2018 COLUSA COUNTY
REGIONAL TRANSPORTATION PLAN UPDATE

DRAFT

Prepared for:

Colusa County
Local Transportation Commission
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INTRODUCTION

This is a Technical Update to the 2013 Regional Transportation Plan. The 2018 Regional Transportation Plan (RTP) for Colusa County was updated by the Colusa County Transportation Commission (CCTC) to comply with the California Transportation Commission's (CTC) adopted 2017 RTP Guidelines. These guiding principles have prompted a number of changes in both the format and the content of the RTP. Specifically:

- The RTP emphasizes its linkages with the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP), the land-use transportation connection, and public participation activities including outreach to Native Tribal Governments within the County. A separate set of public involvement procedures are included as Appendix 1A of the RTP document.

- The Policy Element includes the addition of specific policies and objectives that are linked to program level performance measures in the Action Element and identifies feasible solutions.

- The Action Element includes programmed and recommended transportation improvements for the following modes:

  - Roadways;
  - Public Transit;
  - Goods Movement
  - Bicycle and Pedestrian
  - Aviation; and
  - Transportation System Management (including TSM, TDM, and ITS)

The prioritization of projects within each mode were developed through consultation with County staff and City staff from the City of Colusa and Williams, review of program level performance measures relative to projected funding levels, and the planning and decision process of the CCTC. Projects are categorized as Tier 1, Tier 2 or Tier 3.

Tier 1 projects are considered fully fundable during the 2017 - 2027 funding cycle (short-range). Tier 2 projects are considered fundable through the life of the RTP (by 2042). Tier 3 "Unfunded projects" are not fundable given current revenue estimates during the life of the RTP (by 2042) and the fact that no construction funding has been identified.

- The Financial Element includes "funding strategy options" for financing future transportation improvements.

- The needs assessment information for all transportation modes has been updated, and future needs and recommended actions are now identified as short-term (0-10 years) or long-term (11 – 26 years). The horizon year for 2018 RTP is 2042.

EXISTING ROADWAY NETWORK

Colusa County's preservation of agricultural land and concentration of growth within incorporated cities has created a unique transportation system. Most travel in the County is by automobile. The roadway network within the unincorporated parts of the County is rural in character, mainly serving small communities, agriculture uses, and recreation. I-5 and State Routes 20 and 45 are the primary transportation corridors extending through the County and serve all of the County's major population centers, including Colusa, Williams, Arbuckle, and Maxwell. Other County arterials and a network of local public and private roads constitute the remainder of the roadway system.

Regional Roads

The State highway network serves primarily intercity and inter-county regional travel, while the County's roadways serve local trips. Notable exceptions are Lone Star Road and Maxwell Road, which serve some inter-county trips and have traffic volumes as high as some of the state highways.

State Highways

State highways in Colusa County are listed below and include freeways and conventional highways, which are operated and maintained by Caltrans:

- Interstate 5 (I-5)
- State Route 16 (SR 16)
- State Route 20 (SR 20)
- State Route 45 (SR 45)

REGIONAL SETTING

Colusa County was established in 1850 as one of the original 27 counties created by the first state Legislature. It once encompassed all of what are now Glenn County and a portion of Tehama County. In 1891, the counties of Glenn and Colusa were split. Records prior to 1891 are still maintained in Colusa County and those pertaining to Glenn County after the split can be found at the Glenn County Recorder's Office.

The County and surrounding region are predominately rural in nature, occupying approximately 1,153 square miles, and contains many small communities. Transportation and the regional economy are oriented to farming, ranching, and recreation. There are approximately 716 miles of maintained roads in the County, 27 miles in the City of Colusa, 26 miles in the City of Williams, and 160 miles of Forest Service roads.

Population

In 2000, the total County population was reported at 18,804. By 2008, which is prior to the last RTP Update, the population had increased to 21,910. The 2008 population represented a 15.8% increase overall since 2000 and translates to approximately 1.9% per year growth during the

period. Since 2008, population has declined slightly (approximately 1% through 2018). The historic and current distribution of population for 2000, 2008, 2010, and 2016 is shown in Table E.1.

TABLE E.1
COLUSA COUNTY POPULATION DISTRIBUTION

Area of Residence	Population Jan 2000	Population Jan 2008	Population April 2010	Population Jan 2016
City of Colusa	5,402	5,727	5,971	6,315
City of Williams	3,670	5,310	5,123	5,413
Unincorporated Area[1]	9,732	10,873	10,325	10,220
Total County Population	**18,804**	**21,910**	**21,419**	**21,948**

Source: State of California, Department of Finance, Report E-4 Table 2: City/County Population Estimates, Sacramento, California, May 2016.

Beginning in 2008, the economic downtown resulted in some population decline in both of the incorporated cities of Colusa and Williams. This trend was also experienced in the unincorporated communities and rural portions of the County. The January 2016 estimate from California Department of Finance (DOF) shows a slight downward trend in population growth in the unincorporated County area, while the two incorporated cities have experience some minor growth.

Employment

In 2010, 10,283 residents 16 years of age and older were members of the work force. This represents approximately 65.8% of all residents 16 years and older. This shows a slight decrease from 2008 when the labor force was 10,610. In California, the labor force was represented by 64.7% of residents 16 years and older during 2010. Colusa County unemployment in 2010 was reported at 9%. This shows an improvement over 2008 when the unemployment rate was 12.1%. The current 2017 unemployment rate for Colusa is 8.9%. Table E.2 shows the 2017 Benchmark Monthly Labor Force Data for cities in Colusa County. This data has not been seasonally adjusted and fluctuates throughout the year depending on agricultural activities throughout the County.

TABLE E.2
MONTHLY LABOR FORCE DATA FOR SEPT 2018 BENCHMARK

Area Name	Labor Force	Employment	Unemployment Rate
Colusa County	11,140	10,150	8.9%
Arbuckle CDP	1,700	1,550	9.0%
City of Colusa	3,130	2,870	8.3%
City of Williams	2,860	2,540	11.2%

Source: State of California March 2012 Labor Market Benchmark.

[1] Unincorporated towns include: Arbuckle, Maxwell, Princeton, College City, Grimes, Stonyford, and Lodoga

Housing

Housing has increased at generally the same rate as employment over the last decade as shown in Table E.3. Data

TABLE E.3
COLUSA COUNTY HOUSING UNITS

Year	Single Family	Multi-Family	Mobile Homes	Total Housing Units	Percent Change in Total Units
2010	5,962	1,157	764	7,883	2.9%
2018	6,111	1,212	789	8,112	
Change	149 (2.5%)	55 (4.8%)	25 (3.3%)	229	

Source: State of California, Department of Finance, Table 2: E-5, Population and Housing Estimates, Sacramento, California, Jan 2017; California Department of Finance Demographic Research Unit.

Local Road Maintenance

In October 2016, the League of California Cities published the 2016 Local Streets and Roads Needs Assessment for California. The reported funding shortfall over the next 10 years is estimated at $70 billion. Since 2008, the report indicates a steady downward trend in the pavement condition throughout the state. Cities and counties own and maintain 81% of the state's roads, which underpin California's statewide transportation network.

The road study surveyed all 58 counties and 482 cities and captured 98% of the local streets and roads. Included within this survey was an in-depth study of bridge needs and costs.

Based on the 2016 needs survey, the Pavement Condition Index (PCI) for Colusa County is 60 and the 10-year maintenance needs are estimated at $301 million (2016 $M). Table E.4 compares the PCI and maintenance needs of Colusa County to Butte and Glenn Counties along with center line miles, lane miles, and square yards of pavement.

TABLE E.4
PAVEMENT NEEDS BY COUNTY

County	Center Line Miles	Lane Miles	Area (square yard)	2016 PCI	10-Year Needs (2016 $M)
Butte	1,839	3,698	29,321,289	60	$692M
Colusa	**987**	**1,524**	**12,503,304**	**60**	**$333M**
Glenn	910	1,822	13,917,626	68	$293M
Tehama	1,203	2,408	15,512,649	54	$442M

Source: 2016 Local Streets and Roads Needs Assessment, League of California Cities.

Existing and Future Conditions

Most County roads operate at LOS A, B, or C, which represents stable operating conditions, at the average daily traffic (ADT) level. Roadway segments of Lone Star Road, Lurline Road, and Maxwell Road operate at LOS C, where drivers can be substantially affected by other drivers on the roadway. SR 20 east of SR 45 will operate at LOS D in the future. SR 20 from SR 45 to Wescott Road is forecast to continue to operate at LOS E. There are eastbound and westbound passing lanes on SR 20 east of SR 16 and between SR 45 and Sycamore Cutoff. SR 20 west of Williams is forecast to reach LOS D by 2042. Transportation improvements to these facilities are discussed in the Action Element (Chapter 4).

REGIONAL MOBILITY GOALS

Goal 1.1: Provide mobility for people and goods in Colusa County on a reliable system.

Goal 1.2: Maintain and improve goods movement facilities in a manner that supports the economic well-being and quality of life in Colusa County.

Goal 1.3: Provide economic transit service that reaches the greatest number of people that can reasonably meet the transportation needs of County residents.

Goal 1.4: Promote financially self-supporting airports that are maintained and improved to better serve the needs of general and commercial aviation users, as well as the general public.

FINANCIAL PLAN

The approach for the 2018 RTP is to determine the available revenues by funding source, prioritize and arrange recommended improvements based on the projected funding, and make decisions based on projected surpluses or shortages. Past historical growth trends for the CCTC, Colusa County, City of Colusa, City of Williams, the latest Colusa County Economic Forecast from Caltrans based on the Project Development Project Management manual (PDPM Appendix AA), and information from the November 4, 2018 Engineering News Record (ENR) were used to establish an escalation factor for project costs and revenues through 2042. For the 2017 RTP, the escalation factor is assumed to be 3.5% per year. For some revenue sources, the escalation factor was held constant or reduced slightly based on local knowledge and past funding trends.

The 2018 RTP emphasizes operation and system preservation projects (maintaining the existing system) to be important along with widening projects that add to or expand the circulation and safety needs of the system and existing traffic.

The financially constrained projects listed in Chapter 4 (Action Element) are consistent with the Goals, Policies, and Objectives identified in Chapter 3, the 2018 RTP Guidelines, and funding constraints identified in the federal Fixing America's Surface Transportation (FAST) Act.

ANTICIPATED REVENUES

Table E.5 provides a summary of the anticipated revenues from federal, state, and local sources over the 26-year life of the RTP (by 2042). The estimates in Table E.5 are based on historical average annual amounts, recent decisions by the CTC, and reasonably anticipated forecasts for future STIP cycles. Amounts are shown in 2012 base-year dollars. Total anticipated revenues from all sources are approximately **$140.4 million** through the horizon year of the RTP (2042). It should be noted that this is merely an estimate, actual funds will likely vary from this total.

TABLE E.5
SUMMARY OF 24 YEAR RTP
ANTICIPATED REVENUES FOR COLUSA COUNTY

Revenue Category	Revenue ($1,000s)
State Transportation Improvement Program (STIP)[1]	$42,316
SB 1 – Roadway Maintenance and Rehabilitation Account (RMRA)[2]	$24,900
Surface Transportation Program (STP)[3]	$22,493
State Highways Operations and Projection Program (SHOPP)[4]	$11,187
Local Transportation Fund (LTF) - 1/4 cents sales tax for Transit	$26,823
Airport Income	$4,110
State Transit Assistance (STA)	$2,723
Transit Fares	$2,226
Planning, Programming, Monitoring (PPM)	$1,192
FTA Section 5311 (Operating)	$2,207
FTA Section 5311 (Capital)	$281
Total Anticipated Revenues from Existing Sources	**$140,458**

Notes:
[1] CTC and Caltrans District 3 projection based on historical programming levels and 75% for RIP.
[2] Based on 2018 Estimates
[3] Based on FAST Act program consolidations includes HSIP and Bridge.
[4] Based on Caltrans District 3 current SHOPP Program.
Source: Colusa County CCTC ; Caltrans District 3; CTC;.

COST SUMMARY

Table E.6 contains a summary of the RTP improvement costs identified for roadways, public transit, bicycle and pedestrian, and aviation components of the Colusa County transportation system. Costs for SHOPP and potential ITS projects are estimates of need. Total project costs for the 2018 RTP are **$110.9 million.** It should be noted that this is merely an estimate and actual project costs may vary from this total.

TABLE E.6
RTP PROJECT COST SUMMARY
(1,000'S)

Transportation System Component	Short-Range Improvement Cost	Long-Range Improvement Cost	Total Cost
STIP (Programmed Road)	$2,185	TBD	$2,185
SHOPP (State Highways)	$20,269	TBD	$20,269
RTIP	$3,200	TBD	$3,200
Colusa County Bridge	$0	$3,513	$3,513
Local Roads (County)	$6,085	$21,307	$27,392
Local Roads (City of Colusa)	$3,985	TBD	$3,985
Local Roads (City of Williams)	$27,000	$22,500	$49,500
Tribal Lands	TBD	TBD	TBD
Aviation	$110	TBD	$110
Public Transit (Capital)	$52	TBD	$52
Bike and Pedestrian	$650	TBD	$650
Total Cost	**$ 63,536**	**$47,320**	**$ 110,856**

Source: CCTC, Colusa County, City of Colusa, City of Williams

FISCAL CONSTRAINT – PROJECT COSTS VS. TOTAL REVENUE

The 2018 Colusa County RTP is fiscally constrained to the total revenue and cost assumptions in this chapter considering the uncertainty in future revenues from federal and state sources. Overall, the RTP shows a total project cost of **$ 110.9 million** in capital and operating costs for all modes, and total revenues of **$140.4 million** to pay for those capital costs. The surplus of revenues compared to costs (comparing Table E.5 to E.6) may change as projects are prioritized for actual construction, more projects are added or deleted, and actual revenue and cost sources are refined through federal and state budget allocations and authorization. ***The financial plan is considered fiscally constrained to the anticipated revenues and costs based on Tables E.5 and E.6.***

CHAPTER 1 INTRODUCTION

The 2017 Regional Transportation Plan (RTP) serves as the planning blueprint for transportation investments in Colusa County involving local, state, and federal funding over the next 26 years. The 2017 RTP Guidelines ask counties in development of their RTPs to develop plans for more efficient land use and development to help reduce vehicles miles traveled (VMT).

The State and the County are committed to providing a stronger connection between transportation and land use planning. A closer connection will help reduce congestion, commute times, VMT, and ultimately Green House Gases (GHG) with its direct correlation to an improvement in air quality. Although Colusa County is generally considered a slow growth county (less than 2% growth per year), the Colusa County Transportation Commission (CCTC) sees an opportunity in this and future RTP updates to more strategically invest available funding in the transportation system, with the goal of achieving a balanced and multi-modal transportation system.

As a Regional Transportation Planning Agency (RTPA), the CCTC is the designated planning and administrative agency for transportation projects and programs in the county. Section 29535 of the Government Code establishes the responsibilities of the Transportation Commission which include:

- Administration and Management
- Transportation Planning and Regional Coordination
- Transit Alternatives and Improved Air Quality
- Claimant Funding
- Grant Applications and Management

The CCTC is comprised of six members including three County Board of Supervisors, two elected officials from the City of Colusa, and one elected official from the City of Williams. The extra official is transferred to the other city every other year. The CCTC is responsible for transit and transportation related issues within the County. The CCTC promotes a dynamic view of planning by supporting its planning partners in the delivery of a variety of planning projects and programs.

The development of the 2018 RTP is a cooperative effort between Colusa County, the City of Colusa, the City of Williams, Caltrans, Native Tribal Governments, and county residents. The RTP includes policies and programs for use of federal, state, and local funding. The RTP was last updated by the CCTC in FY 2013/14.

The overall focus of the RTP is directed at developing a coordinated and balanced multi-modal regional transportation system that is financially constrained to the revenues anticipated through the planning horizon for the RTP (2042). This new focus required by the RTP 2018 Guidelines balances anticipated revenues from all funding categories with RTP project and program costs so that any overages or funding short-falls are minimized. The balance is further achieved by using a systems planning approach that considers investment and improvements for moving people and goods across all modes including roads, transit, bicycle, pedestrian, rail, and aviation.

The 2018 RTP is consistent with the 2018 Regional Transportation Plan Guidelines by incorporating the following:

- Adhering to the latest revised RTP Checklist (2017)
- Strengthening public involvement by developing and following a Public Participation Plan
- Providing coordination with Colusa County Tribal Governments
- Documenting efforts to involve the trucking, business, and stakeholder interests in the planning process
- Documenting efforts to involve the resource agencies in the planning process
- Evaluating different funding strategies relative to the adopted "program level" performance measures, and the goals and policies established for the RTP in Chapters 3 and 4

The Policy Element (Chapter 3) includes the addition of specific policies, objectives, and feasible solutions that are linked to program level performance measures in the Action Element and are consistent with the Colusa County 2012 General Plan Circulation Element.

The Action Element (Chapter 4) includes programmed and recommended transportation improvements for the following modes:

- Roadways
- Public Transit
- Goods Movement
- Bicycle and Pedestrian
- Aviation
- Management of the Transportation System through Transportation System Management (TSM), Transportation Demand Management (TDM), and Intelligent Transportation System Innovations (ITS)

REGIONAL SETTING

Colusa County was established in 1850 as one of the original 27 counties created by the first California State Legislature. It once encompassed all of what is now Glenn County and also a portion of Tehama County. In 1891, the counties of Glenn and Colusa were split.

Colusa is centrally located approximately 70 miles north of Sacramento (see Figure 1.1). Interstate 5 (I-5) provides interregional access to Sacramento, Los Angeles, and the Pacific Northwest. Six miles south of the Colusa County line, Interstate 505 (I-505) provides the most direct access to the San Francisco Bay Area via Interstate 80 (I-80).

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PROJECT LOCATION

FIGURE 1-1

EXISTING ROADWAY NETWORK

Colusa County's preservation of agricultural land and concentration of growth within incorporated cities has created a unique transportation system. Most travel in the county is by automobile. The roadway network within the unincorporated parts of the county is rural in character, mainly serving small communities, agriculture uses, and recreation. I-5 and State Routes 16, 20, and 45 (SR 16, SR 20 and SR 45, respectively) are the primary transportation corridors extending through the county and serve all of the county's major population centers, including Colusa, Williams, Arbuckle, and Maxwell. Other county arterials and a network of local public, private, and 160 miles of forest service roads constitute the remainder of the roadway system.

Regional Roads

The state highway network serves primarily intercity and inter-county regional travel, while the county's roadways serve local trips. Notable exceptions are Lone Star Road and Maxwell Road, which serve some inter-county trips and have traffic volumes as high as some of the state highways.

State Highways

State highways in Colusa County are listed below and include freeways and conventional highways, which are operated and maintained by Caltrans. Interstate routes are also part of the state highway system that is maintained by Caltrans. The unincorporated portion of Colusa County has one Interstate route, I-5.

- *I-5* is an important north/south route in Colusa County that primarily provides for the transportation of goods by trucks. The agricultural industry in Colusa County generates high truck traffic along I-5 during the harvest seasons. From the Yolo County line to the Glenn County line, I-5 is a four-lane freeway and provides connections to the communities of Arbuckle, Williams, and Maxwell.

- *SR 16* extends south as a two-lane conventional highway from SR 20 in Colusa County to Yolo County about three miles east of the Lake County line. SR 16 provides a connection to the Cache Creek Resort Casino located near the Town of Brooks, passes though the Cache Creek Regional Park area, and is one of the routes used by trucks to access Yolo County. SR 16 is an eligible State Scenic Highway, but is not officially designated.

- *SR 20* is a two-lane rural highway with 12-foot lanes and paved shoulders that vary from two to six feet depending on location. SR 20 enters Colusa County at the Sutter County border near the Town of Meridian. SR 20 is busiest through the City of Colusa, where volumes can approach 25,000 vehicles per day. SR 20 exits the county at the Lake County border, approximately 3.5 miles west of the intersection of SR 16 and SR 20.

- *SR 45* is a two-lane rural highway with 12-foot lanes and paved shoulders that vary from two to six feet depending on location. It extends from the Yolo County border to Highway 20 east of the City of Colusa, where the facility merges with Highway 20. SR 45 then re-emerges northwest of the City of Colusa, to Princeton and further north to Glenn County,

Scenic Highways

California's Scenic Highway Program was created by the Legislature in 1963. The purpose of the program is to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of the lands adjacent to highways. A highway may be designated scenic depending on how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes on the traveler's enjoyment of the view.

In Colusa County, SR 16 between the Yolo County line and SR 20 and SR 20 between SR 16 and the Lake County line to the west, are designated as "eligible state scenic highway." Currently, no roadways within the county are officially designated as scenic highways. The status of a State Scenic Highway changes from eligible to officially designated when the local jurisdiction adopts a scenic corridor protection program that is approved by Caltrans.

County Roads

The County maintains approximately 713 miles of roadways – an extensive system that provides a high level of access compared to the relatively low levels of traffic on most roadways. Numerous county roadways provide intermediate and localized access to rural areas of the county, as well as the more populated cities of Colusa and Williams and the communities of Arbuckle, Maxwell, and others. Most roads are two-lane roadways with substandard cross sections, limited shoulder widths, and poor pavement conditions. Years of insufficient funding to help the County maintain local roadways have resulted in serious maintenance issues that continue to plague the county.

Major county roads are also part of the regional roadway system and typically provide the connections to the highway and freeway system. Roads such as Walnut Drive, Maxwell Road, and Lone Star Road are key county roadways carrying more than 2,000 daily trips. These three roadways are heavily used by motorists traveling between Colusa, I-5, and SR 20.

QUALITY OF LIFE

Colusa County has been recognized by its residents past and present as a place with an enviable quality of life. Colusa County provides a balance of a rural setting with access to activities, jobs and services both within the county and the region. Colusa County is host to events with a local or regional draw throughout the year. Specific events include rodeos and the Colusa County Fair. Over 100 social, service, and civic clubs play an important role in the small town atmosphere of this community. In addition, over 30 churches serve the area.

There are currently 20 tree-shaded parks, with facilities such as swimming pools, tennis courts, softball and soccer fields, five public playgrounds, and two privately run golf courses, including the celebrated Arbuckle Golf Club. The Colusa Casino Resort provides recreation, dining facilities, and overnight accommodations for county and nearby regional residents.

PURPOSE OF THE PLAN

As defined by the 2017 RTP Guidelines, the purpose of the RTP is to accomplish the following objectives:

- Provide an assessment of the current modes of transportation and the potential of new travel options within the region
- Predict the future needs for travel and goods movement
- Identify and document specific actions necessary to address the region's mobility and accessibility needs
- Identify guidance and documentation of public policy decisions by local, regional, state, and federal officials regarding transportation expenditures and financing
- Provide information for the development of the Federal Transportation Improvement Program (FTIP), the Regional Transportation Improvement Program (RTIP), and the Interregional Transportation Improvement Program (ITIP)
- Help facilitate the National Environmental Protection Act (NEPA) / 404 integration process decisions
- Identify project purpose and needs
- Provide estimates of emissions impacts for demonstrating conformity with the air quality standards identified in the State Implementation Plan (SIP)
- Promote consistency between the California Transportation Plan (CTP 2040), the Regional RTP, and other transportation plans developed by cities, counties, districts, private organizations, tribal governments, and state and federal agencies in responding to statewide and interregional transportation issues and needs
- Provide a forum for: (1) participation and coordination and (2) to facilitate partnerships that reconcile transportation issues transcending regional boundaries
- Involve the public, federal, state, and local agencies and locally elected officials early in the transportation planning process so as to include them in discussions and decisions on the social, economic, air quality, and environmental issues related to transportation

The CCTC has prepared this 2018 RTP based on these objectives consistent with the 2010 RTP Guidelines adopted April 7, 2017 by the CTC.

REPORT ORGANIZATION

The RTP is divided into six chapters as described below.

Chapter 1: Introduction - Describes demographic changes that have occurred in the County since the 2008/09 RTP Update, and sets the stage for consistency with the 2017 RTP guidelines, the RTIP, the ITIP, and the General Plan.

Chapter 2: Assessment of Needs - Identifies the existing and future deficiencies of the Colusa County transportation system by mode. It includes a description of the methodology used to develop future traffic projections and to analyze traffic operations and level of service (LOS) under existing and future conditions.

Chapter 3: Policy Element - Establishes the goals, objectives, and policies that address transportation issues by mode. The range of policies is consistent with existing transportation documents and includes the 2012 Colusa County General Plan, City of Williams 2010 General Plan, and the City of Colusa 2007 General Plan. In addition, statewide and regional issues are discussed and based on the financial constraints facing the County. The policy element addresses short-term (0-10 years) and long-term (11-26 years) objectives and includes a summary of key performance measures to evaluate RTP project inclusion and funding. Specific changes or additions to the County's existing RTP goals and policies are addressed.

Chapter 4: Action Element - Describes the state and regional transportation planning processes, as well as the process undertaken to evaluate various improvement options. The Action Element will summarize plan assumptions, past accomplishments, modal alternatives, and the purpose, need, and scope of recommended projects. Specific improvements are identified by mode for short-range and long-range capital programs designed to meet the anticipated needs of the County's regional circulation system. Implementation cost estimates and sponsoring agencies are also identified.

Chapter 5: Financial Element - Lists the costs, revenues, and deficits/surpluses for each transportation mode. The 2017 RTP Guidelines require a financially balanced document wherein projected revenues match projected costs. If a funding short-fall exists, the County, cities, Caltrans, and the CCTC will decide what projects are moved to the "unfunded list." This list represents projects that are needed and desired but which have no funding identified over the life of the RTP. If excess funding is determined, decisions will be made on the need for additional projects.

The Financial Element will show consistency with the most recent STIP fund estimate adopted by the CTC, the RTP goals, policies, and objectives, and the projects included in the RTIP and the ITIP.

Chapter 6: Environmental Review - Describes the environmental review processes and procedures, and consultation process to be followed by the County in evaluating the "program level" impacts of the RTP.

Appendices - Provide additional information on LOS criteria, CIB themes, California Strategic Highway Safety Plan (CSHSP), Public Involvement Procedures, and the new RTP Checklist indicating where specific elements of the RTP are located.

TRANSPORTATION / LAND USE INTEGRATION

The guiding principle in preparing the Land Use/Circulation Element of the Colusa County 2012 General Plan is to allow the physical environment, including the transportation network, to determine the appropriate future land use patterns that will develop in Colusa County. The County's General Plan recognizes that changes in the character of Colusa County will ultimately be a result of decisions made about the future use of land. The current County transportation system provides the framework for siting new industrial or commercial development. This principle is reinforced in the RTP which recognizes that future development should occur in areas easiest to develop without high public service costs; have the least negative environmental effect; and will not displace or endanger the County's critical natural resources, agricultural, and recreational activities. This approach results in lower cost for improvements and increased operational efficiency of the existing transportation system because the system will be sized appropriately to reflect more compact growth in near proximity to existing or planned services. In addition, compact growth provides higher levels of mobility, connectivity, accessibility for the elderly and disabled, and helps to manage the growth in VMT and its subsequent direct relationship to air quality.

CONSISTENCY REQUIREMENTS

The 2018 RTP includes policies (Chapter 3) to strengthen the consistency between the land use-transportation connection and zoning requirements in the County and to show consistency with the General Plans of Colusa County (2012), the City of Colusa (2007), and the City of Williams (2010); the RTIP; the ITIP; the FTIP; the Overall Work Program (OWP); the California Transportation Plan (CTP 2040) and Interregional Blueprint (CIB); the California Strategic Highway Safety Plan (SHSP); the California Wildlife Plan; and the U.S. Forest Service Travel Management Plan for the Mendocino National Forest. A discussion of the ongoing process for the USFS Travel Management Plan is included under Recreational Travel in Chapter 2. The consistency approach and requirements incorporates public outreach and involvement by citizens and county tribal governments.

The RTIP is a five year program of projects prepared by the CCTC, the Cities, and the County. The RTIP is based on the RTP and a region-wide assessment of transportation needs and deficiencies. The ITIP is a five-year list of projects that is prepared by Caltrans, in consultation with the RTPAs. Projects included in the ITIP and RTIP must be consistent with the RTP for Colusa County. The OWP lists the transportation planning studies and tasks to be carried out by the CCTC during the current fiscal year.

COORDINATION WITH OTHER PLANS / STUDIES

During development of the 2018 RTP existing plans (regional and local), policy documents, and studies addressing transportation in Colusa County were reviewed. These documents are listed below:

- Colusa County Regional Transportation Plan, 2013/14
- Colusa County General Plan Circulation Element, 2012
- Public Transit Human-Human Services Plan, 2008
- Ten-Year State Highway Operation and Protection Plan, Caltrans, 2012
- Ten-Year Rehabilitation and Reconstruction Plan, Caltrans, 2011
- STIP Fund Estimate, Caltrans, 2018
- Public Participation Policy, Colusa County Transportation Commission/Colusa County Public Works Department, June 2006
- California Transportation Plan and Interregional Blueprint 2040
- California Strategic Highway Safety Plan, 2018
- California Transportation Commission RTP Guidelines, 2018
- City of Williams General Plan, 2010
- City of Colusa General Plan, 2007
- Colusa County "Unmet Transit Needs" Definition and Findings, 2018
- U.S. Forest Service Travel Management Rule for Mendocino National Forest, 2005
- U.S. Department of Interior, Bureau of Reclamation Mid-Pacific Region, East Park Reservoir Resource Management Plan

PUBLIC PARTICIPATION

Public participation and input is welcomed at monthly CCTC meetings regarding planning items on the agenda. In addition, the City of Williams and the City of Colusa conduct regularly scheduled meetings of their Planning Commissions and/or City Councils, and the public is welcome to provide comment and testimony on any subject, including transportation, during the public comment period on the agenda.

For this RTP update, the CCTC has included a set of public involvement procedures to guide the RTP planning process both now and in the future. These procedures are consistent with the 2018 RTP Guidelines. The public involvement procedures for the 2018 RTP are included as Appendix 1A.

A public workshop was held on November 14, 2018 in the Colusa County Supervisor Chambers. Staff provided information on RTP projects and solicited input from the public on desired projects for auto, transit, bike and pedestrian, and aviation. No citizens were in attendance. Six staff members from the County, City of Williams, City of Colusa, and the Mayor of Colusa were in attendance. Agency staff provided updated information on projects and costs for the 2018 RTP.

PUBLIC SECTOR INVOLVEMENT

The following agencies and/or individuals were contacted by Staff during the RTP update process:

City of Colusa: Dave Swartz, City Engineer, CA Engineering Company, Inc.

City of Williams: Frank Kennedy, City Administrator

Caltrans District 3: Kena Sannar, Division of Planning

Colusa County, Community Development: Greg Plucker, Director

Colusa County Airport: Greg Hinkle, Director

Colusa Transit: Thomas Simms, Transit Manager

U.S. Forest Service (USFS)

California Department of Fish and Game

U.S. Department of Interior, Bureau of Reclamation (East Park Reservoir)

Bureau of Land Management (BLM)

Environmental Assessment: Ben Richie, DeNovo Planning Partners

PRIVATE SECTOR INVOLVEMENT

Consistent with the 2017 RTP Guidelines, Staff conducted a telephone survey of private sector companies located within Colusa County to solicit their continued input concerning the County's transportation system. The following companies were included:

Colusa Tractor
2100 Colusa/Williams Highway
Colusa, CA 95932
530.458.2626

W.V. Alton Inc.
126th Street
Colusa, CA 95932
530.458.2626

ADM Rice Inc.
PO Box 990
Arbuckle, CA 95912
530.476.2662

DE Pue Warehouse Company
PO Box 490
Williams, CA 95987
530.473.5361

Sun Valley Rice Company LLC
PO Box 8
Dunnigan, CA 95937
530.476.3000

Davies Oil Company
PO Box 691
Colusa, CA 95932
530.458.2881

Reading Oil Inc.
PO Box 88
Colusa, CA 95932
530.458.4727

General Comments

The following bullets summarize the general comments provided:

- Local road maintenance is the biggest concern and the County is doing a good job at maintaining the road system in a safe condition given their limited funding.
- Dirt roads must be traveled on occasion in the course of doing business. Because many of these roads are private, their condition tends to be less than County maintained facilities.
- Would like to see a new road connection between Colusa and Industrial Park.
- The County is responsive to request for maintenance and repairs.

COORDINATION WITH TRIBAL GOVERNMENTS

The CTC Guidelines require the RTP process to meet the federal and state requirement to consult with and consider the interests of Indian Tribal Governments in the development of transportation plans and programs, including funding of transportation projects accessing tribal lands through state and local transportation programs. This requirement has been re-emphasized in the 2017 RTP Guidelines.

This 2018 RTP update actively encourages the Native American Tribal Governments in Colusa County to participate in the planning process through the Colusa County Social Service Transportation Advisory Committee (SSTAC). The purpose of SSTAC is to provide "unmet transit needs" information to the CCTC. Each tribal government in the County has been notified of and invited to participate in the planning process by expressing their concerns and recommendations on transportation issues. Copies of the Draft RTP will be sent to both tribal governments for their review and comment prior to adoption by the CCTC. The contact information for each tribal government is listed in Table 1.1.

TABLE 1.1
FEDERALLY RECOGNIZED COLUSA COUNTY
INDIAN TRIBAL GOVERNMENTS RTP CONTACTS

Tribal Government	Contact Information	Address	Contact Person
Colusa Indian Community Council	(530) 458-8231	3730 Highway 45 Colusa, CA 95932	Mohammed Ambar Tribal Administrator
Cortina Band of Indians	(530) 473-3274	P.O. Box 1630 Williams, CA 95987	Charlie Wright Chairperson

Source: Caltrans; Colusa County telephone contact.

The contact person for each tribe was contacted by telephone to inform them of the RTP update process, to solicit their input on projects for the RTP, and inquire if there was any new cost information available. The Colusa Indian Community Council indicated their projects were still valid. No cost information was provided. Chairperson Wright from the Cortina Band of Indians was contacted in October 2018 relative to their RTP projects and needs. Chairperson Wright indicated they had continued interest in intersection improvements to Walnut Drive/Spring Valley Road for access to the tribe. In addition, resurfacing of Reservation Road and reconstruction of both Walnut Drive and Spring Valley Road were mentioned for further consideration.

COORDINATION WITH RESOURCE AGENCIES

The 2017 RTP Guidelines require that a Metropolitan Planning Organization (MPO) / RTPA shall coordinate and consult with resource agencies on data or information sharing, if available. The purpose is to obtain timely response and comments to the RTP, its programs, and projects. For the Colusa County 2018 RTP, two avenues were used to inform the U.S. Department of Fish and Wildlife, the U.S. Department of Forest Service, Bureau of Land Management, Bureau of Reclamation, and the Colusa Water District about the RTP process. First, telephone messages were left for each department informing them of the update process and information on public involvement and review opportunities. In addition, the Draft RTP was made available to these agencies for review and comment as part of the environmental documentation and public hearing process through the State Clearing House. Comments received were summarized, and where appropriate, incorporated into the Final RTP document and Initial Study.

PUBLIC WORKSHOP AND PRESENTATION WITH COLUSA COUNTY TRANSPORTATION COMMISSION

The Draft 2018 RTP and Initial Study were presented to the CCTC on May 29th, 2018 in the Commission Chambers. Commission staff provided a power point presentation of the RTP update process and content of the document. The presentation focused on the legal requirements for the CCTC in preparing the RTP; the goals and policies that guided the update; the coordination and public outreach activities that occurred during the update process; the action steps taken by the Project Team to produce the document; and the steps to be completed to provide for a public review of the document.

The CCTC approved the Draft 2018 RTP and Initial Study to commence a 35-day review period. At the direction of the CCTC, the Draft RTP was sent to the State's Clearing House for distribution and a copy provided on Colusa County's website. No other comments were received at the May 29th meeting.

After the review period, comments received from state, local, federal, and private agencies were reviewed for inclusion in the final RTP document. A "response to comments" was submitted to the CCTC for their review and approval at their June 26th regular meeting.

CHAPTER 2 NEEDS ASSESSMENT

Transportation needs originate with travel demand, which is influenced by socioeconomic conditions including population, number of households, employment, the intensity and location of development and employment centers, and commute patterns. The information presented in this chapter provides the background information and data for the recommended improvements proposed in the Action Element (Chapter 4) and the Goals and Policies established in Chapter 3. The demographic information is updated from the 2013/14 RTP with the most current data.

DEMOGRAPHICS

Population

In 2000, the total county population was reported at 18,804. By 2008 the population had increased to 21,910. The 2008 population represented a 15.8% increase overall since 2000 and translates to approximately 1.9% per year growth during the period. Since 2008, population has declined slightly by approximately 1% through 2018. The historic and current distribution of population for 2000, 2008, 2010, and 2018 is shown in Table 2.1.

TABLE 2.1
COLUSA COUNTY POPULATION DISTRIBUTION

Area of Residence	Population Jan 2000	Population Jan 2008	Population April 2010	Population Jan 2018
City of Colusa	5,402	5,727	5,971	6,032
City of Williams	3,670	5,310	5,123	5,261
Unincorporated Area[1]	9,732	10,873	10,325	10,381
Total County Population	**18,804**	**21,910**	**21,419**	**21,674**
Percent Change		**+16.5%**	**-2.2%**	**+1.2%**

Notes:
[1] Unincorporated towns include: Arbuckle, Maxwell, Princeton, College City, Grimes, Stonyford, and Lodoga.
Source: State of California, Department of Finance, Report E-4 Table 2: City/County Population Estimates, Sacramento, California, May 2018.

Beginning in 2008, the economic downturn resulted in some population decline in the incorporated cities of Colusa and Williams. This trend was also experienced in the unincorporated communities and rural portions of the county. The January 2018 estimate from DOF shows a slight upward trend in population growth in the county as well as the two incorporated cities.

Other Communities

There are seven census-designated places (CDP) in Colusa County. Note: A CPD is a concentration of population identified by the U.S. Census Bureau for statistical purposes. CDPs are delineated for each decennial census as the statistical counterparts of incorporated places such as cities, towns, and villages. CDPs are populated areas that lack separate municipal government, but which otherwise physically resemble incorporated places. Table 2.2 shows the 2010 population for each CDP as reported in the 2010 Census.

TABLE 2.2
CENSUS-DESIGNATED PLACES IN COLUSA COUNTY

CDP	2010 Population
Arbuckle	3,038
College City	290
Grimes	391
Lodoga	197
Maxwell	1,103
Princeton	303
Stonyford	149

Source: 2010 U.S. Census.

Age of Population

Based on 2010 Census data, approximately 33% of the county's population is under the age of 20. Persons between 20 and 54 years of age account for 38.7% of the population, which is the largest demographic group when reviewing ten-year subsets. The elderly population (persons over 65 years) account for 11.9%. The median age has increased since the last RTP to 35.1 years. As the population continues to age, the demand for alternative transportation modes begins to increase in most locations as fewer people elect to drive automobiles and shift toward public transit or other means to travel. Transportation planning in Colusa County is multifaceted and strives to balance the needs of multiple users including the local population, people with potentially special needs (e.g., elderly, disabled, and low income), recreational interests, and local industry workers, especially the farming and agriculture community.

Population Forecasts

The population of Colusa County is projected to increase from 21,478 in 2010 to approximately 33,273 in 2040. This represents an increase of 11,795 persons over 30 years. The DOF has estimated that the population will increase to approximately 31,219 in 2035. Interpolation is used between 2035 and 2040 to arrive at an estimated population of 32,451 by 2042 (the horizon year for the 2018 RTP). (Source: DOF Demographic Research Unit, 2018).

EMPLOYMENT

In 2010, 10,283 residents 16 years of age and older were members of the work force. This represents approximately 65.8% of all residents are 16 years and older. This shows a slight decrease from 2008 when the labor force was 10,610. In California, the labor force was represented by 64.7% of residents 16 years and older during 2010. Colusa County unemployment in 2010 was reported at 9%. This shows an improvement over 2008 when the unemployment rate was 12.1%. The current 2018 unemployment rate for Colusa is 13%. Table 2.3 shows the 2012 Benchmark Monthly Labor Force Data for cities in Colusa County. The largest CDP is included to show the high unemployment rate in Arbuckle.

TABLE 2.3
MONTHLY LABOR FORCE DATA FOR MARCH 2012 BENCHMARK

Area Name	Labor Force	Employment	Unemployment Rate
Colusa County	11,000	10,100	8.2%
Arbuckle CDP	1,750	1,400	20.3%
City of Colusa	3,740	3,400	9.0%
City of Williams	1,980	1,590	19.8%

Source: State of California September 2018 Labor Market Benchmark.

Agriculture and related industries continue to be an important part of Colusa County's economy. The expectation is that this sector will continue to grow in the following areas:

- Relocation of Tomato Processing: The majority of tomato processors in California are in rapidly urbanizing parts of the state. As land and transportation costs become too high for these businesses, it is assumed that some processors may relocate to nearby Colusa.

- Transformation of Rice Processing: Like many agricultural materials the use of rice is changing. Previously, rice bran was used only as a feed stock. Today, rice brans are used as key additive to many processed food items and efforts to fully utilize this product are constantly being developed. Traditionally, rice stalks have been considered waste products and burned in the fields; a state law has limited this process now. Local growers have adapted to this challenge by finding ways to use rice straw as a wood substitute.

Job Growth

The job growth by industry between 2008 and 2018 is shown in Table 2.4. The county as a whole has experienced a 2.2% increase in wage and salary jobs. Farm related jobs increased by 6.9%, while the service sector experienced an increase of 11.7% over the 5 year period.

TABLE 2.4
COLUSA COUNTY JOB GROWTH (TOTAL EMPLOYMENT: FULL-TIME AND PART-TIME)

Industry	2008	2018	Change from 2008
Total Wage and Salary	9,330	9,540	2.2%
Total Non-Farm	6,440	6,860	6.5%
Total Farm	5,050	5,400	6.9%
Total Service Providing	4,270	4,770	11.7%

Source: California Employment Development Department (EDD) Colusa County 2018 Profile.

The largest single employer in the county is the Colusa Casino Resort with over 500 service employees. The remaining employers with 100 workers or more include: Colusa County, Granzella's Inc., Colusa Regional Medical Center, California Family Food LLC, De Pue Warehouse Co., Myers & Charter Inc., Petersen Ranch Farms, and Sun Valley Rice Co. LLC.

Employment Projections

Total employment projections described in the *2008-2018 Industry Employment Projections* from the EDD Labor Market Information Division, February 2011 for the North Valley Region (Colusa, Glenn, and Tehama Counties) is estimated to increase 7.6% between 2008 and 2018. The largest increase in employment during this period is projected to be in the professional and business service sector (36.5%), followed by wholesale trade (21.9%) and education and health care services (17.9%). The transportation, warehousing, and utilities sectors are projected to increase by 8% and construction is projected to increase by 9%.

Per Capita Income

In 2010, the per capita income in Colusa County was $21,271. The median household income was $49,558 compared to the state average of $61,632.

Commuting

Table 2.5 compares the commuting mode split for Colusa County to Butte County, Glenn County, and the State of California, based on the 2010 Census.

TABLE 2.5
COMMUTE TO WORK MODE SPLIT

Mode	Butte County	Colusa County	Glen County	California
Drive Alone	75.0%	**74.7%**	73.9%	73.0%
Carpool	11.0%	**17.0%**	17.5%	11.7%
Public Transportation	1.2%	**0.3%**	0.3%	5.1%
Walked	3.7%	**3.6%**	3.6%	2.8%
Work at Home	5.1%	**3.0%**	3.4%	5.1%
Other	4.0%	**1.4%**	1.3%	2.3%

Source: U.S. Census Bureau 2010 Census.

As shown, the majority (91%) of workers in Colusa County commute to work by car, which is slightly higher than two neighboring counties or the state as a whole. The mean travel time to work for Colusa County was reported as 21.4 minutes.

The county-to-county commute patterns from the 2000 Census are shown in Table 2.6. The majority of workers live and work in Colusa, with some workers (6.8%) traveling to Yolo County to work as well.

TABLE 2.6
COUNTY TO COUNTY COMMUTE PATTERNS

Area of Residence	Area of Work Place	Number of Workers	Percent
Colusa County	Colusa County	5,666	76.5%
Colusa County	Yolo County	503	6.8%
Sutter County	Colusa County	479	6.5%
Glenn County	Colusa County	428	5.8%
Butte County	Colusa County	327	4.4%

Source: U.S. Census Bureau 2000 Census.

HOUSING

Housing has increased at generally the same rate as employment over the last decade as shown in Table 2.7.

TABLE 2.7
COLUSA COUNTY HOUSING UNITS

Year	Single Family	Multi-Family	Mobile Homes	Total Housing Units	Percent Change in Total Units
2010	5,268	783	723	6,774	16.3%
2018	5,962	1,157	764	7,883	
Change	694 (13.1%)	374 (47.7%)	41 (5.6%)	1,109	

Source: State of California, Department of Finance, Report E-5, Table 2: Population and Housing Estimates, Sacramento, California, May 2018; California Department of Finance Demographic Research Unit.

COLUSA COUNTY MINES

Colusa County has 2 active mines that will be listed in the California Environmental Quality Act (CEQA) Initial Study. The list of mines is shown in Table 2.8.

TABLE 2.8
COLUSA COUNTY ACTIVE MINES

Mine ID Number	Name	Owner
91-06-0010	O'Sullivan Ranch Pit	Clearlake Redi-Mix
91-06-0015	Lovelady Ranch	Lovelady Ranch

Source: California Division of Mines; Colusa County Public Works.

LAND USE FORECASTS

Land use designations and boundaries are defined in the General Plan documentation for the County and the Cities of Williams and Colusa.

Transportation is a major contributor to GHG emissions. According to the U.S. Environmental Protection Agency (EPA), the transportation sector was responsible for about 28% of all GHG emissions in the United States in 2006[2], and in California the transportation sector was responsible for about 41% of GHG emissions in 2004[3]. Transportation is the direct result of population and employment growth, which generates vehicle trips to move goods, provide public services, and connect people with work, school, shopping, and other activities.

[2] *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2006*, United States Environmental Protection Agency, #430-R-08-005, April 2008.
[3] *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004*, California Energy Commission, December 2006, CEC-600-2006-013-SF.
http://www.climatechange.ca.gov/inventory/index.html

While a number of factors influence daily trip making, the following variables are some of the most influential relative to how individuals travel:

- Income
- Age
- Household size
- Workers per household
- Auto available for travel
- Access to transit
- Comfort and convenience of travel modes

Growth in travel (especially vehicle travel) is due in large part to development patterns (built environment). Over the last half century, homes have been built further away from workplaces, schools have been located further from neighborhoods they serve, and other destinations like shopping have been isolated from where people live and work. Consequently, the built environment has become more dependent on the automobile and vehicle trips, and trip lengths have increased while use of other travel modes has declined.

VMT is a useful performance measure used to quantify the amount of travel, since the amount of travel and conditions under which the travel occurs directly relates to how much fuel a vehicle burns. The volume and distance of traffic depends on land use types, the location and mix of land uses, and the supporting transportation system.

Table 2.9 shows the county-wide proposed land use designations and development as shown in the Colusa County 2012 General Plan. Colusa County is primarily planned for agricultural uses, forest lands, and resource conservation, followed by various urban and community planning areas. The transportation needs of the County should reflect these intended designations by providing adequate surface and air facilities during the build-out period.

Long range development forecasts within the County predict low level development to occur within existing developed and/or incorporated areas. It is assumed for purposes of this plan that natural resource based land agricultural uses will remain roughly at current levels. Although the land use assumptions in the County predict uses are expected to remain consistent with the General Plan, there may be amendments from time to time that modify the land uses proposed to accommodate either additional development, or further preservation of natural resource areas. The proposed transportation impacts of General Plan land use scenarios are discussed in the Action Element (Chapter 4).

TABLE 2.9
COLUSA COUNTY 2012 GENERAL PLAN LAND USE

Land Use	Parcels	Acreage
AG (Agricultural General)	4,253	339,902
AT (Agricultural Transition)	292	5,008
AU (Agricultural Upland)	1,420	229,362
C (Commercial)	347	914
DF (Designated Floodway)	300	12,953
FL (Forest Land)	240	73,144
I (Industrial)	305	7,143
MU (Mixed Use)	71	29
NL (No Label)	266	3,611
PR (Rural Residential)	27	458
PS (Public/Semi-Public Services)	55	583
RC (Resource Conservation)	302	44,094
RR (Rural Residential)	1,455	2,256
RSC (Rural Service Center)	105	88
TL (Tribal Lands)	11	894
UR (Urban Residential)	2,283	2,296
URA (Urban Reserve Area)	95	1,996
Total	**11,827**	**724,731**

Source: Colusa County General Plan 2012 Land Use Growth Projections.

TRANSPORTATION SYSTEM MAINTENANCE

State Highways

Caltrans is responsible for the maintenance and rehabilitation of approximately 49,518 lane miles of state highways. The number of distressed lane miles (those with poor structural condition or with poor ride quality) is an important indicator of the State Highway System's pavement condition. This indicator is used by Caltrans to prioritize road maintenance and repairs. For the state, there are approximately 12,333 distressed lane miles (25% of total lane miles) based on an updated 2011 Pavement Condition Survey[4]. This same survey showed that Caltrans District 3 where Colusa is locatedhas approximately 1,190 distressed lane miles of its 4,314 total lanes miles (28%).

The 5-Year Maintenance Plan for Caltrans estimated a maintenance backlog of 772 lane miles by FY 2020/21. The goal for Caltrans is to reduce this number to 500 by FY 2020/21. The 10-Year Plan for rehabilitation and reconstruction of all state highways is to reduce the overall state backlog of distressed lane miles to 5,500 by FY 2021/22. This represents a reduction from 25% of

[4] State of the Pavement Based on the 2011 Pavement Condition Survey, Caltrans, 2011.

the network needing rehabilitation to about 10%. Each Caltrans District in turn has developed a Ten-Year Plan to identify project needs and priorities to achieve its portion of the statewide goal. For Caltrans District 3, that goal is to reduce the distressed lane miles to no more than 560 by FY 2021/22. Achievement of the maintenance target for both the State and District 3 will be a challenge given current funding levels under the Moving Ahead for Progress in the 21st Century Act (MAP-21). The Caltrans maintenance plan estimates pavement needs of $2.9 billion over 10 years for the state system, but only has approximately $406 million annually in projected funds.

Table 2.10 provides historical data for the percentage of distressed lane miles for the state and Caltrans District 3. As the table shows, District 3 has historically had a higher percentage of distressed miles than the State of California as a whole. This is not surprising given the amount of truck traffic within District 3 including I-5, I-80, US 50, and SR 99.

TABLE 2.10
DISTRESSED LANE MILES BY SURVEY YEAR

	2005	2007	2011	2013	2015
Caltrans District 3	35%	31%	28%	27%	25%
California	28%	26%	25%	26%	23%

Source: Caltrans, 2015 State of the Pavement.

Local Road Maintenance

In October 2018, the League of California Cities published the 2018 Local Streets and Roads Needs Assessment for California. The reported funding shortfall over the next 10 years is estimated at $130 billion. Since 2008, the report indicates a steady downward trend in the pavement condition throughout the state. Cities and counties own and maintain 81% of the state's roads, which underpin California's statewide transportation network.

The road study surveyed all 58 counties and 482 cities and captured 98% of the local streets and roads. Included within this survey was an in-depth study of bridge needs and costs.

Based on the 2018 needs survey, the Pavement Condition Index (PCI) for Colusa County is 60 and the 10-year maintenance needs are estimated at $292 million (2018 $M). Table 2.11 compares the PCI and maintenance needs of Colusa County to Butte and Glenn Counties along with center line miles, lane miles, and square yards of pavement.

TABLE 2.11
PAVEMENT NEEDS BY COUNTY

County	Center Line Miles	Lane Miles	Area (square yard)	2018 PCI	10-Year Needs (2018 $M)
Butte	1,839	3,698	29,321,289	60	$692M
Colusa	**987**	**1,524**	**12,503,304**	**60**	**$333M**
Glenn	910	1,822	13,917,626	68	$293M
Tehama	1,203	2,408	15,512,649	54	$442M

Source: 2018 Local Streets and Roads Needs Assessment, October 2018 League of California Cities.

ESTIMATED LOCAL AGENCY BRIDGE NEEDS

The League of Cities Needs Study provided a summary of bridge needs by county. Table 2.12 compares Colusa to adjacent counties. Colusa's average sufficiency rating is higher than adjacent counties. In addition, Colusa has only 7% of its bridges below a Sufficiency Rate (SR) of 50 compared to Butte at 15.8%, Glenn at 13.2%, and Tehama at 18%.

TABLE 2.12
BRIDGE NEEDS BY COUNTY

County	Number of Bridges	Average Sufficiency Rating (SR)	Structures with SR < 80	Structures with SR < 50	Total Bridge Need (in $millions)
Butte	293	75	100	44	$125M
Colusa	**148**	**85**	**28**	**10**	**$14M**
Glenn	168	77	56	24	$116M
Tehama	305	76	96	47	$178M

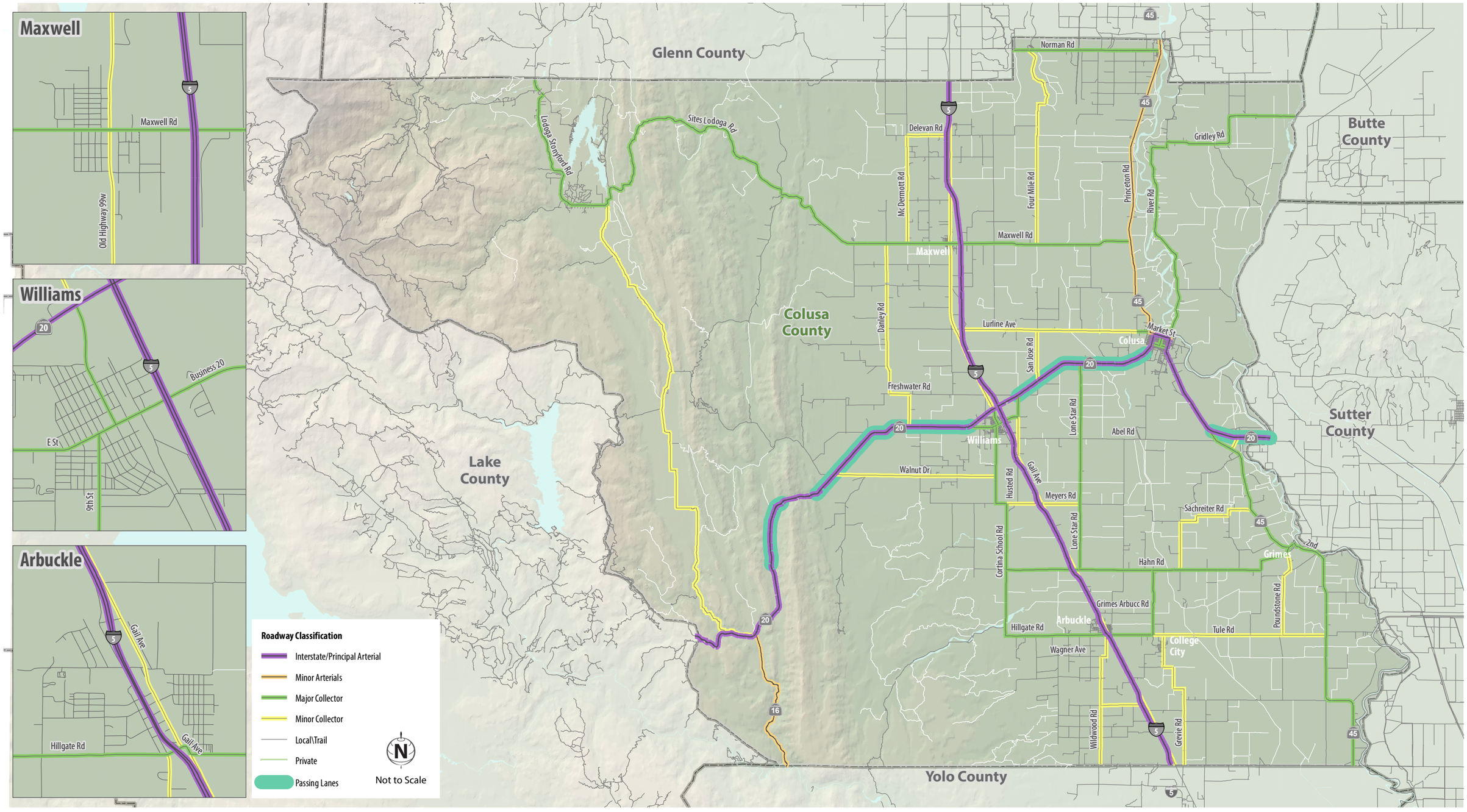
Source: 2018 Local Streets and Roads Needs Assessment, October 2018 League of California Cities.

ROADWAY SYSTEM CLASSIFICATION

Colusa County's preservation of agricultural and recreational land and concentration of growth within incorporated cities has created a unique transportation system. Most travel in the county is by automobile due to it's rural nature and distances between destinations.

The roadway network within the unincorporated parts of the County is rural in character, mainly serving small communities, agricultural and recreational uses. I-5, SR 16, SR 20, and SR 45 are the primary transportation corridors extending through the county and serve all of the County's major population centers, including Colusa, Williams, Arbuckle, and Maxwell. Other County arterials and a network of local, public, USFS, BLM, and private roads constitute the remainder of the roadway system.

Figure 2-1 shows the major routes in the regional roadway system according to federal operational classifications. These classifications indicate the operational hierarchy of the roadway system as described below.



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ROADWAY CLASSIFICATION
FIGURE 2-1

State Highways

State highways in Colusa County are listed below and include freeways and conventional highways which are operated and maintained by Caltrans. Interstate routes are also part of the state highway system that is maintained by Caltrans. The unincorporated portion of Colusa County has one Interstate route, I-5.

Caltrans prepares a Transportation Concept Report (TCR) for each of its facilities. The TCR is a long-term planning document that each Caltrans district prepares for every state highway or portion thereof in its jurisdiction. The TCR usually represents the first step in Caltrans' long-range corridor planning process. The purpose of a TCR is to determine how a highway will be developed and managed so that it delivers the targeted LOS and quality of operations that are feasible to attain over a 20-year period. These are indicated in the "route concept." In addition to the 20-year route concept level, the TCR includes an "ultimate concept," which is the ultimate goal for the route beyond their 20-year planning horizon. The concept LOS for I-5, SR 16, SR 20, and SR 45 are outlined below.

I-5 is an important north/south route in Colusa County that primarily provides for the transportation of goods by trucks. The TCR for I-5 in Colusa County includes two segments (segment 14 and 15). Segment 14 extends from Milepost (MP) R0.00 to R19.04. This segment has an All Day Traffic (ADT) of 30,500. Segment 15 extends from MP R19.04 to R34.365. This segment has ADT of 26,000. The TCR has a route concept level of LOS D over the 20-year planning horizon. The concept facility remains a four-lane freeway. The ultimate facility is a six-lane freeway.

SR 16 extends south as a two-lane conventional highway from SR 20 in Colusa County to Yolo County, about three miles east of the Lake County line. SR 16 provides a connection to the Cache Creek Resort Casino located near the Town of Brooks, passes though the Cache Creek Regional Park area, and is one of the routes used by trucks to access Yolo County. SR 16 is an eligible State Scenic Highway but is not officially designated. The TCR includes one segment (MP 0.00 to MP 7.26 and one intersection at SR 20/16 junction to Colusa/Yolo County Line). The segment has ADT of 653 vehicles per day. The route concept is a two-lane conventional highway operating at LOS D. The facility remains well within this concept over the 20-year planning horizon.

SR 20 is a two-lane rural highway with 12-foot lanes and paved shoulders that vary from two to six feet depending on location. The TCR includes four segments in Colusa County. Segment 1 (PM 0.0 to 13.03) extends from the Lake County Line to Walnut Drive; ADT in this segment is 5,200 per day. Segment 2 (PM 13.03 to 30.04) extends from Walnut Drive to Harris Street; ADT is 7,900 per day. Segment 3 (PM 30.4 to 33.1) extends from Harris Street to Moon Bend Road; ADT is 25,000 per day. Segment 4 (PM 33.1 to 39.3) extends from Moon Bend Road to Colusa Sugger County Line; ADT along this segment is 9,800 per day.

SR 45 is a two-lane rural highway with 12-foot lanes and paved shoulders that vary from two to six feet depending on location. The TCR includes two segments in Colusa County. Segment 2 begins at the Yolo/Colusa County Line and travels 19.8 miles, ending at the junction of SR 20 west of Meridian. SR 45 in this area serves as a major collector for this segment and provides access to SR 113 and SR 20. The segment currently operates at LOS B with ADT of 2,750 vehicles. By 2024, the ADT is forecast to be 3,470 vehicles per day with LOS C.

Segment 3 begins in the City of Colusa and extends 14.4 miles to the Colusa/Glenn County Line, passing through the unincorporated community of Princeton. The segment currently operates at LOS C with an ADT of 9,500 vehicles. By 2024, the peak hour operation is forecast to be LOS D with ADT of 11,900 vehicles.

The facility will remain a two-lane conventional highway and is expected to meet the Concept LOS over the 20-year planning horizon.

Scenic Highways

Created by the Legislature in 1963, the purpose of the California's Scenic Highway Program is to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of the lands adjacent to highways. A highway may be designated scenic depending on how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes on the traveler's enjoyment of the view.

In Colusa County, SR 16 between the Yolo County line and SR 20, and SR 20 between SR 16 and the Lake County line to the west, are both designated as "eligible State Scenic Highways." Currently, no roadways within the County are officially designated as scenic highways. The status of a State Scenic Highway changes from eligible to officially designated when the local jurisdiction adopts a scenic corridor protection program that is approved by Caltrans.

County Maintained Roads

The County maintains approximately 714 miles (HPMS 2010) of roadways – an extensive system that provides a high level of access compared to the relatively low levels of traffic on most roadways.

Numerous county roadways provide intermediate and localized access to rural areas of the county, as well as the more populated cities of Colusa and Williams and the communities of Arbuckle, Maxwell, and others. Most roads are two-lane roadways with substandard cross sections, limited shoulder widths, and poor pavement conditions. Years of insufficient funding to help the County maintain local roadways have resulted in serious maintenance issues that continue to plague the county as shown in Table 2.10.

Major county roads are also part of the regional roadway system and typically provide the connections to the highway and freeway system. Roads such as Walnut Drive, Maxwell Road, and Lone Star Road are key county roadways carrying more than 2,000 daily trips. These three roadways are heavily used by motorists traveling between Colusa, I-5, and SR 20.

ROADWAY OPERATIONS

Roadway operations were evaluated on the following State and County facilities:

Freeways and State Routes – (TCR Segment for the facility is indicated)

1. I-5 – Colusa/Yolo County to SR 20 (segment 14)
2. I-5 – SR 20 to Colusa/Glenn County (segment 15)
3. SR 20 – Lake County Line to Walnut Drive (segment 1)
4. SR 20 – Walnut Drive to Harris Street in Colusa (segment 2)
5. SR 20 – Harris Street to Moon Bend Road (segment 3)
6. SR 20 – Moon Bend Road to Colusa/Sutter County Line (segment 4)
7. SR 45 – Yolo/Colusa County Line to junction SR 20 west of Meridian (segment 2)
8. SR 45 – City of Colusa to Colusa/Glenn County Line (segment 3)
9. SR 16 – SR 20/16 junction to Colusa/Yolo County Line

Local Roads –

1. Wildwood Road – South of Hillgate Road
2. Hillgate Road – Wildwood Road to Cortina School Road
3. Cortina School Road – Hillgate Road to Hahn Road
4. Hahn Road – Lone Start Road to Grimes-Arbuckle Road
5. Grimes-Arbuckle Road – Hahn Road to Tule Road
6. Tule Road – Grimes-Arbuckle Road to Poundstone Road
7. City College Road – North of White Road
8. Lone Star Road – Myers Road to Abel Road
9. Abel Road – East of Lone Star Road
10. Lone Star Road – Abel Road to SR 20
11. Zumwalt Road – Myers Road to Walnut Drive
12. Walnut Drive – West of Zumwalt Drive
13. Zumwalt Road – North of Walnut Drive
14. Freshwater Road – West of I-5
15. Wilson Avenue – North of SR 20
16. Luriline Avenue – SR 45 to I-5
17. Maxwell Sites Road – East of McDermott Road
18. Maxwell Road – I-5 to 4 Mile Road

Other Maintained Public Roads –

1. USFS Roads
2. BLM Roads

ANALYSIS METHODOLOGY

The operations of roadway facilities are described in terms of Level of Service (LOS). LOS is a qualitative description of traffic flow based on factors such as speed, travel time, delay, and freedom to maneuver. Six levels are defined, from LOS A and B, which represent uncongested operating conditions, to LOS C and D, which represent moderate levels of congestion, to LOS E, which represents at-capacity conditions. Operations are designated as LOS F when volumes exceed capacity, resulting in stop-and-go conditions.

Roadway Segments

Local roadway segments were evaluated by comparing daily roadway segment traffic volumes (two-way total) to daily service thresholds based on the *Highway Capacity Manual* (2000). Table 2.13 summarizes daily roadway segment capacity thresholds by operational class. The average daily traffic thresholds are initially calculated on a peak hour capacity basis and then modified to reflect daily traffic conditions. This is accomplished using a peak period percent of traffic for that particular type of roadway.

TABLE 2.13
OPERATIONAL CLASS AND DAILY LEVEL OF SERVICE THRESHOLDS

Operational Class	Daily Level of Service Capacity Threshold				
	LOS A	LOS B	LOS C	LOS D	LOS E
Minor County Highway	900	2,000	6,800	14,100	17,400
Major County Highway	1,200	2,900	7,900	16,000	20,500
2-Lane, Arterial	--	--	9,700	17,600	18,700
4-Lane, Arterial, Undivided	--	--	17,500	27,400	28,900
4-Lane, Arterial, Divided	--	--	19,200	35,400	37,400
6-Lane, Arterial, Divided	--	--	27,100	53,200	56,000
8-Lane, Arterial, Divided	--	--	37,200	71,100	74,700
2-Lane, Class I Highway	1,200	3,700	7,600	13,600	21,000
2-Lane, Class II Highway	1,700	4,100	8,200	16,600	21,200
4-Lane Major Freeway	25,400	41,600	58,400	71,000	79,200

Source: Highway Capacity Manual, Transportation Research Board, 2000.

Traffic Forecasts

Figure 2-2 shows the existing daily traffic volumes on the regional roadway system. Figure 2-3 shows the future traffic volumes as projected for the RTP in 2042. These volumes were compared to the thresholds in Table 2.13 to produce the LOS shown in Table 2.14. Locations at or above LOS D are shown in bold. (*Note: traffic volumes and LOS for state highways were taken from the Transportation Concept Report (TCR) prepared by Caltrans for each facility and do not rely on Table 2.13 for the LOS designation in Table 2.14.)*

Most county roads operate at LOS A, B, or C, which represents stable operating conditions, at the ADT level. Roadway segments of Lone Star Road, Lurline Road, and Maxwell Road operate at LOS C, where drivers can be substantially affected by other drivers on the roadway. Portions of I-5, SR 20 and SR 16 will operate at LOS D or higher in the future. Transportation improvements to the state facilities are discussed in the TCRs and the Action Element (Chapter 4).

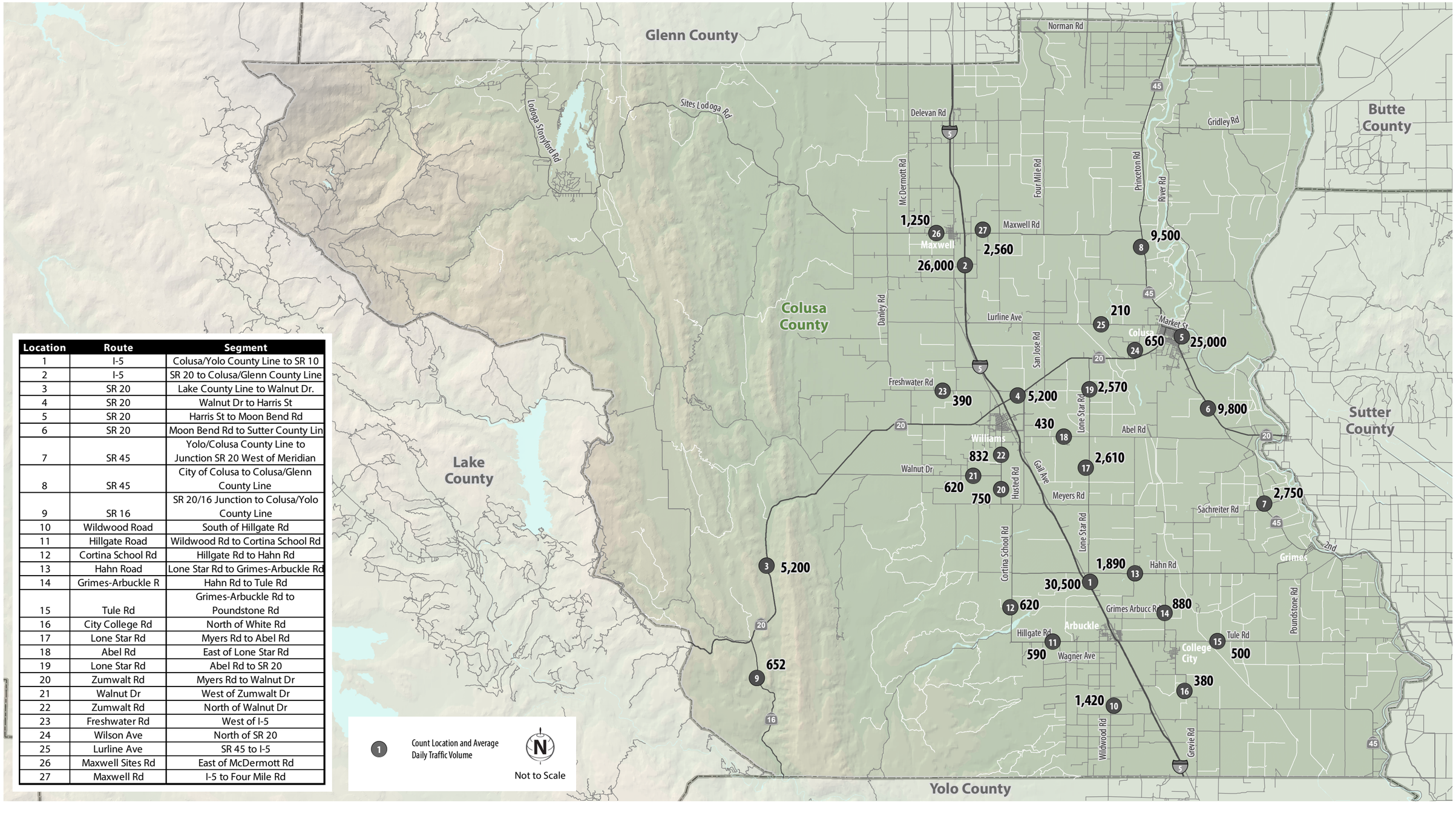
TABLE 2.14
EXISTING AND FUTURE LEVEL OF SERVICE ON STATE AND LOCAL FACILITIES

Roadway	Segment	Roadway Classification	Number of Lanes	Existing Conditions		Horizon Year (2042) Conditions based on 2030 GP Growth Assumptions	
				ADT	*LOS*	*ADT*	*LOS*
I-5	Colusa/Yolo County Line to SR 20	Freeway	4	30,500	B	44,225	**D**
	SR 20 to Colusa/Glenn County Line	Freeway	4	26,000	B	39,000	**D**
SR 20	Lake County Line to Walnut Dr.	Class I Highway	2	5,200	**D**	6,500	**D**
	Walnut Dr. to Harris St.	Class I Highway	2	7,900	**D**	10,270	**D**
	Harris Street to Moon Bend Rd.	Class I Highway/4-Lane Divided Arterial	2/4	25,000	**E**	32,500	**E**
	Moon Bend Rd. to Colusa/Sutter County Line	Class I Highway	2	9,800	**D**	13,720	**E**
SR 45	Yolo/Colusa County Line to junction SR 20 west of Meridian	Class I Highway	2	2,750	B	3,470	C
	City of Colusa to Colusa/Glenn County Line	Class I Highway	2	9,500	C	11,990	**D**
SR 16	SR 20/16 junction to Colusa/Yolo County Line	Class II Highway	2	652	A	873	**D**
Wildwood Rd.	South of Hillgate Rd.	Minor County Highway	2	1,420	B	1,600	B

TABLE 2.14
EXISTING AND FUTURE LEVEL OF SERVICE ON STATE AND LOCAL FACILITIES

Roadway	Segment	Roadway Classification	Number of Lanes	Existing Conditions		Horizon Year (2042) Conditions based on 2030 GP Growth Assumptions	
				ADT	*LOS*	*ADT*	*LOS*
Hillgate Rd.	Wildwood Rd. to Cortina School Rd.	Minor County Highway	2	978	B	1,200	B
Cortina School Rd.	Hillgate Rd. to Hahn Rd.	Minor County Highway	2	568	A	800	A
Hahn Rd.	Lone Start Rd. to Grimes-Arbuckle Rd.	Minor County Highway	2	947	B	1,200	B
Grimes-Arbuckle Rd.	Hahn Rd. to Tule Rd.	Minor County Highway	2	600	A	900	B
Tule Rd.	Grimes-Arbuckle Rd. to Poundstone Rd.	Minor County Highway	2	1,231	B	1,600	B
City College Rd.	North of White Rd.	Minor County Highway	2	1,178	B	1,400	B
Lone Star Rd.	Myers Rd. to Abel Rd.	Minor County Highway	2	2,041	C	2,900	C
Abel Rd.	East of Lone Star Rd.	Minor County Highway	2	747	A	1,000	B
Lone Star Rd.	Abel Rd. to SR 20	Minor County Highway	2	1,883	B	2,800	C
Zumwalt Rd.	Myers Rd. to Walnut Dr.	Minor County Highway	2	989	B	1,200	B
Walnut Dr.	West of Zumwalt Rd.	Minor County Highway	2	1,620	B	1,900	B
Zumwalt Rd.	North of Walnut Dr.	Minor County Highway	2	1,578	B	2,300	C
Freshwater Rd.	West of I-5	Minor County Highway	2	642	A	700	A
Wilson Ave.	North of SR 20	Minor County Highway	2	579	A	2,400	C
Luriline Ave.	SR 45 to I-5	Minor County Highway	2	3,103	C	4,000	C
Maxwell Sites Rd.	East of McDermott Rd.	Minor County Highway	2	1,599	B	1,700	B
Maxwell Rd.	I-5 to 4 Mile Rd.	Minor County Highway	2	2,735	C	4,100	C

Source: Colusa County 2018; Caltrans 2018



Location	Route	Segment
1	I-5	Colusa/Yolo County Line to SR 10
2	I-5	SR 20 to Colusa/Glenn County Line
3	SR 20	Lake County Line to Walnut Dr.
4	SR 20	Walnut Dr to Harris St
5	SR 20	Harris St to Moon Bend Rd
6	SR 20	Moon Bend Rd to Sutter County Lin
7	SR 45	Yolo/Colusa County Line to Junction SR 20 West of Meridian
8	SR 45	City of Colusa to Colusa/Glenn County Line
9	SR 16	SR 20/16 Junction to Colusa/Yolo County Line
10	Wildwood Road	South of Hillgate Rd
11	Hillgate Road	Wildwood Rd to Cortina School Rd
12	Cortina School Rd	Hillgate Rd to Hahn Rd
13	Hahn Road	Lone Star Rd to Grimes-Arbuckle Rd
14	Grimes-Arbuckle R	Hahn Rd to Tule Rd
15	Tule Rd	Grimes-Arbuckle Rd to Poundstone Rd
16	City College Rd	North of White Rd
17	Lone Star Rd	Myers Rd to Abel Rd
18	Abel Rd	East of Lone Star Rd
19	Lone Star Rd	Abel Rd to SR 20
20	Zumwalt Rd	Myers Rd to Walnut Dr
21	Walnut Dr	West of Zumwalt Dr
22	Zumwalt Rd	North of Walnut Dr
23	Freshwater Rd	West of I-5
24	Wilson Ave	North of SR 20
25	Lurline Ave	SR 45 to I-5
26	Maxwell Sites Rd	East of McDermott Rd
27	Maxwell Rd	I-5 to Four Mile Rd

1 Count Location and Average Daily Traffic Volume

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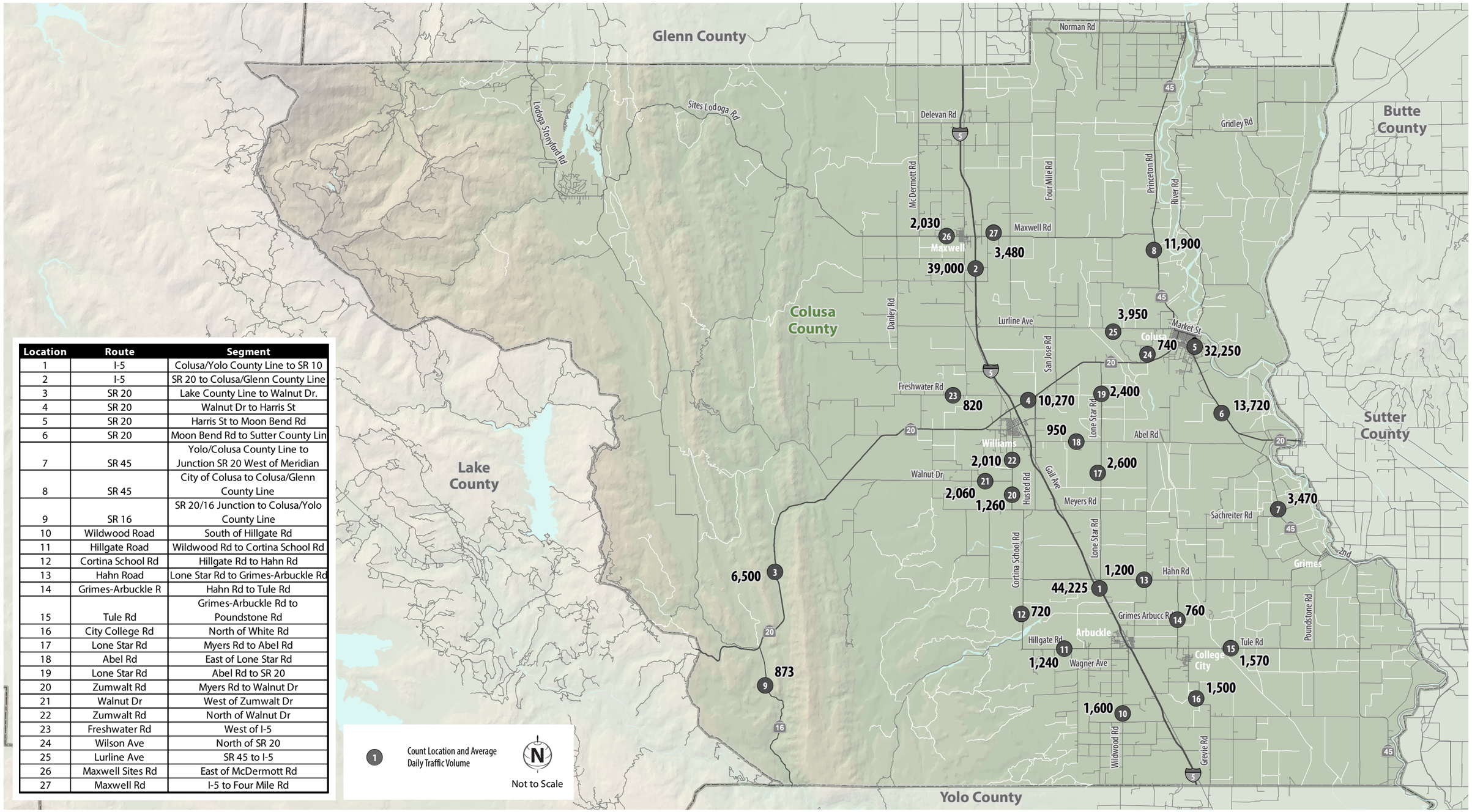
EXISTING AVERAGE DAILY TRAFFIC VOLUMES

FIGURE 2-2



Location	Route	Segment
1	I-5	Colusa/Yolo County Line to SR 10
2	I-5	SR 20 to Colusa/Glenn County Line
3	SR 20	Lake County Line to Walnut Dr.
4	SR 20	Walnut Dr to Harris St
5	SR 20	Harris St to Moon Bend Rd
6	SR 20	Moon Bend Rd to Sutter County Lin
7	SR 45	Yolo/Colusa County Line to Junction SR 20 West of Meridian
8	SR 45	City of Colusa to Colusa/Glenn County Line
9	SR 16	SR 20/16 Junction to Colusa/Yolo County Line
10	Wildwood Road	South of Hillgate Rd
11	Hillgate Road	Wildwood Rd to Cortina School Rd
12	Cortina School Rd	Hillgate Rd to Hahn Rd
13	Hahn Road	Lone Star Rd to Grimes-Arbuckle Rd
14	Grimes-Arbuckle R	Hahn Rd to Tule Rd
15	Tule Rd	Grimes-Arbuckle Rd to Poundstone Rd
16	City College Rd	North of White Rd
17	Lone Star Rd	Myers Rd to Abel Rd
18	Abel Rd	East of Lone Star Rd
19	Lone Star Rd	Abel Rd to SR 20
20	Zumwalt Rd	Myers Rd to Walnut Dr
21	Walnut Dr	West of Zumwalt Dr
22	Zumwalt Rd	North of Walnut Dr
23	Freshwater Rd	West of I-5
24	Wilson Ave	North of SR 20
25	Lurline Ave	SR 45 to I-5
26	Maxwell Sites Rd	East of McDermott Rd
27	Maxwell Rd	I-5 to Four Mile Rd

1 Count Location and Average Daily Traffic Volume

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FORECAST (2038) AVERAGE DAILY TRAFFIC VOLUMES

FIGURE 2-3

SAFETY

In order to assess safety needs in the County, a four-year summary of collision data on state routes was compiled (Table 2.15). The table provides a summary of total collisions for selected years from 2010 – 2015 (data for years 2012 and 2013 was not readily available at the time of publication), including number of persons killed and number of persons injured.

TABLE 2.15
FOUR YEAR COLLISION SUMMARY (2010 – 2015)

Year	Total Collisions	Number of Fatalities	Number Injured
2010	98	6	138
2011	106	6	169
2014[1]	139	1	89
2015	179	5	115
Total	**522**	**18**	**511**

Notes:
[1] Information for years 2012 and 2013 was not readily available at the time of publication.
Source: Caltrans Traffic Information System (TIMS 2018); Statewide Integrated Traffic Records System (CHP 2018).

Table 2.16 summarizes the total and percentage of collisions by type for selected years between 2010 and 2015 (data for years 2012 and 2013 was not readily available at the time of publication). Figure 2-4 also shows the location and density of collisions by route and collision type.

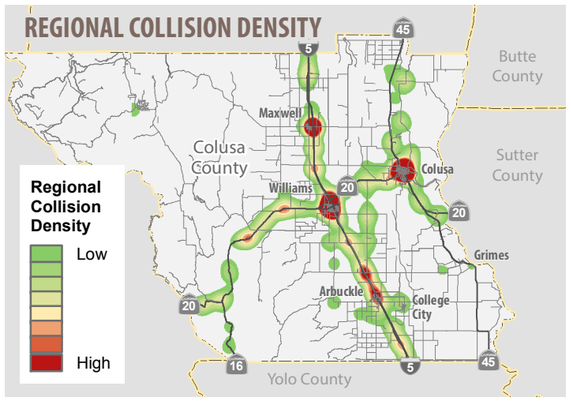
Based on Table 2.16, vehicle into stationary object accounts for the highest number and percentage of collisions. Vehicle overturned shows the second highest occurrence of collisions over the same four-year period. These types of collisions typically account for significant passenger injuries when they occur. Of the 538 collisions, about 9% (i.e., 40 collisions) involved trucks and 2% (i.e., 7 collisions) involved bicycles. A review of vehicle code violations shows approximately 12% of the collisions also involved driving under the influence of alcohol and/or drugs.

TABLE 2.16
FOUR YEAR COLLISION SUMMARY (2010 – 2015)[1] BY COLLISION TYPE

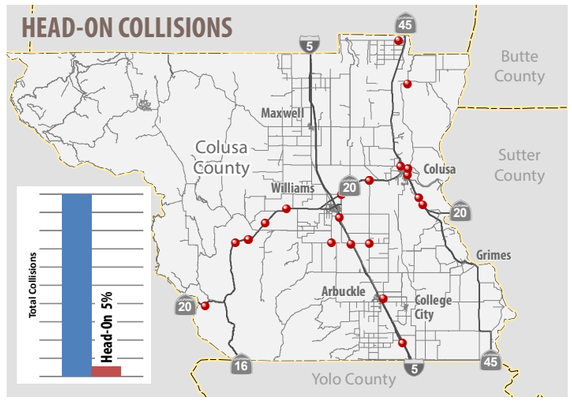
PCF	Total Collisions	Percent of Total
Head On	42	8%
Sideswipe	47	8%
Rear-End	78	15%
Broadside	55	11%
Hit Object	175	34%
Overturned	104	20%
Vehicle/Ped	11	2%
Other	10	2%
Total	**522**	**100%**

Notes:
[1] Information for the years 2012 and 2013 was not readily available at the time of publication
Source: Caltrans Traffic Information System (TIMS 2018); Statewide Integrated Traffic Records System (CHP 2018).

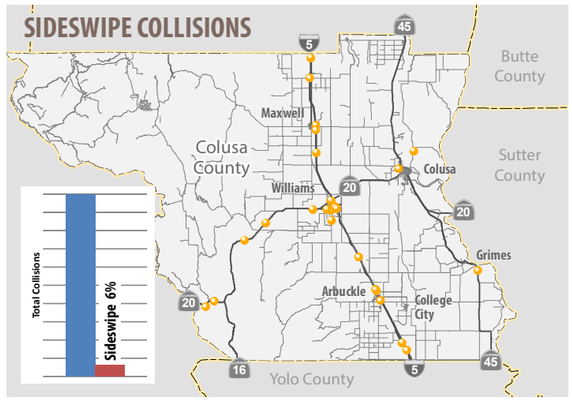
REGIONAL COLLISION DENSITY



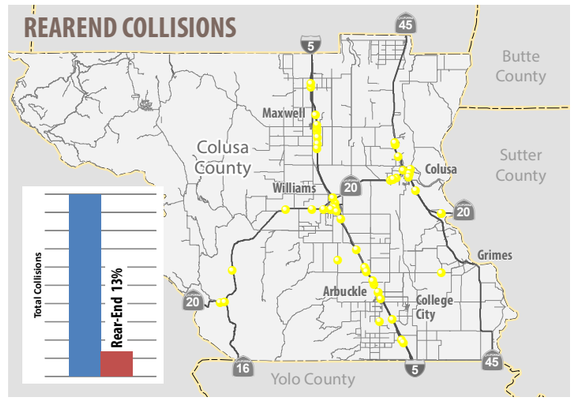
HEAD-ON COLLISIONS



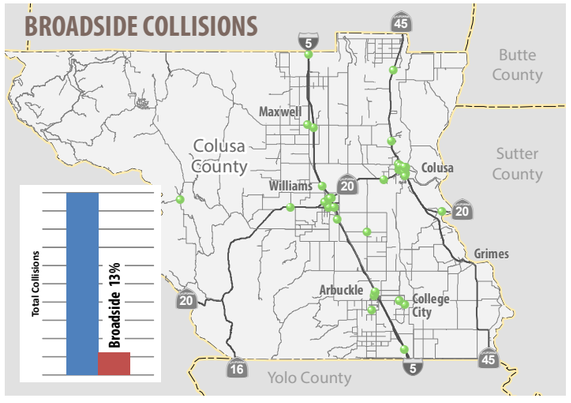
SIDESWIPE COLLISIONS



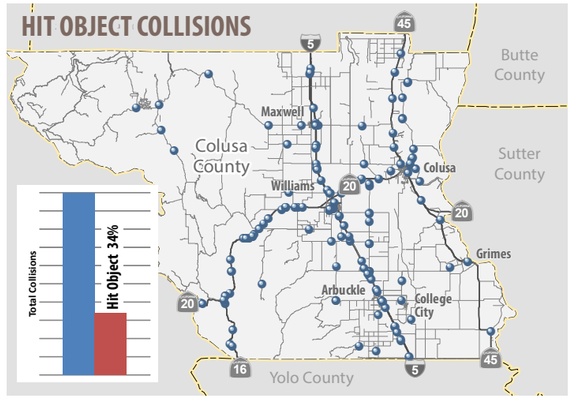
REAREND COLLISIONS



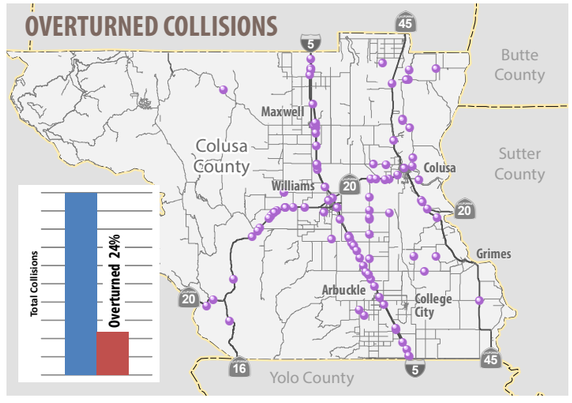
BROADSIDE COLLISIONS



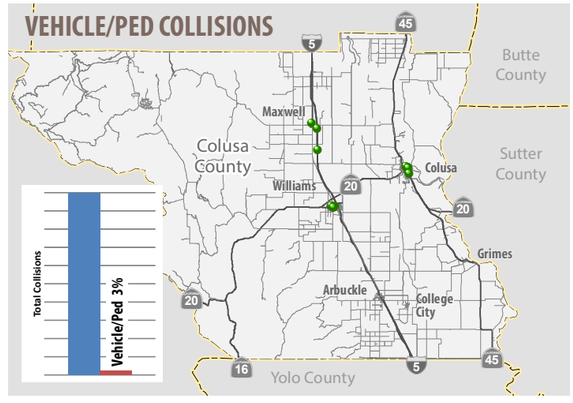
HIT OBJECT COLLISIONS



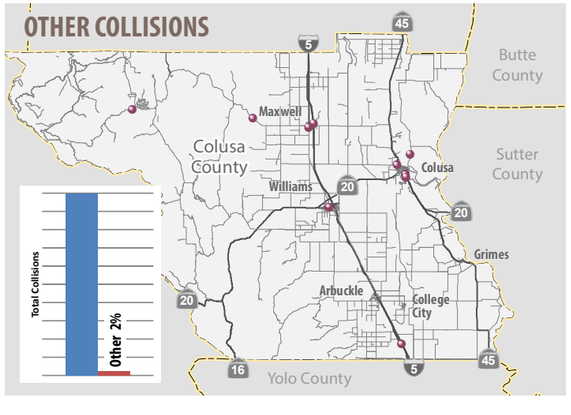
OVERTURNED COLLISIONS



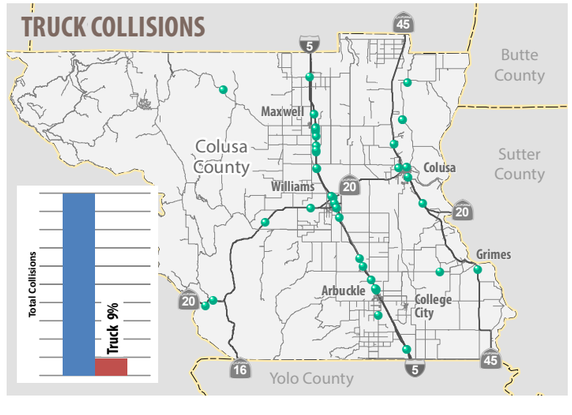
VEHICLE/PED COLLISIONS



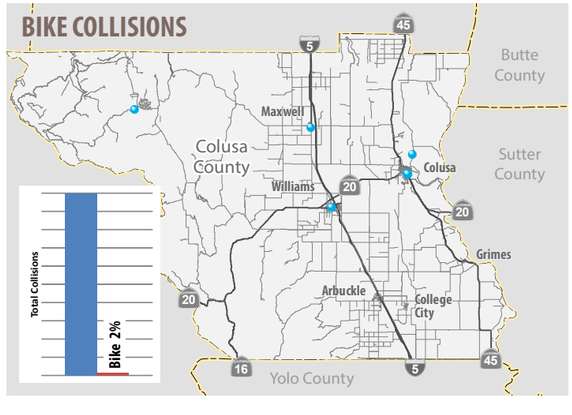
OTHER COLLISIONS



TRUCK COLLISIONS



BIKE COLLISIONS



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2008 - 2011 COLLISION SUMMARY

FIGURE 2-4

PUBLIC TRANSPORTATION

Public transportation within Colusa County is provided by the Colusa County Transit Agency (CCTA) through a general public paratransit service. The bus system operates Monday through Friday, between the hours of 7:00 AM and 5:00 PM, with the exception of County holidays. The bus service operates on a Dial-A-Ride basis with fixed timed routes to eight locations including Arbuckle, Colusa, Grimes, Maxwell, Princeton, Sites, Stonyford, and Williams. The CCTA has 10 full time staff, including six drivers, one mechanic, and three administrative staff. The CCTA has 9 vehicles with 19-passenger capacity, and each can accommodate two wheelchair positions.

The CCTA currently provides non-emergency medical transportation for residents who need transportation to medical services outside of Colusa County. Transportation is provided to Yuba City, Chico, Woodland, Sacramento, and Roseville. Table 2.17 shows transit operational information for FY 2014/15 through FY 2017/18.

TABLE 2.17
COLUSA COUNTY TRANSIT AGENCY OPERATING DATA

Month/Year	Ridership	Vehicle Hours	Vehicle Miles	Passengers Per Hour	Passengers Per Mile
14/15	48,051	10,609	184,254	4.53	0.26
15/16	48,198	10,988	195,624	4.39	0.25
16/17	42,840	10,726	182,448	3.99	0.23
17/18	43,228	10,639	174,231	4.06	0.25

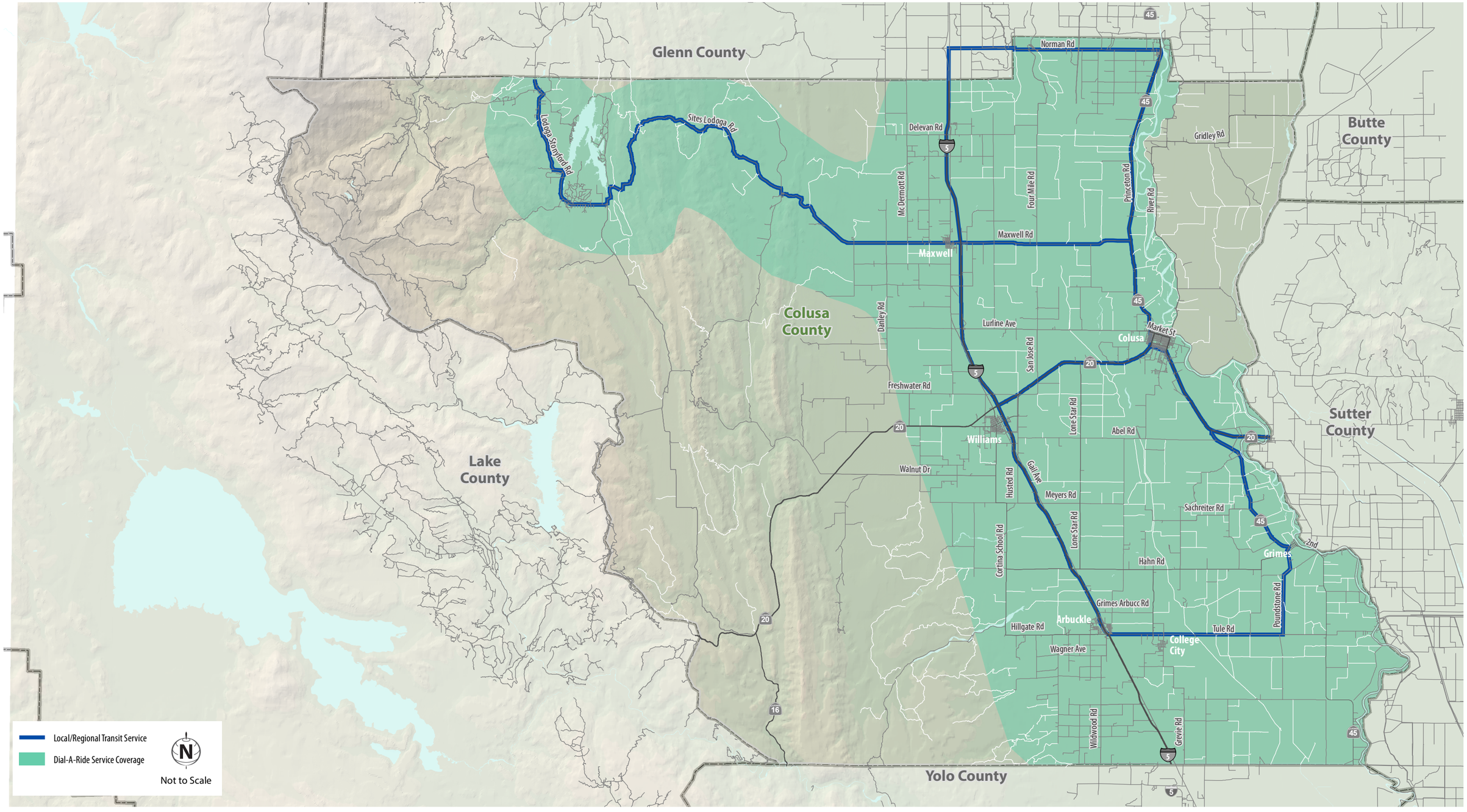
Source: Colusa County Transit Agency 2018.

Between FY 2013/14 and FY 2017/18, ridership decreased approximately 10%. During this same four year period, vehicle hours increased nominally (less than 1%) and vehicles miles decreased 5.4%. The number of passengers per vehicle hour has decreased 10% while passengers per mile has dropped by 4%.

Figure 2-5 shows the Dial-A-Ride service coverage.

PEDESTRIAN AND BICYCLE FACILITIES

Colusa County adopted the 2012 Bicycle Plan in December 2012. The Plan contains individual maps and a project list for each community included in Appendix 2A. Figure 2-6 shows the proposed regional bicycle facilities developed for the General Plan and used as the basis for the regional connections in the bike plan. These regional connections allow bicycle travel between and within communities. The City of Williams bike projects from their adopted Bicycle Master Plan are listed and discussed in Chapter 4. In December 2010, the City of Colusa also completed the Market Street/SR20/SR45 Complete Streets concept plan that recommends several pedestrian and bicycle improvements.



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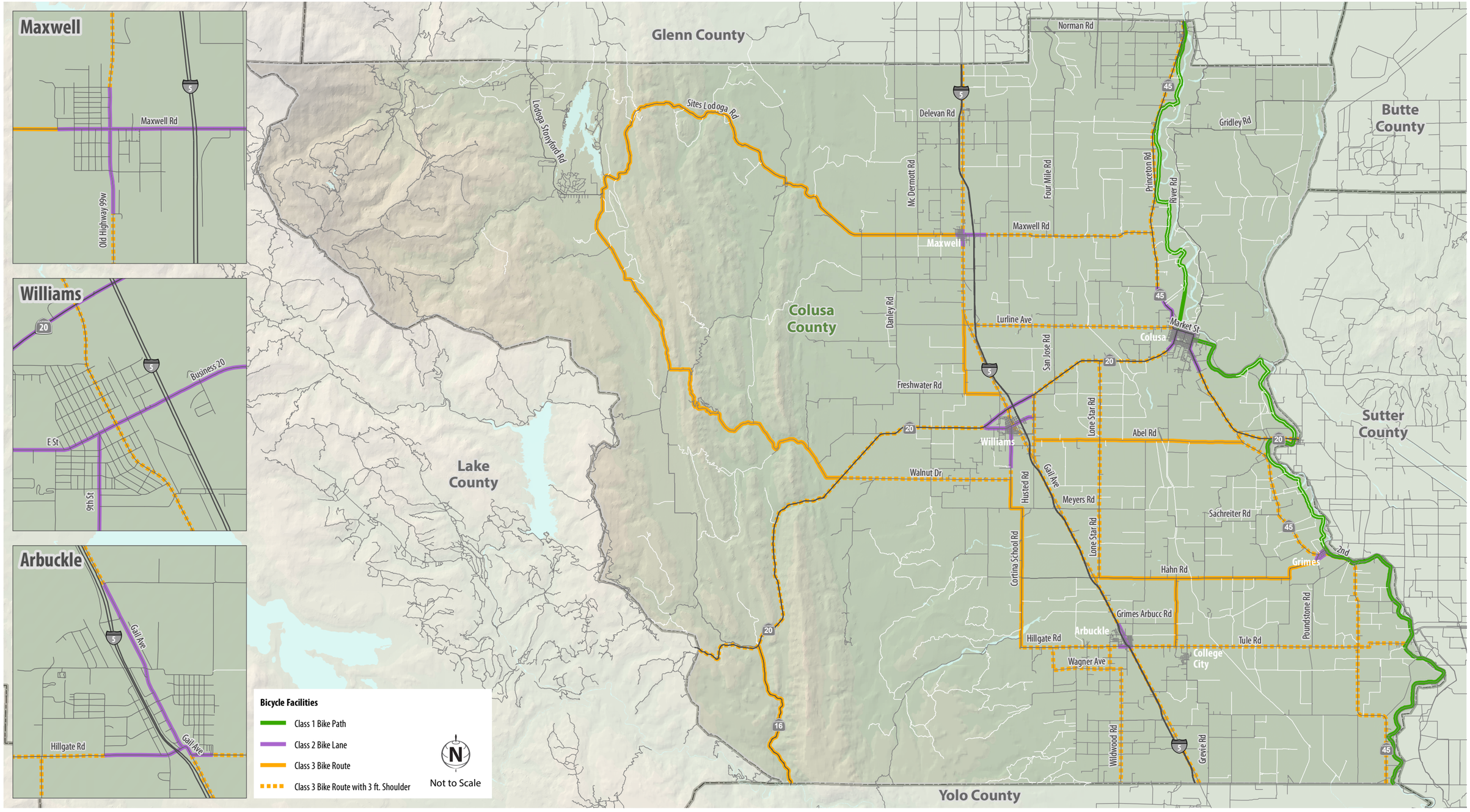
COLUSA COUNTY TRANSIT COVERAGE

FIGURE 2-5



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PROPOSED REGIONAL BICYCLE FACILITIES

FIGURE 2-6

AVIATION

Colusa County has one public general aviation airport (Colusa County Airport), one special-use airport, one heliport, and numerous landing strips used primarily for crop dusters. The Colusa County Airport has one 60' x 3000' asphalt-concrete and concrete surfaced runway, 22 T-hangars, and three conventional hangars. Two of the conventional hangars are leased for agricultural chemical application and the remainder is used by the Fixed Based Operator for aircraft repair. Medium-intensity runway lights are provided from dusk to dawn. A special-use airport is privately owned by Williams Gliderport, providing flight-training, general aviation, and rides in glider aircraft. The heliport is located at the Colusa County Hospital and is used for medical-related aerial transportation needs.

With a 3,000 ft. paved runway, the Colusa County Airport has 24-hour fuel service, flights, Unicom, and a published instrument approach. While many flight operations out of the Colusa County Airport are agricultural-related (given the county's high production of rice), flights also include business, recreational, hunting, emergency, and law enforcement. This trend is projected to continue during the life of the RTP.

Currently there are 33 single engine based aircraft, 3 multi-engine aircraft, and one helicopter for a total of 36 aircraft at the airport. Operations in the past five years have been relatively stable. As of 9/30/2012, the Colusa County Airport reported 28,000 landings or departures per year as part of the FAA Airport IQ 5010 Master Log.

Residents generally travel by vehicle to Sacramento or the Bay Area for long-distance air travel. Regularly scheduled major airline service is available from the Sacramento International Airport, 30 miles south of the county line, along I-5. The Colusa County Airport does not offer commercial air charter service. Limousine service is available to the Sacramento and Bay Area airports.

The Colusa County Airport is in the process of updating its Airport Land Use plan and any new proposed projects will be considered for future updates of the RTP.

GOODS MOVEMENT

Existing trends in truck traffic are expected to continue. Agricultural products will continue to move primarily by truck, and truck traffic will grow modestly. However, truck travel continues to be the primary source of roadway degradation for local facilities. In addition, truck travel mixed with agricultural uses results in roadway conditions that are substantively different during harvest seasons (late summer/fall) than those roadway conditions in non-agricultural counties. Thus, truck traffic will continue to drive the need for roadway restoration and maintenance.

Table 2.18 summarizes 2012 truck volumes on state facilities in Colusa County. The highest volumes occur on I-5 and SR 20 in the Williams area and on SR 45 near Grimes/Arbuckle Road.

TABLE 2.18
2012 TRUCK VOLUMES ON STATE HIGHWAYS IN COLUSA COUNTY

Facility	Location	Percent Truck Volume
I-5	Jct. SR 20	25.4%
SR 16	Jct. SR 20	14.2%
SR 20	Jct. SR 16	14.6%
SR 20	Jct. I-5 in Williams	19.0%
SR 20	Jct. SR 45 in Colusa	8.0%
SR 20	Freemont St. in Colusa	7.0%
SR 45	Grimes/Arbuckle Rd.	19.0%
SR 45	Jct. SR 20	12.1%
SR 45	Lurline Ave. in Colusa	16.4%
SR 45	County Rd. P29	9.0%

Source: Annual Average Daily Truck Traffic on California State Highways – Caltrans 2016.

RECREATIONAL TRAVEL

Northwestern Colusa County is one of the gateways to the Mendocino OHV (Off-Highway Vehicle) Corridor. This corridor connects the Fouts Springs/Davis Flat OHV Staging Area, located in Colusa County, and the Middle Creek OHV Staging Area in Lake County, and contains 200 miles of what is considered some of the most challenging and enjoyable OHV routes in the nation. This venue has created a substantial volume of recreational trips to and within the county and this trend will likely continue.

Mendocino National Forest

The USFS Travel Management Rule from 2005 established three subparts as part of the Travel Management Process for the Mendocino National Forest: Subpart A – Administration of the Forest Transportation System; Subpart B – Designation of Roads, Trails, and Areas for Motor Vehicle Use; and Subpart C – Use by Over-Snow Vehicles. Information provided to Supervisor Denise Carter including ongoing travel management process in addition to a copy of each subpart (as of July 18, 2014) is provided in Appendix 2C. This information was obtained from the

electronic code of federal regulations and governs how recreational roads and trails are managed on US Forest Service lands.

A planning team was established early in 2018 to develop the Travel Analysis Report, which must be completed by September 2015. The Mendocino National Forest will be scheduling a series of open houses in May and June 2014 to share current information and to gather input from the public about the current forest road system. A map of the motor vehicle opportunities and recreational roads in Colusa County is attached as Appendix 2B. The map provides locations of primary, secondary, and four-wheel drive roads as well as county roads and recreational facilities available in the area.

Roadway Classifications

The US Forest Service has an established roadway classification system for the purposes of providing various levels of maintenance on roadways ranging from Level 5: suitable for all passenger cars; to Level 1: Barely passable by four-wheel drive vehicles. Maintenance activities vary for each level and provide varying degrees of access depending on the type of road, season, and classification.

In Colusa County, there are essentially only three types of recreational roadways maintained in the Mendocino National Forest accessible to the public:

1. Level 4: Suitable for most passenger cars during normal season use;
2. Level 3: Suitable for some passenger cars with high clearance, prudent drivers during normal seasonal use; and
3. Level 2: Four-Wheel Drive roadways suitable for high-clearance, four-wheel drive vehicles during normal season use.

Table 2.19 on the following two pages provides a summary of the three main roadway classification types in Colusa County within the Mendocino National Forest. Although the US Forest Service recognizes a total of 5 classifications, for the purposes of this Regional Transportation Plan, only three classifications were identified through field surveys and knowledge derived from local residents who frequent the roads in the area.

Funding to maintain these roadways is critical to the recreational use they provide. Without these roadways, access to some of the most picturesque areas of the County, including hunting grounds, camping areas, and scenic drives would be limited. As such, these roadways should be maintained at a minimum to the level identified in Table 2.19, and funding for maintenance activities should be continuously pursued by the US Forest Service, as well as the Colusa County Transportation Commission.

TABLE 2.19

RECREATIONAL ROADWAYS AND FOUR-WHEEL DRIVE TRAILS IN THE MENDOCINO NATIONAL FOREST WITHIN COLUSA COUNTY

(APPLIES TO MAPS PROVIDED IN APPENDEX 2C)

Roadway Designation/Description	Road Maintenance Level	Maintenance Guidelines	
Primary Forest Route Level 4: Suitable for passenger cars during normal season use.	Attributes: • Provide a moderate degree of user comfort and convenience at moderate travel speeds for prudent drivers in a standard passenger car during normal season of use. • Are subject to the requirements of EM-7100-15 and MUTCD for signs and markings. • Have moderate traffic volume and speeds. • May connect to State and county roads. • May include some developed recreation roads. • Provide drainage via culverts. • Usually are collectors. • Typically, are aggregate surfaced and stabilized using a dust abatement product. • May be paved. • Typically have two lanes • May be single lane with turnouts visible from either direction.	Traveled Way and Shoulder	Maintain to provide for moderate degree of user comfort and convenience for standard passenger car, and for protection of investment and resource values. Replace surfacing to the depth required for blade maintenance and to prevent wear of the base course. Abate dust when needed for traffic safety and environmental protection. Shoulders usually are part of the designed roadbed, and surfaced with same material as the driving surface.
		Drainage	Drain as necessary to keep drainage facilities functional and prevent unacceptable environmental damage while maintaining a moderate degree of user comfort and convenience at moderate travel speeds.
		Roadway	Control vegetation to provide sight distance. Repair and/or remove slides and slumps to provide passage by prudent drivers in standard passenger cars and to control resource damage.
		Roadside	Clean up litter in accordance with road management objectives. Remove danger trees and maintain vegetation as required. Cut fallen trees at the clearing limits. Remove logs and debris.
		Structures	Maintain all structures to provide for passage of planned traffic and to preserve structures for future use.
		Traffic Service	Install and maintain appropriate route markers, warning, regulatory, and guide signs, and other traffic control devices as warranted in a sign plan. Maintain centerlines, edge stripes, and other pavement and curb markings as needed.
Secondary Forest Route Level 3: Passable by prudent drivers in normal passenger cars only during normal season use.	Attributes: • Are passable to prudent drivers in passenger cars during the normal season of use. • Usually do not consider user comfort and convenience priorities. • Are subject to the requirements of EM-7100-15 and MUTCD for signs. • Are typically, single lane with turnouts visible from either direction.	Traveled Way and Shoulder	Maintain to provide travel by prudent drivers in standard passenger cars during the normal season of use. Some surface roughness is acceptable. User comfort and convenience is a low priority. Maintain a traveled way crown or cross slope to provide adequate drainage. Replace the base course and surfacing as needed to protect the resources.
		Drainage	Drain as necessary to keep drainage facilities functional and prevent unacceptable environmental damage while maintaining passage for prudent drivers in standard passenger cars.
		Roadway	Control the vegetation to provide sight distance. Repair and/or remove slides and slumps to provide passage by prudent drivers in standard passenger cars and to

TABLE 2.19

RECREATIONAL ROADWAYS AND FOUR-WHEEL DRIVE TRAILS IN THE MENDOCINO NATIONAL FOREST WITHIN COLUSA COUNTY

(APPLIES TO MAPS PROVIDED IN APPENDEX 2C)

	• Typically, must be driven at low speeds. • May be local or collectors. • Have low- to moderate-traffic volume. • Typically, connect to arterial and collector roads or other maintenance level 3 roads. • May include some dispersed recreation roads. • Provide drainage via a combination of dips and culverts. • Typically, may have potholes or washboarding.		control resource damage.
		Roadside	Clean up litter in accordance with road management objectives. Remove danger trees and maintain vegetation as required. Remove logs and debris when interfering with drainage or operation of maintenance equipment.
		Structures	Maintain all structures to provide for passage of planned traffic and to preserve structures for future use.
		Traffic Service	Install and maintain appropriate route markers, warning, regulatory, and guide signs and other traffic control devices as warranted in a sign plan.
4-Wheel Drive Route Level 2: Suitable for prudent drivers in hi-clearance, 4-wheel vehicles only, or off-road vehicles.	<u>Attributes:</u> • Are maintained for use by high-clearance vehicles and not suitable for passenger cars. • Do not consider passenger car traffic, user comfort, and user convenience. • Have low traffic volume and low speed. • Typically, are local roads that connect to collectors and other local roads. • Have dips or cross drains as the preferred drainage treatments. • Avoid the use of culverts, arches, and bridges when possible. • Typically, have very few, if any, signs or other traffic control devices. • Are subject to the requirements of EM-7100-15 and MUTCD for all signs. • Do not consider surface smoothness. • Do not always provide motorists with alerts to potential hazards. • May not be passable during periods of inclement weather.	Traveled Way	Log out and brush only as necessary to provide passage for high-clearance vehicles. Maintain road prism for drainage and to provide for passage of high-clearance vehicles. Traveled way should only be bladed to maintain drainage functionality and not to provide a smooth surface for passenger cars.
		Shoulder	Shoulder is usually not defined and maintenance is not required unless necessary to maintain structural integrity of the roadway, drainage functionality, or access by high-clearance vehicles.
		Drainage	Drain as necessary to keep drainage facilities functional and prevent unacceptable environmental damage while maintaining passage for high-clearance vehicles.
		Roadway	Remove or ramp-over slides and repair slumps as needed to provide access for high-clearance vehicles and to control resource damage.
		Roadside	Generally no work is required unless necessary to provide clearance for existing traffic. Fallen trees may be left in place if not an obstacle to safe passage of intended traffic.
		Structures	Maintain all structures to provide for the passage of high-clearance vehicles and to protect natural resources.
		Traffic Service	Install and maintain route markers. Maintain warning, regulatory, and guide signs, and other traffic control devices as warranted in the sign plan to provide for existing traffic and the appropriate traffic management strategy. Generally, few, if any, signs or other traffic control devices are required.

East Park Reservoir Resources Management Plan (RMP)

The Bureau of Reclamation's Mid-Pacific Region has prepared a RMP for East Park Reservoir in Colusa County. The purpose of the RMP is to assist the Bureau of Reclamation in formulating the long-range goals necessary to manage the natural resources associated with East Park Reservoir, while providing recreational opportunities for the surrounding communities. Current public uses at East Park include boating, camping, fishing, and bird watching.

RAILROAD FACILITIES AND CROSSINGS

The California Northern Railroad Company provides freight service throughout the county and operates 254 miles of track within California, linking freight customers in Northern California with the Union Pacific Railroad. The mainline tracks traverse the county adjacent to I-5. The company operates a 110-mile railroad line that runs from the City of Davis in Yolo County to the Town of Tehama near Red Bluff. The connections to Union Pacific allow goods to be shipped within their network that serves 23 states in the western two-thirds of the United States. Transported commodities include lumber, wine, beer, food products, agricultural products, steel pipe, manufactured goods, and construction materials. The following roadways have at-grade crossings:

- Eddy Road
- Perkins Road
- Grimes-Arbuckle Road
- Hall Street
- Laurel Street
- Hahn Road
- Meyers Road
- Ware Road
- Husted Road
- E Street (Williams)
- North B Street (Williams)
- Freshwater Road
- Lurline Avenue
- Fairview Road
- Comet Lane
- Central Avenue
- Maxwell Colusa Road
- Lenahan Road
- Delevan Road

There are also numerous private at-grade crossings. Most of these provide access to agriculture-related business.

According to the Federal Railroad Administration Office of Safety Analysis website, there have been no reported train accidents in Colusa County on the California Northern Railroad for the period of January 2002 through May 2011.

HEAVY-RAIL

California Northern Pacific Railroad Company provides freight service through the county. Mainline tracks traverse the county adjacent to I-5.

WATERWAYS

No major water-borne forms of transportation are located within the county. However, there was previous ferry service providing operations on the Sacramento River near Princeton. The Princeton Ferry provided auto, bicycle, and pedestrian service across the Sacramento River, between SR 45 and County Road 67 (CR 67). There are no immediate plans to reinstate ferry service within the county. Access to other regional waterway services are via roadway only. This

access includes the Port of Sacramento, 45 miles to the south, and the ports of Richmond, Oakland, and San Francisco, approximately 105 miles southwest of Colusa County.

CHAPTER 3 POLICY ELEMENT

The purpose of the Policy Element is to identify legislative, planning, financial, and institutional issues and requirements within Colusa County as well as any areas of regional consensus. Consistent with the 2017 RTP Guidelines, the Policy Element is intended to:

- Describe the transportation issues in the region
- Identify regional needs for both short-term (0-10 years) and long-term (11-26 years) planning horizons (Government Code, Section 65080 (B) (1))
- Maintain internal consistency with the Financial Element and STIP fund estimates
- Promote policies and actions to help reduce GHG emissions from transportation sources

STATEWIDE ISSUES

The CTC has identified three core issues for 2018 and beyond that have significance for transportation planning in California.

The first issue is the declining level of investments in the state's transportation system that makes it difficult to meet increasing demands for the movement of people and goods. This is particularly important as MPOs move forward with implementation of Senate Bill 375, which deals with reducing GHGs in the transportation sector.

According to the CTC Report to the Legislature, the integrity of the existing transportation system is at risk due to the lack of necessary funding to meet basic maintenance, operation, and rehabilitation needs. These needs manifest themselves into congestion and travel delays for the public and commercial interests throughout the state. A recent 2017 needs assessment by the Commission showed the following:

- The statewide cost of system preservation (rehabilitation and maintenance) is estimated at $341 billion over 10 years.

- The cost of system expansion and system management is estimated at $197 billion over the same period.

- Revenues from all sources during the same 10 years are estimated at $242 billion, leaving a short-fall of approximately $296 billion statewide.

The second issue is implementation of the new federal funding bill – Moving Ahead for Progress in the 21st Century Act (MAP-21), which funds surface programs for FY 2012/13 and FY 2018/14. The CTC focus for implementation is to maintain a status quo funding level for overall funding. Although most interested parties, including RTPAs, agree with this focus, there is some confusion on exactly what the status quo means. The CTC provided a compromise to allow projects programmed in 2012/13 to proceed without delay. The critical issue for the CCTC and Caltrans is that legislation will be needed to fully implement MAP-21 for FY 2018/14.

The third issue is the uncertainty of the Public Private Partnership (P3) process that is outlined in Streets and Highways Code Section 143. The development of projects under this scenario at the state and county level is unclear, and there is a perception that interest in proposing P3 projects

may be diminished without advisory legislation to clarify the intent and process for P3 projects in California.

REGIONAL AND LOCAL ISSUES

The primary local and regional issues continue to be maintaining an acceptable LOS on the existing road system and system preservation (maintenance and rehabilitation). There has been limited population growth in the county and subsequently capacity increasing projects have not been the priority in the County. Having adequate funding to maintain the existing system is the highest priority. Table 3.1 provides a non-prioritized summary of some of Colusa County's most important transportation issues facing the CCTC.

TABLE 3.1
REGIONAL AND LOCAL TRANSPORTATION ISSUES

Transportation Facility/ Element	Issue(s)/Need	Comment(s)
HIGHWAY ELEMENT		
State Highway System	• Deteriorating LOS persists on SR 20 between US 101 and I-5	• The current LOS is D and is projected to be E by the year 2042. Passing lanes will help keep the current LOS. The CCTC has programmed RIP funds for the construction of passing lanes; however, the current budget crisis may delay the project for several years in the future.
	• Additional passing and turn opportunities are needed on state highways in Colusa County (SR 20 and SR 45) to help offset the reduced availability of gaps caused by increasing traffic volumes.	• Passing lanes at various locations along SR 20 would improve the LOS along this state highway. There has been little improvement to SR 45 in recent years even though the road provides access to the much used Colusa Casino Resort. The General Plan analysis projects that LOS on SR 45 would be improved by the addition of turn lane and/or additional passing lanes.
Regional Roads	• There is a serious shortage of revenues to carry out needed maintenance programs and roadway improvements.	• Road maintenance on county roads is important because they provide the connections to the state highway and freeway system. Walnut Drive, Maxwell Road, and Lone Star Road carry more than 2,000 ADT.
	• Most roads are two-lane roadways with limited shoulder width and poor pavement condition. The rehabilitation of bridges should continue as a high priority due to the number of bridges with deficiencies. Eleven bridges have sufficiency ratings less than 50.	• There is a lack of funding to maintain and/or expand forest roads that are very important to the recreational needs of the County. • A number of county bridges continue to have weight restrictions posted for many years due to the bridges being in poor condition. Lack of staffing and matching funds has made it difficult for the county to reconstruct or rehabilitate the bridges. Some federal funding is available to fund multiple bridge projects per year, per agency. State-only RIP funds have continued to be approved as matching funds for bridge projects.

TABLE 3.1
REGIONAL AND LOCAL TRANSPORTATION ISSUES

Transportation Facility/ Element	Issue(s)/Need	Comment(s)
	• The CCTC should develop a Geographical Informational System (GIS) base map and continue with a Pavement Management System (PMS) on the GIS format. • The CCTC should support new technologies provided by Intelligent Transportation Systems (ITS).	• The GIS format will be part of the California Transportation Information System (CTIS) that Caltrans will use to monitor all transportation systems statewide. The GIS format can also keep track of accidents, LOS, construction projects, sign inventory, and PMS. • There is potential for use of ITS field elements such as Closed Circuit Television (CCTV), Highway Advisory Radio (HAR), Road Weather Information Systems (RWIS), and Changeable Message Signs (CMS) to periodically review traffic operations along state highways and major county roads. The CCTC should also support signal timing and accident scene management measures to help increase traffic flow.
City Streets/Local Roads	• Reconstructing city streets as funding allows. • There is a need to identify, map, and attempt to secure dedication of existing and future arterial, collector, or local road right of way to provide an adequate overall traffic circulation network.	• Streets in the City of Williams and City of Colusa lack adequate maintenance dollars and have had inadequate funding for over 20 years. Many of the residential streets, particularly in the older neighborhoods, have no curb, gutter, or adequate street surface. The need to overlay most of the streets in the cities of Williams and Colusa is highly needed. • Much of the local road system is operated on prescriptive right of way. Many improvements to the roadway require widening and shoulder work, which is outside the prescriptive right of way. Future developments projects could reduce the LOS of existing roads to unacceptable levels if new routes are not established and eventually constructed. There is a need to acquire adequate right of way.
PUBLIC TRANSPORTATION		

TABLE 3.1
REGIONAL AND LOCAL TRANSPORTATION ISSUES

Transportation Facility/ Element	Issue(s)/Need	Comment(s)
Colusa County Transit Authority (CCTA)	• Transit service continues to be an increasingly important component of Colusa County's regional transportation system and should expand to other areas of the County and possibly neighboring counties. • Lack of adequate funds to purchase replacement equipment.	• Use service standards to help direct the use of limited resources. • Employ ITS technologies where appropriate. • Continue to use FTA grants and other grant programs to provide for equipment purchases.
Emergency Preparedness	• Defining the appropriate use of transit equipment and personnel for major emergencies.	• Develop regional policy between CCTA and the County to define roles and responsibilities.
Unmet Transit Needs	• Transportation of elderly and specialty care patients and other reasons.	• Work with Caltrans to implement the recommendations in the 2008 Coordinated Human Services Plan. • Work with the CCTC and SSTAC to implement recommendations from the "unmet transit needs" findings.
AVIATION		
Airport Facilities	• The future expansion of the Colusa Airport should consider incompatible land uses around the airport and maintaining adequate clear space for "safety zones".	• The County must continue to protect the County's airport facilities from incompatible surrounding land uses consistent with the California Aviation System Plan (2011).
BIKE AND PEDESTRIAN		
Bikeways	• Lack of formal bike facilities and regional connections in the County. • New sections of sidewalk and bikeways need to be constructed in the gaps between existing sections of sidewalk and bikeways to improve safety and the flow of pedestrians and bicyclists.	• Implementation of 2012 Bicycle Master Plan for the County. The plan allows the County to seek bicycle funding through the Bicycle Transportation Act (BTA). • There are several areas that do not have any concrete sidewalk between existing sidewalks. There are also gaps between existing Class 2 bicycle paths. An emphasis should be placed on constructing new sidewalks and bikeways rather than just replacing old existing areas. Also, there are conflicts between pedestrians, bicyclists, and vehicles on the state highways. It is important to enhance the safety of these conflict areas as a means to encourage non-automobile trips. New roads should also consider bicycle and pedestrian modes of transportation in the transportation corridor.

TABLE 3.1
REGIONAL AND LOCAL TRANSPORTATION ISSUES

Transportation Facility/ Element	Issue(s)/Need	Comment(s)
AIR QUALITY		
PM 10	• Continue working with transportation control measures to improve air quality PM 10 emissions.	• The air quality in and around the County is greatly influenced by the larger urban areas within the air basin. Though the County and Cities ability to influence the overall air quality is small, it is still incumbent upon the CCTC to do their part to reduce PM 10. The CCTC will continue to pursue improving farming practices that would allow the County to reduce its PM 10 emissions.
GOODS MOVEMENT		
Truck Volumes	• High truck volumes on major state routes (i.e. SR 20, SR 45), maintenance, and congestion impacts to the local road system.	• Road maintenance and monitoring of facilities is needed. The County may consider weight limits on select local roads. The County should employ Caltrans' CVO technologies to improve commercial and fleet operations as funding allows.
COORDINATION ACTIVITIES		
Colusa County Tribal Governments	• Consult with the Wintun Native Americans in Colusa and Cortina Band concerning existing and planned developments.	• The RTP process shall meet the federal and state requirements to consult with and consider the interests of Indian Tribal Governments in the development of transportation plans and programs, including funding of transportation projects accessing tribal lands through state and local transportation programs. The Colusa Community has a casino, administration and health care facilities, two residential areas, and more planned expansion. The Cortina Community is in the planning process for a major Integrated Waste Management Facility. Both of the Community sites have potential impacts on the existing transportation systems. The CCTC will continue to coordinate with the Native Americans for their input into transportation needs and planning.

GOALS, OBJECTIVES, AND POLICIES

Comprehensive goals, objectives, and policies that meet the needs of the region and are consistent with the County's regional vision and priorities for action have been developed for this RTP. The "vision" and "priorities for action" set the framework for carrying out the roles and responsibilities of the Colusa County elected officials. Goals are a vision of circulation conditions toward which the County will direct planning and implementation. Objectives are specific conditions that represent intermediate steps in attaining goals. Several objectives can relate to a single goal. Policies are specific statements that guide decision-making and suggest actions to be carried out to meet objectives and attain goals. Policies reflect all relevant effects, including the natural environment, social, and economic factors. Together, policies serve as a planning guideline for local and state officials.

Colusa County is typical of many rural counties in California in that the County's existing transportation system and widely scattered population limit alternative solutions to transportation-related problems. The automobile is the primary mode of moving people in the county, and the truck is the primary mode of moving goods and commodities. The use of other modes of transportation has been limited because of lack of facilities, distance between communities, and lack of an economic base to provide support.

A transportation system provides mobility to sustain social, economic, and recreational activities. An improperly developed transportation system can result in ineffective mobility and cause adverse and undesirable conditions, such as safety hazards, long delays, air pollution, and unnecessary energy consumption. The goals, objectives, policies, and implementation measures of this RTP are intended to guide the development of a transportation system that will maintain and improve the quality of life in Colusa County over the next 26 years. To this end, consistency with the California Interregional Blueprint and California Transportation Plan (2040) and the California Strategic Highway Safety Plan (2011) strategies are important parts of the overall goals and policies of this RTP. In addition, the 2010 RTP Guidelines for addressing GHG emissions and VMT reduction is considered a part of the overall transportation investment strategies for the plan.

The goals, objectives, and policies for each component of the Colusa County Transportation System are provided below. They cover both short-range and long-range desired outcomes. They are consistent with the policy direction of the Colusa County General Plan Circulation Element (2012), the Colusa County RTP (December 2008/09), the City of Williams General Plan (2012), the City of Colusa General Plan (2007), the updated transit policies for the CCTA, and the federal funding bill MAP-21. Copies of the Colusa County 2012 General Plan circulation element policies and the CCTA updated transit policies are included in Appendix 3A and 3B.

Given the limited transportation dollars available, the goals, objectives, and policies by transportation element reflect a balanced approach and focus on the most feasible desired outcome. The core set of goals, objectives, and policies were developed as part of the 2008/09 RTP and the 2012 GP. These core elements have been carried forward to the 2018 RTP update. New goals, objectives, and policies are included for "land use integration" and "management of the transportation system." Additional emphasis has been included for transportation funding and coordination activities with tribal governments.

The goals, objectives, and policies in the 2018 RTP document are intended to guide the development of the transportation system and improve the quality of life for the citizens in Colusa County. The categories for setting goals are based on a regional perspective for long term funding commitments.

- A **goal** is the end toward which effort is directed; it is general and timeless.
- A **policy** is a direction statement that guides actions for use in determining present and future decisions, often used to help reach goals.
- An **implementation measure** is a specific means to accomplish the intent of the goal and direction of the policy.

The following goals, policies, and implementation measures have been developed for the 2018 RTP update. The policy element is consistent with the 2012 General Plan and other planning documents used by the County.

MOBILITY AND RELIABILITY FOR PEOPLE AND GOODS

Goal 1.1: Provide mobility for people and goods in Colusa County on a reliable system.

- Policy 1.1.1: Promote a balanced multi-modal transportation system that considers all modes.

- Implementation Measure: Provide adequate maintenance funding for all components of the transportation system.

Goal 1.2: Maintain and improve goods movement facilities in a manner that supports the economic well-being and quality of life in Colusa County.

- Policy 1.2.1: The CCTC will continue to work with Caltrans, the County, and the trucking industry to develop regulatory guidelines for truck travel in and through the county.

- Implementation Measure: Keep the trucking industry informed about truck impacts to County facilities and lessen the impacts wherever possible.

- Implementation Measure: The County should carry out studies of alternatives to (1) financing road maintenance and construction and (2) reducing the impacts of large trucks on the local road system.

Goal 1.3: Provide economic transit service that reaches the greatest number of people that can reasonably meet the transportation needs of county residents.

- Policy 1.3.1: Transit operation should strive to achieve an annual average of 10% fare box return, and the fares on all public transportation systems should be set to minimize the subsidy per ride, provided the amount of fare does not cause a reduction in ridership.

- Implementation Measure: Increase accessibility to the transportation system by continuing to promote the transit system.

Goal 1.4: Promote financially self-supporting airports that are maintained and improved to better serve the needs of general and commercial aviation users, as well as the general public.

- Policy 1.4.1: Prevent new land uses and zoning surrounding the County Airport from creating future land use conflicts.

- Implementation Measure: Participate with the state in the development of the California Aviation System Plan as a means for the planning and development of aviation facilities.

EQUITY AND CUSTOMER SATISFACTION FOR ALL SYSTEM USERS

Goal 2.1: Develop streets and highway projects that meet environmental, social, economic, and circulation objectives.

- Policy 2.1.1: Transportation decisions will be based on equitable access to the region's transportation system and decision-making process.

- Implementation Measure: Research and develop all available sources of funding that will be a subvention to current funding.

Goal 2.2: Promote the transit system for all users.

- Policy 2.2.1: Meet any unmet transit needs that are reasonable to meet according to the criteria established by CCTC.

- Implementation Measure: Preserve and expand the multi-modal transportation system to serve the needs of the County by promoting transit and reduce dependence on the automobile.

Goal 2.3: Develop a continuous countywide pedestrian and bikeway system that is part of the multi-modal regional transportation network.

- Policy 2.3.1: Develop pedestrian and bicycle routes and promote them as alternative modes of travel.

- Implementation Measure: Require new development to fully mitigate the impacts of their activities on all transportation systems - streets, roads, transit, pedestrian, and bicycle.

SUSTAINABILITY, SAFETY, AND SECURITY OF THE SYSTEM

Goal 3.1: Maintain and upgrade the existing transportation system to prevent costly deterioration; to ensure that the efficiency of the system does not decline; and to preserve access into communities for residents and emergency service providers.

- Policy 3.1.1: The CCTC shall work with the State Legislature, the County, the City of Williams, and the City of Colusa to identify new sources of maintenance funding.

- Implementation Measure: An inventory of discretionary funds and grant sources that could be used for transportation improvements should be maintained by the County.

- Policy 3.1.2: Use cost-effectiveness measures to prioritize transportation projects.

- Implementation Measure: Use the County's project selection criteria to help prioritize RTP projects.

Goal 3.2: Rehabilitation and maintenance of the existing road system shall be a high priority of the County.

- Policy 3.2.1: Design and fund improvements of transportation facilities with primary consideration to providing for the safety of school children and local residents on existing and proposed facilities.

- Implementation Measure: Permitted roadside commercial uses should have an approved public access plan. The plan should address public safety and ease of access to the site.

SENSITIVITY TO THE ENVIRONMENT

Goal 4.1: Preserve high quality view-sheds along state highways and county roads in an effort to improve visitor experience and economic enhancement.

- Policy 4.1.1: Avoid areas of sensitive habitats for plants and wildlife when constructing facilities contained in the proposed system whenever possible, and if sensitive areas are affected, mitigate impacts to less than significant to remain consistent with the CEQA process.

- Implementation Measure: Maintain and protect the Scenic Highways and Focal Points designated by the General Plan.

Goal 4.2: Preserve the historic nature and rural atmosphere of the County.

- 4.2.1 Policy: Conduct environmental review consistent with CEQA for individual projects as they advance to the implementation state of development.

- Implementation Measure: Transportation projects and improvements should be subjected to the appropriate environmental review as determined by the CEQA process.

VITALITY AND ECONOMIC WELL BEING FOR THE REGION

Goal 5.1: Improve the transportation system to support access to and economic vitality of locally-operated businesses for economic enhancement.

- 5.1.1 Policy: Maintain the competitiveness of the region by directing investment in the transportation system.

- Implementation Measure: Continue with the collection of developer fees to support the existing and future transportation system and monitor the adequacy of those fees in meeting transportation needs.

INTERREGIONAL AND INTRAREGIONAL CONSULTATION

Goal 6.1: Coordinate this plan with adopted environmental goals and policies addressed in the Colusa County General Plan and other documents.

- Policy 6.1.1: All specific projects shall be adequately reviewed through established environmental processes.

- Implementation Measure: The public shall be informed and invited to attend meetings regarding each transportation project and the impacts to the circulation system.

Goal 6.2: Coordinate improvement of transportation facilities with adopted land use plans.

- Policy 6.2.1: Transportation facilities shall be compatible with adjacent land use.

- Implementation Measure: County transportation planning decisions shall be coordinated with all affected public and private agencies.

NEW TECHNOLOGY

Goal 7.1: Minimize traffic congestion by increasing the efficiency of the existing transportation system through Transportation System Management (TSM) techniques.

- Policy 7.1.1: Periodically review traffic operations along state highways and major county roads to ensure adequate traffic operations are consistent with circulation goals.

- Implementation Measure: Promote signal timing, access management, transit priority treatments, accident scene management measures, and closed circuit TV to help increase traffic flow.

MANAGEMENT OF THE TRANSPORTATION SYSTEM

Goal 8.1: Increase the efficiency of the existing transportation system. Implement Transportation System Management (TSM) techniques where feasible.

- Policy 8.1.1: Periodically review traffic operations along state highways and major county roads and implement cost effective solutions to reduce congestion.

- Implementation Measure: Promote access management and accident scene management measures to increase traffic flow.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

Goal 9.1: Reduce the demand for travel by single-occupant vehicles through TDM techniques.

- Policy 9.1.1: Increase the mode share for public transit to 15% by 2042.

- Implementation Measure: Continue to promote public awareness of CCTA and rideshare opportunities through media and promotional events.

LAND USE INTEGRATION

Goal 10.1: Improve livability in the County through land use and transportation decisions that encourage walking, transit, and bicycling.

- Policy 10.1.1: Assist local jurisdictions in taking a regional approach in land use decisions during their General Plan process and developing a road network that supports the RTP goals and objectives.

- Implementation Measure: Encourage all County entities to actively participate in the RTP update process.

CALIFORNIA TRANSPORTATION PLAN AND INTERREGIONAL BLUEPRINT 2040 POLICIES

The California Transportation Plan (CTP) for 2025 was approved in 2006 and updated in 2007 by a 2030 Addendum. The current CTP (2040) was initiated with the development of the California Interregional Blueprint (CIB) in early 2010 (SB 391 – Liu 2009). The CIB is a state-level transportation blueprint that provides a "vision", goals, and strategies for improving transportation in California through a multi-modal system that complements RTPs and land use policies. The CIB goals focus on improving mobility and accessibility, preserving the existing transportation system, supporting the economy, enhancing public safety and security, reflecting community values, and enhancing the environment. These are accomplished through safety and increased travel choices for California residents.

The implementation strategies involve education, collaboration, incentives and promotion, use of advanced technologies, a reexamination of design standards, integration of all modes, and a political presence. A copy of the CTP Fact Sheet is included in Appendix 3C. The following concepts and issues within the plan are also important to Colusa County and are reflected in the 2018 RTP update:

- The volume of truck transport for commercial and agricultural products will continue to grow on state highways. The County is impacted by this growth and the need for improved truck routes, truck parking facilities, and truck access to commercial and agricultural land uses.

- The cost of transportation for disabled and low income groups is increasing. The RTP recognizes that a more extensive mix of flexible transportation choices and services will improve accessibility for both groups. The transportation system in Colusa County is striving

through its RTP and General Plan policies to be more equitable by promoting urban growth patterns that are easier to serve by transit.

- The CIB summarizes three land use practices that have influenced urban design and had profound impacts on travel behavior. These practices include the lack of coordinated decision-making between cities and counties, single-use zoning, and low-density growth patterns. Colusa County is experiencing some of these effects through increased traffic congestion and commute times in the City of Williams and the City of Colusa. The RTP and General Plan are proposing several alternatives to improve and monitor LOS to help alleviate the impacts of these types of land use decisions.

- Preservation and improvements to forest service roads as part of system maintenance is important to Colusa County for recreation. In addition, development and implementation of the travel management plan (TMP) for the Mendocino National Forest and the East Park Reservoir Resource Plan (RMP) are important to preserving the existing recreational system consistent with the goals of the CIB.

  In addition, the CIB supports the three outcomes of sustainable development including a prosperous economy, quality of environment, and social equity for users.

CALIFORNIA STRATEGIC HIGHWAY SAFETY PLAN

RTPAs are now required to show a strong link between the 2018 SHSP planning process described in title 23 U.S.C. 148 and the regional planning process. The SHSP addresses seventeen challenge areas as shown in Appendix 3D. The Colusa County 2018 RTP reviewed the SHSP in conjunction with the goals, policies, and objectives developed in this chapter.

The RTP includes several goals, policies, and objectives to improve the overall safety for all modes of transportation in Colusa County. Goals 3.1 and 3.2 provide for the development of a safe and efficient system for auto and goods movement. Specific policies are included to provide better road and weather condition information to the public, as well as facilitating safer truck travel in residential areas through new technology (Goal 7.1). Other goal categories that are relevant to the SHSP are:

- Goal 1.2 provides for improving the capacity on state routes and local roads to facilitate goods movement to support the quality of life.

- Goal 1.3 promotes a greater use of non-auto modes, such as transit, to reach as many people as possible in the county with improved transit service.

- Goal 5.1 provides for better access to locally-operated businesses.

- Goal 7.1 strives to minimize traffic congestion through TSM techniques.

- Goal 8.1: increases the efficiency of the existing transportation system. Implement TSM techniques where feasible.

- Goal 10.1: reduces the demand for Single Occupant Vehicle Travel. Where feasible, reduce the demand for travel by single-occupant vehicles through TDM techniques.

- Goal 11.1 strives to improve livability in the county through land use decisions that encourage walking, transit, and bicycling.

CLIMATE CHANGE / GREEN HOUSE GAS EMISSIONS

In 2006, the California State Legislature adopted Assembly Bill 32 (AB 32) known as the California Global Warming Solutions Act (Section 38560.5 of the Health and Safety Code). AB 32 establishes a cap on statewide GHG emissions and sets forth the regulatory framework to achieve the corresponding reduction in statewide emissions levels.

In January 2007, the Legislature asked the CTC to review the RTP Guidelines in order to incorporate climate change emission reduction measures. The request emphasized that RTPs should utilize models that accurately measure the benefits of land use strategies aimed at reducing vehicle trips. CTC staff established an RTP Guidelines work group to assist in the development of best practices for inclusion in the RTP Guidelines. The Addendum to the 2007 RTP Guidelines (May 29, 2008) provides several recommendations for consideration by rural RTPAs to address GHG. These recommendations are consistent with the 2010 RTP Guidelines as well. The following strategies from the guidelines have specific application to Colusa County.

- Emphasize transportation investments in areas where desired land uses as indicated in a City or County General Plan that may result in VMT reduction or other lower impact use.

- Recognize the rural contribution towards GHG reduction for counties that have policies supporting development within their cities and protecting agricultural and resource lands.

- Consider transportation projects that increase connectivity or provide other means to reduce VMT.

The transportation planning literature recognizes three interrelated components that contribute to transportation emissions reductions. Those components include changes in vehicle technology (cleaner burning engines), alternative fuel sources, and vehicle use. The first two components are typically the responsibility of industry and national governmental interests. RTPAs and local governments have the ability to affect vehicle use by promoting transportation alternatives to the automobile, and by managing the demand for transportation. These efforts typically involve goals and policies and/or projects and programs focused on getting people out of their cars and into alternative modes of travel (mode shifting). The following RTP goals are established for Colusa County to lessen dependence on the automobile and to promote mode shifting to alternative forms of transportation.

- Goal 1.3 promotes a greater use of non-auto modes, such as transit, to reach as many people as possible in the county with improved transit service.

- Goal 5.1 provides for better access to locally-operated businesses.

- Goal 7.1 strives to minimize traffic congestion through TSM techniques.

- Goal 8.1: increases the efficiency of the existing transportation system. Implement TSM techniques where feasible.

- Goal 10.1: reduces the demand for Single Occupant Vehicle Travel. Where feasible, reduce the demand for travel by single-occupant vehicles through TDM techniques.

- Goal 11.1 strives to improve livability in the county through land use decisions that encourage walking, transit, and bicycling.

The effectiveness of efforts by the RTPA to provide transportation alternatives and to implement TDM and TSM policies and strategies can be measured in terms of reductions in VMT or expected growth in VMT. VMT reductions and speed correlate directly with reductions in GHG emissions.

Caltrans reports VMT by county on an annual basis. A summary report "Vehicle Miles of Travel on State Highway System" for Colusa County covering the years 1999 through 2007 shows that between 1999 and 2006, VMT increased on average approximately 3% per year on state highways in the county. However, since 2006, VMT in the county has actually declined from 497 million to 467 million in 2010. This declining trend averaged approximately 1.5% per year through 2010. The decline is attributed to a reduction in agricultural employment, less demand for travel, gas prices, and the state's declining overall economy.

A 2008 report by the Victoria Transport Policy Institute titled "Smart Transportation Emission Reductions - Identifying Truly Optimal Energy Conservation and Emission Reduction Strategies" by Todd Lipman, states that most current transportation emission reduction programs focus on changing vehicle and fuel type rather than the amount people drive. Mileage reduction strategies tend to be ignored because many people assume that they are difficult to implement and may harm the economic well-being of consumers. However, the report also states that many high-mileage motorists would prefer to drive less and rely more on alternative modes, provided those alternatives are convenient, comfortable, and affordable. As with most rural counties, alternative modes are limited in Colusa County and are not seen as a significant, alternative replacement to the automobile for economic, mobility, and geographic reasons.

As discussed in Chapter 2, Colusa County has experienced relative slow growth (less than 2% per year) in population and employment over the past two decades and is forecast to continue this trend through 2042. Based on this trend and the guidelines established in the 2010 RTP guidelines, the County is not required to run a network travel demand model to determine VMT. The guidelines cite the lack of road congestion and the fact that emission changes from higher-MPG vehicles will continue to help the County comply with future emission caps established by the California Air Resources Board as part of AB 32. The County does monitor VMT levels through Caltrans VMT and Mileage Reports. In 1990, VMT per capita was approximately 21,800 annually in the county. In 2007, this number increased to 22,300 annually. In 2010, the per capita VMT was calculated to be 21,821, which was almost at 1990 levels. The County will continue to monitor population and employment and VMT growth to remain consistent with the RTP and the County's General Plan policies.

The Colusa County 2018 RTP recognizes that TDM and other alternative mobility options, including walking, biking, and transit, require coordinated land use decisions and improved

infrastructure. To this degree, the goals and policies in the RTP are consistent with the County's General Plan to provide a balanced multi-modal transportation system that includes non-auto choices for access and mobility. Specific policies and objectives in the General Plan emphasize the following:

- To sustain a viable rural public transit system
- To utilize the current transportation system as the framework for siting new industrial or commercial development
- To prioritize road improvements to areas most in need of improvement
- To limit the intrusion of agricultural vehicles and heavy trucks on residential streets
- To reduce moving traffic hazards by installing stop signs, railroad crossing guards, and warning signs where appropriate
- To maintain development patterns which permit the efficient delivery of public services
- To make the transportation system consistent with the adopted General Plan land uses
- Continuation of privately operated inter-city bus service
- First priority of transit service is for the elderly, handicapped, and low income
- Residential development at urban densities (3.5 units per gross acre) should include bicycle and pedestrian facilities
- Sidewalks should be required within all new developments at urban densities

The County and cities of Colusa and Williams are committed to implementing these types of policies and strategies that reduce reliance on the automobile and contribute to the reduction of GHG.

CHAPTER 4 ACTION ELEMENT

In accordance with the RTP goals, objectives, and policies discussed in Chapter 3, the Action Element sets forth a plan to address the issues and needs identified in Chapter 2. The plan identifies short-range (0-10 years) and long-range (11-26 years) transportation improvements by mode for inclusion in the RTP. The benefits of "New Technologies" such as surveillance, data collection, advanced traveler information systems, commercial vehicle operations (CVO), and automatic vehicle location (AVL) systems are discussed under the appropriate mode. These New Technologies are consistent with the National Intelligent Transportation System (ITS) architecture and standards being employed by Caltrans at the regional level. The Action Element also includes a discussion on the state and regional planning processes, and the development and application of program level "performance measures".

The Action Element is consistent with the adopted RTP goals, policies, and objectives and conforms to the revenues and costs identified in the Financial Element (Chapter 5) and the 2018 STIP fund estimated adopted by the CTC on August 16, 2018.

STATE AND REGIONAL PLANNING PROCESSES

The state and regional planning processes are defined by legislation at the federal and state level. SB 45, SAFETEA-LU, MAP-21 and now the FAST Act all have significant effects on the RTP planning process with new requirements for transportation planning, air quality conformity, project selection and delivery responsibility, development and implementation of transportation system performance measures, decision making, and the allocation of federal funds. In addition, the 2018 RTP Guidelines place significant emphasis on showing linkages between projects in the RTP and the RTIP/STIP process.

This RTP adheres to the 2017 RTP Guidelines by:

- Following the revised 2017 RTP Checklist
- Strengthening public involvement by including public involvement procedures and guidelines
- Providing better coordination with Colusa County Tribal Governments and including a discussion of their transportation issues and needs
- Documenting efforts to involve the trucking and business community in the RTP process
- Evaluating different funding strategies relative to the adopted land use growth assumptions contained in the 2012 General Plan and the Program Level Performance Measures identified in the Action Element (Chapter 4)

The regional and local action programs for the 2018 RTP are a compilation of projects already proposed and/or planned for Colusa County in past RTPs and planning documents, as well as new projects deemed necessary to provide adequate operation of the various transportation modes.

ACTION ELEMENT ASSUMPTIONS

The RTP is a document that contains both policy and action direction for the future implementation of transportation system improvements. The proposed RTP actions are based on the following assumptions:

- Colusa County's residential population will grow from 21,478 in 2010 to approximately 33,273 by the year 2042[5] (1.9% per year).

- Any increases in population to adjacent counties will potentially affect both through and recreational traffic in Colusa County due to the natural resources and recreation available.

- Existing sources of federal, state, and regional revenues will continue throughout the 28-year life of the RTP, at levels historically similar.

- State and local revenue contributions to maintain the existing system are expected to continue at reduced levels, with funding levels based on existing plans and budgets.

- Local road maintenance will continue to be a major issue if a new source of maintenance funding is not identified and implemented.

- By 2042, travel will increase on most state facilities, including SR 20 and I-5. I-5 will experience approximately a 33% increase in traffic volumes north of Williams, while SR 20 is forecast for a 48% increase east of SR 45. In addition, some major county roads, such as Wilson Avenue north of SR 20, are forecasted for growth in travel of 30% or more.

- The SR 20 Connection Project will be funded and implemented.

- Agribusiness will continue to be a major industry in Colusa County; however, its share of total employment will diminish somewhat and other sectors (government/public administration) will increase.

- The County will continue to maintain its rural atmosphere while keeping up with modern-day conveniences and technologies.

- The automobile will continue to be the primary mode of transportation due to the County's rural atmosphere. Fuel prices will have only a marginal effect on people's driving choices due to the rural nature of the County and location of employment.

- Development patterns will continue to focus on the County's incorporated cities and adjacent communities and will not consume large amounts of agricultural and resource lands consistent with General Plan policies.

[5] California Department of Finance Demographics Unit Report E-4 (2018)

PROGRAM-LEVEL PERFORMANCES MEASURES

Consistent with recent RTP Guidelines (2003, 2007, 2010, and 2018), Caltrans has identified four broad goals for performance measurement:

1. To understand the role the transportation system plays in society.

2. To focus on outcomes at the system level rather than projects and process.

3. To build transportation system partner relationships with clearly defined roles, adequate communication channels, and accountability at all levels.

4. To better illuminate and integrate transportation system impacts of non-transportation decisions.

The intended application of performance measurement to RTPs is to accomplish the following outcomes:

- Performance measurement should involve the existing transportation system as well as the future transportation system.

- By examining performance of the existing system over time, the RTP can monitor regional trends and identify regional transportation needs for inclusion in future RTPs.

- Performance measurement has the potential to clarify the link between transportation decisions and eventual outcomes, thereby filling the much needed gap between purpose and need.

- Forecasting future system performance in the RTP will assist in comparing system alternatives, facilitate comparisons across modes, and facilitate assessment of priorities in the action element of the RTP. These priorities will link to plan implementation through the RTIP and the ITIP.

A key feature of the FAST Act is the establishment of a performance-and outcome-based program to guide investment resources in projects that collectively will make progress toward the achievement of national goals for the Federal-aid highway system. Goals for the FAST Act encompass the following seven areas:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduce project delivery delays

The program-level performance measures selected for Colusa County are shown in Table 4.1. The performance measures are consistent with the FAST Act and the performance measures recommended by Caltrans.

TABLE 4.1
RTP PROGRAM LEVEL PERFORMANCE MEASURES

Performance Measure	Data Source	RTP Measure	RTP Objective/Desired Outcome
1. Mobility/Accessibility on State Highways	Caltrans' Traffic Volumes, Historical Growth Rates, and Transportation Concept Reports (TCRs)	• LOS on state highways	• Work with Caltrans through the STIP and State Highway Operations and Protection Program (SHOPP) to maintain Caltrans Concept LOS for Colusa County state highways.
2A. Safety on State Highways	Caltrans Collision Reports	• Collision rate on state highways compared to similar facilities statewide • Fatality rate on state highways compared to similar facilities statewide	• Work with Caltrans to reduce the number of collisions on Colusa County state highways. • Completion of projects identified in TCRs for SR 20, SR 45, SR 16, and I-5. • Work with Caltrans to reduce the number of fatalities on Colusa County state highways.
2B. Safety on County and Local Roads	Colusa County, Cities of Colusa and Williams Departments of Public Works, and California Highway Patrol	• Number of fatal collisions • Number of injury collisions • Number of property damage only (PDOs)	• Establish baseline for the number of fatal collisions and injuries per ADT on select roadways over the past three years. • Monitor the number, location, and severity of collisions. Recommend improvements to reduce their incidence and severity.
3. Maintenance	Caltrans ADTs, Colusa County, and Cities of Colusa and Williams Departments of Public Works	• Number of lane miles that need rehabilitation and/or resurfacing	• Coordinate with Caltrans on state highway projects to maintain state highways at acceptable maintenance levels and reduce lane miles needing rehabilitation or resurfacing. • Recommend RTP projects to maintain the condition of roads at or above the minimum acceptable maintenance condition as set by the Cities/County.
4. Equity	CTC, CCTC, Caltrans STIP, and SHOPP allocations	• Timely allocation of STIP and SHOPP • Reduced project delivery delays for local projects	• Increase the distribution of transportation funding to better match transportation needs rather than strictly population. • Encourage the use of leveraged funds through MOUs between counties.

TABLE 4.1
RTP PROGRAM LEVEL PERFORMANCE MEASURES

Performance Measure	Data Source	RTP Measure	RTP Objective/Desired Outcome
5. Transit Cost Effectiveness	Monthly/quarterly transit operations reports	• Farebox recovery ratio • Cost per passenger	• Achieve and maintain at least a 10% farebox recovery ratio for CCTA. • Reduce the cost per passenger.
6. Environmental Quality	Environmental thresholds or significance criteria adopted in General Plans and/or independently for application in environmental documents	• Avoid or minimize significant impacts	• Analyze the potential short-term and long-term environmental impacts of transportation decisions and mitigate adverse impacts to "less than significant" wherever possible. • Comply with federal and state air quality standards including GHG emissions targets.
7. Economic Well Being	Caltrans traffic volumes and volumes listed per PSRs	• Minimum acceptable LOS in peak month • Connectivity and accessibility for agricultural transport vehicles	• Provide acceptable LOS by 2042 on state highways during peak months. • Monitor agricultural commodity flows to maintain transport efficiency and access.

Source: 2018 RTP Guidelines.

Application of Performance Measures

The program level performance measures in Table 4.1 are used to help identify RTP project priorities and to monitor how well the transportation system is functioning, both now and in the future. The intent of each performance measure and their location within the RTP are identified below:

Performance Measure 1 – Mobility/Accessibility

This performance measure monitors how well state and county roads are functioning based on LOS. The acceptable LOS for state highways and county roads is LOS C or better. Table 2.14 shows the current state highways experiencing LOS D or higher. Table 2.14 shows county roads that will experience unacceptable LOS in the future if no road improvements or congestion reduction programs are implemented. Figure 2-2 and Figure 2-3 show the locations of designated traffic volumes and LOS for state and county facilities. Implementation of the priority RTP highway and road projects and policies will help maintain acceptable LOS within the county.

Performance Measure 2A – Safety on State Highways

Safety is monitored through the number of collisions and the collision rate (collisions per 1,000,000 miles of travel) for state highways. Table 2.15 provides a four-year summary of collisions that occurred on state highways between 2008 and 2011. This data will be updated during each update to the RTP. Specific projects that are intended to improve safety will be supported through Caltrans and the CCTC. Table 2.16 shows the primary collision factors for the same four year period. Hit object and overturned show the highest percentages.

Performance Measure 2B – Safety on County and Local Roads

Due to staffing constraints, Colusa County does not track VMT on its county roads, therefore, a comparison with the accident rate (collisions per 1,000,000 VMT) for Caltrans District 3 and the state on similar facilities does not exist. However, the County tracks the number of collisions on local roads and these will be monitored to identify locations that are in need of safety improvements. SWITRS data and information from the Caltrans Traffic Information System (TIMS) will be used to monitor the number of fatal and injury collisions by location to see if added improvements are needed. Figure 2-4 shows the location and primary factor for the 2008-2011 collisions.

Performance Measure 3 – Maintenance

Maintenance on the state highway system and the local road system is a primary target in Colusa County. In 2011, the percentage of distressed lane miles in District 3 was 28%. Colusa County identifies approximately 25% of its roads as distressed. Table 2.10 provides a summary of the maintenance needs for the County. This information will continue to be monitored in future RTP updates. The 5-year maintenance plan for Caltrans strives to reduce the number of distressed lane miles from 772 to 500 statewide by FY 2020/21. This would represent a reduction of 25% from existing levels.

Performance Measure 4 – Equity

This measure is intended to allocate funding where it is needed, not just based on population locations. In addition, the timely allocation of funds and reduced project delivery time is important to maintain equity in the system. In rural areas, some degree of geographical equity is necessary so that the majority of issues and concerns about transportation improvements are addressed countywide. The recommended projects within the county are attempting to reflect this geographical equity and minimize the funding gap between need and funding allocations. The CCTC will work with Caltrans and the CTC on the location of STIP and SHOPP projects within the county and the delivery of improvements. The measure will help ensure that all roadways are considered, including the state highway system, county roads, city streets, and Tribal roads when RTP and RTIP projects are recommended.

Performance Measure 5 – Transit Cost Effectiveness

The fare box recovery ratio provides one means to monitor the performance of the transit system before and after transit projects are implemented. Current fare-box ratios for the CCTA are at approximately 12% with a long term forecast ratio of 15% (based on *Colusa County Transit Development Plan*, LSC, 2003, and the *Coordinated Public Transit/Human Services Transportation Plan, Nelson Nyggard 2008*). The emphasis will be on projects that help achieve and maintain a fare box ratio of 10% or higher.

Performance Measure 6 – Environmental Quality

This measure is applied prior to actual construction of a project. Each project must comply with environmental criteria from CEQA (state) and/or NEPA (federal) depending on whether the funding source is a federal or state program. In addition, the RTP is subject to CEQA and is treated accordingly. Policies and programs within the RTP must meet the intent of environmental and air quality regulations as they apply to transportation improvements. The 2010 RTP guidelines require that climate change and GHGs be addressed during the RTP process. A new section to the RTP addresses policies and measures that Colusa County either has in place or will consider in the future to help reduce GHG levels as required by Statute. The Policy Element (Chapter 3) includes a discussion of GHG levels and VMT reduction trends over past years.

Performance Measure 7 – Economic Well Being

Colusa County experiences a significant amount of through traffic on state highways I-5, SR 20 and SR 45. As a result, the LOS during peak periods often reach unacceptable levels (LOS D or higher). This measure monitors the LOS during the peak months. In addition, agricultural commodity flows are very important to the County to maintain its economic status. LOS by location is shown in Figure 2-2 and 2-3. Transportation improvements that maintain agricultural access and connectivity will help maintain and/or improve the overall economic well-being of Colusa County residents that rely on agricultural commodity flows.

PROJECT PURPOSE AND NEED

The RTP guidelines adopted by the CTC require that the RTP "provide a clearly defined justification for its transportation projects and programs." This requirement is often referred to as either the Project Intent Statement or Project Purpose and Need. Caltran's Deputy Directive No. DD 83 describes a project's "Need" as an identified transportation deficiency or problem, and its "Purpose" is the set of objectives that will be met to address the transportation deficiency. For Colusa County, each table of projects by mode includes a qualitative assessment of purpose and need indicating a project's contribution to system preservation, capacity enhancement, safety, and/or multi-modal enhancements. These broader categories capture the intended outcome for projects during the life of the RTP. The following definitions are used in this document.

System Preservation

This category of improvement indicates a project that serves to maintain the integrity of the existing system so that access and mobility are not hindered for travelers. Improvements may include bridge repairs, airport runway repairs, and upgrades to signs and traffic control devices. In addition, because Colusa County is relatively rural and contains several small communities, the lack of maintenance funding has resulted in a large amount of "deferred maintenance" that has actually lapsed into a serious need to "rehabilitate" roadways to maintain system preservation. Rehabilitation entails primarily overlay and/or chip seal work that can also be considered a safety improvement. The majority of road projects listed indicate either "rehabilitation" or "reconstruction" to maintain system preservation. (Goal: 1.1; Performance Measure 1)

Congestion Relief

Congestion relief indicates a project that serves to increase traffic flows and to help alleviate congestion and improve LOS. This result may be achieved by adding an additional lane of traffic, adding a passing lane, and/or adding a turn-out for slow moving vehicles. Because Colusa County experiences large volumes of heavy vehicle traffic, on many of its roadways (including trucks and farm equipment), the ability of vehicles to travel desired speeds can be restricted. Capacity enhancement projects are designed to increase travel speeds and provide for opportunities to pass slower vehicles safely. Additional capacity can also apply to airport projects where runways are added or extended. The desired outcome is to maintain acceptable LOS on state and regionally significant roads, and acceptable capacity at the County's airport. (Goal 1.1, 1.2, 1.4; Performance Measure 1, 7)

Safety Projects

Safety improvements are intended to reduce the chance of conflicts between vehicles, prevent injury to motorists using the transportation system, and to ensure that motorists can travel to their destination in a timely manner. Safety improvements may include roadway and intersection realignments to improve sight-distance; pavement or runway resurfacing to provide for a smooth travel surface; signage to clarify traffic and aviation operations; congestion relief; and obstacle removal so that traffic flows are not hindered. The desired outcome is to reduce the incident of accidents on County facilities and the societal costs in terms of injury, death, or property damage. (Goal 3.1, 3.2; Performance Measure 2A, 2B, 3 and 7)

Multi-Modal Enhancement

This type of improvement focuses on alternative modes of travel such as bicycling, walking, transit, and air travel. Projects that are designated as multi-modal are designed to enhance travel by one or more of these alternative modes, provide for better connectivity between modes, and improve non-auto access to major destinations and activity centers. (Goal 1.3, 2.2, 2.3; Performance Measure 5, 6)

PROJECT PROGRAMMING AND SELECTION CRITERIA

In addition to general system considerations for purpose and need, the projects in Colusa County are developed and/or programmed based on several considerations, including, but not limited to:

- Public acceptance
- Cost
- Effectiveness
- Operational safety and accident reduction
- Operational efficiency
- Maximum transportation system benefits
- Congestion
- Pavement conditions
- Emergency, commercial, and recreational importance of the road
- Average daily traffic counts
- Funding constraints
- Percent of heavy vehicles
- Principal arterial and high emphasis on state routes

PAST ACCOMPLISHMENTS

Several of the projects identified in the 2008/09 RTP have already been constructed or are under construction. Table 4.2 summarizes these projects.

TABLE 4.2
RTP PROJECTS CONSTRUCTED OR UNDER CONSTRUCTION

Funding Source	Project Name	Description	Cost $1,000's	Purpose and Need			
				Safety	System Preservation	Congestion Relief	Multi-Modal
RIP[1]	Old Hwy 99	Reconstruct	$2,520		X		
RIP	Norman Road	Reconstruct	$1,781		X		
RIP	Able Rd.	Reconstruct	$750		X		
HBP[2]	SR 20	Replace Bridge at Bear Creek	$6,103		X		
HBP	Leesville Rd.	N Freshwater Cr	$527		X		
HBP	Norman Rd.	2047-Drain	$439		X		
FTA/State	Airport Plan (08/09)	Update layout plan	$83		X		
FTA/State	Security Fencing	Construction	$163		X		
FTA/State	Apron Drainage Improvement	Design and construction	$30		X		
FTA/State	PAPI	Design and construction	$100		X		
FTA/State	Replace Regulator	Regulator for runway lights and windsock	$20	X			
FTA/State	Comprehensive Land Use Plan	Update plan	$50	X			
FTA/State	Taxiway Retroflective Markings	Update to AC No. 150/5345-39C standards	$25	X			
FTA/State	Rotating Beacon	Replace	$5	X			
FTA/State	Terminal Building	Design new facility	$25		X		
		Total Projects	**$12,696**				

Notes:
[1] Regional Improvement Program in State Transportation Improvement Program
[2] Highway Bridge Program, formerly named Highway Bridge Replacement Program
Source: Colusa County, 2018.

REGIONAL AND LOCAL ACTION PROGRAMS

The following improvements for the roadway system, the transit system, aviation facilities, bikeway and pedestrian facilities, and the rail and goods movement system are designed to help alleviate existing transportation problems or accommodate future travel demand.

Regional Road System Improvements

To provide acceptable operations along the regional road system, Colusa County proposes a series of improvements to be sponsored by the State, the County, the City of Williams, or the City of Colusa. Each of the major improvement options is described below. The implementation cost, schedule, and proposed methods of funding are identified in subsequent summaries of all improvements by jurisdiction (See Tables 4.3 - 4.15).

The improvements are not listed in priority order to facilitate policy decisions by the CCTC. Both programmed and un-programmed projects are listed. Tier 1 projects represent short-range projects that are recommended for funding in the 0-10 year period (by FY 21/22). The short-range period covers the next three STIP cycles including 2014, 2016, and 2018. Tier 2 projects are long-range projects anticipated to be funded between FY 21/22 and FY 2037/38 (11-26 years). Tier 3 projects are long-range projects that are outside of the RTP funding horizon. These "unfunded projects" are projects desired and needed by the County, but have no funding identified. (*Note: The CCTC, County, City of Colusa, City of Williams, and/or Caltrans may change the priority ranking or projects during the RTP public hearing and approval process.)*

Improvement Funding Priorities

The following identifies the key roadway improvements for Colusa County's regional road system through 2042. However, none of the improvements address one of the most critical needs of Colusa County during the next several years – County, City, and Tribal road maintenance. Recognizing that the STIP program will not be providing any significant amounts under MAP-21 due to the ongoing funding shortfall for transportation in California, the CCTC staff considered three potential funding strategies for inclusion in the RTP. These strategies are:

- Strategy 1 – Primary focus on the state highway system
- Strategy 2 – Primary focus on the county and cities road system, focusing mostly on maintenance projects
- Strategy 3 – Balanced spending on state highway improvements and county and cities road maintenance and directing some funding to alternative mode projects (transit, bike, pedestrian, etc.)

The CCTC has conducted research of available funding sources for road and bridge maintenance and found very few realistic opportunities. However, due to the recent downturn in the economy, there are no state-only RIP funds available in the short-term for local road rehabilitation projects. The priority projects are listed in the tables by mode and jurisdiction. Each table summarizes the needs of the County, Cities of Colusa and Williams, and the Colusa Tribal Governments, as well as the CCTA and County Airport for short-range and/or long-range conditions.

Regionally Significant Improvements

The RTP is required to address "regionally significant" projects as defined in 40 CFR Part 93.101. Regionally significant projects serve regional transportation needs inside and outside the region, involve major planned activity centers and/or developments, or involve transportation terminals and hubs. During the 2004 RTP process, Maxwell Road was improved between SR 45 and I-5 to provide needed access and connectivity between Colusa, the Colusa Casino Resort, and the state's major N/S route I-5. In the current 2018 RTP update, the SR 20 Connection Project is summarized as completed and described below.

State Route 20 Connection Project

The project included a new public road connection to SR 20 between the I-5 northbound off-ramp and Husted Road. This section of SR 20 has been designated as an "expressway." Improvements associated with the Project include the extension of Margurite Street, realignment of approximately 1,440 feet of a drainage canal parallel to SR 20, and construction of a new intersection at Margurite Street and SR 20. See Appendix 4A.

- **Location**
  The Project is located in the City of Williams in Colusa County. The Project is located on the Williams quad (T15N, R3W, Section 12) and is in the Sacramento-Stone Corral Hydrologic Unit (hydrologic unit code 18020104). The centroid of the Project is located at 122.142721° north, 39.167644° west (WGS84), and its UTM coordinates (Zone 10N) are 574,058 m East; 4,335,730 m North. Elevation in the Project area ranges from approximately 68 to 74 feet above sea level.

- **Funding**
  The project was funded primarily with CCTC RIP funds as well as with local monies; no federal funds were involved. The Project was amended to the 2008 Colusa County RTP on April 30th, 2018.

- **Purpose**
  The purpose of the Project was to extend Margurite Street from Ella Street to SR 20 and provide a new road connection to SR 20. The Project provides a new north-south roadway parallel to I-5 and is an integral component for providing adequate circulation within the east section of the City of Williams. The Project will also ensure that acceptable LOS are provided at the local roadway connections to SR 20 in the full build out traffic conditions identified in the General Plan Update.

- **Need**
  Anticipated growth and employment in the east side of the City of Williams will influence the travel needs within the City and the adjacent segments of I-5 and SR 20. As discussed in the General Plan Update, the extension of Margurite Street to SR 20 is envisioned to improve circulation and provide logical access to this area and facilitate economic development in the east portion of the City. Parcels in the Project area as well as those

located north of SR 20 within the City limits are currently in agricultural production, primarily growing rice. Other annual crops such as safflower are also grown. The southwest corner of Margurite Street/ Ella Street is vacant land.

- **Schedule**
  The project was completed in 2016.

CURRENT STATE TRANSPORTATION IMPROVEMENT PROGRAM

The Colusa County 2018 Summary of STIP County Shares for Colusa County is shown in Table 4.3. These projects have been programmed since July 1, 2018. Projects include road rehabilitation, system preservation and beautification. The STIP shows a total of $6,726 million programmed through FY 2022/23. There is an un-programmed balance of $3,777,000.

TABLE 4.3
COLUSA COUNTY 2018 PROGRAMMED STIP PROJECTS

Funding Source	ID Element	Description	Cost $1,000s (2012)	Const. Year (FY)	Purpose and Need			
					Safety	System Preservation	Congestion Relief	Multi-Modal
RIP	OL20	CCTC PPM	$56	Prior		X		
RIP	2852	City of Colusa Rd. rehabilitation and pedestrian safety	$785	16/17		X		
RIP	2853	CCTC Norman Rd. rehabilitation	$2,108	17/18		X		
Total Programmed Projects			**$2,949**					

Source: Caltrans

PROPOSED REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

The proposed 2018 RTIP projects for the 2018, 2020, and 2022 STIP cycles are shown in Table 4.4. SR 20 serves as a major east-west connector between SR 1 and I-80. The stretch in Colusa County experiences large volumes of agricultural and seasonal recreation traffic and the extension would enable through traffic to maintain acceptable LOS, provide congestion relief, and enhance safety.

TABLE 4.4
2019 PROPOSED RTIP PROJECTS FOR COLUSA COUNTY[1]

Funding Source	Route	Description	Cost $1,000s (2012)	STIP Cycle	Purpose and Need			
					Safety	System Preservation	Congestion Relief	Multi-Modal
STIP	City of Colusa	Rehabilitate Westcott Road.	$3,200	19/20		X		
		Total RTIP Projects	**$3,200**					

Notes:
[1] 2018, 2020, 2022 STIP Cycles
Source: Colusa County Transportation Commission.

Note: Caltrans has commented that there are no programmed funds for passing lanes west of Colusa, as anticipated by the County. These projects would be 310 Major projects and Caltrans is not essentially funded for that program.

Road Projects – Colusa County

While the adopted 2014 RTIP provides Colusa County with funding for a number of transportation projects, it does not provide enough to fund all of the projects identified by the County. Table 4.5 shows the County's short-range (0-10 years) and long-range (11-26 years) road projects to be funded by 2042.

TABLE 4.5
COLUSA COUNTY SHORT-RANGE AND LONG-RANGE CAPITAL IMPROVEMENT PROGRAM
COUNTY ROAD PROJECTS

Rank	Funding Source	Roadway Name	Description	Cost $1,000's (2012)	Const. Year (FY)	Purpose and Need			
						Safety	System Preservation	Congestion Relief	Multi-Modal
Tier 1	RIP	Lone Star Road	Reconstruct	$2,460	19/20		X		
Tier 1	RIP	River Rd.	Reconstruct	$1,125	20/21		X		
Tier 1	RIP	Freshwater Rd.	Reconstruct	$2,500	21/22		X		
Short-Range Improvement Costs				***$6,085***					
Tier 2	RIP	Dry Slough Rd.	Reconstruct	$1,125	By 2042		X		
Tier 2	RIP	Leesville Rd.	Reconstruct	$1,350	By 2042		X		
Tier 2	RIP	Ohm Rd.	Reconstruct	$1,200	By 2042		X		
Tier 2	RIP	College City Rd.	Reconstruct	$1,350	By 2042		X		
Tier 2	RIP	Hillgate Rd.	Reconstruct	$1,898	By 2042		X		
Tier 2	RIP	Wildwood Rd.	Reconstruct	$1,875	By 2042		X		
Tier 2	RIP	Tule Rd.	Reconstruct	$2,625	By 2042		X		
Tier 2	RIP	Schaad Rd.	Reconstruct	$601	By 2042		X		
Tier 2	RIP	Sites Lodoga Rd.	Reconstruct	$5,658	By 2042		X		
Long-Range Improvement Costs				**$17,682**					
Total County Projects				**$23,767**					

Source: Colusa County DPW, 2018.

CURRENT STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM (SHOPP)

The sole funding source for the SHOPP is the State Highway Account (SHA) and is funded primarily through excise taxes on gasoline and diesel fuel. Of critical importance to the CCTC is

the fact the SHA funding available for SHOPP is $1.8 billion a year, which is only 24% of the estimated need for the SHS. Because funding is insufficient to preserve and maintain the existing transportation infrastructure, Caltrans will focus available resources on the most critical categories of projects in the SHOPP (safety, bridge, and pavement preservation). Caltrans reports that even with this focus, the SHS will continue to deteriorate.

The CCTC has input into projects that are programmed for SHOPP and Minor B funding (i.e. rehabilitation, operational and safety projects, etc.). Table 4.6 lists the short-range SHOPP projects that are programmed by Caltrans for Colusa County through FY 2021/22.

TABLE 4.6
CALTRANS 2018 PROGRAMMED SHOPP PROJECTS COLUSA COUNTY

Funding Source	ID	Description	Cost $1,000s (2018)	Const. Year (FY)	Purpose and Need			
					Safety	System Preservation	Congestion Relief	Multi-Modal
SHOPP	PPNO 2789	Near Colusa, from Niagara Avenue to 0.3 mile west of Steidlmayer Road. Widen shoulders to 8 feet.	$14,620	21/22		X		
NH	PPNO 2793	Near Maxwell, at the Maxwell Safety Roadside Rest Area. Upgrade water and wastewater systems to current standards.	$5,644	18/19		X		
Total Programmed Projects			**$20,264**					

Source: Caltrans.

Table 4.7 provides a comparison of the constrained SHOPP funding statewide for each project categories considered important to Colusa County.

TABLE 4.7
2018 TEN-YEAR STATEWIDE SHOPP FUNDING NEEDS VS. AVAILABILITY (MILLIONS)

SHOPP Category	Funding Needed	Funding Available
Major Damage Restoration	$346	$200
Collision Reduction	$432	$432
Bridge Preservation	$1,200	$342
Mobility Improvements	$550	$43
Roadway Preservation	$3,303	$342
Facility Improvements	$180	$0
Minor Program (projects under $1M)	$150	$150
Source: 2018 10-Year SHOPP Plan, Caltrans.		

Road Projects – City of Colusa

Table 4.8 lists short-range and long-range capital improvements for the City of Colusa.

TABLE 4.8
CITY OF COLUSA
SHORT-RANGE AND LONG-RANGE ROAD PROJECTS

Rank	Funding Source	Roadway Name	Description	Cost (2018) $1,000's	Const. Year (FY)	Purpose and Need			
						Safety	System Preservation	Congestion Relief	Multi-Modal
Tier 1	RIP	Various Local Roads	Install new sidewalks to fill-in gaps and accessible ramps	$200	14/15	XX			X
Tier 1	RIP	Westcott Rd.	Rehabilitation – Louis Lane to north edge Walnut Subdivision	$3,000	18/19		X		
Tier 1	RIP	Various local Roads	Rehabilitation of existing pavement on various street segments, to include new/repair of curb, gutter, and sidewalk, accessibility ramps, and striping	$785	18/19		X		
Total Short-Range City Projects				***$3,985***					
Tier 2	TBD	City ADA Project	Central City Pedestrian Improvement Project. Sidewalk and Handicap ramps throughout bounded by Bridge Street, Main Street, Sioc Street and 12th Street.	$2740	By 2042	X			

Tier 1	TBD	City Cape Seal Project	Cape Seal and Micropave on the following streets, 2nd, 3rd, Larson, Caldwell, Parkview, West Florimond, Janice, Allen, Navajo, Cahil, Yosemite, Sequoia, Souix, and Modoc	$350	By 2042		X		Tier 1
Tier 1	TBD	2018 Local Road Improvement Project	Structural Improvements and drainage along the following streets: Harris, Carson, 8th, Webster, and 6th Street.	$2500	By 2042		X		Tier 1
Tier 2	Developer Fees	Old Rail Road ROW	New Collector on Old Rail Rd. ROW: Lurline Ave. to Wescott Rd.	TBD	By 2042		X		
Tier 2	Developer Fees	Market Street	Market St. Extension: Bridge St. to SR-20/45	TBD	By 2042		X		
Tier 2	Developer Fees	Westcott Rd.	Westcott Rd. improvements: South of Country Club Dr.	TBD	By 2042		X		
Tier 2	Developer Fees	Moon Bend Rd.	Moon Bend Rd. extension: East of current terminus to Market St. extension	TBD	By 2042		X		
Tier 2	Developer Fees	Colusa Ave.	Colusa Ave. extension: 8th St. to 3rd St.	TBD	By 2042		X		
Tier 2	Developer Fees	South 5th St.	South 5th Street extension: Harris St. to South of High School	TBD	By 2042		X		
Tier 2	Developer Fees	New	New east-west roadway: South of High School	TBD	By 2042		X		
Tier 2	Developer Fees	8th St.	8th Street extension: Colusa Ave. to Rail Rd. ROW	TBD	By 2042		X		
Tier 2	Developer Fees	Will	Will S. Green extension	TBD	By 2042		X		
Tier 2	Developer Fees	New	New east-west roadway: Will S. Green Ave. to Wescott Rd.	TBD	By 2030		X		
Tier 2	Developer Fees	3rd St.	3rd Street Gap Closure	TBD	By 2042		X		
Tier 2	Developer Fees	New	New east-west road: Wescott to Fairon Rd.	TBD	By 2042		X		
Tier 2	Developer Fees	Darling Ln.	Darling Ln. extension: Carson St. to Market St. extension	TBD	By 2042		X		
Tier 2	Developer Fees	D. St.	D St. extension	TBD	By 2042		X		
Total Long-Range City Projects				*TBD*					
Total City of Colusa Projects (with known costs)				**$3,985**					
Source: City of Colusa.									

Road Projects – City of Williams

Table 4.9 lists short-range and long-range road improvement projects for the City of Williams. A detailed listing showing streets and locations in Williams is included in Appendix 5B.

TABLE 4.9
CITY OF WILLIAMS
SHORT-RANGE AND LONG-RANGE ROAD PROJECTS

Rank	Funding Source	Roadway Name	Description	Cost (2018) $1,000's	Const. Year (FY)	Purpose and Need			
						Safety	System Preservation	Congestion Relief	Multi-Modal
Tier 1	TBD	I-5/Husted Road Interchange	Safety & Operations Modifications	$5,000	19/20	X			
Tier 1	TBD	Husted Road	Reconstruction	$1,500	19/20				
Tier 1	TBD	Old SR99 Frontage	Reconstruction	$2,500	19/20				
Tier 1	TBD	City ATP Plan	City wide ATP Plan	$200	19/20				
Tier 1	TBD	SR 20	I-5 Ramp Terminal Traffic Signals	$4,000	19/20		X		
Tier 1	TBD	Reconstruct various roads		$1,000	19/20		X		
Tier 1	TBD	Overlay various roads		$350	19/20		X		
Tier 1	TBD	Seal various roads		$250	19/20		X		
Tier 1	TBD	Reconstruct various roads		$1,000	20/21		X		
Tier 1	TBD	Overlay various roads		$350	20/21		X		
Tier 1	TBD	Seal various roads		$250	20/21		X		
Tier 1	TBD	Reconstruct various roads		$1,000	21/22		X		
Tier 1	TBD	Overlay various roads		$350	21/22		X		
Tier 1	TBD	Seal various roads		$250	21/22		X		
Tier 1	TBD	E St.	Davis St. to I-5 SB ramps and I-5 NB ramps to Husted Rd.	$7,500	19/20		X		
Tier 1	TBD	Reconstruct various roads		$1,000	22/23		X		
Tier 1	TBD	Overlay & Seal various roads		$500	22/23		X		
		Total Short-Range Projects		***$27,000***					
Tier 2	TBD	Reconstruct various roads		$1,000	23/24		X		
Tier 2	TBD	Overlay & Seal various roads		$500	23/24		X		
Tier 2	TBD	Reconstruct various roads		$1,000	24/25		X		
Tier 2	TBD	Overlay & Seal various roads		$500	24/25		X		
Tier 2	TBD	Reconstruct various roads		$1,000	25/26		X		
Tier 2	TBD	Overlay & Seal various roads		$500	25/26		X		
Tier 2	TBD	Reconstruct various roads		$1,000	26/27		X		
Tier 2	TBD	Overlay & Seal various roads		$500	26/27		X		
Tier 2	TBD	Husted Rd.	SR 20 to south end of CL	$10,000	27/28		X		
Tier 2	TBD	Overlay & Seal various roads		$500	27/28		X		
Tier 2	TBD	Reconstruct various roads		$1,000	28/29		X		

Tier 2	TBD	Overlay & Seal various roads	$500	28/29		X		
Tier 2	TBD	Reconstruct various roads	$1,000	29/30		X		
Tier 2	TBD	Overlay & Seal various roads	$500	29/30		X		
Tier 2	TBD	Reconstruct various roads	$1,000	30/31		X		
Tier 2	TBD	Overlay & Seal various roads	$500	30/31		X		
Tier 2	TBD	Overlay & Seal various roads	$500	31/32		X		
Tier 2	TBD	Reconstruct various roads	$1,000	32/33		X		
		Total Long-Range Projects	***$22,500***					
		Total All Projects	**$47,900**					
Source: City of Williams.								

Tribal Lands Projects

Currently there are two Bands within the Colusa County Indian Community: the Colusa Indian Community Council and the Cortina Band of Indians. Each is located separately from each other and requires their own transportation needs. Table 4.10 lists priority Tribal transportation projects for the Colusa County Indian Community Council, while Table 4.11 lists the projects for the Cortina Band.

TABLE 4.10
COLUSA INDIAN COMMUNITY COUNCIL
SHORT-RANGE CAPITAL IMPROVEMENT PROGRAM

Rank	Funding Source	Roadway Name	Description	Cost (2012) $1,000's	Const. Year (FY)	Purpose and Need			
						Safety	System Preservation	Congestion Relief	Multi-Modal
TBD	Tribal Mitigation	Hwy 45	Widen from Wintun Rd. to Colusa Casino	TBD	TBD				
TBD	Tribal Mitigation	Hwy 45 / Reservation Access Rd.	Improve Intersection	TBD	TBD				
TBD	Tribal Mitigation	Reservation Rd.	Resurface/Restoration from Hwy 45 to Residential Area	TBD	TBD				

Source: Colusa Indian Community Council.

TABLE 4.11
CORTINA BAND OF INDIANS
SHORT-RANGE CAPITAL IMPROVEMENT PROGRAM

Rank	Funding Source	Roadway Name	Description	Cost (2012) $1,000's	Const. Year (FY)	Purpose and Need			
						Safety	System Preservation	Congestion Relief	Multi-Modal
TBD	Tribal Mitigation	Walnut Dr. / Spring Valley Rd.	Intersection Improvements	TBD	TBD				
TBD	Tribal Mitigation	Spring Valley Rd.	Reconstruction	TBD	TBD				
TBD	Tribal Mitigation	Walnut Dr.	Reconstruction	TBD	TBD				

Source: Cortina Band of Indians.

Bridge Projects

Important long-range bridge projects for the County are listed in Table 4.12**.** Many of the short-range bridge projects have already been completed and are listed in Table 4.2.

TABLE 4.12
COLUSA COUNTY BRIDGE PROJECTS
LONG-RANGE IMPROVEMENT PROGRAM

Rank	Funding Source	Roadway Name	Description	Cost $1,000's (2012)	Const. Year (FY)	Purpose and Need		
						Safety	System Preservation	Multi-Modal
Tier 2	STP/HBP	Bagley Rd.	Diane Creek	$351	By 2042		X	
Tier 2	STP/HBP	Bear Valley Rd.	Bear Creek #2	$703	By 2042		X	
Tier 2	STP/HBP	Bear Valley Rd.	Hamilton Creek	$571	By 2042		X	
Tier 2	STP/HBP	Four Mile Rd.	Logan Creek	$571	By 2042		X	
Tier 2	STP/HBP	Hahn Rd.	Chamisal Creek	$351	By 2042		X	
Tier 2	STP/HBP	Miller Rd.	Sand Creek	$527	By 2042		X	
Tier 2	STP/HBP	Ohm Rd.	Sand Creek	$439	By 2042		X	
Total Long-Range Bridge Projects				**$3,513**				

Source: Colusa County.

Airport Projects

Table 4.13 lists the short-range priority airport projects for the Colusa County Airport.

TABLE 4.13
COUNTY AIRPORT PROJECTS
SHORT-RANGE IMPROVEMENT PROGRAM

Rank	Funding Source	Project Name	Description	Cost $1,000's (2018)	Const. Year (FY)	Purpose and Need			
						Safety	Congestion Relief	System Preservation	Multi-Modal
Tier 1	FTA/State	Airport Layout Plan	Update Airport Layout Plan	$110	19/20	X			
Total Short-Range Airport Projects				**$ 110**					

Source: Colusa County Airport Manager

Transit Projects

Table 4.14 shows transit improvements identified in the recent update to the Colusa County Transit Plan.

TABLE 4.14
COLUSA COUNTY
SHORT-RANGE TRANSIT PROJECTS

Priority	Funding Source	Project Name	Description	Cost $1,000's (2012)	Const. Year (FY)	Purpose and Need			
						Safety	Congestion Relief	System Preservation	Multi-Modal
Tier 1	TDA	Upgrade Williams service, add feeder routes to Arbuckle	New Williams Feeder	$52	TBD				X
Total Short-Range Transit Projects				**$52**					

Source: Colusa County Short-Range Transit Plan (SRTP).

Bike and Pedestrian Projects

The priority bike projects from the City of Colusa Bicycle Master Plan are discussed below. As mentioned previously, bike projects from the 2012 County of Colusa Bike Plan are provided in Appendix 2A. Priority routes for the City of Colusa were chosen based on connectivity, anticipated use, facility type, and potential safety improvements. The following routes have the highest priority for implementation. Projects are listed in no specific order. Total cost for bike and pedestrian projects for the City of Colusa is **$649,500**.

Class II Bike Lanes on 10th Street from Main Street to Fremont Street: This important roadway has high traffic volumes and provides an important connection from residential areas to the recreational areas north of Colusa and downtown business, and would tie into the Fremont Bike Lane for school access.

SEGMENT DISTANCE	EXISTING CONDITION	ESTIMATED COST
0.6 miles	On-street parking	$30,000

Class III Bike Routes on Main Street from 10th Street to Bridge Street: This downtown route will provide access to business areas, promote the use of bicycles throughout the downtown core, and would tie into the recreational area north of Colusa.

SEGMENT DISTANCE	EXISTING CONDITION	ESTIMATED COST
0.8 miles	On-street parking (both diagonal and parallel)	$4,000

Class II Bike Lanes/Class III Bike Routes on 5th Street from Main Street to south city limits: This will provide a connection from residential areas to the downtown core, as well as recreation areas, and would tie into the Fremont Bike Lane for school access.

SEGMENT DISTANCE	EXISTING CONDITION	ESTIMATED COST
1.1 miles of Class II	Varying shoulder widths and on-street parking	$55,000
0.1 miles of Class III	Diagonal on-street parking	$500

Class I Bike Path along Sacramento River Levee located on the north city limits: This scenic route will provide a safe trail along the Sacramento River, connecting recreation areas.

SEGMENT DISTANCE	EXISTING CONDITION	ESTIMATED COST
1.4	9 foot wide pedestrian/ bicycle path (does not meet Caltrans standards)	$560,000

Unfunded Projects

Table 4.15 shows projects that are desired by the CCTC but for which no funding has been identified through the horizon year of the RTP (2042).

TABLE 4.15
UNFUNDED RTP PROJECTS

Rank	Funding Source	Project Name	Description	Cost $1,000's (2008)	Const. Year (FY)	Purpose and Need			
						Safety	System Preservation	Congestion Relief	Multi-Modal
Tier 3	RIP	River Rd.	Reconstruct	$4,285	TBD		X		
3	RIP	Various roads in City of Williams	Reconstruct, overlay in FY 27/28, 31/32/ 32/33	$2,500	TBD		X		
3	FTA/State	New Taxiway	New construction at airport	$750	TBD			X	
Total Unfunded RTP Projects				**$7,535**					

Source: Colusa County; 2018.

TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

TSM is a term used to describe low-cost actions that maximize the efficiency of existing transportation facilities and systems. In urbanized areas, strategies using various combinations of techniques can be implemented. However, in relatively rural areas like Colusa County, many measures that would be taken in metropolitan areas are not practical.

With limited funding, Colusa County must look for the least capital-intensive solutions. On a project basis, TSM measures are good engineering and management practices. Many are already in use to increase the efficiency of traffic flow and movement through intersections. Long-range TSM considerations should include:

- Signing and striping modifications
- Parking restrictions
- Paving and re-striping parking areas to facilitate off-street parking
- Installing or modifying signals to provide alternate circulation routes for residents
- Re-examining speed zones on certain streets

These types of actions will remain part of the RTP and General Plan planning process over the next 26 years.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

ITS, as defined in law, refers to the employment of "electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system." The implementation of ITS is a priority for the U.S. Department of Transportation. A key component of that nationwide implementation is the National ITS Architecture, a framework devised to encourage functional harmony, interoperability, and integration among local, regional, state, and federal ITS applications:

Key ITS applications existing or targeted for Colusa County are:

- Transit and Traveler Information (e.g. telephonic and web-based travel information access)
- Highway Advisory Radio
- Commercial Vehicle Operations Systems (e.g. weigh-in-motion systems at roadside weighing & inspection stations, etc.)
- Automated Vehicle Location (AVL) Systems for Transit Vehicles

CHAPTER 5 FINANCIAL ELEMENT

INTRODUCTION

The Financial Element provides the cost and revenue assumptions necessary to implement the 2018 Colusa County RTP Action Element. These assumptions address the availability of funds from various federal, state, and local funding sources. Local sources include local contributions, tax initiatives, and development fees.

The purpose of the Financial Element is to:

- Estimate the costs and revenues to implement the Action Element identified in Chapter 4
- Identify potential funding shortfalls and feasible remedies
- List the RTP projects with available funding (programmed) in the short-term (0-10 years)
- List the candidate projects with anticipated funding in the long-term (11-28 years)
- List the candidate projects desired, but for which no funding has been identified (Unfunded Projects)
- Provide alternative funding strategies for meeting RTP goals, policies, and performance measures

FINANCIAL PLAN APPROACH

The typical RTP process is to determine transportation improvement needs based on an analysis of travel demand and LOS, identification of needed projects that meet the demand and operational constraints, and then a determination of available funding that will pay for the improvements. In addition, projects carried over from past planning efforts are included because of their past importance. This approach typically results in a fiscal deficit, as needs and desires generally outweigh projected revenues. This has been the case with past RTPs in Colusa County and other rural counties.

The approach for the 2018 RTP is to determine the available revenues by funding source, prioritize and arrange recommended improvements based on the projected funding, and make decisions based on projected surpluses or shortages. Past historical growth trends for the CCTC, Colusa County, City of Colusa, City of Williams, the latest Colusa County Economic Forecast from Caltrans based on the Project Development Project Management manual (PDPM), and information from the November 4, 2018 Engineering News Record (ENR) were used to establish an escalation factor for project costs and revenues through 2042. For the 2018 RTP, the escalation factor is assumed to be 3.5% per year. For some revenue sources, the escalation factor was held constant or reduced slightly based on local knowledge and past funding trends.

The 2018 RTP emphasizes operation and system preservation projects (maintaining the existing system) to be important along with widening projects that add to or expand the circulation and safety needs of the system and existing traffic.

The financially constrained projects listed in Chapter 4 (Action Element) are consistent with the Goals, Policies, and Objectives identified in Chapter 3, the 2018 RTP Guidelines, and funding constraints identified in the FAST Act.

Fiscal Constraint

Fiscal constraint is one of the foundational concepts of the Colusa County 2018 RTP. Fiscal constraint is the demonstration of sufficient funding to operate and maintain the transportation system and to implement planned and programmed transportation system improvements. Given the nature of the current economy at both the national and state level, fiscal constraint is paramount to maximizing limited transportation funding in the RTP process. As part of the 2018 RTP effort, the CCTC, in cooperation with the County, City of Colusa, City of Williams, and Colusa Tribal Governments, have taken a stricter approach on this issue than in the past. The CCTC recognizes that while needs will always exceed available funding, it is smart planning to maximize the benefit of each available dollar and to prioritize projects based on the funding availability, not strictly on desire or a wish list of projects.

RTP Revenue Assumptions

During the development of the 2018 RTP, it is necessary to make reasonable estimates of anticipated revenues for the horizon year of the RTP (through 2042). There are three primary funding sources for implementing the projects and programs included in the Colusa County RTP. These sources include federal, state, and local resources.

FUNDING SOURCES

Federal Funding

The following federal programs and sources were assumed to be available and projected for purposes of this RTP:

- Fixing Americas Surface Transportation Act (FAST Act)
- Surface Transportation Program (STP)
- Transportation Alternatives Program (TAP)
- Congestion Mitigation and Air Quality Program (CMAQ)
- Tribal Transportation Program (TTP)
- Tribal High Priority Projects Program (THPP)

Fixing Americas Surface Transportation Act (FAST Act)

On December 4, 2015, President Obama signed into law Public Law 114-94, the Fixing America's Surface Transportation Act (FAST Act). The FAST Act funds surface transportation programs—including, but not limited to, Federal-aid highways—at over $305 billion for fiscal years (FY) 2016 through 2020. It is the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation. This summary reviews the policies and programs of the FAST Act administered by the Federal Highway Administration (FHWA).

The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving

safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act builds on the changes made by MAP-21.

The FAST Act establishes and funds new programs to support critical transportation projects to ease congestion and facilitate the movement of freight on the Interstate System and other major roads. Examples include developing a new National Multimodal Freight Policy, apportioning funding through a new National Highway Freight Program, and authorizing a new discretionary grant program for Nationally Significant Freight and Highway Projects (FASTLANE Grants).
Creates jobs and supports economic growth

The FAST Act authorizes $226.3 billion in Federal funding for FY 2016 through 2020 for road, bridge, bicycling, and walking improvements. In addition, the FAST Act includes a number of provisions designed to improve freight movement in support of national goals.
Accelerates project delivery and promotes innovation

Building on the reforms of MAP-21 and FHWA's Every Day Counts initiative, the FAST Act incorporates changes aimed at ensuring the timely delivery of transportation projects. These changes will improve innovation and efficiency in the development of projects, through the planning and environmental review process, to project delivery.

Highway Safety Improvement Program (HSIP)
FAST Act continues the HSIP to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands. The following sums are to be set aside from the state's HSIP apportionment that amounts to $2.39 billion in 2018 and $2.41 billion in 2014.

- Railway-highway crossings ($220 million)
- A proportionate share of funds for the TA program
- 2% for state Planning and Research (SPR)

Surface Transportation Program (STP)
The STP provides flexible funding ($10.1 billion statewide) that may be used by states for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel project on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. The following sums are set aside from the State's apportionment:

- A proportionate share of funds for the state's TA program
- 2% for SPR
- 15% of state's FY 2009 Highway Bridge Program apportionment for off-system bridges

Transportation Alternatives Program (TAP)
FAST Act continues this new program that comprises a variety of alternative transportation projects previously funded under separate programs. The TAP replaces funding from Transportation Enhancements (TE), Recreational Trails, and Safe Routes to School. Statewide funding is $809 million in 2018 and $820 million in 2014.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

CMAQ is continued in the FAST Act to provide a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act (1990). Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (non-attainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Statewide funding is $2.21 billion in 2018 and $2.23 billion in 2014. Colusa County does not qualify for CMAQ funding at this time.

Tribal Transportation Program (TTP)

The purpose of the TTP is to provide access to basic community services to enhance the quality of life in Indian lands. The TTP replaces the former Indian Reservation Roads (IRR) program. Funds are apportioned in the amount of $450 million in 2018 and $450 million in 2014. Funds will be allocated among Tribes using a new statutory formula based on tribal population, road mileage, and average tribal shares of SAFETEA-LU IRR funding. Funding is computed as follows:

- 27% on eligible road miles
- 39% on tribal population
- 34% divided equally among the 12 Bureau of Indian Affairs regions and then distributed among Tribes in that region based on each Tribe's average FY 2005-FY 2011 IRR funding

Tribal High Priority Projects Program (THPPP)
This federal program is modeled after the former Indian Reservation Roads High Priority Projects Program. Its purpose is to provide funding to Indian Tribes or a governmental subdivision of an Indian Tribe whose annual allocation of funding received under the TTP program is insufficient to complete the highest priority project of the Tribe, or to any Tribe that has an emergency or disaster occur on a tribal transportation facility that renders the facility impassible or unusable. Funding is apportioned in the amount of $30 million in 2018 and $30 million in 2014.

State Funding

The following state revenue programs and sources were assumed to be available and projected for purposes of this RTP:

- Senate Bill 1 (SB1) – Roadway Maintenance and Rehabilitation Account (RMRA)
- State Transportation Improvement Program (STIP)
    - Regional Improvement Program (RIP)
    - Interregional Improvement Program (IIP)
- State Gas Tax
- State Highway Operation and Protection Program (SHOPP)
- Transportation Development Act (TDA) – Local Transportation Fund (LTF) & State Transit Assistance (STA)
- Bicycle Transportation Account (BTA)

Senate Bill 1 (SB1) – Roadway Maintenance and Rehabilitation Account (RMRA)
SB 1 is a landmark transportation investment to rebuild California by fixing neighborhood streets, freeways and bridges in communities across California and targeting funds toward transit and congested trade and commute corridor improvements.

SB 1 invests $5.4 billion annually over the next decade to fix California's transportation system. It will address a backlog of repairs and upgrades, while ensuring a cleaner and more sustainable travel network for the future.

State Transportation Improvement Program
The STIP identifies all major transportation improvements for state highways and other programs by county. 75% of STIP funding goes to the RIP and 25% goes to the state discretionary account, the Interregional Improvement Program.

Under the RIP, the Colusa County region has the discretion to select and program transportation improvement projects on state highways, local roads, and transit and bike facilities. Projects for RIP funding are identified in the RTIP. The CTC is required to adopt the entire regional program or reject it in its entirety.

The STIP programming target for Colusa County through FY 2018/19 is estimated at $3.2 million. This puts the RIP target at approximately $1.4 per year or $2.8 million per cycle. This is the level of funding assumed to be available for the first four years of this RTP. Past RTPs have resulted in actual allocations of approximately $2.3 million per STIP cycle. The maximum amount through 2018/20 is estimated at 3.4 million. Assuming the allocation to the County remains at its current target levels for future STIP cycles, the County will receive approximately $14 million in RIP in the

short-range and approximately $28 million in the long-range. Total RIP funding over the life of the RTP (through 2042) is estimated at **$42.3 million.**

State Gasoline Tax

State gasoline tax funds are used primarily for the maintenance of county roads. The level of maintenance is determined by the amount of discretionary funding available to the County Road Department. Available funding determines the size of the maintenance work force, the purchase and upkeep of equipment, and the amount and types of materials purchased for road repair.

State Highway Operations and Protection Program

Biennially, Caltrans is required to prepare a SHOPP for expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system. Projects included in the SHOPP are limited to capital improvements relative to maintenance, safety, and bridges that do not increase capacity. Projects can also include bridge replacement and seismic retrofitting. RTPAs are encouraged to coordinate with Caltrans on the SHOPP prior to its submission to the CTC. The 2012 SHOPP for Colusa County proposes $11.2 million in programmed short-range road related projects. No long-range projects outside of the 10-year Caltran's SHOPP have been identified as yet. Total SHOPP through 2042 is **$11.2 million**.

Transportation Development Act)

The TDA provides two funding programs - Local Transportation Fund (LTF) and State Transit Assistance (STA). TDA funds may be used for street and road projects only after the CCTC has determined, using the "unmet transit needs" public hearing process, that local needs warrant use of the funds. In Colusa County, such a determination is reached before using these funds. See Appendix 5A.

The LTF uses ¼ % of statewide sales tax money for transit projects and programs. The LTF also provides limited funds for the construction and maintenance of pedestrian or bicycle facilities. The CCTC must designate 2% of the regional fund total to any eligible entity for such purposes. Each local claimant may use any portion of its respective apportionment for non-motorized facilities. The TDA also allows local agencies to use LTF funds on local streets and roads, provided that all unmet transit needs that are found "reasonable to meet" are funded. Colusa County receives approximately $850 thousand per year in LTF funding. Over the life of the RTP, the County can expect to receive approximately **$26.8 million.**

STA funds are derived from the Public Transportation Account (PTA). Half of the funds (50%) are allocated to Caltrans, and the other half (50%) to RTPAs. Of the RTPA allocation, half is allocated to mass-transit projects for such needs as vehicles, equipment, and terminals, and the other half is allocated to transit operators, based on fare revenues. The County typically receives approximately $84,000 in STA funds annually. Over the life of the RTP (2012 – 2042), the County anticipates approximately **$2.7 million** in STA funding.

Bicycle Funding

The Transportation Alternative Program (TAP) under the FAST Act provides funding for projects that serve and encourage bicycle commuting. Because these funds are very limited, comparatively less-costly projects, such as bike parking facilities, are more likely to receive funding than high-cost projects. Public agencies that have an approved Bicycle Transportation Plan in place are eligible to apply for funding. Colusa County has an approved and adopted a Bicycle Master Plan (December 2012) and is eligible to put in for bike funding.

Aviation Funding

Federal Airport Improvement Program

The Federal Airport Improvement Program (AIP) provides 90% federal funding, with 10% local funding for general aviation airports. AIP funds are derived from user charges, such as taxes on aviation fuels, taxes on civil aircraft, and a surcharge on air passenger fares. These funds can be used for most capital expenditures. The Colusa Airport estimates approximately **$3.4 million** in total funding based on the following annual revenues sources:

- Aviation Tax - $44,000
- Rents - $43,000
- Tie downs - $1,600
- Misc. Parking - $1,600
- Fuel Sales $40,000

California Aid to Airports Program

The California Aid to Airports Program (CAAP) makes grant funds available for airport development and operation. Three types of state financial aid are available for publicly owned airports:

1) Annual Grants (Public Utilities Code, Section 21682)

Annual grants are available to public-use, publicly owned, general aviation airports. Commercial service and reliever airports are not eligible for these funds. An eligible airport is credited annually with a grant of $10,000, which may be used for capital improvements, maintenance, and operation. This grant may be accumulated for up to 5 years (a maximum of $50,000). There are no match requirements for these funds.

2) Acquisition and Development (Public Utilities Code, Section 21683)

Acquisition-and-development funds are allocated by the CTC on a discretionary basis for capital projects. To be eligible for these funds, an airport must have its project listed in the state CIP, a 10-year list of project divided into two 5-year phases. The project listings are developed from local, regional, state, and federal sources and are submitted to the Caltrans Aeronautics Program through the RTPAs. The listings include all public-use airport capital needs. Sources of federal and state funds are identified to complete the projects in a specific year.

3) AIP Matching Grants

AIP matching grants are also allocated by the CTC. These grants assist the sponsor in meeting the local match for FAA AIP grants. The sponsor must meet the same eligibility requirements that apply to the annual grants, except that reliever airports are eligible for AIP matching grants. The airport must also meet FAA eligibility requirements. The matching rate is 5% of the AIP grant. State funds for an AIP matching grant cannot be allocated by the state until the federal grant has been accepted by the sponsor.

Local Airport Loan Program

The Local Airport Loan Program provides financial assistance in the form of loans, repayable over a period not to exceed 25 years. Three types of loans are available:

1) **Matching Funds Loans:** Matching funds loans are for the local match required for AIP grants.
2) **Revenue-Generating Loans***:* For revenue-generating loans, an agency must show a demonstrated need for the project, project engineering, financial feasibility, and economic justification. Typical projects include hangars and fueling facilities.
3) **Airport Development Loans***:* Airport development loans are intended for other types of development at airports, such as terminals.

Other Funding Sources

The following information describes additional revenue sources that could be considered by Colusa County to complete needed transportation improvements within the county. Note, these funding sources and strategies are presented for information purposes, are not made as recommendations for the 2018 RTP, and are not included in the expected revenue.

Sales Tax Increase

The California legislature has given local jurisdictions the ability to increase the retail sales tax up to 1% for specific purposes. The increase requires a majority vote in the county. Several counties in California have opted to increase the sales tax by ½ % for transportation improvements. For example, Sacramento County is expected to raise approximately $900 million over 20 years through their ½ % increase.

Fuel Tax Increase

Local counties have the discretion to ask voters to increase the motor vehicle fuel tax. Successful passage requires 2/3 approval by voters, which has proven very difficult in most counties.

Traffic Mitigation Fees

Traffic mitigation fees can be used to fund roadway, transit, bicycle, and other improvements through assessment of traffic impacts of new development. A capital improvement program is developed based on needs established for future development. A per-trip fee is then calculated based on the total trip generation of new development. This type of program is more prevalent in congested areas and where the need for traffic mitigation is high. Rural counties rarely consider this type of program due to their slow growth and low density development.

Bond Measures

Cities and counties may issue general obligation bonds payable through increased property taxes. The general electorate in the county must approve such a measure by a 2/3 majority. If approved, the bond revenues can be used to fund government services, such as transportation improvements.

ANTICIPATED REVENUES

Table 5.1 provides a summary of the anticipated revenues from federal, state, and local sources over the 26-year life of the RTP (by 2042). The estimates in Table 5.1 are based on historical average annual amounts, recent decisions by the CTC, and reasonably anticipated forecasts for future STIP cycles. Amounts are shown in 2012 dollars. Total anticipated revenues from all sources are approximately **$140.4 million** through the horizon year of RTP (2042).

Key assumptions in projecting revenues for the RTP are stated below.

- Revenues that historically have been constant and reliable are reflected through 2042 for all modes.
- Projections are based on the reauthorization of MAP-21 or similar transportation funding bill and historical funding levels from SAFETEA-LU.
- State revenues are expected to be available but at less than historical funding levels.

TABLE 5.1
SUMMARY OF ANTICIPATED REVENUES FOR COLUSA COUNTY

Revenue Category	Revenue ($1,000s)
State Transportation Improvement Program (STIP)[1]	$42,316
SB 1 – Roadway Maintenance and Rehabilitation Account (RMRA)[2]	$24,900
Surface Transportation Program (STP)[3]	$22,493
State Highways Operations and Projection Program (SHOPP)[4]	$11,187
Local Transportation Fund (LTF) - 1/4 cents sales tax for Transit	$26,823
Airport Income	$4,110
State Transit Assistance (STA)	$2,723
Transit Fares	$2,226
Planning, Programming, Monitoring (PPM)	$1,192
FTA Section 5311 (Operating)	$2,207
FTA Section 5311 (Capital)	$281
Total Anticipated Revenues from Existing Sources	**$140,458**

Notes:
[1] CTC and Caltrans District 3 projection based on historical programming levels and 75% for RIP.
[2] Based on MAP-21 program consolidations includes HSIP, TE and Bridge.
[3] Based on Caltrans District 3 Programmed SHOPP Program.
Source: Colusa County CCTC ; Caltrans District 3; CTC

COST SUMMARY

Table 5.2 contains a summary of the RTP improvement costs identified for roadways, public transit, bicycle and pedestrian, and aviation components of the Colusa County transportation system. Costs for SHOPP and potential ITS projects are estimates of need. Total project costs for the 2018 RTP are **$110.9 million**.

Expenditures were projected based on transportation projects planned by Colusa County, Caltrans, the cities of Colusa and Williams, and Tribal Governments. The following key assumptions are used in projecting expenditure levels:

- LTF for roads is expended in the operating and maintenance category.
- Transit operating expansion will occur as the need is identified consistent with available funding. Transit capital improvements reflect replacement of buses and/or expansion of the fleet to meet transit demand and coverage.
- It is assumed that federal funding under MAP-21 will continue, although possibly at reduced levels.
- It is assumed that state funding under the STIP will continue, but at reduced levels.
- Local long-range road projects have been inflated 35% per year (based on discussions with Caltrans District 3 staff) to account for rising construction costs per the 2010 RTP Guidelines.

TABLE 5.2
RTP PROJECT COST SUMMARY
(1,000S)

Transportation System Component	Short-Range Improvement Cost	Long-Range Improvement Cost	Total Cost
STIP (Programmed Road)	$2,185	TBD	$2,185
SHOPP (State Highways)	$20,269	TBD	$20,269
RTIP	$3,200	TBD	$3,200
Colusa County Bridge	$0	$3,513	$3,513
Local Roads (County)	$6,085	$21,307	$27,392
Local Roads (City of Colusa)	$3,985	TBD	$3,985
Local Roads (City of Williams)	$27,000	$22,500	$49,500
Tribal Lands	TBD	TBD	TBD
Aviation	$110	TBD	$110
Public Transit (Capital)	$52	TBD	$52
Bike and Pedestrian	$650	TBD	$650
Total Cost	**$ 63,536**	**$47,320**	**$ 110,856**

Source: CCTC, Colusa County, 2018.

FISCAL CONSTRAINT – PROJECTS COSTS VS. TOTAL REVENUE

The 2018 Colusa County RTP is fiscally constrained to the total revenue and cost assumptions in this chapter considering the uncertainty in future revenues from federal and state sources. Overall, the RTP shows a total program cost of **$110.9 million** in capital and operating costs for all modes and total revenues of **$140.4 million** to pay for those capital costs. The surplus revenues compared to costs (comparing Table 5.1 to 5.2) may change as projects are prioritized for actual construction, more projects are added or deleted, and actual revenue and cost sources are refined through federal and state budget allocations and authorization. The financial plan is considered fiscally constrained to the anticipated revenues and costs based on Tables 5.1 and 5.2.

FUNDING PLAN

The 2018 Colusa County RTP for identifies key short-range (0-10 years) and long-range (11-28 years) road improvements and maintenance for the County's transportation system. These projects are categorized as Tier 1, Tier 2, or Tier 3. Funding sources for these projects come from various federal, state, and local sources, including STP, STIP, HBP, HSIP, grants, and limited local funding from gas taxes and highway users tax. The RTP also identifies a series of multi-modal projects and programs, such as transit improvements, aviation improvements, bicycle improvements, and pedestrian improvements. The passage of the FAST Act (federal funding bill) still poses key questions for the CCTC as they implement the 2018 RTP:

How should limited transportation funds continue to be prioritized to meet the needs of motorists, transit riders, goods movement, bicyclists, pedestrians, and visitors over the next 28 years while maintaining fiscal constraint?

What should the share to Federal vs. State dollars be for transportation projects? Should local governments assume a greater role in funding local projects?

What type of funding strategy should Colusa County adopt to provide the needed transportation improvements to its transportation system while maintaining the existing system?

SUPPORT ACTIONS TO MAXIMIZE LIMITED FUNDS

The following actions are recommended to help maximize the use of limited transportation funds:

Use STIP funds in the most congested areas on state highways and regionally significant county roads -The CCTC should implement the highest priority projects from the Action Element based on purpose and need, the performance measure assessment for each project, and the cost effectiveness calculation from the Financial Element.

Aggressively pursue discretionary and grant-based funding programs - The CCTC should pursue funding through all discretionary and grant-based programs referenced in the Financial Element.

Develop a revenue source for county road maintenance - The CCTC should consider the various options outlined in the RTP for creating a more stable source of local funding for road maintenance. The CCTC and County should lobby the CTC for a new source of maintenance funding.

Explore SHOPP partnerships -The CCTC and County should partner with Caltrans, wherever possible, to attract additional SHOPP projects in the county.

Use the CCTC's TAC method to prioritize projects - Decision makers should consider the STIP Prioritization Method under the formation of a Technical Advisory Committee (TAC.) This process is for local streets and road rehabilitation and state highway rehabilitation projects using STIP funding. State funded road and highway projects and local agency proposed public transit and non-motorized projects are independently prioritized.

The TAC process is as follows:

Street and Road Rehabilitation – Funds for street and road maintenance and rehabilitation will be given high priority and programmed according to need.

Other Federal Program Matches – Funds for other federal program matches such as HBP will be programmed according to need.

Street, Road, and Highway Projects – Capacity increasing and operational improvement projects will be prioritized on a competitive basis using the following methodology.

1. Travel Time and Safety – Caltrans Benefit / Cost Analysis Projects will be run through the model and ranked sequentially from high to low – a maximum of 30 points possible as follows:

Top quartile	30 points
Second quartile	21 points
Third quartile	14 points
Bottom quartile	7 points

2. Congestion Relief – Projects will be evaluated on their impact and improvement of the LOS – up to 30 points from the following categories:

    a. Projected LOS for streets and intersections without project (in year that the project will be implemented):

LOS A	0 points
LOS B	2 points
LOS C	4 points
LOS D	6 points
LOS E	8 points
LOS F	10 points

    b. Current level of traffic on street as expressed in ADT:

Under 1,000	0 points
1,001 to 3,000	2 points
3,001 to 6,000	4 points
6,001 to 9,000	6 points
9,001 to 12,000	8 points
Over 12,001	10 points

    c. Traffic projects to be diverted from existing street by project as expressed in ADT:

Under 500	2 points
501 to 1,500	4 points
1,501 to 2,500	6 points
2,501 to 3,500	8 points
Over 3,501	10 points

3. Community Benefit (factors must be addressed by specific project purpose) – up to 20 points as follows:

    a. Improves access to work (additive points) -

Eliminates sight distance problems or adds turn lane	1 point
Eliminates accident history problem	1 point
Provides controlled pedestrian access	1 point
Constructs traffic signal or improves freeway ramp	1 point

    b. Leverages non-STIP funds (select one only) -

Project funding is 5-15% non-STIP funding	1 point
Project funding is 16-25% non-STIP funding	2 points
Project funding is 26-49% non-STIP funding	3 points
Project funding is 50% or greater non-STIP funding	4 points

    c. Provides for Public Transit (select one only) -

Provides right-of-way for bus stop	1 point
Constructs bus turnout	2 points
Installs a bus turnout and a passenger bench	3 points
Installs a bus turnout and a passenger shelter	4 points

d. Project allows construction of facilities that employs / creates new jobs (select one only) -

0 jobs	0 points
1-15 jobs	1 point
16-50 jobs	2 points
51-100 jobs	3 points
101+	4 points

e. Joint agency road project where each participant has at least 5% of the total project within their jurisdiction (select one only) -

Single agency project	0 points
Two agency project	2 points
Three or more agency project	4 points

4. Regional significance – based on functional classification of the road – up to 15 points as follows:

Principal arterial and local arterials	15 points
Collectors	10 points
Local Streets	5 points

Barriers to Pedestrian, Bicycle, and Disabled Usage – For the purpose of evaluating projects, it is assumed that all projects will incorporate ADA requirements, pedestrian and bicycle routes, and safe route to school considerations where applicable.

Public Transit – The methodology for selecting transit projects will be based on the most recent transit study available.

Non-motorized Projects – The methodology for selecting standalone projects is primarily based on the funding program, Recreational Trails Program, Transportation Enhancement, Safe Routes to School (SR2S), etc.

CHAPTER 6 ENVIRONMENTAL REVIEW

APPENDIX 1A: PUBLIC PARTICIPATION

APPENDIX 1A: PUBLIC PARTICIPATION

PUBLIC PARTICIPATION

POLICY

COLUSA COUNTY

TRANSPORTATION COMMISSION

BY

COLUSA COUNTY

PUBLIC WORKS

JUNE 2006

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INTRODUCTION

The Colusa County Transportation Commission believes that public participation in the development of transportation planning is essential. In order to achieve the desired public input the development of a Public Participation Policy was needed. Although Colusa County is very rural, there is a diverse population and receiving input is necessary to provide transportation services that will fit the public needs. The Public Participation Policy will detail public notification, hearings and document review prior to finalization of transportation plans and services.

Public Works has utilized the Public Involvement Procedures for Transportation Planning , 2003, by the Shasta County Regional Transportation Planning Agency as a basis for this document. Public Works would like to acknowledge this document for the use of it's ideas and format in developing this policy. A review of other types of public participation documents revealed that there are several that could be used as a basis for this Policy. The public participation and hearing process for the California Environmental Quality Act (CEQA) is widely accepted and has a long track record of success. Public Works will also use CEQA documents, the public participation and notification process as a basis for this Policy.

The ability of the public to participate will be determined by Public Works ability to identify concerned citizens, citizens groups, groups of interest, and members of the public effected by proposed plans. Many of these groups and individuals are already well known from past participation processes. This Policy will develop a mailing list for notification of pending plans, hearings and services. This list will be expanded as more participants are identified or request notification.

Public notification will be accomplished by the transportation planning Lead Agency. The Colusa County Transportation Commission is the administrative agency for all transportation planning within the County. Document development, planning, agendas, and Commissioners meeting packets are generated at Colusa County Public Works. Because Public Works is the generator it will be designated as the Lead Agency for public notification. The Transportation Commission generally meets on a monthly basis and has representatives from the County Board of Supervisors and City Councils from both incorporated Cities.

DOCUMENTS SUBJECT TO PUBLIC PARTICIPATION

Public Works generates several documents on an annual, two year and five year schedule. The majority of these documents address planning of transportation within the County. The planning documents discuss projects but do not actually implement a project. The implementation of a project is address on a project basis where planning may address several projects, the funding mechanisms, and projects relationships to each other. Each project may require CEQA review and biological impact analysis. Planning documents may impact people and/or groups by funding one project over another or eliminating a project through either funding or oversight.

Public participation in the initial stages can provide the focus toward new projects, needed projects and more efficient use of funds. The Public Works Department is the administrative portion of the Road Department and Colusa County Transit. Local road, bridge, and Transit projects and funds are implemented through Public Works and the Transportation Commission. The needs for these projects comes from constant input received through the members of the public. The need for projects within the County and Cities usually far exceeds funding. Many projects are either implemented or not as a result of available funding. Public input into the needs of projects and the required planning would result in discussions between all entities that result in the best projects.

One document where Public Participation could have long term effects is the Regional Transportation Improvement Program (RTIP). The RTIP is generated every odd year, usually during December. This document must include regional transportation improvement projects and programs proposed to be funded, in whole or in part, in the State Transportation Improvement Program (STIP). Projects programed into the STIP must be proposed many years in advance for funding to be allocated. Funding in recent years has been drastically reduced due to the State's inability to pass a balanced budget without taking transportation funds. The next RTIP will be submitted in 2007, but it is unclear if there will be funding for new projects.

The Overall Work Program (OWP) is generated on an annual basis. The OWP determines how planning only funds will be utilized over the next fiscal year. Although these funds are for planning only, they can be used for studies for future projects. Public Works has used a portion of these funds for drainage studies in several areas of the County. The studies help us determine drainage needs for future projects and for private development. Several small unincorporated communities within the County are experiencing growth and have drainage problems and needs.

The OWP has also provided Public Works with funds for software and other equipment beneficial in the planning process. Public input to this document and its proposed plans would provide understanding of this funding uses, plans for projects, and how these funds can benefit the residents of the County. During Transportation Commission hearings Public Works has always explained how these funds can only be used for planning and not directly to road repairs. Better participation from the public at these meetings would provide an understanding of the use of non-discretionary funds.

The Regional Transportation Plan (RTP) is required for review and revision at least every five years. Colusa County has not had a need to revise the RTP more often than every five years. The document can be revised at any time as the needs arise. The lack of sufficient funds has lead the County to a situation of maintenance only on local road systems. The RTP may require more adjustment in the area of Transit and eventually Colusa County Airport as the County grows.

The County and both incorporated Cities have been experiencing growth in the residential areas. This type of growth requires large amounts of infrastructure but in actually provides insufficient taxes to support infrastructure. Public input and participation will become more essential with

growth. The RTP is a long range planning document that can help the County define that growth and the County's ability to cope with the growth. The RTP is the most important document for public participation.

Colusa County Transit conducts a needs/unmet needs hearing on an annual basis. The hearings provide a format for members of the public and local agencies tp have input into needed services from Transit. The request for new services are addressed by Transit and Colusa County Transit Agency at a Public Hearing. Transit holds a meeting with the Social Services Transportation Advisory Committee prior to the Public Hearing. During this hearing Transit provides all comments and requests for services to the Agency. The public can also provide requests and question both Transit and Agency about any actions taken. During the Public Hearing the Agency determines which needs are feasible to meet and which needs are not feasible to meet. This determination is then forwarded to Caltrans Headquarters in Sacramento, California.

OBJECTIVES AND STRATEGIES

Public participation and awareness can be increased but some objectives and strategies need to be set about how to achieve this goal. The following objectives and strategies will be used:

Objective 1: Increase the level of understanding of the transportation planning process and identify how interested citizens can become involved.

Strategy 1: Maintain an RTPA web site with current and future plans and planning activities.

Strategy 2: Work with local media to attract attention to and provide information on RTPA plans and meetings.

Strategy 3: Provide public speaking engagements to local business groups, service groups, and interest groups regarding RTP's, RTIP's, OWP's, and PP&M's prior to Draft documents being released.

Objective 2: Provide the public with an opportunity to be involved in the transportation planning process.

Strategy 1: Provide copies of Draft planning documents to affected local jurisdictions and interest groups for their review and comment.

Strategy 2: Place copies of RTPA documents in selected locations for public access, such as, libraries and City halls.

Strategy 3: Utilize the Public Works web site to provide access to planning documents for review and comments.

Objective 3: Maintain contact with interest groups, service groups and stakeholders throughout the process of developing plans and projects.

Strategy 1: Maintain a mailing list of interested citizens, citizens groups, local agencies, and service groups.

Strategy 2: Identify key individuals from groups or organizations and maintain an open dialog regarding transportation plans and projects.

Objective 4: Inform and educate the public Commission members, Board and Council members about transportation programs, plans and projects.

Strategy 1: Provide information at Commission, Board and council meetings regarding programs, plans and projects.

Strategy2: Provide public workshops to inform members of the public regarding high profile or controversial plans and projects.

PUBLIC INVOLVEMENT ACTIONS

Public Works will use several different tools to notify the public, interest groups, local governments and service groups of programs, plans and projects. The use of these different tools should allow significant notification.

The first tool will be the Public Works Home Page (www.ccdpw.com). A separate "Link" will be established for transportation on the Home Page. This link will have contacts for transportation issues, Commission agendas, staff plans and reports - OWP's, RTIP, RTP, PP&M, special meetings, and Colusa County Transit information such as "UNMET NEEDS".

The second tool will be a Master Mailing List for interested individuals and groups. The list will include contact person(s), mailing addresses, e-mail address, phone and FAX numbers. The list will be updated on a regular basis or as changes are received. Contacts will be mailed notices of the availability of large documents such as the RTP. Hard copy documents will be supplied upon request to maintain economical operations. The documents are also available on the Home Page.

Another tool is the legal notification required by the Brown Act for Transportation Commission meetings, Transit Agency meetings, and public hearings. Notification will be made in the paper of record, the Colusa County Sun-Herald. Notices will also be posted at public buildings such as County buildings.

Public Workshops will be used for plans and projects that have large impacts and/or that are very controversial. The workshops will be open and informal and be noticed using all of the above listed tools.

Plans and documents will be made available to the public at the Public Works office. Interested parties and individuals will be notified of the availability of these documents through the mailing list.

PUBLIC INVOLVEMENT ACTIVITIES FOR THE TRADITIONALLY UNDER SERVED.

The Federal Highway Administration (FHWA) has emphasized the importance of the involvement activities of the traditionally under served. Typically under served groups are special cultural, racial economic, disabled, and low income. Public Works will attempt to involve these groups through this policy's strategies and through the annual Unmet Needs process. Some of these groups will be notified through mailing lists and local social services agencies.

MEASUREMENTS OF PUBLIC PARTICIPATION

Public Works will use the following techniques to measure public participation in the transportation processes:

1. Maintain the numbers and origins of participants at public meetings and forums.
2. The number of hits to the transportation web page.
3. Number and origin of comments received during meetings and plan reviews.
4. Document revisions due to public participation.
5. Updates to the public participation process every four years.

LEGAL REQUIREMENTS

The following are the legal requirements that govern the Transportation Commission meetings and transportation planning process:

1. The Brown Act
2. Transportation Equity Act
3. California Transportation Development Act - Social Services Transportation Advisory Council.
4. Americans With Disabilities Act

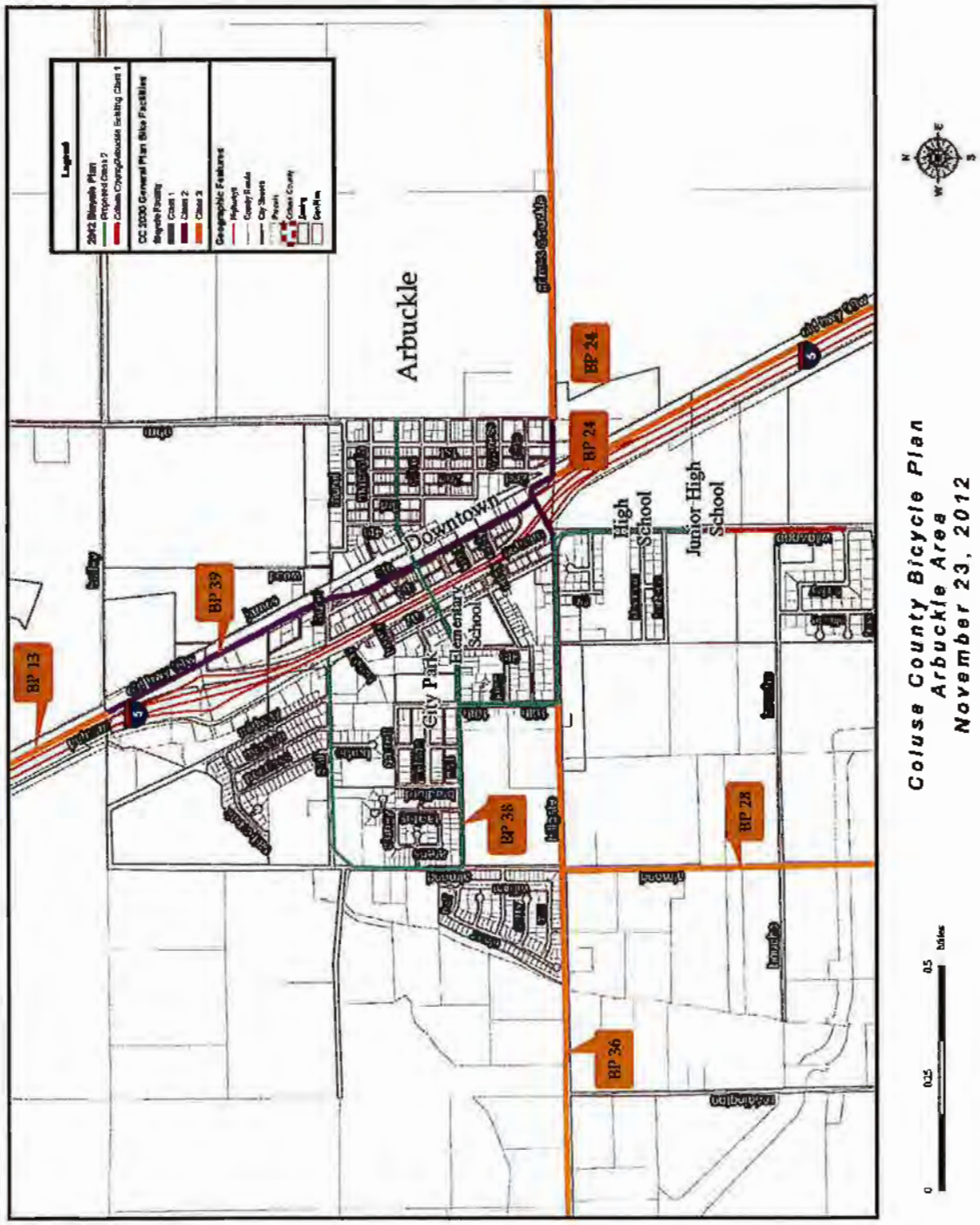
5. California Environmental Quality Act
6. National Environmental Policy Act

APPENDIX 2A: COLUSA COUNTY BIKE PROJECTS FROM 2012 BICYCLE MASTER PLAN (ADOPTED DECEMBER 2012)

Table 8 Project Summary

ID	Project/Street	Begin	End	Class	Community	Planning Document
BP1	Sacramento River Levee North	Colusa/Sac SRA	TBD North	Class I	Colusa-North	CC BP 2012
BP2	Highway 45 Princeton	Colusa	Princeton	Class II/III	Colusa-north	CC GP 2030
BP3	Colusa RR Bike Path	Wilson Road	Westrott Road	Class I	Colusa	CC BP 2012
BP4	East Clay Street	Bridge St.	Levee	Class I/II	Colusa-south	CC BP 2012
BP5	Sacramento River Levee South	Colusa/Sac SRA	Moonbend Rd.	Class I	Colusa-south	CC BP 2012
BP6	Bridge Street - Highway 20	Levee	Moonbend Rd.	Class II	Colusa	CC BP 2012
BP7	Wescott Road	City Limits	Railroad RW	Class II	Colusa	CC BP 2012
BP8	Highway 20 Bike Lane Project	Colusa	Williams	Class II	Colusa - Williams	CC BP 2012
BP9	Lurline Avenue	I5	SR45	Class III	Maxwell/Colusa	CC BP 2012
BP10	Maxwell Road	Lyons Road	SR45	Class III	Maxwell - East	CC BP 2012/CC GP 2030
BP11	Wildlife Refuge Access Route	Wilson @ 13th	Hunter @ SR20	Class III	Colusa	CC BP 2012
BP12	Maxwell Road/Oak Street	Lyons Road	High School	Class II	Maxwell	CC BP 2012
BP13	Old Highway 99	Maxwell	Arbuckle	Class III	Maxwell/Williams/Arbuckle	CC BP 2012/CC GP 2030
BP14	Maxwell-Lodoga-Williams loop	Maxwell	Williams	Class III	Maxwell/Lodoga/Williams	CC BP 2012/CC GP 2030
BP15	Lodoga Stonyford Road			Class III	Stonyford/Lodoga	CC GP 2030
BP16	Highway 20 - West of Williams	Williams	County Border (west)	Class III	Williams	CC GP 2030
BP17	Highway 16	SR20	County Border (south)	Class III	South West county	CC GP 2030
BP18	Walnut Drive	SR20	Zumwalt Road	Class III	Williams	CC GP 2030
BP20	Zumwalt Road/Cortina School Rd	Williams	Arbuckle	Class II/III	williams-Arbuckle	CC GP 2030
BP22	Lone Star Road	SR20	Hahn Road	Class III	Williams	CC GP 2030
BP23	Abel Road	Husted	SR45	Class III	Williams	CC GP 2030
BP24	Grimes Arbuckle Road	Hillgate Road	SR45	Class II/III	Arbuckle-Grimes	CC GP 2030
BP25	Hahn Road	Lonestar Road	Grimes Arbuckle Rd	Class III	Arbuckle	CC GP 2030
BP26	Hillgate Road	10th Street	Grimes Arbuckle Rd	Class II	Arbuckle	CC GP 2030
BP27	Whiskey Creek/Wagner/Wildwood	Whiskey Crk.	Wildwood Road	Class II	Arbuckle	CC GP 2030
BP28	Almond Road	Hillgate Road	Wagner Road	Class III	Arbuckle	CC GP 2030
BP29	Tule Road/Fruchtenicht Road	Grimes Arbuckle	Wilson Road	Class III	College City-Grimes	CC GP 2030
BP30	Main Street	Tule Road	9th Street	Class II	College City	CC GP 2030
BP31	Highway 45 South	SR20	County Border (south)	Class II/III	Grimes	CC GP 2030
BP33	Main Street	Princeton High	Elementary School	Class II	Princeton	BP 2012
BP34	Norman Road	Summers Street	Winters Street	Class I/II	Princeton	BP 2012
BP35	North Street/Old 99	California Street	Oak Street	Class II	Maxwell	BP 2012
BP36	Hillgate Road	Cotina School Road	10th Street	Class II	Arbuckle	CC GP 2030
BP38	Hall Road/10th/Hillgate/Wildwood	Almond	Arbuckle Jr. High	Class II	Arbuckle	BP 2012
BP39	5th Street	Bailey Road	Hillgate Road	Class II	Arbuckle	CC GP 2030

This list of projects is provided in expanded form as Attachment A
Additional Project Maps are provided as Attachment B.


Legend
2012 Bicycle Plan
Proposed Class 2
Colusa County/Caltrans Existing Class 1
CC 2030 General Plan Bike Facilities
Bicycle Facility
Class 1
Class 2
Class 3
Geographic Features
Highways
County Roads
City Streets
Parcels
Colusa County
Dairy
Gas Pipe
Arbuckle
Downtown
City Park
Elementary School
High School
Junior High School
BP 13
BP 39
BP 38
BP 24
BP 24
BP 28
BP 36
Colusa County Bicycle Plan
Arbuckle Area
November 23, 2012
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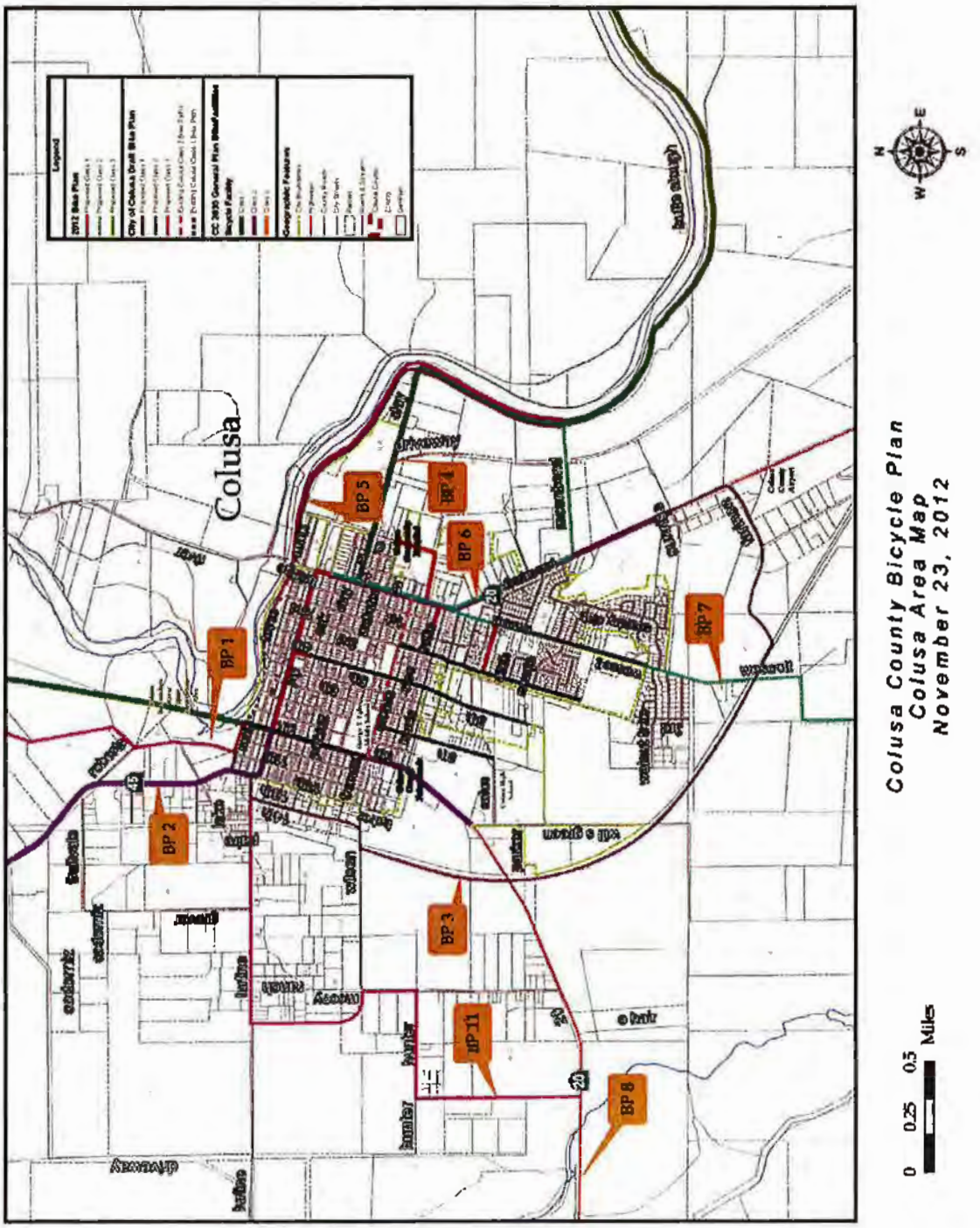
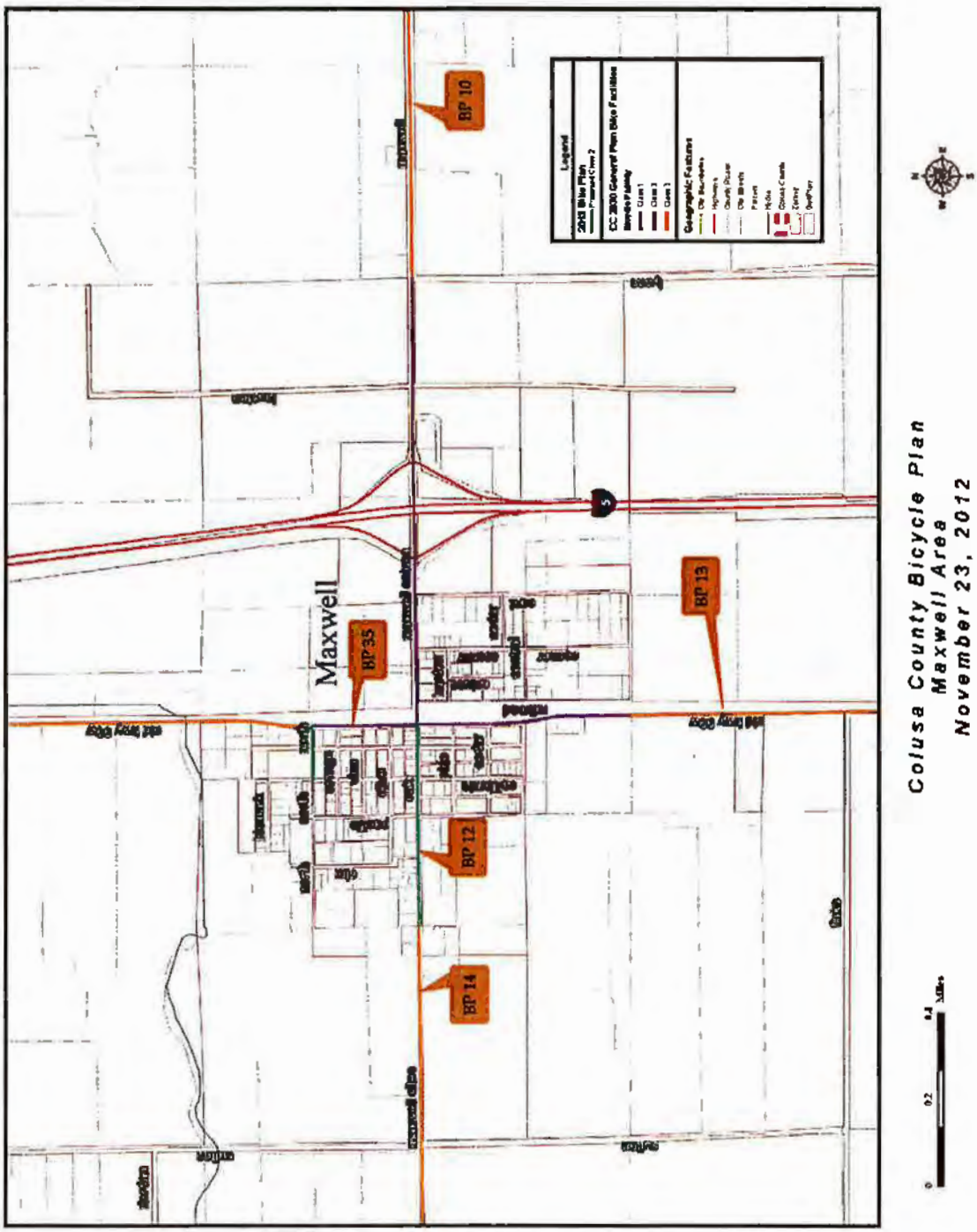
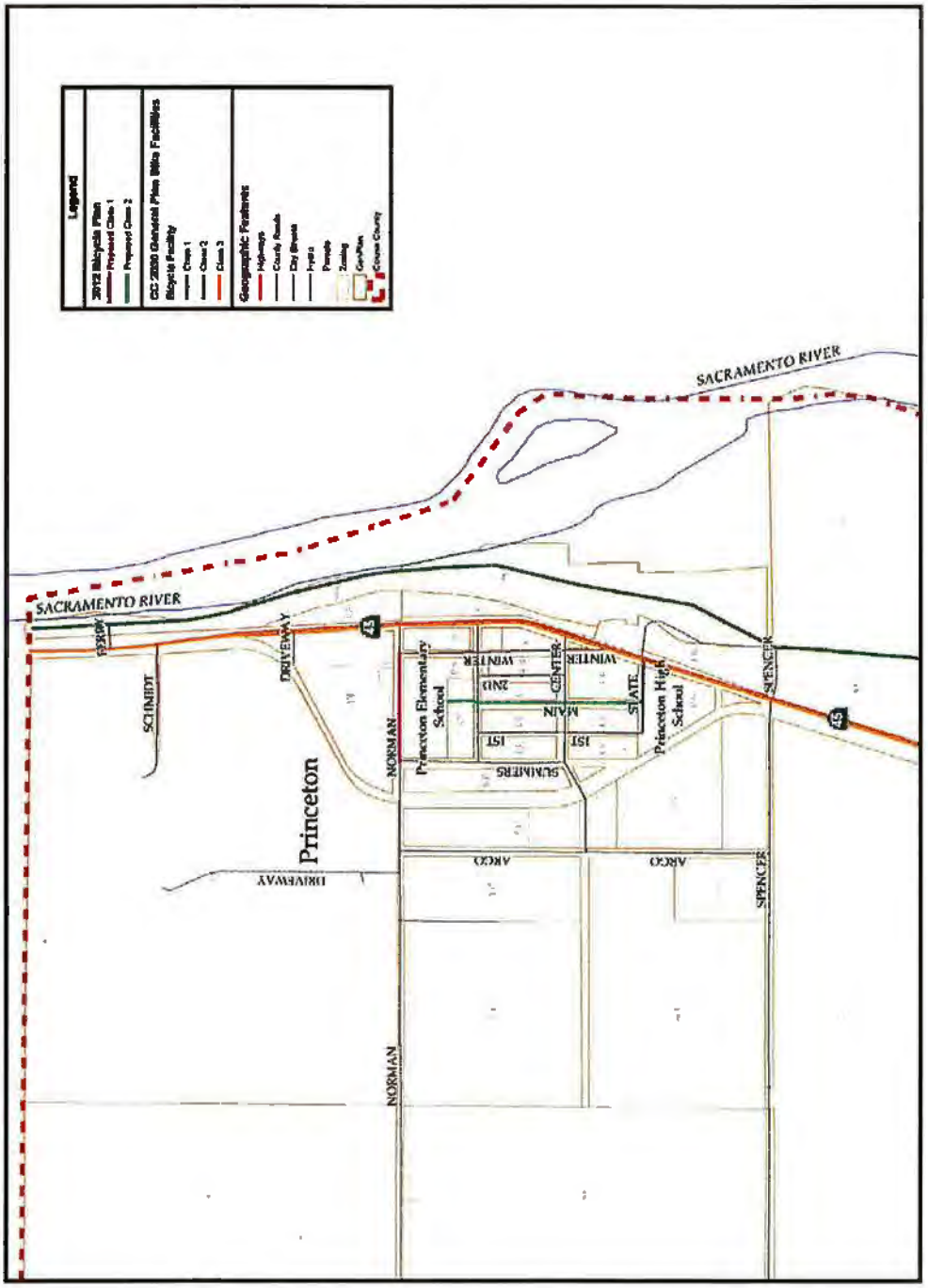
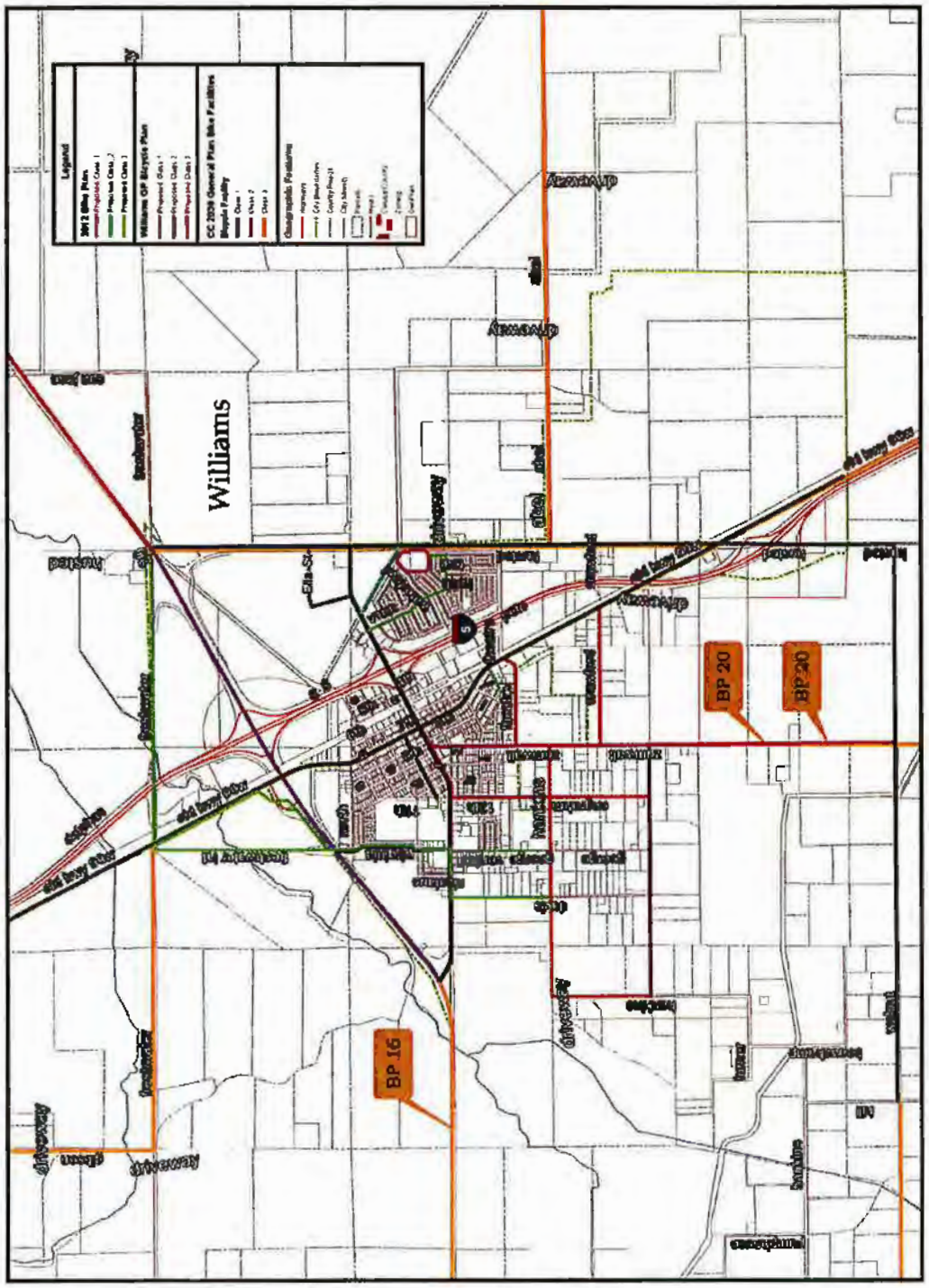
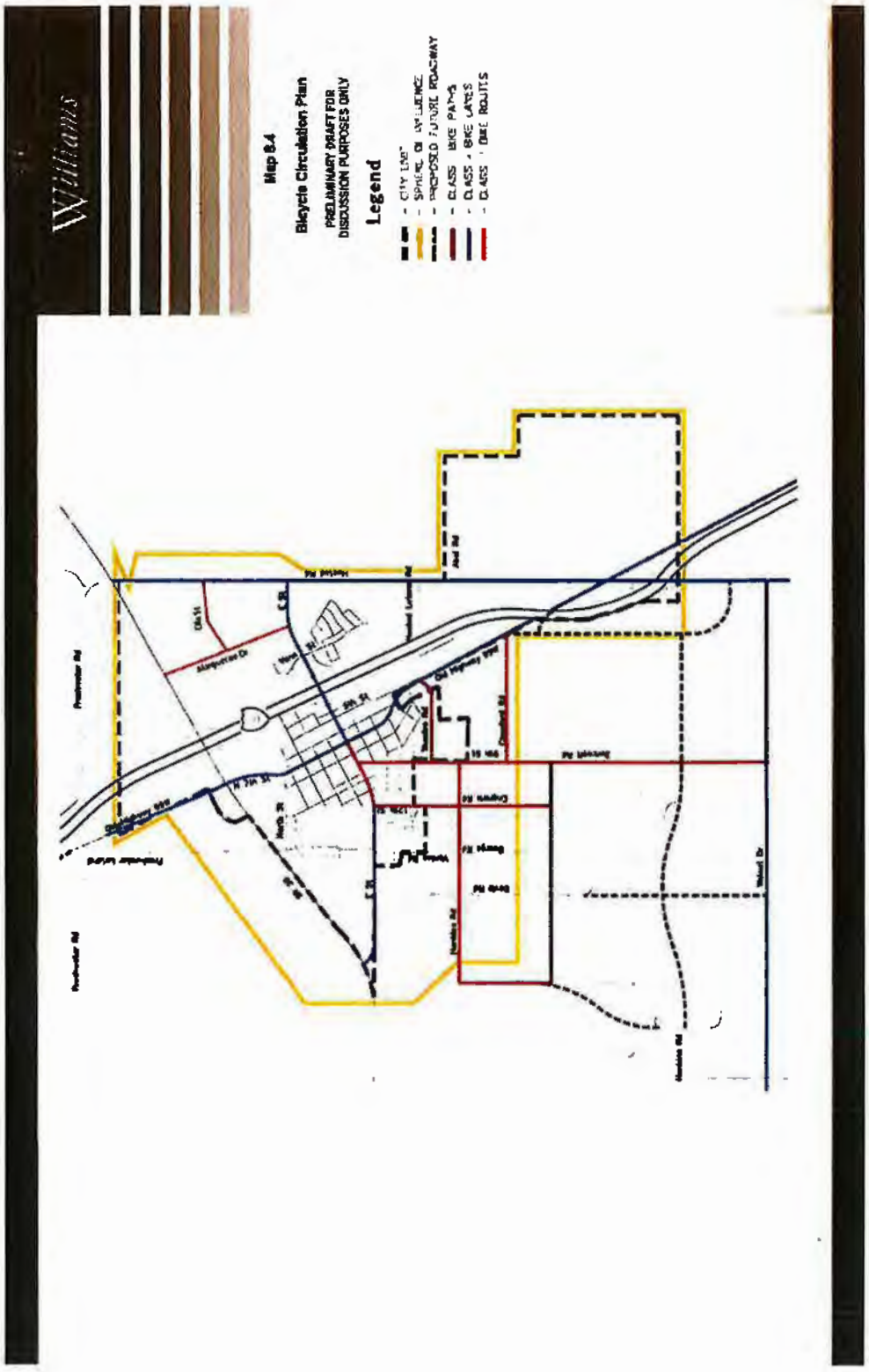
0.25
0.5
Miles


Colusa
BP 1
BP 2
BP 3
BP 4
BP 5
BP 6
BP 7
BP 8
BP 11
Colusa County Bicycle Plan
Colusa Area Map
November 23, 2012
0 0.25 0.5 Miles


Maxwell
BP 10
BP 35
BP 13
BP 12
BP 14
Colusa County Bicycle Plan
Maxwell Area
November 23, 2012


Legend
2012 Bicycle Plan
Proposed Class 1
Proposed Class 2
GC 2030 General Plan Bike Facilities
Bicycle Facility
Class 1
Class 2
Class 3
Geographic Features
Highways
County Roads
City Streets
Rivers
Parcels
Zoning
Sac River
Colusa County
SACRAMENTO RIVER
SACRAMENTO RIVER
SCHMIDT
DRIVEWAY
NORMAN
Princeton Elementary School
WINTER
CENTER
2ND
MAIN
1ST
SUMMERS
STATE
Princeton High School
SPENCER
Princeton
ARCO
DRIVEWAY
NORMAN
Colusa County Bicycle Plan
Princeton Area Map
November 23, 2012


Williams
BP 16
BP 20
BP 20
Colusa County Bicycle Plan
Williams Area
November 23, 2012


Williams
Map 8.4
Bicycle Circulation Plan
PRELIMINARY DRAFT FOR
DISCUSSION PURPOSES ONLY
Legend
- CITY LIMIT
- SPHERE OF INFLUENCE
- PROPOSED FUTURE ROADWAY
- CLASS I BIKE PATHS
- CLASS II BIKE LANES
- CLASS III BIKE ROUTES

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BP6	Bridge Street - Highway 20	Levee	Moonbend Rd.	Class II	Colusa	CC BP 2012
BP7	Wescott Road	City Limits	Railroad RW	Class II	Colusa	CC BP 2012
BP8	Highway 20 Bike Lane Project	Colusa	Williams	Class II	Colusa - Williams	CC BP 2012
BP9	Lurline Avenue	I5	SR45	Class III	Maxwell/Colusa	CC BP 2012
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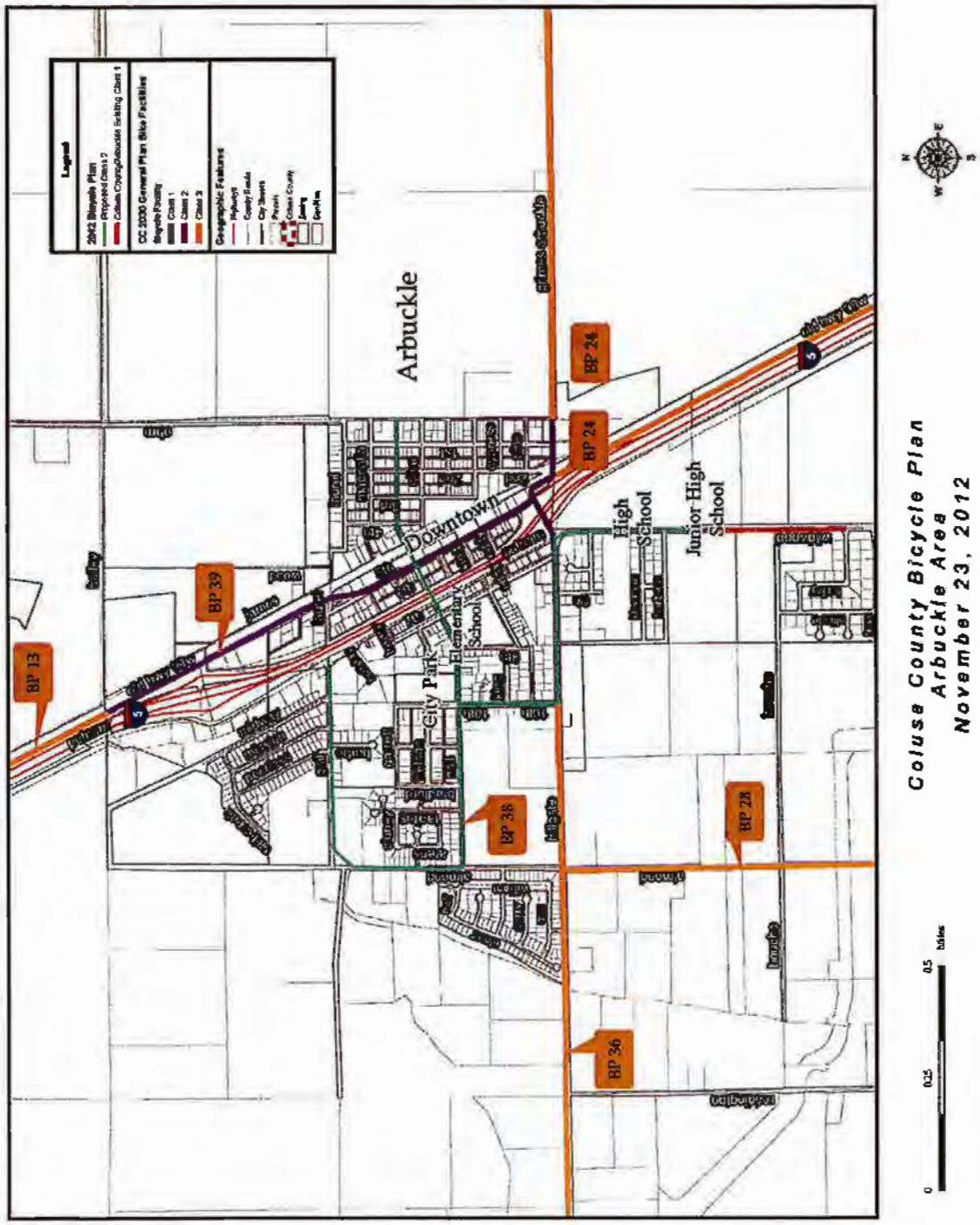
Legend
2012 Bicycle Plan
Proposed Class 2
Colusa County/Arbuckle Existing Class 1
CC 2030 General Plan Bike Facilities
Bicycle Facility
Class 1
Class 2
Class 3
Geographic Features
Highways
County Roads
City Streets
Parcels
Colusa County
Zoning
Gen Plan
Arbuckle
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City Park
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BP 13
BP 39
BP 38
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Arbuckle Area
November 23, 2012
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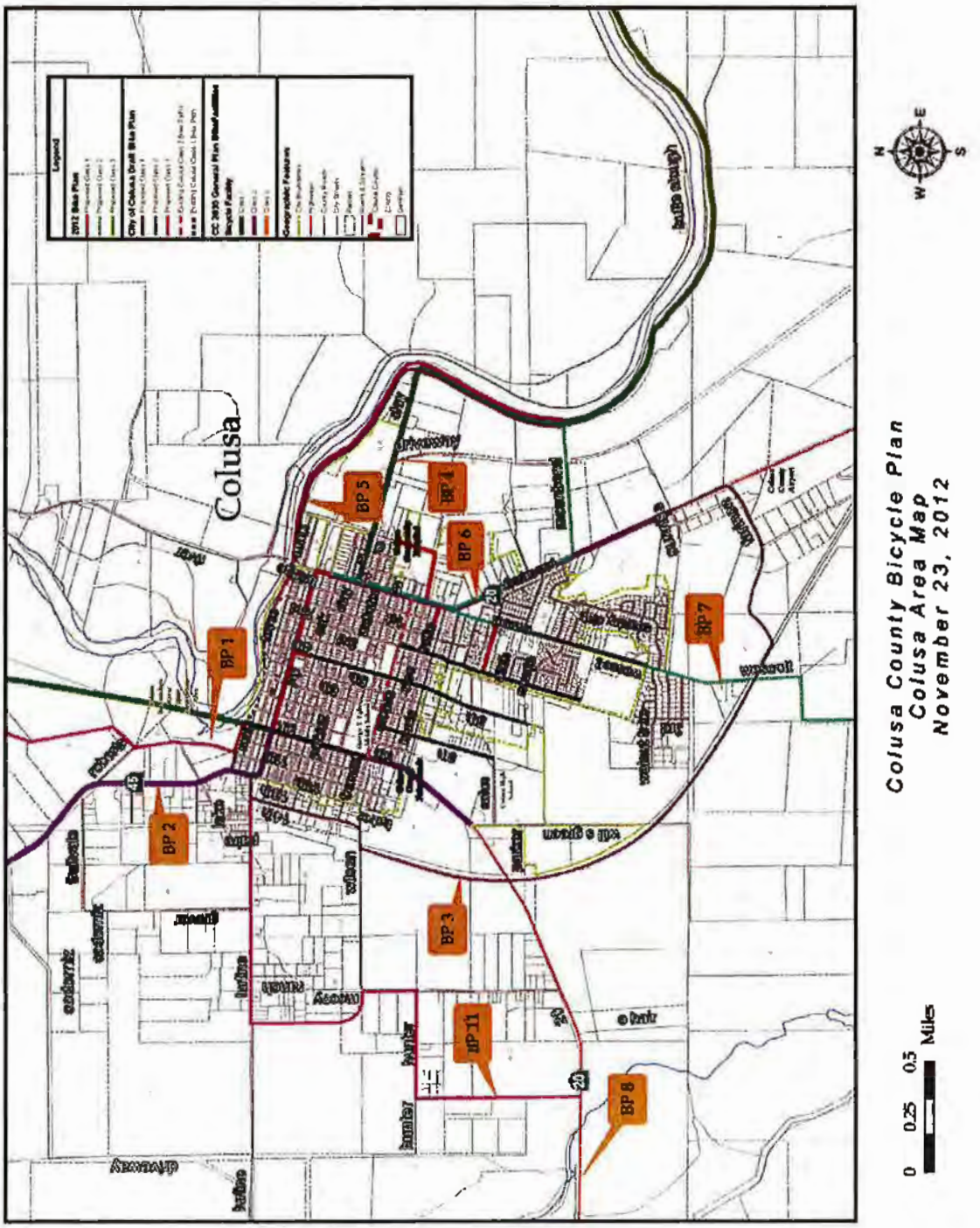
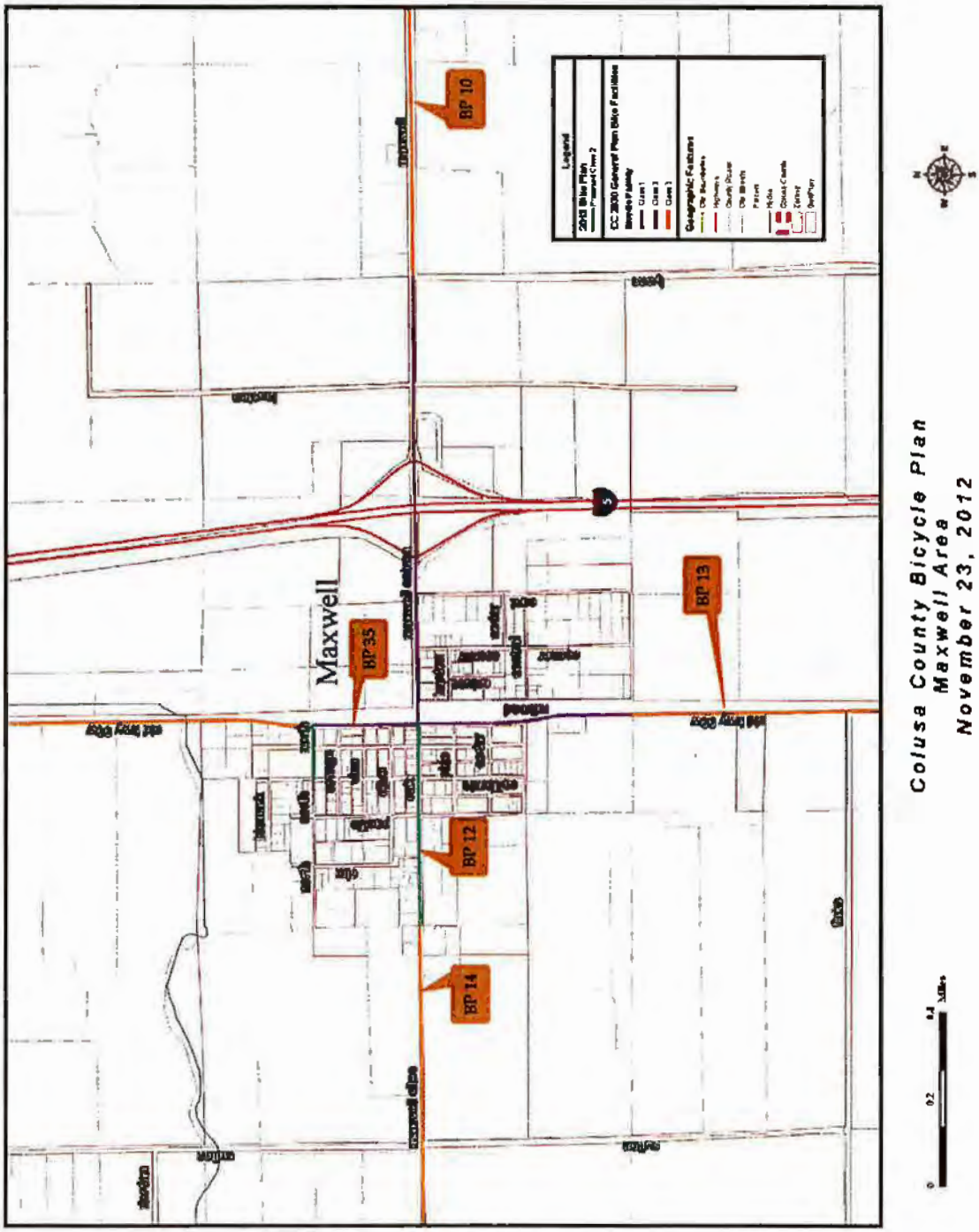
Miles


Colusa
BP 1
BP 2
BP 3
BP 4
BP 5
BP 6
BP 7
BP 8
BP 11
Colusa County Bicycle Plan
Colusa Area Map
November 23, 2012
0 0.25 0.5 Miles


Maxwell
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Maxwell Area
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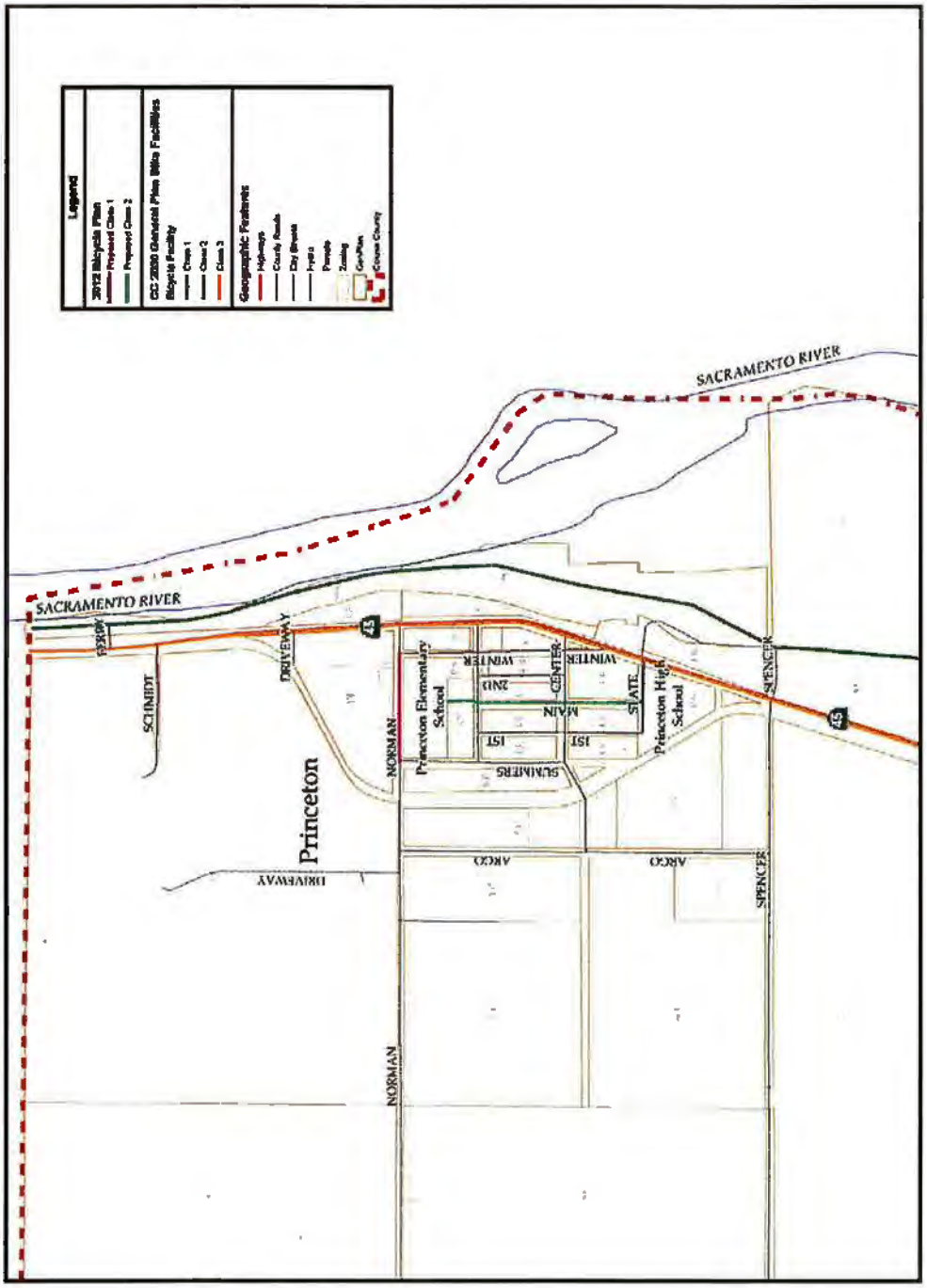
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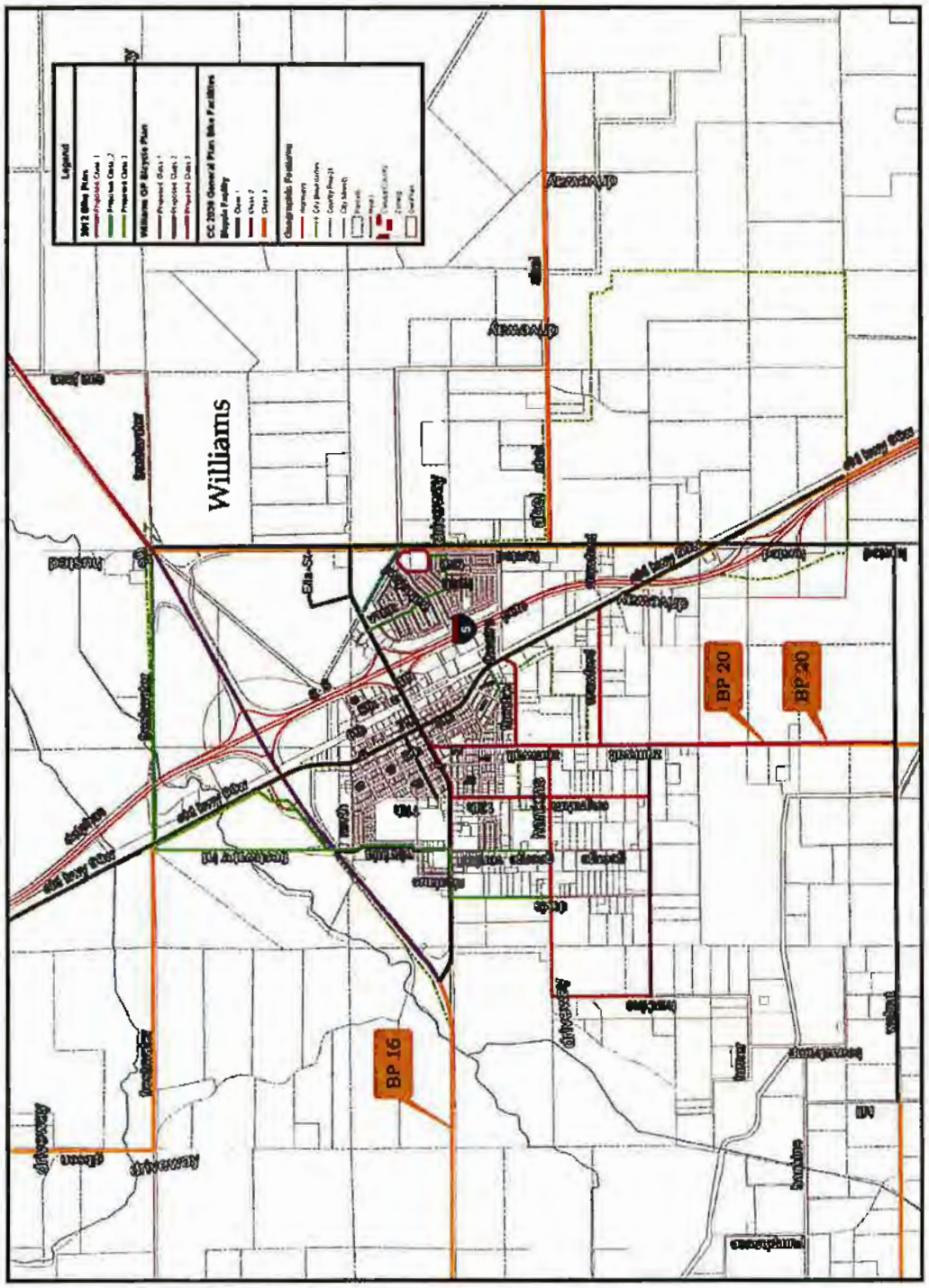
Cities
Colusa County
SACRAMENTO RIVER
SACRAMENTO RIVER
SCHMIDT
DRIVEWAY
NORMAN
Princeton Elementary School
Princeton
DRIVEWAY
NORMAN
WINTER
CENTER
WINTER
2ND
MAIN
1ST
1ST
SUMMERS
STATE
Princeton High School
ARCO
ARCO
SPENCER
SPENCER
45
45
Colusa County Bicycle Plan
Princeton Area Map
November 23, 2012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BP 16
BP 20
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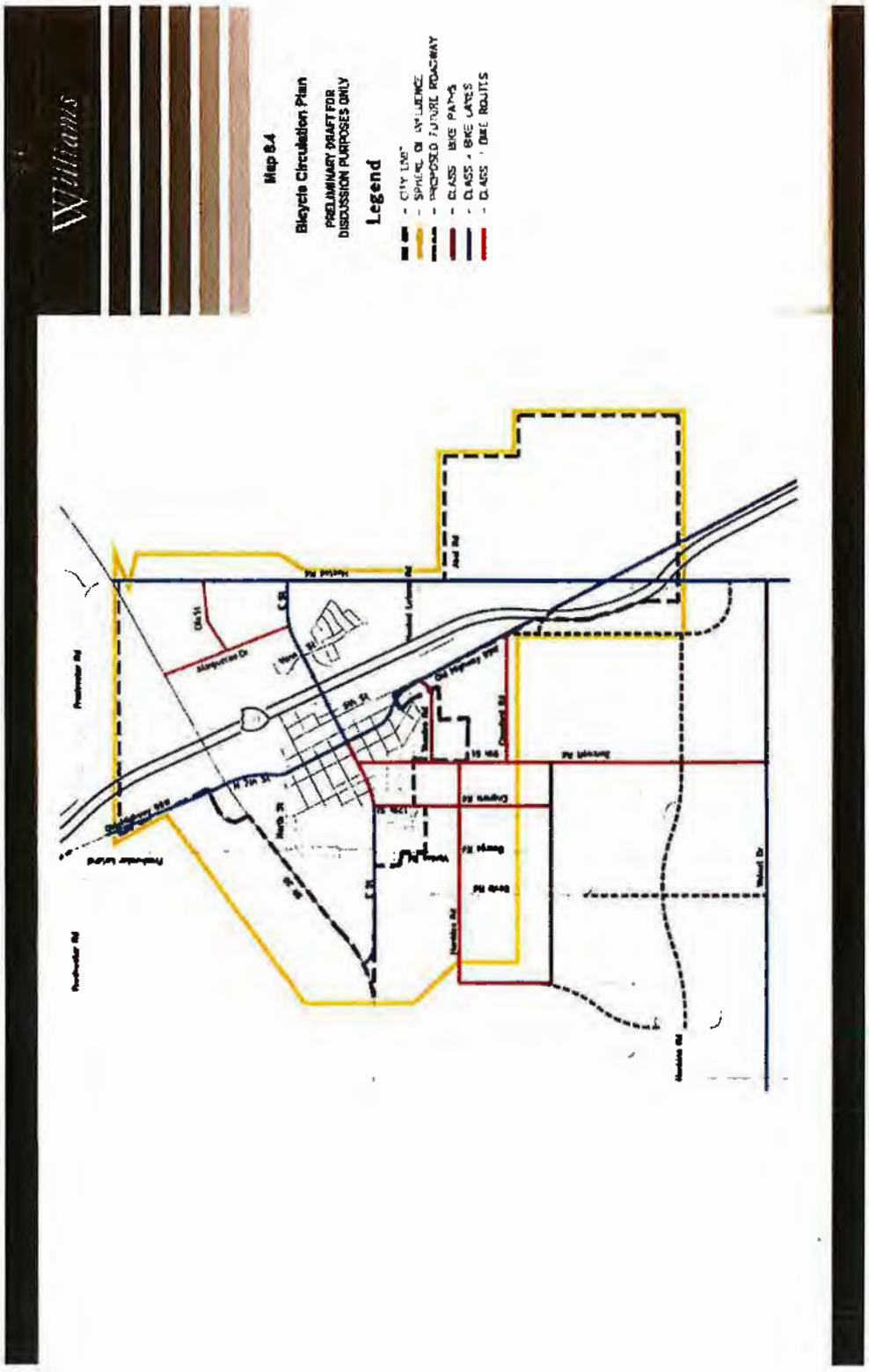
Colusa County Bicycle Plan
Williams Area
November 23, 2012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Legend
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- SPHERE OF INFLUENCE
- PROPOSED FUTURE ROADWAY
- CLASS I BIKE PATHS
- CLASS II BIKE LANES
- CLASS III BIKE ROUTES

APPENDIX 2B: RECREATIONAL ROADS IN COLUSA COUNTY

LAKE COUNTY
GLENN COUNTY
COLUSA COUNTY
Snow Mountain Wilderness Area
Paradise Creek
Stony Creek
FOUTS SPRINGS ROAD
GRAHL
Trout Creek
FOUTS SPRINGS
Salt Creek
South Fork Stony Creek
M10
Letts Creek
SMELT RIDGE
Hyphus Creek
GILMORE RIDGE
Minor Creek
LETTS LAKE
BOARD CAMP RIDGE
Mill Creek
M5
LITTLE SULLIVAN RIDGE
CRACKER BOX RIDGE
GOAT MOUNTAIN RD
Sullivan Creek
SULLIVAN RIDGE
LOVELADY RIDGE
Little Stony Creek
COLUSA COUNTY
LAKE COUNTY
WILLIAMS FLAT
PACIFIC RIDGE
16N01
16N06
STONYFORD
EAST PARK RD
LODOGA STONYFORD RD
EAST PARK RESERVOIR
SITES LODOGA RD
Grapevine Creek
Wilson Creek
Indian Creek
Little Indian Creek
Bear Creek
Antelope Creek

N
W
E
S

LEGEND

- County Roads
- Primary Forest Route
- Secondary Forest Route
- 4 Wheel Drive Route
- Seasonal Recreation Routes
- Contours
- National Forest Boundary
- County Boundary
- Snow Mountain Wilderness Area
- Private Lands
- Off Highway Vehicle
- Picnic Area
- Campgrounds
- Trail Head

COUNTY of COLUSA
State of California

DEPARTMENT OF PUBLIC WORKS

Recreational Roads in Colusa County and Mendocino National Forest

SCALE:	DATE:	CREATED BY:
1 in = 7,276 ft	8/1/2014	G. Schantz

1 / 1

APPENDIX 2C: MENDOCINO COUNTY USFS TRAVEL MANAGEMENT PROCESS UPDATE AND MOST RECENT

18-C-2

USDA United States Department of Agriculture | Forest Service | Mendocino N.F. Supervisor's Office
825 N. Humboldt Avenue
Willows, CA 95988
(530) 934-3316
711 – Relay Service

File Code: 1600
Date: December 18, 2013

Colusa County Board of Supervisors
Chairwoman Denise J. Carter
547 Market Street, Suite 102
Colusa, CA 95932

Chairwoman Carter,

I am writing to inform you about our ongoing progress with the Travel Management process on the Mendocino National Forest.

The Travel Management Rule from 2005 established three subparts: Subpart A – Administration of the Forest Transportation System; Subpart B – Designation of Roads, Trails and Areas for Motor Vehicle Use; and Subpart C – Use by Over-Snow Vehicles.

As I am sure you are aware, the Mendocino National Forest completed Subpart B in summer 2008. The culmination of this was the Motor Vehicle Use Map (MVUM), which has already undergone one revision. We have prided ourselves on continuing to have an open dialogue with Forest visitors, including recreational off-highway vehicle (OHV) users.

We are now turning our attention to Subpart A and the core issue of Travel Analysis – providing sustainable access. While our extensive network of roads provides access to numerous areas of the forest, we are obligated to factor in other considerations, including impacts to natural and cultural resources and fiscal responsibility. A science-based process has been initiated to take a whole-forest look at our road system and the risks and benefits to users and resources.

A team was established earlier this year to develop the Travel Analysis Report, which must be completed before 2015. This process provides a mechanism that will allow us to identify opportunities to adjust the road system in support of relevant land management objectives. Similar to Subpart B and the MVUM, this is an ongoing and living process, which begins through these initial steps. The resulting Travel Analysis Report will provide a foundation as discussion and input continues in the years to come.

The Mendocino National Forest will be scheduling a series of open houses from mid-February through March to share what our team has pulled together so far, and to gather input from the public about the current Forest road system.

I would like to reiterate that this transportation study is not a proposal or decision, but is intended to help inform possible future road management planning. Future actions will include additional opportunities for public participating in the decision making process.

As these public open houses are scheduled, we will be sure to keep you informed. I would also like to personally invite you to join us as we enter this phase of the process this spring. Your continued participation is important as we move forward on this analysis.

If you have any questions regarding the Travel Analysis, please contact Forest Engineer Shannon Pozas at 530-934-3316 or by email at spozas@fs.fed.us.

I look forward to hearing your input and continuing to work with you as we proceed with this process!

Sincerely,

SHERRY A. TUNE
Forest Supervisor

cc: Lee Johnson, Eduardo Olmedo

APPENDIX 3A: GENERAL PLAN CIRCULATION POLICIES

Goal CIRC-1: Provide an Efficient Multi-modal Road and Highway System that Meets the Needs of All Users for the Movement of People and Goods

Objective CIRC-1A: ***Maintain Safe and Efficient Operating Conditions on All County Roadways***

Policy CIRC 1-1: Provide a circulation system that is consistent with the roadway network shown in the Circulation Element Diagram Figure CIRC-1.

Policy CIRC 1-2: Roadway classifications shall be built to the standards described below and illustrated in Figures CIRC-2a and CIRC-2b.

Complete Street
A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility.

Policy CIRC 1-3: Address the concept of "complete" streets, which requires more complete consideration of all users of the street, in new development and roadway improvement projects.

Policy CIRC 1-4: Define level of service (LOS) consistent with the latest edition of the Highway Capacity Manual and calculate using the methodologies contained in that manual. At a minimum, weekday AM and PM peak hour traffic volumes will be used in determining compliance with the level of service standard. The analysis of other periods may be appropriate and will depend on type of use.

Policy CIRC 1-5: Maintain LOS C or better for County roadways and intersections in the unincorporated County.

Policy CIRC 1-6: Maintain levels of service on state highways consistent with Caltrans standards, to the extent feasible.

Policy CIRC 1-7: Use transportation facilities to support the economic growth of the region and to provide safe and efficient movement of persons and goods.

Policy CIRC 1-8: Plan and design transportation facilities to avoid damage to the County's scenic and environmental resources, such as reductions in air quality and disruption of soils, topography, vegetative cover, and wildlife habitat.

Policy CIRC 1-9: Periodically evaluate the adequacy of traffic impact fees and roadway financing programs to ensure sufficient funding is provided for circulation network improvements necessitated by existing and planned future growth.

Policy CIRC 1-10: Ensure adequate funding and planning mechanisms are in place to identify needed roadway improvements and establish methods to finance roadway improvements, particularly those improvements that may not be provided in full by new development.

Policy CIRC 1-11: Require new development to: 1) finance and construct all off-site circulation improvements (including safety improvements) necessary to mitigate a project's transportation impacts to local roads, consistent with the policies of the General Plan: and 2) to analyze traffic

impacts on the regional transportation system and require a fair-share contribution necessary to mitigate significant impacts to regional transportation improvements where a financing plan or other mechanism has been adopted to ensure the full funding and construction of improvements. Right-of-way dedication should be requested as a condition of a proposed new or widened major or minor collector.

Policy CIRC 1-12: Require new development and other projects with transportation impacts to pay their fair share cost of all feasible transportation improvements, including bicycle/pedestrian, transit, and safety, necessary to reduce the severity of cumulative transportation impacts.

Policy CIRC 1-13: Require specific plans, commercial and industrial projects, subdivisions, and other large-scale projects to implement appropriate transportation control measures to reduce vehicle miles traveled and traffic congestion.

Policy CIRC 1-14: Ensure that transportation and circulation improvements are constructed and operational prior to or concurrent with the need for the improvements, to the extent feasible.

Policy CIRC 1-15: Encourage increased patrolling of streets and highways by the California Highway Patrol to enforce speed, weight, and safety regulations on the road.

Policy CIRC 1-16: Encourage transportation improvements that permit increased travel by recreational vehicles, provided that such improvements do not have a negative environmental impact.

Policy CIRC 1-17: Program and spend available transportation funds to maximize the use of federal and other matching sources.

Policy CIRC 1-18: Maintain the County roadway network through a regular program that prioritizes improvement projects based on need for improvements and available funding.

Policy CIRC 1-19: Include safe routes to schools in new development projects, where appropriate.

Action CIRC 1-A: Develop and adopt transportation impact study (TIS) guidelines for development, infrastructure, and public projects that consider all modes of travel and define, at a minimum, the need for transportation impact studies, analysis methodology, and CEQA significance criteria.

Action CIRC 1-B: Pursue all available sources of funding and protect existing sources for the development, improvement, and maintenance of the existing roadway system

Action CIRC 1-C: Establish a County transportation impact fee program that addresses impacts to Countywide transportation facilities and establish or update community-level fee programs to address impacts to local roadways in communities projected to accommodate the majority of growth in the next 5-10 years, including Arbuckle, Maxwell, and the unincorporated areas around Colusa and Williams. The program should address: timely construction of necessary improvements to accommodate existing needs and projected growth, a stable source of funding for necessary road improvements, and that new

development pays for its fair share of impacts to local facilities, regional facilities, and interchanges on the State Highway System.

Action CIRC 1-D: Review and revise roadway standards for community and rural areas to ensure that the standards are adequate to accommodate complete streets, addressing the following factors as applicable: number of travel lanes, lane width, medians, drainage control, shoulder width, parking lanes, bike lanes, fire and emergency response standards, curb and gutter design, landscaped strip and sidewalk width. The revised standards should also include a requirement for a 40-foot minimum easement width when creating an access easement or road when one or more parcels is to be accessed.

Action CIRC 1-E: Seek funding for the Safe Routes to Schools program.

Action CIRC 1-F: As part of the development review and planning process, review general plan amendments, zone change requests, specific plans, subdivisions, commercial and industrial projects, as well as other large-scale development projects to ensure that adequate transportation control measures are included.

Objective CIRC-1B: Provide and Sustain a Viable Rural Public Transit System

Policy CIRC 1-20: Ensure that residents have convenient transit service to employment centers, County service centers, other government centers, and regional destinations (i.e., Sacramento International Airport), as funding allows.

Policy CIRC 1-21: Work with Colusa County Transit and neighboring transit providers, including Yuba/Sutter Transit, Yolo Bus, and Glenn County Transit, to ensure that Colusa County residents have access to destinations throughout the region.

Policy CIRC 1-22: Prioritize providing public transit connections, through Colusa County Transit and Dial-a-Ride, from the major unincorporated communities to locations that connect with other regional transit providers (e.g., Yuba/Sutter Transit, Yolo Bus, and Glenn County Transit) and to the incorporated cities and make every effort to provide daily service, at a minimum, to the unincorporated communities of Arbuckle, College City, Grimes, Princeton, Maxwell, and Stonyford.

Policy CIRC 1-23: Apply for Urban Mass Transit Act (AMTA) Section 18 formula and discretionary funds.

Policy CIRC 1-24: Limit use of State Transit Assistance funds to transit facilities and service.

Policy CIRC 1-25: Encourage the continuation of privately operated bus service between unincorporated communities, Colusa, Williams, and connections to regional transit.

Policy CIRC 1-26: Prioritize providing public transportation for the elderly, handicapped, economically disadvantaged, and others with unmet transportation needs. Secondary priority is given to diverting automobile trips to transit.

Policy CIRC 1-27: Support applications by private non-profit rural transit providers for federal subsidies. Explore and support opportunities for private operation of the transit system as needed to fill gaps in public transit options.

Action CIRC 1-G: Support regional transit planning efforts to develop and implement intra-regional transit service.

Action CIRC 1-H: As part of the development review process, ensure that development and planning projects accommodate transit facilities (bus stops, sheltered bus stops, turnarounds, etc.) where appropriate and that development contributes its fair share to transit facilities and services.

Objective CIRC-1C: Promote and Ensure the Provision of Safe, Convenient and Attractive Sidewalks, Bikeways, and Trails where Appropriate for Local, Regional and Recreational Travel

Policy CIRC 1-28: Work with appropriate agencies to implement a regional bikeway system that connects the cities, larger unincorporated communities, recreation destinations, and scenic areas as shown in Figure CIRC-3. Implement a dedicated multi-purpose bikeway between Arbuckle, Maxwell, Williams, and Colusa as a part of this effort.

Policy CIRC 1-29: Create a complete bikeway and sidewalk system within each community, including the completion of existing systems and provide connections to the regional system. Create walkways and bikeways that connect existing paths where feasible, and that connect to downtown/community core areas, schools, grocery stores, parks, and other community features.

Policy CIRC 1-30: Ensure that existing and new pedestrian facilities are compliant with the Americans With Disabilities Act (ADA).

Policy CIRC 1-31: Protect abandoned rail corridors for re-use as trails and other forms of alternative transportation, where feasible.

Policy CIRC 1-32: Support development of facilities that link bicyclists and pedestrians with other modes of transportation.

Policy CIRC 1-33: Require residential development at urban densities (3.5 units per gross acre or greater) to include provisions for bicycle and pedestrian travel. Where possible, these bicycle and pedestrian routes should be integrated with trails serving the rest of the community.

Policy CIRC 1-34: Sidewalks should be required within all new development at urban densities if such development is contiguous or within the communities of Arbuckle, Maxwell, Grimes, or Princeton. This requirement also applies to the unincorporated portions of Colusa and Williams, and its adoption by each of these two cities is encouraged.

Action CIRC 1-I: Develop and adopt a BicycleMaster Plan that provides for and encourages the development of an integrated system of bikeway facilities. These facilities would provide for safe and convenient travel for bicyclists and access to recreational bicycling oppartunities throughout the County.

The Bicycle Master Plan should include provisions that:

- *Provide safe bicycle routes within communities between residential, commercial areas, schools, downtown/community core areas, and essential services.*

- *Provide regional bicycle routes estoblishing access between the larger communities, incorporated cities, recreation destinotions, and scenic areas as generally shown in Figure CIRC-3*
- *Utilize existing linear features such as levees and public utility right-of-ways.*
- *Provide access to recreational areas such as the Sacramento River, East Park Reservoir, Mendocino National Forest, and proposed Sites Reservoir.*
- *Prioritize construction of bikeways, including off-raad bikeways in locations that have the highest demand, bath at the local community and regionol recreation levels.*
- *Require development to dedicate rights-of-way or easements to construction.*
- *Consider Bicycle/Pedestrian Master Plans odopted by the Cities of Colusa and Williams.*

Action CIRC 1-J: Pursue funding for construction and maintenance of bikeways and sidewalks, including off-raad bikeways where feasible.

Action CIRC 1-K: Develop on Americans With Disabilities Act (ADA) tronsition and compliance program for pedestrian facilities.

Objective CIRC-1D: Prioritize the Improvement and Maintenance of Roads and Transportation Facilities, Directing County Funds to those Areas Most in Need of Improvement

Policy CIRC 1-35: Local transportation funds shall be allocated to the cities of Colusa and Williams and the County by the Local Transportation Commission based on the most current Department of Finance population estimate for each area.

Policy CIRC 1-36: Where appropriate and feasible, establish road maintenance districts to provide a stable source of funding and to ensure that road maintenance can occur when necessary.

Policy CIRC 1-37: Explore and pursue all available state, federal, and private funding for the development of its transportation systems, where the County has a reasonable chance of receiving funding or developing a successful program.

Policy CIRC 1-38: Any excess local transportation funds not needed for new or improved circulation facilities should be used for road maintenance.

Policy CIRC 1-39: Prioritize the replacement or rehabilitation of deficient bridges.

Policy CIRC 1-40: Twenty-five percent of the timber funds generated from forest sales should continue to be used for streets and roads.

Policy CIRC 1-41: Support and encourage legislation that will ensure that Colusa County receives a larger share of State and Federal road maintenance funds.

Policy CIRC 1-42: Support the removal or reduction of restrictions on the spending of state and federal transportation monies

Policy CIRC 1-43: Encourage Caltrans to clear or prevent weed growth and to perform drainage and culvert maintenance along the shoulders and in the median of Interstate 5, State Route 20, and State Route 45 to avoid potential fire hazards.

Policy CIRC 1-44: Coordinate with state and federal agencies that own and maintain roadways in Colusa County to continue to provide reasonable access to forest lands and recreation areas within the County that are not accessible by County-maintained roads.

Action CIRC 1-L: Continue to maintain a database of all County maintained roadways to identify roadways with immediate maintenance needs and to determine which roadwoys should no longer be maintained and allowed to return to rural/agricultural roads.

Action CIRC 1-M: Identify areas of the County where it is feasible to establish transportation maintenance districts. Transportation maintenance districts should include an impact fee component to ensure that new development pays its fair share of the cost of development and maintenance of the County roadway and transportation network. Prioritize establishing road maintenance districts to address areas with the highest road maintenance needs.

Action CIRC 1-N: As part of the development review process, require new subdivisions to join or create roadway maintenance districts for maintaining public roads and transportation facilities installed with the development.

Goal CIRC-2: Support the Movement of Goods through Trucking, Rail, Air, and Other Forms of Freight Service to and from Businesses in the County

Objective CIRC-2A: Support and Improve Rail Services to Provide Goods and Passenger Movement

Policy CIRC 2-1: Encourage the restoration of passenger rail service along the California Northern Pacific Railroad tracks parallel to Interstate 5.

Policy CIRC 2-2: Support the continuation of freight and rail service to businesses and communities along the main and branch lines of the California Northern Pacific Railroad.

Policy CIRC 2-3: Coordinate with California Northern Pacific Railroad and other rail providers to encourage adequate rail service, investigate possibilities for passenger service, and ensure on-going maintenance of facilities and road crossings.

Policy CIRC 2-4: Railroad crossings of State and county roads shall be marked, signalized, and gated where warranted by traffic volumes and required by the California Public Utility Commission (PUC).

Policy CIRC 2-5: Work with other agencies to plan railroad corridors to facilitate the preservation of important railroad rights-of–way for future rail expansion or other appropriate transportation facilities.

Objective CIRC-2B: Improve and Enhance Air Services to Provide Goods Transportation, Tourism and Related Economic Activities

Policy CIRC 2-6: Promote the expansion and improvement of existing airport facilities. When there is a reasonable chance of approval, the County shall apply for available State and Federal aeronautics funds.

Policy CIRC 2-7: Establish a use-based funding mechanism to support maintenance and improvement of the Colusa County Airport.

Objective CIRC-2C: Support and Protect Waterways for Tourism and Reloted Economic Activities

Policy CIRC 2-8: Support access and navigational improvements and facilities on/adjacent to the Sacramento River, East Park Reservoir, Stony Creek, and other waterways that encourage commercial fishing, tourism, recreation, and improve boating safety.

Goal CIRC-3: Provide a Circulation System that Supports Public Safety

Objective CIRC-3A: Minimize Inconveniences and Safety Hazards Caused by Road Flooding, Washouts, and Emergency Conditions

Policy CIRC 3-1: Ensure that roadway design standards include all-weather dual-purpose function, as appropriate, to increase capacity, improve safety, and enhance flood control.

Policy CIRC 3-2: Work with adjoining landowners to reduce roadway flooding. Where localized flooding occurs as a result of new private development, the cost for remediation should be the responsibility of the new development.

Policy CIRC 3-3: Ensure that development, roadway, and planning projects include adequate access and features to accommodate evacuations and movement of people to critical services during emergency conditions.

Action CIRC 3-A: Work with federal and state funding agencies to create a funding plan to implement improvements for emergency access, evacuation, fire protection, public safety, and drainage, and work with appropriate agencies to identify and prioritize projects.

Objective CIRC-3B: Reduce Moving Traffic Hazards

Policy CIRC 3-4: Install stop signs, railroad crossing guards, and warning signs where appropriate and warranted.

Policy CIRC 3-5: Limit driveway intersections and curb cuts along arterial and collector roadways in order to provide improved mobility and safety for all travel modes.

Policy CIRC 3-6: Ensure adequate access for emergency vehicles.

Policy CIRC 3-7: Ensure adequate access to emergency facilities and between major communities.

Policy CIRC 3-8: Encourage the widening of State highways to allow the safe movement of farm vehicles and equipment.

Policy CIRC 3-9: Limit the intrusion of agricultural vehicles and heavy trucks on new residential streets.

Action CIRC 3-B: As part of the development review process, ensure that roadside commercial uses, large-scale industrial uses, and large-scale commercial or industrial agricultural uses have an approved public access plan. The plan should address public safety and ease of access to the site.

Action CIRC 3-C: Bi-annually review truck routes and revise, where necessary, to reduce truck traffic through residential and pedestrian-oriented areas.

Action Circ 3-D: Bi-annually review the County's circulation system for areas with traffic hazards, such as the approach to the one-lane bridge near Sites, and prioritize installation of warning signage, stop signs, or other appropriate measures for locations with significant accident rates.

Goal CIRC-4: Improve Livability in the County through Land Use and Transportation Decisions that Provide Residents with Choices to the Mode that they Use to Make Trips in the County

Objective CIRC-4A: Provide Circulation Improvements that Address Livability, Accommodate Industrial and Commercial Development, and Consider Regional Planning Efforts, State Law, and Current Priorities

Policy CIRC 4-1: Ensure that transportation control measures, alternative transportation options, and congestion management strategies are applied to long-term planning activities and large-scale new development projects.

Policy CIRC 4-2: All transportation improvement projects proposed for inclusion in local and regional transportation plans (Regional Transportation Plan, Regional Transportation Improvement Program, Congestion Management Plan, Capital Improvement Program, etc.) shall be consistent with the air quality, transportation, land use, and other goals and policies of the General Plan.

Policy CIRC 4-3: Projects included in the Capital Improvement Program and proposed for regional transportation plans should prioritize, in the following order: 1) projects that improve operations on existing roads without increasing capacity, 2) projects that encourage alternative transportation modes, 3) projects that increase capacity on existing roadways, and 4) new roadways.

Policy CIRC 4-4: Coordinate with Caltrans, the Colusa County Air Pollution Control District, and Colusa County Regional Transportation Commission to minimize air quality and transportation impacts associated with planned and existing transportation facilities.

Action CIRC4-A: County transportation planning decisions shall be coordinated with all affected public and private agencies.

Action CIRC 4-B: Invite the public to attend meetings and provide input regarding the future of the circulation system.

APPENDIX 3B: CCTA TRANSIT POLICIES

Colusa County Transit Policies and Operating Protocol

General Policies

- All carry-on articles must fit without obstructing aisles.
- A one-way trip is completed each time the passenger arrives at a scheduled destination.
- A personnel attendant may ride with you when needed. We do not provide attendants.
- Colusa County Transit may refuse service to persons endangering other passengers, the driver, or the vehicles.
- Exact fare only. Drivers do not carry change. If required to make a stop for change you will be charged for the extra stop.
- No abusive, threatening, or obscene language or gestures.
- No changing of clothes or diapers.
- No hazardous materials or weapons of any kind shall be brought on board.
- No eating, drinking or smoking.
- No loud music, radios, or other sound-generating equipment.
- No unsealed liquids.
- Passengers are not allowed to ask other passengers for fares.
- Passengers needing respirators or portable oxygen are able to bring them on the transit bus.
- Pay upon entering the bus. To help in keeping the driver on time, please have the correct amount of fare or ticket ready when the bus arrives to pick you up.
- Riders who engage in physical abuse or cause physical injury to another rider or driver may be subject to immediate and permanent suspension and possible criminal prosecution.
- Rides will not be provided without full payment of fares.
- Shirts, shoes, and pants must be worn at all times.
- You may not pay at the end of the trip.

Hospitals / Nursing Homes

Riders with pick-ups at nursing homes and hospitals should meet the driver in front of the main lobby. Drivers are not permitted to go to rooms to pick up passengers. Nursing home staff should be ready to assist the individual out and back in the home if necessary. Passengers will be dropped off in front of the main lobby of the nursing home or hospital lobby.

Service Animals & Pets

- All pets, except guide and service dogs must be in a commercially made pet carrier or cage that can be safely placed on the passenger's lap and does not require a separate seat.
- Please tell the dispatcher when an animal will be riding.
- Small pets and non-service or guide animals are allowed only if owners comply with the following rules.

- The animal must be completely enclosed within the pet carrier or cage at all times.
- The animal must not interfere with, disrupt, or disturb any service or guide animals on the vehicle.
- The carrier or cage must be constructed so that no bedding material or pet waste can exit.

Safety Rules

- CCT is not an ambulance service. We are part of the public transportation system.
- Drivers cannot take wheelchairs up or down steps or on steep ramps that do not meet ADA standards. Ramps must be sloped at no more than a 1-inch rise for each 12 inches of horizontal travel, and be equipped with rails on each side, which prevent the wheels of the chair from rolling off the edge.
- Neither the driver nor the vehicle is equipped to provide medical care.
- Passengers must comply with public health standards while on the bus.
- We are not able to transport passengers who constitute a public health or safety hazard to themselves or others, due to bleeding, loss of body fluids, urgent medical conditions, contagious illness, or unsafe behavior. Persons who require constant medical monitoring should not use this service.
- Wheelchairs must have an operable and effective braking system. It must remain engaged at all times while on the lift and while the vehicle is in motion.
- Wheelchairs will be tied down to the floor. Wheelchairs must not exceed 30 inches in width and 48 inches in length and cannot weigh more than 600 pounds when occupied.
- Your ride will be shared with the public and will be provided on a first come, first served basis.

Senior Nutrition Center

CCT also offers a free ride to the Senior Nutrition Center for seniors 60 and over. The center is located in Colusa at the Scout Cabin located at: 901 Parkhill St. Colusa, CA 95932
The center provides a hot meal Monday through Thursday at 12:00 noon. All are welcome to come to Colusa for the meal. You do not have to live in Colusa to attend. Bingo is played on Wednesday. You will need to call the SNC at (530) 458-0271 to let them know you will be coming in for a hot meal, as they will have to order enough food for the day. Please call in by 9:00 am and leave a message of how many will be attending.

Out of County Medical Trips

CCT offers transportation to out-of-county medical appointments. We transport to Chico, Davis, Lincoln, Marysville, Oroville, Roseville, Sacramento, Willows, Woodland and Yuba City. Medical appointments must be made before 2:00 pm - no exceptions.

The service is for medical services that are not provided for within the County. This program is Grant Sponsored, when funding runs out; the rides are stopped until further funds are provided. Donations are encouraged and accepted to help keep the program running longer.

- Drivers are not able to care for a passenger that is having minor surgery. You will have to have an attendant accompany you and care for your needs.
- Drivers do not attend the appointment or interpret for appointments. You may bring someone with you to be your attendant.
- Due to our limited funding, we are not able to provide for long-term cancer treatments (e.g., daily appointments for multiple weeks or 4-8 hour treatments).
- If you will be traveling with a child under the age of six who weighs less than 60 pounds, you must provide the child's safety seat. You will be responsible for properly securing the child in it.
- This is not an ambulance service. Your ride may be shared with other riders traveling in the same area and time frame. We are not equipped to handle gurneys.
- We will provide transportation only to and from the appointment.

Yuba City Trips

CCT offers transportation to Yuba City. The service is available on Fridays only. Bus departs Colusa at 9:30 am and departs Yuba City at 1:30 pm. You may go to Wal-Mart or Social Security. If you want to go anywhere else, you can use the Yuba-Sutter Transit. This program is available July 1, 2009 thru June 30, 2010. There is no fee for the trip, which is sponsored by Stimulus funds (ARRA 2009) and administered through Colusa-Glenn-Trinity Community Action (CBSG). For information, please call (530) 458-0287.

Charter Trips

- Charters are scheduled upon the availability of a driver. Drivers are not required to work charter trips.
- Current charter rates are available by contacting the transit office.
- Due to federal regulations governing the use of transit buses for private charters, the charter bus service shall not interfere with regularly scheduled service to the public or compete unfairly with private operators where private operators are willing and able to provide charter bus service.
- Food and drinks may be brought on board the bus for charter activities. Arrangements should be made, and a cleaning fee may be required.
- Passenger capacity is 19 passengers, or 16 passengers and 2 wheelchairs.

Ride Reservations

- If you are going to an appointment or shopping and you do not know what time you will be ready for your return trip, it is best to call the office for this trip and we will schedule your pickup as soon as possible. Most business and medical facilities are happy to call for you.
- If you request a specific pickup or drop off time, you must be flexible enough to accept available times within 60 minutes of your preferred time.

- Reservation rides may be scheduled by calling the Transit office. You may also set up a schedule with the dispatcher for ongoing trips, e.g. daily trips to work, school.
- Return trips may be scheduled at the same time you schedule your first pick-up.
- When a pickup time is scheduled, you must be ready for the bus to arrive up to 15 minutes before or after that scheduled time. Due to scheduling constraints, the driver is only able to wait three minutes after arrival for you to be ready to leave. So, please be ready with your correct fare in hand.

Cancellations

Rides must be canceled by calling the office prior to the bus showing up at your door. If you are unable to call in the morning during business hours, you may call the office and leave a message at any time.
Failure to show up for a scheduled ride will be considered a "No Show". Your ride may be denied after 3 "No Shows." If the bus comes to your home and you fail to come out after three minutes, you will be called in as a "No Show." You will have to reschedule your ride.

Lost and Found

If you leave an item on the bus, please call CCT as soon as possible at (530) 458-0287 and tell the dispatcher the following information:

- Bus number
- Time you were on the bus
- Town you are in

If the item is found, we will either bring the item to you or you may pick it up at the office the next day. You will be asked to provide a description of the lost item and a phone number where we may contact you. All lost items are kept for up to 30 days. CCT is not responsible for lost or stolen articles.

Other

At this time there is no Greyhound service in Colusa County. You may contact Greyhound service in Marysville (530) 742-7121, Chico (530) 343-8266, or Sacramento (916) 444-6858. Or call (800) 231-2222.

APPENDIX 3C: CTP FACT SHEET

California TRANSPORTATION PLAN 2040

Integrating California's Transportation Future

Fact Sheet

What? The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas (GHG) emissions. The CTP defines performance-based goals, policies, and strategies to achieve our collective **vision for California's future, statewide, integrated, multimodal transportation system**. The CTP is prepared in response to Federal and State requirements and is updated every five years.

Why? The purpose of the CTP is to provide a **common policy framework** that will guide transportation investments and decisions by all levels of government, the private sector, and other transportation stakeholders. Through this policy framework, and by using newly created modeling tools, the CTP 2040 will identify the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the State's transportation needs.

When? The CTP 2025 was approved in 2006 and updated by a 2030 Addendum in 2007. The CTP 2040 was initiated with the development of the California Interregional Blueprint (CIB) in early 2010 in response to Senate Bill 391 (Liu, 2009). The CIB is a state-level transportation blueprint that articulates the State's vision for an integrated multimodal transportation system that complements regional transportation plans and land use visions. The CIB provides the foundation for the CTP 2040, which will conclude with plan approval by the Secretary of the Transportation Agency (formerly Business, Housing, and Transportation Agency) in December 2015.

How? The CTP 2040 will be developed in collaboration with transportation partners and stakeholders across the State and through ongoing engagement as outlined in the Public Participation Plan for the CTP and Federal Statewide Transportation Improvement Program. The vision of the CTP 2040 is a fully integrated, multimodal, **sustainable transportation system** that supports the three outcomes (3Es) that define quality of life: prosperous economy, quality environment, and social equity.

Beginning with the vision and policy framework of the 2030 plan (see reverse), this update will focus on meeting new trends and challenges, such as economic and job growth, climate change, freight movement, and public health. In addition, to meet the requirements of MAP-21,* performance measures and targets will be developed for the plan with transportation agencies and transit operators.

Contact: Gabriel Corley, Project Manager, at (916) 653-1305 or gabriel.corley@dot.ca.gov. For more information about the plan and to participate in upcoming outreach activities, see our webpage at: http://www.californiatransportationplan2040.org.

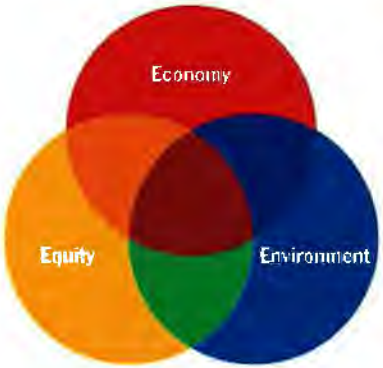
**Moving Ahead for Progress in the 21st Century (MAP 21) Act is the federal legislation authorizing funding through 2014.*

Caltrans

CTP2040
CALIFORNIA TRANSPORTATION PLAN

THE VISION

Sustainability



THE GOALS

- Improve Mobility & Accessibility
- Preserve The Transportation System
- Support The Economy
- Enhance Public Safety & Security
- Reflect Community Values
- Enhance The Environment

THE POLICIES

- Increase System Capacity
- Preserve & Maintain System
- Enhance Goods Movement
- Improve System & System User Safety
- Expand Collaboration in Planning & Decision-Making
- Conserve Natural Resources
- Support Research to Advance Mobility & Accessibility
- Provide Viable Transportation Choices
- Manage & Operate an Efficient Intermodal System
- Provide Additional & Flexible Funding
- Provide for System Security
- Manage Growth
- Commit to Clean & Efficient Energy System

California Department of Transportation, April 2013

APPENDIX 3D: SHSP POLICIES 2011

Department of Transportation

California Highway Patrol

Office of Traffic Safety

Department of Motor Vehicles

Department of Alcoholic Beverage Control

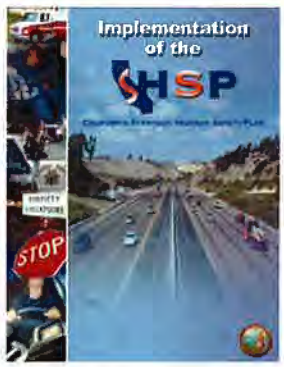
Department of Public Health

Emergency Medical Services Authority

California SHSP Summary Report for 2011

Background

California's Strategic Highway Safety Plan (SHSP) is a statewide, comprehensive, data-driven effort to reduce fatalities and serious injuries on public roads. Started in 2005, the SHSP is updated regularly to ensure continued progress and meet changing safety needs. Currently, over 400 safety stakeholders from 170 public and private agencies and organizations work together to implement the plan under the direction of the SHSP Executive Leadership and a 13-member Steering Committee. The SHSP includes behavioral, infrastructure, and technology strategies addressing the "4Es" of safety: engineering, enforcement, education, and emergency services.



Focus

The SHSP applies resources in the areas where the greatest gains can be made to save lives, prevent injuries, and improve safety in the following Challenge Areas (CA):

- CA 1: Reduce Impaired Driving Related Fatalities
- CA 2: Reduce the Occurrence and Consequence of Leaving the Roadway and Head-on Collisions
- CA 3: Ensure Drivers are Properly Licensed
- CA 4: Increase Use of Safety Belts and Child Safety Seats
- CA 5: Improve Driver Decisions about Rights of Way and Turning
- CA 6: Reduce Young Driver Fatalities
- CA 7: Improve Intersection and Interchange Safety for Roadway Users
- CA 8: Make Walking and Street Crossing Safer
- CA 9: Improve Safety for Older Roadway Users
- CA 10: Reduce Speeding and Aggressive Driving
- CA 11: Improve Commercial Vehicle Safety
- CA 12: Improve Motorcycle Safety
- CA 13: Improve Bicycling Safety
- CA 14: Enhance Work Zone Safety
- CA 15: Improve Post Crash Survivability
- CA 16: Improve Safety Data Collection, Access, and Analysis
- CA 17: Reduce Distracted Driving

Goals

Process for Developing Goals

The goals identified in this report were determined in concert with the problem identification process. The goals were established for the various program priority areas (e.g., Alcohol-Impaired Driving, Drug-Impaired Driving, Police Traffic Services, Occupant Protection, etc.); the specific thresholds and target dates were set based on past trends and our experience in California.

HSP goals are accompanied by appropriate performance measures and a description of the data sources used. Performance measures include one or more of the following:

- Absolute numbers (e.g., the number of persons killed or injured in alcohol-impaired collisions).
- Percentages (e.g., the number of alcohol-involved collisions as a percent of total number of
- Rates (e.g., alcohol-impaired driving fatality rate - fatalities per 100 million vehicle miles traveled).

Graphs and charts are used to present historical trends and goals. For the most part, three year averages were utilized in setting goal base periods. This was supplemented by the judgment of OTS staff and management.

This HSP includes SHSP action items that are OTS's responsibility and are included in the appropriate "Impact Programs/Strategies" section.

Overall Program Goal

In 2009, along with the Governors Highway Safety Association, California adopted the new goal of "Toward zero deaths, every 1 counts." We believe that saving lives on California roadways calls for more than just a reduction of fatalities. Our vision is to eliminate traffic fatalities altogether.

OTS recognizes that achievement of quantified goals is dependent not only on the work of OTS, but also on the collaborative and ongoing efforts of a multitude of governmental and private entities involved in improving highway safety. Over the last five decades the average decline in the mileage death rate has been 30 percent per decade. Advances in vehicle safety technology, coupled with traffic safety legislation, expanded participation by the public health and private sectors, and aggressive traffic safety education, enforcement and engineering programs, should make the projected decline achievable.

2013 California Highway Safety Plan Overview

The 2013 HSP includes 252 grants; one continuing grant and 251 new grants. The table shown below reflects proposed new grants and a continuing grant by program area.

GRANTS (FFY 2013)			
PROGRAM	**PROPOSED (NEW)**	**CONTINUATION**	**TOTAL**
Alcohol-Impaired Driving	93		93
Distracted Driving	4*		4
Drug-Impaired Driving	1		1
Emergency Medical Services	1	1	2
Motorcycle Safety	2		2
Occupant Protection	14		14
Pedestrian & Bicycle Safety	8		8
Police Traffic Services	116		116
Traffic Records	12		12
TOTAL	**251**	**1**	**252**

*Another 37-40 enforcement grants will be funded under Distracted Driving as part of the Distracted Driving High Visibility Enforcement Demonstration Project.

APPENDIX 4A: SR20 CONNECTION PROJECT

MARK THOMAS & COMPANY
7300 FOLSOM BOULEVARD, SUITE 203
SACRAMENTO, CALIFORNIA 95826
(916) 381-9100 FAX:(916)381-9180

CITY OF WILLIAMS
NEW SR 20 CONNECTION PROJECT
PID PHASE

APPENDIX 5A: UNMET TRANSIT NEEDS PROCESS

RESOLUTION NO. 1213-04

A RESOLUTION OF THE COLUSA COUNTY TRANSPORTATION COMMISSION DEFINING "UNMET TRANSIT NEEDS" AND "REASONABLE TO MEET"

WHEREAS, the Colusa County Transportation Commission held a public hearing on February 19, 2013 to receive testimony identifying or commenting on unmet transit needs that may exist within their jurisdiction; and

WHEREAS, the Colusa County Transportation Commission is required to determine its definition of the terms "unmet transit needs" and "reasonable to meet".

NOW, THEREFORE, BE IT RESOLVED by the Colusa Transportation Commission that the following definitions are adopted:

1. Unmet Transit Needs

   Unmet transit needs includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation.

2. Reasonable to Meet

   It shall apply to all related public or specialized transportation services that:

   1. are feasible;
   2. have community acceptance;
   3. serve a significant number of the population;
   4. are economical; and
   5. can demonstrate cost effectiveness

   by having a ratio of fare revenues to operating cost at least equal to 10 percent, and the Colusa County Transportation Commission has determined that its definition of the term "reasonable to meet" shall also apply to all service requests which do not abuse or obscure the intent of such transportation services once they are established.

PASSED AND ADOPTED by the Colusa County Transportation Commission this 19th day of March, 2013, by the following vote:

AYES: Evans, Reische, Critchfield, Vann, & Fulcher.

NOES: none

ABSENT: Indrieri.

Kim Vann, Chairman,
Colusa County
Transportation Commission

RESOLUTION NO. 1213-05

A RESOLUTION OF THE COLUSA COUNTY TRANSPORTATION COMMISSION DETERMINING NO UNMET PUBLIC TRANSPORTATION NEEDS FOR FISCAL YEAR 2013-2014 THAT ARE REASONABLE TO MEET

WHEREAS, Section 99401.5, Article 8, Chapter 4, Division 10, Part II, of the California Public Utilities Code establishes specific requirements to be met by the local transportation planning agency before any allocations are made for implementation of elements of the Regional Transportation Plan other than those relating directly to public transportation systems and facilities provided for exclusive use of pedestrians and bicycles; and

WHEREAS, this Commission has established and consulted with a Social Services Transportation Advisory Council which has advised this Commission of unmet Transit needs; and

WHEREAS, this Commission has identified the transit needs of Colusa County which have been considered in the transportation planning process; and

WHEREAS, this Commission has caused to be held a public hearing on February 19, 2013, in accordance with Section 99401.5(c) of the California Public Utilities Code to receive testimony relative to transit needs within Colusa County; and

WHEREAS, this Commission has adopted definitions of "unmet transit needs", and "reasonable to meet", as determined pursuant to Section 99401.5(c) of the Public Utilities Code; and

WHEREAS, the annual assessment of groups likely to be transit dependent or disadvantaged as well an analysis of the adequacy of existing public and specialized transportation services and analyses of alternative public and specialized transportation services and possible service improvements are all considered during an annual meeting of the Social Services Transportation Advisory Council. The minutes of the most recent meeting of that Council as well as the roster for the Council showing matters considered and action taken, and categories of interests represented, respectively, are attached hereto as Exhibit "A" and incorporated herein by this reference; and

WHEREAS, this Commission finds that there are no unmet transit needs within Colusa County that are reasonable to meet.

NOW, THEREFORE, BE IT RESOLVED that this Commission hereby determines, pursuant to Section 99401.5 of the Public Utilities Code of the State of California, that there are no unmet transit needs that are reasonable to meet within the jurisdiction area of this Commission.

PASSED AND ADOPTED by the Colusa County Transportation Commission this 19th day of March, 2013, by the following vote:

AYES: Evans, Reische, Critchfield, Fulcher, & Vann.

NOES: None

ABSENT: Indrieri.

Kim Vann, Chairman, Colusa County Transportation Commission

APPENDIX 5B: CITY OF WILLIAMS LONG RANGE RTP PROJECTS

City of Williams
PO Box 310
Williams, CA 95987
(530) 473-2519

Scenarios - Sections Selected for Treatment

Interest: 2.00% **Inflation: 1.00%** Printed: 10/13/2011

Scenario: Needs Budget

Year	Budget	PM Amt	Year	Budget	PM Amt	Year	Budget	PM Amt
2012	$13,554,594	$359	**2013**	$2,078,562	$0	**2014**	$1,980,609	$123
2015	$1,369,064	$2,173	**2016**	$1,717,144	$463			

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
Year: 2012										
7TH ST	A ST	C ST	7THST	70	A	AC	100	$186,667	21,284	THICK OVERLAY W/FABRIC (2.5 INCHES)
C ST	7TH ST	N 8TH ST	CST	40	C	AC	100	$56,000	15,113	THICK OVERLAY W/FABRIC (2.5 INCHES)
HUSTED RD	ELLA ST	2000 FT NORTH OF ELLA ST	HUSTEDRD	130	A	AC	100	$293,334	21,554	THICK OVERLAY W/FABRIC (2.5 INCHES)
						Treatment Total		$536,001		
E ST	NORTH 9TH ST	960 FT EAST OF INTER W/9TH ST	EST	60	A	AC	67	$25,600	24,433	CAPE SEAL
HUSTED RD	4196 FROM I-5 NB OR	ABEL RD	HUSTEDRD	50	A	AC	69	$15,234	24,956	CAPE SEAL
HUSTED RD	E ST	ELLA ST	HUSTERD	120	A	AC	66	$21,450	23,908	CAPE SEAL
I ST	7TH ST	8TH ST	IST	10	R	AC	72	$11,249	22,535	CAPE SEAL
I ST	8TH ST	REDINGER WY	IST	20	R	AC	72	$11,264	22,535	CAPE SEAL
VANN ST	HOPKINS DR	LINCOLN RD	VANNST	20	C	AC	71	$32,782	15,971	CAPE SEAL
						Treatment Total		$117,579		
8TH ST	J ST	I ST	8THST	20	R	AC	71	$4,830	33,288	SLURRY SEAL
9TH ST	I ST	G ST	9THST	10	R	AC	76	$11,396	43,676	SLURRY SEAL
9TH ST	G ST	F ST	9THST	15	R	AC	76	$5,641	43,676	SLURRY SEAL
9TH ST	F ST	E ST	9THST	20	R	AC	74	$5,203	54,873	SLURRY SEAL
BELLE WY	N 10TH ST	VIRGINIA WAY	BELLEWY	10	R	AC/AC	78	$11,526	39,713	SLURRY SEAL
E ST	6TH ST	9TH ST (COPW)	EST	55	A	AC/AC	72	$20,112	77,181	SLURRY SEAL
I ST	9TH ST	10TH ST	IST	40	R	AC	76	$5,871	43,676	SLURRY SEAL
I ST	11TH ST	12TH ST	IST	60	R	AC	75	$6,953	42,847	SLURRY SEAL
J ST	7TH ST	I ST	JST	10	R	AC/AC	71	$9,573	44,971	SLURRY SEAL

** Treatment from Project Selection

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
N 10TH ST	E ST	2034 FT NORTH OF E ST	N10THST	50	R	AC	73	$29,568	35,861	SLURRY SEAL
PADRE PIO DR	CUPELLO DR	VASTO DR	PADREPIODR	10	R	AC	77	$7,656	36,150	SLURRY SEAL
REDINGER WY	I ST	G ST	REDINGERWY	10	R	AC/AC	78	$18,084	42,243	SLURRY SEAL
						Treatment Total		$136,413		
6TH ST	E ST	N OF INTER D ST	6THST	10	C	AC/AC	78	$215	425,616	SEAL CRACKS
C ST	N 10TH ST	11TH ST	CST	70	R	AC/AC	76	$144	482,256	SEAL CRACKS
						Treatment Total		$359		
WALDEN DR	BELLE WAY	END	10	WALDENDR	R	AC	100	$127,659	8,868	RECONSTRUCT STRUCTURE (AC)
10TH ST	SOUTHERN END	I ST	10THST	10	R	AC	100	$70,400	6,868	RECONSTRUCT STRUCTURE (AC)
11TH ST	E ST	C ST	11THST	15	R	AC	100	$393,800	6,868	RECONSTRUCT STRUCTURE (AC)
12TH ST	H ST	G ST	12ST	20	R	AC	100	$120,600	6,888	RECONSTRUCT STRUCTURE (AC)
12TH ST	G ST	E ST	12ST	30	R	AC	100	$137,200	6,868	RECONSTRUCT STRUCTURE (AC)
4TH ST	C ST	D ST	4THST	10	C	AC	100	$186,900	6,556	RECONSTRUCT STRUCTURE (AC)
5TH ST	THEATER RD	2384 FT NORTH OF THEATER RD	5THST	10	C	AC	100	$667,520	6,556	RECONSTRUCT STRUCTURE (AC)
5TH ST	D ST	B ST	5THST	40	C	AC	100	$230,250	6,556	RECONSTRUCT STRUCTURE (AC)
7TH ST	E ST	F ST	7THST	100	A	AC	100	$289,100	8,400	RECONSTRUCT STRUCTURE (AC)
7TH ST	F ST	H ST	7THST	110	A	AC	100	$450,330	8,400	RECONSTRUCT STRUCTURE (AC)
7TH ST	H ST	J ST	7THST	120	A	AC	100	$474,180	8,400	RECONSTRUCT STRUCTURE (AC)
7TH ST	J ST	THEATER RD	7THST	130	A	AC	100	$175,200	8,400	RECONSTRUCT STRUCTURE (AC)
7TH ST	THEATER RD	2000 FT SOUTH OF THEATER RD	7THST	140	A	AC	100	$560,000	8,400	RECONSTRUCT STRUCTURE (AC)
7TH ST	2000 FT SOUTH OF THEATER RD	4000 FT SOUTH OF THEATER RD	7THST	150	A	AC	100	$560,000	8,400	RECONSTRUCT STRUCTURE (AC)
7TH ST	I-5 SB UNDERPASS	HUSTED RD	7THST	160	A	AC	100	$682,920	8,400	RECONSTRUCT STRUCTURE (AC)
7TH ST	1000 FT S OF FRESHWATER RD	2000 FT S OF FRESHWATER RD	7THST	20	A	AC	100	$320,000	8,400	RECONSTRUCT STRUCTURE (AC)

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
7TH ST	4000 S OF FRESHWATER	5000 FT S OF FRESHWATER	7THST	50	A	AC	100	$320,000	8,400	RECONSTRUCT STRUCTURE (AC)
7TH ST	5000 FT S OF FRESHWATER RD	A ST	7THST	60	A	AC	100	$418,080	8,400	RECONSTRUCT STRUCTURE (AC)
7TH ST	C ST	D ST	7THST	80	A	AC	100	$261,360	8,400	RECONSTRUCT STRUCTURE (AC)
7TH ST	D ST	E ST	7THST	90	A	AC	100	$226,260	8,400	RECONSTRUCT STRUCTURE (AC)
8TH ST	I ST	H ST	8THST	25	R	AC	100	$222,859	6,868	RECONSTRUCT STRUCTURE (AC)
A ST	7TH ST	NORHT 8TH ST	AST	20	C	AC	100	$82,320	6,556	RECONSTRUCT STRUCTURE (AC)
A ST	N 8TH ST	N 9TH ST	AST	30	R	AC	100	$60,000	6,868	RECONSTRUCT STRUCTURE (AC)
C ST	60 FT EAST OF 4TH ST	END (QUALITY INN)	CST	10	C	AC	100	$76,400	6,556	RECONSTRUCT STRUCTURE (AC)
C ST	N 8TH ST	N 9TH ST	CST	50	C	AC	100	$169,050	6,556	RECONSTRUCT STRUCTURE (AC)
C ST	N 9TH ST	N 10TH ST	CST	60	R	AC	100	$140,800	6,868	RECONSTRUCT STRUCTURE (AC)
D ST	4TH ST	5TH ST	DST	10	C	AC	100	$158,400	6,556	RECONSTRUCT STRUCTURE (AC)
D ST	N 9TH ST	N 10TH ST	DST	40	R	AC	100	$69,959	6,868	RECONSTRUCT STRUCTURE (AC)
D ST	N 10TH ST	11TH ST	DST	50	R	AC	100	$116,334	6,868	RECONSTRUCT STRUCTURE (AC)
E ST	HUSTED RD	454 WEST OF HUSTED RD	EST	10	A	AC	100	$154,360	8,400	RECONSTRUCT STRUCTURE (AC)
FRESHWATER LATERAL DR	NORTH ST	HWY 20	FRESHWATER	10	C	AC	100	$192,800	6,556	RECONSTRUCT STRUCTURE (AC)
F ST	7TH ST	8TH ST	FST	10	R	AC	100	$143,200	6,868	RECONSTRUCT STRUCTURE (AC)
F ST	8TH ST	9TH ST	FST	20	R	AC	100	$158,750	6,868	RECONSTRUCT STRUCTURE (AC)
H ST	9TH ST	10TH ST	HST	40	R	AC	100	$170,684	6,868	RECONSTRUCT STRUCTURE (AC)
H ST	10TH ST	11TH ST	HST	50	R	AC	100	$110,250	6,868	RECONSTRUCT STRUCTURE (AC)
HUSTED RD	3255 FT FROM INTER/ABEL RD COP	4255 FT FROM INTER/ABEL RD	HUSTEDRD	100	A	AC	100	$250,000	8,400	RECONSTRUCT STRUCTURE (AC)
HUSTED RD	4255 FT FROM INTER/ABEL RD	E ST	HUSTEDRD	110	A	AC	100	$283,500	8,400	RECONSTRUCT STRUCTURE (AC)
HUSTED RD	2,000 FT FROM NB I-5 OR	3096 FT FROM NB I-5 OR	HUSTEDRD	30	A	AC	100	$274,000	8,400	RECONSTRUCT STRUCTURE (AC)

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
HUSTED RD	3096 FT FROM NB I-5 OR	4196 FROM I-5 NB OR	hustedrd	40	A	AC	100	$275,000	8,400	RECONSTRUCT STRUCTURE (AC)
HUSTED RD	ABEL RD	507 FT FROM INTER/ABEL RD	HUSTEDRD	80	A	AC	100	$122,000	8,400	RECONSTRUCT STRUCTURE (AC)
N 6TH ST	B ST	NORTH ST	N8THST	20	R	AC	100	$244,709	6,868	RECONSTRUCT STRUCTURE (AC)
NORTH B ST	5TH ST	6TH ST	NORTHBST	20	C	AC	100	$90,160	6,556	RECONSTRUCT STRUCTURE (AC)
NORTH B ST	6TH ST	7TH ST	NORTHBST	30	C	AC	100	$127,710	6,556	RECONSTRUCT STRUCTURE (AC)
SOLANO ST	VENICE BLVD	SUNSET RD	SOLANOST	10	R	AC	100	$40,484	6,868	RECONSTRUCT STRUCTURE (AC)
SUNSET RD	E ST	END	SUNSETRO	10	R	AC	100	$195,559	6,868	RECONSTRUCT STRUCTURE (AC)
THEATER RD	SEMINIS RD	7TH ST	THEATERRD	10	R	AC	100	$224,292	6,868	RECONSTRUCT STRUCTURE (AC)
THEATER RD	952 FT WEST OF E ST	ZUMWALT RD	THEATERRD	30	R	AC	100	$261,625	6,868	RECONSTRUCT STRUCTURE (AC)
VADA CT	VANN ST	END	VADACT	10	C	AC	100	$168,640	6,556	RECONSTRUCT STRUCTURE (AC)
VANN ST	668 FT NORTH OF LINCOLN RD	E ST	VANNST	50	C	AC	100	$268,500	6,556	RECONSTRUCT STRUCTURE (AC)
ZUMWALT RD	130 FT SOUTH OF I ST	THEATER RD (NOI)	ZUMWALTRD	30	R	AC	100	$99,284	6,868	RECONSTRUCT STRUCTURE (AC)
					Treatment Total			$11,623,188		
7TH ST	2000 FT S OF FRESHWATER RD	3000 FT S OF FRESHWATER RD	7THST	30	A	AC/AC	100	$142,223	20,971	THICK AC OVERLAY(2.5 INCHES)
E ST	960 FT EAST OF INTER/N9TH ST	VIRGINIA WY	EST	65	A	AC/AC	100	$295,534	20,498	THICK AC OVERLAY(2.5 INCHES)
					Treatment Total			$437,757		
D ST	7TH ST	N 8TH ST	DST	20	R	AC	100	$51,065	16,693	THIN AC OVERLAY(1.5 INCHES)
FERRARI CT	CUPELLO DR	END	FERRARICT	10	R	AC	100	$50,198	16,543	THIN AC OVERLAY(1.5 INCHES)
THEATER RD	E ST	96 FT WEST OF E ST	THEATERRD	20	R	AC	100	$8,192	16,684	THIN AC OVERLAY(1.5 INCHES)
VIRGINIA WY	E ST	TERI DR	VIRGINIAWY	10	R	AC/AC	100	$128,626	16,239	THIN AC OVERLAY(1.5 INCHES)
WESTGATE DR	VENICE BLVD	VENICE BLVD	WESTGATEDR	10	R	AC/AC	100	$265,216	16,271	THIN AC OVERLAY(1.5 INCHES)
					Treatment Total			$503,297		

** - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
						Year 2013 Total		**$2,078,562**		
Year: 2014										
7TH ST	FRESHWATER RD	1000 FT S OF FRESHWATER RD	7THST	10	A	AC	100	$145,081	20,761	THICK OVERLAY W/FABRIC (2.5 INCHES)
VANN ST	LINCOLN RD	348 NORTH OF LINCOLN RD (COPW)	VANNST	30	C	AC	100	$77,474	14,629	THICK OVERLAY W/FABRIC (2.5 INCHES)
						Treatment Total		$222,555		
I ST	7TH ST	8TH ST	IST	10	R	AC	78	$11,475	25,735	CAPE SEAL
I ST	8TH ST	REDINGER WY	IST	20	R	AC	78	$11,491	25,735	CAPE SEAL
						Treatment Total		$22,966		
I ST	10TH ST	11TH ST	IST	50	R	AC	78	$5,206	43,437	SLURRY SEAL
RUGGERIERI WY	VANN ST	533 WEST OF VANN ST (COP)	RUGGIERIWY	10	C	AC	77	$6,372	39,837	SLURRY SEAL
						Treatment Total		$11,578		
D ST	6TH ST	7TH ST	DST	15	R	AC/AC	80	$123	511,918	SEAL CRACKS
						Treatment Total		$123		
12TH ST	PIERCE RD	H ST	12ST	10	R	AC	100	$338,334	6,733	RECONSTRUCT STRUCTURE (AC)
E ST	1460 FT WEST OF HUSTED RD	I-5 NB ON RAMP	EST	30	A	AC	100	$415,630	8,235	RECONSTRUCT STRUCTURE (AC)
F ST	10TH ST	11TH ST	FST	40	R	AC	100	$101,194	6,733	RECONSTRUCT STRUCTURE (AC)
NORTH B ST	N 10TH ST	11TH ST	NORTHBST	70	C	AC	100	$50,924	6,427	RECONSTRUCT STRUCTURE (AC)
NORTH ST	645 WEST OF 7TH ST	VIRGINIA WAY	NORTHST	20	R	AC/AC	100	$421,378	6,733	RECONSTRUCT STRUCTURE (AC)
VANN ST	E ST	END	VANNST	60	C	AC	100	$231,767	6,427	RECONSTRUCT STRUCTURE (AC)
						Treatment Total		$1,559,227		
SAN ANTONIO DR	VANN ST	VANN ST	SANANTONDR	10	R	AC	100	$164,160	16,002	THIN AC OVERLAY(1.5 INCHES)
						Treatment Total		$164,160		
						Year 2014 Total		**$1,980,609**		
Year: 2015										

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
HUSTED RD	E ST	ELLA ST	HUSTERD	120	A	AC	69	$22,100	24,336	CAPE SEAL
					Treatment Total			$22,100		
11TH ST	H ST	E ST	11THST	20	R	AC	74	$12,896	41,170	SLURRY SEAL
8TH ST	H ST	F ST	8THST	30	R	AC/AC	71	$14,733	43,400	SLURRY SEAL
G ST	7TH ST	8TH ST	GST	10	R	AC	72	$2,726	40,274	SLURRY SEAL
G ST	182 FT WEST OF 7TH ST	8TH ST	GST	15	R	AC	70	$1,900	48,648	SLURRY SEAL
G ST	8TH ST	9TH ST	GST	20	R	AC	72	$8,478	40,274	SLURRY SEAL
G ST	9TH ST	10TH ST	GST	30	R	AC	72	$4,059	40,274	SLURRY SEAL
G ST	10TH ST	11TH ST	GST	40	R	AC	72	$5,482	40,274	SLURRY SEAL
G ST	11TH ST	12TH ST	GST	50	R	AC	76	$6,411	42,066	SLURRY SEAL
H ST	7TH ST	8TH ST	HST	10	R	AC/AC	73	$3,140	44,214	SLURRY SEAL
H ST	8TH ST	REDINGER WY	HST	20	R	AC/AC	73	$5,991	44,214	SLURRY SEAL
H ST	11TH ST	12TH ST	HST	60	R	AC/AC	73	$6,516	44,214	SLURRY SEAL
N 8TH ST	278 FT NORTH OF E ST	N B ST	N8THST	10	R	AC/AC	76	$12,622	45,771	SLURRY SEAL
					Treatment Total			$84,954		
9TH ST	I ST	G ST	9THST	10	R	AC	74	$345	412,287	SEAL CRACKS
9TH ST	G ST	F ST	9THST	15	R	AC	74	$171	412,287	SEAL CRACKS
9TH ST	F ST	E ST	9THST	20	R	AC	73	$162	536,489	SEAL CRACKS
BELLE WY	N 10TH ST	VIRGINIA WAY	BELLEWY	10	R	AC/AC	73	$344	383,079	SEAL CRACKS
I ST	9TH ST	10TH ST	IST	40	R	AC	74	$178	412,287	SEAL CRACKS
I ST	11TH ST	12TH ST	IST	60	R	AC	72	$223	393,629	SEAL CRACKS
PADRE PIO DR	CUPELLO DR	VASTO DR	PADREPIODR	10	R	AC	73	$240	330,485	SEAL CRACKS
REDINGER WY	I ST	G ST	REDINGERWY	10	R	AC/AC	75	$510	410,787	SEAL CRACKS
					Treatment Total			$2,173		
11TH ST	I ST	H ST	11THST	05	R	AC	100	$152,296	6,666	RECONSTRUCT STRUCTURE (AC)
5TH ST	2384 NORTH OF THEATER RD	E ST	5THST	20	C	AC/AC	100	$189,885	6,363	RECONSTRUCT STRUCTURE (AC)
7TH ST	3000 FT S OF FRESHWATER RD	4000 FT S OF FRESHWATER RD	7THST	40	A	AC/AC	100	$329,697	8,153	RECONSTRUCT STRUCTURE (AC)
VIRGINIA WY	TERI ST	NORTH ST	VIRGINIAWY	20	R	AC	100	$587,959	6,666	RECONSTRUCT STRUCTURE (AC)
					Treatment Total			$1,259,837		

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
						Year 2015 Total		**$1,369,064**		
Year: 2016										
E ST	NORTH 9TH ST	960 FT EAST OF INTER W/9TH ST	EST	60	A	AC	68	$26,640	23,818	CAPE SEAL
HUSTED RD	4196 FROM I-5 NB OR	ABEL RD	HUSTEDRD	50	A	AC	70	$15,852	24,219	CAPE SEAL
						Treatment Total		$42,492		
6TH ST	E ST	N OF INTER D ST	6THST	10	C	AC/AC	78	$9,031	41,248	SLURRY SEAL
						Treatment Total		$9,031		
VANN ST	HOPKINS DR	LINCOLN RD	VANNST	20	C	AC	73	$463	359,619	SEAL CRACKS
						Treatment Total		$463		
8TH ST	F ST	E ST	8THST	40	R	AC	100	$207,254	6,600	RECONSTRUCT STRUCTURE (AC)
CUPELLO DR	FERRARI CT	VASTO DR	CUPELLODR	20	R	AC	100	$222,512	6,600	RECONSTRUCT STRUCTURE (AC)
F ST	9TH ST	10TH ST	FST	30	R	AC	100	$140,482	6,600	RECONSTRUCT STRUCTURE (AC)
HUSTED RD	NB I-5 ON RAMP	1,000 FT NORTH OF I-5 ON RAMP	HUSTEDRD	10	A	AC/AC	100	$260,151	8,072	RECONSTRUCT STRUCTURE (AC)
PIERCE RD	12TH ST	VENICE BLVD	PIERCERD	10	R	AC	100	$229,185	6,600	RECONSTRUCT STRUCTURE (AC)
						Treatment Total		$1,059,584		
D ST	NORTH 8TH ST	NORTH 9TH ST	DST	30	R	AC	100	$63,636	15,392	THIN AC OVERLAY(1.5 INCHES)
N 10TH ST	2034 FT NORTH OF E STREET	NORTH ST	N10THST	60	R	AC	100	$77,521	15,496	THIN AC OVERLAY(1.5 INCHES)
N 9TH ST	E ST	NORTH ST	N9THST	10	R	AC/AC	100	$448,616	15,250	THIN AC OVERLAY(1.5 INCHES)
SAN ANTONIO DR	VANN ST	VASTO DR	SANANTONDR	20	R	AC	100	$15,801	15,334	THIN AC OVERLAY(1.5 INCHES)
						Treatment Total		$605,574		
						Year 2016 Total		**$1,717,144**		
						Grand Total		**$20,499,973**		

** Treatment from Project Selection