

*Transit and Intercity Rail Capital Program (TIRCP)  
Grant Application for North State Intercity Bus  
System Lake County Interregional Transit*



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# Lake Transit Authority

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January 10, 2020

David S. Kim, Secretary  
California State Transportation Agency  
915 Capitol Mall, Suite 350B  
Sacramento, California 95814

## **RE: North State Intercity Bus System- Lake County Interregional Transit Center**

Dear Mr. Kim:

Lake Transit Authority is pleased to be coordinating with Shasta Regional Transportation Agency (SRTA), who received funding to establish the North State Intercity Bus System in Cycle 3 of the Transit and Intercity Rail Capital Program (TIRCP).

If successful in this cycle of the TIRCP, LTA will collaborate with SRTA to expand and enhance transit service in northern California by constructing a transit facility and infrastructure necessary to connect intercity rail from Redding in Shasta County down the I-5 corridor, West on Highway 20 to the new transit center in Clearlake, California. From there, the new LTA zero emission buses (ZEBs) will continue south on Highway 29 to Calistoga in Napa County, then into Santa Rosa where passengers could connect with Santa Rosa City Bus, Sonoma County Transit, and ultimately onto Golden Gate Transit or the ferry system into San Francisco. Additional ZEBs will provide service west into Ukiah in Mendocino County, where connections to Mendocino Transit Authority and AMTRAK will be available. Service will continue south on Hwy 101 to Sonoma County Airport, connecting them to the SMART Train. This new transportation network will provide numerous opportunities to Commuters, Disadvantage Communities (DACs), Low Income Communities, Disabled and Senior Citizens that, to date, have not been unavailable.

Currently, the existing transfer point in Clearlake is located on the north side of a large commercial business and consists of three (side-by-side) bus shelters. The long-term availability of this transfer point is unknown because the agreement to utilize the space is no longer in place. Additionally, the current location has capacity constraints, and is located in the parking lot of a major commercial center, which presents significant safety and circulation concerns. The construction of the proposed transit hub will be beneficial to the future of Clearlake as well as to the region as a whole. The proposed transit center will include new infrastructure for zero-emission buses, expanding local transit services to out-of-County locations. It will provide an environmentally friendly means of connecting Lake County to other urban areas of the State.

The ability to provide more efficient operations and attract new ridership will further help to reduce the region's reliance on single occupancy vehicles, ultimately working towards the State's goals to curtail greenhouse gases. Overall, the project will serve the needs of our economically disadvantaged area, while also benefitting larger and longer-term environmental goals.

I fully support the request and respectfully urge the State Transportation Agency (CalSTA) to approve funding for this important project.

Sincerely,

Lisa Davey-Bates, Executive Director

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## **Introduction**

The North State Intercity Bus System – Lake County Interregional Transit Center in Clearlake, CA will provide a safer, more efficient rider experience and expand existing intercity routes using hydrogen fuel-cell transit buses.

Lake Transit Authority is submitting one application for TIRCP funding in the 2020 Call for Projects: North State Intercity Bus System – Lake County Interregional Transit Center. This project is the highest priority capital project for Lake Transit Authority and has been in development since 2015. This project will enhance and expand the existing transit system which serves Lake, Mendocino, and parts of Napa counties. The addition of the transit center will provide terminus to the Shasta Regional Transportation Authority's proposed Lake Feeder route, connecting LTA's system to the I-5 Corridor backbone of the North State Intercity Bus System.

## **Project Purpose & Need**

Lake Transit is seeking funding to modernize and expand its local system to meet the needs of its rural and heavily transit-dependent population base. One of the primary goals of the request is to plan and construct a new transit center on a property in the City of Clearlake. The need has been well documented in the Lake Transit Hub Location Plan (2017), the Regional Transportation Plan (2017), the Transit Development Plan (2015) and the Coordinated Public Transit-Human Services Transportation Plan (2015). A currently used transfer point for LTA has existed for years in a privately owned, commercial parking lot in Clearlake adjacent to Big 5 Sporting Goods, with Walmart and the Tractor Supply Company also located in the immediate surrounding area. Both the Coordinated Public Transit-Human Services Transportation Plan and the Transit Development Plan note that this current location is a significant deterrent for some riders as it presents a poor image of the transit system, feels unsafe (particularly to seniors) and offers no scheduling or connection information.

An agreement with the former property-owners of the site (Ray's Food Place) allowed continued use of the parking area as a transfer station. However, since that time, no new agreement has been in place with Big 5 Sporting Goods and long-term certainty for future use remains in question. Furthermore, the location itself limits the number of buses and passengers that can be accommodated safely and efficiently, allowing for only three buses at any one time and resulting in idling buses and delays during peak load hours. The location also raises safety concerns with potential traffic and pedestrian conflicts in the busy parking lot location. It is located adjacent to a brush-covered hillside which has become a camp for transient residents. Because of the proximity to this camp and the cover provided by the vegetation, it is not unusual for illegal activities such as selling drugs to occur near the transfer point. There is also an increased potential for confrontation with passengers due to this.

Development of a new facility also provides the opportunity to both upgrade and expand the Lake Transit system. A second component of the project would include electric vehicle charging and hydrogen fueling infrastructure, as well as a fleet of zero-emission buses for use in extending regular LTA service to out-of-county destinations. The goal is for the project to serve as a rural prototype with respect to zero-emission technology in the short run, and further to allow for greater connectivity and access to services and transportation options found only in urban areas, such as air travel or passenger rail.

## Project Location & Mode

The North State Intercity Bus System – Lake County Interregional Transit Center project’s mode is a combination of local and commuter bus. It consists of two components, the first being the new transit center and the second being the addition of zero-emission buses and fueling/charging infrastructure for use in expanding existing LTA service to further out-of-county destinations. The new transit center will be located in Clearlake, California, approximately two miles north of the existing LTA maintenance and operations facility. The expanded service will connect Routes 3 and 7 to Santa Rosa from Calistoga and Ukiah, respectively.

A KML file for the North State Intercity Bus System – Lake County Interregional Transit Center is provided as an attachment and is shown in the screenshots below.

Figure 1

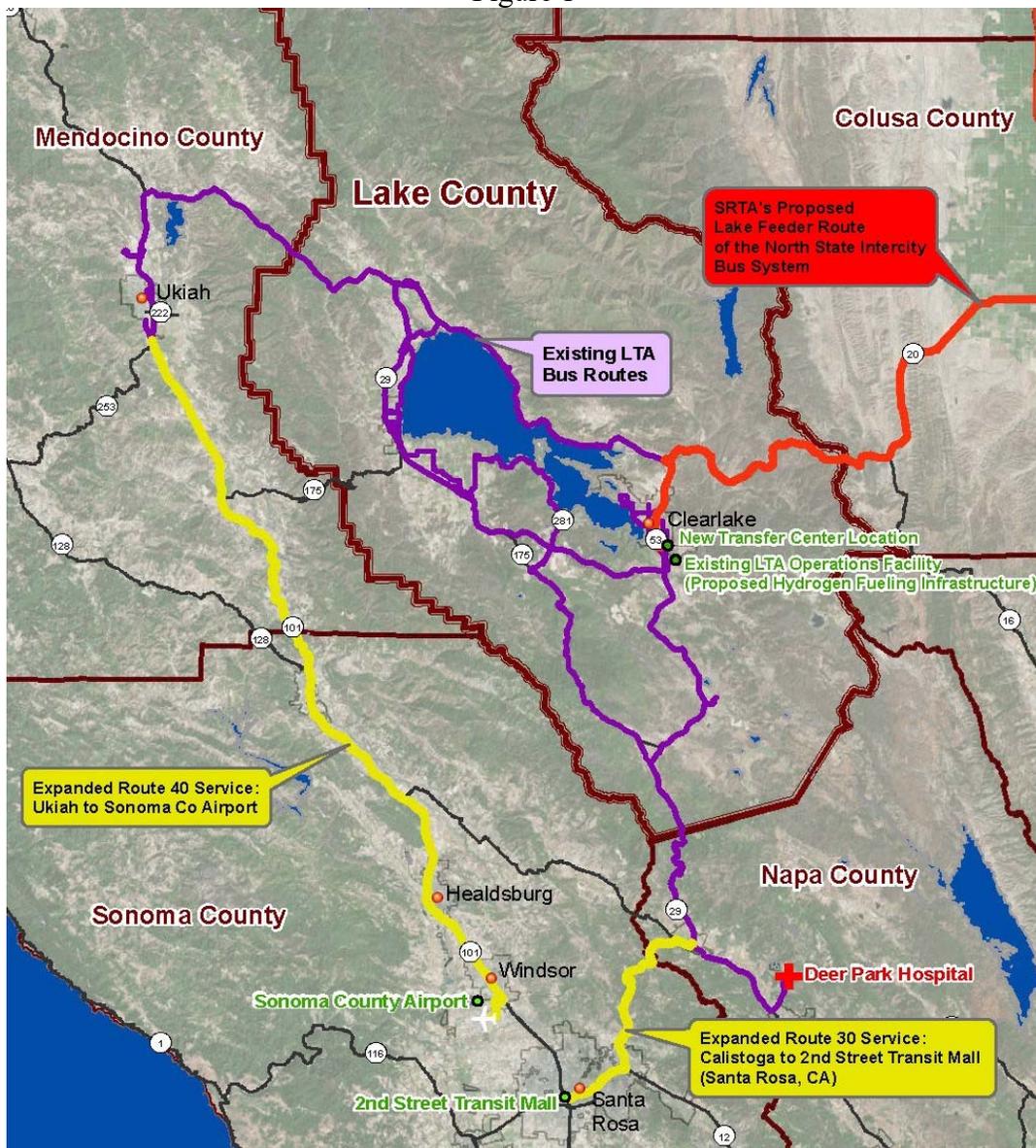


Figure 2



### **Multi-Agency Coordination**

Lake Transit Authority is coordinating with two agencies that share parallel goals of meeting rural transportation needs. The first is the Shasta Regional Transportation Agency (SRTA), which is in the process of implementing its North State Intercity Bus System project with funding from a 2018 TIRCP grant award. The North State project will connect rural regions of a number of northern California counties with Sacramento, providing access to its extensive transportation networks and other services, including airports, passenger rail and medical facilities. SRTA is currently working on a new application for the current 2020 TIRCP cycle which includes plans to utilize older zero-emission buses purchased with 2018 TIRCP funds for a Lake County feeder route, connecting LTA (ideally at the proposed new transit hub in the City of Clearlake) with the North State Intercity Bus System.

The second agency is the Lake County region's Consolidated Transportation Services Agency (CTSA), Lake Links, which actively partners with LTA to provide Non-Emergency Medical Transportation (NEMT) services to low-income seniors and disabled residents of the region. The proposed transit hub will play an important role in providing a centralized location for NEMT shuttle service to appointment locations both within and without Lake County.

### **Green House Gas (GHG) Emission Reductions**

Total GHG emissions reductions for the North State Intercity Bus System- Lake County Interregional Transit Center is projected to be 14,239 MTCO<sub>2e</sub> over the lifespan of the project.

GHG emission reductions from Component 1 are projected to be 13,445 MTCO<sub>2e</sub>. TIRCP cost per MTCO<sub>2e</sub> is projected to be \$367. GHG emission reductions from Component 2 are projected to be 794 MTCO<sub>2e</sub>. TIRCP cost per MTCO<sub>2e</sub> is projected to be \$10,777. Alternatively, should CalSTA choose to go with Component 3 instead of Component 2 (see "Project Component" descriptions below), the GHG reductions would be projected to be 3,565 MTCO<sub>2e</sub> with a TIRCP cost of \$1,163 per MTCO<sub>2e</sub>. The total emissions reductions are shown in the following table format.

	Project Components		
	1. Transit Center	2. Hydrogen Buses	3. Electric Buses
GHG Emissions Reduced (MTCO2e/year)	13,445	794	3,565
TIRCP Funds Requested	\$ 4,935,839	\$ 8,558,425	\$ 4,144,555
Emissions Reduced/TIRCP Funds Requested (MTCO2e/\$)	0.002724	0.000093	0.000860
TIRCP Funds Requested/TIRCP GHG Emissions Reductions (\$/MTCO2e)	\$ 367	\$ 10,777	\$ 1,163
Fossil Fuel Use Reductions (gallons)	1,052,618	503,993	405,978
Emissions Reductions (lbs)			
ROG	1,085	128	85
NOx	5,136	937	689
PM2.5	4,511	147	107
Diesel PM	7	0	0

Table 1: Green House Gas (GHG) Emission Reduction Summary

Due to its rural location, the North State Intercity Bus System – Lake County Interregional Transit Center will not achieve the same level of GHG reductions as projects serving large urban areas. Although the expanded service is estimated to have low ridership over large distances, the socioeconomic benefits of providing these transit connections to urbanized areas must be considered as well.

### Funding

Amount of TIRCP funding requested: \$12,994,264

Proposed non-TIRCP matching funds: \$0

Total Project Budget: \$12,994,264

### Point of Contact

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### Project Costs

The total capital costs for the North State Intercity Bus System – Lake County Interregional Transit Center is \$12,568,425 based on FY 2022/23 implementation, with program launch planned in November 2023. Lake Transit Authority (LTA) requests a total of \$12,994,264 for the North State Intercity Bus System – Lake County Interregional Transit Center. If solicitations for CARB’s Hybrid and Zero Emission Truck and Bus Voucher Incentive Program (HVIP) resume after this grant has been awarded, LTA will submit vouchers for 4 vehicles at

approximately \$300,000 per vehicle, for a total amount of \$1,200,000. Should LTA receive these additional funds, the cost savings will be used to purchase an additional bus. The following is a summary of the capital budget:

Capital Budget Summary				
Item	Total Costs	Revenue	Difference in Cost	Total TIRCP Request
Transit Center	\$ 3,925,839	\$ -	\$ 3,925,839	\$ 3,925,839
Workforce Development	\$ 500,000	\$ -	\$ 500,000	\$ 500,000
Launch Marketing	\$ 10,000	\$ -	\$ 10,000	\$ 10,000
4 Hydrogen Buses	\$ 4,558,425	\$ -	\$ 4,558,425	\$ 4,558,425
H <sub>2</sub> Fueling Infrastructure	\$ 3,500,000	\$ -	\$ 3,500,000	\$ 3,500,000
Maintenance Shop Retrofit	\$ 500,000	\$ -	\$ 500,000	\$ 500,000
	\$ 12,994,264	\$ -	\$ 12,994,264	\$ 12,994,264

Table 2: Capital Budget Summary

The cost of the transit center is based on an update of an estimate that was originally included in the Lake Transit Hub Location Plan. The updated estimate is based on current costs so inflation factors for construction and consultants, 4% and 2%, respectively, was applied to project costs for implementation in 2022. The funds for workforce development are based on an estimate from the local college. The cost of the hydrogen buses is based on the recently approved State of California Department of General Services contract and includes an annual inflation factor of 5% for 2 years. The funds for the hydrogen infrastructure and maintenance shop retrofit are based on figures found in the CALSTART 2016 Consultant Report and FTA Report No. 0003 (Oct 2011), respectively. The cost of the launch marketing is based on estimated figures from of a previous LTA marketing campaign.

Annual operating costs for the expanded service are projected to be \$255,698. See the following operating cost summary:

Budget Item	ESTIMATED ANNUAL OPERATING COSTS		
	Expanded Route 30	Expanded Route 40	Total
Contract Hourly Cost	\$ 42,560	\$ 53,200	\$ 95,760
Contract Monthly Cost	\$ 30,730	\$ 38,413	\$ 69,143
Fuel	\$ 28,373	\$ 62,421	\$ 90,795
	\$ 101,663	\$ 154,034	\$ 255,697

Table 3: Estimated Annual Operating Costs

### Budget Justification

The project budget was developed using current cost estimates for equipment and operations. Backup material is included in the attached LTA TIRCP Budget.xlsx. The budget includes side notes explaining and justifying each line item.

### **Source Funding**

As a small rural agency, Lake Transit Authority (LTA) has limited funding for capital improvements. To date, LTA has allocated \$200,000 in Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds towards the purchase of the property necessary to construct the transit center. LTA is currently in negotiations with the County of Lake to purchase the parcel. The County intends to sell the property, valued at approximately \$300,000, to LTA at a below-market cost of \$150,000, equating to an “in-kind” donation of \$150,000 to the project.

In addition to the PTMISEA funds, LTA has committed Transit Development Act (TDA) funds, fare revenue from the new service, advertising funds, and future LCTOP funds towards the operation of the new service.

### **TIRCP Funds Requested**

Lake Transit Authority is requesting \$12,994,264 in TIRCP funds to complete the North State Intercity Bus System – Lake County Interregional Transit Center.

**Network Integration Funding:** N/A

### **Eligibility**

Lake Transit Authority (LTA) is an eligible candidate per the TIRCP Guidelines as a Joint Powers Authority (JPA) made up of the three member agencies: the County of Lake, the City of Lakeport, and the City of Clearlake. It is the regional transit agency for Lake County, providing services throughout the region, as well as operating connecting routes to intercity and regional bus services in Napa and Mendocino counties.

### **Project Benefits**

#### *Project Summary*

Lake Transit provides public transit service throughout the Lake County region including its two incorporated cities (Clearlake and Lakeport), unincorporated communities, and further connections to Napa and Mendocino counties. Currently, the primary transfer site for several routes is located within the City of Clearlake along a straight curb in a large commercial parking lot, creating congestion and delays with boarding and alighting schedules. This existing status is responsible for a number of barriers and inefficiencies affecting current and future ridership growth, the general image of the system, and the overall effectiveness of transit operations in the region.

The proposed project involves planning and construction of a transformative transit hub in the economically disadvantaged rural region of Lake County. The new facility would alleviate the above noted problems, reducing delays and associated idling times, while making for a safer and more attractive location overall. Included as part of the project are a number of components focused on greenhouse gas (GHG) reduction. These additional features are intended as a pilot program for rural regions to provide state-of-the-art mobility for low-income and generally underserved populations. They include linkages to large urban areas (e.g. Sacramento, San Francisco Bay Area) and an expansion of out-of-County NEMT services, as well as other interregional travel options such as rail and airports.

### *Project Components*

The proposed project is made up of the following components:

1. Transit Center- Construction of the Lake County Interregional Transit Center would be the realization of a long-planned capital improvement for Lake Transit Authority that first appeared in planning documents in 2015 with the local adoption of the Coordinated Public Transit-Human Services Transportation Plan. Discussion of the concept was also found in subsequent documents, with a Lake Transit Hub Location Plan prepared in 2017 to determine the preferred location within the City of Clearlake. Lake Transit Authority is currently in negotiations to acquire the County-owned property for development (see attached County resolution), which is expected to be finalized within the coming months.

According to the Lake Transit Hub Location Plan, “[a]s a whole, a transit system has three functions requiring facilities: a facility for passengers, a facility for transit bus maintenance and storage, and a facility for administration and operations.” The latter two facilities were established in a single location approximately 1.5 miles of the proposed transit hub site in the unincorporated community of Lower Lake. The site plan for the new transit center would be located on a corner lot and triangular in shape and would contain the following features:

- It would consist of three sawtooth bus bays along the northern (South Center Drive) side, two straight bays on the eastern (Dam Road Extension) side, and three sawtooth bays along the diagonal. The diagonal driveway would be one-way in a northwesterly direction, with space for a Dial-A-Ride or NEMT shuttle vehicle along the plaza. All of the bus bays could accommodate a 40-foot bus.
- Structures on-site consist of a one-story transit center (with pedestrian waiting areas, restrooms, and offices). Within this building, the waiting area would be on the south side (both to provide passengers with a view of arriving buses and to take advantage of natural sunlight) and the offices/restrooms on the north side. In addition, a roofed but unwallled breezeway area would extend to the west providing shade and scattered seating beneath. Solar panels will be installed on south-facing pitched rooftops. Eight bike lockers will be provided on the north side of the breezeway.
- Three electric bus charging bays will be located directly southwest of the diagonal driveway portion of the site marked for “buses only,” with a one-way entrance/exit directed towards the regular northwesterly egress onto South Center Drive.
- Auto parking is provided in a separate parking lot south of the bus charging infrastructure with two-way auto access onto Dam Road Extension. A total of 19 spots are included to be used for employees or park-and-ride. Four of the 19 spots will be available for EV charging along with one designated disabled spot.
- The site is designed to provide good pedestrian crosswalks at the northwest and northeast corners (to the Mental Health Department and the hospital), and also at the southeast corner (to access the community college and Wal-Mart). To enhance the pedestrian conditions at the northeast corner, the design would formalize the current large-radius

curve between South Center Drive and Dam Road Extension. While the intersection would still serve all types of vehicles, this would slow traffic speeds and enhance pedestrian safety.

- Landscaping will be developed in the remaining southerly portion of the site with trees, grass and bench areas throughout.

Figure 3



2. Zero-Emission Fleet and Charging/Fueling Infrastructure- Construction of the transit center will satisfy an important pre-condition necessary for expansion of the system. The second focus of this funding request is to facilitate such an expansion with the addition of a zero-emissions fleet of buses. Ultimately, the goal is to link the Interstate 5 and Highway 101 corridors allowing rural access to further transportation connections and services in urban areas such as Sacramento, Santa Rosa and the Bay Area. This will be made possible by the following project components:

a) On-site Electric Charging Infrastructure- As noted, Lake Transit Authority is coordinating with the Shasta Regional Transportation Agency (SRTA), which is in the process of implementing its North State Intercity Bus System project with funding from a 2018 TIRCP grant award. The North State project will connect rural regions of a number of northern California counties with Sacramento, providing access to its extensive transportation networks and other services, including airports, passenger rail and medical facilities. SRTA is currently working on a new application for the current 2020 TIRCP cycle that includes plans to utilize older zero-emission buses purchased with 2018 TIRCP funds for a Lake County feeder route, connecting LTA (ideally at the proposed new transit hub in the City of Clearlake) with the North State Intercity Bus System.

To accommodate the electric buses and connection to the North State Intercity Bus System, electric bus charging infrastructure is proposed as part of the transit center design (see Figure 3). These facilities will enable the North State buses to recharge and return to the Williams connection where the transit services will access Sacramento (or Redding and other destinations to the north) on the Interstate 5 corridor. Additional transportation options, such as the Sacramento International Airport, the Capitol Corridor Train, or the eventual Phase 2 North System (Merced to Sacramento) of the State High Speed Rail project, will also be available through the North State Intercity Bus System.

b) Hydrogen Buses and Off-site Fueling- Lake Transit is seeking funding to purchase four hydrogen buses and associated fueling infrastructure. Currently, the LTA fleet is powered only by gasoline and diesel. Alternative fuel options for LTA were evaluated in a 2015 “Lake County Transit Energy Use Reduction Plan,” in which fuel sources such as biodiesel, renewable diesel, natural gas, propane and electricity were examined. While hydrogen technology was not included in the analysis, there are clear environmental benefits to its use over carbon-based sources, and long-term operational uncertainties associated with others. Electric powered buses are also considered in another facet of this project (see above). For purposes of extending LTA service to Santa Rosa, hydrogen technology was considered the preferred option given its advantage over electric with respect to range, fueling time and overall horsepower for the longer trips over often hilly terrain.

Fueling infrastructure for the new buses would be located off-site of the proposed transit center at LTA’s Operations and Maintenance facilities in Lower Lake. This was considered an appropriate location given its relatively close proximity (1.5 miles) to the Clearlake site. Also, given the potential safety and security issues associated with the hydrogen fueling equipment, the Operations and Maintenance site is the logical choice. There is ample area to address setback requirements and less public access to help protect against potential hazards or vandalism.

The expanded fleet will enable LTA to offer extended service to out-of-County destinations, further linking the Lake Transit system to the Highway 101 corridor. Currently, LTA offers intercity service to Ukiah (Mendocino County) and Calistoga (Napa County). The proposed additions to the fleet will provide zero-emission service via Ukiah to the Charles M. Schulz–Sonoma County Airport (approximately seven miles northwest of downtown Santa Rosa). Passengers would also be able to access the Sonoma County Airport Express from there, which can reach further destinations such as Santa Rosa, Rohnert Park and Petaluma, as well as both Oakland and San Francisco International airports. A second extended line that will be made possible by the expanded fleet will be via Calistoga to the Santa Rosa Bus Terminal in downtown Santa Rosa. This in turn would provide Golden Gate Transit access to connections such as Rohnert Park, Novato, San Rafael, and BART in the Bay Area.

b.i) Electric Buses and Off-site Charging- This subsection is intended as an alternative to the above request under 2b. Lake Transit believes that hydrogen fueled vehicles would be superior to other types of zero-emission options as they would offer longer ranges and provide allow for more seamless connection services to the proposed expanded system. However, in the event that hydrogen technology is not viable for the project, LTA would instead seek funding for four electric buses to provide a partial version of what was originally planned. The extended route from Calistoga to Santa Rosa would remain unaffected based on the current battery capabilities allowing for a round trip route in that direction. Extension of the northerly route from Ukiah to the Sonoma County Airport would need to be shortened for that same reason. What could be provided would be round trip service to Ukiah (as currently exists, although with the use of a battery powered bus). LTA would then seek to coordinate with Mendocino Transit Authority (MTA) to synchronize its current service to Santa Rosa to incorporate stops at the airport. Charging infrastructure at the proposed transit center would remain the same. Funding for the addition of charging infrastructure at the LTA Operations and Maintenance facility would also be sought in this alternative.

Figure 4



### Reduction in Greenhouse Gas (GHG) Emissions

All components of this project will reduce Green House Gas (GHG) emissions in some way. The new transit center will be a transformative addition to the transit system in Lake County. It will make the user experience safer and more efficient and improve the overall image of the transit system, resulting in an increase in ridership across the system. An increase in ridership will decrease the number of single-occupancy vehicle trips, leading to a reduction in Vehicle Miles Traveled (VMT). The transit center will also be equipped with solar panels, reducing the building's dependency on the electrical grid.

The addition of alternative fuel vehicles to the Lake Transit Authority fleet will reduce the system's dependency on fossil fuels, producing a direct reduction in GHG emissions. These buses will also be used in the system's expanded service. The expanded service will increase

ridership by providing access to additional places of employment, medical care, education, and entertainment.

Using CARB's Benefits Calculator Tool for the Transit and Intercity Rail Capital Program, the total GHG emissions reductions for the North State Intercity Bus System- Lake County Interregional Transit Center is projected to be 14,239 MTCO<sub>2e</sub> over the lifespan of the project.

Below are the inputs and assumptions that were made when calculating GHG reductions:

- Per FTA Circular 5010.1D, the useful life for the new transit center is 40years.
- Ridership data that was used to calculate the reduction in GHG emissions for Component 1 was based on actual ridership from FY 18/19 and a projected 0.5% annual growth in ridership.
- Ridership data that was used to calculate the reduction in GHG emissions for Component 2 was based on two factors: 1) actual ridership from FY 18/19 and projected annual growth in ridership rates of 0.5% and 2.0%, for Routes 3 and 7 respectively; 2) an initial expected growth in ridership of 5% resulting from the expanded service
- Ridership data that was used to calculate the reduction in GHG emissions for Component 3 was based on two factors: 1) actual ridership from FY 18/19 and a projected annual growth in ridership rate of 0.5%; 2) an initial expected growth in ridership of 5% resulting from the expanded service
- The estimated annual rates of increased ridership are based on historical system data.
- The Length of Average Trip for all components is based on data from the 2015 LTA Transit Development Plan
- The VMT data that was used is based on actual mileage from FY 18/19 for the existing service combined with the estimated mileage for the expanded service.

Based on the inputs and assumptions above, the GHG emission reductions from Component 1 are projected to be 13,445 MTCO<sub>2e</sub>. TIRCP cost per MTCO<sub>2e</sub> is projected to be \$367. GHG emission reductions from Component 2 are projected to be 794 MTCO<sub>2e</sub>. TIRCP cost per MTCO<sub>2e</sub> is projected to be \$10,777. Alternatively, should CalSTA choose to go with Component 3 instead of Component 2, the GHG reductions would be projected to be 3,565 MTCO<sub>2e</sub> with a TIRCP cost of \$1,163 per MTCO<sub>2e</sub>.

Due to its rural location, the North State Intercity Bus System – Lake County Interregional Transit Center will not achieve the same level of GHG reductions as projects serving large urban areas. Although the expanded service is estimated to have relatively low ridership over large distances, the socioeconomic benefits of providing these transit connections to urbanized areas must be considered as well.

### **Increased Ridership through Expanded & Improved Transit Service**

The new transit center will be a vast improvement to the transit system in Lake County. It will make the safer, more efficient, and more dependable while improving the image of the transit system, leading to an increase in ridership across the system. Expanding service on two intercity routes will increase ridership by providing access to additional places of employment, medical care, education, and entertainment.

To estimate the increase in ridership caused by this project, some assumptions had to be made based on historical system data. Due to ridership data varying over the last several years from increases/reductions in service, economic factors, and natural disasters (catastrophic wildfire seasons spanning 2015 through 2019, in particular), project growth percentages used to calculate increased ridership were conservative. The idea behind using a smaller percentage is that it would account for the ebbs and flows of ridership in the future, regardless of external influences on the system.

The projected ridership is based on FY 2018/19 data. Construction of the transit center will increase ridership across the entire system while the expanded service will increase ridership on the specific routes that are to be expanded. The system ridership as well as the expanded service on Route 30 (Upper Lake – Clearlake – Calistoga – Santa Rosa) are based on a 0.5% annual growth rate. The estimated annual growth rate for the Route 40 (Clearlake – Ukiah – Santa Rosa) expansion is 2.0%. An assumption that was made is an initial 5% increase in ridership when the service goes live 2023 due to the new destinations available through the expanded service. Below is the projected ridership for both components:

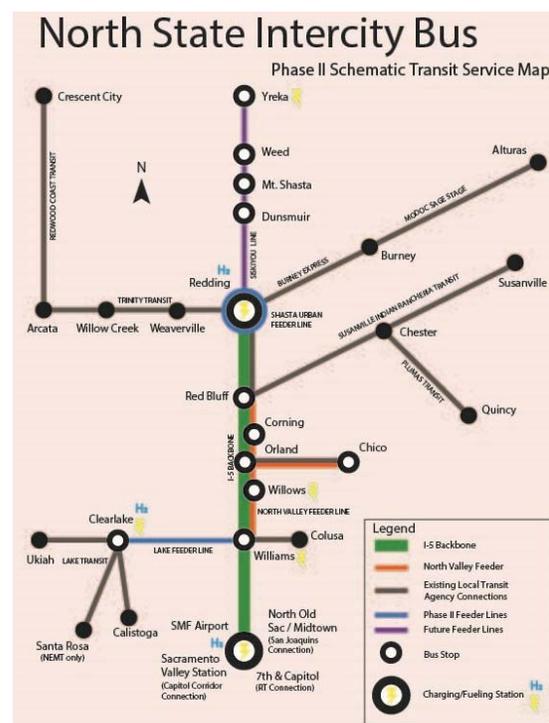
Increased Ridership			
	Transit Center	Expanded Service	
		Route 30	Route 40
Existing Ridership	311,240	16,262	13,119
Projected 2023 Ridership	317,512	17,419	14,910
Projected 2035 Ridership	-	18,494	18,910
Projected 2063 Ridership	387,616	-	-

Table 4: Increased Ridership

### Integration with Other Systems & Modes of Transportation

The proposed project would entail a marked improvement over the region’s existing transit system accessibility, circulation and interregional connectivity. While it would include a number of transformative features, one of the most prominent would be in providing Lake County residents with new or expanded connections to urban regions within the State. The transit hub is intended to serve as a centralized “node” for local rural transit system uses, as well as a linkage to larger metropolitan areas, increasing opportunities for rural access to airports and passenger rail service, as well as a number of other services that are locally unavailable. Increased connectivity can be realized in the following areas:

Figure 5



### *North State Intercity Bus System*

In 2018, the Shasta Regional Transportation Agency (SRTA) was awarded a TIRCP grant to fund a new all electric intercity bus service between Redding and Sacramento. Known as the North State Intercity Bus System, the service will offer four inter-connected round trips per day and is designed as a green, affordable transportation option for its users. The project was initially intended to coordinate with several feeder routes from other rural transit systems in the North State region, including Lake Transit, connecting a larger area of the North State to passenger rail and other intercity bus connections in Sacramento. However, not all components of the original grant request were able to receive funding and the Lake Transit feeder line was omitted at that time as a result.

For the current 2020 TIRCP cycle, SRTA plans to utilize older zero-emission buses purchased with 2018 TIRCP funds to integrate the Lake County feeder routes, connecting the North State Intercity Bus System to Lake County. The extended service would complement the LTA proposal coordinating schedules for users to access the Lake County region and further west to the Highway 101 corridor. As a result of this collaboration, local users of the Lake Transit system will have access to a number of urban services in Sacramento as well as the Sacramento International Airport, the Capitol Corridor passenger train, and eventually the “Phase 2” expansion of the high-speed system.

### *Expanded Intercity Routes*

The expansion of the LTA fleet with zero-emission buses (preferably hydrogen) will enable LTA to offer extended service to out-of-County destinations, further linking the Lake Transit system to the Highway 101 corridor. Currently, LTA offers intercity service to Ukiah (Mendocino County) and Calistoga (Napa County). The proposed additions to the fleet will provide zero-emission service via Ukiah to the Charles M. Schulz–Sonoma County Airport (approximately seven miles northwest of downtown Santa Rosa). Passengers would also be able to access the Sonoma County Airport Express from there, which can reach further destinations such as Santa Rosa, Rohnert Park and Petaluma, as well as both Oakland and San Francisco International airports. A second extended line that will be made possible by the expanded fleet will be via Calistoga to the Santa Rosa Bus Terminal in downtown Santa Rosa. This in turn would provide Golden Gate Transit access to connections such as Rohnert Park, Novato, San Rafael, and BART in the Bay Area.

### *Non-Emergency Medical Transportation (NEMT)*

Lake Transit has a close working relationship with the regional Consolidated Transportation Services Agency (CTSA), known as Lake Links, which has recently embarked on providing out-of-county Non-Emergency Medical Transportation (NEMT) services to areas such as Santa Rosa (Sonoma County) and Ukiah/Willits (Mendocino County). The service satisfies a longstanding “unmet need” for the region, which the LTA/Lake Links partnership hopes to expand with the use of the proposed transit center acting as a uniform point of origin for both regional and out-of-County trips. The goal of the CTSA is to extend the service area to reach Sacramento and Bay Area locations for those in need of transportation for critical (but often difficult to access) medical appointments and specialized treatments.

## **Improved Safety**

The new transit hub facility is expected to improve safety for users of the system in several ways. The following discussion is separated into potential areas of concern that would be addressed by the project.

### *Pedestrian Safety*

The current transfer point is located along a straight curb in a large commercial parking lot. It is situated in a major commercial center adjacent to a Big 5 retail establishment with other surrounding commercial uses including Walmart and fast food restaurants. Additional transit generating facilities such as Adventist Health Hospital, County Behavioral Health offices, Lake County Superior Courthouse, and Yuba Community College, are also in close proximity. Yuba Community College is located on the opposite end of the busy Walmart parking lot, which increases the potential for conflict between bus commuting students and Walmart customer vehicles or delivery trucks. Likewise, the hospital, County services and courthouse are located across the parking lot, and while sidewalk exist, the shortest distance through the lot is the commonly used pedestrian route.

The current situation is most challenging to seniors and those with disabilities seeking services at the County Behavioral Health offices, or Adventist Health Hospital, who would need to cover the approximately one-third to one-half mile to reach these destinations. Seniors and disabled persons comprise a disproportionate share of Lake County's population when compared with the State as a whole. Recent data from the U.S. Census estimates approximately 22.7% of the County is aged 65 and over (compared to 14.3% statewide) and 13.9% of those under 65 with some type of disability (6.8% statewide). These are among the most impacted by the current situation. Below are pictures of the existing transfer center:





Figure 6



The proposed location for the new transit center would provide better access to each of the above described transit generators. Behavioral Health and the County courthouse is located directly north across South Center Drive with Adventist Health just to the north of those buildings. The college campus is located across Dam Road Extension directly east of the of the proposed site (see Figure 2). The new site would drastically reduce the potential for pedestrian/traffic conflicts, while also allowing for much more convenient access to the noted destinations.

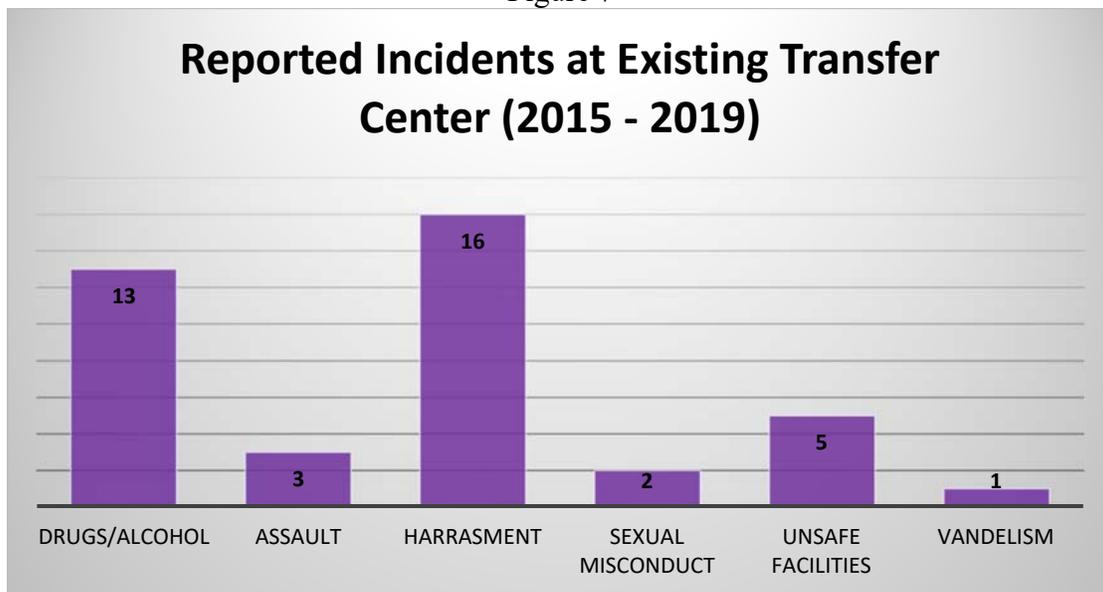
#### *Accessibility*

The proposed transit center facility will be designed with circulation patterns and improvements that are compliant with Americans with Disabilities Act (ADA) regulations including parking areas, pedestrian crossings, and sidewalks. Design of the facility will require review and compliance of appropriate site distance criteria as implemented by the local planning and building permit authorities prior to issuance of building permits to ensure safe turning movements that reduce the potential for vehicle collisions and provide safe pedestrian crossings. Additional circulation features with respect to the on-site electric charging stations will be included in the design, as will associated security lighting where necessary. All off-site development of the hydrogen fueling infrastructure will undergo the same review requirements to address any circulation or security issues.

### *Crime and General Security*

The existing site is located adjacent to a brush-covered hillside which has become an encampment for homeless residents. Because of the proximity to this area and the cover provided by vegetation, it is not unusual for illegal activities such as drug transactions to occur near the transfer point. The existing location and its surrounding environs add to the potential for confrontations with passengers. Situated at the end of a large parking lot cul-de-sac, it is relatively difficult for law enforcement to keep an eye on the facility. Over time, there have been an abundance of incident reports showing the transfer site being the location of fights, passenger and driver harassment, loitering, drinking, drug deals and graffiti. Additionally, given the several busy commercial establishments surrounding this site (with the associated sources of customer money), panhandling is common to the area. Figure 7 below provides a tabulation of the types of incidents recorded in recent years:

Figure 7



The new transit center would be more centrally located, nearer to the transit generating services noted above, and removed from the homeless camps on the adjacent vacant lands. Given its corner location and surrounding traffic circulation, the proposed transit center would also be highly visible for law enforcement vehicles patrolling the area. Finally, potential security features such as area cameras and daytime supervision would be a further deterrent acting to reduce possible crime or other nuisances.

### **Non-Quantifiable Vehicle Miles Traveled (VMT)/Green House Gas (GHG) Reductions**

#### ***Growth in Ridership & Reduction in Vehicle Miles Traveled/GHG Emissions***

There are aspects of this project that will increase transit ridership and/or reduce vehicle miles traveled. Unfortunately, the benefits of these components weren't captured in CARB's quantification tool.

A critical piece of this project is the installation of the fueling infrastructure for the new buses. Without this necessary component, LTA would be unable to put the buses into service and expand service. The fueling infrastructure also allows LTA to purchase more zero-emission buses (ZEBs) in the future. As rolling stock turns over, these ZEBs will replace gasoline and diesel buses, decreasing LTA's dependence on fossil fuels and reducing the Green House Gas emissions of the fleet.

Another aspect of this project whose benefit wasn't captured in the quantification tool was the funds for LTA's marketing campaign when the new transit center is built and the expanded service is launched. A key part of increasing ridership is informing the community of new services and improvements to the system. These marketing funds will allow LTA to do outreach around the county, 80% of which is considered low-income under AB 1550. A successful marketing campaign will increase ridership, reducing miles traveled by single occupancy vehicles.

#### *Attractiveness of Transit-Served Area*

The proposed transit center will be sited in an area that is within a half mile of one of the City of Clearlake's primary residential neighborhoods (see Figure 8 below). Known as "the Avenues," this area will have easy access to the new transit hub via a recently constructed road connecting Dam Road Extension (project area) to 18<sup>th</sup> Avenue (the southernmost of the residential "Avenues" region). A "Pedestrian Facilities Needs Inventory Study" was also completed within the past month identifying a priority need for a sidewalk project along the newly constructed connection. Once a suitable funding source for that project can be secured (likely through a mechanism such as the Active Transportation Program (ATP)), the construction of a sidewalk in this area will further improve walking access to the new transit center. As it stands, construction of the new connection road links the Avenues to shopping and services that previously required automobile trips to reach.

In addition to these residential neighborhoods, officials from the City of Clearlake, the County of Lake and the State of California are currently in discussions to complete a property exchange in which the State will acquire vacant land adjacent to the Avenues (within one half mile of the proposed transit center). The State plans to then develop the property for Veteran Housing, Senior Housing, affordable housing, or another similar type of high-density housing development (see letter of support [Section 4, page 63] from County District 2 Supervisor, dated January 15). This type of Transit Oriented Development (TOD) will further help to encourage ridership at the proposed transit center

Figure 8



Local housing policies are also aligned with State goals to promote high-density residential and/or transit friendly development. Allowances relevant to residential uses near the location of the proposed transit center are listed as follows:

- Chapter 18-5.2 of the Clearlake Zoning Code includes Density Bonus regulations that comply with State Density Bonus Law.
- The City exceeds the 150% Regional Housing Needs Allocation (RHNA) threshold for the 6th Cycle (2019-27) for lower-income units. The RHNA and lower income units is 162 units. 150% of this would be equivalent to 243 units. The City's Housing Element identifies that the City has the ability to provide 479 higher density units which would qualify for this and exceeds this 150% target. In addition, the City has additional capacity to provide further lower income units with the allowance of Accessory Dwelling Units. Finally, the neighborhoods include a large number of vacant lots that market for \$3,000 or less that can accommodate manufactured housing units. This also has the potential to be an excellent source of lower income housing units.
- The City is in the process of updating its Zoning Code, which will address "streamlining" issues raised in statutes such as Government Code section 65913.4 (SB 35-Streamlined Ministerial Approval Process); Government Code section 65650 (AB 2162-Permanent Supportive Housing); and Government Code section 65662 (AB 101-Low Barrier

Navigation Centers). Adoption of the new Zoning Code is anticipated within the next 90 days.

- The General Plan, which was comprehensively updated in 2017, includes an EIR that continues to be used to streamline environmental approvals of multifamily residential and mixed-use development projects. Projects may tier off the General Plan EIR to help facilitate the environmental review process.
- Local parking regulations in the City of Clearlake were amended to accommodate State Density Bonus Law when they were amended in 2016. In addition, the Zoning Code is currently being amended to further reduce parking requirements for affordable housing projects per several recent State housing laws.
- The City has 134 acres zoned R-3, High Density Residential Zone that provides a density range of up to 25 units per acre (the State's Default Density Requirement for the City is 15 units per acre). This essentially is the City's overlay zone to address the regional housing needs allocation. The State Department of Housing and Community Development calculates a density of 80% of the maximum density for the R-3, which results in 20 units per acre, far in excess of the State's default density standard. Many multiple family housing projects in Clearlake far exceed the default density standard.
- The City's Housing Element includes a program/policy to allow the inclusion of lower income housing. While it is not considered an inclusionary housing program, Housing Element Program H4.10, is very similar, stating: "The City shall amend the Zoning Code to comply with California Government Code Section 65583.2(c) to allow residential uses by right for housing developments which at least 20 percent of the units are affordable to lower income households on vacant sites that were identified in the two previous housing elements as referenced in Table 8.39 of this Housing Element."
- The City's Housing Element Program H6.5 provides a displacement program for mobile home parks as follows: "Many of the mobile home parks in Clearlake are substandard and do not provide safe affordable housing. The City will meet with mobile home park owners (as requested and to the extent that the City has financial capacity) to discuss long-term goals for their properties and the condition of park infrastructure and buildings, the condition of mobile homes located in the park, parcel size, accessibility to services, and surrounding land uses. For those parks that are feasible to preserve, the City will consider (1) providing information to park owners on state and federal programs, and/or (2) providing referrals to nonprofit organizations who can assist in preparing funding requests. The City will also encourage the mobile home parks with serious problems to convert to another use. The City shall require the owners to provide relocation or other assistance to mitigate the displacement of park residents in accordance with Government Code Section 65863.7."

Overall, the location of the new transit center will promote transit use for the City, combining a mix of land uses appropriate to the community and region it will serve.

### ***Strengthening of the Existing System***

The proposed location of the transit center combined with the new interregional service is expected to lead to increased ridership as well as expanded use of the transit system. The image of the system will be greatly increased with the construction of the new facility and the relocation of the transfer point to a more secure and accessible site. This will result in an

improved transit experience for current users, including many seniors who have not felt safe at the existing transfer point in the commercial parking lot adjacent to areas of homeless encampments. Expanded service from linkages to the North State Intercity Bus System will also introduce new passengers from out of the region wishing to utilize the connection between the Interstate 5 and Highway 101 corridors.

Furthermore, the project will allow for future increases in capacity. The existing transfer point limits the number of buses and passengers which can be safely and efficiently accommodated at one time. Amenities currently consist of three large bus shelters, which have inadequate capacity to accommodate peak loads. The transfer site overall has capacity for up to three buses at a time. However, there are currently up to six buses scheduled to be at the stop at one time, resulting in buses stretching along the access drive, with passengers loading/unloading along the shoulder. This also results in delays, further damaging the image of the system.

### ***Integration Across Systems and Modes of Transportation***

One of the primary goals of the proposed project is to become connected with the North State Intercity Bus System operated by the Shasta Regional Transportation Agency (SRTA). As noted above (see “Integration with Other Systems and Modes of Transportation”), SRTA plans to utilize older zero-emission buses purchased with 2018 TIRCP funds to integrate the Lake County feeder routes, connecting the North State Intercity Bus System to Lake County. The extended service would complement the LTA proposal coordinating schedules for users to access the Lake County region and further west to the Highway 101 corridor. As a result of this collaboration, local users of the Lake Transit system will have access to a number of urban services in Sacramento as well as the Sacramento International Airport, the Capitol Corridor passenger train, and eventually the “Phase 2” expansion of the high-speed system.

Also, as discussed above, the expansion of the LTA fleet with zero-emission buses (preferably hydrogen) will enable LTA to offer extended service to out-of-County destinations, further linking the Lake Transit system to the Highway 101 corridor. Currently, LTA offers intercity service to Ukiah (Mendocino County) and Calistoga (Napa County). The proposed additions to the fleet will provide zero-emission service via Ukiah to the Charles M. Schulz–Sonoma County Airport (approximately seven miles northwest of downtown Santa Rosa). Passengers would also be able to access the Sonoma County Airport Express from there, which can reach further destinations such as Santa Rosa, Rohnert Park and Petaluma, as well as both Oakland and San Francisco International airports. A second extended line that will be made possible by the expanded fleet will be via Calistoga to the Santa Rosa Bus Terminal in downtown Santa Rosa. This in turn would provide Golden Gate Transit access to connections such as Rohnert Park, Novato, San Rafael, and BART in the Bay Area.

### ***Investment in Clean Technology***

As provided by the United States Environmental Protection Agency (EPA), the goal of Clean Vehicle (Automotive) Technology is to increase fuel efficiency, reduce regulated criteria emissions such as nitrogen oxides (NOx) and particulate matter (PM), and cut greenhouse gas emissions by focusing on technologies that are clean, efficient and cost-effective for both the consumer and manufacturer. In concert with the same goals, the U.S. Department of Energy’s Vehicle Technologies Office, development of clean vehicle technologies will enable America to

use less petroleum. These technologies include advanced batteries and electric drive systems, lightweight materials, advanced combustion engines, alternative fuels, as well as energy efficient mobility systems.

An integral part of the proposed project is to employ zero-emission buses to expand interregional service over State Route 20 connecting the Interstate 5 and Highway 101 corridors. This project will incorporate electric charging infrastructure into the design of the transit center to help power feeder buses from the North State Intercity Bus System. It also proposes to utilize hydrogen fuel technology to provide further service from Lake County to Santa Rosa, with corresponding infrastructure to be developed at Lake Transit Authority's Operations and Maintenance facility.

### ***Promoting Active Transportation***

Transit projects normally encourage active transportation by locating facilities near community centers, providing convenient access to shopping areas, civic/institutional uses or social services. The proposed transit hub will offer this very type of location surrounded by retail establishments, fast food restaurants, mental health services, a courthouse, a satellite community college and a courthouse each within a quarter-mile radius.

The proposed site is also within a half-mile of one of the City of Clearlake's primary residential neighborhoods. Known as "the Avenues," this area will have easy access to the new transit hub via a recently constructed road connecting Dam Road Extension to 18<sup>th</sup> Avenue (the southernmost of the residential "Avenues" region). Approximately one third of the City's population lives within this area. A "Pedestrian Facilities Needs Inventory Study" was completed within the past month identifying the priority need for a sidewalk project along the newly constructed connection. Once a suitable funding source for that project can be secured (likely through a mechanism such as the Active Transportation Program (ATP)), the construction of the sidewalk will further improve walking access to the new hub. As it stands, construction of the new connection road links the Avenues to shopping and services that previous required automobile trips to reach.

ATP funding was already used in recent years to provide bike lanes through the above described Avenues. Bike lanes will be proposed in and around the site pursuant to the region's Active Transportation Plan. The transit center will be designed to include bike lockers allowing easy access for cyclists and all of the vehicles included in this project are proposed to be equipped with bike racks. Overall, the location and general features of the project will provide the means for making "first and last mile" connections to local or intercity destinations using active modes of transportation.

### ***Improving Public Health***

This project promises better health for residents and visitors to California. First, the reduction in emissions by utilizing renewable energy sources and electric vehicles has been proven to improve air quality. The by-product of improved air quality is a healthier society with reduced incidents of lung disease and other respiratory illnesses. Additionally, many low-income Lake County residents need affordable travel options to health care providers in Santa Rosa, Sacramento and the Bay Area.

Exposure of particulate pollutants, especially PM2.5, has been linked to increased risk for adverse health effects including premature death in older adults with heart or lung diseases and reduced lung growth in children. Short term exposure has been linked to premature death, cardiovascular disease and chronic obstructive disease and asthma. By reducing emissions sources such as automobiles, incidents of these associated health problems can also be reduced. The impacts of reducing pollution levels to targets identified by the California Air Resources Board would include:

- 7,200 reduced premature deaths annually
- 1,900 reduced hospital visits annually
- 5,200 emergency room visits annually

According to the 2019 County Health Profile, the County of Lake ranks near the bottom of several relevant categories in these areas including chronic lower respiratory disease (57<sup>th</sup> out of 58), coronary heart disease (45<sup>th</sup>), and lung cancer (57<sup>th</sup>). Other public health concerns that would be addressed by the project include a reduction in obesity and diabetes rates amongst populations utilizing the bus system.

Adequate Non-Emergency Medical Transportation (NEMT) is another longstanding need in Lake County. The project would include collaboration between the region’s Consolidated Services Transportation Agency (CTSA), Lake Links, to utilize the transit center for local and out-of-County NEMT trips for seniors, low-income residents and persons with disabilities for medical appointments and other healthcare services.

Finally, linking to the North State Intercity Bus System and other communities on the Highway 101 corridor will provide transportation for recreational users to travel from urban areas to Lake County for hiking, mountain biking, and other healthy outdoor activities. Each vehicle is equipped with bicycle racks to encourage recreational travel as well as active transportation access to and from the transit service.

Air Quality improvements associated with the project include a reduction in Vehicle Miles Traveled (VMT) and GHG emissions by 14,239 MTCO2e over the lifespan of the project. Pollutants effecting air quality that will be reduced from the project include reactive organic gas (ROG), Nitrogen Oxides (NOx), particulate matter with diameters that are 2.5 micrometers and smaller (PM2.5) and diesel particulate matter (DPM). Quantifiable components of these pollutant reductions for the proposed project are shown in the table below.

	Project Components			
	1. Transit Center	2. Hydrogen Buses	3. Electric Buses	Total
ROG	1,085	128	85	1,298
NOx	5,136	937	689	6,762
PM2.5	4,511	147	107	4,765
Diesel PM	7	0	0	7

Table 5: Reduction of air pollutants

### **Benefit to Priority Populations**

The California Department of Finance estimated Lake County's population at 65,071 as of January 1, 2019. This includes a population of 45,437 within the unincorporated area of the County, 4,806 within the City of Lakeport, and 14,828 within the City of Clearlake. Overall, the Lake County region ranks among the poorest in the State (an article in USA Today, dated January 25, 2019, lists Lake County as the 5<sup>th</sup> poorest in the country- see attached article under Section 4, Support Documentation). According to definitions under Assembly Bill (AB) 1550, a "low-income community" is characterized as having a median household income (MHI) equal to or less than 80% of the statewide average. Twelve of the 15 census tracts for the County, including the transit center project location in Clearlake, are considered low-income under this definition. While Lake County is not a non-attainment region with respect to air quality (and therefore is not "disadvantaged" under CalEnviroScreen criteria), it should be noted that five successive years of catastrophic wildfires has severely impacted air quality in the region during the summer and early fall months of 2015 through 2019.

In addition to general low-income status, Lake County's population is characterized by a disproportionate number of seniors and disabled persons when compared to the State as a whole. Recent data from the U.S. Census estimates approximately 22.7% of the County is aged 65 and over (compared to 14.3% statewide) and 13.9% of those under 65 with some type of disability (6.8% statewide).

The proposed new transit center will benefit those using the existing transfer site by providing a safer and more conveniently sited location from which to access transit services. Further, connecting to the North State Intercity Bus Service will allow residents of low-income communities greater access to resources outside of their county of residence, as would the expansion of LTA service to Santa Rosa and, by extension, the Bay Area.

### *Meaningful Participation from Low-Income Communities*

Several documents were used in determining the need for a new transit center in Clearlake and expanded service to out-of-county areas. Among the most important of these was the 2017 Lake Transit Authority Transfer Hub Location Plan. Others included a Bus Passenger Facilities Plan, Transit Development Plan, Non-Emergency Medical Transportation Plan, and Regional Transportation Plan. The preparation of each of these documents included information gathering efforts such as workshops, charettes or other types of public outreach in formulating a consensus from the public at-large on regional transit needs, with a focus on reaching senior or low-income communities in particular. For example, input gathering events were often advertised and held at senior centers, tribal organization facilities and community events known to include participants of all income levels (e.g. booths at County Fair, City promotional nights, National Night Out events, veterans group gatherings, etc.). Surveys were also used to gauge public sentiment for many of the projects, distributed on social media, public libraries, senior centers and, for recent transit and pedestrian needs projects, on the buses themselves.

Finally, an important means of gathering community input with respect to transit needs is the annual Unmet Needs process. The region's Social Services Transportation Advisory Council (SSTAC) is made up of representatives from a number of public and private social service organizations (e.g. County Behavioral Health, non-profit services for the disabled, Consolidated

Transportation Services Agency, etc.), and is instrumental in developing an annual list of “unmet needs” for those in need of affordable transportation, often for non-emergency medical transportation services.

In general, outreach efforts for most projects focus on low-income or other underserved populations. This stems from the fact that, a) most projects involving transit or transit related services will seek input from the most transit dependent populations, which are often those with limited means, and b) overall, Lake County is among the poorest regions in the State and outreach to populations in the area will automatically include larger percentages of low-income residents.

### **Collaboration Between Intercity Rail Operators**

Criteria not applicable. The project would focus on bus transit system improvements and expansion, and does not include any components featuring passenger rail beyond the potential provision of access to urban centers offering such services.

### **Geographic Equity**

Rural communities such as Lake County are largely underserved when it comes to public transportation, typically as a result of limited funding resources. Despite the relatively small population of the Lake County region (65,071 as of January 1, 2019, per the Department of Finance), it is more of a transit dependent area than many. This is mainly a result of poverty. Lake County is often noted as being the poorest county in the state, with a median household income hovering near \$40,000 in recent years (12 of the County’s 15 census tracts meet the definition of low-income under AB 1550). Residents often can’t afford to maintain or own an automobile and with limited options will rely on public transit out of necessity. Meaningful connections to out-of-County such as Sacramento and the Bay Area are also few and far between. This fragmented population currently has no alternative to driving a personal vehicle for business, personal, recreational, educational or health related trips served by larger urban areas.

In addition, urban residents lack transit connections to Lake County and the affordable, recreational opportunities (e.g. access to Clear Lake, Mendocino National Forest, etc.) offered by the region. Increased tourism from urbanized regions made available by stronger transit connections would be a benefit to Lake County’s foundering economy.

Aside from a recently successful 2018 award for Shasta Regional Transportation Agency’s North State Intercity Bus System, no TIRCP grants have been awarded to rural areas in the northern part of the State.

### **Consistency with the Regional Transportation Plan (RTP)**

The proposed project combines the development and construction of a new regional transit center, expanded intercity transit services, and the use of zero-emission technology buses. It is consistent with several Goal and Policies of the 2017 Lake County Regional Transportation Plan (RTP), which are listed as follows:

- Overarching Issues Objective 3: Reduce Greenhouse Gas Emissions by promoting and facilitating transit use and increasing Active Transportation alternatives
- Overarching Issues Policy 3.1: Support increased frequency/expansion of transit service consistent with the local Unmet Transit Needs process
- Public Transit Object 4: Improve the efficiency of the transit system
- Public Transit Policy 4.1: Reduce greenhouse gas emissions
- Public Transit Policy 4.2: Reduce fuel and utility costs
- Public Transit Objective 5: Support efforts to improve transit service to employment centers, educational institutions, public facilities and medical facilities
- Public Transit Policy 5.1: Promote connectivity and coordination with other transportation services
- Public Policy 5.3: Explore alternatives for increasing intercity connections to locations in other counties and to other transit services
- Public Transit Objective 6: Maximize funding for transit services and facilities
- Public Transit Policy 6.1: Support efforts to obtain funding through public and private funding sources for transit planning and transit services

The transit hub component of the project is also listed on a proposed “Transit Project List” within the Action Plan of the Transit Element of the RTP. Finally, while the Unmet Needs process does not normally consider capital projects for purposes of meeting requirements of the Transportation Development Act (TDA), the transit center project was noted as an unmet “capital” need by the Social Services Transportation Advisory Council (SSTAC) in 2018. The Lake Area Planning Council (Regional Transportation Planning Agency for Lake County) adopted a resolution at that time approving the analysis.

### **Benefits to Freight Movement**

The “Route 20 Principal Arterial Corridor” through the region consists of all but a small portion of State Route 20 (relying on a southerly course around Clear Lake over SR 53 and SR 29, before returning to SR 20). It is identified in the 2015 Interregional Transportation Strategic Plan (ITSP) as part of the North Coast- Northern Nevada, which provides the primary connection between Interstate 5 and Highway 101 north of Sacramento. The ITSP notes that Vehicle Miles Traveled (VMT) for State Routes (SR) 20/SR 29/SR 53 is expected to increase by more than 1.1 million miles by 2040 – a 44 percent increase. The volume in 2040 is expected to exceed 3.2 million miles, with 19 percent truck traffic. As congestion increases on the corridor, the potential for accidents and associated delays increases, negatively affecting the movement of goods between the region and distribution centers in urban areas.

The project would be consistent with the Sustainable Freight Action Plan and the goals of the Draft California Freight Mobility Plan 2020 (CFMP). As part of the North State Intercity Bus System, the proposed project will reduce traffic congestion by replacing automobile trips on the Highway 20 corridor. One of the primary Guiding Principles of the Sustainable Freight Action Plan encourages “local and regional efforts to improve trade facilities and corridors that achieve regional environmental, public health, transportation, and economic objectives consistent with statewide policy goals.” Likewise, goals of the Draft CFMP call for “innovative approaches to optimize integrated network efficiency, improve travel time reliability, and achieve sustainable

congestion reduction.” The North State Intercity Bus System, and LTA’s important role in its expansion, will act to further these aims.

**Supplemental Funding Commitments**

The only non-state source of supplemental funding committed to this project is the in-kind donation of approximately \$150,000 in property value from the County of Lake. In an effort to support this project, the County of Lake is going to sell the necessary property to Lake Transit Authority a price well below market value. This in-kind donation allows LTA to utilize PTMISEA funding to purchase the property as the first step to implementing this project.

**Financial Plan**

All operating funds for the expanded service are currently guaranteed; however, alternate discretionary funding sources will be pursued as appropriate. Appropriate funds for this service include Federal Transit Administration Section 5311(f). The expanded service would not be possible without the capital support for start-up costs provided by the TIRCP program.

<b>Funding</b>	<b>Expanded Route 30</b>	<b>Expanded Route 40</b>	<b>Total</b>
<b>OPERATING REVENUE - COMMITTED</b>			
TDA - Local	\$ 2,083	\$ 56,834	\$ 58,917
Fare Revenue (based on \$20)	\$ 16,580	\$ 14,200	\$ 30,780
Advertising	\$ 18,000	\$ 18,000	\$ 36,000
LCTOP	\$ 65,000	\$ 65,000	\$ 130,000
<b>Total Operating Revenue - Committed</b>	<b>\$ 101,663</b>	<b>\$ 154,034</b>	<b>\$ 255,697</b>
<b>PREFERRED OPERATING REVENUE - UNDER DEVELOPMENT - NOT YET COMMITTED</b>			
5311(f)	\$ 50,832	\$ 77,017	\$ 127,849
Fare Revenue (based on \$20)	\$ 16,580	\$ 14,200	\$ 30,780
Advertising	\$ 18,000	\$ 18,000	\$ 36,000
LCTOP	\$ 16,252	\$ 44,817	\$ 61,069
TDA - Local	\$ -	\$ -	\$ -
<b>Total Operating Revenue - Preferred</b>	<b>\$ 101,663</b>	<b>\$ 154,034</b>	<b>\$ 255,697</b>
<b>Annual Operating Cost</b>	<b>\$ 101,663</b>	<b>\$ 154,034</b>	<b>\$ 255,697</b>

Table 6: Committed and Preferred sources of funds for operation of expanded service

**Useful Life of Project**

Per FTA Circular 5010.1D, the useful life of the new transit center is 40 years and the useful life of the new buses is 12 years. The general consensus in the solar industry is that the solar panels have a useful life of 25 to 30 years.

## **Public Investment Commensurate with Public Investment**

The North State Intercity Bus System – Lake County Interregional Transit Center project does not propose to invest in private infrastructure.

## **Separately Funded Elements**

Lake Transit Authority anticipates using Low Carbon Transit Operations Program (LCTOP) funding to help offset operating costs of the expanded service. Since the LCTOP funding will be used for operating costs, there will be no change to the benefits of this project if funding from that source is not awarded to the project. LCTOP is a regional non-competitive allocation.

## **Studies & Planning Documents**

The following studies and/or planning documents are relevant to the project:

-Lake Transit Authority Bus Passenger Facilities Plan (2019)

<https://laketransit.org/wp-content/uploads/2019/11/LAPC-Bus-Passenger-Facility-Improvement-Plan-DRAFT-2019-11-06.pdf>

-Pedestrian Facilities Needs Inventory (2019)

<https://www.lakewalks.org/documents>

-Lake Transit Hub Location Plan (2017)

<https://laketransit.org/wp-content/uploads/2019/02/Lake-Transit-Hub-Location-Plan-FINAL.pdf>

-Lake County Regional Transportation Plan (2017)

<https://www.lakeapc.org/wp-content/uploads/2018/06/2017-RTP-Final.pdf>

-Active Transportation Plan for Lake County

<https://www.lakeapc.org/wp-content/uploads/2018/06/Final-ATP-Plan-2016.pdf>

-Lake Transit Energy Use Reduction Plan (2015)

[https://laketransit.org/wp-content/uploads/2015/05/ICF\\_Lake-Transity-Energy-Use-Reduction-Plan\\_010316.pdf](https://laketransit.org/wp-content/uploads/2015/05/ICF_Lake-Transity-Energy-Use-Reduction-Plan_010316.pdf)

-Transit Development Plan and Marketing Plan (2015)

<https://laketransit.org/wp-content/uploads/2015/07/2015-LTA-Transit-Development-Marketing-Plan.pdf>

-Non-Emergency Medical Transportation Plan for Lake County (2011)

<https://www.lakeapc.org/wp-content/uploads/2018/06/NEMT-Plan-2011.pdf>

## **Project Impacts**

The project is separated into two components: 1) the construction of a new transit center, and 2) expanding the transit system's fleet with zero-emission buses and associated charging/fueling infrastructure to provide expanded interregional service. Funding is requested for the transit center as well as the new fleet of zero-emission buses enabling LTA's expansion of interregional service. It will connect to the North State Intercity Bus System, which links transit services throughout Northern California, including Amtrak, High Speed Rail, and various rural bus transit

systems. It will also provide expanded service to Santa Rosa (connecting the Highway 101 and Interstate 5 corridors) allowing for further connections to the Bay Area and its myriad services.

Both LTA’s connection to the North State Intercity Bus System as well as its expanded intercity service to Santa Rosa is expected to bring more travelers to Sacramento, the Bay Area and surrounding regions, increasing the ridership of other transportation services such as the Golden Gate Express, Amtrak and the Sonoma County/San Francisco/Oakland/Sacramento airports among others.

By connecting to the North State Intercity Bus System, the project will also allow for a future connection to High Speed Rail (HSR) in Sacramento upon completion of Phase 2. Service would be available at that point to Los Angeles and San Diego. Prior to that, upon completion of Phase 1, system users will be able to use non-HSR passenger service from Sacramento to Merced and further to Los Angeles. Alternatively, LTA transit connections to Santa Rosa will allow access to the future HSR station in San Francisco, which would also provide service to Los Angeles upon completion of Phase 1.

Negative impacts on existing transit, passenger rail or airport systems are not anticipated. On the contrary, the project is anticipated to improve connecting transit systems by attracting new riders and related revenue.

**Disadvantaged Communities, Low-Income Communities, and/or Low-Income Households**  
 CalEPA determines disadvantaged communities based on environmental health and socioeconomic data. Rural Northern California contains a high percentage of low-income communities that don’t meet the definition of disadvantaged communities found in SB 535, as shown in the following Low Income Communities section.

Of the three northern California counties located within the service area of the proposed project, 78% of the census tracts have a median household income 80% or lower than the California median household income of \$67,179. These census tracts contain approximately 78% of the population within the service area. See the Tables below for exact figures:

Populations Served			
Low-Income Communities			
County	Population	Low-Income Population	
		Number	Percent
Lake	64,095	47,247	73.7%
Mendocino	87,497	70,939	81.1%
Napa	6,646	5,281	79.5%
<b>Total Served</b>	<b>158,238</b>	<b>123,467</b>	<b>78.0%</b>

Table 7

Populations Served			
Low-Income Communities			
County	Total Census Tracts	Low-Income Census Tracts	Percent Low-Income Census Tracts
Lake	15	12	80.0%
Mendocnio	20	16	80.0%
Napa	2	1	50.0%
<b>Tota Served</b>	<b>37</b>	<b>29</b>	<b>78.4%</b>

Table 8

The North State Intercity Bus System – Lake County Interregional Transit Center will provide the most direct and meaningful benefits to the residents of Lake County, of which 73.7% live in the 12 census tracts identified as low-income per Section 39713(d)(2) of the California Health and Safety Code (AB 1550). This project will provide a safer, more efficient, and more reliable transit system while also improving public health through the reduction of GHG emissions.

The new transit center will also allow for access to the North State Intercity Bus System along the I-5 corridor via Shasta Regional Transportation Agency’s proposed Lake Feeder route. This access will allow residents of low-income communities greater access to resources outside of their county of residence. Access to Sacramento’s health services and travel connections is essential for residents of Lake County, and access to this system would increase options especially for residents who don’t have access to cars or are unable to drive.

**Workforce Development & Training Benefits**

An aspect of this project that shouldn’t be overlooked is the workforce development and training. Lake Transit Authority has been coordinating with Mendocino College to provide free rides to college students for the last two years. The collaborate relationship that has been fostered between LTA and Mendocino College proved fruitful during the development of this grant application. LTA has been in talks with Mendocino College regarding its existing Automotive Technology program. Upon being awarded TIRCP funding, LTA will collaborate with Mendocino College to enhance the curriculum of the program. Students seeking a career in the automotive industry would be offered courses that teach the latest technologies in the field, in turn helping to develop the local workforce. A workforce that is knowledgeable on the latest automotive technologies would benefit LTA by reducing the distance traveled to have the new buses worked on. This benefit will extend far beyond LTA as more zero-emission vehicles of all types come on the market.

**Project Tracking & Reporting**

The easiest datasets to track for the transit center will be the increase in ridership and the amount of energy generated by the solar panel array on the roof. The ridership data will allow LTA to calculate the reduction of VMT generated by the additional riders. The energy generated by the solar panels will equate to energy not used from the power-grid, allowing LTA to determine the GHG emissions reduction as well as money saved from purchasing the power.

Lake Transit Authority will monitor the new ZEBs by utilizing preinstalled data collection hardware or installing electronic data collection devices on each vehicle, as necessary. These devices will enable a detailed analysis of (at minimum) miles traveled, usage patterns, charging patterns (if applicable), and other factors. GHG emission data will be collected to gain a detailed understanding of the total GHG savings this project generates. The monitoring will continue on an ongoing basis for up to 12 months for each vehicle, beginning when the vehicles are deployed into revenue service.

LTA will prepare an annual Technical Evaluation Report that will capture all data collected analysis conducted, and lessons learned from the testing period. The report will show the analysis result for each vehicle type and each route that was selected. This report will be shared with CalSTA and the broader transit community.

### **Project Management**

Project implementation will proceed upon receipt of TIRCP funding. LTA will serve as the prime contractor, with collaborating agencies as subcontractors. A LTA staff member will be assigned as the Project Lead who will be responsible for the project's delivery and day-to-day management of the project. The Project Lead will serve as the point of contact for Caltrans, will coordinate project partners, will be the contract manager for consultants hired for the project and will manage budget, timelines, and deliverables. It is LTA's intent to work closely with a design consultant to design the transit center and fueling infrastructure. LTA will use competitive procurement for the necessary consultant services. Procedures will follow the Lake Transit Authority Procurement Policies and Procedures.

### **Project Readiness**

Planning for the North State Intercity Bus System – Lake County Interregional Transit Center has been on-going since 2015. The Transit Development Plan (TDP) and Marketing Plan (2015) identified the Transit Center as a high priority capital need for the system. While the TDP was under development, the Lake Area Planning Council successfully submitted a Caltrans Sustainable Transportation Planning Grant to develop the Transit Hub Location Plan in Clearlake for Lake Transit Authority. The Transit Hub Location Plan (2017) identified potential funding sources for the transit center, with TIRCP funds being the most appropriate to fund the entire project. The location plan also conducted a preliminary environmental review of the preferred site and determined that construction of the transit center would have very minimal environmental impact and any impacts would be offset by the environmental benefits of the amenities.

In preparation of being awarded design and construction funds for this project, LTA allocated funding to acquire the land necessary for the project. LTA is currently in negotiations with the County of Lake to acquire the property.

Planning for the acquisition of zero-emission buses (ZEBs) has been on-going since 2015 as well. The Lake County Transit Energy Use Reduction Plan (2015) identified purchasing ZEBs as a way to reduce the agency's consumption of fossil fuels. The greatest barrier to date for utilizing ZEBs in LTA's fleet has been their range and the cost of fueling infrastructure. ZEB technology has advanced since the Energy Use Reduction Plan was completed and is now a

viable alternative for many of LTA's routes. Since the installation of the fueling infrastructure will be done at the existing Operations and Maintenance Facility, there will be minimal environmental work required to implement this part of the project.

The work that has been done to date on all components of this project will allow LTA to begin implementing the project upon establishment of a TIRCP contract.

## Statement of Work Document

### **i. Project Scope**

The North State Intercity Bus System – Lake County Interregional Transit Center proposes to construct a new transit center in the City of Clearlake and purchase four (4) hydrogen fuel-cell buses to be used to expand two (2) intercity routes. As part of the transit center, Lake Transit Authority (LTA) is seeking funding for workforce development activities associated with the alternative fuel aspects of this project. LTA is also seeking funds to design and construct fueling infrastructure and maintenance retrofits necessary to the operation of the hydrogen buses. Project tasks are outlined below and the Project Schedule shows these same tasks and anticipated timeframe for completion.

#### **1. Project Management**

Project management will be performed throughout the project implementation with an expected milestone completion in December 2023.

##### **1.1 Grant Administration**

##### **1.2 Quarterly progress reports**

Quarterly progress reports will be submitted.

##### **1.3 Invoicing**

LTA will invoice in accordance with all processes required by the program.

##### **1.4 Project Delivery Report**

This report will summarize the entire project and analyze the value received from the TIRCP program funding along with other summaries of performance metrics, ridership trends, connectivity analysis, and future operations.

##### **1.5 Final report of expenditures and project closeout**

#### **2 Project Implementation**

##### **2.1 Environmental Review**

###### **2.1.1 RFP**

LTA will develop and advertise an RFP for environmental review services for the new transit center and the fueling infrastructure at the existing operations facility. Upon review of received proposals, a contract will be awarded to the top ranked firm.

###### **2.1.2 Development of environmental document**

Consultant will develop the appropriate environmental documents and complete the permits necessary to construct the transit center and hydrogen infrastructure.

###### **2.1.3 Adoption of environmental document**

Staff will take the completed environmental document before the LTA Board of Directors for formal adoption.

##### **2.2 Design**

###### **2.2.1 RFP**

LTA will develop and advertise an RFP for architectural and design services for the new transit center and the fueling infrastructure at the existing operations facility. Upon review of received proposals, a contract will be awarded to the top ranked firm.

###### **2.2.2 Design of transit center and necessary infrastructure**

Consultant will complete the survey and design work necessary for the construction of the transit center and fueling infrastructure.

2.2.3 Development of bid package

Consultant will develop a bid package that includes all specifications and special provisions necessary for the construction of the transit center and fueling infrastructure. Consultant will also provide LTA with an engineer's estimate of the total cost of the project.

2.3 Construction

2.3.1 Advertise project

LTA will advertise and award the construction project to the lowest responsive, responsible bidder,

2.3.2 Construct transit center and necessary infrastructure

2.4 Bus Procurement

2.4.1 Competitive procurement process

LTA will engage in a competitive procurement process to order the four (4) hydrogen buses.

2.4.2 Bus delivery

2.4.3 Deployment of buses into service

2.5 Workforce Development

LTA will collaborate with Mendocino College to enhance the curriculum of their existing Automotive Technology Program.

2.6 Launch Marketing

Upon completion of the transit center, LTA will engage in a marketing campaign to advertise the expanded service and the new transit center.

3 Performance Monitoring

Performance of the system will be monitored throughout the life of the project and in perpetuity beyond the capacity of the TIRCP capital funding.

3.1 Data collection

Data will be collected during testing and throughout the project from May 2023 to December 2024.

3.2 Vehicle analysis

3.3 System analysis

3.4 Monthly data summaries

3.5 Technical evaluation

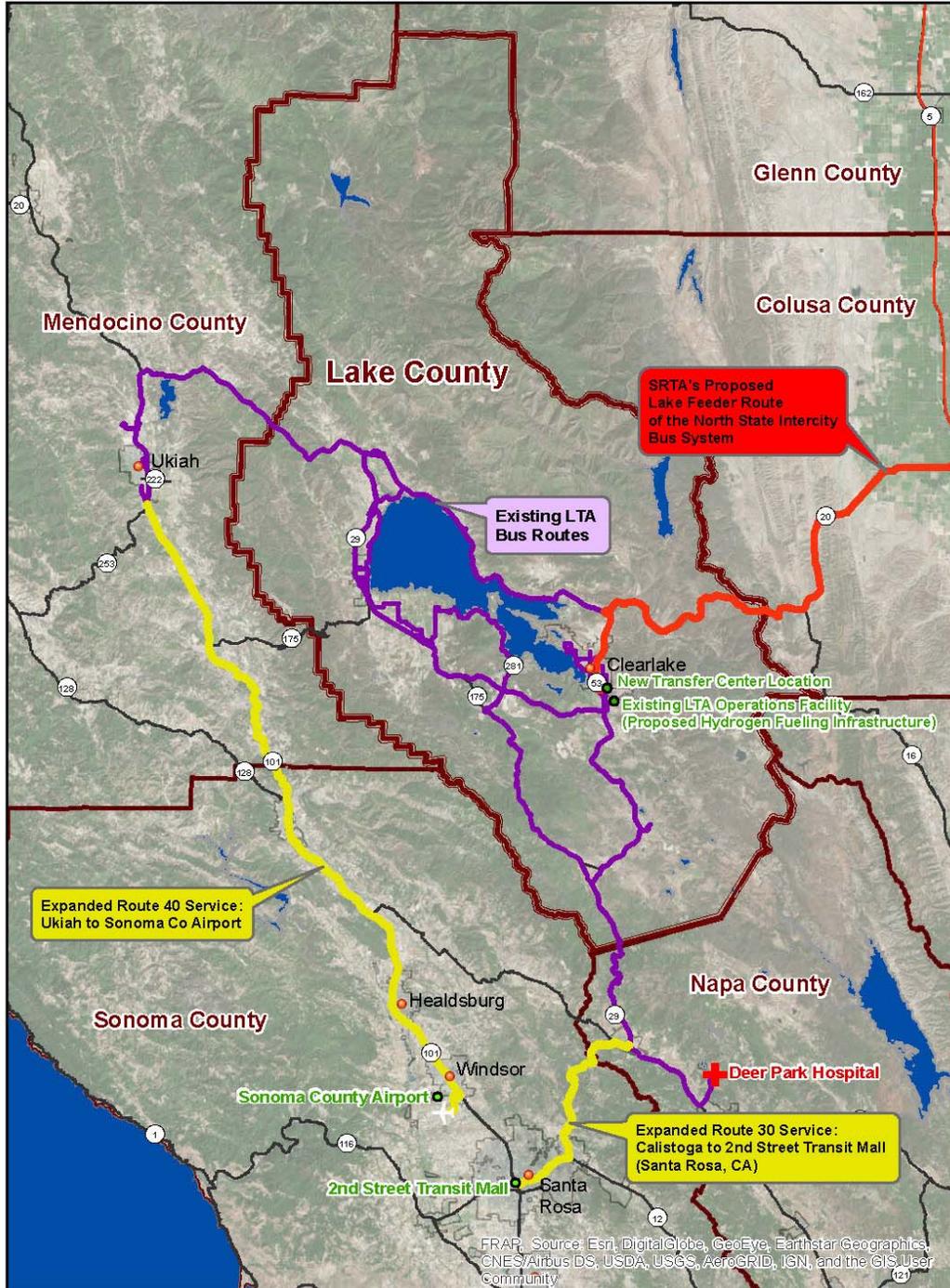
3.6 Final project performance evaluation

This deliverable will be completed by December 2024.

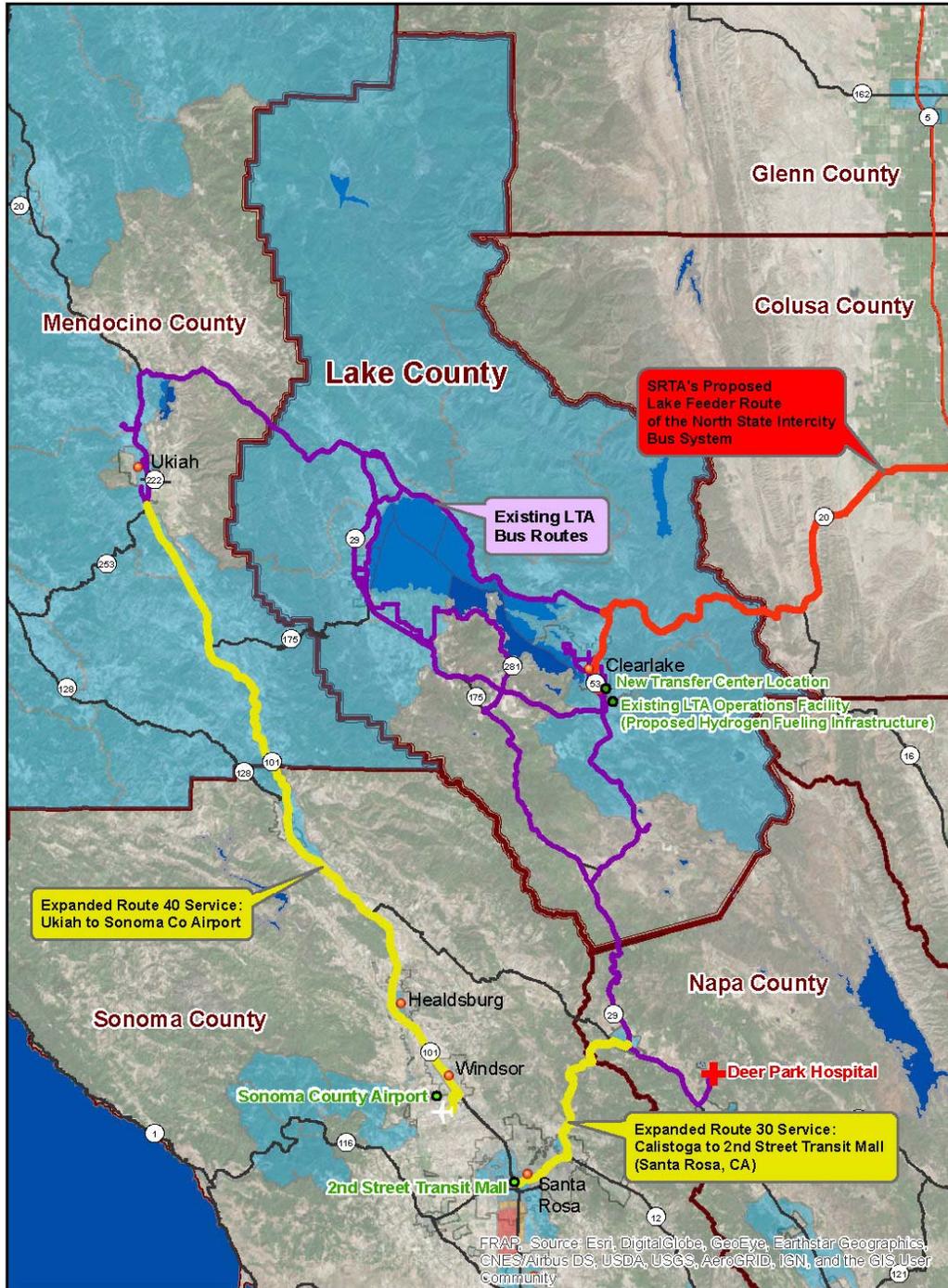
4 Open Transit Center/Begin Expanded Service

# Project Location Maps

## Lake County Interregional Transit Center Location Map



## Lake County Interregional Transit Center Location Map with AB 1550 Designations



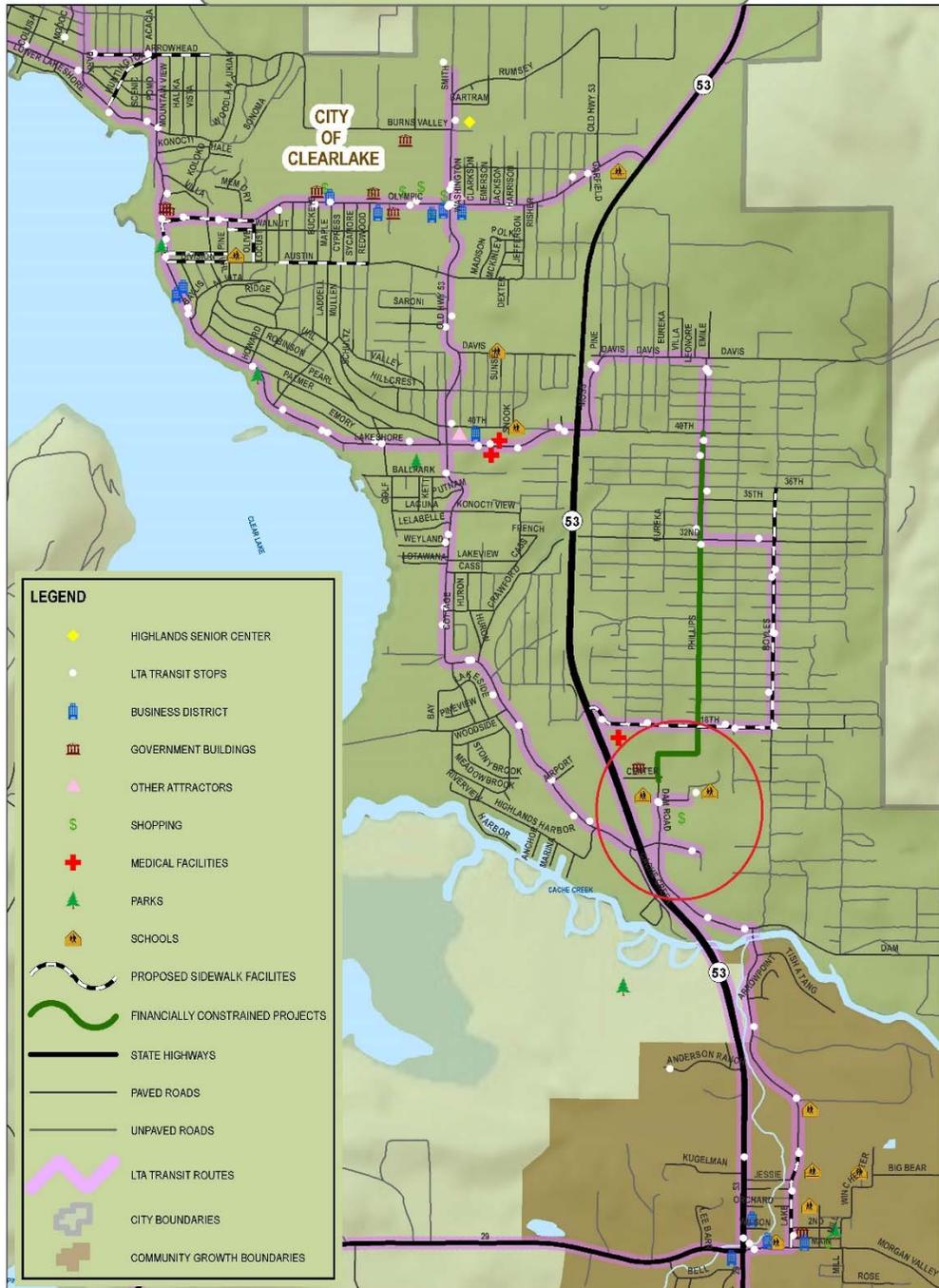
# LAKE ACTIVE TRANSPORTATION PLAN BIKEWAY FACILITIES

MAP #1



# LAKE ACTIVE TRANSPORTATION PLAN SIDEWALK FACILITIES

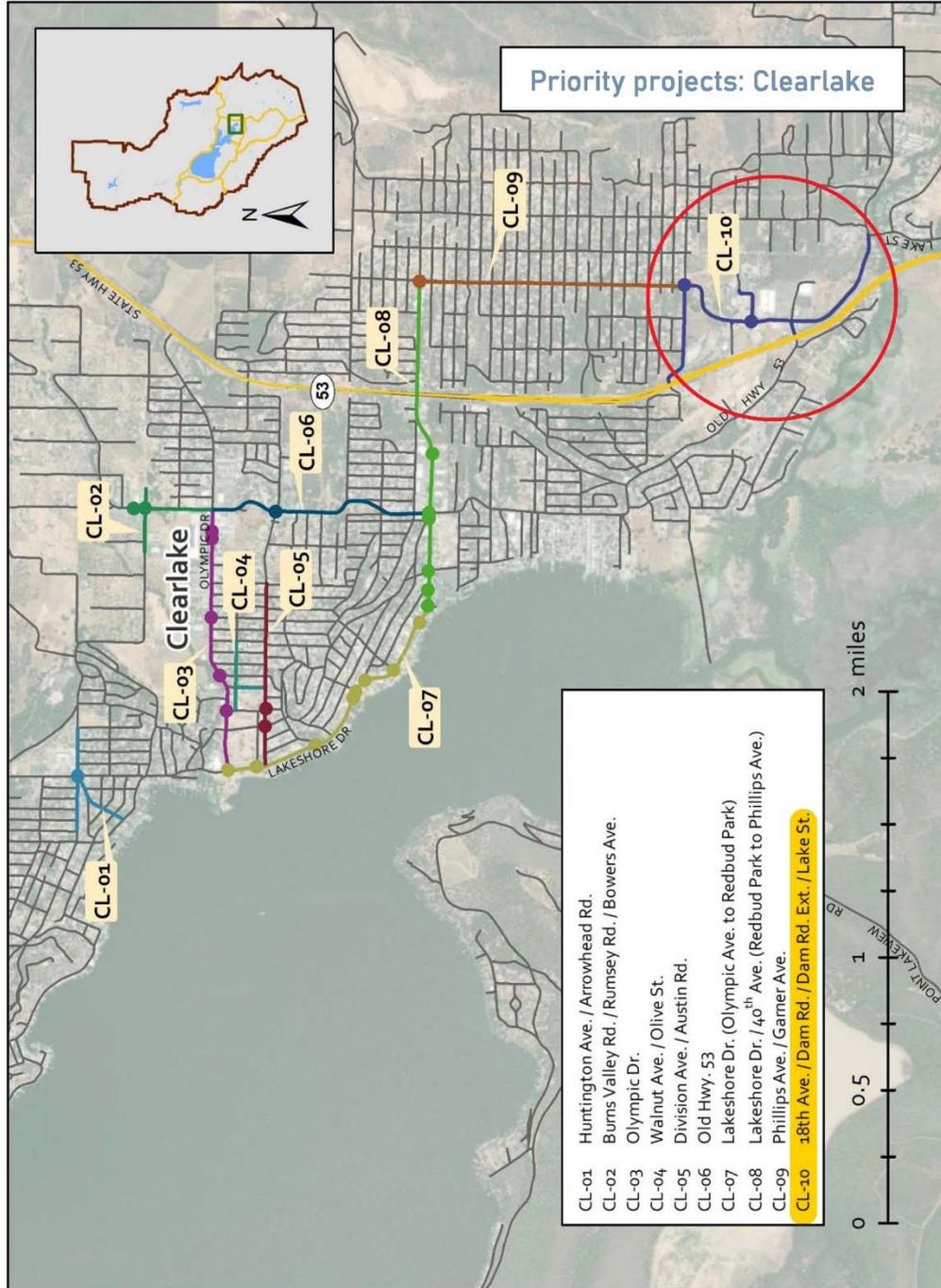
MAP #24

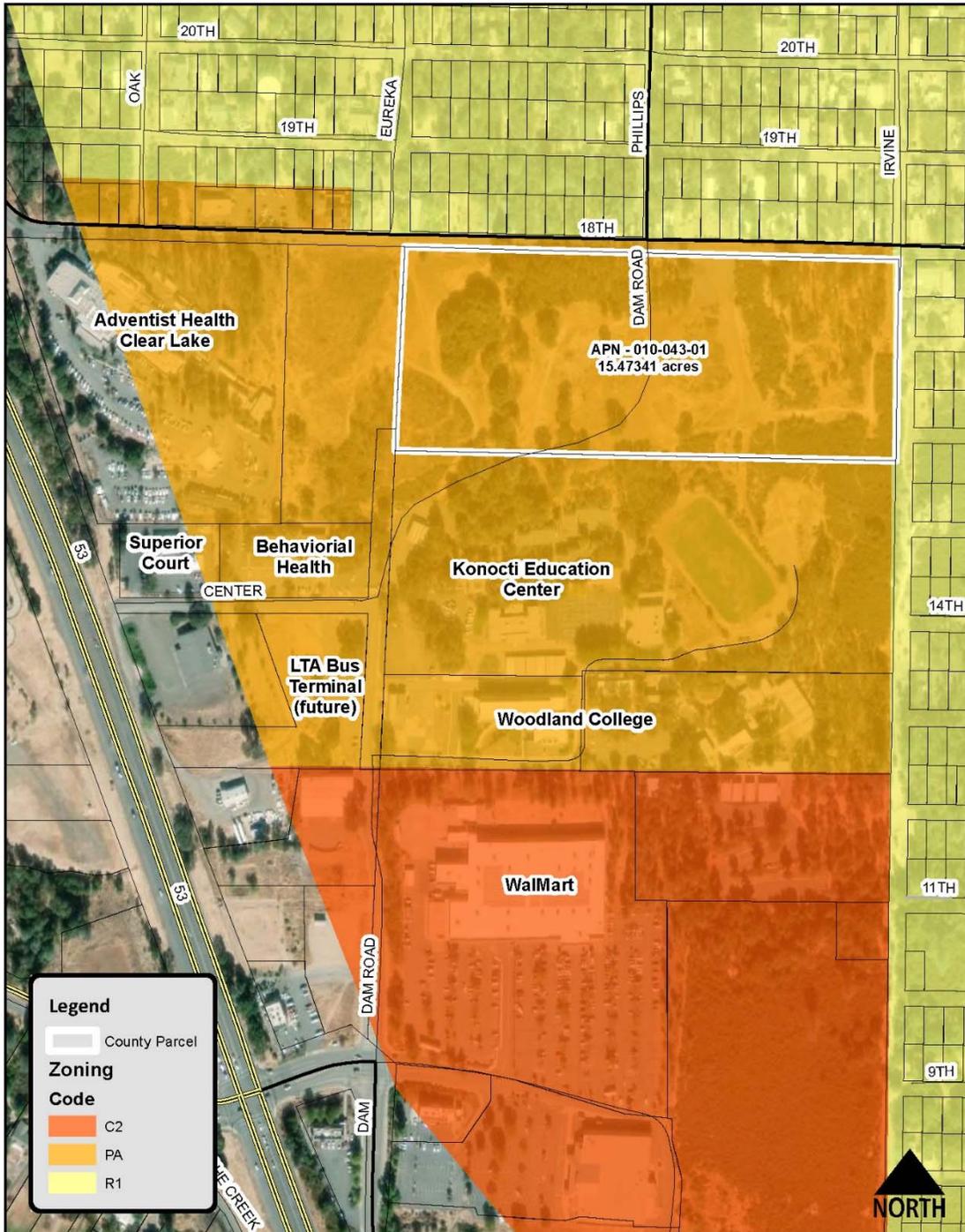


## CLEARLAKE / LOWER LAKE AREA

Map Developed By: Alexis Pedrotti  
367 N. State Street, Suite #204  
LAKE APC Ukiah, CA 95482







**COUNTY PROPERTY, CLEARLAKE - ZONING**

Date: 4/22/2019

**ii. Project costs**

**Cost Estimates:** The total capital costs for the North State Intercity Bus System – Lake County Interregional Transit Center is \$12,568,425 based on FY 2022/23 implementation, with program launch planned in November 2023. Lake Transit Authority (LTA) requests a total of \$12,994,264 for the North State Intercity Bus System – Lake County Interregional Transit Center. If solicitations for CARB’s Hybrid and Zero Emission Truck and Bus Voucher Incentive Program (HVIP) resume after this grant has been awarded, LTA will submit vouchers for 4 vehicles at approximately \$300,000 per vehicle, for a total amount of \$1,200,000. Should LTA receive these additional funds, the cost savings will be used to purchase an additional bus. The following is a summary of the capital budget:

Capital Budget Summary					
Item	Total Costs	Revenue	Difference in Cost		Total TIRCP Request
Transit Center	\$ 3,925,839	\$ -	\$	3,925,839	\$ 3,925,839
Workforce Development	\$ 500,000	\$ -	\$	500,000	\$ 500,000
Launch Marketing	\$ 10,000	\$ -	\$	10,000	\$ 10,000
4 Hydrogen Buses	\$ 4,558,425	\$ -	\$	4,558,425	\$ 4,558,425
H <sub>2</sub> Fueling Infrastructure	\$ 3,500,000	\$ -	\$	3,500,000	\$ 3,500,000
Maintenance Shop Retrofit	\$ 500,000	\$ -	\$	500,000	\$ 500,000
	\$ 12,994,264	\$ -	\$	12,994,264	\$ 12,994,264

Table 2: Capital Budget Summary

The cost of the transit center is based on an updated estimate that was included in the Transit Hub Location Plan. The updated estimate is based on current costs so inflation factors for construction and consultants, 4% and 2% respectively, was applied to project costs for implementation in 2022. The funds for workforce development are based on an estimate from the local college. The cost of the hydrogen buses is based on the recently approved State of California Department of General Services contract and includes an annual inflation factor of 5% for 2 years. The funds for the hydrogen infrastructure and maintenance shop retrofit are based on figures found in the CALSTART 2016 Consultant Report and FTA Report No. 0003 (Oct 2011), respectively. The cost of the launch marketing is based on estimate costs of a marketing campaign based on previous LTA campaigns.

Annual operating costs for the expanded service are projected to be \$255,698. See the following operating cost summary:

ESTIMATED ANNUAL OPERATING COSTS				
Budget Item	Expanded Route 30	Expanded Route 40	Total	
Contract Hourly Cost	\$ 42,560	\$ 53,200	\$	95,760
Contract Monthly Cost	\$ 30,730	\$ 38,413	\$	69,143
Fuel	\$ 28,373	\$ 62,421	\$	90,795
	\$ 101,663	\$ 154,034	\$	255,697

Table 3: Estimated Annual Operating Costs

**Source Funding:** As a small rural agency, Lake Transit Authority (LTA) has limited funding for capital improvements. To date, LTA has allocated \$200,000 in Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds towards the purchase of the property necessary to construct the transit center. LTA is currently in negotiations with the County of Lake to purchase the parcel. The County intends to sell the property, valued at \$300,000, to LTA at a below-market cost of \$150,000, equating to an “in-kind” donation of \$150,000 to the project.

In addition to the PTMISEA funds, LTA has committed Transit Development Act (TDA) funds, fare revenue from the new service, advertising funds, and future LCTOP funds towards the operation of the new service.

**TIRCP Funds Requested:** Lake Transit Authority is requesting \$12,994,264 in TIRCP funds to complete the North State Intercity Bus System – Lake County Interregional Transit Center.

**Network Integration Funding:** N/A

### iii. Project Schedule

See page 45 for the project schedule



**iv. Description of funding sources and approach to ensuring ongoing operating and maintenance costs of the project are funded through the useful life of the project (as applicable).**

All operating funds for the expanded service are currently guaranteed; however, alternate discretionary funding sources will be pursued as appropriate. Appropriate funds for this service include Federal Transit Administration Section 5311(f). The expanded service would not be possible without the capital support for start-up costs provided by the TIRCP program.

<b>Funding</b>	<b>Expanded Route 30</b>	<b>Expanded Route 40</b>	<b>Total</b>
<b>OPERATING REVENUE - COMMITTED</b>			
TDA - Local	\$ 2,083	\$ 56,834	\$ 58,917
Fare Revenue (based on \$20)	\$ 16,580	\$ 14,200	\$ 30,780
Advertising	\$ 18,000	\$ 18,000	\$ 36,000
LCTOP	\$ 65,000	\$ 65,000	\$ 130,000
<b>Total Operating Revenue - Committed</b>	<b>\$ 101,663</b>	<b>\$ 154,034</b>	<b>\$ 255,697</b>
<b>PREFERRED OPERATING REVENUE - UNDER DEVELOPMENT - NOT YET COMMITTED</b>			
5311(f)	\$ 50,832	\$ 77,017	\$ 127,849
Fare Revenue (based on \$20)	\$ 16,580	\$ 14,200	\$ 30,780
Advertising	\$ 18,000	\$ 18,000	\$ 36,000
LCTOP	\$ 16,252	\$ 44,817	\$ 61,069
TDA - Local	\$ -	\$ -	\$ -
<b>Total Operating Revenue - Preferred</b>	<b>\$ 101,663</b>	<b>\$ 154,034</b>	<b>\$ 255,697</b>
<b>Annual Operating Cost</b>	<b>\$ 101,663</b>	<b>\$ 154,034</b>	<b>\$ 255,697</b>

Table X: Committed and Preferred sources of funds for operation of expanded service

**PPR Explanation**

There will be no impacts to this project if funds are received on allocation schedules that differ from those shown in the PPR.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) Y/N					Date:	1/16/20	
<b>District</b>		<b>EA</b>	<b>Project ID</b>		<b>PPNO</b>	<b>MPO ID</b>	
01							
<b>County</b>	<b>Route/Corridor</b>	<b>PM Bk</b>	<b>PM Ahd</b>	<b>Nominating Agency</b>			
LAK				Lake Transit Authority			
				<b>MPO</b>		<b>Element</b>	
<b>Project Manager/Contact</b>			<b>Phone</b>		<b>E-mail Address</b>		
James Sookne			707-263-7868		jsookne@dbcteam.net		
<b>Project Title</b>							
North State Intercity Bus System - Lake County Interregional Transit Center							
<b>Location (Project Limits), Description ( Scope of Work)</b>							
The North State Intercity Buys System - Lake County Interregional Transit Center provides for the construction of a new transit center in Clearlake and expanded service using hydrogen fuel-cell buses. The Counties served include Lake, Mendocino, and part of Napa. The new transit system will also act as the western termini of Shasta Regional Transportation Agency's proposed Lake Feeder route of the North State Intercity Bus System. The project includes project development and capital costs for the transit center, project development and capital purchase of four (4) hydrogen fuel-cell transit buses, fueling infrastructure, solar installation, maintenance facility retrofit, and launch marketing.							
<b>Component</b>		<b>Implementing Agency</b>					
<b>PA&amp;ED</b>		Lake Transit Authority					
<b>PS&amp;E</b>		Lake Transit Authority					
<b>Right of Way</b>							
<b>Construction</b>		Lake Transit Authority					
<b>Legislative Districts</b>							
<b>Assembly:</b>	4		<b>Senate:</b>	2		<b>Congressional:</b>	3
<b>Project Benefits</b>							
This project will reduce greenhouse gas emissions by eliminating vehicle trips and reducing LTA's fossil fuel consumption.							
<b>Purpose and Need</b>							
Lake Transit Authority is seeking to modernize and expand its local system to meet the needs of its rural and heavily transit-dependent population. This project will design and construct a new transit center as well as purchase 4 hydrogen fuel-cell transit buses and the necessary supporting infrastructure. The new buses will be used to expand intercity routes.							
<b>Category</b>		<b>Outputs</b>			<b>Unit</b>	<b>Total</b>	
Rail / Multi-Modal		New stations			EA	1	
Rail / Multi-Modal		Station improvements			EA	1	
Rail / Multi-Modal		Rail cars/ transit vehicles			EA	4	
<b>NHS Improvements</b>	No	<b>Roadway Class</b>			<b>Reversible Lane analysis</b>		No
Inc. Sustainable Communities Strategy Goals				Yes	Reduces Greenhouse Gas Emissions		Yes
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			<b>Document Type</b>				
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)							
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

**ADA Notice** For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 1/16/20

District	County	Route	EA	Project ID	PPNO
01	LAK				
<b>Project Title:</b> North State Intercity Bus System - Lake County Interregional Transit Center					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)		50						50	Lake Transit Authority
PS&E		150						150	Lake Transit Authority
R/W SUP (CT)									
CON SUP (CT)									Lake Transit Authority
R/W									
CON		500	12,300					12,800	Lake Transit Authority
<b>TOTAL</b>		<b>700</b>	<b>12,300</b>					<b>13,000</b>	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Fund No. 1:	TIRCP	Existing Funding (\$1,000s)							Program Code
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)		50						50	
PS&E		150						150	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		500	12,300					12,800	
<b>TOTAL</b>		<b>700</b>	<b>12,300</b>					<b>13,000</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									TIRCP funding
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Fund No. 2:		Existing Funding (\$1,000s)							Program Code
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

### Scalability & Separability

Here are the scalable and separable components for the North State Intercity Bus System – Lake County Interregional Transit Center:

Priority	Component
1	Design & Construction of the new transit center
2	Purchase of 4 hydrogen fuel-cell buses and necessary infrastructure
2a	Purchase of 4 battery-electric buses and necessary infrastructure

The top priority of this project is the construction of the Lake County Interregional Transit Center. It would be the realization of a long-planned capital improvement for Lake Transit Authority that first appeared in planning documents in 2015. The new transfer center will provide the opportunity to upgrade and expand the Lake Transit system. Such upgrades include the purchase of 4 hydrogen buses. Although the transit center is necessary to accommodate the purchase of the new, larger buses, it maintains independent utility as shown in the project narrative.

The second priority of the project is the acquisition of four (4) hydrogen fuel-cell buses and the construction of the supporting infrastructure. The LTA fleet is currently only powered by gasoline and diesel. Alternative fuel options were first evaluated in the Lake County Transit Energy Use Reduction Plan in 2015. While hydrogen technology wasn't included in the analysis, there are clear environmental benefits to its use over fossil fuels. LTA chose to go with hydrogen over battery-electric buses due to the increased range of the hydrogen buses.

An alternative to the alternative buses would be the acquisition of 4 battery-electric buses and the installation of the supporting infrastructure. If CalSTA determines that the cost associated with the hydrogen buses is too great, LTA hopes that funds would be awarded for the electric buses so that LTA can still expand their intercity service.



# Lake Transit Authority

Lisa Davey-Bates, Executive Director

Administration  
367 North State Street, Ste. 204  
Ukiah, CA 95482  
(707) 263-7868

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

January 13, 2020

David S. Kim, Secretary  
California State Transportation Agency  
915 Capitol Mall, Suite 350B  
Sacramento, California 95814

**Subject: North State Intercity Bus System – Lake County Interregional Transit Center – Cost Estimates**

Dear Mr. Kim:

Please accept this letter as certification that I have reviewed the cost estimates and approve the amounts requested in the North State Intercity Bus System – Lake County Interregional Transit Center grant application.

Sincerely,

Lisa Davey-Bates, Executive Director  
Lake Transit Authority



# LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

367 North State Street, Ukiah, CA 95482  
Administration: Suite 204 ~ 707-234-3314  
Planning: Suite 206 ~ 707-263-7799

January 13, 2020

Lisa Davey-Bates, Executive Director  
Lake Transit Authority  
367 N. State Street, Suite 204  
Ukiah, CA 95482

## RE: North State Intercity Bus System- Lake County Interregional Transit Center

Dear Ms. Davey-Bates:

This letter is written in support of Lake Transit Authority's (LTA) application for a Transit and Intercity Rail Capital Program (TIRCP) grant to develop a regional transit center in the City of Clearlake, along with expanded infrastructure and services linking LTA to out-of-county urban areas.

The public transit services provided by Lake Transit are an essential means of transportation for many residents in Lake County. The current transfer site is located in a busy commercial parking lot in the City of Clearlake, and there are a number of concerns involving congestion, delay and safety associated with the existing location. The proposed new facility would alleviate many such problems, making for a safer and more attractive location for the services of Lake Transit. Furthermore, the proposed transit center would include new infrastructure for zero-emission buses for use in expanding local transit services to out-of-County locations, providing an environmentally friendly means of connecting Lake County to facilities in urban areas of the State.

The project is consistent with the following objectives and policies in the 2017 Lake County Regional Transportation Plan:

- General Objective 3: Reduce Greenhouse Gas Emissions by promoting and facilitating transit use and increasing Active Transportation alternatives
- General Policy 3.1: Support increased frequency/expansion of transit service consistent with the local Unmet Transit Needs Process
- Public Transit Objective 4: Improve the efficiency of the transit system
- Public Transit Policy 4.1: Reduce greenhouse gas emissions
- Public Transit Policy 4.1: Reduce fuel and utility costs

Overall, the project would serve the needs of our community in multiple ways. We fully support the request and respectfully urge the State Transportation Agency (CalSTA) to approve funding for this important project.

Sincerely,

John Speka  
Senior Transportation Planner

# MENDOCINO-LAKE COMMUNITY COLLEGE DISTRICT

YOUR COMMUNITY. YOUR COLLEGE. YOUR SUCCESS.

January 10, 2020

Lisa Davey-Bates, Executive Director  
Lake Transit Authority  
367 N. State Street, Suite 204  
Ukiah, CA 95482

## RE: North State Intercity Bus System- Lake County Interregional Transit Center

Dear Ms. Davey-Bates:

This letter is written in support of Lake Transit Authority's (LTA) application for a Transit and Intercity Rail Capital Program (TIRCP) grant to develop a regional transit center in the City of Clearlake, along with expanded infrastructure and services linking LTA to out-of-county urban areas.

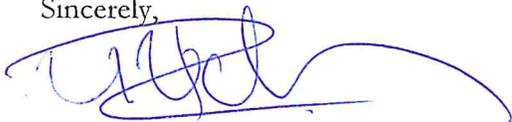
The public transit services provided by Lake Transit are an essential means of transportation for students who attend Mendocino College in Ukiah and Lakeport. The current transfer site is located in a busy commercial parking lot in the City of Clearlake, and there are a number of concerns involving congestion, delay and safety associated with the existing location. The proposed new facility would alleviate many such problems, making for a safer and more attractive location for the services of Lake Transit. Furthermore, the proposed transit center would include new infrastructure for zero-emission buses for use in expanding local transit services to out-of-County locations, providing an environmentally friendly means of connecting Lake County to facilities in urban areas of the State.

Students of Mendocino College are currently able to utilize the transit system through LTA's Free College Fare program funded by the Low Carbon Transit Operations Program. The successful program has led to an increase in student ridership by providing a safer, more efficient way to get to school. It has also resulted in less car trips to the campus. The new LTA proposal will provide additional expanded service to metropolitan areas such as Sacramento and the Bay Area, assisting students with limited means in their pursuit of education, employment, and/or training opportunities.

Finally, LTA has been in talks with Mendocino College regarding its existing Automotive Technology program. LTA's proposal involves the forward thinking use of alternative fuels and a successful application will lead to collaborative efforts to enhance the curriculum of the program. Students seeking a career in the automotive industry would be offered courses that teach the latest technologies in the field, in turn helping to develop the local workforce.

Overall, the project would serve the needs of our community in multiple ways. We fully support the request and respectfully urge the State Transportation Agency (CalSTA) to approve funding for this important project.

Sincerely,



Ulises Velasco  
Vice President of Student Services  
Mendocino College

15880 Dam Road Extension  
Clearlake, California 95422  
January 9, 2020

Lisa Davey-Bates, Executive Director  
Lake Transit Authority  
367 N. State Street, Suite 204  
Ukiah, CA 95482

**RE: North State Intercity Bus System- Lake County Interregional Transit Center**

Dear Ms. Davey-Bates:

I write this letter in support of Lake Transit Authority's (LTA) application for a Transit and Intercity Rail Capital Program (TIRCP) grant to develop a regional transit center in the City of Clearlake, along with expanded infrastructure and services linking LTA to out-of-county urban areas.

The public transit services provided by Lake Transit are an essential means of transportation for many students who attend Woodland Community College in Clearlake. The current transfer site is located in a busy commercial parking lot in the City of Clearlake, and there are a number of concerns involving congestion, delay and safety associated with the existing location. The proposed new facility, located across the street from the college campus, would alleviate many such problems, making for a safer and more attractive location for the services of Lake Transit. Furthermore, as the proposed transit center would include new infrastructure for zero-emission buses for use in expanding local transit services to out-of-County locations, it would provide an environmentally friendly means of connecting Lake County to facilities in urban areas of the State.

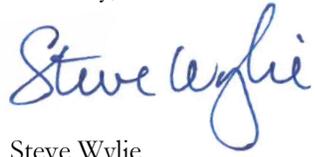
Students of Woodland Community College are currently able to utilize the transit system through LTA's Free College Fare program funded by the Low Carbon Transit Operations Program. This project will lead to an increase in ridership by encouraging more students to use the transit system because it will provide a safer, more efficient way to get to school. The expanded service will also increase students' education, employment, and training opportunities by linking them to nearby metropolitan areas.

Construction of the proposed transit hub would be a benefit to the future of Clearlake as well as to the region as a whole. The ability to attract new ridership and increase operational efficiency would further help to reduce the region's reliance on single occupancy vehicles, ultimately working towards State goals to curtail greenhouse gases. Overall, the project would serve the needs of our economically disadvantaged area while furthering larger, longer-term environmental goals.



I fully support the request and respectfully urge the State Transportation Agency (CalSTA) to approve funding for this important project.

Sincerely,



Steve Wylie  
Executive Dean  
Woodland Community College  
Lake & Colusa County Campuses





January 14, 2020

Lisa Davey-Bates, Executive Director  
Lake Transit Authority  
367 N. State Street, Suite 204  
Ukiah, CA 95482

**RE: North State Intercity Bus System- Lake County Interregional Transit Center**

Dear Ms. Davey-Bates:

This letter is written in support of Lake Transit Authority's (LTA) application for a Transit and Intercity Rail Capital Program (TIRCP) grant to develop a regional transit center in the City of Clearlake, along with expanded infrastructure and services linking LTA to out-of-county urban areas.

The public transit services provided by Lake Transit are an essential means of transportation for many of the region's low-income and disabled residents. The current transfer site is located in a busy commercial parking lot in the City of Clearlake, and there are a number of concerns involving congestion, delay and safety that result from this. The proposed new facility would alleviate many such problems, making for an improved operational flow of schedules and allowing a safer and more attractive location for the services of Lake Transit. Furthermore, as the proposed transit center would include new infrastructure for zero-emission buses for use in expanding local transit services to out-of-County locations, it would provide an environmentally friendly means of connecting Lake County to facilities in urban areas of the State.

As the Contract provider for the Lake Transit system we are supportive of these measures to enhance the system. These measures are vital to ensure our riders traveling on the Lake Transit system are able to arrive/depart timely and safely to and from their destinations. The creation of this Transit facility will enhance the development of our transit operation while encouraging ridership and improved safety at the transit Hub.

Construction of the proposed transit hub would be a benefit to the future of Clearlake as well as to the region as a whole. The ability to provide more efficient operations and also to attract new ridership would further help to reduce the region's reliance on single occupancy vehicles, ultimately working towards State goals to curtail greenhouse gases. Overall, the project would serve the needs of our economically disadvantaged area while also benefiting larger and longer-term environmental goals.

I fully support the request and respectfully urge the State Transportation Agency (CalSTA) to approve funding for this vital project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Wanda Gray", is written over a light blue circular stamp.

Wanda Gray  
Director Regional Operations  
Paratransit Services



**COUNTY OF LAKE**  
**Board of Supervisors**  
Courthouse - 255 North Forbes Street  
Lakeport, California 95453  
Telephone (707) 263-2368  
Fax (707) 263-2207

*Moke Simon - District 1 Supervisor*  
*Bruno Sabatier - District 2 Supervisor*  
*Eddie Crandell - District 3 Supervisor*  
*Tina Scott - District 4 Supervisor*  
*Rob Brown - District 5 Supervisor*

January 14, 2020

Lisa Davey-Bates, Executive Director  
Lake Transit Authority  
367 N. State Street, Suite 204  
Ukiah, CA 95482

**RE: North State Intercity Bus System- Lake County Interregional Transit Center**

Dear Ms. Davey-Bates:

This letter is written in support of Lake Transit Authority's (LTA) application for a Transit and Intercity Rail Capital Program (TIRCP) grant to develop a regional transit center in the City of Clearlake, along with expanded infrastructure and services linking LTA to out-of-county urban areas.

The public transit services provided by Lake Transit are an essential means of transportation for many of the region's low-income and disabled residents. The current transfer site is located in a busy commercial parking lot in the City of Clearlake, and there are a number of concerns involving congestion, delay and safety that result from this. The proposed new facility would alleviate many such problems, making for a safer and more attractive location for the services of Lake Transit. Furthermore, as the proposed transit center would include new infrastructure for zero-emission buses for use in expanding local transit services to out-of-County locations, it would provide an environmentally friendly means of connecting Lake County to facilities in urban areas of the State.

The proposed project is located within walking distance of the highest density residential areas of the entire county, also known as Clearlake's Chapman Track, and would provide easy access to all commercial, educational, healthcare, and civic needs for those who live nearby as well as to all who live in Lake County. Not only will those living nearby have access to transit to take them out of county or to surrounding areas throughout the county, such as Lakeport and its many amenities, but the transit center will be a key drop off point for those living around the county as well for the amenities found nearby in this Clearlake region. Nearby the transit center there is a high school, community college, courthouse, Behavioral Health branch, and a shopping center consisting of fast food restaurants, Walmart, Big 5, Tractor Supply, and more.

Construction of the proposed transit hub would be a benefit to the future of Clearlake as well as to the region as a whole. The ability to provide more efficient operations and also to attract new ridership would further help to reduce the region's reliance on single occupancy vehicles, ultimately working towards State goals to curtail greenhouse gases. Overall, the project would serve the needs of our economically disadvantaged area while also benefiting larger and longer-term environmental goals.

We fully support the request and respectfully urge the State Transportation Agency (CalSTA) to approve funding for this important project.

Sincerely,

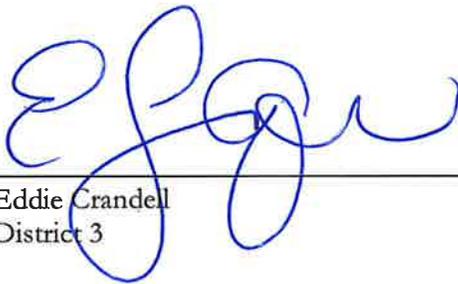
**LAKE COUNTY BOARD OF SUPERVISORS**



Moke Simon, Chair  
District 1



Bruno Sabatier  
District 2



Eddie Crandell  
District 3



Tina Scott  
District 4



Rob Brown  
District 5

BOARD OF SUPERVISORS, COUNTY OF LAKE, STATE OF CALIFORNIA

RESOLUTION NO. 2020-05

RESOLUTION DECLARING COUNTY PROPERTY SURPLUS AND AUTHORIZING THE  
SALE OF A PORTION OF THE PROPERTY TO THE LAKE COUNTY TRANSIT  
AUTHORITY

WHEREAS, the County of Lake (hereinafter, the County) presently owns a parcel of real property within the city limits of Clearlake which is unused by the County and vacant, which the County is presently in the process of subdividing to then allow a portion of said property to be conveyed to the Lake County Transit Authority; and

WHEREAS, the above-described portion of real property is more particularly described in Exhibit A attached hereto and incorporated herein by reference (hereinafter, the "Property"); and

WHEREAS, the Lake County Transit Authority is an independent special district that wishes to make use of said Property as a transit hub, providing greater access to commercial and residential development, commercial, medical, and governmental services, and facilities throughout the County to those with limited or no means of alternate transportation; and

WHEREAS, upon completion of the subdivision action and the issuance of a new Assessor's Parcel Number for the Property, the County of Lake is willing to sell the Property to the Lake County Transit Authority as authorized by Government Code section 25365 and wishes to initiate negotiations to achieve that purpose; and

WHEREAS, the County has complied with the California Environmental Quality Act (CEQA) by finding that the disposition of this Property is exempt from further environmental review in accordance with Class 12 Section 15312.

NOW THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Lake hereby finds and declares as follows:

1. That the recitals set forth hereinabove are true and correct.
2. That the parcel of real property described hereinabove is no longer necessary for the uses and purposes of the County and is thereby declared to be surplus real property.
3. That the legal subdivision of said parcel shall be completed, culminating with the issuance of an Assessor's Parcel Number for the portion thereof which is identified herein as the Property and more particularly described in Exhibit "A" hereto.
4. That said Property shall be the subject of a negotiated sale by the County to the Lake County Transit Authority in accordance with Government Code section 25365.
5. That the Board shall designate a negotiating team to which it shall delegate the authority to negotiate this sale on behalf of the County of Lake.
6. That said delegates shall present the purchase agreement tentatively reached for consideration and approval by this Board in the course of a regularly scheduled and open meeting.

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THIS RESOLUTION WAS PASSED AND ADOPTED by the Board of Supervisors of the County of Lake, State of California, at a regular meeting thereof on 01/14, 2020 by the following vote:

AYES Supervisors Sabatier, Crandell, Brown, Scott, and Simon

NOES: None

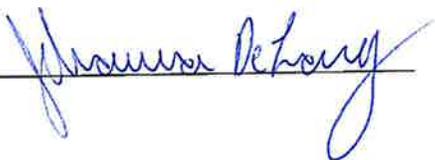
ABSENT OR NOT VOTING: None

  
\_\_\_\_\_  
CHAIR, Board of Supervisors

ATTEST: CAROL J. HUCHINGSON  
Clerk of the  
Board of Supervisors

APPROVED AS TO FORM:

ANITA L. GRANT  
County Counsel

By:   
\_\_\_\_\_

By:   
\_\_\_\_\_



## EXHIBIT “A”

EXHIBIT 'A'  
LEGAL DESCRIPTION

Lying within the City of Clearlake, County of Lake, State of California and being a portion of the parcel of land described in the deed to the County of Lake, recorded November 9, 1956 in Book 270 at Page 134, Official Records of Lake County, more particularly described as follows:

COMMENCING at the northeast corner of Parcel 1 as shown on the Parcel Map recorded September 15, 1987 in Book 29 of Parcel Maps at Pages 35 & 36, Lake County Records, thence along the northerly line of said Parcel 1 North 89°52'18" West (shown as South 89°50'01" East on said Parcel Map) 50.02 feet to the POINT OF BEGINNING; thence continuing along said northerly line of Parcel 1 and along the northerly line of Parcel A as shown on the Parcel Map recorded May 29, 1973 in Book 6 of Parcel Maps at Page 26, Lake County Records and along its westerly prolongation, North 89°52'18" West 511.41 feet to the easterly line of Parcel One described in the deed to the State of California, recorded March 31, 1995 as Document Number 95-004591 in the Office of the Lake County Recorder; thence along said easterly line, North 23°03'17" West (shown as South 22°38'14" East in said deed) 120.39 feet to the southerly line of the parcel of land described in the deed to Clear Lake Masonic Building Association, recorded February 24, 1964 in Book 421 at Page 129, Official Records of Lake County; thence along said southerly line, South 89°50'01" East 380.83 feet to the southeasterly corner of said parcel; thence North 19°59'19" West 299.79 feet (shown as South 19°33'00" East 300.00 feet in said deed) to the northeasterly corner of said parcel; thence South 89°50'01" East 265.86 feet; thence along a curve to the right, having a radius of 25.00 feet, through a central angle of 91°29'15" for a length of 39.92 feet to a point that is 50.00 feet westerly from and measured at a right angle to the westerly line of the parcel of land described in the deed to the Konocti Unified School District, recorded September 26, 1966 in Book 504 at Page 472, Official Records of Lake County; thence along a line that is 50.00 feet distant westerly and parallel with said westerly line, South 1°39'14" West 366.20 feet to the POINT OF BEGINNING.

Containing 2.88 acres, more or less.

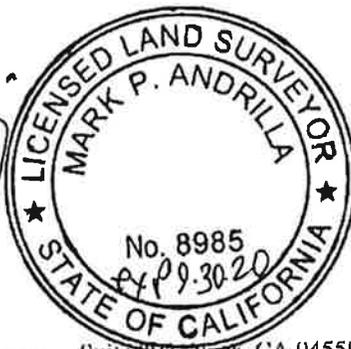
**BASIS OF BEARINGS**

Being North 1°39'52" East between found 5/8" rebar monuments as shown on the Record of Survey filed in Book 91 of Surveys at Page 45, Lake County Records.

Portion of APN 010-043-52

Prepared by Cinquini & Passarino, Inc.

  
Mark P. Andrilla, P.L.S. 8985



11.19.19  
Date

1804 Soscol Avenue, Suite 202, Napa, CA 94559  
Tel: (707) 690-9025 Fax: (707) 542-2106  
www.cinquinipassarino.com  
CPI No.: 8632-19



## **COUNTY OF LAKE**

### **Board of Supervisors**

Courthouse - 255 North Forbes Street  
Lakeport, California 95453  
Telephone (707) 263-2368  
Fax (707) 263-2207

**BRUNO SABATIER**  
District 2 Supervisor

January 15, 2020

Lisa Davey-Bates, Executive Director  
Lake Transit Authority  
367 N. State Street, Suite 204  
Ukiah, CA 95482

RE: North State Intercity Bus System – Lake County Interregional Transit Center

Dear Ms. Davey-Bates:

I am writing today in support of the Lake Transit Authority's (LTA) application for a Transit and Intercity Rail Capital Program (TIRCP) grant to develop a regional transit center in the City of Clearlake, along with expanded infrastructure and services linking LTA to out-of-county urban areas.

The Lake County Board of Supervisors has approved a letter of support for this application, however, I wanted to elaborate on a plan that is currently in progress for the area surrounding the proposed Transit Center, in my own personal letter of support.

The Lake County Sheriff along with Senator McGuire, the City of Clearlake, Lake County Administration, and myself have been working on an important property exchange. The state owns the National Guard Armory located next to the county jail in Lakeport. The Sheriff is interested in obtaining this building in order to move his offices closer to all other emergency services. In exchange for the Armory, there is a county owned property located at 15837 18<sup>th</sup> Avenue in Clearlake which the state has already taken steps to show its interest and will be doing a site visit in less than two weeks.

Once the exchange is made, which I am led to believe via conversations with Senator McGuire that there is a very good chance this exchange will occur, then the state would develop the property on 18<sup>th</sup> Avenue for Veteran Housing, Senior Housing, affordable housing, or other similar types of dwelling units. State policy regarding climate change is seeking for better access to transit centers to high density residential areas, which includes affordable housing developments as well. This would help reduce our carbon footprint reducing the number of vehicles on our road. For us here in Lake County, this also means continuing to have some of the cleanest, if not the cleanest, air district in the state.

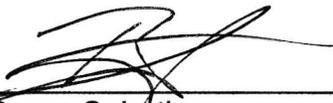
The City of Clearlake is also working on other projects in the vicinity of the transit

center which includes a regional shopping center, additional restaurants, fast food chains, and more retail stores. All of this within walking distance of the proposed Transit Center. In addition to that, the Lake County/City Area Planning Council also recently approved a Pedestrian Facilities Needs Inventory which would enhance pedestrian access from a high density residential area, connecting to the proposed property exchange project and to the Transit Center facility that is being proposed in the grant application.

Our partnership between county, city, and LTA as well as with other groups and agencies is showing that we are focused on each working on a piece of the puzzle that will result in a cumulative community project that will have a profound impact to the City of Clearlake as well as the surrounding county.

We are moving forward, and the future is looking rather exciting from my perspective.

Sincerely,



---

Bruno Sabatier  
District 2 Supervisor  
County of Lake



# City of Clearlake

14050 Olympic Drive, Clearlake, California 95422

(707) 994-8201 Fax (707) 995-2653

December 23, 2019

Lisa Davey-Bates, Executive Director  
Lake Transit Authority  
367 N. State Street, Suite 204  
Ukiah, CA 95482

**RE: Lake Transit Authority Community Transfer Hub and Transfer Center**

Dear Ms. Davey-Bates:

This letter is written in support of Lake Transit Authority's (LTA) application for a Transit and Intercity Rail Capital Program (TIRCP) grant to develop a regional transit center in the City of Clearlake, along with expanded infrastructure and services linking LTA to out-of-county urban areas.

The public transit services provided by Lake Transit are an essential means of transportation for many of the region's low-income and disabled residents. The current transfer site is located along the edge of a busy commercial parking lot in the City of Clearlake, and there are a number of concerns involving congestion, delay and safety that result from this. The proposed new facility would alleviate many such problems, making for a safer and more attractive location for the services of Lake Transit. Additionally, the current site often becomes a security concern due in part to use beyond its design threshold. The current "transfer site" is essentially a series of covered benches/bus shelters and not adequate for high usership. With the level of ridership within the City and region, an adequate facility is badly needed that supports the needs of both the riders and the neighboring businesses. Furthermore, as the proposed transit center would include new infrastructure for zero-emission buses for use in expanding local transit services to out-of-County locations, it would provide an environmentally friendly means of connecting Lake County to facilities in urban areas of the State.

The City is also working on a number of significant development projects in the area, some of which will likely cause increased ridership and demand on the transit system. The proposed project and location has been subjected to a lengthy and thorough level of public review and the City believes the proposed site is well suited for transit hub.

Construction of the proposed transit hub would be a benefit to the future of Clearlake as well as to the region as a whole. The ability to provide more efficient operations and also to attract new ridership would further help to reduce the region's reliance on single occupancy vehicles, ultimately working towards State goals to curtail greenhouse gases. Overall, the project would serve the needs of our economically disadvantaged area while also benefiting larger and longer-term environmental goals.

I fully support the request and respectfully urge the State Transportation Agency (CalSTA) to approve funding for this important project.

Sincerely,

A handwritten signature in black ink, appearing to read "Alan D. Flora", is written over a horizontal line.

Alan D. Flora, City Manager



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January 16, 2020

Lisa Davey-Bates, Executive Director  
Lake Transit Authority  
367 N. State Street, Suite 204  
Ukiah, CA 95482

**RE: North State Intercity Bus System- Lake County Interregional Transit Center**

Dear Ms. Davey-Bates:

This letter is written in support of Lake Transit Authority's (LTA) application for a Transit and Intercity Rail Capital Program (TIRCP) grant to develop a regional transit center in the City of Clearlake, along with expanded infrastructure and services linking LTA to out-of-county urban areas.

The public transit services provided by Lake Transit are an essential means of transportation for many of the region's low-income and disabled residents. The current transfer site is located in a busy commercial parking lot in the City of Clearlake, and there are a number of concerns involving congestion, delay and safety that result from this. The proposed new facility would alleviate many such problems, making for a safer and more attractive location for the services of Lake Transit. Furthermore, as the proposed transit center would include new infrastructure for zero-emission buses for use in expanding local transit services to out-of-County locations, it would provide an environmentally friendly means of connecting Lake County to facilities in urban areas of the State.

Lake Links is the Consolidated Transportation Services Agency (CTSA) for Lake County. Our agency provides transportation and outreach services to the population most in need of various public transportation services: seniors, disabled individuals, low income residents, and veterans. In so doing, our partnership with Lake Transit is among our most important collaborations. The new transit hub would provide a critical link to facilitate service delivery to this critical population.

Construction of the proposed transit hub would be a benefit to the future of Clearlake as well as to the region as a whole. The ability to provide more efficient operations and also to attract new ridership would further help to reduce the region's reliance on single occupancy vehicles, ultimately working towards State goals to curtail greenhouse gases. Overall, the project would serve the needs of our economically disadvantaged area while also benefiting larger and longer-term environmental goals.

I fully support the request and respectfully urge the State Transportation Agency (CalSTA) to approve funding for this important project.

Sincerely,

Philip McGuire  
Chief Executive Officer

# CITY OF LAKEPORT

*Over 125 years of community  
pride, progress and service*



December 29, 2019

Lisa Davey-Bates, Executive Director  
Lake Transit Authority  
367 N. State Street, Suite 204  
Ukiah, CA 95482

**RE: Lake Transit Authority Community Transfer Hub and Transfer Center**

Dear Ms. Davey-Bates:

This letter is written in support of Lake Transit Authority's application for a Transit and Intercity Rail Capital Program (TIRCP) grant to develop a regional transit hub and transfer center in the City of Clearlake.

The public transit services provided by Lake Transit are an essential means of transportation for many of the region's low-income and disabled residents. The current transfer site is located in a busy commercial parking lot in the City of Clearlake, and there are a number of concerns involving congestion, delay and safety that result from this. The proposed new facility would alleviate many such problems, making for a safer and more attractive location for the services of Lake Transit.

Construction of the proposed transit hub would be a benefit to the future of Clearlake as well as to the region as a whole. The ability to provide more efficient operations and also to attract new ridership would further help to reduce the region's reliance on single occupancy vehicles, ultimately working towards State goals to curtail greenhouse gases. Overall, the project would serve the needs of an economically disadvantaged area while also benefiting larger and longer-term environmental goals.

I fully support the request and respectfully urge the State Transportation Agency (CalSTA) to approve funding for this important project.

Sincerely,

A handwritten signature in blue ink that reads 'Margaret Silveira'. The signature is fluid and cursive.

Margaret Silveira  
City Manager  
City of Lakeport

## MONEY

# Poorest counties in the US: A state-by-state look at where median household income is low

**Samuel Stebbins** 24/7 Wall Street

Published 6:00 a.m. ET Jan. 25, 2019

For years now, each new month has brought news of job growth and signs of a strong economy.

As of November 2018, 12-month wage growth reached its highest level in nearly a decade. Often lost in the flood of positive economic news, however, is the plight of Americans in the poorest pockets of the country.

In every state other than Connecticut, there is at least one county where the typical household earns less than the national median annual household income of \$57,652. In the vast majority of states, there are counties where most households earn less than \$40,000 a year.

These low-income counties tend to have much in common. They are largely rural and have relatively weak job markets. They also tend to have low average life expectancies and declining populations.

24/7 Wall St. reviewed median household income data from the U.S. Census Bureau to identify the poorest county in every state.

To identify the poorest county in each state, 24/7 Wall St. reviewed median annual household incomes for each U.S. county using 5-year estimates from the U.S. Census Bureau's 2017 American Community Survey. We only considered counties with income estimates with a maximum 10 percent margin of error. We also reviewed in each county the percentage of adults who have earned a bachelor's degree or higher, poverty rates, and median home values from the ACS. Unemployment rates from the Bureau of Labor Statistics are not seasonally adjusted and are for October 2018.

**More:** These are the best places to retire in every state

**More:** Looking for affordable housing? Cities you can easily find a home under \$100,000

**More:** Want great quality of life? These are the best cities to live in every state across US

## 1. Alabama: Sumter County

- **County median household income:** \$21,663
- **State median household income:** \$46,472
- **Poverty rate:** 36.0 percent
- **Unemployment rate:** 5.3 percent

Sumter County, located in western Alabama along the Mississippi state border, is the poorest county in Alabama and one of the poorest in the United States. A majority of households in Sumter earn less than \$22,000 a year. Even more staggering, 28.2 percent of households earn less than \$10,000 a year, the second largest share of any of the more than 3,142 counties and county equivalents in the United States.

Like many other counties on this list, Sumter is shrinking rapidly. In the last five years, the county's population shrunk by 4.3 percent, even as Alabama's population as a whole grew by 1.5 percent. Now home to 13,000 people, the county's population has fallen steadily since it peaked at nearly 33,000 in 1900.

## 2. Alaska: Kusilvak Census Area

- **County median household income:** \$36,468
- **State median household income:** \$76,114
- **Poverty rate:** 39.1 percent
- **Unemployment rate:** N/A

The typical household in the Kusilvak Census Area in Alaska earns just \$36,468 a year, less than half the median income of \$76,114 across the state as a whole. The area lies along the coast of the Bering Sea and is bisected by the Yukon River. The low income likely contribute to the widespread financial hardship in the area. Slightly more than 39 percent of Kusilvak residents live below the poverty line, nearly four times the 10.2 percent poverty rate in Alaska.

Well-educated populations typically report higher incomes. In the Kusilvak Census Area, fewer than 5 percent of adults have a bachelor's degree or higher, roughly a sixth of the 29.0 percent share of adults in Alaska with at least four-year college degree.

### **3. Arizona: Apache County**

- **County median household income:** \$32,360
- **State median household income:** \$53,510
- **Poverty rate:** 35.9 percent
- **Unemployment rate:** 9.4 percent

Over half of all households in Apache County, Arizona, earn less than \$32,000 a year, and about one in every five households earn less than \$10,000 a year.

Native Americans living on reservations typically face far greater economic hurdles than other populations. Apache County, which covers much of eastern Arizona along the New Mexico border, is made up largely of the Navajo Nation Reservation. About 73 percent of the Apache County population identify as Native American.

### **4. Arkansas: Phillips County**

- **County median household income:** \$26,652
- **State median household income:** \$43,813
- **Poverty rate:** 33.0 percent
- **Unemployment rate:** 5.1 percent

Phillips County is located in eastern Arkansas along the Mississippi River. The poorest county in the state and one of the poorest in the country, Phillips' median household income of \$26,652 a year is well below both the state median annual household income of \$43,813 and the national median of \$57,652.

Employment opportunities are relatively scarce in Phillips County as unemployment stood at 5.1 percent as of October, far higher than the 3.3 percent unemployment rate in Arkansas. Phillips is also struggling to attract new residents. The county's population count stands at 19,500, down nearly 10 percent in the last five years.

### **5. California: Lake County**

- **County median household income:** \$40,446
- **State median household income:** \$67,169
- **Poverty rate:** 22.8 percent
- **Unemployment rate:** 4.7 percent

Lake County is located in Northern California, extending into the Mendocino National Forest. The poorest county in the state, Lake County's median income of \$40,446 a year is nearly \$27,000 below the California median annual household income.

A relatively weak job market may be partially to blame. Lake County's 4.7 percent unemployment rate is higher than both the state unemployment rate of 4.0 percent and the national rate of 3.8 percent. Many of the types of jobs common in Lake County are in traditionally low-paying industries like agriculture, forestry, and mining. The concentration of county workers in these industries is more than triple the comparable national concentration.

## 6. Colorado: Otero County

- **County median household income:** \$35,051
- **State median household income:** \$65,458
- **Poverty rate:** 22.9 percent
- **Unemployment rate:** 4.4 percent

Otero, a small county of fewer than 19,000 residents located in southeastern Colorado, is the poorest of the 64 counties in the state. The typical household in the county earns just \$35,051 a year, more than \$30,000 below what the typical house in the state earns. Additionally, 22.9 percent of county residents live below the poverty line, roughly double the 11.5 percent statewide poverty rate.

Property values are typically a reflection of what area residents can afford, and in Otero County, the majority of homes are worth less than \$100,000. For reference, the typical home in Colorado is worth \$286,100.

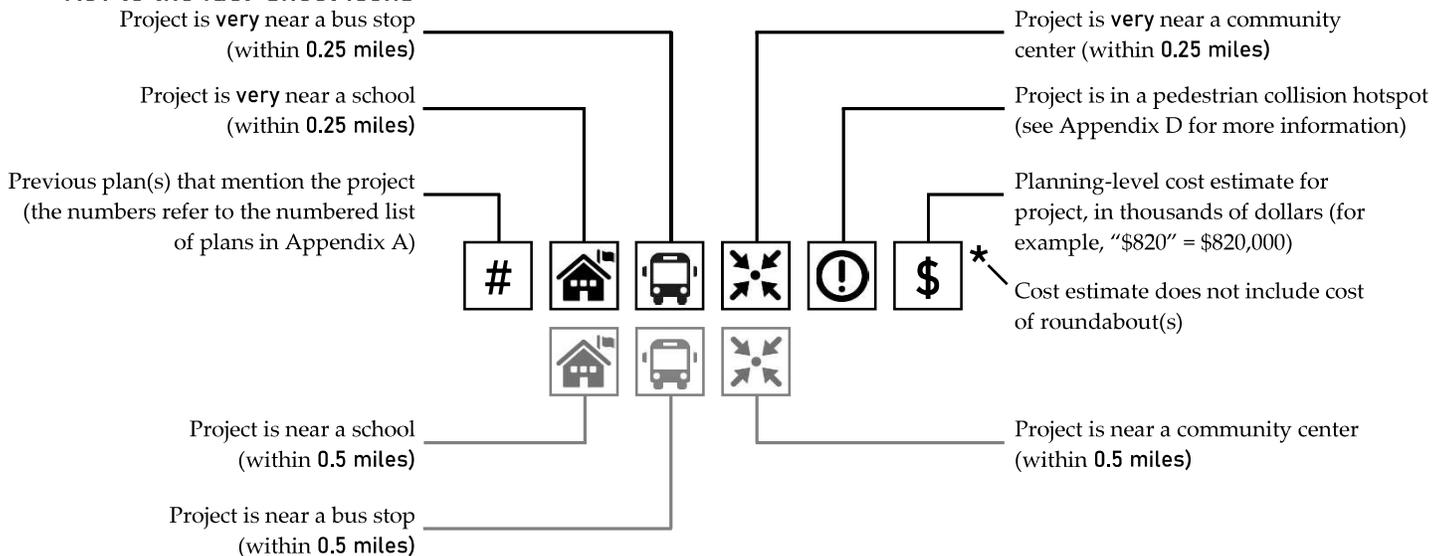
## 7. Connecticut: Windham County

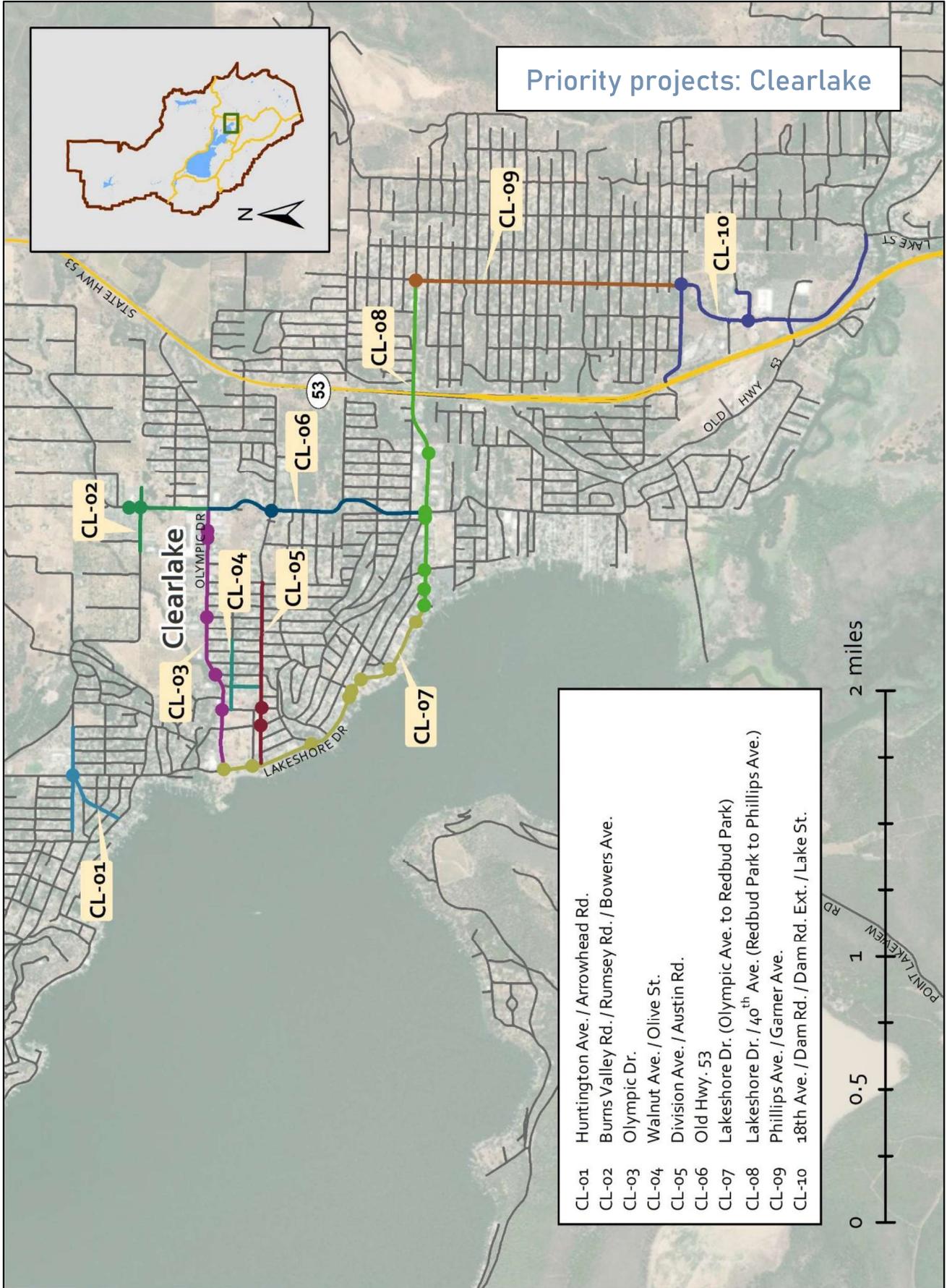
- **County median household income:** \$62,553
- **State median household income:** \$73,781

# 05 | Priority projects: Clearlake

- CL-01 Huntington Avenue / Arrowhead Road (\$820,000)
- CL-02 Burns Valley Road / Rumsey Road / Bowers Avenue (\$540,000)
- CL-03 Olympic Drive (\$730,000)
- CL-04 Walnut Avenue / Olive Street (\$260,000)
- CL-05 Division Avenue / Austin Road (\$1,180,000)
- CL-06 Old Highway 53 (\$1,200,000)
- CL-07 Lakeshore Drive—Olympic Avenue to Redbud Park (\$2,190,000; does not include cost of roundabout)
- CL-08 Lakeshore Drive / 40<sup>th</sup> Avenue—east of Redbud Park (\$1,320,000; does not include cost of roundabout)
- CL-09 Phillips Avenue (\$830,000)
- CL-10 18<sup>th</sup> Avenue / Dam Road Extension / Dam Road (\$1,160,000)

### Key to the fact-sheet icons





CL-09

Phillips Avenue

**Overview**

Sidewalks on Phillips Ave. would provide better connectivity for residents living in the “Avenues” neighborhood to activity centers to the south, near Dam Rd., and to the west, via 40<sup>th</sup> Ave. Phillips Avenue is an important north/south transit corridor and with the completion of Dam Rd. Extension, is the only continuous route to important retail and institutional destinations south of 18<sup>th</sup> Ave., such as the Konocti Education Center, Woodland Community College and Walmart.

**Details**

- Sidewalks on the west side of Phillips Ave. from 40<sup>th</sup> Ave. to 18<sup>th</sup> Ave.
- Crosswalks at the 40<sup>th</sup> Ave. / Phillips Ave. intersection.

6					\$830
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*Phillips Ave. and 40<sup>th</sup> Ave.*



*Phillips Ave. and 18<sup>th</sup> Ave.*

CL-10

18<sup>th</sup> Ave. / Dam Rd. Extension / Dam Rd.

**Overview**

Sidewalks on 18<sup>th</sup> Ave., Dam Rd. Extension and Dam Rd. would improve the pedestrian experience in this developing area of southern Clearlake. With key retail, educational and institutional destinations, this area has the potential to become a mixed-use district, which is now connected to the established “Avenues” neighborhood via Dam Rd. Extension. Sidewalks on 18<sup>th</sup> Ave. would also connect the eastern Clearlake to these amenities and provide multimodal access to Adventist Hospital.

**Details**

- Sidewalks on the west side of Dam Rd. Extension from Dam Rd. to 18<sup>th</sup> Ave. and on the east side from Dam Rd. to Lake St. Sidewalks on the south side of 18<sup>th</sup> Ave.
- Crosswalk across Dam Rd. Extension at College Access Rd. and 4-way crosswalk at the intersection of 18<sup>th</sup> Ave., Phillips Ave. and Dam Rd. Extension.

3,6,7					\$1,160
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*Dam Rd. Extension and College Access Rd.*



*Dam Rd. south of commercial area*

## Clearlake Affordable Housing & Economic Development Project

*To achieve the Governor's vision of maximizing available property throughout the state to increase affordable housing, Lake County and the City of Clearlake have proposed a property swap of the state-owned armory in Lakeport and a 15-acre property in the City of Clearlake to build desperately needed housing. The vision for this development proposal is below.*

### **The Dam Road Property is in the hub of Clearlake:**

The City of Clearlake is home to 25% of Lake County's population – 23% of its housing stock and half of the County's retail jobs are located there. The 15 acre property is near all of the major services in the community, is prime for development and is located on the newly constructed Dam Road Extension. The property is located near pre-existing neighborhoods, the community's largest shopping center, its hospital and Woodland Community College. A nearby parcel, also currently owned by the County of Lake, has been selected to develop a transit hub for the Lake Transit Authority. Proximity to this badly needed addition to Lake County's transit system will be a key amenity to the development of the subject property.

### **Why this Affordable Housing & Economic Development Project is desperately needed:**

Lake County, and particularly Clearlake, suffer from high poverty rates (17.8% & 31.7% respectively), some of the lowest per capita annual income rates in the state (\$23,345 & \$16,464 respectively), and poor-quality housing stock (60% of the stock is 40 years or older & 29% of total stock are mobile homes). Since the Valley Fire in 2015 – and the numerous wildfires since – Lake County has seen over 60% of its land mass burn and 5.5% of its housing stock destroyed by fire. The rental market is extremely tight due to the fires, with a vacancy rate of 5%.

**Local economic conditions and this specific property are primed for a mixed-use development that includes both affordable and market rate housing, services for veterans and/or students, potential medical services in coordination with Adventist Health Clear Lake's hospital, and retail space such as a neighborhood scale grocery and/or food service establishments.**

### Details of the Property:

The property is ideally located near Clearlake's primary job centers. Nearby is Adventist Health's hospital (the City's largest employer), the Clear Lake Campus of Woodland Community College, Walmart and other mid-sized retail businesses, a branch of the Lake County Superior Court, and various fast food restaurants.

The property is currently zoned Professional Administrative, which would allow medical services and other educational uses, consistent with the neighboring parcels. However, the City is undertaking a complete overhaul of its zoning ordinance and this property is proposed to be changed to Mixed Use, allowing various residential densities as well as commercial uses such as medical, retail, and food service.

A review of environmental constraints identified slope as the most likely to impact the site's development potential. However, similar sites within the City have been developed at the maximum allowable density of 25 units per acre, and it is reasonable to assume preliminarily that a comparable density could be achieved here (approximately 300-350 residential units). Sewer, water and other utilities are available with adequate capacity to serve potential development.

### Housing Components and Why There is Demand from the Specific Populations:

*Veteran Affordable Housing:*

Despite being a small rural county with a population of 65,071, Lake County has a high population of veterans at 5,609 or 8.6% of the total population.

This site is only about 1.5 miles driving distance to the Clearlake VA Clinic (the only VA clinic in Lake County), where a high number of local veterans are served. The Clearlake VA Clinic provides veterans with primary medical care, outpatient mental health services, immunizations, nutrition counseling, and various other medical services. The 2019 point-in-time homeless count indicated 17 homeless veterans within the area, and 240 total homeless in Clearlake. This project could be a unique opportunity to provide a more stable environment for those who have served our country.

*Student Affordable Housing:*

Woodland Community College's Clear Lake campus serves as a commuter school where students struggle to find adequate housing. The housing that would be considered affordable for students within the area is often dilapidated or inadequate. The shortage of quality housing available for students becomes a detriment to the educational experience and can cause students to divert from their educational track. A project similar to this was recently inked for Santa Rosa Junior College to develop student housing on the campus.

Due to the City's quality of housing stock and per capita income rates a large portion of housing within the City ends up being "affordable." There is room for higher quality affordable housing within the City. Over 47% of the population are renters. Over 28% of the total housing stock is considered vacant, either truly vacant or a second vacation home. Over 60% of the housing is over 40 years old with 43% needing substantial rehabilitation or considered dilapidated.

*Market Rate Housing:*

It is difficult to find quality market rate housing in and around the Clearlake area. The average home value in Clearlake is \$186,000 compared to \$286,000 for Lake County as a whole or \$310,000 for Lakeport. It is nearly impossible for Adventist Health to place doctors and other medical professionals in quality housing within the area. There are similar struggles with other professionals finding local housing. This deficit creates an additional hurdle for the already difficult recruitment of qualified professionals in key industries. This is particularly problematic when Lake County has one of the worst per capita ratios of primary care physicians in the state. Adventist Health Clear Lake has expressed its support for a partnership that results in an increased availability of quality market rate housing within the City.

Economic Development Component:

As described above, given the subject property's proximity to health care, restaurants, shopping, college, courts, and a large residential area the site is a prime location for additional economic development to benefit both the City of Clearlake and the Lake County region.

The most recent City of Clearlake report that identifies opportunities for increased sales tax revenue includes: service stations, fine dining, lumber/building materials, specialty stores, auto repair shops, shoe stores, and office supplies with a total trade area retail gap of \$620 million. These categories provide opportunity for a variety of economic development projects within the area as a complement to additional housing.