

# Lake Area Planning Council

## SB 125 FORMULA-BASED TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM & ZERO EMISSION TRANSIT CAPITAL PROGRAM

### Allocation Package

December 2023

#### A. Introduction

The Lake Area Planning Council (APC) is the Regional Transportation Planning Agency for the Lake County region. Within the boundaries of APC's jurisdiction, there is only one public transit operator, the Lake Transit Authority (LTA). Development of this allocation plan is the result of collaboration between the APC and LTA over the last couple of months. The two agencies have held meetings and had ongoing communication specifically to discuss project prioritization for these funds. The funding has also been discussed in public meetings of the Boards of Directors of both agencies. LTA's highest priority project is the Lake County Interregional Transit Center, which was originally funded with TIRCP funds awarded in 2020. Due to the economic and market conditions that resulted from the COVID-19 pandemic, this project is currently underfunded. This project will increase ridership by improving the rider experience of public transit and help LTA transition to a zero-emission fleet.

#### B. Narrative Explanation

**1. Explanation of funding and service actions being taken within the region that utilize resources other than SB125 funding.**

Lake Transit Authority is the only STA eligible operator in the Lake County region. At this time, they do not anticipate any funding related operational deficits through 25/26. Their ordinary sources of federal, state, and local funding are sufficient to maintain service levels.

**2. Description and justification of the RTPA strategy to use SB 125 funding to construct capital projects and fund operating expenses that lead to improved outcomes in its jurisdiction.**

Lake Transit Authority, the one eligible operator in the region, does not anticipate funding related operating deficits or service cuts at this time. Therefore, the APC's strategy focuses on supporting improvement in ridership. The APC's strategy, developed in consultation with the Lake Transit Authority (LTA), addresses goals to increase ridership by improving the rider experience of public transit and replacing older vehicles with zero emission vehicles that will allow LTA to expand their intercity service. These approaches are included in LTA's existing TIRCP project, the Lake County Interregional Transit Center, that was awarded in 2020. The budget that was originally developed for this project was created in 2019 and did include cost escalation factors. However, the budget did not

forecast economic and market conditions that resulted from the COVID-19 pandemic. To date, the environmental phase of the project has been completed and LTA is preparing to begin the design phase. The project includes the activities listed below.

- a) Activity #1 - Construction of Lake County Interregional Transit Center. Construction of the Lake County Interregional Transit Center will 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. In 2020, LTA was awarded TIRCP funds for the transit center, as well as hydrogen fueling infrastructure and hydrogen fuel cell buses. This multimodal center will connect public transit services, cyclists, pedestrians, and park and ride users.
- b) Activity #2 Procurement of hydrogen buses and the construction of hydrogen fueling infrastructure. LTA received funding to purchase four hydrogen buses and construct the associated fueling infrastructure. Acquiring these buses will officially begin LTA's transition to zero-emission vehicles. Currently, the LTA fleet is powered only by gasoline and diesel. For the purposes of extending LTA service to Santa Rosa, hydrogen technology is 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 will be located at LTA's Operations and Maintenance facilities in Lower Lake. There is ample area to address setback requirements and less public access to help protect against potential hazards or vandalism.

**3. Detailed breakdown and justification for how the funding is proposed to be distributed between transit operators and among projects, consistent with the legislative intent described in SB 125.**

The Lake County region has only one public transit operator, the Lake Transit Authority, therefore, this section focuses on projects rather than distribution among operators. In addition to administrative costs, all funding for the first year will be allocated to one project implemented by LTA: the TIRCP-funded Lake County Interregional Transit Center. This project includes the construction of a new transit center/hub in the region's largest population center and the procurement of four hydrogen buses and associated fueling infrastructure. The project will combine funding sources that will be used to fund high-priority capital improvements to the LTA system. A detailed description of the high priority nature of all activities in the project is included below.

Activity #1 Construction of Lake County Interregional Transit Center. This has long been a need in the Clearlake area, the largest population center in Lake County. It is located just south of the State Route 20 corridor, which is a vital east/west connection between the US 101 and I-5 corridors. LTA does not currently have any type of transit hub or transit center in the Clearlake area that allows for a consolidated connection point for six LTA routes that serve the community, or connection with other modes. Additionally, it will be the connection point for service between Lake County and the I-5 corridor once that service begins. By providing a central location for these connections, as well as other amenities to support zero emission and active transportation (charging, bike storage, etc.), LTA will be able to **increase ridership and improve the overall ridership experience**. LTA will combine the SB 125 funds with their existing TIRCP funds to fully fund the project. Construction of the transit center will satisfy an important pre-condition necessary for expansion of the transit system.

Activity #2 Procurement of hydrogen buses and the construction of the hydrogen fueling infrastructure. This activity will **reduce greenhouse gas emissions and increase ridership by improving the overall ridership experience** by beginning the process of replacing of LTA’s existing fossil fuel powered fleet with zero-emission vehicles (ZEVs), consistent with LTA’s Zero Emission Transition Plan. The construction of the hydrogen fueling infrastructure is crucial to LTA’s transition plan and will accelerate LTA’s shift to ZEVs. The available funding would enable the agency to stay on track with the ICT Regulation of being 100% zero emissions by 2040. The addition of the buses to the existing fleet will allow for the expansion of LTA’s intercity routes, further **reducing greenhouse gas emissions by converting more single occupancy vehicle trips to shared transit vehicle trips**.

**4. Statement of existing service plan and planned service changes through the end of 2023-24.**

Lake Transit Authority is the only transit operator in the Lake County region. The GTFS feed for their existing service plan can be found at: \_\_\_\_\_  
\_\_\_\_\_ At this time, they do not have any planned service changes through the end of 2023-24.

**5. Expenditures on security and safety measures.**

Lake Transit Authority does not have any current or changed levels of expenditure that are specific to safety and security measures.

**6. Opportunities for service restructuring, eliminating service redundancies, and improving coordination amongst transit operators, including, but not limited to, consolidation of agencies or reevaluation of network management and governance structure.**

The Lake APC is not involved in any of the above mentioned activities.

Appendices:

Appendix 1 - SB 125 Funding Allocation Worksheets (addresses Sections 6.C through 6.D of SB 125 Guidelines)

Appendix 2 – Transit Operator Worksheets (addresses Sections 6.E of SB 125 Guidelines)

Appendix 3 – Fact Sheets

# ZETCP Fact Sheet

**Implementing Agency:** Lake Transit Authority

**Project Title:** Lake County Interregional Transit Center

**Project Schedule:**

Project Management: 7/2020 – December 2026

PA&ED – 5/2021 – 9/2022 – MND adopted on 9/14/2022

PS&E – 1/2024 – 2/2025

R/W – N/A

CON (includes bus procurement) – 3/2025 – 5/2026

**Summary of project scope:**

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.

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 side, two straight bays on the eastern 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 unwalled 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.

2. Hydrogen Buses and Off-site Fueling- Lake Transit plans 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. 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.

**Total Project Costs: \$16,986,944**

**Identification of the source, type, and amount of all funding:**

TIRCP Cycle 4 - \$12,994,000

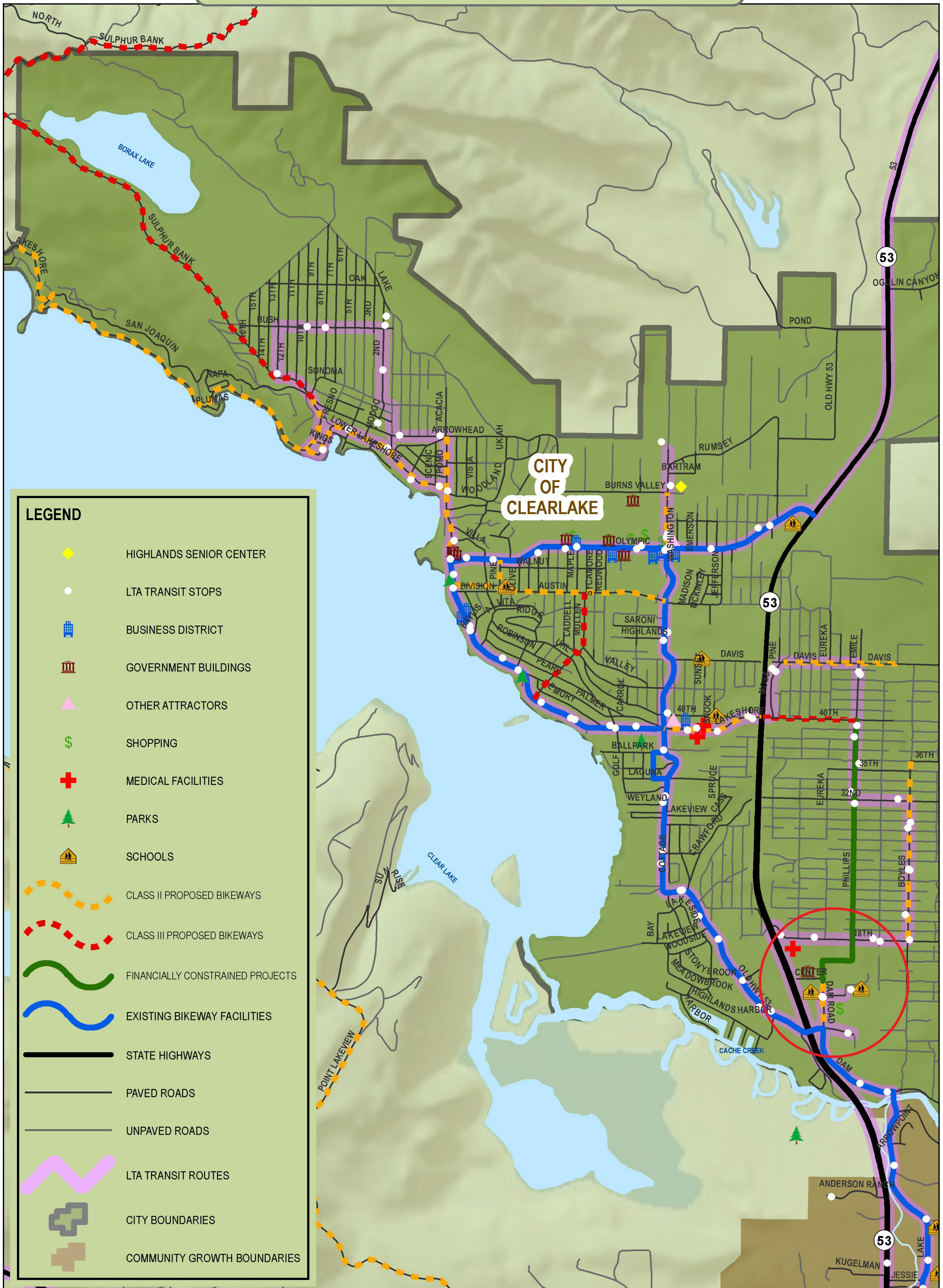
SB 125 – TIRCP - \$3,706,510

SB 125 – ZETCP - \$286,434





# LAKE ACTIVE TRANSPORTATION PLAN BIKEWAY FACILITIES



| LEGEND |                                  |
|--------|----------------------------------|
|        | HIGHLANDS SENIOR CENTER          |
|        | LTA TRANSIT STOPS                |
|        | BUSINESS DISTRICT                |
|        | GOVERNMENT BUILDINGS             |
|        | OTHER ATTRACTORS                 |
|        | SHOPPING                         |
|        | MEDICAL FACILITIES               |
|        | PARKS                            |
|        | SCHOOLS                          |
|        | CLASS II PROPOSED BIKEWAYS       |
|        | CLASS III PROPOSED BIKEWAYS      |
|        | FINANCIALLY CONSTRAINED PROJECTS |
|        | EXISTING BIKEWAY FACILITIES      |
|        | STATE HIGHWAYS                   |
|        | PAVED ROADS                      |
|        | UNPAVED ROADS                    |
|        | LTA TRANSIT ROUTES               |
|        | CITY BOUNDARIES                  |
|        | COMMUNITY GROWTH BOUNDARIES      |

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

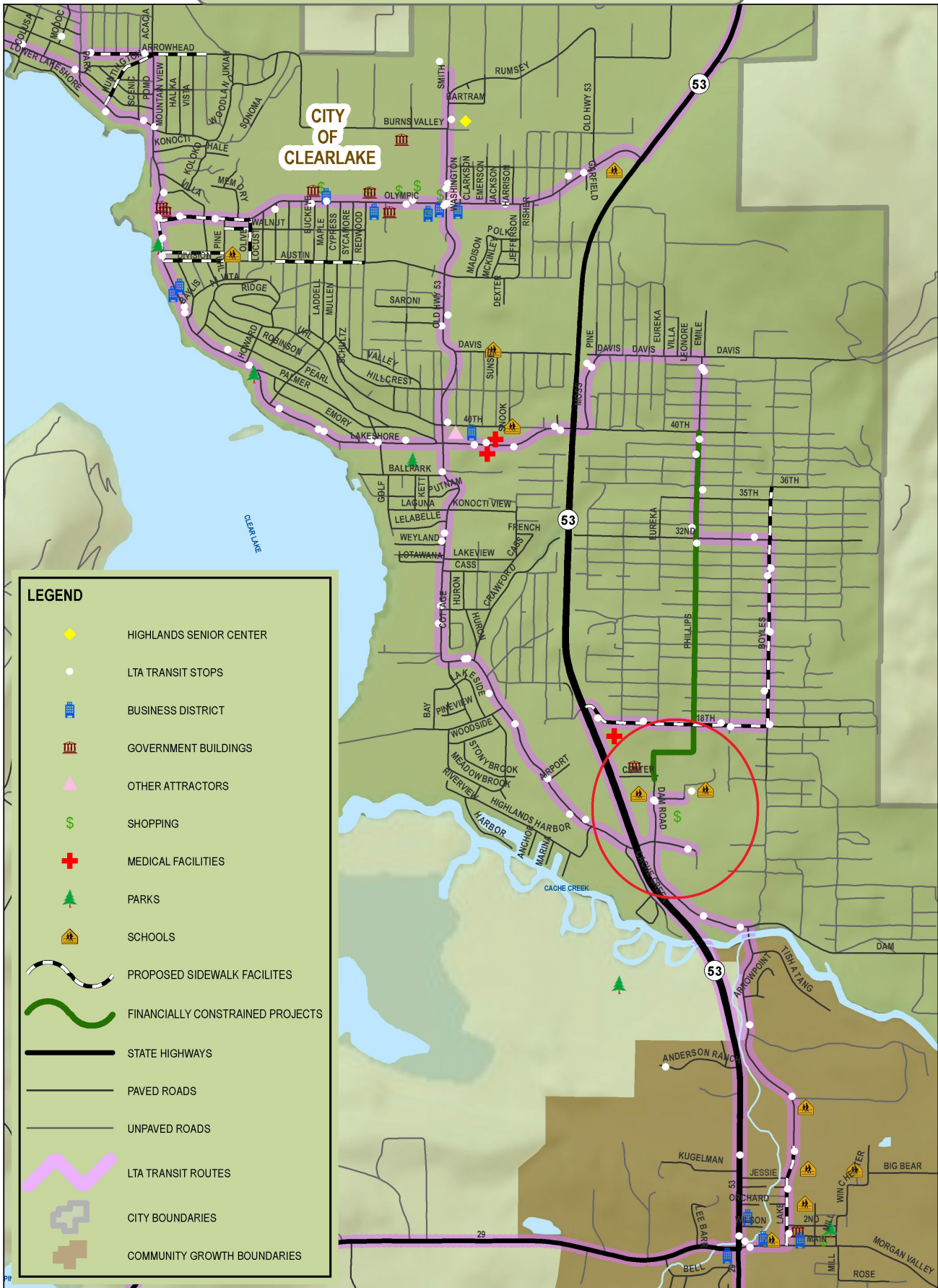


**CITY OF CLEARLAKE**





# LAKE ACTIVE TRANSPORTATION PLAN SIDEWALK FACILITIES

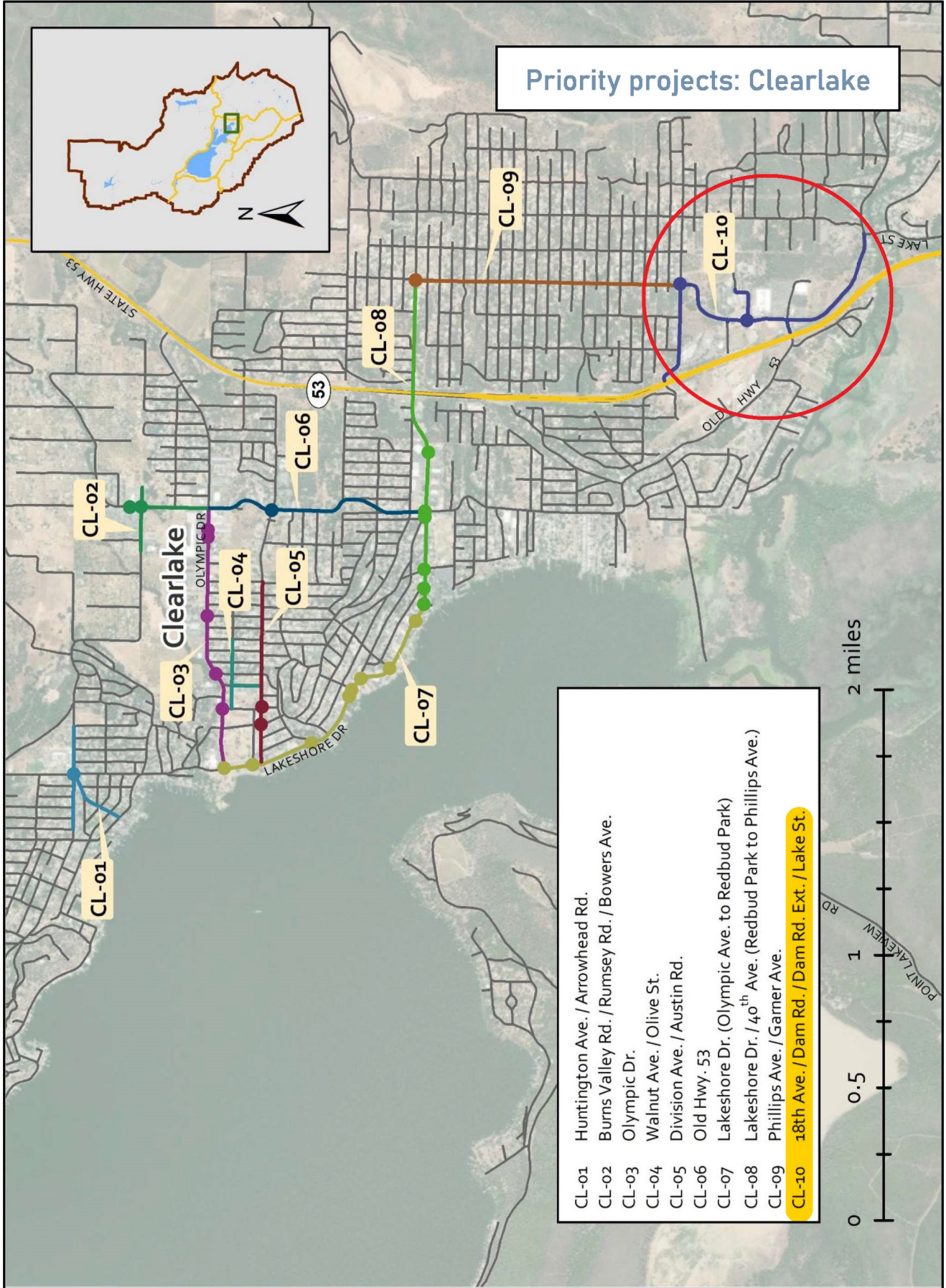


## CLEARLAKE / LOWER LAKE AREA

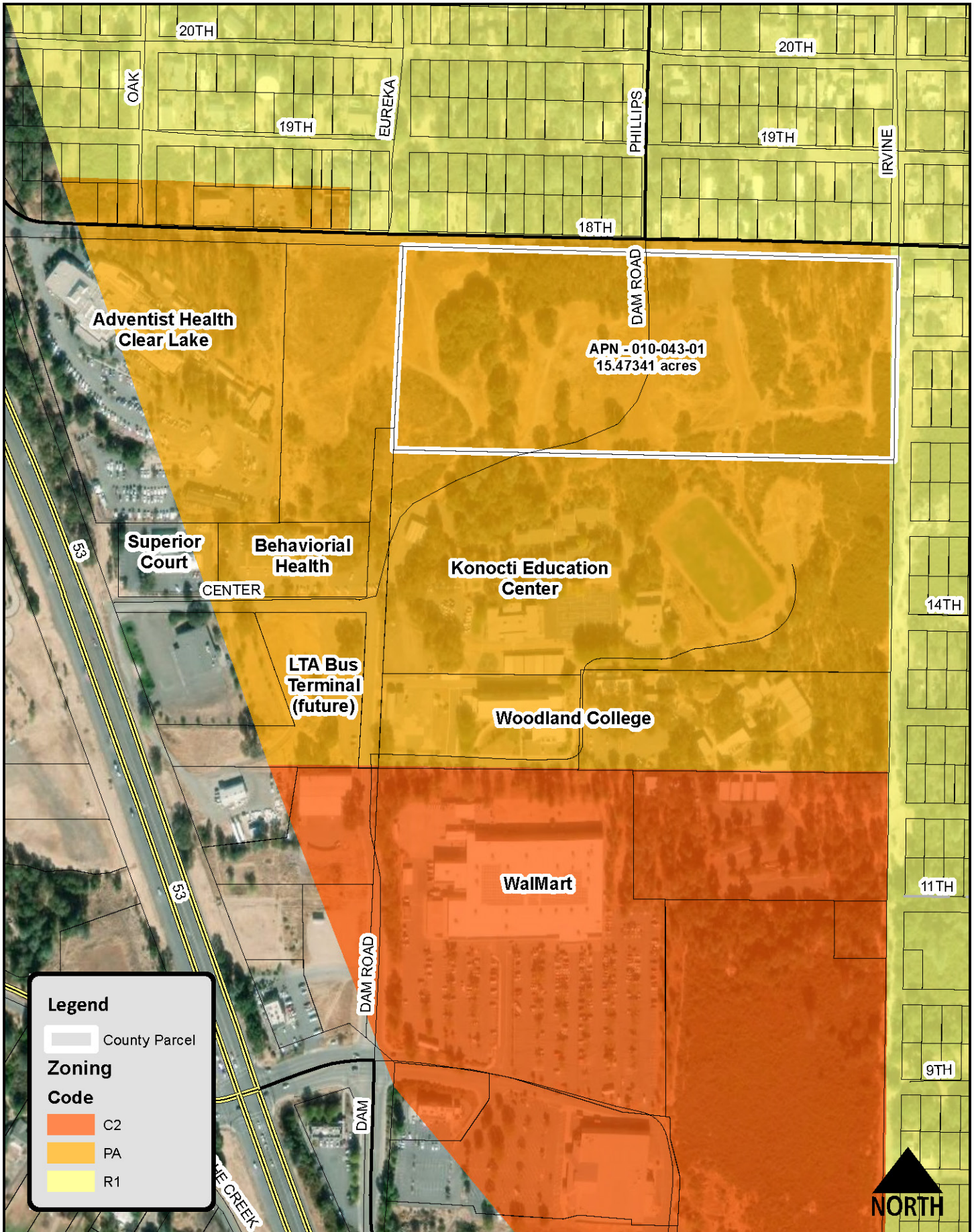
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Ukiah, CA 95482











APN - 010-043-01  
15.47341 acres

Adventist Health  
Clear Lake

Superior Court

Behaviorial Health  
CENTER

Konocti Education  
Center

LTA Bus  
Terminal  
(future)

Woodland College

Walmart

**Legend**

County Parcel

**Zoning**

**Code**

- C2
- PA
- R1







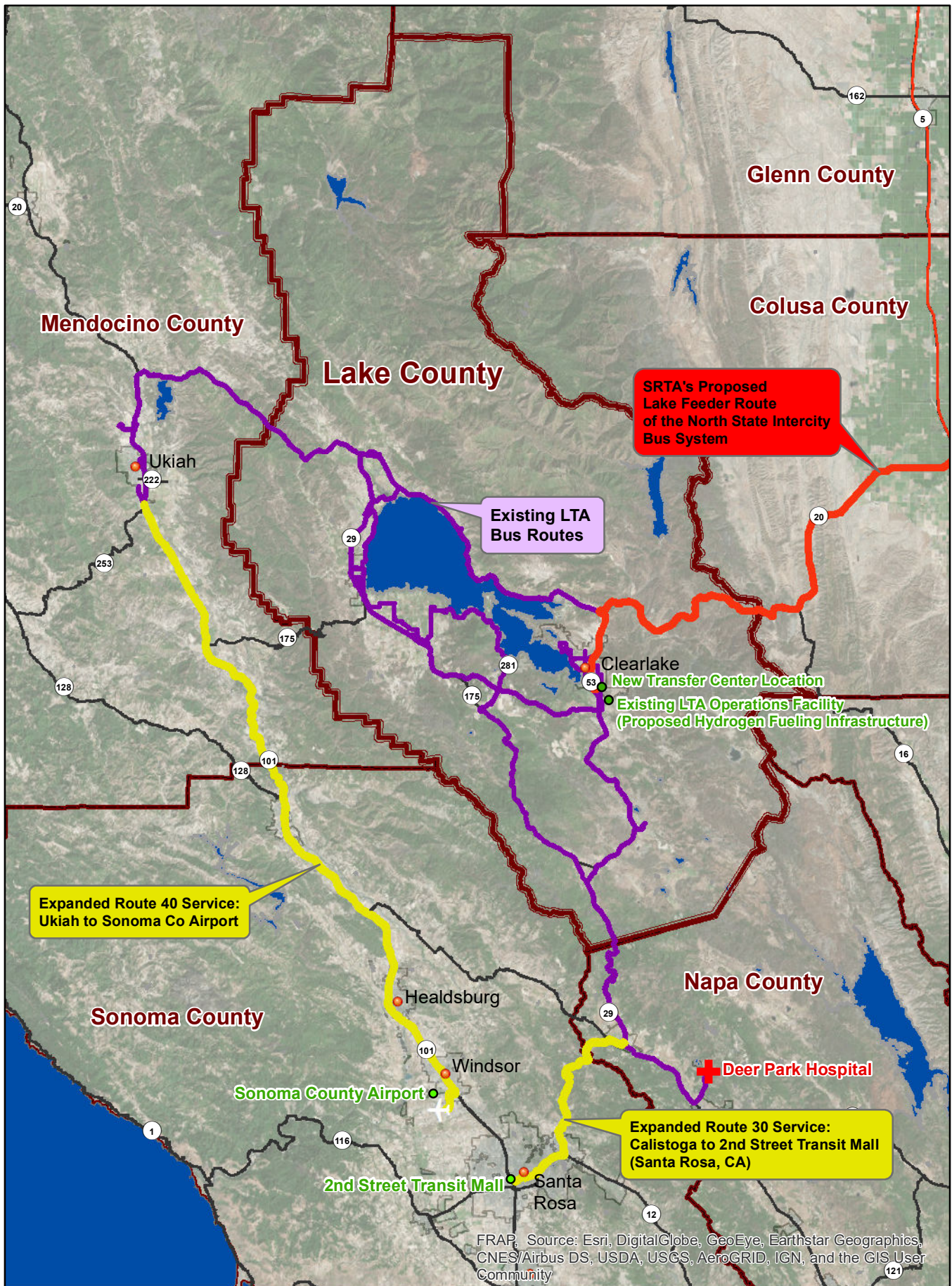
**Dam Rd Extension connecting the Avenues to the new transit center. This road was constructed in 2018.**

**1/2 mile radius from the new transit center**

**New Transit Hub**



# Lake County Interregional Transit Center Location Map

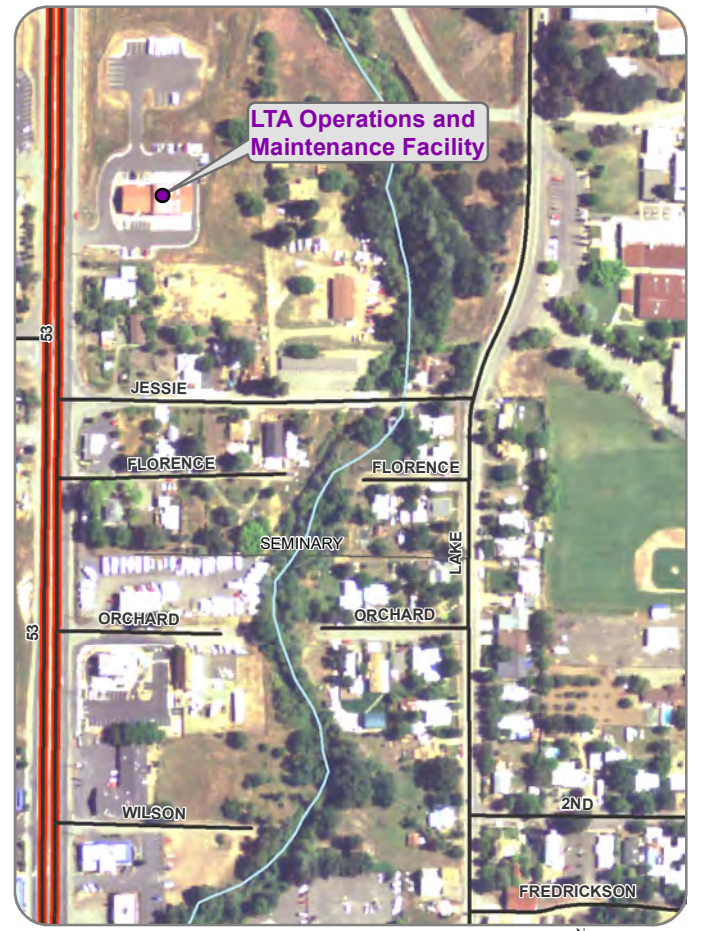


FRAP, Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community





# LAKE TRANSIT AUTHORITY NEW TRANSIT CENTER LOCATION AND EXISTING FACILITIES



Map Developed By: Alexis Pedrotti  
525 S. Main Street, Suite G  
Ukiah, CA 95482

**CITY OF CLEARLAKE  
LAKE COUNTY, CALIFORNIA**

