has provided fare-free trips for riders aged 17 and under, averaging approximately 3,500 trips per calendar year. LTA has also partnered with two local community colleges to provide system-wide fare-free trips for all registered students. College ridership in FY 24/25 increased to 12,397 compared to 10,749 in the previous year, showing the importance of preserving student access, local connections in Clearlake and Lakeport, and intercity connections to Ukiah. These programs not only ease the financial burden for the riders, but also help retain current, and attract new riders.

Farebox ratio performance remains constrained, with the farebox ratio for FY 24/25 at 8.74 percent. Based on ridership and financial data, the long-term strategy links ridership recovery and fiscal sustainability; service must be more efficient, easier to understand for the rider, and less costly to operate during off-peak periods.

Safety and Cleanliness Policies

In alignment with Government Code Section 13978(g)(1), which identifies policies that prioritize safety and cleanliness as ridership retention strategies, LTA has implemented the following operational actions:

- Utilized the LTA Conference Room as a second break room to support cognitive recovery, rest, and safe operating conditions between assignments
- Hired a second vehicle cleaner to improve vehicle cleanliness and the rider experience
- Required surface cleaning to be a part of post-trip activity on fixed-route and ADA paratransit vehicles
- Continued investment in training, safety supplies, worker support, and facility maintenance through the operating

Systemwide Redesign

LTA is preparing to do a systemwide evaluation and redesign to align with current ridership patterns, driver availability, and long-term fiscal capacity. This process is not intended to be an across-the-board service reduction, but is intended to preserve the most efficient services while reducing low-productivity off-peak costs and protecting interagency connections.

Schedule Coordination Between Transit Operators

LTA's service is part of a broader northern California transit network, coordinating with Redwood Coast Transit Authority (RCTA), Humboldt Transit Authority (HTA), Mendocino Transit Authority (MTA), Amtrak, and VINE Transit, providing intercity service from the Oregon border to the San Francisco Bay Area. LTA's current schedule shows existing local, regional, and intercity transfer dependencies that should be protected during the redesign process.

Fare Integration and Ease of Payment

LTA is in the early stages of exploring a systemwide fare realignment. Existing fares vary across routes and service areas, which can confuse passengers and complicate administration. Fare realignment is intended to simplify the rider experience, improve affordability for cost-sensitive riders, rebuild ridership, and strengthen intercounty travel.

LTA has offered a contactless payment option onboard all fixed route vehicles since 2022. The contactless payment system is important because it provides riders with a simple, convenient payment alternative to cash or passes. Having this system in place will also make any fare realignment easier to implement.

The long-range strategy should evaluate a simplified local fare, a service-based fare for longer intercity routes if needed, consistent reduced-fare categories, and interagency transfer policies as regional partners move toward more coordinated fare options.

Five-Year Operating Funding Forecast

Government Code Section 13987(g)(2) requires a five-year forecast of operating funding requirements with detail on all sources of funding proposed for operations, including any new local and regional funding sources being pursued and progress and improvements implemented since the last submitted regional short-term financial plan.

The forecasts below cover Fiscal Years (FYs) 2026/27 through 2030-31. The data for FY 2026-27 is based on the LTA budget that was approved on June 10, 2026. Any assumptions for the other fiscal years will be noted with their respective tables.

Operating Revenues

Table 1

Line Item	Operating Revenues	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	FY 2030-31
R1	Farebox Revenue	$274,152	$276,894	$279,662	$282,459	$285,284
R2	Route 3 Guarantee	$26,400	$26,400	$26,400	$26,400	$26,400
R3	Advertising Revenue	$79,200	$80,784	$82,400	$84,048	$85,729
R4	Annual Local Transportation Fund (LTF) Apportionment	$1,266,104	$1,240,782	$1,215,966	$1,191,647	$1,167,814
R5	LTF Reserve	$568,085	$ -	$ -	$ -	$ -
R6	State Transit Assistance	$642,740	$629,885	$617,287	$604,942	$592,843
R7	SB 125 Operating Support	$175,420	$ -	$ -	$ -	$ -
R8	Other (Interest, Carryover, etc.)	$124,631	$ -	$ -	$ -	$ -
R9	FTA 5310	$171,970	$140,000	$140,000	$140,000	$140,000
R10	Annual FTA 5311 Apportionment	$588,565	$588,565	$588,565	$588,565	$588,565
R11	FTA 5311(f)	$550,554	$550,554	$550,554	$550,554	$550,554
	Total Operating Revenues	**$4,467,821**	**$3,533,864**	**$3,500,835**	**$3,468,614**	**$3,437,188**

Notes:

- R1 assumes a 1% annual increase as ridership continues to improve
- R2 remains stagnant due to agreement between LTA and Adventist Health
- R3 assumes a 2% annual increase
- R4 assumes a 2% annual decrease as non-transit LTF allocations continue to increase
- R5 is a one-time allocation from the Lake APC LTF Reserve Account to balance LTA's FY 26/27 budget. The amount of this allocation is approximately 47 percent of the entire Reserve Account balance and isn't sustainable as a continued funding source.
- R6 assumes a 2% annual decrease based historical data and current trends
- R7 and R8 are one-time funding sources for FY 26/27 and won't be available in future FYs
- R9, R10, and R11 remain stagnant due to uncertainty at the federal level

Operating Expenditures

Table 2

Line Item	Operating Expenditures	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	FY 2030-31
E1	Accounting	$6,000	$6,300	$6,615	$6,946	$7,293
E2	Legal Services	$5,000	$5,500	$6,050	$6,655	$7,321
E3	Operations Contract	$3,300,646	$3,429,515	$3,566,695	$3,709,363	$3,857,738
E4	NEMT Services	$171,970	$140,000	$140,000	$140,000	$140,000
E5	Printing	$6,000	$6,300	$6,615	$6,946	$7,293
E6	Promo Materials, Website, Etc.	$6,900	$7,245	$7,607	$7,988	$8,387
E7	Fuel	$711,758	$747,346	$784,713	$823,949	$865,146
E8	Facility Maintenance	$134,631	$30,000	$31,500	$33,075	$34,398
E9	Rents & Leases	$10,000	$10,000	$10,000	$10,000	$10,000
E10	Utilities	$10,000	$10,000	$10,500	$11,025	$11,576
E11	Fleet Maintenance	$30,000	$31,500	$33,075	$34,729	$36,465
E12	Software/Equipment	$70,000	$50,000	$55,000	$60,500	$66,550
	Total Operating Expenditures	**$4,462,905**	**$4,473,706**	**$4,658,371**	**$4,851,175**	**$5,052,167**

Notes:

- E1, E5, and E6 assume a 5% annual increase
- E2 assumes a 10% annual increase
- E3 expenditures for FYs 26/27 and 27/28 are based on the current third-party operations and maintenance contract. The remaining FYs assume that option years of the current contract are exercised and include a 4% CPI increase each year.
- E4 assumes a decrease between FYs 26/27 and 27/28 based on a decrease in grant funding. The remaining FYs assume stagnant expenditures that correspond to stagnant revenues in R8 in the table above.
- E7 and E11 assume a 5% annual increase beginning in FY 27/28
- E8 and E10 assume a 5% annual increase beginning in FY 28/29
- E9 remains stagnant
- E12 assumes a 10% annual increase beginning in FY 28/29

Operational Funding Gap

Based on the forecasted revenues and expenditures found in Tables 1 and 2 respectively, LTA will face a significant operational deficit beginning in FY 27/28 that will continue to grow each subsequent fiscal year.

Table 3

Revenue/Expenditure Gap	**FY 2026-27**	**FY 2027-28**	**FY 2028-29**	**FY 2029-30**	**FY 2030-31**
Total Revenues	$4,467,821	$3,533,864	$3,500,835	$3,468,614	$3,437,188
Total Expenditures	$4,462,905	$4,473,706	$4,658,371	$4,851,175	$5,052,167
Operating Deficit	**$4,916**	**$(939,842)**	**$(1,157,536)**	**$(1,382,560)**	**$(1,614,979)**

New Local and Regional Funding Sources Being Pursued

The Lake APC is in the early stages of exploring a local tax measure that would provide additional funding for the transit system. However, as a rural, economically disadvantaged region, passage of such a tax measure is an uphill battle. Additionally, the Lake APC and LTA will continue to advocate for enhanced state and federal transit operating support and pursue grants that offset capital costs which would otherwise put further pressure on the operating budget.

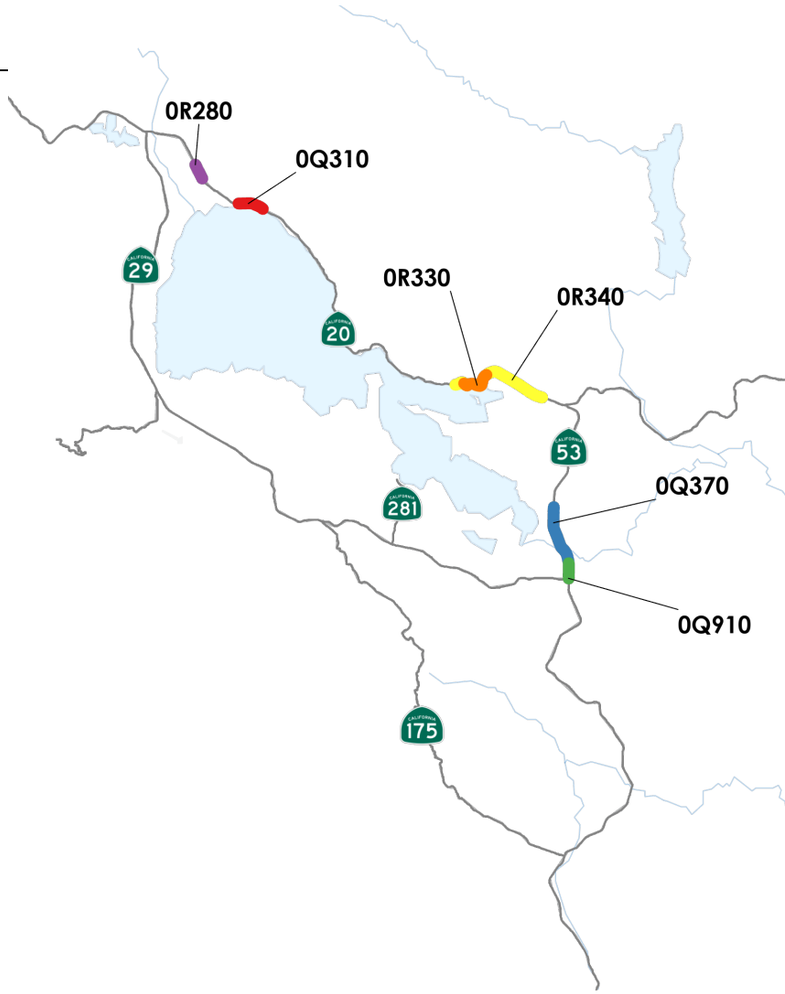
Moving Forward

Lake Transit Authority faces a financially precarious future despite ongoing ridership recovery. While ridership has steadily improved since bottoming out in FY 20/21, it remains below pre-pandemic levels. One-time funding sources propping up the FY 26/27 budget — including an LTF Reserve draw and SB 125 support — will not be available in subsequent years, triggering a projected deficit of nearly $940,000 in FY 27/28 that balloons to over $1.6 million by FY 30/31, driven largely by rising operations contract and fuel costs. To address these pressures, LTA is pursuing a systemwide service redesign focused on eliminating low-productivity off-peak service, a fare realignment to simplify the rider experience, and exploration of a local tax measure — though passage in a rural, economically disadvantaged county remains uncertain. Without new sustainable funding sources or meaningful cost reductions, LTA's ability to maintain current service levels will be seriously threatened within the next two fiscal years.

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

Lake APC Meeting: 8/12/26
Agenda Item: #12ei

EA	Route	Begin Postmile	End Postmile	Improvement Description	Funding	Anchor Asset	% Complete	Begin PID	Completion Date	Lead	Project Manager
0R280	20	10.9	11.5	Pomo Way PHB	SHOPP	Safety - SI	TBD	06/01/26	03/15/27	Alexander Simmons	Omid Vaziri
0Q310	20	13.3	14.3	Nice Corridor Lighting	SHOPP	Safety - SI	60	07/24/25	06/10/26	Carlon Schrieve	Brian Finck
0R340	20	26.5	30.6	Sulphur Bank Shoulder Widening	SHOPP	Safety - SI	TBD	07/07/26	04/06/27	Carlon Schrieve	TBD
0R330	20	26.9	28.1	Western Clearlake Oaks Speed Management	SHOPP	Safety - SI	TBD	06/08/26	03/15/27	Alexander Simmons	Omid Vaziri
0Q910	29 53	20.31 0.00	20.31 0.60	Lower Lake Safety and Corridor Lighting	SHOPP	Safety - SI	5	12/22/25	11/10/26	Matti Nylander	Matteo D'Orio
0Q370	53	0.65	2.96	Lake 53 Corridor Lighting	SHOPP	Safety - SI	100	07/24/25	04/22/26	Douglas Saucedo	Brian Finck



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.

Links

- District 1 External Partners Project Communication Request Form
- District 1 Project Map Gallery
- Caltrans North Region Projects Viewer
- Caltrans Customer Service Request Form

Milestone Report Contents

- Page 1 – PID Work Plan
- Page 2 – Q2 2026 Milestone Report
- Page 5 – Milestone Projects Map

Milestone Report Release Months

- Q1 MAR, Q2 JUN, Q3 SEP, Q4 DEC

CT Milestone Report - Lake County - June 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
01-0Q550	SHOPP	EVERETT, KATIE M	020	0/R43.5	LAK-20 Drainage	IN LAKE COUNTY FROM THE MENDOCINO COUNTY LINE TO 0.1 MILE WEST OF WALKER RIDGE ROAD.	LAK-20 Drainage	$12,574,000	$0	$2,709,723	$15,283,723	PID	**05/03/2033**	**12/01/2034**
01-0R280	SHOPP	VAZIRI, OMID	020	10.9/11.5	Pomo Way PHB	IN LAKE COUNTY NEAR NICE FROM 0.3 MILE WEST OF POMO WAY TO 0.2 MILE EAST OF RECLAMATION CUTOFF		$0	$0	$3,229,368	$3,229,368	PID	**04/29/2031**	**12/01/2031**
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	$5,133,000	$424,000	$5,374,141	$10,931,141	PID	**12/30/2030**	**12/03/2031**
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	$205,940	$1,052,940	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	$8,141,872	$24,589,872	PAED	**03/21/2031**	**12/01/2032**
01-0P490	MAINTENANCE	BRANDENBURG, STANLEY B	020	2.4/29.5	Lake 20 Pedestrian Enhancement	IN LAKE COUNTY 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	$182,418	$1,681,418	CONST	**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	$698,252	$17,664,252	CONST	**08/23/2023**	**12/01/2026**
01-0R330	SHOPP	VAZIRI, OMID	020	26.9/28.1	Western Clearlake Oaks Safety	IN LAKE COUNTY AT CLEARLAKE OAKS FROM 0.2 MILE WEST OF HILLSIDE LANE TO 0.1 MILE EAST OF OAK GROVE AVENUE.		$0	$0	$3,238,834	$3,238,834	PID	**03/18/2031**	**12/01/2031**
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	$831,859	$831,859	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	$34,000	$1,307,244	$2,381,244	PAED	**12/15/2027**	**12/31/2029**
01-0M310	SHOPP	VAZIRI, OMID	020	36.3/R44.2	Abbot Mine Curve Improvement	IN LAKE COUNTY NEAR CLEARLAKE OAKS, FROM 0.8 MILES WEST OF NORTH FORK CACHE CREEK BRIDGE TO 0.6 MILES EAST OF WALKER RIDGE ROAD AT VARIOUS LOCATIONS ON STATE ROUTE 20.	CURVE IMPROVEMENT	$6,466,000	$153,000	$3,030,493	$9,649,493	PSE	**08/24/2027**	**01/18/2029**
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	$211,538	$311,538	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	$420,285	$670,285	PAED	**04/01/2027**	**08/01/2028**
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	$67,346	$67,346	CONST	**12/07/2022**	**12/31/2027**
01-0N480	SHOPP MINOR A	HOWELL, BRENDA GALE	020	5.9/6	Upper Lake Slope Stabilization A	IN LAKE COUNTY, NEAR UPPER LAKE AT 0.1 MILE EAST OF BACHELOR CREEK BRIDGE	RSP + underdrain, remove and replace dike, leveling course of HMA-A, restripe	$1,500,000	$0	$2,297,079	$3,797,079	PAED	**01/29/2029**	**07/01/2030**
01-0N340	SHOPP	KONOPA, ISRAL J	020	8.3/29.54	Lake 20 Complete Streets	IN LAKE COUNTY AT VARIOUS LOCATIONS FROM ROUTE 29 TO SULPHUR BANK DRIVE		$28,226,000	$2,560,000	$17,025,364	$47,811,364	PAED	**04/01/2031**	**12/01/2032**
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**
01-0J930	SHOPP	KONOPA, ISRAL J	029	11.9/23.6	Twin Lakes CAPM	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	Pavement Class 2 / CAPM	$19,111,000	$13,000	$2,178,727	$21,302,727	PSE	**12/01/2026**	**12/01/2028**

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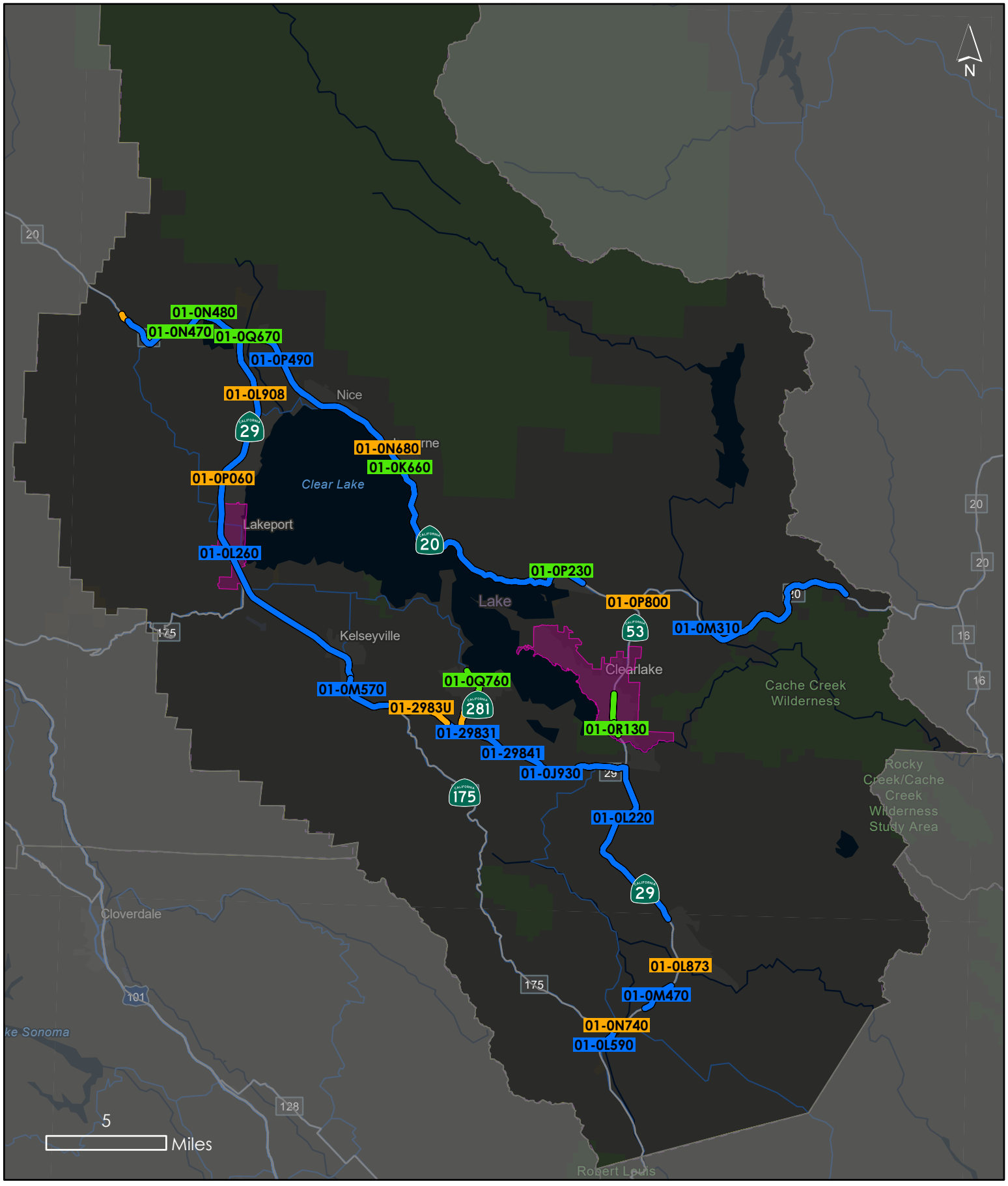
Past Due | 3 Months | Complete

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
01-0L220	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	$891,076	$3,202,076	CONST	**07/14/2026**	**12/01/2026**
01-0Q910	SHOPP	D'ORIO, MATTEO G	029	20.307/20.307	LOWER LAKE SAFETY	IN LAKE COUNTY AT LOWER LAKE ON ROUTE 29 AT ROUTE 53 AND ON ROUTE 53 FROM ROUTE 29 TO ANDERSON RANCH PARKWAY	Traffic management, pedestrian improvements, and lighting	$8,476,000	$0	$4,341,955	$12,817,955	PID	**05/15/2029**	**08/28/2031**
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	$14,169,716	$68,674,716	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	$13,424,940	$125,580,940	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	$401,087	$401,087	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	$14,098,000	$2,431,000	$8,949,848	$25,478,848	PAED	**05/30/2028**	**07/01/2030**
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 ROUTE 175 TO ROUTE 20	Pavement rehabilitation (CAPM)	$36,254,000	$11,000	$4,983,650	$41,248,650	PSE	**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	$5,066,417	$12,012,417	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	$9,995,000	$794,000	$5,205,449	$15,994,449	PAED	**05/15/2028**	**01/31/2030**
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	$62,529	$523,529	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	.6/3	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	$9,683,000	$201,000	$5,648,205	$15,532,205	PAED	**10/21/2030**	**12/03/2031**
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	$260,148	$560,148	PAED	**08/01/2027**	**12/01/2027**
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	$22,936	$72,936	CONST	**07/11/2023**	**12/31/2025**
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	$9,063,578	$23,919,578	PAED	**02/24/2032**	**12/01/2032**
01-0Q760	MAINTENANCE	BRANDENBURG, STANLEY B	281	14/15.6	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	$245,725	$1,833,725	PAED	**05/01/2027**	**08/01/2027**
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	$133,353	$1,633,353	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

CALTRANS DISTRICT 1
DEL NORTE · HUMBOLDT · LAKE · MENDOCINO

NEWS BRIEF

Lakeport

Thompson Honors Dirk Slooten as 2026 Lake County American Dream Award Recipient
Sunday, Rep. Mike Thompson (CA-04) recognized Dirk Slooten as the 2026 American Dream Award recipient for Lake County. Thompson presents the American Dream Award to residents of California's Fourth District who have come to the United States and made outstanding contributions to our communities. Our nation would not be the powerhouse of the world without their contributions to our country's history, culture, and economy. This is evidenced by Dirk's work in our community. "Through his work as Mayor of Clearlake, Dirk has contributed meaningfully to making our community a better place. I am honored to recognize him as this year's Lake County American Dream Award recipient," said Thompson.

Mr. Slooten was born in Purmerend, the Netherlands and relocated to the United States in 1972. As the Mayor of the City of Clearlake, Mr. Slooten has distinguished himself as a visionary leader whose practical approach to complex challenges has produced meaningful and lasting benefits for our community. Prior to serving as Mayor, Mr. Slooten owned Slooten Consulting, a Civil Engineering and Land Surveying business. Drawing upon a strong business background, he brings thoughtful judgment, fiscal responsibility, and a forward-looking perspective to his service as an elected official. Mr. Slooten was born in Purmerend, the Netherlands and relocated to the United States in 1972. As the Mayor of the City of Clearlake, Mr. Slooten has distinguished himself as a visionary leader whose practical approach to complex challenges has produced meaningful and lasting benefits for our community. Prior to serving as Mayor, Mr. Slooten owned Slooten Consulting, a Civil Engineering and Land Surveying business. Congressman Mike Thompson's American Dream Award honors immigrants who have excelled professionally. The full list of 2026 American Dream Award recipients: Dirk Slooten, Lake County Bernie Narvaez, Napa County Israel "Joe" Guzman, Solano County Grace Cheung-Schulman, Sonoma County Sylvina Frausto, Yolo County Sacramento