



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

01-Lake County-02

Auto populated

Total ATP Funds Requested:

\$ 1,430

(in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding “step-by-step” Application Instructions and Guidance to complete the application (3 Parts):

Part A: General Project Information

Part B: Narrative Questions

Part C: Application Attachments

Application Part A: General Project Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

Lake County

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

255 N. Forbes Street

Lakeport

CA

95453

IMPLEMENTING AGENCY'S CONTACT PERSON:

Scott De Leon

CONTACT PERSON'S TITLE:

Public Works Director

CONTACT PERSON'S PHONE NUMBER:

(707) 263-2341

CONTACT PERSON'S EMAIL ADDRESS :

scottd@co.lake.ca.us



Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.
(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

N/A

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

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PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MS number

01-5427R

Implementing Agency's State Caltrans MS number

00172S

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

PROJECT NAME: (To be used in the CTC project list)

Middletown Multi-Use Path

Application Number: out of **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

Deliver a Class I multi-use path, including phases for design, environmental, permitting, and construction.

PROJECT LOCATION: (Max of 250 Characters)

Within the State highway 29 right of way in Lake County, from the intersection of Rancheria Road to the intersection with Central Park Road, in the community of Middletown.



Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? Yes No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 38.744310 /long. -122.621820

Congressional District(s):

State Senate District(s): State Assembly District(s):

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	Pedestrians	<u>22</u>	Bicyclists	<u>7</u>
One Year Projection:	Pedestrians	<u>44</u>	Bicyclists	<u>14</u>
Five Year Projection:	Pedestrians	<u>55</u>	Bicyclists	<u>21</u>

BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)

Bicycle: Class I Class II Class III Other _____

Pedestrian: Sidewalk Crossing Other _____

Multiuse Trails/Paths: Meets "Class I" Design Standards Other _____

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: Yes No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income Yes No CalEnvioScreen Yes No

Student Meals Yes No Local Criteria Yes No

Is the majority of the project physically located within the limits of a Disadvantaged Community: Yes No

CORPS

Does the agency intend to utilize the Corps: Yes No



PROJECT TYPE (Check only one: I, NI or I/NI)

Infrastructure (I) **OR Non-Infrastructure (NI)** **OR Combination (N/NI)**

“Plan” applications to show as NI only

Development of a Plan in a Disadvantaged Community: Yes No

If Yes, check all Plan types that apply:

- Bicycle Plan**
- Pedestrian Plan**
- Safe Routes to School Plan**
- Active Transportation Plan**

Indicate any of the following plans that your agency currently has: (Check all that apply)

Bicycle Plan Pedestrian Plan Safe Routes to School Plan Active Transportation Plan

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

- Bicycle Transportation** % of Project 25.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 75.0 %
- Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: _____

If the project involves more than one school: 1) Insert “Multiple Schools” in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: _____

School address: _____

District name: _____

District address: _____

Co.-Dist.-School Code: _____

School type (K-8 or 9-12 or Both) Project improvements maximum distance from school _____ mile

Total student enrollment: _____

% of students that currently walk or bike to school% _____ %

Approx. # of students living along route proposed for improvement: _____

Percentage of students eligible for free or reduced meal programs ** _____ %

**Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area,

2) the students considered to be along the walking route being improved, 3) the project improvements.



Trails (Multi-use and Recreational): *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

For all trails projects:

Do you feel a portion of your project is eligible for federal Recreational Trail funding? Yes No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: _____

If yes, estimate the % of the total project costs that serve "transportation" uses? _____ %

Applicants intending to pursue "Recreational Trails Program funding" **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited. For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a "*" and can provide "N/A" for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:	_____		7/1/16
* CEQA Environmental Clearance:	_____		12/31/16
* NEPA Environmental Clearance:	_____		12/31/16
CTC - PS&E Allocation:	_____		1/1/17
CTC - Right of Way Allocation:	_____		7/1/17
* Right of Way Clearance & Permits:	_____		4/1/18
Final/Stamped PS&E package:	_____		4/30/18
* CTC - Construction Allocation:	_____		7/1/18
* Construction Complete:	_____		10/30/18
* Submittal of "Final Report"	_____		11/30/18



PROJECT FUNDING (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

ATP funds being requested for this application/project by project delivery phase:

ATP funds for PA&D:	\$46	
ATP funds for PS&E:	\$137	
ATP funds for Right of Way:	\$15	
ATP funds for Construction:	\$1,232	
ATP funds for Non-Infrastructure:		<i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:		\$1,430

Local funds leveraging or matching the ATP funds: \$0

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are 'non-participating' for ATP: \$0

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

TOTAL PROJECT FUNDS: \$1,430

ATP - FUNDING TYPE REQUESTED:

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

Do you believe your project warrants receiving state-only funding? Yes No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

The County of Lake is requesting State-only funding for the construction and support costs to build the Middletown Multi-Use Path due to the added hardship in meeting federal requirements relative to the agency's limited staff size.

ATP PROJECT PROGRAMMING REQUEST (PPR): In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions

(Application Screening/Scoring)

Project unique application No.: 01-LAKE-02

Implementing Agency's Name: County of Lake

Important:

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

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Part B: Narrative Questions **Detailed Instructions for: Screening Criteria**

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

The County of Lake and the Lake Area Planning Council (APC) are responding to a request from the unincorporated community of Middletown to deliver one of the region's most pressing bicycle and pedestrian improvement projects. Middletown (as a Census Designated Place) has 1,323 residents and active transportation along its main street (State Route 29) has had to take a back seat to interregional traffic.

The limited funding that the Lake APC receives in Regional Transportation Improvement Program (RTIP) funds has been tied up in a large highway improvement project for the last two decades. Lake County does not have a sales tax measure in place to generate revenues for transportation and does not have other funding or financing in place to fully fund the maintenance of existing roads, much less fund new facilities. Simply put, the County would not be able to fund this project without grant funds.

2. Consistency with Regional Plan.

The 2010 Regional Transportation Plan for the Lake County Area Planning Council identifies the following overarching policies and objectives in support of the project: Overarching Policy 2.1, pursue funding in partnership with federal, State and local agencies to fund Complete Streets projects; policy 2.4 supports and encourages transit, pedestrian and bicycle facility planning and facility improvements; policy 2.6 supports efforts to reduce dependency on automobile use. Overarching Policy Objective #3 calls for the facilitation and promotion of transit, bicycling, and walking to reduce vehicle trips in Lake County to help reduce



Greenhouse Gas emissions; policy 3.1 calls for the implementation of the County Safe Routes to School Plan and construction of projects to encourage students to walk and bike to school rather than traveling by car.

The proposed project is also consistent with the policies and objectives of the Bicycle and Pedestrian Element, including Objective 1: Design and rehabilitate roads to safely accommodate all users, including motorists, bicyclists, pedestrians, transit riders, children, older people, and disabled people. Bicycle and Pedestrian Element Objective 3: Develop and improve access and connectivity between pedestrian, bicycle and transit facilities and employment, commercial, residential and recreational areas (destinations).

Part B: Narrative Questions

Detailed Instructions for: Question #1

QUESTION #1

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)

A. Describe the following:

-Current and projected types and numbers/rates of users. (12 points max.)

Neither Caltrans nor the County of Lake has historically collected non-motorized counts in the Middletown area. Bicycle and pedestrian counts were collected with a Caltrans District 01 MioVision© video camera that was temporarily installed within the project segment from April 6-12, 2015. We assume that active transportation travel peaks the summer months, as motor vehicles do, and that counts from early April do not reflect peak volumes. The camera was preset to record for 12 hours each day for 7 days. The data used for this grant application was collected on Wednesday and Saturday from 7 am to 7 pm.



The midweek count identified 17 trips: seven bicyclists and ten pedestrians. In a community of 1,323 residents, this count represents greater than 1% of the population. Thirty-six trips were observed on Saturday: 22 pedestrian trips, including an infant and stroller; four equestrian trips; and ten cyclists. Three cyclists appeared to have a recreational trip purpose.

The counts for this project were taken just south of a break in the Caltrans access control fence, where an unimproved dirt trail has been established through regular use. Bicyclists and pedestrians were observed crossing the highway and exiting the shoulder in order to utilize the trail and/or access the opening in the Caltrans access-control exclusionary fencing. The alignment of the trail provides another indication that bicyclists and pedestrians prefer to travel on the lower-volume and lower-speed county road over the two-lane expressway.

Future use of the facility is expected to increase measurably in relation to existing volumes. There are 15 or 16 students living at the Middletown Rancheria; none of these students currently walk or bicycle to school. Another ten students are picked up by Middletown Unified School District (K-12) buses at Dry Creek Cutoff and a private driveway that serves a ranch supply store and a number of residences. Having a safe route to school or other destinations in Middletown will influence more youth (ages 12 to 18) to engage in active travel.

The Caltrans Transportation Corridor Report for Route 29 states that bicycles are allowed on the entire route in Lake County and shoulders are proposed on the segment that passes through Middletown (from Hidden Valley Lake to the Napa County Line). The project segment is a backbone route for other intersecting recreational cycling routes, and will increase recreational cycling within the corridor. Organized bicycle races and tours bring



bicyclists from the San Francisco Bay Area to Lake and Napa counties to ride in Boggs Mountain State Forest and on wine-country backroads.

- B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)**

a. creation of new routes

The project will create a new facility for bicyclists and pedestrians on the State Route 29 corridor. Bicycles and pedestrians are not prohibited from using the paved, four-foot highway shoulder, but most users are inhibited by concerns about personal safety.

The construction of a multi-use path will offer students the opportunity to ride bicycles to school by providing a safe alternative to the highway shoulder. Rancheria Road, located at postmile 4.15, is less than 2 miles from the K-12 schools, and other residents along the corridor would have the missing link to facilitate bicycle travel to school.



The southern terminus of the project is located at the Middletown Rancheria.



Other residents that live south of Central Park Road may have other purposes to walk or bicycle to town, including trips for groceries, to commute for work, or to access public services, such as public transit. Residents of the community may also use active modes of travel to access a church with an affiliated school, a regional “Trailside Park”, a winery and the Tribal hotel and casino. The Rancheria has a casino, restaurant, hotel and a special event center, which is often used to host community meetings, fund-raisers, weddings and performances. The Tribal casino and hotel is the location of one of two bus stops in Middletown on the Lake Transit Authority’s intercity bus route (Route 3).

b. removal of barrier to mobility

High speed traffic on State Route 29 (55+ mph) creates an unsuitable environment for all but the most confident bicyclists and pedestrians. For the less confident bicyclists and pedestrians, the existing highway shoulder acts as a barrier to safe travel. Distance and high-tension cable barriers (in some locations) will separate active transportation modes from the high-speed traffic and remove the perceived barrier to non-motorized mobility in the corridor.

c. closure of gaps

South of the SR 29 intersection with Central Park Road, the County road network is fragmented with State Route 29 providing the only through route into town. As the only connecting roadway, Route 29 does not provide the Complete Street needs of the community. Constructing a multi-use path along the State Route 29 corridor will close the effective gap in non-motorized facilities.

d. other improvements to routes

The Multi-Use Path closes the most critical gap in the community’s bicycle and pedestrian infrastructure. Other improvements are needed on both the County roads and the State Routes (SR 29 & SR 175) to better link the remainder of Middletown’s major non-motorized trip generators and attractors. Caltrans does not support marked



crosswalks on high speed facilities, so traffic calming along with intersection improvements may need to be addressed before the corridor is fully constructed to support complete streets.

The corridor benefits recreational users, including equestrians, as the segment connects the Middletown horse arena to the County Trailside Park. To better serve equestrian users, a four foot gravel shoulder will be constructed on one side of the path.

e. educates or encourages use of existing routes

Lake APC is developing an Active Transportation Plan for Lake County, which will provide more complete guidance for educating and encouraging communities about safety for active transportation in the near future. In the meantime, community participation in the development of this project and/or future public meetings will offer a limited source of information about safe practices and paths of travel for this corridor.





C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)

Middletown residents have been active in seeking improvements for their community. Middletown is the most active and organized (unincorporated) community in Lake County with the planning experience behind them to help implement their goals. Local volunteers have worked with Caltrans, the County planning and public works departments and the Lake Area Planning Council (Lake County's Regional Transportation Planning Agency) to obtain grant funding for planning purposes to establish priorities for implementation.

There is no shortage of needs for bicycle and pedestrian facilities in Lake County. Procuring the expertise and funding to deliver projects is what gives Middletown the advantage among the other unincorporated areas. The Middletown Area Town Hall (MATH) is the only local organization that is recognized by the County Board of Supervisors as a quasi-public entity representing the local interests at the County level.

After recently completing a comprehensive assessment of local needs, a group of representatives from Middletown unanimously selected the proposed project for implementation when solicited for the community's highest priority project. The project is listed as a high priority project south of town in the Middletown Community Action Plan, which was a grant-funded study administered by the local RTPA (Lake APC). The route is also identified as a bike route in the Caltrans Transportation Corridor Report, the Regional Bikeway Plan and Route 29 South Corridor Engineered Feasibility Study, although it is not currently built to bicycle route standards. The segment proposed for the multi-use path has also had two bicycle collisions in the past five years: one injury and one fatality. Due to the potential for high-severity collisions, this segment would provide the biggest safety benefit to the community.



Part B: Narrative Questions

Detailed Instructions for: Question #2

QUESTION #2

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

- A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)**

Collision data was gathered from the Statewide Integrated Traffic Records System (SWITRS) and the UC Berkeley Transportation Injury Mapping System (TIMS). Supplementary information was collected from the Lakeport Office of the California Highway Patrol and the Caltrans District 01 Traffic Safety Office.

The project segment has two bicycle collisions in the most recent five-year period; an injury accident in September of 2010 and a fatality in November of 2014. The injury accident was attributed to an improper turn at an intersection; the fatality occurred at night, with a bicyclist crossing the roadway without a bicycle light or reflectors. Both incidents were a case of inexperienced cyclists using a highway that they were not able to negotiate safely.

The most recent ten years of published data (2004-2013), the majority of motor vehicle collisions are attributed to unsafe speed. A limited number of accidents were attributable to driving under the influence of alcohol or drugs. Only one accident involved driving on the wrong side of the road/crossing over the centerline. The remaining accidents were related to turning conflicts or intersection right of way violations.



The proposed project segment is a two-lane expressway with a posted speed of 55 miles per hour and left-turn channelization at only two of the half-dozen or more intersections. The intersections have stop controls at the side streets, so the high rate of travel on SR 29 as vehicles approach the intersections can result in unsafe speeds for executing turning movements, reduced reaction times and poor driver decisions when confronted with changing roadway or traffic conditions.

The shoulders are typically four-feet wide throughout the project segment. The State right of way averages 120 feet in width, while the typical paved road width is 32 feet where left-turn channelization is not present. Rumble strips are absent from the shoulders and centerline throughout the project segment. For much of the project length, the road bed is slightly elevated and beyond the paved shoulders the road base tapers down to the original grade.

There is a lack of pedestrian collisions in the segment, likely due to the wide right of way beyond the toe of slope of the road bed. A footpath has been established within the State right of way from regular pedestrian activity. Video footage, collected for the purposes of counting bicycles and pedestrians, shows that most pedestrians, some bicycles and the equestrians tend to prefer the wide, unimproved right of way over the paved four-foot shoulders.



B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas:

(15 points max.)

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.

The proposed project will address the speed of traffic by creating a separation between active modes of transportation and high speed traffic. A measurable reduction in vehicular speed is unlikely to result from the project, but the separation of active modes of travel from high speed traffic will lessen the perceived hazard, which will encourage more people to walk or bicycle. Improvements adjacent to the highway will help to make drivers aware of bicycle and pedestrian activity in the area and help to achieve more defensive driving patterns.

Any increase in walking or bicycling as a result of the project is expected to have minimal effect on reducing the volume of traffic as the route carries a large number of regional and interregional traffic so that modest changes in the travel mode split will have a smaller effect on traffic volumes as a whole.

- Improves sight distance and visibility between motorized and non-motorized users.



The project will include elements to enhance the visibility of vehicles for non-motorized travelers, particularly for bicyclists at intersections, due to approach angles, signs and striping, as well as help to increase the driver's expectations for encountering bicyclists along this rural stretch of State Route 29.

- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.

The physical separation of vehicular traffic with non-motorized traffic will provide the biggest safety benefit. Conflict points at intersections will be signed and striped in accordance with MUTCD specifications to clearly indicate intersection control and designate how cross-traffic shall proceed.

- Improves compliance with local traffic laws for both motorized and non-motorized users.

Non-motorized modes of travel currently lack any mode-specific signs or pavement markings to indicate when to yield the right of way. The highway fog stripes indicate lane designations. Introducing guide signs and regulatory signs will inform active transportation users as to who has the right of way and other rules of the road, or path.

- Addresses inadequate traffic control devices.

State Route 29 traffic flows unimpeded through the project segment at a posted speed of 55 miles per hour. All of the public road intersections are stop-controlled at the minor leg and the private road approaches are not marked or controlled. Where the multi-use path intersects roadways, either public or private, the appropriate traffic control devices will be installed where they are found to be inadequate.

- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.

The present lack of facilities for bikes and pedestrians exposes bicyclists, primarily, to high-speed traffic and has resulted in unexpected and unprotected mid-block crossings.

Constructing a separated facility will remove less experienced or competent cyclists from the



roadway shoulder and help to channelize highway crossings at marked intersections, which will guide both drivers and non-motorized travelers to navigate in a more predictable and safe manner.

- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

State Route 29 is a two-lane expressway on an interregional route, connecting State Route 20 in the north with the Napa Valley, Vallejo and the San Francisco Bay Area to the south. Table 101.2 of the Caltrans Highway Design Manual identifies the *design* speed of 70 to 80 miles per hour for expressways in rural areas. The *posted* speed limit is 55 miles per hour for the project segment. Speed zone surveys were not available specific to the project area, however, the State Route 29 South Corridor EFS states:

Speed studies on SR 29 indicate that the 85th percentile speed for much of the corridor is about 60 mph. On more open portions the 85th percentile is 68 mph – such as between Hartmann and Hidden Valley. This means that 15% of the drivers are exceeding 60 mph for much of the corridor. The prevailing speeds should be a safety consideration in the selection of roadway design criteria rather than assuming the 55 mph posted speed limit. As an example, 65 mph design speed criteria could be used.

While the majority of the segment has four-foot shoulders, there are short stretches of highway with two-foot shoulders. Table 302.1 of the Caltrans Highway Design Manual provides the mandatory standards for paved shoulder width on highways. For a 2-lane expressway, the standard shoulder width is 8 feet; a footnote states that a 10-foot paved shoulder is preferred.



An alternative to the project proposal would be to install 8-foot shoulders, however wider pavement tends to encourage higher vehicle speeds, passing on the right shoulder, may encourage parking in some areas and may be used by some as a travel lane. A separated facility for bicycles and pedestrians will address safety conflicts with vehicles.



Part B: Narrative Questions

Detailed Instructions for: Question #3

QUESTION #3

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

The Lake APC administered a Public Partnership Planning grant to develop a Community Action Plan for Middletown. At the same time, Caltrans District 1 received a State Planning and Research grant to conduct a State Route 29 South Corridor Engineered Feasibility Study to assess the need for safety and operational improvements on State Route (SR) 29. The Feasibility Study included an assessment of bicycle and pedestrian facilities for a 20.3-mile segment, including the community of Middletown. These planning studies were conducted simultaneously to ensure that the Engineered Feasibility Study (EFS) improvements were compatible with the recommendations in the Middletown Community Action Plan (MCAP).

A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)

The two studies jointly engaged the following organizations: the California Highway Patrol, Hidden Valley Lake [Homeowner's] Association, Lake County Chamber of Commerce, Lake County Office of Education, Middletown Area Merchants Association (MAMA), Middletown Area Town Hall (MATH), Middletown Rancheria, Middletown Unified School District, South Lake County Fire Protection District, and Twin Pine Casino.

B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

Through a Public Partnership Planning grant project to develop a multi-modal Community Action Plan for Middletown, the process included representation by a local Community Advisory Committee, notices in local media outlets and direct input from four highly attended



public meetings. Subsequent to the planning process, the planning dialogue with the community was continued through responsible agency involvement at the Middletown Area Town Hall meetings.

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)

The Community Action Plan outreach events generated thirty written comments requesting improvements for safety and operations for the project segment. Community input is responsible for identifying the current and potential users of the facility, the user experience with and (lack of) comfort using the existing facility, a consensus on the preferred improvement types(s), and a preferred concept for the design and operation of the public facility. Where the State tendency is to upgrade existing facilities (widen shoulders), public input led to advocacy for a higher standard for non-motorized facilities (a dedicated bicycle and pedestrian path), which promotes increased use of active transportation.

D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)

The County of Lake and the Lake Area Planning staff will provide reports to the APC Board at regular public meetings, offer to report progress at future Middletown Area Town Hall meetings, and establish a project development team (PDT) with summaries of PDT meetings posted online.



Part B: Narrative Questions

Detailed Instructions for: Question #4

QUESTION #4

IMPROVED PUBLIC HEALTH (0-10 points)

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

A. Describe the health status of the targeted users of the project/program/plan. (3 points max)

Health data from Lake County was made available by Dr. Karen Tait of the Lake County Public Health Department. Health data is not available specific to Middletown. The data used for the health status relates to the County as a whole.

Lake County faces many health challenges and typically ranks at or near the bottom among California counties for many health measures:

In the *County Health Status Profiles 2015*, Lake County ranked 58 out of 58 counties for death from all causes, death from all cancers, lung cancer, deaths from accidents (unintentional injuries) and drug-induced deaths. It ranked 56 out of 58 counties for motor vehicle traffic crashes.

In the *2015 County Health Rankings* Lake County ranked 56 out of 57 California counties. This ranking system is significant in that it factors in both personal health behaviors and environmental factors that influence outcomes. Overall, Lake County ranked 57 out of 57 counties for health behaviors, which include adult smoking (25% compared to 13% in CA), adult obesity (27% compared to 23% in CA), food environment index (6.0 compared to 7.5 in CA, 10 is best), physical inactivity (22% compared to 17% in CA), access to exercise opportunities (87% compared to 93% in CA), excessive drinking (21% compared to 17% in CA), alcohol-impaired



driving deaths (38% compared to 31% in CA), and poor mental health days (4.5 compared to 3.6 in CA).

Diabetes is a risk factor that contributes to cardiovascular disease. As noted in the *2013 Lake County Community Health Needs Assessment*, Lake County's prevalence of diabetes worsened compared to the previous assessment, and the 2013 California prevalence remains below the National Healthy People 2010/2010 objectives. In 2009, 10.5% of Lake County adults self-reported a diagnosis of diabetes and 11.9% reported having been diagnosed with borderline or pre-diabetes (compared to California rates of 8.5% and 8.0 respectively).¹ This represented a significant upward trend compared to the previous surveys dating back to 2005. Type 2 diabetes is the most common form of diabetes and improves with weight loss and increased physical activity.

The vast majority of Lake County's poor health outcomes are strongly tied to health behaviors and influenced by certain environmental conditions that are amenable to change. Physical inactivity clearly contributes to obesity and diabetes which, in turn, serve as risk factors for cardiovascular disease and cancer. Similarly, physical inactivity contributes to poor mental health days, which is a risk factor for excessive alcohol use and alcohol-impaired driving deaths. These factors, in combination with limited pedestrian walkways, bicycle routes and rural road conditions create a "perfect storm" for both accidents and discourage walking or bicycling.

Lake County experiences high traffic collision rates. The age-adjusted death rate due to motor vehicle traffic crashes (2011-2013) was 25.9 per 100,000 population,² which was twice the Health People 2020 national objective of 12.4 and more than 3 times the overall state rate. According to the Community Health Status Indicators, the age-adjusted motor vehicle traffic-related death

¹ California Health Interview Survey

² Statistically unstable due to low total numbers; source 2015 County Health Status Profiles



rate for Lake County is 24.3 per 100,000, placing it second to the worst among demographically similar “peer counties” in the US.³

B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)

Improving conditions to promote safe opportunities for walking and bicycling in areas where potential for motor vehicle accidents is a significant concern is an important step toward removing barriers to physical activity. It is quite likely that more Lake County residents would walk to nearby destinations if they could do so safely. Although recent data are not readily found, it has been estimated in recent years that up to one-quarter of Lake County households do not have a car. Data from a door-to-door survey conducted by Lake County Public Health in 2012⁴ determined that 9-14% of households in Lake County (including a sampling from Middletown) would either not evacuate or did not know if they would evacuate if an emergency evacuation were ordered. When questioned about the reasons for not evacuating 17% cited a lack of transportation and 14% stated that they had concerns about getting gasoline for their vehicle. These perspectives point to the necessity for active transportation routes in some cases for daily living and for safety in emergencies, such as wildfires.

As a county that depends heavily on tourism, creating opportunities for outdoor activity that appeals to visitors as well as residents adds value by enhancing the local economy and creating new employment opportunities. The social determinants of health illustrate that socioeconomic factors are closely tied with overall health and this is an important factor in Lake County, where 25% of the population lives below poverty level.⁵

³ <http://www.cdc.gov/CommunityHealth/profile/currentprofile/CA/Lake/1076>

⁴ Community Assessment for Public Health Emergency Response (CASPER) Survey conducted November 26-28, 2012

⁵ 2009-2013 data



Although health data specifically for Middletown residents is not available, the demographics⁶ are notable in that the 18-64 year old age group is over 60% in Middletown compared with 54% of 18-64 year-olds in the county as a whole. Although this shift in demographics is not major, it does suggest that a project geared toward increasing physical activity of adults may have proportionately greater impact in the Middletown community.

⁶ 2010 Census <http://censusviewer.com/city/CA/Middletown>



Part B: Narrative Questions

Detailed Instructions for: Question #5

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. **The median household income of the census tract(s) is 80% of the statewide median household income**
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. **Alternative criteria for identifying disadvantage communities** (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

Option 1: Median household income, by census tract for the community(ies) benefited by the project:

\$56,435

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed

Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: 21%-25%

- Provide all census tract numbers **Census Tract: 6033001300**
- Provide the CalEnviroScreen 2.0 score for each census track listed
 1. CalEnviroScreen Score: **21% - 25%**
 2. Pollution Burden: **18**
 3. Population Characteristics: **33**
- Provide the population for each census track listed: **7,575**

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs: 70.6 %

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal

Option 4: Alternative criteria for identifying disadvantaged communities:

- **Provide median household income** (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)

Option 4: Household income data was collected from the 2009-2013 American Community Survey 5-Year Survey. The proposed project is located entirely within



the Census Designated Place (CDP) of Middletown, which has a median household income of **\$48,846** per year and is **79.95%** of the Statewide median household income of \$61,094. Lake County Census Tract 13, in which the Middletown CDP is located, also includes the Hidden Valley Lake CDP. Hidden Valley Lake is one of only four communities in Lake County that does not qualify as a disadvantaged community under the Active Transportation Program Guidelines. Hidden Valley Lake is a gated residential community with a population of 5,579 and a median household income of \$63,281 (104% of the Statewide median household income). Combining the Middletown CDP (population 1,323), part of the Hidden Valley Lake CDP (4,997 people within Census Tract 13), and the remainder of Census Tract 13 (population 1,255), effectively moderates the divergent income levels and results in a median household income of \$56,435. Residents of the Middletown CDP would be the beneficiary of the project, so Middletown CDP income is used to demonstrate disadvantaged community status, not the census tract income data.

- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged

B. For proposals located within disadvantage community: (5 points max)

What percent of the funds requested will be expended in the disadvantaged community? 100% Explain how this percent was calculated.

The entire length of the project is located within the boundaries of the census designated place. No funding will be spent outside of the disadvantaged community (Middletown CDP).

C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)



Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

A direct benefit for the residents of the Middletown Census Defined Place, a disadvantaged community, is a benefit that primarily satisfies the need or needs of the community, rather than other potential users of the corridor. A meaningful benefit is one that makes a difference to the lives and well-being of the intended group or individuals as a result of the project. An assured benefit is not speculative in nature; there is a clear and easily accessible safety benefit that can be obtained by virtue of using the facility.

Many of the existing users of the highway shoulder or informal pathway use inadequate facilities to access the more remote parts of the community because they have no other choice. Many households in Lake County have one or fewer cars per households and a number of households that do have a car, struggle to pay for gas. There are only two bus stops within the community, roughly two miles apart. Highway 29 and the access-controlled highway right of way provide the only through route to access the southern portion of the community. The project is located in a portion of the community that is isolated and dependent upon a public road that does not provide a safe and reliable facility for bicyclists and pedestrians. The people that live in the community and use the local services to find work, affordable housing, basic needs and public services will benefit from this project.



Part B: Narrative Questions

Detailed Instructions for: Question #6

QUESTION #6

COST EFFECTIVENESS (0-5 POINTS)

- A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”.

(3 points max.)

The MATH group initially approached Caltrans to request that Route 29 be realigned to bypass the community in order to avoid conflicts with highway traffic on the local “main street.” The Caltrans Engineered Feasibility Study for the State Route 29 South Corridor considered options to re-route Highway 29 traffic through or around Middletown. A new alignment would have greater safety benefits, but the State didn’t foresee having the funding in the near future for construction.

The alternative considered in the Community Action Plan included widening the highway shoulders to a minimum of six feet within the project limits, in accordance with FHWA safety research. This would provide an improvement for bicyclists, but does not provide any safety countermeasures for pedestrians, nor would it encourage any increase in pedestrian activity within the corridor.

- B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC’s website at:
<http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)



$$\left(\frac{\textit{Benefit}}{\textit{Total Project Cost}} \textit{ and } \frac{\textit{Benefit}}{\textit{Funds Requested}} \right).$$

The Caltrans draft Cost/Benefit Ratio Tool was used for the preferred Multi-Use Path project and resulted in a benefit cost ratio of 8.29.

Constructive feedback for the instructions:

1. It is not clear what types of accidents should be used for the analysis (Collision factor? Party involved?). Can automobile collisions be considered?
2. There is no guidance on how far an accident may be from the project limits to be applicable to the analysis. The HSIP program defines the distance from an intersection for which a collision can be considered in the analysis.
3. It is not clear to what extent federal program guidelines can or should be considered for determining the eligibility of a project or if the benefit-cost ratio shall be the ultimate determinant of successful candidates. When selecting project candidate projects for the application process, how are locals expected to base their decision among so many competing elements?
4. The B/C Tool does not appear to have any relation to the federal program guidelines for recreational trails and therefore, the tool should not be mandatory for recreational project types unless further modified.



Part B: Narrative Questions

Detailed Instructions for: Question #7

QUESTION #7

LEVERAGING OF NON-ATP FUNDS (0-5 points)

- A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)**

This project will benefit a disadvantaged community and will be funded with 100% Active Transportation Funds. The Active Transportation Program did not require matching funds for disadvantaged communities in Cycle 1 and neither the County of Lake nor the Lake APC had anticipated this change to the program when establishing annual budgets.

This project is entirely within the State of California highway right of way and the improvements would normally be funded by the State of California. The Lake Area Planning Council and the County of Lake had established this project as a priority before the recent bicyclist fatality and were in a position to act on the State's behalf. In addition to addressing a safety concern on the State Route, the existing State facilities do not meet the intent or requirements of the Complete Streets Act of 2008 for a community main street.



Part B: Narrative Questions Detailed Instructions for: **Question #8**

QUESTION #8

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or - 5 points)

- Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?
- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
 - No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

California Conservation Corps representative:
representative:

Name: Wei Hsieh
Email: atp@ccc.ca.gov
Phone: (916) 341-3154

Community Conservation Corps

Name: Danielle Lynch
Email: inquiry@atpcommunitycorps.org
Phone: (916) 426-9170

Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):

- Neither corps can participate in the project (0 points)
- Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

Item	Description	Est. Qty.	Unit	Unit Price	Total
5	Clearing and Grubbing	70,000	SF	\$0.25	\$ 17,500.00

- Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
- Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.



Part B: Narrative Questions

Detailed Instructions for: Question #9

QUESTION #9

APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS

(0 to-10 points OR disqualification)

- A. *Applicant:* Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.**

Over the last two decades, the Lake County Department of Public Works has successfully delivered numerous federal safety projects: HES, BTA, HSIP, HRRR & SRTS. Within the past five years, the Department has delivered one HSIP project on time and within budget and is currently in the PS&E phase on a High Risk Rural Road project, which is also on schedule. The one possible exception to a perfect project delivery history is on a Safe Routes to School project in the community of Clearlake Oaks where unanticipated cultural resources were discovered on-site. This discovery has delayed construction by more than a year because of the need to conduct an extended Phase II excavation.

- B. *Caltrans response only:***

Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.



Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using “tabs” with appropriate letter designations

Application Signature Page Required for all applications	Attachment A
ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) Required for all applications	Attachment B
Engineer’s Checklist Required for Infrastructure Projects	Attachment C
Project Location Map Required for all applications	Attachment D
Project Map/Plans showing existing and proposed conditions Required for Infrastructure Projects (optional for ‘Non-Infrastructure’ and ‘Plan’ Projects)	Attachment E
Photos of Existing Conditions Required for all applications	Attachment F
Project Estimate Required for Infrastructure Projects	Attachment G
Non-Infrastructure Work Plan (Form 22-R) Required for all projects with Non-Infrastructure Elements	Attachment H
Narrative Questions backup information Required for all applications Label attachments separately with “H-#” based on the # of the Narrative Question	Attachment I
Letters of Support Required or Recommended for all projects (as designated in the instructions)	Attachment J
Additional Attachments Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.	Attachment K

Attachment A
Application Signature Page

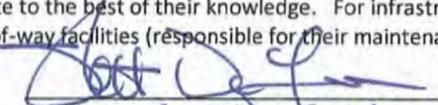


Part C: Attachments Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board

The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds**. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature: <u></u>	Date: <u>5/29/2015</u>
Name: <u>SCOTT DELEON</u>	Phone: <u>707-263-2341</u>
Title: <u>PUBLIC WORKS DIRECTOR</u>	e-mail: <u>SCOTT.DELEON@LAKECOUNTYCA.GOV</u>

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board

(For use only when appropriate)

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: _____	Date: _____
Name: _____	Phone: _____
Title: _____	e-mail: _____

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official

(For use only when appropriate)

The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____	Date: _____
Name: _____	Phone: _____
Title: _____	e-mail: _____

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*

(For use only when appropriate)

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? Yes If yes, no signature is required. If no, the following signature is required.

Signature: _____	Date: _____
Name: _____	Phone: _____
Title: _____	e-mail: _____

* Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Attachment B

ATP – Project Programming Request

(pages 1 - 2)

ATP PROJECT PROGRAMMING REQUEST

Date: 29-May-15

Project Information:					
Project Title: Middletown Multi-Use Path					
District	County	Route	EA	Project ID	PPNO
01	LAK	29			

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)				46				46	
PS&E					137			137	
R/W					15			15	
CON						1,232		1,232	
TOTAL				46	152	1,232		1,430	

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				46				46	Caltrans
PS&E					137			137	Notes:
R/W					15			15	
CON						1,232		1,232	
TOTAL				46	152	1,232		1,430	

ATP Funds	Non-Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Date: 29-May-15

Project Information:					
Project Title: Middletown Multi-Use Path					
District	County	Route	EA	Project ID	PPNO
01	LAK	29			

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 3:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 4:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 5:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 6:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 7:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Attachment C
Engineer's Checklist
(pages 1 - 2)

ATP Engineer’s Checklist for Infrastructure Projects

Required for “Infrastructure” applications ONLY

This application checklist is to be used by the engineer in “responsible charge” of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC’s requirements for a PSR-Equivalent document (per CTC’s ATP Guidelines and CTC’s Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer’s Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.

By signing and stamping this document, the engineer is attesting to this application’s technical information and engineering data upon which local agency’s recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer’s Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in “responsible charge” of defining the projects Scope, Cost and Schedule per the expectations of the CTC’s PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. **Vicinity map /Location map** Engineer’s Initials: HU
 - a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. **Project layout-plan/map showing existing and proposed conditions must:** Engineer’s Initials: HU
 - a. Be to a scale which allows the visual verification of the overall project “construction” limits and limits of each primary element of the project
 - b. Show the full scope of the proposed project, including any non-participating construction items
 - c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
 - d. Show agency’s right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans’, Railroad, and all other government agencies ROW lines)

3. **Typical cross-section(s) showing existing and proposed conditions.** Engineer’s Initials: HU

(Include cross-section for each controlling configuration that varies significantly from the typical)

 - a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. **Detailed Engineer’s Estimate** Engineer’s Initials: HU
 - a. Estimate is reasonable and complete.
 - b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
 - c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
 - d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
 - e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. **Crash/Safety Data, Collision maps and Countermeasures:**

Engineer's Initials: HU

- a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. **Project Schedule and Requested programming of ATP funding**

Engineer's Initials: HU

- a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
- b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
- c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. **Warrant studies/guidance (Check if not applicable)**

Engineer's Initials: _____



- a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. **Additional narration and documentation:**

Engineer's Initials: HU

- a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
- b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Engineer's Stamp:

Name (Last, First): Utterback, Heidi

Title: Supervising Engineer

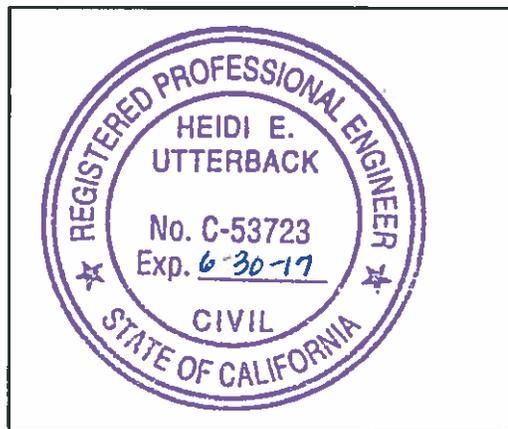
Engineer License Number C 53723

Signature: Heidi Utterback

Date: 5/22/15

Email: Utterback@coastlandcivil.com

Phone: (707) 571-8005



Attachment D
Project Location Map
(pages 1 - 3)



Lake County, California

REGIONAL TRANSPORTATION PLAN 2010 UPDATE



LEGEND FOR MAP: LR-1

- STATE HIGHWAYS
- LOCAL ROADS *
- COMMUNITY BOUNDARIES
- CITY BOUNDARIES

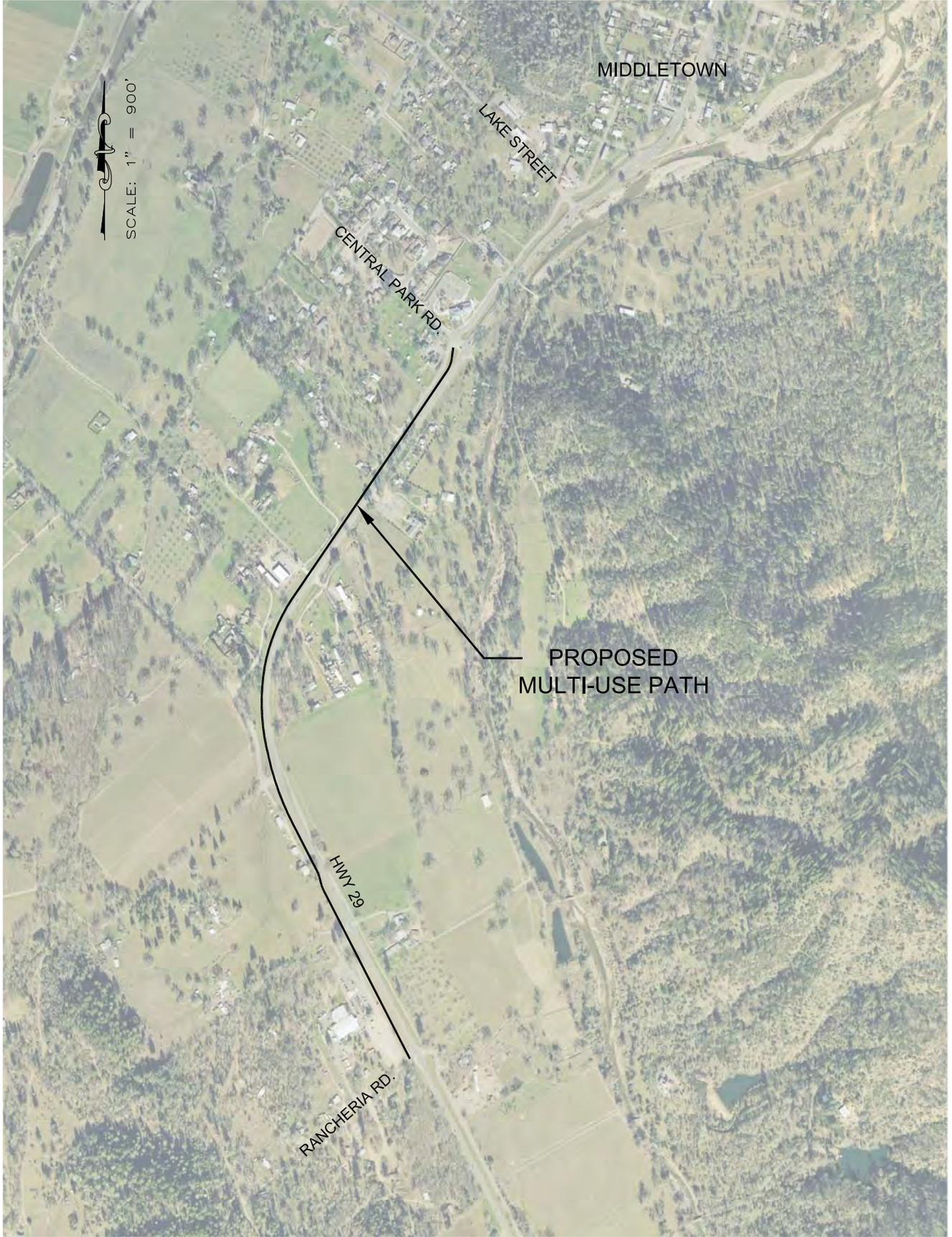
* Source Data - Functional Classification as listed in the County of Lake GIS Data - Roads Layer

MAP DEVELOPED BY:
A. PEDROTTI
LAKE COUNTY/CITY AREA PLANNING COUNCIL
367 N. STATE STREET, SUITE 206
UKIAH, CA 95482



LOCAL ROADS IN LAKE COUNTY (ARTERIALS AND COLLECTORS)

ORIGINAL PLOT DATE: May 2015



Images: Middletown-image.tif; Xrefs: Path: F:\Civil 3D Projects\1033095\Dwg\Location.dwg; Layout Name: Location; Plot Date: May 14, 2015 at 05:52 pm



Coastland Civil Engineering, Inc.
 1400 Neotomas Avenue, Santa Rosa, CA 95405
 707.571.8005 707.571.8037 Fax

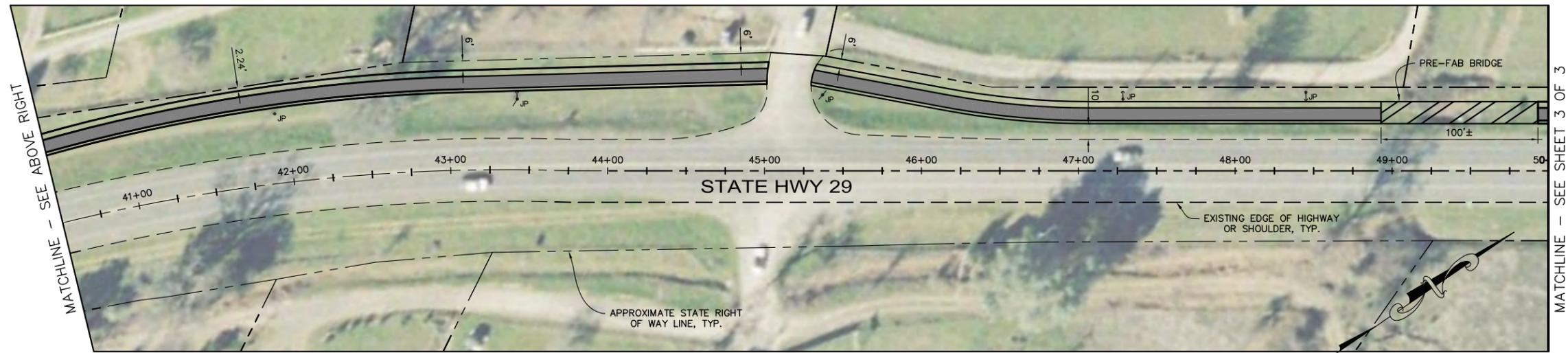
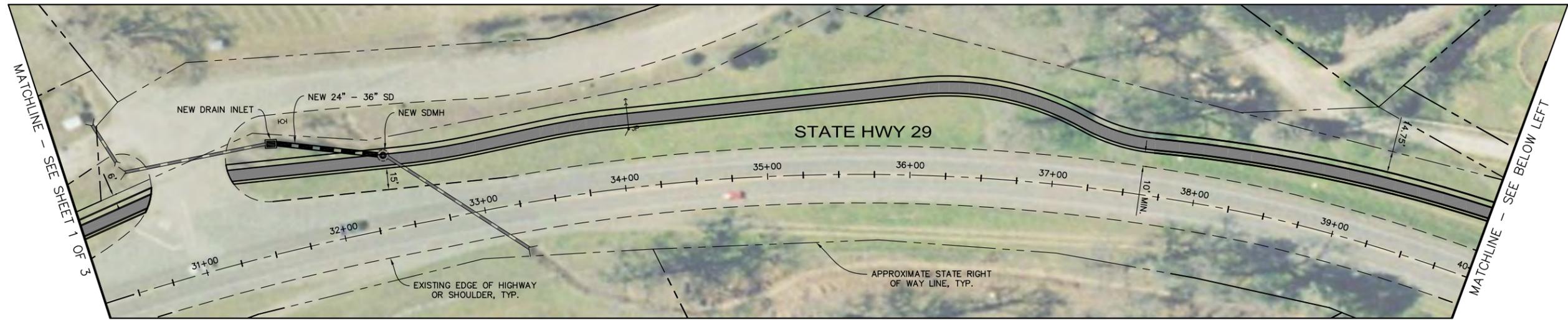
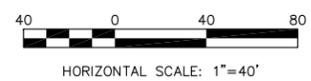
**MIDDLETOWN
 MULTI-USE PATH
 LOCATION MAP**

Attachment E
Project Map/Plans
(pages 1 - 3)

ORIGINAL PLOT DATE:

FOR REDUCED PLANS, THE ORIGINAL SCALE IS IN INCHES

Image: G:\E\888\p\G\22\middletown-image.15_xrefc Middletown_Parade.DWG
 Path: F:\Civ_3D\Projects\1033095\City\Prelin Path Planning Layout Name: Exhibit-2 Plot Date: May 15, 2015 at 16:53



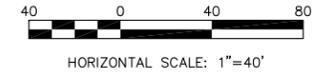
PREPARED UNDER THE DIRECTION OF
 HEIDI E. UTTERBACK, RCE 53723 DATE
 DESIGNED BY HEU DRAWN BY LMM REVIEWED BY HEU

Coastland Civil Engineering, Inc.
 1400 Neotomas Avenue, Santa Rosa, CA 95405
 707.571.8037 Fax 707.571.8005

CITY OF MIDDLETOWN
 MIDDLETOWN MULTI-USE PATH
 CALIFORNIA
PRELIMINARY LAYOUT PLAN
MID PATH AREA

PROJECT NUMBER
 103-3095
 DRAWING DATE
 MAY 2015
 SHEET NUMBER
2 OF 3

ORIGINAL PLOT DATE:

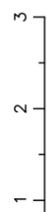


MATCHLINE - SEE SHEET 2 OF 3

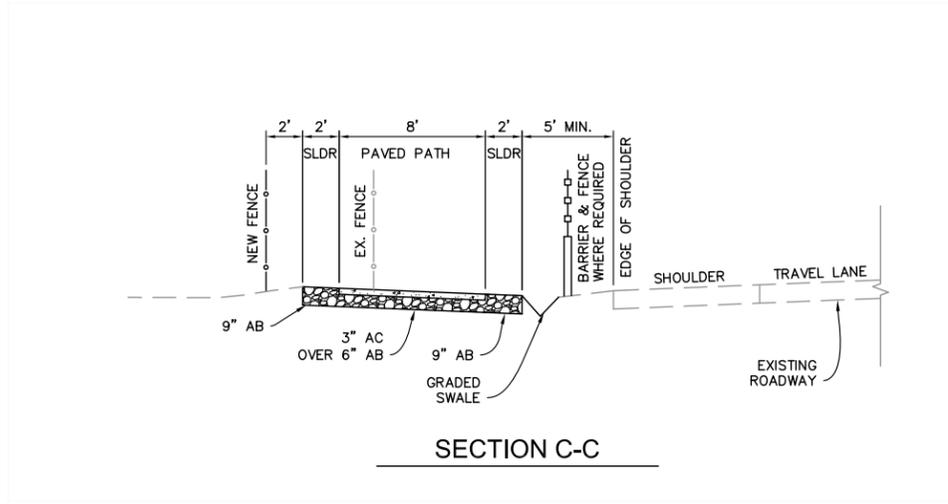


MATCHLINE - SEE BELOW LEFT

FOR REDUCED PLANS, THE ORIGINAL SCALE IS IN INCHES



MATCHLINE - SEE ABOVE RIGHT



PREPARED UNDER THE DIRECTION OF
 HEIDI E. UTTERBACK, RCE 53723 DATE
 DESIGNED BY HEU DRAWN BY LMM REVIEWED BY HEU

Coastland Civil Engineering, Inc.
 1400 Neotomas Avenue, Santa Rosa, CA 95405
 707.571.8037 Fax 707.571.8005

CITY OF MIDDLETOWN
 MIDDLETOWN MULTI-USE PATH
 CALIFORNIA
PRELIMINARY LAYOUT PLAN
NORTHERLY PATH AREA

PROJECT NUMBER 103-3095
 DRAWING DATE MAY 2015
 SHEET NUMBER **3** OF **3**

Image: GEE698.jpg; GEE422.jpg; Middletown-Image; Xrefs: Middletown_Parade.DWG
 Path: F:\City_3D\Projects\1033095\City\Prelim Path Planning Layout Name: Exhibit-3 Plot Date: May 15, 2015 at 16:54

Attachment F

Photos of Existing Conditions

(pages 1 - 7)



The Middletown Rancheria is one of the larger trip generators and attractors in the area. In addition to residential areas, the Twin Pines Casino and Hotel is one of the bigger employers and venue for hosting special events within the community.



The Rancheria is one-and-one-half miles from Middletown's central business district. Due to the distance and time of travel, many visitors to the Rancheria ride bicycles.



High travel speeds along the only public route connecting the Rancheria to town lead many to travel off the highway shoulder. Regular use of the highway corridor has led to the development of an informal trail.



The posted speed for highway 29 is 55 miles per hour throughout the entire project segment. Beyond the intersections with public and private roads, the shoulder varies in width between two and four feet.



Typical shoulder width along the highway corridor ranges from 2 to 4 feet, outside of intersections where turning tapers add extra width.



State Route 29 is an access controlled expressway within the limits of the proposed project. Gaps in the access-control fencing have allowed bicyclists and pedestrians to travel along fragments of unconnected County roads, where active modes of transportation feel less vulnerable to high speed traffic.



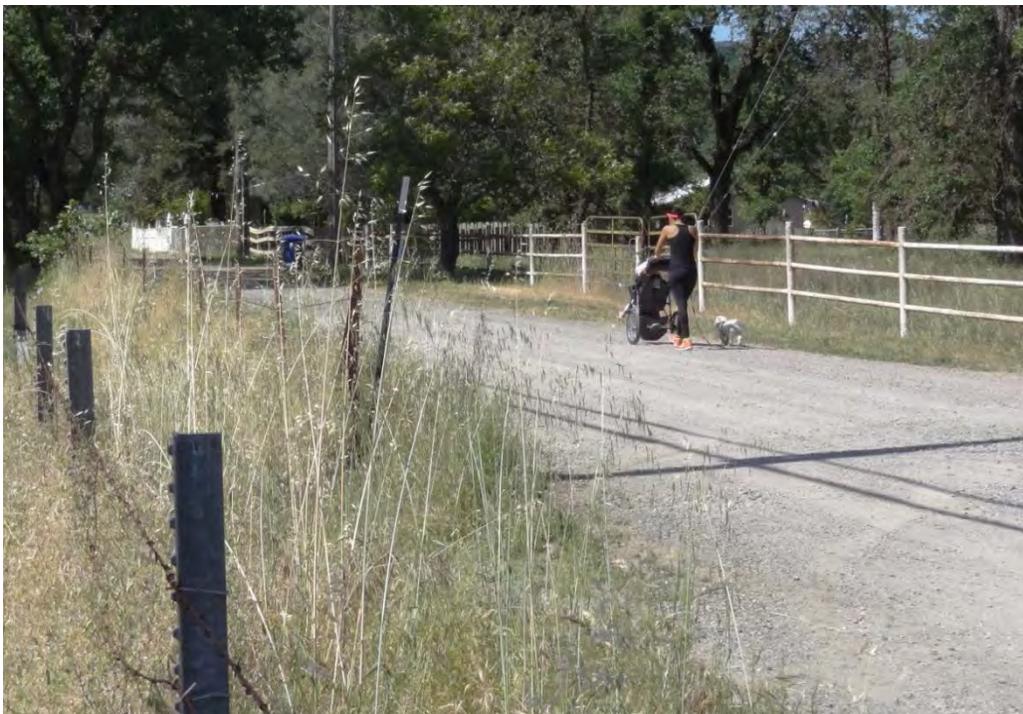
A lack of public rights of way and the need to acquire private property have prevented the County from developing a through route for bicycles and pedestrians throughout the corridor.



A gap in the Caltrans access control fence offers a shortcut to pedestrians, bicyclists and equestrians traveling along the highway.



The highway 29 corridor serves a portion of the community with limited connections to the center of town. Low-density land uses along the corridor draw a relatively large number of bicycles and pedestrians.



A mother pushes a stroller along a gravel frontage road as part of a regular exercise routine.



This bicyclist demonstrates a lack of concern for safety while casually crossing the highway.



Narrow shoulders on State Route 29 do not provide adequate room for both bicycles and pedestrians.



A pedestrian walks along the gravel shoulder within the project limits.

Attachment G
Project Estimate

Detailed Engineer's Estimate and Total Project Cost

Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).

Project Information:

Agency:	County of Lake		
Application ID:	01-Lake County-2	Prepared by:	Heidi Utterback
Project Description:	Middletown Multi-Use Path		
Project Location:	In Lake County, adjacent to Hwy 29 from Rancheria Rd to Central Park Rd (01-LAK-29/Postmile 4.15 to 5.14), in the community of Middletown		

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	Mobilization (8% Total)	1	LS	\$63,464.00	\$63,464	100%	\$63,464						
2	Survey & Stakeout (2% Total)	1	LS	\$15,866.00	\$15,866	100%	\$15,866						
3	Utility Conflicts (5% total)	1	LS	\$39,665.00	\$39,665	100%	\$39,665						
4	Traffic Control	1	LS	\$7,500.00	\$7,500	100%	\$7,500						
5	Clearing and Grubbing	70,000	SF	\$0.25	\$17,500	100%	\$17,500						
6	SWPPP and Erosion Control	1	LS	\$7,500.00	\$7,500	100%	\$7,500						
7	Earthwork	6,500	CY	\$30.00	\$195,000	100%	\$195,000						
8	AC Paving - 8' Section @ 3" depth	760	TON	\$175.00	\$133,000	100%	\$133,000						
9	Class 2 AB	1,555	CY	\$60.00	\$93,300	100%	\$93,300						
10	Hydroseeding	1	LS	\$7,500.00	\$7,500	100%	\$7,500						
11	Wire Mesh Fencing	700	LF	\$20.00	\$14,000	100%	\$14,000						
12	Barrier and Fencing	1,200	LF	\$50.00	\$60,000	100%	\$60,000						
13	Pedestrian Bridge	1	LS	\$110,000.00	\$110,000	100%	\$110,000						
14	Storm Drain-36"	90	LF	\$250.00	\$22,500	100%	\$22,500						
15	Storm Drain Culverts-18"	60	LF	\$150.00	\$9,000	100%	\$9,000						
16	Drainage Structures	1	LS	\$15,000.00	\$15,000	100%	\$15,000						
17	Drainage Swale	5,100	LF	\$15.00	\$76,500	100%	\$76,500						
18	Signage/Striping	1	LS	\$25,000.00	\$25,000	100%	\$25,000						
Subtotal of Construction Items:					\$912,295		\$912,295						
Construction Item Contingencies (% of Construction Items); Enter in the cell to the right				20.00%	\$182,459								
Total (Construction Items & Contingencies) cost:					\$1,094,754								

Project Cost Estimate:

Type of Project Delivery Cost	Cost \$		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	\$ 45,615		
Plans, Specifications and Estimates (PS&E):	\$ 136,844		
Total PE:	\$ 182,459	17%	25% Max
Right of Way (RW)			
Right of Way Engineering:	\$ 5,000		
Acquisitions and Utilities:	\$ 10,000		
Total RW:	\$ 15,000		
Construction (CON)			
Construction Engineering (CE):	\$ 136,844	11%	15% Max
Total Construction Items & Contingencies:	\$1,094,754		
Total CON:	\$ 1,231,598		
Total Project Cost Estimate:		\$ 1,429,057	

Attachment I

Narrative Questions Backup Information

- **Screening Criteria**
 - **Regional Transportation Plan Policies** (pages 1 - 4)
- **Question #1**
 - **Project Priority Documentation** (pages 1 - 10)
- **Question #2**
 - **Collision Map - Location & Type** (page 1)
 - **SWITRS Reports** (pages 2 - 3)
- **Question #4**
 - **Public Health Data Sources** (page 1)
 - **County Health Rankings 2015** (page 2 - 3)
 - **Lake County Health Needs Assessment** (pages 4 - 5)
 - **2013-14 California Physical Fitness Report** (page 6)
- **Question #5**
 - **Census Data - Middletown CDP Income** (page 1 - 2)
 - **Census Data - Tract #13 Income** (pages 3 - 4)
 - **Census Data - 2010 Census Summary** (page 5)
 - **Middletown CCD Map** (page 6)
 - **Lake County Census Map** (page 7)
- **Question #6**
 - **B/C Tool Inputs** (page 1)
 - **B/C Tool Outputs** (page 2)
- **Question #8**
 - **CCC Contact Documentation** (pages 1 - 5)

ELEMENT: OVERARCHING POLICIES

The transportation system in Lake County is used by Lake County residents, (part-time and full-time), visitors and interregional travelers to access commercial, residential and recreational services within and beyond the Lake County region. A number of issues transcend multiple policy areas, transportation modes and jurisdictional boundaries. Increasingly, the link between transportation and land use demands a broader perspective that considers multiple users, a variety of modes of travel (beyond the passenger car) and impacts to the broader community, economy and environment. This section of the RTP, “Overarching Policies”, discusses these key policy areas and presents objectives related to issues including: Regional Blueprint Planning, Complete Streets, and Greenhouse Gas Reductions.

Objectives	Policies
1. Coordinate, support and encourage regional planning activities in Lake County (across jurisdictional boundaries)	1.1 - Participate in regional planning efforts of other agencies
	1.2 - Coordinate with local and state agencies on security and emergency response planning efforts.
	1.3- Incorporate Blueprint principles and policies in planning documents
	1.4 - Assist and encourage local agencies in their efforts to implement the Lake County 2030 Regional Blueprint
	1.5 - Pursue funding from various sources to fund planning projects consistent with the Lake County 2030 Regional Blueprint
2. Support Complete Streets planning to improve connectivity of the transportation system	2.1 - Pursue funding in partnership with federal, state and local agencies to fund projects consistent with Complete Streets
	2.2 - Encourage local agencies to adopt complete streets policies and implement complete street strategies and projects
	2.3 - Incorporate Complete Streets concepts and policies into future planning documents
	2.4 - Support and encourage transit, pedestrian and bicycle facility planning and facility improvements
	2.5 - Through the Wine Country Interregional Partnership (IRP) identify strategies to improve the jobs-housing balance
	2.6 - Support effort to reduce dependency on automobile use
	2.7 - Support the installation of electric vehicle charging stations for public use
3. Facilitate and promote transit, bicycling, walking to reduce vehicle trips in Lake County to help reduce Greenhouse Gas Emissions	3.1 - Facilitate implementation of the Countywide Safe Routes to School Plan and construction of SRTS projects to encourage students to walk and bike to school rather than traveling by car
	3.2 - Update and facilitate implementation of the Lake County Regional Bikeway Plan
	3.3 - Support increased frequency of transit service and new routes to meet transit needs
4. Reduce and mitigate environmental impacts of current and future	4.1 - Early in the planning and design process, involve community members and environmental organizations to identify environmental issues and potential solutions and

Objectives	Policies
transportation projects	mitigations
5. Increase funding for transportation planning, design and construction	5.1 - Pursue non-traditional funding sources for planning, design and construction of transportation projects
	5.2 - Work cooperatively and collaboratively with other agencies and organizations to secure funding for projects which further the goals, objectives, policies and projects of the Regional Transportation Plan

Lake County 2030 Regional Blueprint

Linking transportation and land use planning and considering the long term growth of the entire Lake County region, the Lake County 2030 Regional Blueprint creates a vision for the future. Initiated in 2007, The Lake County 2030 Blueprint strives for a more integrated planning approach to future growth that considers how transportation, housing, jobs and land use impact the quality of life of Lake County. The Lake County 2030 Blueprint Vision and Principles are based on an extensive grassroots public participation process conducted in 2009. Funded in part by a grant from Caltrans, the development of the Preferred Growth Scenario and Blueprint Plan is scheduled for completion in late 2010. While the primary role of implementation of the Blueprint rests with local agencies, the APC plays a critical role in facilitating implementation through both the role as a regional agency and through the opportunity to obtain additional funding for planning activities that support implementation efforts. The 2010 RTP Guidelines developed by Caltrans include a discussion of the Regional Blueprints developed by numerous regions across the state and how this tool can help communities balance transportation planning with land use planning, housing needs, resource protection and other planning issues in order to achieve more sustainable regional growth patterns. For the Lake County region, the Blueprint public participation process also provided valuable community input for the development of this Regional Transportation Plan. Through this process community members helped develop the Blueprint Vision and Principles used to create a preferred growth scenario illustrated through the UPlan land use model. The public input received reflected the interest in maintaining the current low level of traffic congestion throughout the county, and also supported road maintenance along with improvements to pedestrian, bicycle and transit facilities. Public input noted that increasing these options for travel would reduce the need for driving and help stem the increase in traffic and congestion while fostering more “walkable” communities attractive to both residents and visitors. The slower paced quality of life in rural communities valued by residents includes the ability to safely travel within and between communities and services. As the population ages, improved pedestrian and transit facilities will help increase the safety of travel and provide access to services.

Some state funding programs have begun incorporating Blueprint implementation projects into their list of eligible projects, providing an opportunity for local and regional agencies to initiate projects consistent with the Lake County 2030 Blueprint. (Appendix C) presents the Lake County 2030 Blueprint Vision and Principles.

Complete Streets

The Complete Streets Act of 2008 requires cities and counties to include “complete streets” policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older

ELEMENT: BICYCLE AND PEDESTRIAN

GOAL: Provide safe, adequate and connected facilities and routes for bicycle and pedestrian travel within and between the communities of Lake County.

Objectives	Policies
1. Design and rehabilitate roads to safely accommodate all users, including motorists, bicyclists, pedestrians, transit riders, children, older people, and disabled people. (Complete Streets Act of 2008)	1.1 - Plan and design transportation projects in accordance with the Complete Streets Act of 2008 and Caltrans Deputy Directive 64-R1
	1.2 - Pursue funding for bicycle and pedestrian projects in coordination with state and local agencies
	1.3 - Assist local agencies to develop and revise planning documents, zoning ordinances and policies to meet the objectives of the Complete Streets Act of 2008
2. Develop bicycle facilities in accordance with the Lake County Regional Bikeway Plan, and the Countywide Safe Routes to School Plan	2.2 - Coordinate with other community level plans, such as Redevelopment Agency plans and the Highway 20 Traffic Calming and Beautification Plan, to implement bicycle and pedestrian improvements
	2.3 - Incorporate bicycle lanes, routes, and bicycle signs and markings in coordination with road maintenance and improvement projects
	2.4 - Incorporate bicycle parking facilities into commercial, employment and recreation facilities (destinations)
	2.5 - Fill gaps in existing, planned, or proposed bicycle or pedestrian routes
3. Develop and improve access and connectivity between pedestrian, bicycle and transit facilities and employment, commercial, residential and recreational areas (destinations)	3.1 - Pursue funding to upgrade pedestrian facilities to improve pedestrian safety and encourage pedestrian travel
	3.2 - Coordinate with planning agencies, redevelopment agencies and project developers to incorporate pedestrian, bicycle and transit facilities into commercial and residential projects
	3.3 - Coordinate with other agencies and organizations to pursue funding for planning, designing and/or constructing bicycle and pedestrian improvements and facilities
4. Reduce Greenhouse emissions and Vehicle miles traveled (VMTs) through increased pedestrian and bicycle use	4.1 - Facilitate efforts to increase pedestrian and bicycle use through community outreach in coordination with local agencies, organizations and businesses

Highlights of the Bicycle and Pedestrian Element	
<i>What are the issues?</i>	<ul style="list-style-type: none"> • Bicycle and pedestrian facilities in Lake County are inadequate and fragmented. • Limited bicycle and pedestrian facilities limit mobility and accessibility for residents of all ages. • Many roads in Lake County were constructed without adequate pedestrian facilities. • Barriers, such as utility poles, sidewalk gaps and lack of curb cuts for wheel chairs, impede pedestrian travel along local roads.
<i>What do these policies aim to achieve for Lake County?</i>	<ul style="list-style-type: none"> • Encouraging bicycling and walking and improving safety • Helping to reduce greenhouse gas emissions by reducing automobile use • Improving the “walkability” of communities
<i>Examples of projects that meet the objectives and policies</i>	<ul style="list-style-type: none"> • Bridge Arbor multi-use path from Upper Lake to Rodman Slough • Priority projects in the Safe Routes to School Plan (includes bicycle and pedestrian projects) • Projects in the Regional Bikeway Plan • Sidewalks that link residential and commercial areas of communities • Curb cuts in compliance with the Americans with Disabilities Act.
<i>What are the potential funding sources?</i>	Safe Routes to School grants, Bicycle Transportation Account grants, Transportation Enhancement funding, local funds, RSTP funds, CDBG grants, Redevelopment.

Issues, Problems, Challenges

The existing non-motorized transportation network within Lake County is limited and fragmented. A lack of sidewalks and bicycle routes, barriers and impediments, and insufficient funding, combine to restrict the safe and convenient travel of pedestrians and bicyclists throughout the region. Many roads in the region were originally constructed without sidewalks, and often do not have shoulders. The insufficient pedestrian infrastructure impacts access to the transit system, especially for disabled and older passengers with mobility limitations. Throughout the community input process for the RTP, the poor condition of roads was a key issue repeatedly identified by the public including motorists, transit riders, pedestrians and bicyclists. While limited right-of-way constrains the ability to add sidewalks and bike lanes to existing streets and roads, some improvements can be made in coordination with maintenance and road rehabilitation projects.

Recent attention to climate change and rising energy costs has fueled the discussion for better non-motorized transportation choices and improved access to transit services. The rise in obesity and related health problems throughout the country has led to public health campaigns for active, healthier lifestyles. The Healthy Transportation Network, a

MIDDLETOWN COMMUNITY ACTION PLAN *(Final Report)*



Lake County/City Area Planning Council

March 2014



Table 7 Priority Improvement Plan South of Downtown				
Category	Location on SR 29	Enhancement	Total Cost	Priority
	Dry Creek Cut-Off to Lake Street	Radar Feedback Signs	\$91,000	Low
	CJS Ranch Driveway	Left-Turn Lanes	\$1,820,000	Low
	Adventist School Driveway	Left-Turn Lanes	\$1,170,000	High
	Dry Creek Cut-Off to Lake Street	Shoulder Widening	\$2,080,000	Low
Traffic Calming	Rancheria Road	Gateway Monuments	\$97,500	Medium
	Rancheria Road	Optical Speed Bars	\$13,000	Medium
	Rancheria Road	Colorized Shoulders	\$32,500	High
Congestion	Dry Creek Cut-Off	Left-Turn Lanes	\$1,170,000	Low
Bicycle Pedestrian	Rancheria Road to Pine Street	Multi-Use Path	\$2,080,000	High

**2011 Lake County
Regional Transportation Bikeway Plan**
A Five Year Capital Improvement Program

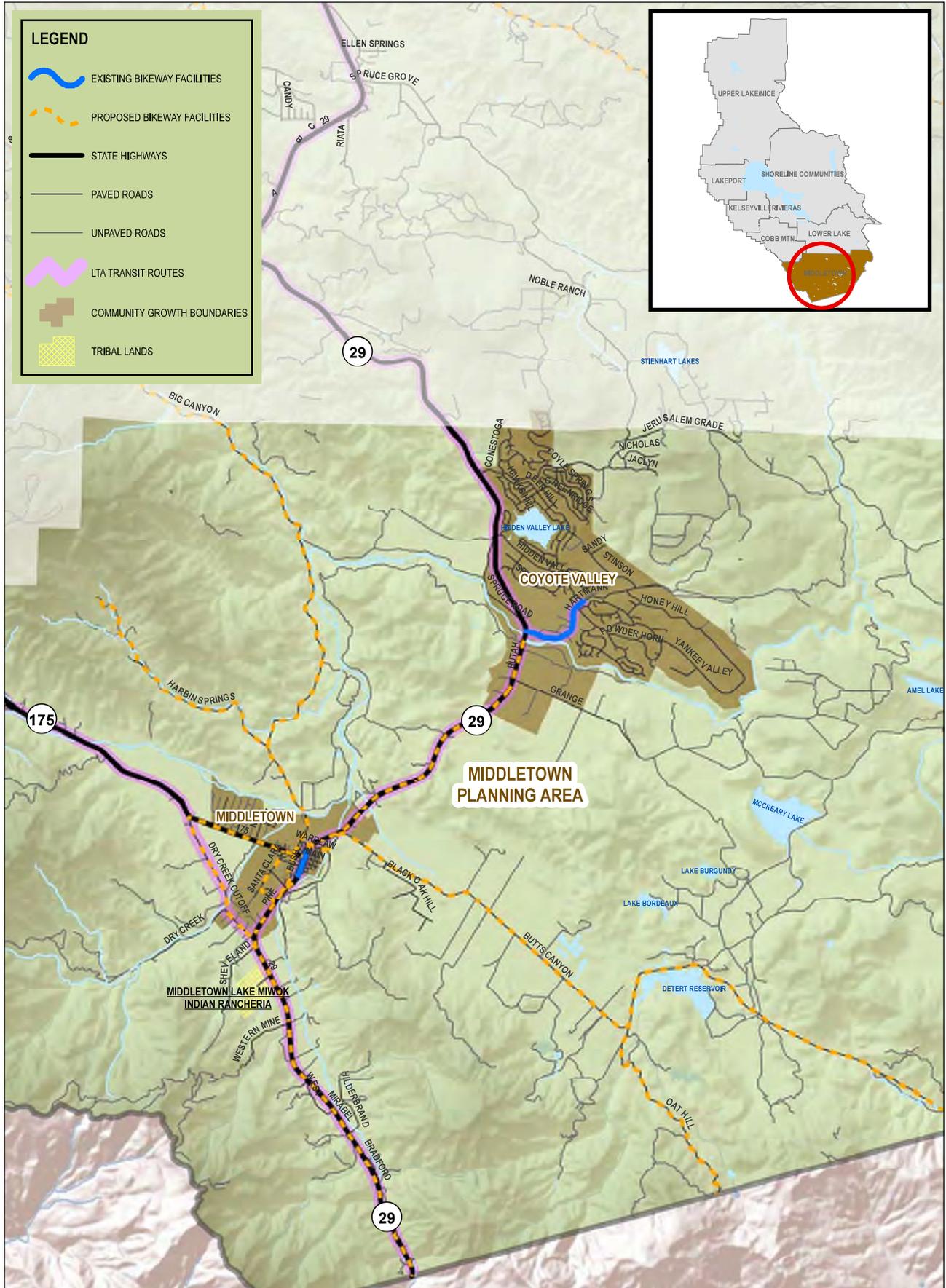


Lake County/City Area Planning Council (APC)

Table of Existing and Proposed Bikeways: County (unincorporated areas)

COMMUNITY (Planning Area)	Class	Roadway	From	To	Transit Link	Length (feet)	Length (miles)	Priority	5 Year - Priority
Middletown	I	Hwy 175	Dry Creek Cutoff	Hwy 29	Y	7778.42	1.47	M	
Middletown	I	Hwy 29	Hartmann Rd	Hwy 175/Main St	Y	21106.50	4.00	H	
Middletown	I	Hwy 29	Hwy 175/Main St	Rancheria Rd	Y	7548.23	1.43	H	
Middletown	III	Hwy 29	Rancheria Rd	County Line/Robert Louis St SP	N	21861.05	4.14	L	
Middletown	II	Hwy 29	Young St	Perry's Deli	Y	1578.28	0.30	Existing	
Middletown	III	Oat Hill Rd	Butts Canyon Rd	County Line	N	14791.06	2.80	L	
Middletown	III	Pine St	Central Park Rd	Stewart St	N	1313.81	0.25	M	
Middletown	III	Santa Clara Rd	Central Park Rd	Hwy 175	N	2843.15	0.54	M	
Middletown	I	St Helena Creek Rd	Wardlaw St	Hwy 29	N	1410.82	0.27	L	
Middletown	III	Stewart St	Bush St	Hwy 175	N	2246.19	0.43	M	
Middletown	III	Wardlaw St	Big Canyon Rd/Barnes St	St Helena Creek Rd	N	1867.71	0.35	L	
Rivieras	III	Fairway Dr	Hwy 281	Point Lakeview Rd	Y	6206.64	1.18	M	
Rivieras	III	Konocti Bay Rd	Soda Bay Rd	Point Lakeview Rd	N	6147.59	1.16	M	
Rivieras	II	Point Lakeview Rd	Hwy 281	Hwy 29	Y	36371.74	6.89	M	
Rivieras	II	Soda Bay Rd	Clear Lake SP	Hwy 281	N	39556.26	7.49	M	
Shoreline Communities	II	13th St (Castle Dr)	Hwy 20	Country Club Dr	Y	1096.44	0.21	H	
Shoreline Communities	III	Country Club Dr	Foothill Dr	Hwy 20	Y	6203.71	1.17	M	
Shoreline Communities	III	Foothill Dr	Country Club Dr	Hwy 20	Y	2812.71	0.53	M	
Shoreline Communities	III	High Valley Rd	Mendocino Natl Forest	Foothill Blvd	N	22436.96	4.25	L	
Shoreline Communities	III	Hwy 20	Lakeshore Blvd	Sulphur Bank Dr	Y	78834.99	14.93	M	
Shoreline Communities	III	Keys Blvd	Hwy 20	End	Y	5699.96	1.08	M	
Shoreline Communities	III	Konocti View Dr	Lakeland St	Keys Blvd	N	555.00	0.11	M	
Shoreline Communities	III	Lake St	Hwy 20	Lakeland St	N	1363.16	0.26	M	

LAKE COUNTY REGIONAL TRANSPORTATION BIKEWAY PLAN

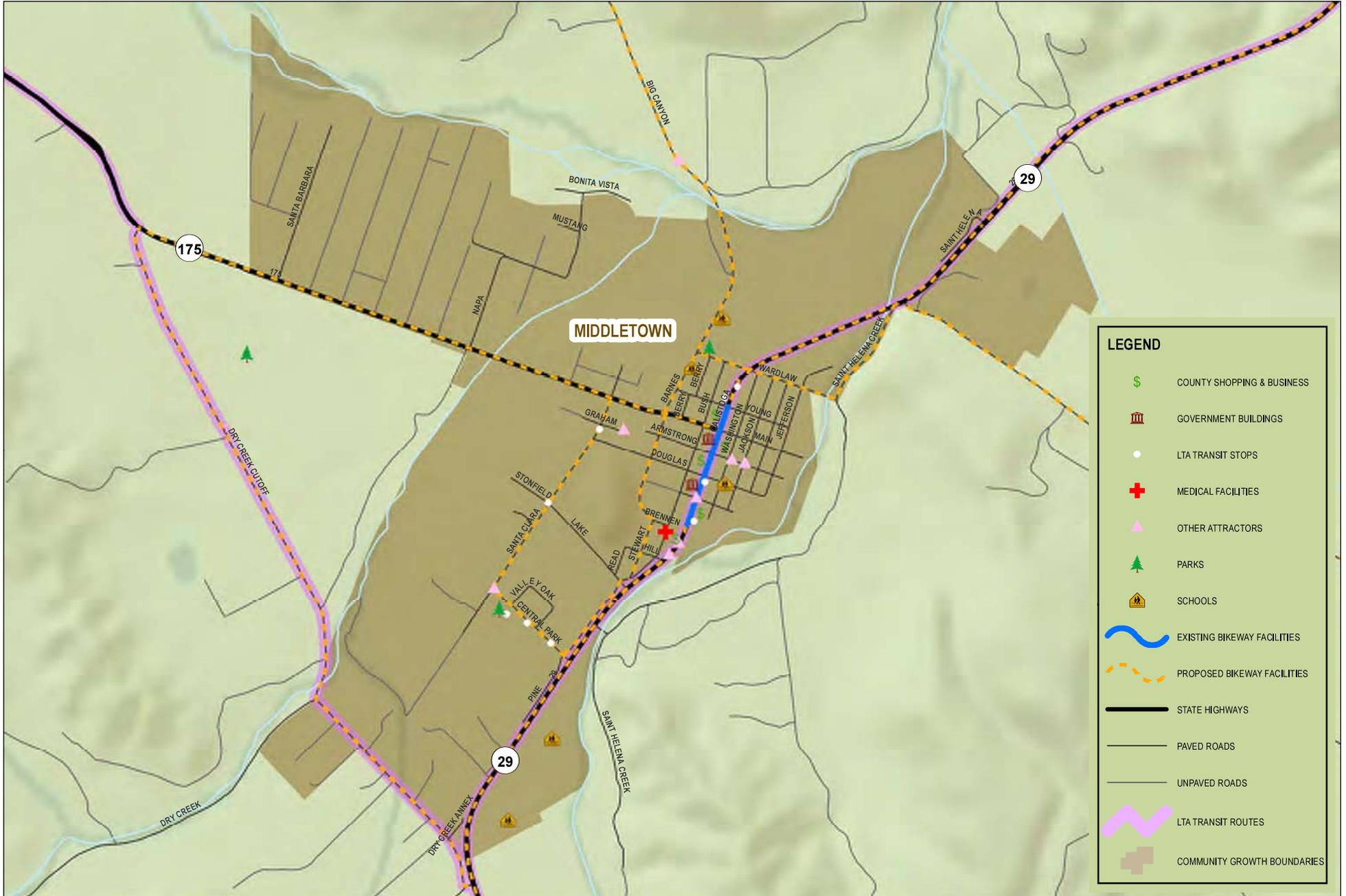


Map Developed By: Alexis Pedrotti
 367 N. State Street, Suite #206
 Ukiah, CA 95482

MIDDLETOWN PLANNING AREA LAKE COUNTY, CALIFORNIA



LAKE COUNTY REGIONAL TRANSPORTATION BIKEWAY PLAN



LEGEND

- COUNTY SHOPPING & BUSINESS
- GOVERNMENT BUILDINGS
- LTA TRANSIT STOPS
- MEDICAL FACILITIES
- OTHER ATTRACTORS
- PARKS
- SCHOOLS
- EXISTING BIKEWAY FACILITIES
- PROPOSED BIKEWAY FACILITIES
- STATE HIGHWAYS
- PAVED ROADS
- UNPAVED ROADS
- LTA TRANSIT ROUTES
- COMMUNITY GROWTH BOUNDARIES

Map Developed By: Alexis Pedrotti
367 N. State Street, Suite #206
Ukiah, CA 95482

MIDDLETOWN LAKE COUNTY, CALIFORNIA





Transportation Concept Report

State Route 29

District 1

August 2013



Disclaimer: The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this Transportation Concept Report (TCR) is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the District 1 System Planning Branch makes every effort to ensure the accuracy and timeliness of the information contained in the TCR. The information in the TCR does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures.

SYSTEM CHARACTERISTICS

Segment #	1	2	3	4	5	6	7	8	
Existing Facility									
Facility Type	C/E	C/E	C	C/E	Exp	Exp	Fwy	C/E	
General Purpose Lanes	2	2	2	2	2	2	4	2	
Lane Miles	11.6	29.0	9.3	15.6	5.96	12.64	30.72	5.16	
Centerline Miles	5.8	14.5	3.5	7.8	2.98	6.32	7.68	2.58	
Median Width	N/A	N/A	N/A	N/A	N/A	N/A	36	N/A	
Median Characteristics	N/A	N/A	N/A	N/A	N/A	N/A	unpaved	N/A	
Truck Climbing Lanes	N/A	N/A	65%	N/A	N/A	N/A	N/A	N/A	
Concept Facility									
Facility Type	C/E	C/E	F/E	F/E	F/E	F/E	F	F/E	
General Purpose Lanes	2	2	4	4	4	4	4	4	
Lane Miles	11.6	29.0	28.0	31.2	11.92	25.28	30.72	10.32	
Centerline Miles	5.8	14.5	3.5	7.8	2.98	6.32	7.68	2.58	
Post 25 Year Facility									
Facility Type	C/E	C/E	F/E	F/E	F/E	F/E	Fwy	F/E	
General Purpose Lanes	2	2	4	4	4	4	4	4	
Lane Miles	11.6	29.0	28.0	31.2	11.92	25.28	30.72	10.32	
Centerline Miles	5.8	14.5	3.5	7.8	2.98	6.32	7.68	2.58	
TMS Elements									
TMS Elements (BY)	CMS, 2 Traffic Signals	Camera, CMS, Traffic Signal	N/A	N/A	Traffic Signal	2 Traffic Signals	N/A	N/A	

BICYCLE FACILITIES

Segment	Post Mile	Location Description	Bicycle Access Prohibited	Facility Type	Outside Paved Shoulder Width	Posted Speed Limit
1	0.00-5.80	Napa/Lake Co. line to Jct Route 175	No	Shared	4- ft.	55/45/30mph
2	5.80-20.30	Jct Route 175 to Jct Route 53	No	Shared	4-ft.	45/55mph
3	20.30-23.80	Jct Route 53 to North of Diener Dr	No	Shared	4-ft.	45/55mph
4	23.80-31.58	North of Diener Drive to North of Jct SR 175	No	Shared	2-ft./ Variable	55mph
5	31.60-34.58	No. of Junction Rte. 175 to Soda Bay Road (Rte 281) (w/ Rte 175)	No	Shared	4-ft.	55mph
6	34.58-40.90	Soda Bay Road (Rte 281) to 0.5 mile South of Lakeport (w/ Rte 175)	No	Shared	4-ft.	55mph
7	40.90-48.58	0.5 mile South of Lakeport City limit to 0.7 mile North of Lucerne Cutoff	No	Shared	8-ft.	65mph
8	48.58-52.53	0.7 mile North of Lucerne Cutoff to Jct SR 20	No	Shared	4-ft.	55mph

Bicycles are allowed on all State Highways within District 1, including Route 29. Most of Route 29 has a minimum shoulder width of 4-foot or more, which is considered adequate for bicycle traffic. An exception is segment 4 (01-LAK-29-23.80/31.60), from north of Diener Drive to north of the junction with Route 175 south of Kelseyville. Much of this segment has 2-foot paved shoulders, and portions of this segment have no paved shoulders. Improvements are planned for this segment, which will include shoulders for bicycle traffic. The Lake County/City Area Planning Council's (Lake APC) 2011 Regional Transportation Bikeway Plan also contains a wide array of proposed and existing bicycle improvements along or adjacent to SR 29.

Lake APC 2011 Regional Transportation Bikeway Plan		
Proposed	Existing	Location
Separated Bikeway - 5 Yr Priority		West side of SR 29 between North 175 to Lakeport Dr. on Parallel Rd.
Bikeway Facilities		On-highway from North 175 to Bottle Rock Rd
Bikeway Facilities		East side of SR 29 through North Lakeport from Mountain View to Shady Lane
Bikeway Facilities		On-highway from north of Grange Rd through Middletown to Napa Co border
	Bikeway Facility	Through downtown Middletown, from Brennen Rd to Young Rd

PEDESTRIAN FACILITIES

Segment	Postmile	Location Description	Ped. Access Prohibited	Sidewalk Present	Facility Description	Alternate Facility
1	0.00-5.80	Napa/Lake Co. line to Jct SR 175	No	Yes	No obstruction, some sidewalks in Middletown cafes	
2	5.80-20.30	Jct SR 175 to Jct SR 53	No	No	No obstruction, some sidewalks in Middletown cafes	
3	20.30-23.80	Jct Route 53 to North of Diener Drive	No	No	No obstruction	
4	23.80-31.58	North of Diener Drive to North of Jct SR 175	No	No	No obstruction	
5	31.60-34.58	No. of Junction Rte. 175 to Soda Bay Road (Rte 281) (w/ Rte 175)	No	No	No obstruction	
6	34.58-40.90	Soda Bay Road (Rte 281) to 0.5 mile South of Lakeport (w/ Rte 175)	No	No	No obstruction	
7	40.90-48.58	0.5 mi So. of Lakeport City limit to 0.7 mi No. of Lucerne Cutoff	Yes	No	None	
8	48.58-52.53	0.7 mile North of Lucerne Cutoff to Jct SR 20	No	No	No obstruction	Main Street & Lakeport Blvd

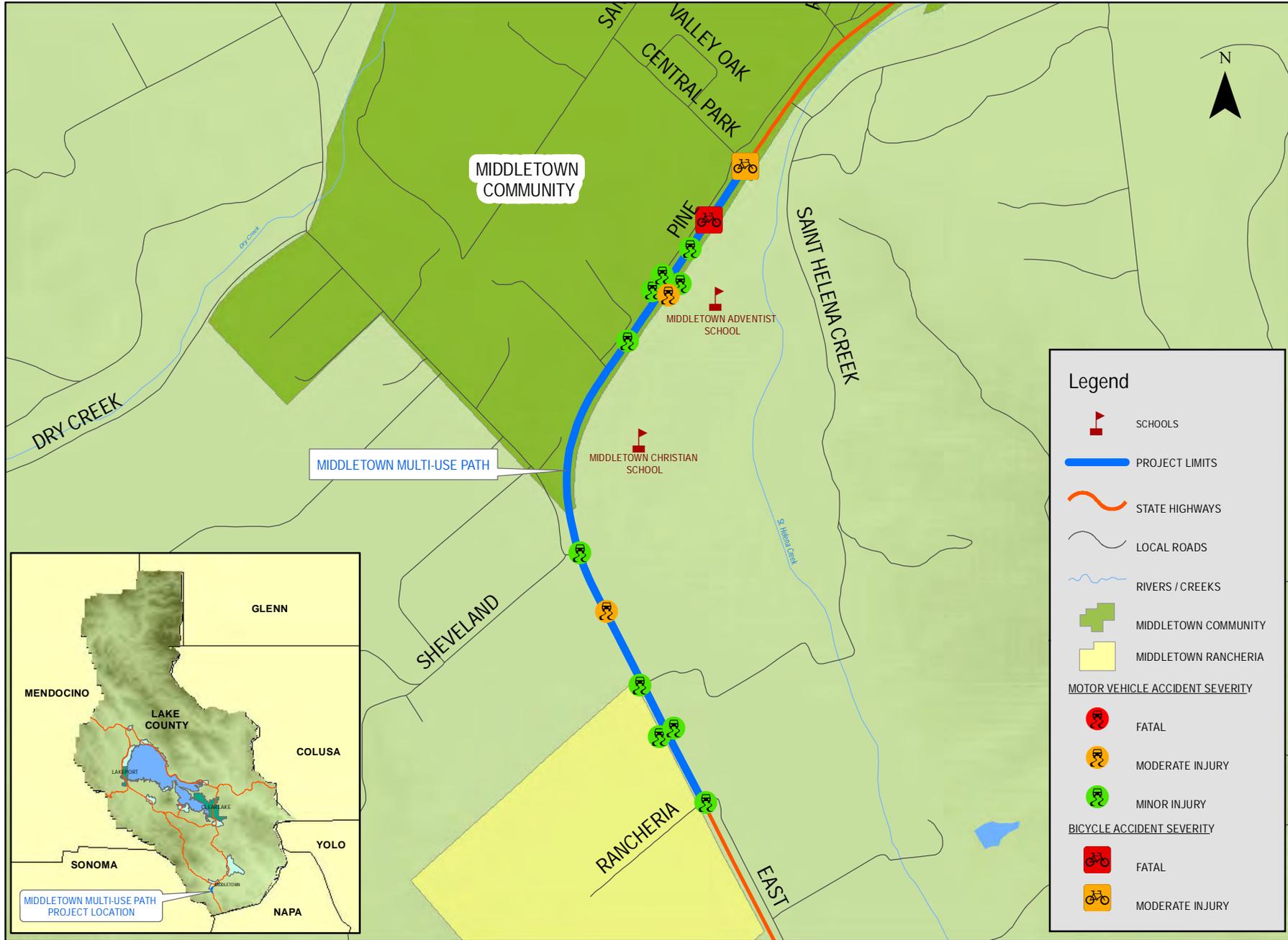
Most of Route 29 has a minimum shoulder width of 4-foot or more, which is considered adequate for pedestrian traffic. An exception is Segment 4 (01-LAK-29-23.80/31.60), from north of Diener Drive to North of the Junction with Route 175 south of Kelseyville. Much of this segment has 2-foot paved shoulders, and portions of this segment have no paved shoulders.

District 1 is currently developing an Engineered Feasibility Study (EFS) to identify and analyze potential near- and long-term improvements through the corridor – including pedestrian, bicycle and transit options – that will make interregional and intraregional travel easier and more convenient, reduce congestion and address local community needs.

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

Seg.	Description	Location	Source	Purpose	Implementation Phase
2	Complete Streets Improvements	Community of Middletown (PM 5.30/6.00)	Caltrans District 1	Safety, accommodate non-motorized traffic	Planning
3	Upgrade existing 2L C to 4L F/E	Jct SR 53 to No. of Diener Drive (PM 20.30/23.80)	Caltrans District 1	Capacity, Safety, and LOS Improvement	Ultimate Concept Planning
4	Upgrade existing 2L C/E to 4L F/E	No. of Diener Dr. to North of Jct Rte. 175 (PM 23.80/31.60)	Caltrans District 1	Capacity, Safety, and LOS Improvement	Ultimate Concept Planning
5	Upgrade existing 2L E to 4L F/E	No. of Jct SR 175 to Soda Bay Road (PM 31.60/34.58)	Caltrans District 1	Capacity, Safety, and LOS Improvement	Ultimate Concept Planning
6	Upgrade existing 2L E to 4L F/E	Soda Bay Rd to 0.5 mile So. of Lakeport (PM 34.58/40.90)	Caltrans District 1	Capacity, Safety, and LOS Improvement	Ultimate Concept Planning
8	Upgrade existing 2L C to 4L F/E	Lakeport to SR 20 (PM 48.58/52.53)	Caltrans District 1	Capacity, Safety, and level of service Improvement	Ultimate Concept Planning

MIDDLETOWN MULTI-USE PATH ATP GRANT APPLICATION



0 0.035 0.07 0.105 0.14 MILES

ACCIDENT DATA LOCATIONS ARE APPROXIMATE.

MAP DEVELOPED BY:
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PROJECT LOCATION AND COLLISION MAP



REPORT 7 - BICYCLE INVOLVED COLLISIONS

01/01/2010 thru 12/31/2010

Total Count: 4

County: Lake

Include State Highways cases

Report Run On: 04/23/2015

Primary Rd N HIGH ST		Distance (ft) 0	Direction	Secondary Rd 13TH ST		NCIC 1701	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy														
City Lakeport	County Lake	Population 2	Rpt Dist 3F	Beat	Type 0	CalTrans	Badge JBELL	Collision Date 20100914	Time 0800	Day TUE															
Primary Collision Factor WRONG SIDE		Violation 21202A	Collision Type OTHER	Severity INJURY	#Killed 0	#Injured 1	Tow Away? N	Process Date 20111024																	
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 OTHER	Rdwy Cond2	Spec Cond 0																				
Hit and Run		Motor Vehicle Involved With BICYCLE		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																
Party Info										Victim Info															
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F BICY	14	M	W			WRONG WY	N	L	0400	-	-	3	N	-	-	-	BICY	OTH VIS	14	M	9	0	-	-	
2 DRVR	36	M	W	HNBD		RGT TURN	E	A	0100	PONTI	2008	-	3	N	-	M	G								
Primary Rd RT 175		Distance (ft) 40	Direction E	Secondary Rd BR 14-21		NCIC 9151	State Hwy? Y	Route 175	Postmile Prefix R	Postmile 25.02	Side of Hwy E														
City UNINCORP.	County Lake	Population 9	Rpt Dist	Beat 028	Type 1	CalTrans	Badge 16414	Collision Date 20100722	Time 1500	Day THU															
Primary Collision Factor IMPROP TURN		Violation 22107	Collision Type OTHER	Severity INJURY	#Killed 0	#Injured 1	Tow Away? N	Process Date 20111010																	
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																				
Hit and Run		Motor Vehicle Involved With BICYCLE		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -																
Party Info										Victim Info															
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F BICY	14	M	O	HNBD		ENT TRAF	E	L	0400	-	-	3	N	-	-	-	BICY	SEVERE	14	M	1	1	P	V	
2 DRVR	18	M	W	HNBD		PROC ST	E	D	2200	FORD	2006	-	3	N	-	M	G								
Primary Rd RT 29		Distance (ft) 0	Direction	Secondary Rd CENTRAL PARK		NCIC 9151	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 5.14	Side of Hwy N														
City UNINCORP.	County Lake	Population 9	Rpt Dist	Beat 018	Type 1	CalTrans	Badge 16093	Collision Date 20100901	Time 0827	Day WED															
Primary Collision Factor IMPROP TURN		Violation 22100B	Collision Type OTHER	Severity INJURY	#Killed 0	#Injured 1	Tow Away? N	Process Date 20111010																	
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 LOOSE MATRL	Rdwy Cond2 CONS ZONE	Spec Cond 0																				
Hit and Run		Motor Vehicle Involved With BICYCLE		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type I	Ramp/Int 5																
Party Info										Victim Info															
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F BICY	70	M	W	HNBD		LFT TURN	-	L	0400	-	-	3	A	22111	-	-	BICY	OTH VIS	70	M	1	1	P	W	
2 DRVR	58	F	W	HNBD		PROC ST	N	A	0700	GMC	2004	-	3	N	-	M	G								
Primary Rd SODA BAY RD		Distance (ft) 0	Direction	Secondary Rd CLARK DR		NCIC 9151	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy														
City UNINCORP.	County Lake	Population 9	Rpt Dist	Beat 025	Type 2	CalTrans	Badge 15722	Collision Date 20100425	Time 1524	Day SUN															
Primary Collision Factor IMPROP TURN		Violation 22107	Collision Type BROADSIDE	Severity INJURY	#Killed 0	#Injured 3	Tow Away? N	Process Date 20110310																	
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																				
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																
Party Info										Victim Info															
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F BICY	56	M	W	HNBD		LFT TURN	W	L	0400	-	-	3	N	-	-	-	BICY	OTH VIS	56	M	1	2	P	W	
2 DRVR	53	M	W	HNBD		PROC ST	W	C	0200	YAMAHA	2003	-	3	N	-	P	W	DRVR	COMP PN	53	M	1	2	P	W
																	PASS	OTH VIS	50	F	0	2	P	Y	

Primary Rd		MAIN ST		Distance (ft)	40	Direction	E	Secondary Rd		3RD ST		NCIC	9151	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy							
City		UNINCORP.		County	Lake	Population	9	Rpt Dist	Beat	005	Type	3	CalTrans	Badge	019430	Collision Date	20140608	Time	2030	Day	SUN					
Primary Collision Factor		IMPROP TURN		Violation	22107	Collision Type	HIT OBJECT		Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20150402								
Weather1		CLEAR		Weather2		Rdwy Surface	DRY		Rdwy Cond1	NO UNUSL CND		Rdwy Cond2		Spec Cond	0											
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting	DARK - ST		Ped Action		Cntrl Dev	NT PRS/FCTR		Loc Type	Ramp/Int									
Party Info																	Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	BICY	21	M	H	HNBD		UNS TURN	E	L	0400	-	-	3	N	-	-	-									
2	PRKD	998	-				PARKED	S	D	2200	CHEVR	2003	-	-	N	-	-									

Primary Rd		RT 20		Distance (ft)	5	Direction	W	Secondary Rd		KEYS BL		NCIC	9151	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy						
City		UNINCORP.		County	Lake	Population	9	Rpt Dist	Beat	012	Type	1	CalTrans	Badge	019718	Collision Date	20140705	Time	1644	Day	SAT				
Primary Collision Factor		DRVR ALC DRG		Violation	212005	Collision Type	OVERTURNED		Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	N	Process Date	20140818							
Weather1		CLEAR		Weather2		Rdwy Surface	DRY		Rdwy Cond1	NO UNUSL CND		Rdwy Cond2		Spec Cond	0										
Hit and Run				Motor Vehicle Involved With		FIXED OBJ		Lighting	DAYLIGHT		Ped Action		Cntrl Dev	NT PRS/FCTR		Loc Type	Ramp/Int								
Party Info																	Victim Info								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	BICY	52	M	W	HBD-UI		ENT TRAF	S	L	0400	-	-	3	A	22107	-	-	BICY	SEVERE	52	M	1	1	P	V

Primary Rd		RT 29		Distance (ft)	500	Direction	S	Secondary Rd		CENTRAL PARK		NCIC	9151	State Hwy?	Y	Route	29	Postmile Prefix	-	Postmile	5	Side of Hwy	S			
City		UNINCORP.		County	Lake	Population	9	Rpt Dist	Beat	018	Type	1	CalTrans	1	Badge	19200	Collision Date	20141122	Time	2212	Day	SAT				
Primary Collision Factor		DRVR ALC DRG		Violation	212005	Collision Type	OTHER		Severity	FATAL	#Killed	1	#Injured	0	Tow Away?	N	Process Date	20150327								
Weather1		CLEAR		Weather2		Rdwy Surface	DRY		Rdwy Cond1	NO UNUSL CND		Rdwy Cond2		Spec Cond	0											
Hit and Run				Motor Vehicle Involved With		BICYCLE		Lighting	DARK - NO		Ped Action		Cntrl Dev	NT PRS/FCTR		Loc Type	H	Ramp/Int -								
Party Info																	Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	BICY	62	M	W	HBD-UI		ENT TRAF	E	L	0400	-	-	3	A	21202	-	-	BICY	KILLED	62	M	1	1	V	-	
2	DRVR	62	F	W	HNBD		PROC ST	N	A	0700	CHEVR	1992	-	3	N	-	M	G	PASS		59	M	3	0	M	G
3	DRVR	21	F	W	HNBD		PROC ST	S	A	0100	VOLVO	2006	-	3	N	-	M	G	PASS		52	M	6	0	P	G

Public Health Data Sources for the Middletown ATP Application

US Census data

<http://quickfacts.census.gov/qfd/states/06000.html>

2015County Health Rankings

<http://www.countyhealthrankings.org/>

http://www.countyhealthrankings.org/sites/default/files/state/downloads/CHR2015_CA_0.pdf

County Health Status Profiles 2015

<http://www.cdph.ca.gov/programs/ohir/Documents/OHIRProfiles2015.pdf>

Community Health Status Indicators (CHSI)

Lake County Community Health Needs Assessment – September 2013

<http://www.co.lake.ca.us/Assets/Public+Information+Releases/091813b.pdf>

**TABLE 1
DEATHS DUE TO ALL CAUSES
RANKED BY THREE-YEAR AVERAGE AGE-ADJUSTED DEATH RATE
CALIFORNIA COUNTIES, 2011-2013**

RANK ORDER	COUNTY OF RESIDENCE	2012 POPULATION	2011-2013 DEATHS (AVERAGE)	CRUDE DEATH RATE	AGE-ADJUSTED DEATH RATE	95% CONFIDENCE LIMITS	
						LOWER	UPPER
HEALTHY PEOPLE 2020 NATIONAL OBJECTIVE:					NONE		
1	MONO	14,258	53.3	374.1	522.1	391.5	682.4
2	SANTA CLARA	1,828,597	9,326.7	510.0	523.6	512.8	534.3
3	MARIN	254,882	1,882.0	738.4	524.9	500.5	549.3
4	SAN MATEO	736,362	4,623.7	627.9	534.3	518.6	550.0
5	SAN FRANCISCO	820,349	5,649.7	688.7	574.3	559.1	589.5
6	ORANGE	3,071,933	18,289.0	595.4	584.0	575.4	592.5
7	MONTEREY	422,868	2,406.7	569.1	595.6	571.5	619.8
8	SAN BENITO	56,527	301.0	532.5	596.0	527.2	664.8
9	VENTURA	834,109	5,230.0	627.0	603.8	587.2	620.4
10	SANTA BARBARA	427,358	2,927.3	685.0	604.2	581.9	626.6
11	IMPERIAL	178,659	980.3	548.7	606.8	568.5	645.0
12	ALAMEDA	1,540,790	9,383.0	609.0	608.4	595.9	621.0
13	LOS ANGELES	9,911,665	58,808.7	593.3	609.8	604.8	614.7
14	CONTRA COSTA	1,069,803	7,153.3	668.7	614.9	600.4	629.4
15	SANTA CRUZ	267,569	1,708.3	638.5	625.9	595.3	656.5
16	EL DORADO	180,599	1,362.7	754.5	626.7	592.5	660.9
17	SAN DIEGO	3,147,220	20,157.3	640.5	630.0	621.2	638.8
18	SAN LUIS OBISPO	271,021	2,241.7	827.1	637.4	610.2	664.5
19	PLACER	360,680	2,833.0	785.5	637.5	613.8	661.2
	CALIFORNIA	37,826,160	243,195.0	642.9	641.1	638.5	643.7
20	SONOMA	489,283	3,893.7	795.8	643.8	623.0	664.6
21	NAPA	138,577	1,183.3	853.9	650.9	612.9	688.9
22	YOLO	204,314	1,203.3	589.0	658.8	621.0	696.6
23	NEVADA	98,202	1,001.0	1019.3	666.7	623.0	710.4
24	RIVERSIDE	2,244,399	14,792.0	659.1	669.5	658.7	680.4
25	INYO	18,637	194.0	1040.9	669.6	572.2	767.0
26	MARIPOSA	17,817	175.3	984.1	671.3	565.3	777.3
27	COLUSA	21,614	146.7	678.6	693.0	579.1	806.9
28	SOLANO	415,913	2,901.0	697.5	694.4	668.7	720.1
29	AMADOR	36,899	424.3	1150.0	702.9	632.8	772.9
30	KINGS	150,843	803.3	532.6	726.5	674.9	778.1
31	SUTTER	95,351	729.3	764.9	726.6	673.5	779.6
32	ALPINE	1,127	8.3	739.4 *	727.3 *	320.5	1414.4
33	SACRAMENTO	1,439,874	10,487.7	728.4	728.5	714.4	742.6
34	MENDOCINO	88,566	825.3	931.9	730.0	678.4	781.5
35	TUOLUMNE	54,339	622.7	1145.9	730.9	670.9	791.0
36	MERCED	261,708	1,587.0	606.4	734.3	697.7	770.8
37	CALAVERAS	45,045	487.7	1082.6	734.3	664.5	804.2
38	MADERA	151,790	1,041.7	686.3	736.8	691.7	781.9
39	FRESNO	946,823	6,321.0	667.6	741.7	723.2	760.3
40	SAN BERNARDINO	2,065,016	12,515.0	606.0	750.8	737.4	764.2
41	GLENN	28,208	232.3	823.6	751.1	653.4	848.8
42	SAN JOAQUIN	699,003	4,918.7	703.7	760.4	738.9	781.9
43	TULARE	451,627	2,862.7	633.9	763.6	735.3	792.0
44	LASSEN	33,650	235.7	700.3	772.1	670.6	873.6
45	STANISLAUS	522,651	3,829.0	732.6	778.4	753.5	803.3
46	BUTTE	221,118	2,245.7	1015.6	791.3	757.5	825.2
47	PLUMAS	19,523	229.0	1173.0	794.0	683.8	904.2
48	KERN	855,522	5,492.7	642.0	802.9	781.3	824.6
49	SIERRA	3,089	37.7	1219.4	805.0	568.7	1106.5
50	SISKIYOU	44,598	532.7	1194.4	809.0	736.1	881.8
51	TRINITY	13,470	154.3	1145.8	817.0	678.5	955.5
52	HUMBOLDT	134,923	1,270.3	941.5	829.4	782.6	876.2
53	TEHAMA	63,623	660.0	1037.4	850.6	784.6	916.7
54	MODOC	9,518	114.7	1204.7	851.6	687.8	1015.4
55	SHASTA	178,477	2,049.0	1148.0	859.1	821.0	897.3
56	DEL NORTE	28,359	278.3	981.5	875.0	770.7	979.4
57	YUBA	73,021	555.3	760.5	876.7	802.3	951.1
58	LAKE	64,394	835.7	1297.7	965.7	897.6	1033.7

* Rates are deemed unreliable based on fewer than 20 data elements.

Note: Counties were rank ordered first by increasing age-adjusted death rate (calculated to 15 decimal places), second by decreasing size of the population.

Sources: California Department of Public Health, 2011-2013 Death Statistical Master Files.

State of California, Department of Finance, Report P-3: State and County Population Projections by Race/Ethnicity, Detailed Age, and Gender, 2010-2060. Sacramento, California, January 2013.

HOW DO COUNTIES RANK FOR HEALTH OUTCOMES?

The green map below shows the distribution of California’s **health outcomes**, based on an equal weighting of length and quality of life.

Lighter colors indicate better performance in the respective summary rankings. Detailed information on the underlying measures is available at countyhealthrankings.org.



County	Rank	County	Rank	County	Rank	County	Rank
Alameda	20	Kings	43	Placer	2	Sierra	57
Alpine	NR	Lake	56	Plumas	41	Siskiyou	55
Amador	30	Lassen	36	Riverside	24	Solano	32
Butte	42	Los Angeles	26	Sacramento	29	Sonoma	8
Calaveras	33	Madera	46	San Benito	10	Stanislaus	38
Colusa	17	Marin	1	San Bernardino	37	Sutter	27
Contra Costa	18	Mariposa	31	San Diego	19	Tehama	47
Del Norte	52	Mendocino	35	San Francisco	21	Trinity	54
El Dorado	7	Merced	39	San Joaquin	44	Tulare	45
Fresno	49	Modoc	53	San Luis Obispo	9	Tuolumne	22
Glenn	28	Mono	15	San Mateo	4	Ventura	14
Humboldt	34	Monterey	23	Santa Barbara	16	Yolo	6
Imperial	25	Napa	13	Santa Clara	3	Yuba	48
Inyo	40	Nevada	11	Santa Cruz	12		
Kern	51	Orange	5	Shasta	50		



LAKE COUNTY COMMUNITY HEALTH NEEDS ASSESSMENT SUMMARY

September 2013

Introduction

The Lake County community health needs assessment—available as a full report at <http://health.co.lake.ca.us>—provides the foundation for policymakers, community organizations and advocates to more strategically plan services and make needed improvements in Lake County; it also informs funders about directing investments toward areas and populations of highest need. The assessment process included extensively reviewing existing data, and conducting surveys, focus groups and interviews to obtain the community's perspectives about health needs and potential solutions for responding.

Highlights of Findings

Demographics

- Lake County is becoming increasingly diverse. About 17% of the population identifies as Hispanic.
- About 21% of residents are over age 65, nearly double the proportion of seniors in California as a whole.
- Close to 8% of Lake County's total K-12 enrollment are reported to be English-learners.
- Slightly more than 86% those aged 25+ have more than a high school education, a more favorable rate than the state.

Socioeconomic Factors

- Economic development is stagnant in Lake County. The recession continues to have a painful impact on families and children.
- About 34% of children (one-third higher than the state average) and 9.3% of seniors—close to 8,000 individuals—live below the poverty level.

- The jobless rate was 13% in April (double that of 2006), about one-and-a-half times the state rate, lowering the proportion of people with employer-provided health insurance.
- Part of the fall in employment-sponsored insurance may be reflected in a shift to more individuals (25% in 2009) covered by Medi-Cal.
- About 33% of low-income adults report *not* being "food secure." Having limited resources for purchasing food has a direct impact on health.
- Transportation issues impact access to services. In all Lake County cities and towns, the percent of *renter-occupied* households with no vehicle (in many cases 5 times the rate as *owner-occupied*) ranged from 7%-30%.

Key Resource Factors

- Lake County ranks low relative to the number and type of physicians and dentists that are needed to serve the whole community.
- Community-based clinics play an essential role as safety net providers but sometimes have long waits for appointments, especially for limited mental health services.
- Lake County residents make twice as many emergency department visits as the statewide average.

Key Health Factors

Communities commonly measure their health against statewide averages and national objectives to track and gauge progress. With regard to Lake County:

Lake County residents fare *better* than other Californians when it comes to:

- AIDS incidence.
- Chlamydia incidence.
- Death from diabetes.
- Children's access to dental services.

Lake County residents are *more likely* than other Californians to:

- Have higher rates of drug (including prescription) use.
- Have higher rates of obesity.
- Have coronary heart disease.
- Die from lung cancer.
- Die from chronic liver disease and cirrhosis.

- Die from suicide.
- Die from a motor vehicle crash.
- Not enter care early enough to have adequate prenatal care.
- Be a teen mother.
- Not get screened for breast cancer.
- Start kindergarten without a complete set of immunizations.
- Be an adult arrested for alcohol violations.

Lake County residents are *about as likely* as other Californians to:

- Have asthma.
- Be born at low birth weight.
- Initiate breastfeeding in the hospital after delivery.

Input from the Community

Focus group participants and the 994 residents who completed a Community Health Survey reported exercise, eating fresh produce and not smoking as the 3 top-mentioned health habits that contributed to maintaining their personal health.

The findings below are consistent with other related needs assessments about Lake County.

Unmet Health Needs

The highest-ranked unmet health needs were for:

- Drug and alcohol-related problems.
- Affordable mental health (for stress, anxiety, depression) services.
- Affordable medical and dental care.
- Nutritional (better diets, weight control, access to food) and preventive health education.
- Transportation issues (including out-of-county transports).
- Urgent care facilities.

The barriers below were *usually* a problem or issue when seeking services for more than 25% of those who filled out a Community Health Survey:

- Finding free/reduced-cost health care services.
- Finding an office/clinic open during non-work hours.
- Finding a provider to take Medi-Cal or other type of insurance.
- Ability to take off work and not lose pay when self or family member is sick.

Suggested Strategies and Solutions

The community input process, backed by data, suggested areas where additional support was needed to improve health in Lake County:

- Expand mental health services.
- Support more affordable medical services.
- Promote healthier eating (gardens, cooking classes) and provide food as a basic need.
- Create year-round activities for all youth.
- Expand substance abuse services (including residential facilities).
- Conduct major public education campaign targeted to increasing awareness/prevention.
- Provide more supportive services for seniors (especially homebound, frail, low-income).

Recommended Priorities

After evaluating all the findings, the Collaborative agrees an important opportunity exists in Lake County for all health partners to focus on the key priorities below. Some of the same strategies can be used to address the needs where these areas overlap.

- Promotion and support of healthy choices/healthy behaviors.
- Promotion and support of emotional and mental well being.
- Prevention and treatment of use/misuse of legal and illegal substances, including prescription drugs and medications.
- Promotion of collaborative relationships among Lake County health and human services providers.

Suggested strategies for support regarding the priority areas are described in the full report.

Visions for future community support in all areas will require identifying effective leadership, raising awareness of stakeholders and determining how to involve them, and collaborating among agencies.

Produced by the Lake County Collaborative of Health Organizations and Funders

**St. Helena Hospital Clear Lake
Sutter Lakeside Hospital
Lake County Health Services
Lake County Behavioral Health
Lake Family Resource Center
Lake County Tribal Health Consortium
Health Leadership Network
Veteran's Affairs
First 5 Lake County
Mendocino Community Health Clinic, Inc.
Area Agency on Aging, Lake & Mendocino Counties**

**Researched and Written by
BARBARA AVED ASSOCIATES**

California Department of Education
Statewide Assessment Division
Prepared: 5/29/2015 5:18:11 PM

State: [California](#)

2013-14 California Physical Fitness Report Overall - Summary of Results Lake County

Additional information can be found at the California Department of Education [Physical Fitness Test Web page](#).

Physical Fitness Area	Total Tested ¹ in Grade 5	Number Grade 5 Students in HFZ ²	% Grade 5 Students in HFZ	% Grade 5 Students in Needs Improvement	% Grade 5 Students in Needs Improvement - Health Risk	Total Tested ¹ in Grade 7	Number Grade 7 Students in HFZ ²	% Grade 7 Students in HFZ	% Grade 7 Students in Needs Improvement	% Grade 7 Students in Needs Improvement - Health Risk	Total Tested ¹ in Grade 9	Number Grade 9 Students in HFZ ²	% Grade 9 Students in HFZ	% Grade 9 Students in Needs Improvement	% Grade 9 Students in Needs Improvement - Health Risk
Aerobic Capacity	701	402	57.3	34.8	7.9	628	380	60.5	25.5	14.0	637	355	55.7	21.8	22.5
Body Composition	701	412	58.8	18.1	23.1	628	389	61.9	19.7	18.4	637	409	64.2	22.1	13.7
Abdominal Strength	701	560	79.9	20.1	N/A	628	492	78.3	21.7	N/A	637	558	87.6	12.4	N/A
Trunk Extension Strength	701	639	91.2	8.8	N/A	628	572	91.1	8.9	N/A	637	604	94.8	5.2	N/A
Upper Body Strength	701	371	52.9	47.1	N/A	628	405	64.5	35.5	N/A	637	467	73.3	26.7	N/A
Flexibility	701	497	70.9	29.1	N/A	628	473	75.3	24.7	N/A	637	537	84.3	15.7	N/A

¹ Includes partially tested students

² HFZ is an acronym for Healthy Fitness Zone a registered trademark of The Cooper Institute

** To protect confidentiality scores are not shown when the number of students tested is 10 or less

N/A Not applicable

The PFT is based on the FITNESSGRAM/ACTIVITYGRAM software, owned by the Cooper Institute, Dallas, TX, and published by Human Kinetics, Champaign, IL. The PFT is created and copyrighted by the California Department of Education (CDE) under a license agreement with Human Kinetics. The FITNESSGRAM is a registered trademark of The Cooper Institute.

The PFT performance standards are available on the [CDE FITNESSGRAM: Healthy Fitness Zone Charts Web page](#). Information about the FITNESSGRAM is available on the [Human Kinetics Web site](#) (Outside Source).

Questions: High School and Physical Fitness Assessment Office | pt@cde.ca.gov | 916-445-9449

California Department of Education
1430 N Street Sacramento, CA 95814

U.S. Census Bureau

AMERICAN
FactFinderARIZONA
NEW MEXICO

OKLAHOMA

ARKANSAS

TENNESSEE

NORTH CAROLINA

SOUTH CAROLINA

S1901

INCOME IN THE PAST 12 MONTHS (IN 2013 INFLATION-ADJUSTED DOLLARS)

2009-2013 American Community Survey 5-Year Estimates

Note: This is a modified view of the original table.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Middletown CDP, California			
	Households	Families	Married-couple families	Nonfamily households
	Estimate	Estimate	Estimate	Estimate
Total	452	284	250	168
Less than \$10,000	6.4%	0.0%	0.0%	17.3%
\$10,000 to \$14,999	6.0%	0.0%	0.0%	16.1%
\$15,000 to \$24,999	9.1%	14.4%	16.4%	0.0%
\$25,000 to \$34,999	19.7%	12.0%	0.0%	32.7%
\$35,000 to \$49,999	10.2%	7.4%	8.4%	14.9%
\$50,000 to \$74,999	12.8%	15.8%	18.0%	7.7%
\$75,000 to \$99,999	3.5%	3.5%	4.0%	3.6%
\$100,000 to \$149,999	32.3%	46.8%	53.2%	7.7%
\$150,000 to \$199,999	0.0%	0.0%	0.0%	0.0%
\$200,000 or more	0.0%	0.0%	0.0%	0.0%
Median income (dollars)	48,846	97,750	102,988	26,591
PERCENT IMPUTED				
Household income in the past 12 months	32.5%	(X)	(X)	(X)
Family income in the past 12 months	(X)	21.5%	(X)	(X)
Nonfamily income in the past 12 months	(X)	(X)	(X)	51.2%

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2009-2013 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

U.S. Census Bureau

AMERICAN
FactFinder

S1903

MEDIAN INCOME IN THE PAST 12 MONTHS (IN 2013 INFLATION-ADJUSTED DOLLARS)

2009-2013 American Community Survey 5-Year Estimates

Note: This is a modified view of the original table.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Census Tract 13, Lake County, California	
	Total	Median income (dollars)
	Estimate	Estimate
Households	2,719	56,435
Hispanic or Latino origin (of any race)	7.2%	76,705
White alone, not Hispanic or Latino	87.2%	57,500
HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER		
15 to 24 years	1.4%	15,573
25 to 44 years	26.5%	52,955
45 to 64 years	41.7%	62,443
65 years and over	30.5%	54,803
FAMILIES		
Families	1,899	65,136
NONFAMILY HOUSEHOLDS		
Nonfamily households	820	40,000
PERCENT IMPUTED		
Household income in the past 12 months	33.2%	(X)
Family income in the past 12 months	27.3%	(X)
Nonfamily income in the past 12 months	42.7%	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2009-2013 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

01-Lake County-02

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '- ' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+ ' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '****' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

U.S. Census Bureau

AMERICAN
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GCT-PH1

Population, Housing Units, Area, and Density: 2010 - County -- County Subdivision and Place

2010 Census Summary File 1

Note: This is a modified view of the original table.NOTE: For information on confidentiality protection, nonsampling error, and definitions, see <http://www.census.gov/prod/cen2010/doc/sf1.pdf>.**Geography: Lake County, California**

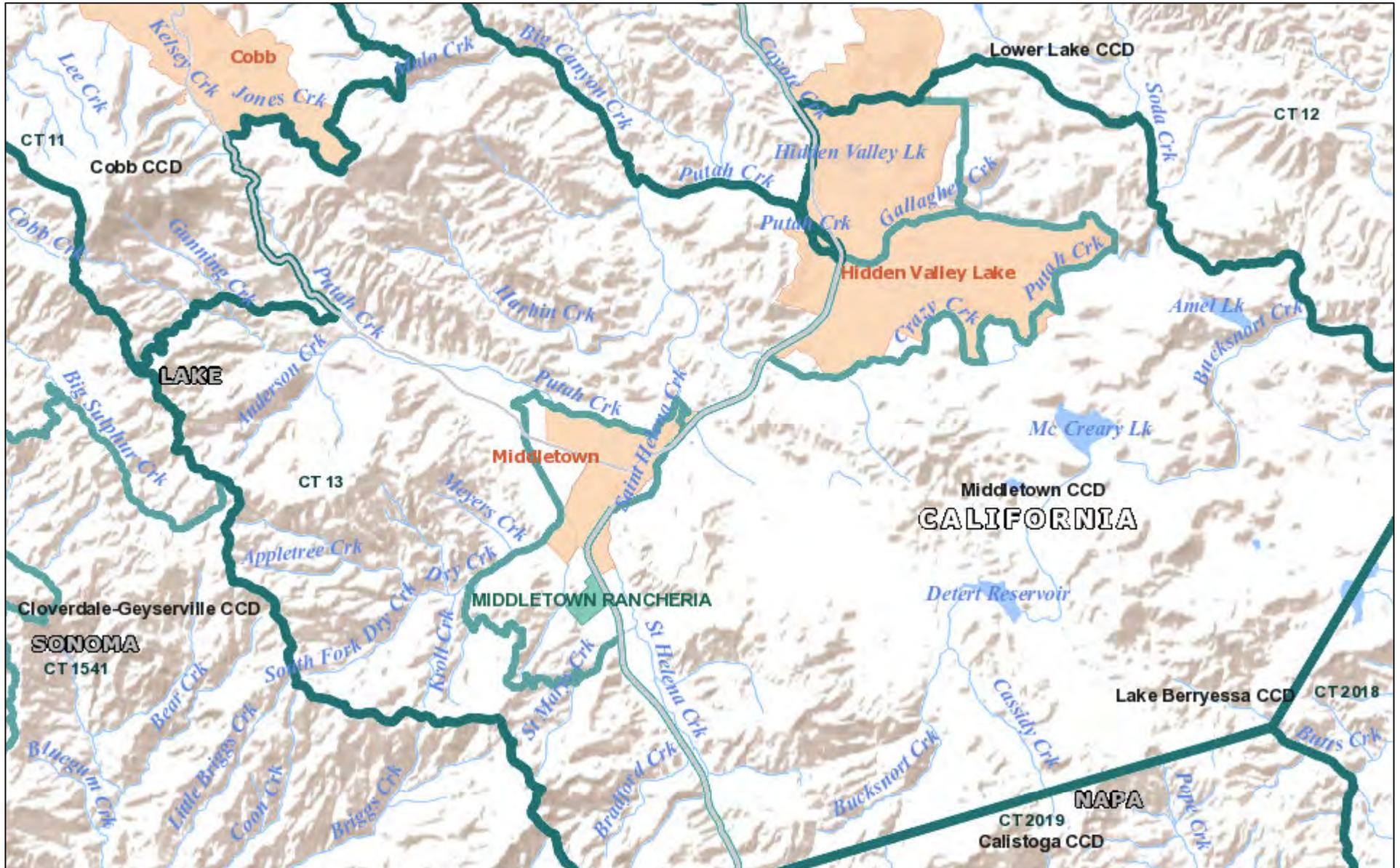
Geographic area	Population	Area in square miles
		Total area
Lake County	64,665	1,329.42
COUNTY SUBDIVISION AND PLACE		
Clearlake CCD	15,849	71.28
Clearlake Riviera CCD	6,059	50.92
Cobb CCD	3,865	71.27
Kelseyville CCD	6,045	73.56
Lakeport CCD	9,420	45.29
Lower Lake CCD	3,198	144.63
Lucerne-Clearlake Oaks CCD	6,830	272.59
Middletown CCD	7,575	122.67
Hidden Valley Lake CDP (part)	4,997	8.24
Middletown CDP	1,323	1.84
Remainder of Middletown CCD	1,255	112.58
Upper Lake-Nice CCD	5,824	477.23
PLACE		
Hidden Valley Lake CDP	5,579	9.89
Middletown CDP	1,323	1.84

X Not applicable.

Source: U.S. Census Bureau, 2010 Census.

Census 2010 Summary File 1, Geographic Header Record G001.

Middletown CCD Map



April 23, 2015

1:144,448

Census Tracts

Incorporated Places

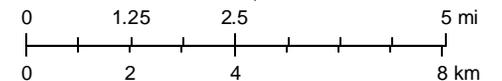
Tribal Subdivisions

County Subdivisions

Census Designated Places

Consolidated Cities

Alaska Native Regional Corporations



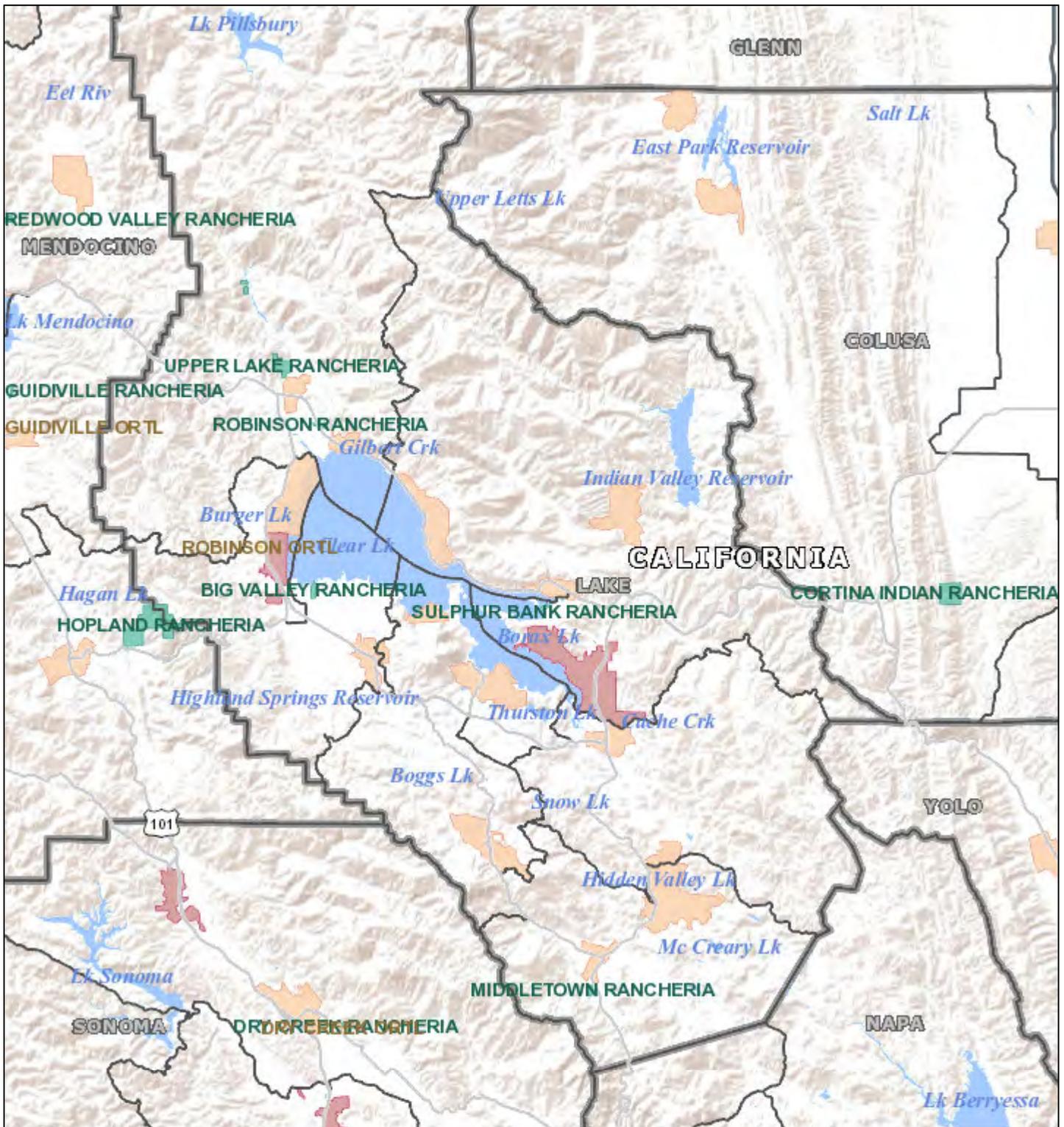
Source: U.S. Census Bureau
Sources: Esri, USGS, NOAA

Attachment I - Question # 5 - Page 6 of 7

Created with: TIGERweb

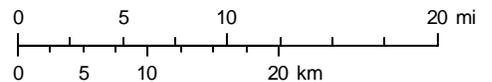
(c) Copyright 2015 - US Census Bureau

Lake County Census Map



April 23, 2015

1:577,791



- | | |
|---|---|
| Consolidated Cities | State Designated Tribal Statistical Areas |
| Alaska Native Regional Corporations | Tribal Designated Statistical Areas |
| Federal American Indian Reservations | American Indian Joint-Use Areas |
| Off-Reservation Trust Lands | Areal Hydrography |
| State American Indian Reservations | Glaciers |
| Alaska Native Village Statistical Areas | States |
| Oklahoma Tribal Statistical Areas | Counties |

Source: U.S. Census Bureau
Sources: Esri, USGS, NOAA

Project Name: Middletown Multi-Use Path
Project Location: Middletown, Lake County

INFRASTRUCTURE

Bike Projects (Daily Person Trips for All Users) (Box 1A)			
	Without Project	With Project	
Existing	14		
Forecast (1 Yr after completion)	28	35	
	Commuters	Recreational Users	
Existing Trips	4	8	
New Daily Trips <small>(1 YR after project completion)</small>			
Project Information- Non SR2S Infrastructure			
Bike Class Type	Bike Class I		
Average Annual Daily Traffic (AADT)	10,700		

Project Costs (Box 1D)	
Non-SR2S Infrastructure Project Cost	\$1,428,764
SR2S Infrastructure Project Cost	

ATP Requested Funds (Box 1E)	
Non-SR2S Infrastructure	\$1,428,764
SR2S Infrastructure	

CRASH DATA (Box 1F)		
	Last 5 Yrs	Annual Average
Fatal Crashes	1	0.2
Injury Crashes	1	0.2
PDO		0

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)			
	Without Project	With Project	
Existing	22		
Forecast (1 YR after project completion)	44	55	
	Without Project	With Project	
Existing step counts <small>(600 steps=0.3mi=1 trip)</small>			
Existing miles walked			

SAFETY COUNTERMEASURES (improvements) (Box 1G)		Y or N <small>(Capitalized)</small>
Signalized Intersection	Pedestrian countdown signal heads	
	Pedestrian crossing	
	Advance stop bar before crosswalk	
	Install overpass/underpass	
Unsignalized Intersection	Raised medians/refuge islands	
	Pedestrian crossing <small>(new signs and markings only)</small>	
	Pedestrian crossing <small>(safety features/curb extensions)</small>	
	Pedestrian signals	
Roadways	Bike lanes	Y
	Sidewalk/pathway <small>(to avoid walking along roadway)</small>	Y
	Pedestrian crossing <small>(with enhanced safety features)</small>	
	Pedestrian crossing	
Other reduction factor countermeasures		

Safe Routes to School (SR2S) (Box 1C)	
	Total
Number of student enrollment	
Approximate no. of students living along school route proposed for improvement	
Percentage of students that currently walk or bike to school	
Projected percentage of students that will walk or bike to school after the project	

20 Year Invest Summary Analysis

Total Costs	\$1,428,764.00
Net Present Cost	\$1,373,811.54
Total Benefits	\$17,032,918.40
Net Present Benefit	\$11,393,811.22
Benefit-Cost Ratio	8.29

20 Year Itemized Savings

Mobility	\$415,526.65
Health	\$192,024.83
Recreational	\$188,517.22
Gas & Emissions	\$46,020.43
Safety	\$16,190,829.27

Funds Requested	\$1,428,764.00
Net Present Cost of Funds Requested	\$1,373,811.54
Benefit Cost Ratio	8.29

Jesse Robertson

From: Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>
Sent: Friday, May 22, 2015 11:51 AM
To: robertsonj@dow-associates.com
Cc: Hsieh, Wei@CCC; ATP@CCC; inquiry@atpcommunitycorps.org; Button, John@CCC; Notheis, Larry@CCC
Subject: RE: Active Transportation Program Referral/Inquiry for the Middletown Multi-Use Path

Hi Jesse,

John Button, the Conservation Supervisor at our CCC Ukiah location has responded to the partnership for your project. The CCC can do the clearing and grubbing.

Please include this email with your application as proof that you reached out to the CCC. Feel free to contact John Button directly John.Button@ccc.ca.gov if your project receives funding.

Thank you,

Wei Hsieh, Manager
Programs & Operations Division
California Conservation Corps
1719 24th Street
Sacramento, CA 95816
(916) 341-3154
Wei.Hsieh@ccc.ca.gov

From: Jesse Robertson [<mailto:robertsonj@dow-associates.com>]
Sent: Wednesday, May 20, 2015 12:28 PM
To: ATP@CCC; inquiry@atpcommunitycorps.org
Cc: 'Lisa Davey bates!'; larse@co.lake.ca.us; 'Todd Mansell'
Subject: Active Transportation Program Referral/Inquiry for the Middletown Multi-Use Path

Wei / Danielle,

The Lake County/City Area Planning Council and the County of Lake respectfully request your interest in participating in the below described Active Transportation Program infrastructure construction project:

Project Title: Middletown Multi-Use Path
Project Description: Construct a multi-use (paved) path for bicyclist, pedestrian and equestrian use in Lake County, within the State Highway 29 right of way, just south of the unincorporated community of Middletown
Detailed Estimate: See attached Engr-Estimate/Attachment-G
Project Schedule: See the attached PPR-ATP Attachment B-2 form and the list of milestone dates below
Project Map: See attached Location Map
Preliminary Plan: See attached Prelim Path Plans

MILESTONE: **EXPECTED DATE**

CTC - PA&ED Allocation:	July 1, 2016
* CEQA Environmental Clearance:	December 31, 2016
* NEPA Environmental Clearance:	December 31, 2016
CTC - PS&E Allocation:	January 1, 2017
CTC - Right of Way Allocation:	July 1, 2017
* Right of Way Clearance & Permits:	April 1, 2018
Final/Stamped PS&E package:	April 30, 2018
* CTC - Construction Allocation:	July 1, 2018
* Construction Complete:	October 30, 2018
* Submittal of "Final Report"	November 30, 2018

A written response is requested from each of you/your organizations within five business days of receipt of this email.

Please contact me with questions or for additional information.

Thank you.

Jesse Robertson
Senior Transportation Planner
Dow & Associates
367 N. State Street, Suite 206
Ukiah, CA 95482
(707) 263-7799 x 23 (t)
(707) 463-2212 (f)
robertsonj@dow-associates.com

Jesse Robertson

From: Active Transportation Program <inquiry@atpcommunitycorps.org>
Sent: Tuesday, May 26, 2015 5:25 PM
To: Jesse Robertson
Cc: atp@ccc.ca.gov; Lisa Davey batesl; larse@co.lake.ca.us; Todd Mansell
Subject: Re: Active Transportation Program Referral/Inquiry for the Middletown Multi-Use Path

Hello,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate in this project. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you

On Wed, May 20, 2015 at 12:27 PM, Jesse Robertson <robertsonj@dow-associates.com> wrote:

Wei / Danielle,

The Lake County/City Area Planning Council and the County of Lake respectfully request your interest in participating in the below described Active Transportation Program infrastructure construction project:

Project Title: Middletown Multi-Use Path

Project Description: Construct a multi-use (paved) path for bicyclist, pedestrian and equestrian use in Lake County, within the State Highway 29 right of way, just south of the unincorporated community of Middletown

Detailed Estimate: See attached Engr-Estimate/Attachment-G

Project Schedule: See the attached PPR-ATP Attachment B-2 form and the list of milestone dates below

Project Map: See attached Location Map

Preliminary Plan: See attached Prelim Path Plans

MILESTONE: **EXPECTED DATE**

CTC - PA&ED Allocation:	July 1, 2016
* CEQA Environmental Clearance:	December 31, 2016
* NEPA Environmental Clearance:	December 31, 2016
CTC - PS&E Allocation:	January 1, 2017
CTC - Right of Way Allocation:	July 1, 2017
* Right of Way Clearance & Permits:	April 1, 2018
Final/Stamped PS&E package:	April 30, 2018
* CTC - Construction Allocation:	July 1, 2018
* Construction Complete:	October 30, 2018
* Submittal of "Final Report"	November 30, 2018

A written response is requested from each of you/your organizations within five business days of receipt of this email.

Please contact me with questions or for additional information.

Thank you.

Jesse Robertson

Senior Transportation Planner

Dow & Associates

367 N. State Street, Suite 206

Ukiah, CA 95482

[\(707\) 263-7799](tel:(707)263-7799) x 23 (t)

[\(707\) 463-2212](tel:(707)463-2212) (f)

robertsonj@dow-associates.com

--

Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
[916.426.9170](tel:916.426.9170) | inquiry@atpcorps.org

Attachment J

Letters of Support

- **Lake County Board of Supervisors** (pages 1 - 2)
- **Middletown Rancheria of Pomo Indians of California** (page 3 - 4)
- **Lake County Public Health Department** (page 5)
- **Middletown Unified School District** (Page 6)
- **Middletown Area Merchants Association** (page 7)
- **Lake County Trails Coalition** (page 8)
- **South Lake County Fire Protection District** (page 9)
- **State Senator, 2nd District** (page 10)
- **State Assembly, 4th District** (Page 11 - 12)
- **U.S. Congress Representative, 5th District** (page 13)



COUNTY OF LAKE
BOARD OF SUPERVISORS
Courthouse - 255 North Forbes Street
Lakeport, California 95453
TELEPHONE (707) 263-2368
FAX (707) 263-2207

Jim Comstock – District 1

Jeff Smith – District 2

Jim Steele – District 3

Anthony W. Farrington – District 4

Rob Brown – District 5

May 5, 2015

Lisa Davey-Bates
Executive Director
Lake County / City Area Planning Council
367 North State Street, Suite 204
Ukiah, CA 95482

RE: Support for Lake APC's Active Transportation Program Application – Middletown Multi- Use Path

Dear Ms. Davey-Bates:

The Lake County Board of Supervisors wishes to express its support for Lake Area Planning Council's (APC) application for the Middletown (SR 29 Corridor) Multi-Use Path. The development of a multi-use trail connecting the Middletown Rancheria and Twin Pine Casino and Hotel to the center of Middletown along State Route 29 is a high community priority as identified in the *2014 Middletown Community Action Plan*.

Middletown is an unincorporated community of about 1300 people that serves as the commercial center for the southern portion of the County. The community has a culture of volunteerism that was responsible for initiating a planning process and has worked to develop a list of priorities for capital improvements. The community has been responsible for bringing the County, CalTrans, the Lake County Area Planning Council, Konocti Regional Trails and the Lake Transit Authority to the table in an effort to improve their community. The commitment that the community has exhibited toward civic engagement and self-determination deserves to be rewarded.

The southern-most reaches of the Middletown area are connected by one public roadway: State Route 29. This rural section of highway is not bicycle and pedestrian friendly, it serves high-speed commuter traffic from Lake to Napa and Sonoma Counties and beyond. The Middletown Rancheria is at the far end of the project segment and school children that miss the bus are driven to school, despite being less than two miles away. The Twin Pine Casino and Hotel is one of the bigger employers in town and it has a special events center that hosts weddings and other community events that draws

community members from town. A horse arena in Middletown often serves as a starting point for equestrian trips through the corridor in route to a regional park with horse trails. Other, more dispersed, rural residents would also benefit from a separated multi-use path that provides an all-weather surface to travel to and from town for work, school or other services.

Pedestrian and equestrian activity has resulted in an informal trail through the weeds along either side of the highway to avoid mixing with cars travelling at 55 mph or faster. In the last five years, two bicyclists have been struck by vehicles, injuring one and killing another. The existing four-foot shoulders along this segment of SR 29 are not adequate to ensure the safety of non-motorized users. The multi-use path would provide a buffer from traffic and provide a facility that is comfortable for all users of all abilities; and it would encourage people to walk or bicycle and get a little more exercise.

The Lake County Board of Supervisors strongly supports the planning and development of this much needed multi-use trail. However, the County's Road Fund budget does not have the money to maintain the trail. Therefore, the Board requests that CalTrans be responsible to maintain the trail.

Thank you for your consideration.

Sincerely,



Anthony Farrington
Chair, Board of Supervisors



May 12, 2015

California Transportation Commission
Office of Active Transportation and Special Programs

**RE: Middletown Rancheria of Pomo Indians of California
Letter of Support for the Middletown Multi-Use Path Grant Application**

Dear Commission Members:

The Middletown Rancheria of Pomo Indians of California (“Middletown Rancheria” or “Tribe”) is a federally recognized Tribe located at 22223 Highway 29 on Rancheria Road in Middletown, County of Lake, California.

On behalf of the Middletown Rancheria I am providing official notification in a Letter of Support for the grant submission by the Lake County City Area Planning Council’s, Caltrans Active Transportation Program Grant Application for the Middletown (SR 29 Corridor) Multi-Use Path.

In the southern end of Lake County, the area is a rural undeveloped region, there are limited transit services available in Lake County, and few opportunities for safe pedestrian, bicycle, and equestrian access to key destinations that include parks, schools and community services. This multi-use path would implement an identified **High Community Priority** project in the 2014 Middletown Community Action Plan and the 2011 Lake County Regional Bikeway Plan, which addressed the need for a separate bikeway between Middletown and Rancheria Road. In addition, this project falls under South County Concept Trail SC-2, identified as a key connecting South County trail in the 2011 Konocti Regional Trails Master Plan.

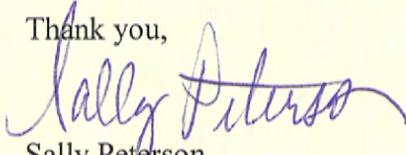
In addition to providing a safe transportation alternative, this project would result in numerous public health benefits for Middletown Rancheria Tribal Members as well as the community at large. Analytics represent Lake County ranking among the lowest in the state for the majority of health indicators, it has been successful in taking on health-related challenges with grants received from the United States Department of Health and Human Services for health promotion and chronic disease prevention, as well as, from the Health Initiative Coordinating Council in its “Way to Wellville”, initiative that encourages communities to focus on health-enhancing behaviors, such as increasing one’s physical activity. This multi-use path project, which expands non-motorized travel modes, is compatible with the County’s health initiatives.

Page 1.

MTR. Letter of Support.05.12.15

The Tribe strongly encourages the members of the California Transportation Commission to support and approve full funding for this essential project.

Thank you,



Sally Peterson
Tribal Council Vice Chairwoman
Middletown Rancheria of Pomo Indians of California

cc: Middletown Rancheria Tribal Council
Middletown Rancheria Tribal Historic Preservation Office (THPO)



COUNTY OF LAKE

Health Services Department
922 Bevins Court
LAKEPORT, CALIFORNIA 95453-9739
Telephone 707/263-1090
Fax 707/263-4395

Jim Brown
Health Services Director

Karen M. Tait, MD
Health Officer

May 6, 2015

Ms. Lisa Davey-Bates, Executive Director
Lake County/City Area Planning Council
367 N. State St., Suite 204
Ukiah, CA 95482

RE: Support for Lake APC's Active Transportation Program Application – Middletown Multi- Use Path

Dear Ms. Davey-Bates:

As Lake County's local public health officer, I would like to lend my strong support to the Lake County Area Planning Council's application for the Middletown (SR 29 Corridor) Multi-Use Path.

The proposed project will provide a separated off-road bicycle and pedestrian facility adjacent to State Route 29 that will provide a safe and direct route between the Middletown central business district and the Tribal commerce and residential areas to the south of town. Since SR 29 serves as the "main street" in the community, there are a number of businesses, schools, community services and other facilities along this route that would be well-served by this proposed multi-use path.

For several years the Lake County Area Planning Council has recognized the health aspects of transportation planning and included Public Health in its processes. This is a welcome opportunity because Lake County has many challenges that are reflected in poor health statistics in several significant areas. Our county ranks at or near the bottom of California's counties in deaths from cardiovascular disease, cancer and motor vehicle traffic crashes. Our population has been affected like all other counties by the epidemic of obesity and diabetes, further contributing to poor health outcomes. Our community also ranks worse than the state average with respect to physical inactivity, alcohol-impaired driving deaths, and poor mental health days. Remarkably, physical activity is the best medicine to improve virtually all of these conditions.

As a rural area with limited transit services available, we lag with respect to sidewalks, bicycle lanes and other features that promote safe walking and bicycling, yet many of our local residents do not own cars or cannot afford gasoline. Given better opportunities to walk or bicycle, the entire community would likely take advantage of them and improve health and fitness in the process.

As a county that depends on tourism, it is also important to provide those same active transportation opportunities for visitors. Creating safe and enjoyable routes for walking, bicycling and even horseback riding will help our local economy recover. As we know that socioeconomic status correlates with health, we can expect that economic recovery will have a beneficial effect on our community's well-being.

Although a single project cannot singlehandedly turn the tide on our entire county's health statistics, improvements are made one step at a time. The proposed project would improve safety and increase active transportation opportunities for local residents and visitors alike. Although Lake County has many positive attributes, our need is great when it comes to adding safe pedestrian and bicycle traffic near roadways. I hope you will look favorably on this project and move our community closer to its goals.

Sincerely,

A handwritten signature in black ink that reads "Karen Tait MD".

Karen M. Tait, MD
Health Officer

Middletown Unified School District

20932 BIG CANYON ROAD, MIDDLETOWN, CALIFORNIA 95461

(707) 987-4100 FAX: (707) 987-4105



BOARD OF TRUSTEES

JAY ALBERTSON
LYNETTE CARRILLO
KIM TANGERMANN
SANDY TUCKER
BILL WRIGHT

SUPERINTENDENT

KORBY OLSON, ED. D

May 5, 2015

California Transportation Commission
Office of Active Transportation and Special Programs

RE: Support for the **Middletown Multi-Use Path** grant application

Dear Commission Members:

I am writing to express my strong support for the Lake County/City Area Planning Council's Caltrans Active Transportation Program grant application for the Middletown (SR 29 Corridor) Multi-Use Path. As a rural undeveloped area, there are limited transit services available in Lake County, and few opportunities for safe pedestrian, bicycle, and equestrian access to key destinations that include parks, schools and community services. This multi-use path would implement an identified **high community priority** project in the 2014 Middletown Community Action Plan and the 2011 Lake County Regional Bikeway Plan which addressed the need for a separate bikeway between Middletown and Rancheria Rd. In addition, this project falls under South County Concept Trail SC-2, identified as a key connecting South County trail in the 2011 Konocti Regional Trails Master Plan.

In addition to providing a safe transportation alternative, this project would result in numerous public health benefits for Middletown citizens as well as the community at large. With Lake County ranking among the lowest in the state for the majority of health indicators, it has been successful in taking on health-related challenges with grants received from the US Dept. of Health and Human Services for health promotion and chronic disease prevention, as well as the from the Health Initiative Coordinating Council in its "Way to Wellville" initiative that encourages communities to focus on health-enhancing behaviors, such as increasing one's physical activity. This multi-use path project, which expands non-motorized travel modes, is congruent with the County's health initiatives.

I respectfully urge the members of the California Transportation Commission to approve full funding of this vital project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Korby Olson", with a long horizontal flourish extending to the right.

Korby Olson, Ed.D
Superintendent

May 12, 2015

California Transportation Commission
Office of Active Transportation and Special Programs

RE: Support for the **Middletown Multi-Use Path** grant application

Dear Commission Members:

I am writing to express my strong support for the Lake County/City Area Planning Council's Caltrans Active Transportation Program grant application for the Middletown (SR 29 Corridor) Multi-Use Path.

As a rural undeveloped area, there are limited transit services available in Lake County, and few opportunities for safe pedestrian, bicycle, and equestrian access to key destinations that include parks, schools and community services. This multi-use path would implement an identified **high community priority** project in the 2014 Middletown Community Action Plan and the 2011 Lake County Regional Bikeway Plan which addressed the need for a separate bikeway between Middletown and Rancheria Rd. In addition, this project falls under South County Concept Trail SC-2, identified as a key connecting South County trail in the 2011 Konocti Regional Trails Master Plan.

In addition to providing a safe transportation alternative, this project would result in numerous public health benefits for Middletown citizens as well as the community at large. With Lake County ranking among the lowest in the state for the majority of health indicators, it has been successful in taking on health-related challenges with grants received from the US Dept. of Health and Human Services for health promotion and chronic disease prevention, as well as the from the Health Initiative Coordinating Council in its "Way to Wellville" initiative that encourages communities to focus on health-enhancing behaviors, such as increasing one's physical activity. This multi-use path project, which expands non-motorized travel modes, is congruent with the County's health initiatives.

I respectfully urge the members of the California Transportation Commission to approve full funding of this vital project.

Sincerely,



LARRY GALUPE

PRESIDENT MIDDLETOWN AREA MERCHANT ASSOCIATION PO BOX 872,
MIDDLETOWN, CA 95461 707.987.1226



May 9, 2015

TO: California Transportation Commission, Office of Active Transportation and Special Programs

RE: Support for the **Middletown Multi-Use Path** grant application

Dear Commission Members:

As President of the IMBA Chapter, Lake County Trails Coalition, I am writing to express my strong support for the Lake County/City Area Planning Council's Caltrans Active Transportation Program grant application for the Middletown (SR 29 Corridor) Multi-Use Path.

Rural Lake County roads offer very few bike lanes and to date, no Class 1 bike paths exist. You will often see many residents as well as touring visitors ride their bikes on the Hwy 29 shoulder from the South County all the way to Upper Lake. In many of these areas, rock hillsides and bridges can sometimes choke the shoulder width, making the roads even more treacherous to ride. With a growing number of cyclists using their bikes both for recreation and commuting, we are in desperate need of safe bike paths.

We have had way too many cyclist fatalities due to the lack of separate bike paths, and this Middletown Multi-Use Path project is one that can bring a multitude of benefits: safety, greater physical exercise, mind and body health, and reduction of motor vehicle emissions.

In addition, this path serves as a key connector trail in the Konocti Regional Trails (KRT) Master Plan South County area, bringing the community of Middletown and the Lake Miwok Rancheria Community together. School children can safely bike to and from the elementary, middle and high schools on Wardlaw St., Middletown Trailside Park, ball fields, and public library. Adults can use this path to get to the grocery, post office and other shops and services from the Rancheria.

On behalf of the IMBA/Lake County Trails Coalition members, I respectfully urge the California Transportation Commission review team to approve full funding of this vital project.

Sincerely yours,

Lance Butcher
President, Lake County Trails Coalition



South Lake County Fire Protection District
— in cooperation with —
California Department of Forestry and Fire Protection

P.O. Box 1360 Middletown, CA 95461 - (707) 987-3089

May 11, 2015

California Transportation Commission
Office of Active Transportation and Special Programs

RE: Support for the **Middletown Multi-Use Path** grant application

Dear Commission Members:

I am writing to express my strong support for the Lake County/City Area Planning Council's Caltrans Active Transportation Program grant application for the Middletown (SR 29 Corridor) Multi-Use Path.

This multi-use pathway will provide protection through separation for pedestrian, bicycle and equestrian traffic which commonly use this corridor. State Route 29 is a major commute corridor with commute traffic often exceeding the posted speed limit. Separation of the vehicle traffic from pedestrian and equestrian users will help prevent tragic injury and deaths that we have seen occur. As community and public events increase south of town such as concerts, dining, rodeos and wine tasting there is an increasing need for a safe trail system. Getting vehicles off the road combined with the health benefits of walking and riding make this trail system a sensible alternative to the present condition.

I respectfully urge the members of the California Transportation Commission to adequately fund this vital project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jim Wright', written over a horizontal line.

Jim Wright
Chief
South lake County Fire Protection District

California State Senate

SENATOR
MIKE MCGUIRE
SECOND SENATE DISTRICT

May 13, 2015

California Transportation Commission
Office of Active Transportation and Special Programs

RE: Support for the Middletown Multi-Use Path grant application

Dear Commission Members:

I am writing to express my strong support for the Lake County/City Area Planning Council's Caltrans Active Transportation Program grant application for the Middletown (SR 29 Corridor) Multi-Use Path.

As a rural undeveloped area, there are limited transit services available in Lake County, and few opportunities for safe pedestrian, bicycle, and equestrian access to key destinations that include parks, schools and community services. This multi-use path would implement an identified high community priority project in the 2014 Middletown Community Action Plan and the 2011 Lake County Regional Bikeway Plan which addressed the need for a separate bikeway between Middletown and Rancheria Rd. In addition, this project falls under South County Concept Trail SC-2, identified as a key connecting South County trail in the 2011 Konocti Regional Trails Master Plan.

We've seen moms pushing strollers, young children and adults walking or on bikes along this dirt path, as well as on the Hwy 29 shoulder. There have also been a few tragic bicyclist fatalities on this dangerous stretch this past 12 months, so this project would improve safety for non-motorized travelers along this important corridor that connects the Rancheria (and even further south) community to Middletown to access schools, parks and other community services.

In addition to providing a safe transportation alternative, this project would result in numerous public health benefits for Middletown citizens as well as the community at large. With Lake County ranking among the lowest in the state for the majority of health indicators, it has been successful in taking on health-related challenges with grants received from the US Dept. of Health and Human Services for health promotion and chronic disease prevention, as well as the from the Health Initiative Coordinating Council in its "Way to Wellville" initiative that encourages communities to focus on health-enhancing behaviors, such as increasing one's physical activity.

I respectfully urge the members of the California Transportation Commission to approve full funding of this vital project.

Sincerely,

A handwritten signature in black ink, appearing to be "Mike McGuire".

Mike McGuire
Senator, 2nd District

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0004
(916) 319-2004
FAX (916) 319-2104

EMAIL
assemblymember.dodd@assembly.ca.gov

Assembly
California Legislature



BILL DODD
ASSEMBLYMEMBER, FOURTH DISTRICT

COMMITTEES
AGRICULTURE
BUSINESS AND PROFESSIONS
RULES
TRANSPORTATION
WATER, PARKS AND WILDLIFE

May 5, 2015

Ms. Lucy Dunn
Chairperson
California Transportation Commission
1120 N Street, Suite 2221
MS-52
Sacramento, CA. 95814

RE: Support for the **Middletown Multi-Use Path** grant application

Dear Chairperson Dunn:

I am writing to express my strong support for the Lake County/City Area Planning Council's Caltrans Active Transportation Program grant application for the Middletown (SR 29 Corridor) Multi-Use Path.

As a rural undeveloped area, there are limited transit services available in Lake County, and few opportunities for safe pedestrian, bicycle, and equestrian access to key destinations that include parks, schools and community services. This multi-use path would implement an identified **high community priority** project in the 2014 Middletown Community Action Plan and the 2011 Lake County Regional Bikeway Plan which addressed the need for a separate bikeway between Middletown and Rancheria Rd. In addition, this project falls under South County Concept Trail SC-2, identified as a key connecting South County trail in the 2011 Konocti Regional Trails Master Plan.

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I respectfully urge the members of the California Transportation Commission to approve full funding of this vital project.

Sincerely,

A handwritten signature in cursive script that reads "Bill Dodd". The signature is written in black ink and is positioned above the printed name.

BILL DODD
Assemblymember, 4th Assembly District

Cc. Will Kempton, Executive Director, Calif. Transportation Commission
Matt Perry, Lake County Chief Administrative Officer
Gigi Stahl

RECEIVED MAY 13 2015

01-Lake County-02
MIKE THOMPSON
5TH DISTRICT, CALIFORNIA



CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES
WASHINGTON, DC 20515

May 5, 2015

DISTRICT OFFICES:
1040 MAIN STREET, SUITE 101
NAPA, CA 94559
(707) 226-9898

985 WALNUT AVENUE
VALLEJO, CA 94592
(707) 645-1888

2300 COUNTY CENTER DRIVE, SUITE A100
SANTA ROSA, CA 95403
(707) 542-7182

CAPITOL OFFICE:
231 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-3311

WEB: <http://mikethompson.house.gov>

COMMITTEE ON WAYS AND MEANS
SUBCOMMITTEE ON HEALTH
SUBCOMMITTEE ON SOCIAL SECURITY

PERMANENT SELECT
COMMITTEE ON INTELLIGENCE

RANKING MEMBER, SUBCOMMITTEE ON TERRORISM,
HUMAN INTELLIGENCE, ANALYSIS AND
COUNTERINTELLIGENCE

California Transportation Commission
Office of Active Transportation and Special Programs

RE: Support for the Middletown Multi-Use Path grant application

Dear Commission Members:

I am writing to express my strong support for the Lake County/City Area Planning Council's Caltrans Active Transportation Program grant application for the Middletown (SR 29 Corridor) Multi-Use Path.

As a rural undeveloped area, there are limited transit services available in Lake County, and few opportunities for safe pedestrian, bicycle, and equestrian access to key destinations that include parks, schools and community services. This multi-use path would implement an identified high community priority project in the 2014 Middletown Community Action Plan and the 2011 Lake County Regional Bikeway Plan which addressed the need for a separate bikeway between Middletown and Rancheria Rd. In addition, this project falls under South County Concept Trail SC-2, identified as a key connecting South County trail in the 2011 Konocti Regional Trails Master Plan.

In addition to providing a safe transportation alternative, this project would result in numerous public health benefits for Middletown citizens as well as the community at large. With Lake County ranking among the lowest in the state for the majority of health indicators, it has been successful in taking on health-related challenges with grants received from the US Dept. of Health and Human Services for health promotion and chronic disease prevention, as well as the from the Health Initiative Coordinating Council in its "Way to Wellville" initiative that encourages communities to focus on health-enhancing behaviors, such as increasing one's physical activity. This multi-use path project, which expands non-motorized travel modes, is congruent with the County's health initiatives.

I respectfully urge the members of the California Transportation Commission to approve full funding of this vital project.

Thank you for your consideration of my request. If I can answer any questions about this outstanding applicant, please contact me.

Sincerely,

MIKE THOMPSON
Member of Congress

MT:gsbo

Attachment K

Additional Attachments

- **Part A: Caltrans Traffic Operations Concurrence** (page 1)
- **Part A: Caltrans Maintenance Letter** (page 2)
- **Part A: Exhibit 22-F – Request for State Only ATP Funding**
(pages 3 - 4)

DEPARTMENT OF TRANSPORTATION

DISTRICT 1, P. O. BOX 3700
EUREKA, CA 95502-3700
PHONE (707) 445-6377
FAX (707) 441-3914
TTY 711



*Serious drought.
Serious drought.
Help save water!*

May 27, 2015

Mr. Jesse Robertson
Senior Transportation Planner
Lake Area Planning Council
367 N. State Street
Ukiah, CA 95482

ATP Lake 29 Multi-use path

Dear Mr. Robertson:

Caltrans District Traffic Operations Office Conceptual Approval is granted for the project that your agency is submitting for Active Transportation Program (ATP) funding. Based upon the information provided to our office, the project proposes to construct a multi-use path adjacent to State Route 29 in Lake County between Rancheria Road and Central Park Road.

This approval is conceptual only for funding application purposes. Final design approval by Caltrans will be required prior to construction for all work to be performed within Caltrans right-of-way. Our initial review of the layouts reveal some concerns related to the proposed crosswalk across side streets. All work within Caltrans right-of-way will require an encroachment permit from the District 1 Office of Permits and will be required to be done in accordance with the Caltrans Highway Design Manual, and State of California Standard Plans and Specifications.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard Mullen".

RICHARD MULLEN
Chief, Office of Traffic Operations

DEPARTMENT OF TRANSPORTATION

DISTRICT 1, P. O. BOX 3700
EUREKA, CA 95502-3700
PHONE (707) 445-6382
FAX (707) 441-5873
TTY 711



*Serious drought.
Serious drought.
Help save water!*

May 27, 2015

Jesse Robertson
Senior Transportation Planner
Lake Area Planning Council
367 N. State Street
Ukiah, CA 95482

Lake 29 ATP
Multi Use Path
LAK-29-4.15/5.14

Dear Mr. Robertson:

Caltrans District 1 conditionally agrees to cooperate on a maintenance agreement for proposed improvements to State Route 29 in Lake County between the approximate Post Mile limits of 4.15 to 5.14 as described in the Lake Area Planning Council's Active Transportation Program (ATP) application being submitted in May 2015. The condition being that the improvements are built to Caltrans standards, including the structural section. Please refer to the *Local Assistance Procedures Manual Chapter 11, Design Standards*, for more information. It is our understanding that the ATP application being submitted by the LPC proposes to construct a non-motorized, multi-purpose path adjacent to SR 29 between Rancheria Road and Central Park Road. It is also our understanding that the maintenance of the path will be addressed in a future maintenance agreement.

Sincerely,


TOM FITZGERALD
District 1 Maintenance Engineer

c: Suzanne Theiss, CT Local Assistance
Richard Mullen, CT Traffic Operations



**COUNTY OF LAKE
PUBLIC WORKS DEPARTMENT**

Courthouse - 255 N. Forbes Street
Lakeport, California 95453
Telephone 707/263-2341
Fax 707/263/7748

Scott De Leon
Public Works Director

To: ATP Manager
1120 N Street, MS 1
Sacramento, CA 95814
Subject: Request for ATP State-Only Funding

Date: May 29, 2015

The County of Lake hereby requests ATP State-only funding for the following project:

PROJECT NAME: Middletown Multi-Use Path

PROJECT DESCRIPTION (Describe specifically what work is being accomplished, include PPNO)

JUSTIFICATION:

- A. Type of Work: Infrastructure (IF)
- B. Project cost: \$1,430,000
- C. Status of Project
 - 1) Beginning and Ending Dates of the Project
 - a) Beginning Date: July 2016
 - b) End Date: December 2020
 - 2) Environmental Clearance Status: N/A
 - 3) R/W Clearance Status N/A
 - 4) Status of Construction: N/A
 - a) Proposed Advertising Date
 - b) Proposed Contract and Construction Award Dates
- D. Total Project Funding Plan by Fiscal Year (list all funding sources & anticipated fund usage by year include all phases)

See attached PPR

- E. State specific reasons for requesting State-Only fund and why Federal funds should not be used on the project.

The County of Lake is requesting State-only funding for the construction and support costs to build the Middletown Multi-Use Path due to the added hardship in meeting federal requirements relative to the agency's limited staff size.



Scott De Leon, Director
Lake County Public Works Department