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COUNTY OF COLUSA
TRANSPORTATION COMMISSION &
TRANSIT AGENCY
1215 MARKET STREET,
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Colt Esenwein,
Public Works Director
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COLUSA COUNTY TRANSPORTATION COMMISSION
&
TRANSIT AGENCY
Agenda
November 18, 2025

Colusa County Board of Supervisors Chambers
546 Jay Street, Suite 108
Colusa, CA 95932

3:00 p.m. Call to Order/Roll Call

I. PERIOD OF PUBLIC COMMENT (TRANSIT AND/OR TRANSPORTATION)

II. Minutes Approval

1. Minutes Approval
Transportation Commission & Transit Agency – Regular Meeting – September 23, 2025.

2. Minutes Approval
Transportation Commission & Transit Agency – Special Meeting – October 27, 2025.

III. REPORTS (TRANSIT AND/OR TRANSPORTATION)

1. Executive Director
2. Transit Manager
3. Caltrans
4. City of Colusa
5. City of Williams
6. California Highway Patrol

3:05 p.m. SITTING AS THE COLUSA COUNTY TRANSPORTATION COMMISSION

1. Public Hearing and Adoption of the Final 2025 Colusa County Regional Transportation Plan.

2. Approve a Resolution for the Colusa County 2026 Regional Transportation Improvement Program for Transportation Improvement Projects.

3. Adopt a resolution authorizing the Executive Director to approve a one-time contribution of $134 from the CCTC's 2026 Regional Improvement Program (RIP) fund balance to the California State Association of Counties Local Streets & Roads effort to support the statewide pavement condition assessment

V. SITTING AS THE COLUSA COUNTY TRANSIT AGENCY

1. Approve FY 2025-26 Revenue & Appropriations Inter-Budget Adjustment No. 007. (**Requires 5/6th vote)**

ADJOURN

PERIOD OF PUBLIC COMMENT: Any person may speak about any subject of concern, provided it is within the purview of the Transportation Commission and Transit Agency and is not already on today's agenda. The total amount of time allotted for receiving such public communication shall be limited to a total of **15 minutes per issue** and each individual or group will be limited to no more than **5 minutes each**. **Note:** No Board action shall be taken on comments received.

ADA COMPLIANCE: Upon request, Agendas will be made available in alternative formats to accommodate persons with disabilities. In addition, any person with a disability who requires a modification or accommodation to participate or attend this meeting may request necessary accommodation. Please make your request to the County Board Clerk, specifying your disability, the format in which you would like to receive this Agenda, and any other accommodation required no later than 24 hours prior to the start of the meeting.

DISCLOSURE OF CAMPAIGN CONTRIBUTIONS: Pursuant to Government Code section 84308, members of the Transportation Commission and Transit Agency are disqualified and not able to participate in any agenda item involving contracts (other than competitively bid, labor, or personal employment contracts), franchises, discretionary land use permits and other entitlements if the Committee member received more than $250 in campaign contributions from the applicant or contractor, an agent of the applicant or contractor, or any financially interested participant who actively supports or opposes the Commission's decision on the agenda item since January 1, 2023. Members of the Transportation Commission and Transit Agency who have received, and applicants, contractors or their agents who have made, campaign contributions totaling more than $250 to a Committee member since January 1, 2023, are required to disclose that fact for the official record of the subject proceeding. Disclosures must include the amount of the campaign contribution and identify the recipient Committee member and may be made either in writing to the Secretary of the Transportation Commission and Transit Agency prior to the subject hearing or by verbal disclosure at the time of the hearing.

All supporting documentation is available for public inspection and review in the Office of the Board Clerk, 547 Market Street, Suite 102, Colusa, CA 95932 during regular business hours 8:30 a.m. to 5:00 p.m., Monday through Friday.

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Minutes Acceptance: Minutes of Sep 23, 2025 3:00 PM (Minutes Approval)

Transportation Commission & Transit Agency
Board Chambers
546 Jay Street, Suite 108
Colusa, CA 95932

Minutes

September 23, 2025

The Colusa County Transportation Committee (CCTC) and the Colusa County Transit Agency (CCTA) meet in Regular Session this 23rd day of September 2025 at the hour of 3:00 p.m. Present: Daurice K. Smith, Kent S. Boes, Greg Ponciano, Ryan Codorniz, Don Parsons and Janice A. Bell.

I. PERIOD OF PUBLIC COMMENT (TRANSIT AND/OR TRANSPORTATION)
None.

II. MINUTES APPROVAL
1. Minutes Approval
Transportation Commission & Transit Agency – Regular Meeting – August 26, 2025.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Smith
SECONDER:	Boes
AYES:	Smith, Boes, Bell, Ponciano, Codorniz, Parsons

III. REPORTS (TRANSIT AND/OR TRANSPORTATION)
1. Executive Director
None.

2. Transit Manager
Mr. Rogers updates the Commissioners on ridership numbers and announces that the new buses should arrive next week.

3. Caltrans
None.

4. City of Colusa

Commissioner Ponciano states the Hwy 20 project is still moving forward. Commissioner Codorniz states the City is looking for new road construction projects using Measure B funds.

5. City of Williams

Commissioner Parsons states work is still continuing on the E Street Project and it is ninety percent complete.

6. California Highway Patrol

None.

IV. SITTING AS THE COLUSA COUNTY TRANSPORTATION COMMISSION

1. Adopt **Resolution No. 2526-003** for the Allocation of State Transit Assistance Funds for Fiscal Year 2025-2026.

Comments received by Mr. Esenwein.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Smith
SECONDER:	Ponciano
AYES:	Smith, Boes, Bell, Ponciano, Codorniz, Parsons

Vice-Chair Bell declares a recess at 3:04 p.m. and states they are now sitting as the Colusa County Transit Agency with all Commissioners present.

V. SITTING AS THE COLUSA COUNTY TRANSIT AGENCY

Approve FY 2025-26 Appropriations Inter-Budget Adjustment No. 001.

(Requires 5/6th vote) (Continued from August 23, 2025)

Comments received by Mr. Esenwein.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Boes
SECONDER:	Codorniz
AYES:	Smith, Boes, Bell, Ponciano, Codorniz, Parsons

2. Adopt **Resolution No. 2526-001** Approving State of Good Repair List of Projects For FY 2025-26 Under the Road Repair and Accountability Act of 2017, and designate the Public Works Director as the Authorized Agent.

Comments received by Mr. Esenwein.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Smith
SECONDER:	Ponciano
AYES:	Smith, Boes, Bell, Ponciano, Codorniz, Parsons

Minutes Acceptance: Minutes of Sep 23, 2025 3:00 PM (Minutes Approval)

3. Adopt **Resolution No. 2526-002** Adopting Definitions of the terms "Unmet Transit Needs" and "Reasonable to Meet". Further, Adopt **Resolution No. 2526-003** Determining There Are No Unmet Public Transportation Needs for Fiscal Year 2024/25.

Comments received by Mr. Esenwein.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Ponciano
SECONDER:	Boes
AYES:	Smith, Boes, Bell, Ponciano, Codorniz, Parsons

Chair Bell adjourned the meeting at 3:08 p.m. to reconvene in Regular Session on October 21, 2025 at the hour of 9:00 a.m.

_____
Janice A. Bell, Vice-Chair

Attest: Colt Esenwein,
Secretary to the Transportation
Commission & Transit Agency

BY_____
Patricia Rodriguez, Deputy Clerk

Minutes Acceptance: Minutes of Sep 23, 2025 3:00 PM (Minutes Approval)

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Transportation Commission & Transit Agency
Board Chambers
546 Jay Street, Suite 108
Colusa, CA 95932

Special Meeting
Minutes

October 27, 2025

The Colusa County Transportation Commission (CCTC) and the Colusa County Transit Agency (CCTA) meet in Special Session this 27th day of October 2025 at the hour of 1:00 p.m. Present: Commissioners Greg Ponciano, Ryan Codorniz, Daurice K. Smith, Don Parsons, Kent S. Boes and Janice A. Bell.

I. PERIOD OF PUBLIC COMMENT (TRANSIT AND/OR TRANSPORTATION)
None.

II. MINUTES APPROVAL
1. Minutes Approval
Transportation Commission & Transit Agency – Regular Meeting – September 23, 2025.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Ponciano
SECONDER:	Codorniz
AYES:	Smith, Boes, Bell, Ponciano, Codorniz, Parsons

III. REPORTS (TRANSIT AND/OR TRANSPORTATION)

A. Executive Director
None.

B. Transit Manager
None.

C. Caltrans
None.

D. City of Colusa
Mr. Cain states the Wescott Street Project is in progress and should be completed by Spring of 2026.

Minutes Acceptance: Minutes of Oct 27, 2025 1:00 PM (Minutes Approval)

E. City of Williams
None.

F. California Highway Patrol
None.

IV. SITTING AS THE COLUSA COUNTY TRANSPORTATION COMMISSION

1. Presentation of the DRAFT 2025 Regional Transportation Plan Update.

Comments received by Mr. Schwein and Mr. Esenwein.

2. Approve First Amendment of the 25/26 Overall Work Plan (OWP).

Comments received by Mr. Esenwein.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Smith
SECONDER:	Ponciano
AYES:	Smith, Boes, Bell, Ponciano, Codorniz, Parsons

3. Discuss and provide direction to Staff regarding the 2026 State Transportation Improvement Program funding amounts and potential projects to Include in the Colusa County 2026 Regional Transportation Improvement Program (RTIP)

Comments received by Mr. Esenwein.

It is the consensus of the Commission to have Staff work with the Cities and County on how to distribute the STIP funding and make a list of projects to bring back to the Commission.

Vice-Chair Bell adjourned the meeting at 1:28 p.m. to reconvene in Regular Session on November 18, 2025, at the hour of 3:00 p.m.

_____
Janice A. Bell, Vice-Chair

Attest: Colt Esenwein,
Secretary to the Transportation
Commission & Transit Agency

BY_____
Patricia Rodriguez, Deputy Clerk

Minutes Acceptance: Minutes of Oct 27, 2025 1:00 PM (Minutes Approval)

COUNTY OF COLUSA, CA **4.1**

Request For Transportation Commission and Transit Agency

MEETING DATE:	**November 18, 2025**
DEPARTMENT:	**Transportation Commission**
FROM:	**Scott Lanphier**
SUBJECT:	**Public Hearing and Adoption of Final 2025 Colusa County Regional Transportation Plan**

Public Hearing and Adoption of the Final 2025 Colusa County Regional Transportation Plan

Detailed Description/Background of request

The Colusa County Transportation Commission (CCTC), as the designated Regional Transportation Planning Agency (RTPA) for Colusa County, is responsible for maintaining and updating the County's Regional Transportation Plan (RTP). The RTP serves as the long-range planning and policy document guiding the development, management, and investment in Colusa County's multimodal transportation system over a 20-year horizon. It establishes regional goals and objectives, identifies existing and future transportation needs, and prioritizes projects that improve mobility, safety, sustainability, and connectivity for all users.

The 2025 Colusa County RTP was developed in coordination with the member agencies-the County of Colusa, the City of Colusa, and the City of Williams-and reflects the region's collective transportation priorities. Green DOT Transportation Solutions was selected as the consultant to prepare the RTP. The planning process was carried out in accordance with the 2024 Caltrans Regional Transportation Plan Guidelines, ensuring consistency with statewide policies, including the California Transportation Plan, Climate Action Plan for Transportation Infrastructure (CAPTI), and Caltrans System Investment Strategy (CSIS).

Green DOT's work included a comprehensive review of existing transportation conditions and needs, demographic and economic trends, and safety and system performance data. Extensive public and stakeholder engagement was conducted through community workshops, surveys, and outreach to local and tribal governments, consistent with the Caltrans RTP guidelines. The Draft 2025 RTP was distributed for a 30-day public review and comment period, and all comments received were reviewed and incorporated into the Final RTP as appropriate.

At today's meeting, the Colusa County Transportation Commission is conducting a Public Hearing to receive any additional comments or concerns from the public or interested agencies regarding the Final 2025 Colusa County Regional Transportation

Plan. Following the public hearing, the Commission may take action to adopt the Final RTP.

The Final RTP includes the required Policy Element, Action Element, and Financial Element, identifying both constrained and unconstrained projects based on realistic funding assumptions and anticipated transportation revenues. The RTP also includes an environmental document prepared in compliance with the California Environmental Quality Act (CEQA).

With the incorporation of all public and agency feedback, the Final 2025 Colusa County Regional Transportation Plan is now ready for adoption by the Colusa County Transportation Commission. Adoption of the RTP will allow the County and its partner agencies to maintain eligibility for state and federal transportation funding and will guide future programming efforts, including the development of the Regional Transportation Improvement Program (RTIP) and other transportation planning documents.

Prior Board Action
Adoption of 2018 Final RTP
Adoption of 2013 Final RTP
Adoption of 2008 Final RTP
Adoption of 2004 Final RTP

Fiscal Impact/Funding Source
The adoption of the Final 2025 RTP does not itself result in the expenditure of funds or generation of any revenues. However, adoption of the RTP allows the CCTC to continue to receive federal, state, and potentially regional funds for a variety of transportation projects.

Action for the Clerk
Please provide the Executive Director with a Certified Minute Order of the Adoption of the Final RTP.

ATTACHMENTS:

- 2025 Colusa County RTP Final Draft (PDF)
- 2025 Colusa County RTP Public Draft - Appendices (PDF)
- 2025 Colusa County RTP IS-ND - Public Draft (PDF)

2025 COLUSA COUNTY

REGIONAL TRANSPORTATION PLAN

FINAL DRAFT - NOVEMBER 2025



PRESENTED BY

Green DOT Transportation Solutions

Attachment: 2025 Colusa County RTP Final Draft (10906 : Public Hearing and Adoption of Final 2025

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0 EXECUTIVE SUMMARY

0.1. INTRODUCTION

The Colusa County Transportation Commission (CCTC) is the Regional Transportation Planning Agency (RTPA) for Colusa County. The CCTC's overall mission is to provide transportation planning for the region. To do so, the CCTC plans, communicates, and coordinates with the residents, stakeholders, and partners of Colusa County, City of Colusa, City of Williams, the California Department of Transportation (Caltrans), and other State and federal entities to create a balanced regional transportation system. Each RTPA is required by federal law (Title CFR 450.300, Subpart B) and State law (CA Government Code Section 65080) to conduct long-range planning to establish their region's vision and goals and to clearly identify the region's unique transportation needs.

Creation of the Regional Transportation Plan (RTP) is a principal responsibility of the CCTC. The RTP is a long-range planning document that acts as the basis for transportation planning in the region over a 20-year planning horizon. The RTP is required to be updated every four to five years so that Colusa County maintains its eligibility for many of the State's funding programs. Each RTP update calibrates the region's needs based on changing demographics, and political, economic, and environmental conditions.

The RTP focuses on all modes of transportation including vehicular, bicycle, pedestrian, transit, freight, aviation, and rail. The RTP is developed through a cooperative process between CCTC, Caltrans, Tribal governments, stakeholders, and community members. The primary guidance for RTP development comes from the California Transportation Commission (CTC). The CTC adopted the most recent RTP Guidelines on January 26, 2024, which established the elements and development process required for the RTP. Three elements are required by statute and encompass the framework of the Plan:

- The Policy Element (Section 3) identifies legislative, planning, financial, and institutional issues and requirements, as well as providing the regional vision supported by a series of goals that are upheld by specific objectives and policies.
- The Action Element (Section 4) describes the programs and actions necessary to support the County's vision for the identified transportation needs projected for Colusa County over the next 20 years, by each mode.
- The Financial Element (Section 5) identifies the current and anticipated available revenue sources to fund transportation projects and programs identified in the Action Element.

Attachment: 2025 Colusa County RTP Final Draft (10906 : Public Hearing and Adoption of Final 2025

0.2. OVERVIEW OF REGIONAL VISION

The overarching regional vision for the CCTC is to maintain a safe, efficient, and convenient countywide transportation system, including roadways, non-motorized systems, transit, freight, air travel, and any other applicable modes that enhance the lifestyle of the residents and meet the travel needs of people and goods moving through and within Colusa County.

Historically, the primary local and regional issues are centered around a lack of funding earmarked to maintain the integrity of existing facilities. Legislative efforts including California's Senate Bill 1 (SB 1) (2017) and the Federal Infrastructure Investment and Jobs Act (IIJA) (2021) have brought some increased funding to the region for maintenance and development of the regional transportation network. Through a state gasoline tax and increased vehicle registration fees, SB 1 is a $52 billion transportation fund that is used exclusively for transportation purposes, including maintenance, repair and rehabilitation of roads and bridges, new bicycle and pedestrian facilities, public transportation, and planning grants. California was allocated $20.4 billion through the IIJA, of which $15.57 billion will be utilized for transportation. Although State and federal funding has increased slightly in the last decade, a significant gap between funding needs and current allocations still persist. The RTP aims to identify needed transportation maintenance and improvements while balancing limited revenues available to fund projects.

The following goals have been identified for the RTP:

- Goal 1 – Provide and maintain a safe, efficient, and convenient roadway system
- Goal 2 – Support regional travel by making it safe, easy, and inviting
- Goal 3 – Upgrade and improve roadways in order to preserve the existing regional roadway system
- Goal 4 – Provide a safe, convenient and efficient multi-modal transportation system that is part of a balanced overall transportation system
- Goal 5 – Develop a safe, connected, and accessible active transportation network that supports walking and bicycling as viable, convenient, and attractive transportation options for all users.
- Goal 6 – Promote alternative transportation systems
- Goal 7 – Provide an economically efficient transit service that can reasonably meet the needs of county residents
- Goal 8 – Maintain a safe and efficient commercial and general aviation facility
- Goal 9 – Maintain the safe and efficient movement of regional and interregional goods
- Goal 10 – Ensure sensitivity to the environmental in all transportation planning decisions and projects

Attachment: 2025 Colusa County RTP Final Draft (10906 : Public Hearing and Adoption of Final 2025

- Goal 11 – Provide Tribal residents within the Colusa region with a safe, effective, and functional transportation systems, including streets, roads, and pedestrian and bicycling facilities.

0.3. OVERVIEW OF ACTION ELEMENT

A total of 91 projects have been identified in the Action Element (Section 4) of this document including roadway, bridge, transit, bicycle and pedestrian, tribal, and aviation projects. The following figure reflects the total project funding needs in the region by mode.

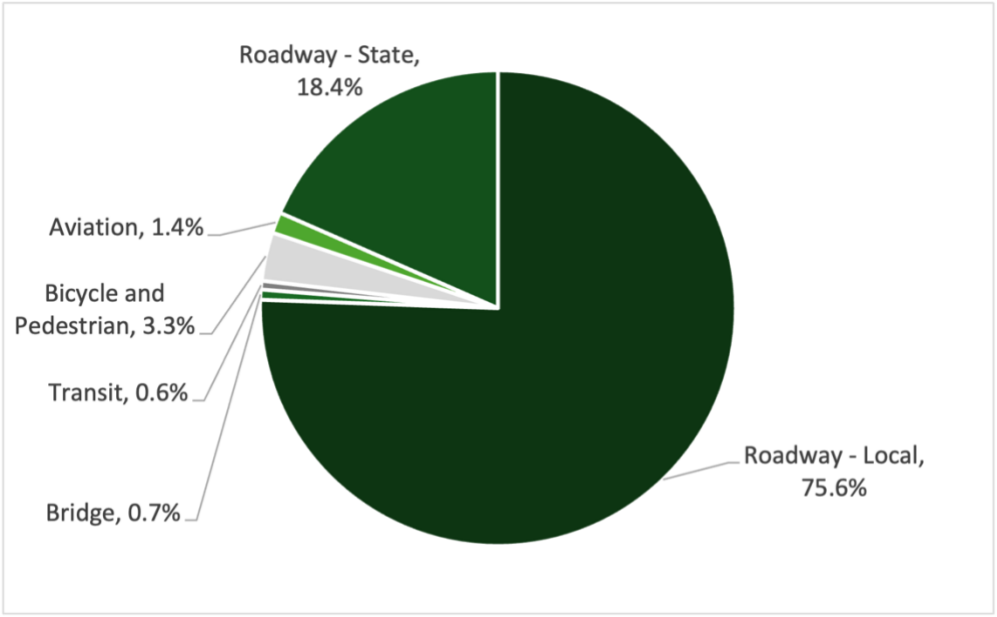


Figure 0-1: Percentage of Funding Needs by Mode

0.4. OVERVIEW OF FINANCIAL ELEMENT

Over $55 million has been identified in short-range transportation needs in the Colusa County region not including state highway projects managed and funded by Caltrans. An additional $122 million has been identified in long-range transportation needs. The following figure summarizes the funded project needs or funding shortfall for each mode.

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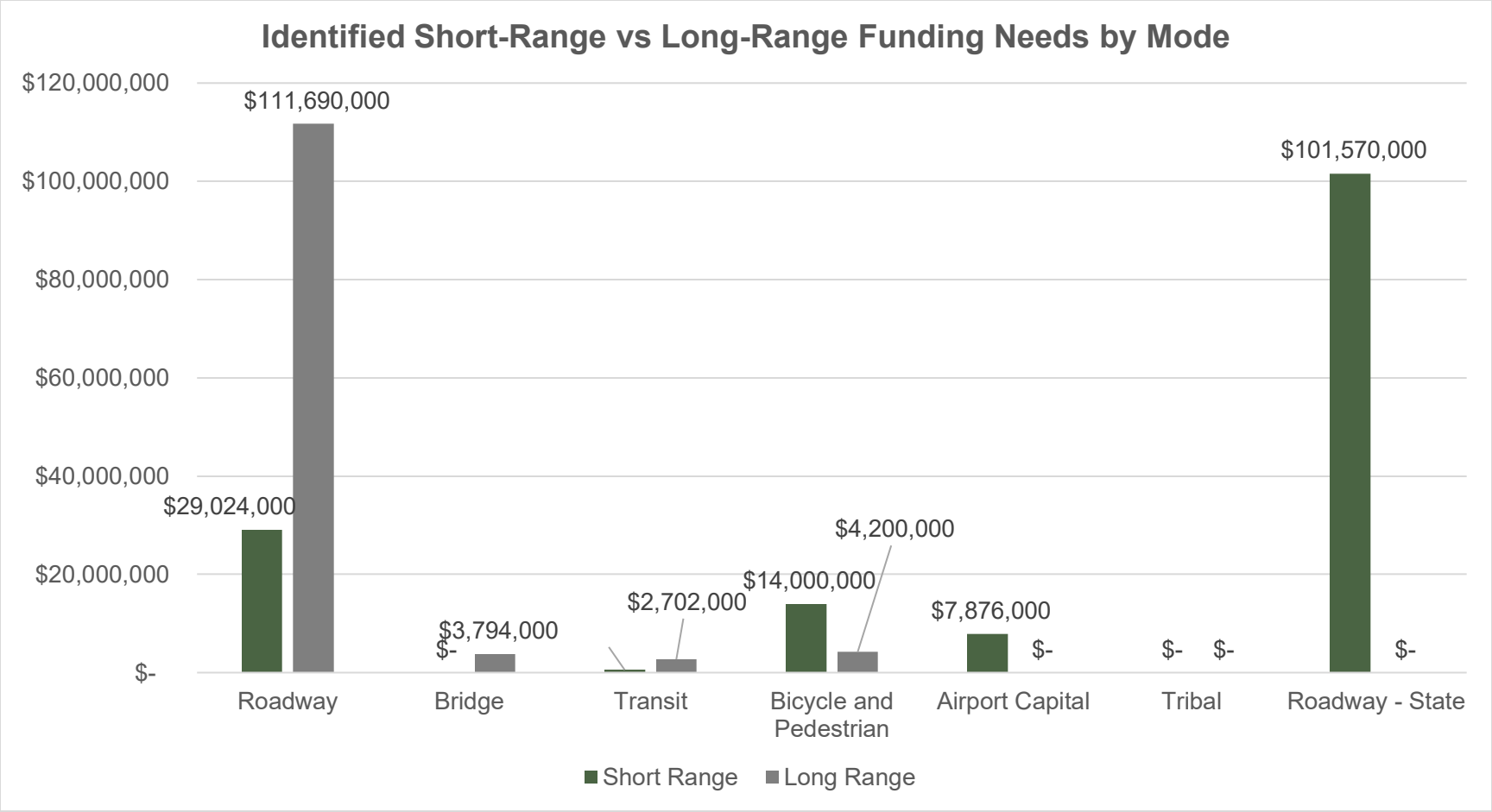


Figure 0-2: Short-Range vs Long-Range Funding Needs by Mode

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1 INTRODUCTION

1.1. ABOUT THE COLUSA COUNTY TRANSPORTATION COMMISSION

Colusa County was established in 1850 as one of the original 27 counties when California achieved statehood. The County once encompassed all of what is now Glenn County to the west and a portion of Tehama County to the northeast. In 1891, the counties of Glenn and Colusa were split into two distinct counties. Colusa County's mission is to provide responsive, quality governmental services in a fiscally responsible manner, while striving to preserve its agricultural heritage, promote economic development, and support the interests of its local communities.

As a Regional Transportation Planning Agency, the Colusa County Transportation Commission (CCTC) is the designated planning and administrative agency for transportation projects and programs in the County. The CCTC communicates and coordinates with the residents and decision-makers of Colusa County, the Cities of Williams and Colusa, Tribal governments, and Caltrans (the California Department of Transportation) to create a balanced regional transportation system. As established by California Government Code Section 29535, the CCTC is responsible for the administration of regional, State, and federal funding for projects related to roadways, bridges, public transportation services, railways, airports, and bicycle and pedestrian facilities. In developing transportation solutions, the CCTC initiates planning studies, design concept development, engineering feasibility studies, environmental studies, and pursues funding sources to construct transportation improvements.

The CCTC is comprised of six members, including three County Board of Supervisors, one elected official from the City of Williams, one elected official from the City of Colusa, and one additional elected official from Williams or City of Colusa that rotates every two years.

1.2. ABOUT THE REGIONAL TRANSPORTATION PLAN

1.2.1. Purpose of the Plan

The Regional Transportation Plan (RTP) is a long-range transportation plan for the County that identifies necessary transportation projects that are consistent with local land use planning, local and regional goals, and State and federal goals. In addition to moving people and goods, the transportation system also influences patterns of growth, economic activity, and access to housing, jobs, recreation, and critical services. State legislation requires that the statewide transportation network supports greenhouse gas (GHG) emission reduction, transportation electrification, climate resilience, and improved public health, mobility, equity, and air quality outcomes.

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As the Regional Transportation Planning Agency for Colusa County, CCTC is required to update the RTP in conformance with the California Transportation Commission's Regional Transportation Guidelines every four years. The RTP serves as a blueprint to guide transportation investments in the County that will help to achieve local, State, and federal goals, with projects that are financially constrained to the local, State, and federal revenues anticipated over a 20-year period. Modes of transportation covered in the RTP include roadways, bridges, bicycle paths/lanes, sidewalks, crosswalks, bus stops, airports and goods movement.

Some of the key functions of the RTP are to:

- Provide an assessment of the current modes of transportation and examine the potential for new travel options within the region.
- Identify projected growth areas and future improvements for travel and goods movement.
- Document specific actions necessary to address the region's mobility and accessibility needs and establish short-term and long-term goals to facilitate these actions.
- Identify necessary transportation improvements to support the development of the Federal Transportation Improvement Program (FTIP), State Transportation Improvement Program (STIP), Regional Transportation Improvement Program (RTIP), Interregional Transportation Improvement Program (ITIP), and facilitation of the National Environment Protection Act (NEPA) integration process and identification of project purpose and need.
- Employ performance measures to gauge the effectiveness of the transportation improvement projects in meeting the intended goals.
- Promote consistency between the California Transportation Plan, Regional Transportation Plan and other plans developed by cities, counties, districts, California Tribal Governments, and State and federal agencies in responding to statewide and interregional transportation issues and needs.
- Facilitate inter- and intra-regional County partnerships and provide a forum for coordination on challenges and solutions that transcend geographic boundaries.
- Include federal, State, and local agencies, Tribal Governments, the public, and elected officials in discussions and decision-making early in the transportation planning process.

1.2.2. RTP Elements

- The RTP is organized into five chapters:
- The Introduction (Chapter 1) includes an overview of the RTP, the role of CCTC, and the RTP planning process and requirements

- The Existing Conditions Chapter (Chapter 2) describes the existing demographics, socioeconomic conditions, and transportation system, including the existing road network, public transit services, active transportation facilities, aviation facilities, and goods and freight movement.
- The Policy Element (Chapter 3) describes the transportation issues in the region, identifies and quantifies regional needs expressed within both a short-and long-range framework, and maintains internal consistency with the Financial Element fund estimates. Related goals, objectives, and policies are provided along with performance indicators and measures.
- The Action Element (Chapter 4) identifies projects that address the needs and issues for each transportation mode in accordance with the Policy Element.
- The Financial Element (Chapter 5) identifies the current and anticipated revenue sources and funding strategies available to fund the planned transportation projects identified in the Action Element. The intent is to define realistic funding constraints and opportunities.

California Government Code Section 65080 requires that RTPs include at a minimum, the Policy Element, Action Element, and the Financial Element.

1.3. RTP PLANNING REQUIREMENTS

1.3.1. Federal Planning Requirements

Federal requirements for the development of RTPs in non-Metropolitan Planning Organizations (MPO) areas are directed at states and Regional Transportation Planning Agencies (RTPAs) as specified in 23 CFR 450.202.

Federal guidelines for RTPs include the consideration of the following federal planning outcomes:

- Support the economic vitality of the county by enabling competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between (regional) transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

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- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

The development of the RTP should also correspond to Title VI of the Civil Rights Act of 1964. This ensures that all people have equal access to the transportation planning process and that all people, regardless of their race, sexual orientation, or income level will be included in the decision-making process.

1.3.2. State Planning Requirements

Caltrans provides guidelines to MPOs and RTPAs to develop their RTPs. The RTP Guidelines were updated in 2024 to ensure that RTPs continue to adhere to current State policies that were updated or developed since the previous 2017 RTP Guidelines. RTPAs are encouraged to consider the following when developing their RTPs:

- Alignment with State performance measurements and asset management.
- Alignment with goals and policies for the State's Climate Action Plan for Transportation Infrastructure (CAPTI).
- Alignment with Complete Streets policies and practices.
- Adaptation of the regional transportation system to climate change through use of modeling tools that predict climate change impacts, including integrated transportation and land use decision making that can generate greenhouse gas (GHG) emission reduction and increased carbon storage.

1.4. RTP PLANNING PROCESS

1.4.1. Participation and Coordination

The RTP is the result of a broad and collaborative planning process. The planning team invited many stakeholders to participate, ranging from government agency representatives, Native American Tribal governments, private businesses, advocacy groups, community-based organizations, and the public. Public and private stakeholders help shape the RTP through their understanding of the County's needs related to transportation, as well as the local economy, public health, recreation, emergency operations, environmental quality, and other constraints and opportunities related to the transportation network. Throughout the development of the RTP, local stakeholder groups were provided information about the project and were solicited for input via the CCTC website, email notifications, and presentations at CCTC meetings. Informational letters were sent to neighboring counties' transportation planning

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agencies and local Native American Tribal governments to inform them of the planning process and invite them to provide input on regional transportation needs and potential projects.

Consistent with Title VI of the Civil Rights Act of 1964 and the 2024 RTP Guidelines, the CCTC sought to identify and consider the transportation needs of those traditionally underserved by the transportation system, including low-income populations, minority communities, seniors, youth, and persons with disabilities. Because Colusa County is a rural county with three of its eight census tracts classified as disadvantaged communities by the Climate and Justice Economic Screening Tool, outreach was intentionally broad and inclusive to ensure these populations were reached.

Outreach opportunities included one traditional community meeting, one pop-up, two Commission presentations and engagement through the project website. Information about the public review period was also circulated in print and digital news media. For more information on community engagement, see Appendix B.

For the full stakeholder list, see Appendix A.

- Colusa County Board of Supervisors
- Caltrans District 3
- Colusa County Public Works
- California Highway Patrol
- Colusa County Sheriff's Office
- Pacific Gas and Electric
- Colusa Unified School District
- Colusa County Chamber of Commerce
- Colusa County Recreation Agency
- Colusa County Office of Emergency Services
- Colusa County Water District
- City of Colusa
- College City
- Community of Arbuckle
- Colusa County Fire Department
- Colusa County Community Development Department
- California Department of Fish and Wildlife

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Community Engagement Activities	
Event	**Date**
Community Meeting	September 2, 2024
Pop-Up	June 13, 2025
CTCT Presentation - Draft	July 22, 2025
CTCT Presentation - Adoption	September 23, 2025

Table 1-1: Community Meeting Schedule

1.4.2. Climate Change and Environmental Quality

Global climate change is driven by the release of greenhouse gases (GHGs) such as carbon dioxide, methane, nitrous oxide, and hydrofluorocarbons, which trap heat and raise temperatures near the earth's surface. Motor vehicles are a major contributor to carbon dioxide emissions and, consequently, to overall GHG emissions. According to the California Air Resources Board's 2022 GHG emissions inventory, the transportation sector is responsible for approximately 39 percent of the state's total GHG emissions.

The Fifth California Climate Change Assessment (2023) projects that, under a mid-range scenario, average annual temperatures in the Sacramento Valley region are likely to increase by 2.5–4.5 °F by mid-century, resulting in more frequent and severe extreme heat days. Precipitation patterns are projected to become more variable, with drier dry seasons, more intense storm events, and greater year-to-year variability. These trends are expected to contribute to increased drought frequency, higher wildfire risk, and heightened flood risk in the Sacramento River corridor – all of which present challenges to Colusa County's transportation network.

Rural counties such as Colusa face unique challenges in reducing GHG emissions due to lower population densities, higher per-household vehicle miles traveled, and limited transit options. Nonetheless, CCTC is committed to implementing strategies that reduce transportation-related emissions while also preparing the system for climate impacts.

County Goals for Climate Change Mitigation and Resiliency:

- **GHG Reduction:** Continue to support projects that reduce vehicle miles traveled, improve mode share, and promote use of zero-emission vehicles and infrastructure.

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- **Protection of State Highway System (SHS) Assets:** Coordinate with Caltrans District 3 to identify vulnerable highway segments (e.g., SR 20, SR 45, I-5) and prioritize investments that reduce risk of closures due to flooding, extreme heat, or wildfire.
- **Stormwater and Flood Resilience:** Promote roadway design improvements that improve drainage capacity and reduce damage from high-intensity precipitation events.
- **Wildfire Preparedness:** Incorporate evacuation route planning into project selection and maintain road and bridge conditions on key lifeline corridors.
- **Heat-Resilient Pavement and Operations:** Support pavement technologies and maintenance practices that withstand high temperatures and minimize rutting or early pavement failure.
- **Equitable Climate Adaptation:** Ensure that climate resiliency investments benefit disadvantaged and rural populations, including farmworker communities and those with limited transportation options.

1.4.3. Coordination with Other Plans and Studies

During development of the 2025 RTP update, existing plans, documents, and studies addressing transportation in Colusa County were reviewed to ensure the RTP's consistency with relevant planning documents in Colusa County. These documents include but are not limited to the following:

- California Transportation Plan 2050
- Colusa County Regional Transportation Plan (2018)
- Colusa County General Plan, Circulation Element (2013)
- Regional Transportation Plans from adjacent RTPAs.

1.4.4. Transportation/Land Use Integration

The 2025 RTP update is consistent with the Colusa County General Plan Circulation Element, focusing on key factors impacting daily life in the local community. The primary goal of the General Plan Circulation Element is to provide a safe, reliable, accessible, cost-effective, and efficient transportation system that is consistent with socioeconomic and environmental needs within the County. The intersection of transportation and land use has been well-studied in transportation planning literature, demonstrating the influence of transportation facilities and networks on urban and rural development. Transportation facilities can also significantly affect the natural environment, with potential impacts on air and water quality, climate change, natural ecosystems, wildlife, and access to open spaces. Recognizing this

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interconnectedness is essential for achieving CCTC's objectives and ensuring that this RTP update fosters impactful transportation initiatives and projects.

1.4.5. Coordination with Native American Tribal Governments

Thorough coordination with local Tribal entities is critical to ensure that the RTP is a collaborative document that reflects the needs of tribal communities. Within the purview of the California RTP Guidelines (2024) is the involvement of federally recognized Native American Tribal Governments in the development of the RTP. The RTP project team coordinated with area tribal representatives, which are included under the Native American Heritage Commission's list of Tribes in Colusa County (see Table 1-2). Tribal leaders were contacted directly and invited to attend public workshops and provide input through project communication materials such as email blasts, website comment submittals, and the project questionnaire. The Tribes were also sent coordination letters at the beginning of the RTP process and were solicited for input on transportation projects.

In addition to the direct stakeholder interviews, the tribal governments were included in all stakeholder meeting announcements and invitations, CCTC agenda distributions, and invitations to community meetings.

Tribal Contact List		
Tribe	**Contact Name**	**Title**
Cachil Dehe Band of Wintun Indians of the Colusa Indian Community	Wayne Mitchum Jr.	Chairman
Cortina Rancheria - Kletsel Dehe Band of Wintun Indians	Charlie Wright	Chairperson
Grindstone Rancheria of Wintun-Wailaki	Ronald Kirk	Chairperson
Source: Native American Heritage Commission		

Table 1-2: Native American Tribal Contacts

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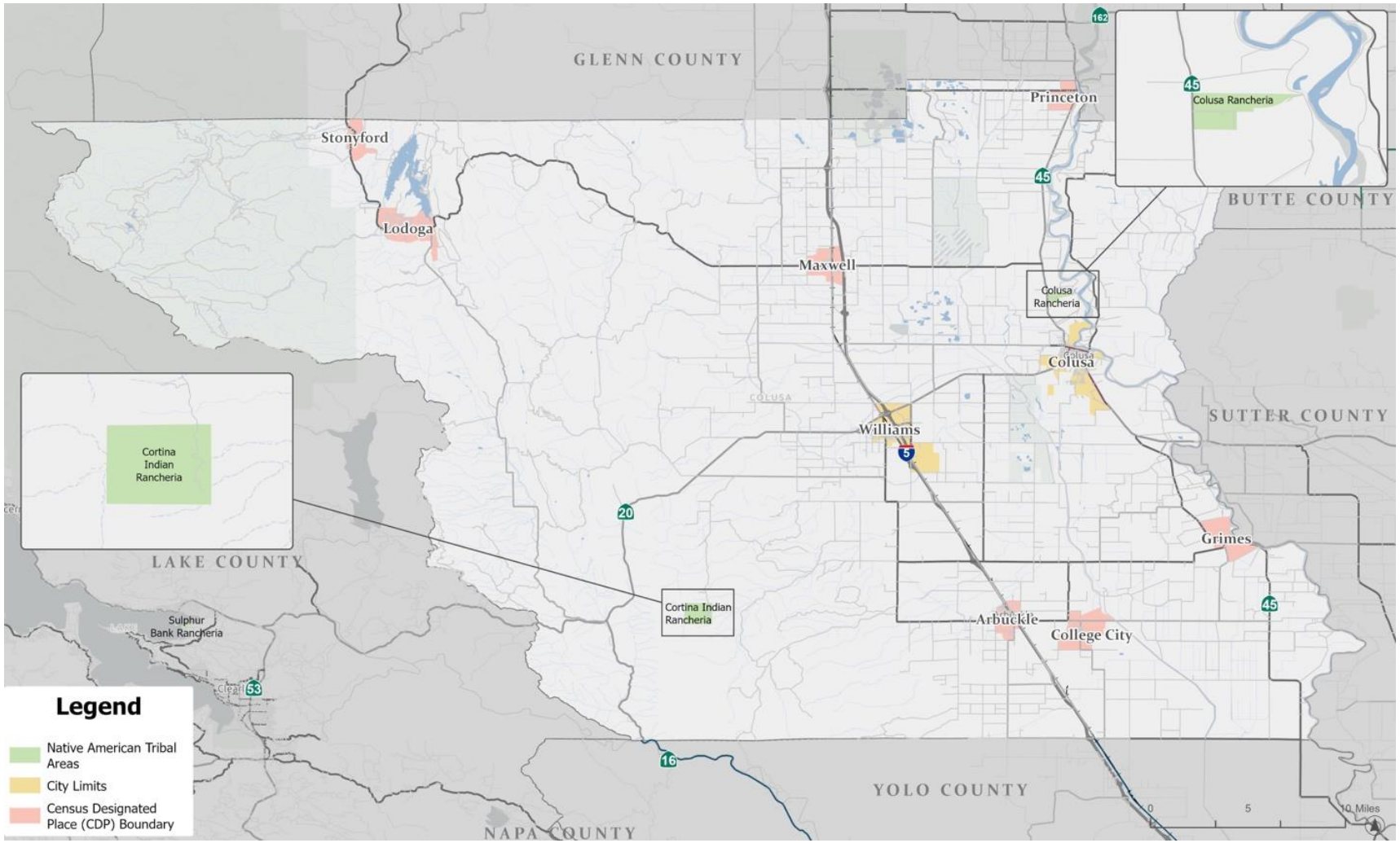


Figure 1-1: Tribal Territories in Colusa County Existing Conditions

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2 EXISTING CONDITIONS

2.1. SETTING

Colusa County is located in central Northern California, approximately 70 miles north of Sacramento (see Figure 2-1). Colusa County is one of the smaller counties in California, with a land area equaling approximately 1,150 square miles. The County is bounded by Glenn County to the north, Lake County to the west, Yolo County to the south, and Butte and Sutter Counties to the east. The County encompasses the cities of Colusa and Williams, and the census designated places of Stonyford, Princeton, Lodoga, Maxwell, Grimes, Arbuckle, and College City. There are two federally recognized Tribal nations located in Colusa County: the Kletsel Dehe Wintun Nation of the Cortina Rancheria and the Cachil Dehe Band of Wintun Indians of the Colusa Rancheria. The County, cities, census designated places, and federally recognized Tribes are illustrated in Figure 2-1.

Colusa County is one of the least populous counties in California with only 21,839 people as of the 2020 Decennial Census. The County's economy is primarily based on agriculture and agricultural-related businesses. 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. The County has various waterways, natural and man-made, which are ideal for recreational opportunities, including fishing, birding, hunting, and bicycling.

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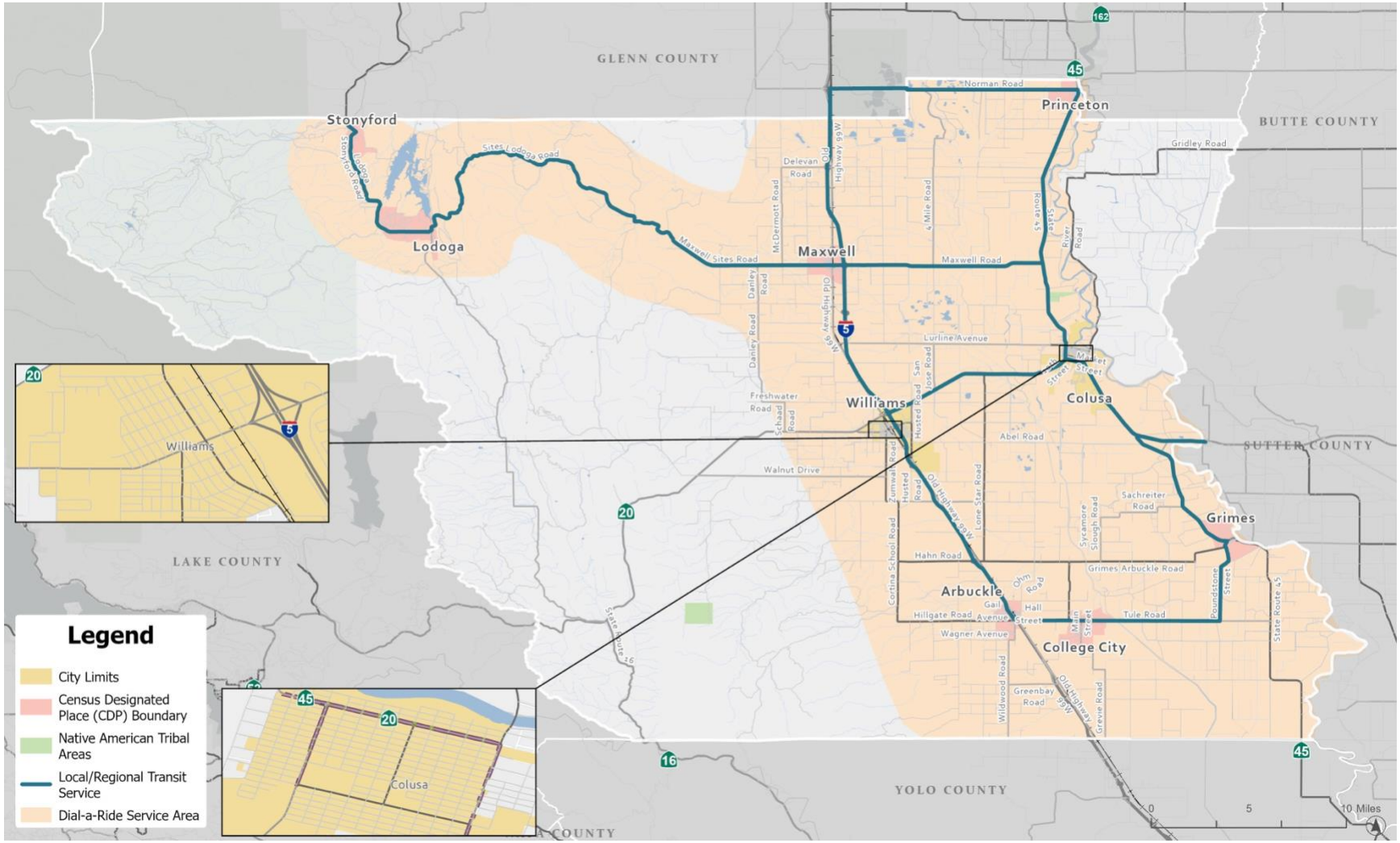


Figure 2-1: Location Map

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2.2. POPULATION TRENDS

2.2.1. Historic Population

Figure 2-2 illustrates the historical and projected change in the County's population from 1970 to the projected population through 2045 (County population projections are provided by the California Department of Finance). The County's population increased steadily between 1970 and 2000. The California Department of Finance projects that the County will see a slight decrease in population over the next 20 years, peaking at 21,965 in 2025 and declining by six percent to 20,593 in 2045.

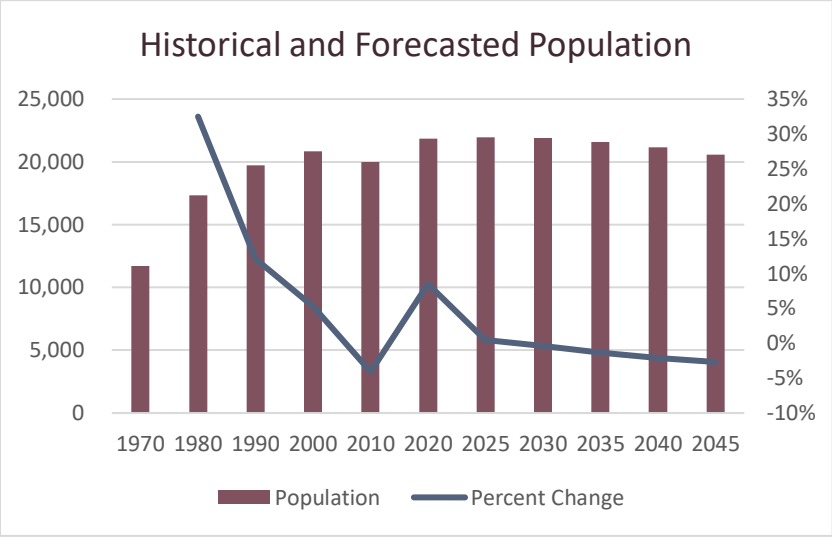


Figure 2-2: Historical and Forecasted Population

2.3. DEMOGRAPHICS

2.3.1. Age of Population

According to the California 2021 American Community Survey (ACS) 5-Year Estimates, as of 2022, Colusa County had a total population of 21,811. Table 2-1 shows the population distribution across six different age groups. The most populous

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age group is 35-59, accounting for approximately 30 percent of the population. The age range 5-19 accounts for the second highest age group, at approximately 22 percent of the total population. Taken together, those aged 60 -74 and ages 75 and older account for approximately 21 percent of the population. Seniors and youth who have not reached driving age have unique transportation needs, requiring access to safe bicycle and pedestrian facilities, and adequate transit and dial-a-ride services.

Existing Age of Population				
	Colusa County	City of Colusa	City of Williams	California
Total Population	21,811	6,380	5,539	39,029,342
Under 5	1,483	388	487	2,118,386
Ages 5-19	4,883	1,519	1,369	7,404,396
Ages 20-34	4,243	1,009	1,295	8,384,246
Ages 35-59	6,537	2,025	1,635	12,629,864
Ages 60-74	3,239	1,006	417	5,902,087
Ages 75+	1,426	433	336	2,590,363
Source: 2022 American Community Survey 5-Year Estimates				

Table 2-1: Age of Population

2.3.2. Demographics

As seen in Table 2-2: Race and Ethnicity, the County's population is predominantly Hispanic or Latino (61.7 percent), but there is also a significant White population (31.8 percent) in the County. In total, African American, American Indian, Asian, Native Hawaiian and Pacific Islander account for approximately four percent of the County's population.

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Race and Ethnicity		
Race/Ethnicity	**Number**	**Percent**
White	6,941	31.8%
Black or African American	182	0.8%
American Indian and Alaska Native	280	1.3%
Asian	252	1.2%
Native Hawaiin and Other Pacific Islander	70	0.3%
Hispanic or Latino	13,476	61.7%
Some Other Race	92	0.4%
Total County Population	**21,839**	**97.5%**
Source: 2020: DEC Demographic and Housing Characteristics		

Table 2-2: Race and Ethnicity

2.4. SOCIOECONOMIC CONDITIONS

2.4.1. Income and Poverty

Table 2-3 shows the median household income (MHI) distribution of the County and cities of Colusa and Williams. According to the 2022 American Community Survey (ACS) 5-Year Estimates, the median household income in Colusa County is $69,619. The County's MHI is approximately 76 percent of California's MHI of $91,551. Although the County's MHI is lower than the State's MHI, the poverty rate of 10.9 percent in Colusa County is lower than the State poverty rate of 12.1 percent (see Table 2-4). Compared to the County, the City of Williams has a higher MHI of $84,457 and the City of Colusa has a lower MHI of $59,400.

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Median Household Income					
Income	**Colusa County**	**City of Colusa**	**City of Williams**	**California**	**United States**
Less than $10,000	4.2%	7.7%	1.1%	4.4%	4.9%
$10,000 to $14,999	3.2%	5.3%	2.5%	3.2%	3.8%
$15,000 to $24,999	9.1%	7.9%	9.3%	5.6%	7.0%
$25,000 to $34,999	9.3%	13.0%	7.8%	6.0%	7.4%
$35,000 to $49,999	11.9%	10.3%	10.7%	8.7%	10.7%
$50,000 to $74,999	15.6%	17.0%	12.3%	13.7%	16.1%
$75,000 to $99,999	16.6%	15.5%	21.9%	12.0%	12.8%
$100,000 to $149,999	13.8%	12.7%	12.9%	17.8%	17.1%
$150,000 to $199,999	8.8%	7.6%	11.9%	10.7%	8.8%
$200,000 or more	7.5%	3.0%	9.5%	17.9%	11.4%
Median Income	**$69,619**	**$59,400**	**$84,457**	**$91,905**	**$75,149**

Source: 2022 American Community Survey 5-Year Estimates

Table 2-3: Median Household Income

Poverty Level			
Place	**Total Population**	**Population with Poverty Status**	**Percent Below Poverty Level**
City of Colusa	6,288	1,020	16.2%
City of Williams	5,438	302	5.6%
Colusa County	21,600	2,364	10.9%
California	38,643,585	4,685,272	12.1%
United States	323,275,448	40,521,584	12.5%

Source: 2022 American Community Survey 5-Year Estimates

Table 2-4: Poverty Level

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2.4.2. Major Employers

Major employers in Colusa County are listed in Table 2-5. The top major employers in Colusa County include agriculture, government services, schools, and retail and tourism. Considering the size of the County and the existing age of the population (Table 2-1), these major employers are consistent with the demographics of Colusa County.

2.4.3. Employment Characteristics

The labor force participation rate and the unemployment rate for the region are illustrated in Table 2-6. The labor force participation rate is the makeup of the working-age population that is employed or looking for work. According to the 2022 ACS 5-year Estimates, the labor force participation rate in Colusa County is 61 percent, which is slightly lower than that of the State (64 percent) and the US (64 percent). Colusa County's relatively higher proportion of aging adults likely contributes to a lower labor force participation rate, as older people retire or leave the labor market. The County's unemployment rate of 6 percent is slightly higher than that of the State (5 percent) and the US (4 percent).

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Table 2.5		
Major Employers		
Employer Name	**Location**	**Industry**
ADM Milling Co	Arbuckle	Milling (mfrs)
Alsco-Geyer Irrigation Inc	Arbuckle	Irrigation Systems & Equipment (whls)
Arbuckle Elementary School	Arbuckle	Schools
Bar Ale Inc	Williams	Feed-Dealers (whls)
California Family Foods	Arbuckle	Rice Products (mfrs)
Colusa Casino Resort	Colusa	Casinos
Colusa Medical Ctr	Colusa	Hospitals
County of Colusa	Colusa	County Government
De Pue Warehouse Co Inc	Maxwell	Rice-Wholesale
George T Egling Middle School	Colusa	Schools
Granzella's Restaurant	Williams	Restaurants
James Burchfield Primary Sch	Colusa	Schools
Love's Truck Care	Williams	Truck Stops & Plazas
Myers & Charter Inc	Arbuckle	Rice Mills (mfrs)
Pierce Joint Unified School	Arbuckle	Schools
Premier Mushrooms	Colusa	Fruits & Vegetables-Wholesale
Sun Valley Rice Co	Arbuckle	Rice Mills (mfrs)
Sunsweet Dryers	Colusa	Fruits & Vegetables-Growers & Shippers
Valley West Care Ctr	Williams	Health Services
Williams Childrens Ctr	Williams	Child Care Service
Williams Elementary School	Williams	Schools
Williams Unified School Dist	Williams	Schools
Source: California EDD Labor Market Information, August 2024		

Table 2-5: Major Employers

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Employment Characteristics			
Geographic Area	Population 16 years and over	Lbaor Force Participation Rate	Unemployment Rate
City of Colusa	4,739	60.9%	6.2%
City of Williams	4,058	71.5%	15.0%
Colusa County	16,640	63.1%	7.4%
California	31,601,862	63.8%	6.4%
United States	266,411,973	63.5%	5.3%
Source: 2022 American Community Survey 5-Year Estimates			

Table 2-6: Employment Characteristics

2.4.4. Educational Attainment

Colusa County has a high school graduation attainment of 73 percent, associate's degree attainment of 53 percent, and a bachelor's degree or higher attainment of 18 percent.

Educational Attainment 18 Years and Over				
Geographic Area	Less than High School	High School	Some College or Associate's Degree	Bachelor's Degree or Higher
City of Colusa	41.9%	80.2%	38.1%	14.3%
City of Williams	43.0%	79.1%	51.0%	18.0%
Colusa County	35.8%	73.2%	53.4%	18.2%
California	25.3%	53.5%	52.9%	48.1%
United States	22.6%	60.1%	50.6%	46.8%
Source: 2022 American Community Survey 5-Year Estimates				

Table 2-7: Educational Attainment 18 Years and Over

2.5. DISADVANTAGED COMMUNITIES

According to the 2024 RTP Guidelines, a disadvantaged community refers to communities that are currently experiencing or have experienced historic disadvantage due to income, race, ethnicity, language, residency status,

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environmental conditions, education, or other indicators of social status. Today in California, the categorization of disadvantaged communities is being used by State, regional, and some local agencies to allocate funding.

Senate Bill 535 (De Leon, Chapter 830, Statutes of 2012) added Section 39711 of the Health and Safety Code which specifies that Disadvantaged Communities are identified based on geographic, socioeconomic, public health, and environmental hazard criteria, and may include, but are not limited to, either of the following:

- Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation.
- Areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment.

Identifying project locations as disadvantaged communities is important when applying for competitive funding such as through the California Transportation Commission's (CTC) Active Transportation Program (ATP). According to the ATP's Cycle 7 guidelines, a disadvantaged community can be defined through the following categories described below.

Climate and Justice Economic Screening Tool (CJEST) – This is a new tool developed by the Justice40 Initiative, intended to include a wider array of possible impacts that could lead to a community's disadvantaged status. A census tract identified as disadvantaged qualifies in at least one of the tool's ten disadvantaged community categories (climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, workforce development, Tribal overlap, and neighboring disadvantaged tracts). Three out of the eight census tracts in Colusa County qualify as disadvantaged using this tool.

US DOT Equitable Transportation Community (ETC) Explorer – this tool was also developed by the Justice40 Initiative. It identifies the most disadvantaged 25 percent of census tracts in a state. In Colusa County, 33 percent of census tracts are classified as disadvantaged using this tool.

Median Household Income – A community will qualify as disadvantaged if the median household income (MHI) is less than 80 percent of the statewide MHI, based on the most current Census Tract level data from the American Community Survey (ACS). Four of Colusa County's six census tracts qualify as disadvantaged communities using this metric, as shown in Table 2-8 and Figure 2-3. bi

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Disadvantaged Communities - Median Household Income (MHI)	
Geographic Area	**MHI**
Colusa County	$69,619
Census Tract 1	$73,188
Census Tract 2	$61,705
Census Tract 3.01	$78,106
Census Tract 3.02	$91,388
Census Tract 4	$52,321
Census Tract 5	$65,625
California	$91,905
*DAC defined as 80% California's MHI, or $73,524	
Source: 2022 American Community Survey 5-Year Estimates	

Table 2-8: Disadvantaged Communities - Median Household Income

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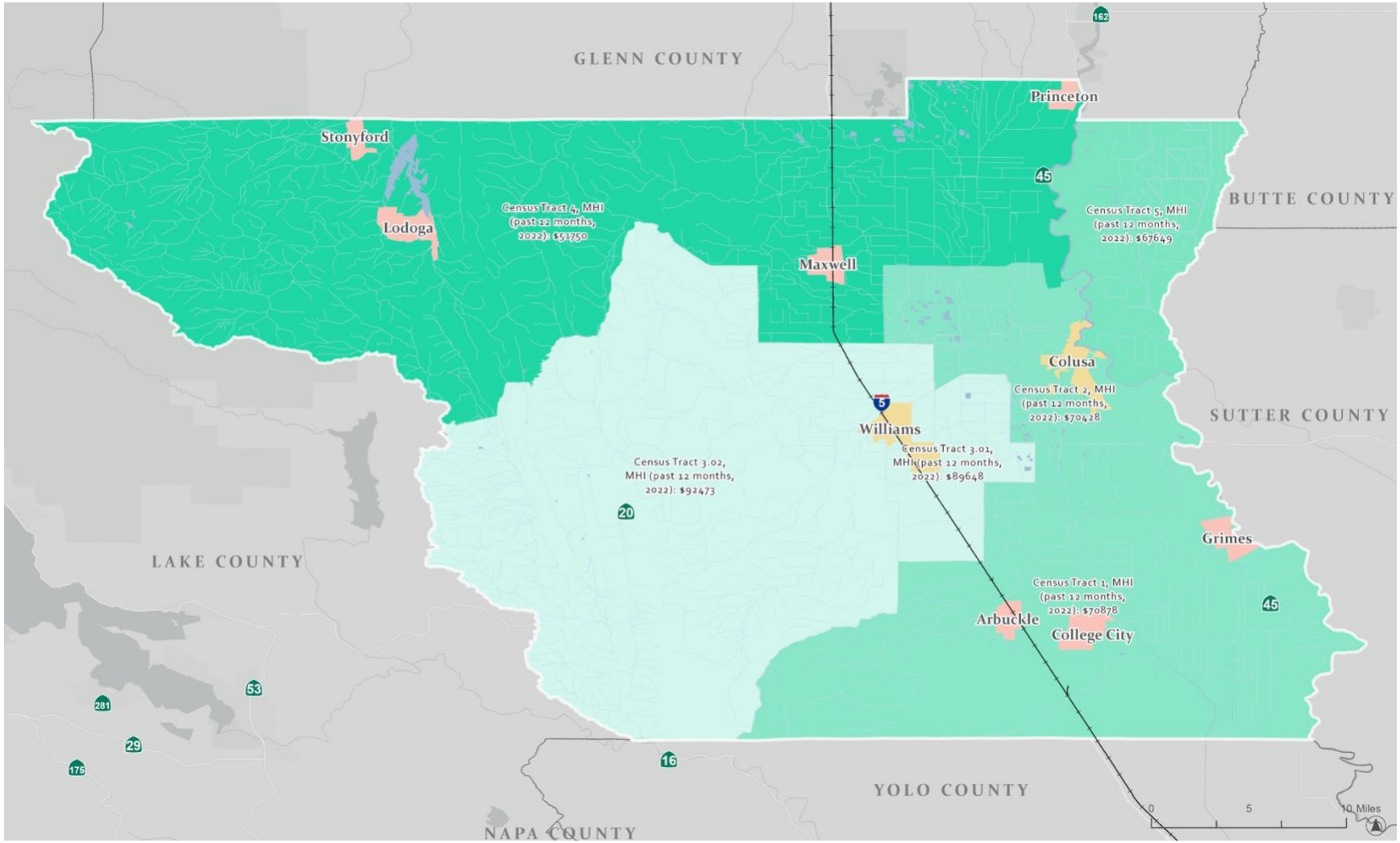


Figure 2-3: Disadvantaged Communities - Median Household Income

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CalEnviroScreen 4.0 – A community qualifies as disadvantaged if it ranks in the top 25 percent of the most disadvantaged areas in the state, based on CalEPA and the California Communities Environmental Health Screening Tool 4.0. None of the census tracts in Colusa County qualify as disadvantaged communities using the CalEnviroScreen 4.0 metrics, however both of the County's federally recognized Tribes qualify as disadvantaged communities under this tool: Colusa Rancheria and Cortina Indian Rancheria.

Healthy Places Index (HPI) – The Healthy Places Index includes a composite score for each census tract in the state. The higher the score, the healthier the community conditions based on 25 community characteristics. A census tract must be in the bottom 25th percentile to qualify as a DAC. Table 2.9 shows that there are no census tracts in the County that qualify under this definition.

Disadvantaged Communities - Healthy Places Index (HPI)

Geographic Area	HPI Score
Colusa County	35.7
City of Colusa	41.5
City of Williams	40.9
*DAC If Census Tract has an HPI Score of 25 or lower	
Source: California Healthy Places Index	

Table 2-9: Disadvantaged Communities – Health Places Index

National School Lunch Program – A community will qualify as disadvantaged if at least 75 percent of public-school students in the area are eligible to receive free or reduced-price meals (FRPM) under the National School Lunch Program. Applicants using this measure must demonstrate how the project benefits the school students in the project area and the project must be located within two miles of the school(s) represented by this criterion. Of Colusa County's 20 schools, 11 of them have at least 75 percent FRPM eligibility (Table 2-10).

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Disadvantaged Communities - Free or Reduced-Price Meal Eligibility				
District Name	**School Name**	**Enrollment (K-12)**	**Free/Reduced Eligible (Count)**	**Free/Reduced Eligible (%)**
Colusa County Office of Education	**Nonpublic, Nonsectarian Schools**	**5**	**4**	**80%**
	Coastal Buttes Academy	**14**	**14**	**100%**
	S. William Abel Academy	**23**	**22**	**96%**
Colusa Unified	Colusa Alternative High (Continuation)	25	17	68%
	Colusa Alternative Home	25	15	60%
	Colusa High	459	321	70%
	James M. Burchfield Primary	**446**	**341**	**76%**
	George T. Egling Middle	**509**	**388**	**76%**
Maxwell Unified	Maxwell Middle	95	55	58%
	Maxwell Sr High	116	79	68%
	Maxwell Elementary	139	83	60%
Pierce Joint Unified	**Arbuckle Alternative High (Continuation)**	**8**	**7**	**88%**
	Pierce High	503	361	72%
	Arbuckle Elementary	602	424	70%
	Grand Island Elementary	45	33	73%
	Lloyd G. Johnson Junior High	**336**	**255**	**76%**
Williams Unified	**Williams Upper Elementary**	**290**	**277**	**96%**
	Mid Valley High (Continuation)	**19**	**19**	**100%**
	Williams Junior/Senior High	**626**	**598**	**96%**
	Williams Primary Elementary	**435**	**402**	**92%**
*Disadvantaged Community defined as 75% or more of public school students are elibible for free or				
Source: California Department of Education Student Poverty FRPM Data (2023-2024)				

Table 2-10: Disadvantaged Communities – Free or Reduced-Price Meal Eligibility

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Additional DAC Metrics - Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria) are considered disadvantaged communities, as are areas that lack accurate Census or CalEnviroScreen data such as in a small neighborhood or unincorporated area.

2.6. HOUSING

2.6.1. Housing Characteristics

The makeup of owner-occupied units (58 percent) in Colusa County is equal to that of the state (58 percent) but much less than the US (68 percent). The County's makeup of renter occupied units (33.9 percent) is lower than that of the State (41.0 percent) and slightly higher than the US (32 percent). The County's makeup of vacant units (8.3 percent) is slightly higher than the State (7.7 percent) and slightly lower than the US (10.8 percent).

Housing Characteristics

Place	Total Housing Units	Owner Occupied		Renter Occupied		Vacant Units	
		Count	%	Count	%	Count	%
Colusa County	8,107	4,686	57.8%	2746	33.9%	675	8.3%
City of Colusa	2,503	1,428	57.1%	1,044	41.7%	31	1.2%
City of Williams	1,589	798	50.2%	710	44.7%	81	5.1%
California	14,424,442	7,407,361	51.4%	5908461	41.0%	1108620	7.7%
United States	140,943,613	81,497,760	57.8%	44,238,593	31.4%	15,207,260	10.8%

Source: 2022 American Community Survey 5-Year Estimates

Table 2-11: Housing Characteristics

2.6.2. Home Value

According to the 2022 ACS 5-year Estimates, the median home value in Colusa County is $355,900, which is about half the State median home value of $715,900. The County's median household income as a percentage of home value is 28 percent, which is higher than the State average of 20 percent.

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Median Home Value			
Place	Median Home Value	Median Household Income	Median Household Income as % of Home Value
Colusa County	$355,900	$98,485	27.7%
City of Colusa	$357,600	$92,315	25.8%
City of Williams	$313,200	$98,529	31.5%
California	$679,200	$136,095	20.0%
United States	$311,300	$110,515	35.5%
Source: 2022 American Community Survey 5-Year Estimates			

Table 2-12: Median Home Value

2.7. TRANSPORTATION

Colusa County's preservation of agricultural and recreational land and concentration of growth within incorporated cities has created a unique transportation system. Due to its rural nature and distances between destinations, most travel in the County is by automobile. Colusa County maintains 714 miles of roadways.

The roadway network within the unincorporated parts of the County serves small communities and agricultural, and recreational uses. Interstate (I)-5, State Route (SR) 16, SR 20, and SR 45 are the primary transportation corridors extending through the county and serve all 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.

2.7.1. Vehicle Ownership

Table 2-13 illustrates vehicle ownership for occupied housing units in Colusa County, California, and the United States. The column titled "vehicles available" indicates the number of vehicles available per household. The percentage under each place, such as, "Colusa County", indicates the vehicle ownership rate. Colusa County owns more cars on average and has a higher rate of vehicle ownership overall when compared with the state and the U.S. Few households (4.6

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percent) in Colusa County do not own any cars and there is a higher-than-average vehicle ownership rate for occupied housing units with three or more cars.

Vehicle Ownership for Occupied Housing Units					
Vehicles Available	Colusa County	City of Colusa	City of Williams	California	United States
0	4.6%	5.4%	5.2%	8.3%	6.9%
1	29.4%	38.1%	25.1%	33.2%	30.9%
2	28.2%	29.4%	24.1%	36.9%	36.5%
3+	37.8%	27.1%	45.6%	21.6%	25.7%
Source: 2022 American Community Survey 5-Year Estimates					

Table 2-13: Vehicle Ownership for Occupied Housing Units

2.7.2. Mode Share

According to the 2022 ACS 5-year Estimates for Commuting (journey to work metric), the top three mode share categories in Colusa County are “drove alone,” “worked from home,” and “carpool”. Colusa County commuters drive alone (80 percent) at a much higher rate than the State (66 percent) and the US (69 percent). Carpooling accounts for the second highest commute mode share in the County (11.9 percent) and is slightly higher than the State (9.5 percent) and US (8.5 percent) rates of carpooling. The third highest mode share in the County is “worked from home,” which is less than half the rate for the State (13.6 percent) and US (11.7 percent). Walking, bicycling, and taking transit account for a total of 2.1 percent of the County’s commute mode share, which is lower than the State (6.7 percent) and US (6.7 percent) rates.

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Commuter Mode Share					
Mode of Travel	Colusa County	City of Colusa	City of Williams	California	United States
Drove Alone	80.3%	82.4%	88.0%	68.4%	71.7%
Carpool	11.9%	11.4%	9.5%	9.5%	8.5%
Public transportation (excluding taxicab)	0.5%	1.2%	0.0%	3.6%	3.8%
Walked	1.4%	2.1%	0.2%	2.4%	2.4%
Bicycle	0.2%	0.0%	0.0%	0.7%	0.5%
Taxicab, motorcycle, or other means	0.7%	0.5%	2.0%	1.7%	1.4%
Worked from home	5.1%	2.4%	0.2%	13.6%	11.7%
Source: 2022 American Community Survey 5-year Estimates					

Table 2-14: Mode Share

2.7.3. Commuting Patterns

Origin and destination data for Colusa County commuters are illustrated in Table 2.15a and Table 2.15b. The top ten counties of origin of people who work in Colusa County are shown in Table 2.15a and the top ten destination counties of employees who live in Colusa County are shown in Table 2.15b. All other counties that fall outside the top ten are aggregated in the "Other Locations" category. Of the commuters who are traveling into Colusa County for work, nearly half (49.4 percent) of them originate in Colusa County. The next highest origin County is Sutter County, accounting for 10.8 percent of all commuters who work in Colusa County, followed by Butte (5.9 percent), Glenn (5.6 percent), and Yolo (4.8 percent) counties. Of the Colusa County residents traveling to work, 46.4 percent remain in Colusa County. After Colusa County, Yolo County is the second highest County destination for Colusa County residents traveling to work, accounting for 8.6 percent of commutes. Sacramento County is a close third, accounting for 8.2 percent of commutes, followed by Sutter (4.9 percent) and Butte (3.6 percent) counties. There are slightly more commuters that exit Colusa County for work (8,900) than are entering Colusa County (8,347).

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Work Commute by County		
Origin Counties of People Who Work in Colusa County		
County	Count	Share
Colusa County	4,126	49.4%
Sutter County	903	10.8%
Butte County	494	5.9%
Glenn County	467	5.6%
Yolo County	398	4.8%
Sacramento County	314	3.8%
Yuba County	212	2.5%
Tehama County	111	1.3%
Placer County	94	1.1%
Solano County	81	1.0%
All Other Counties	1,147	13.7%
Total	8,347	100.0%
Source: 2022 Longitudinal Employer Household Dynamics		

Work Commute by County		
Destination Counties of Workers Who live in Colusa County		
County	Count	Share
Colusa County	4,126	46.4%
Yolo County	762	8.6%
Sacramento County	728	8.2%
Sutter County	439	4.9%
Butte County	318	3.6%
Placer County	246	2.8%
Glenn County	235	2.6%
Sonoma County	187	2.1%
Shasta County	171	1.9%
Solano County	128	1.4%
All Other Counties	1,560	17.5%
Total	8,900	100.0%
Source: 2022 Longitudinal Employer Household Dynamics		

Table 2-15a, b: Work Commute by County - Origins and Destinations

2.7.4. Air Quality

Air quality is a key factor in the planning and assessment of transportation systems. Both State and federal laws impose strict regulations regarding the effects of transportation projects on air quality. The California Air Resources Board (CARB) organizes the state into 15 air basins and establishes air quality standards for each basin. Colusa County lies within the Northern Sacramento Valley Air Basin (NSVAB), which is overseen by the Northern Sacramento Valley Planning Area (NSVPA) and local air pollution control districts.

Air quality standards are set at the State and federal levels through the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). CARB sets State area designations for ten criteria pollutants (including ozone and particulate matter), while the U.S. EPA sets federal area designations for six criteria pollutants.

The NSVAB is currently designated as “moderate non-attainment” for ozone (O_3) and inhalable particulate matter (PM_{10}) under state standards. These designations are based on observed exceedances of the CAAQS during the summer ozone season and during dry, stagnant winter periods when wood burning and agricultural activities

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contribute to particulate levels. Colusa County is federally designated as "Unclassified" for all pollutants, meaning it does not exceed the federal standards and is not subject to federal conformity requirements under the Clean Air Act.

Current Air Quality Conditions

- **Ozone:** Elevated ozone levels typically occur in summer months due to high temperatures and photochemical reactions from vehicle emissions and agricultural equipment.
- **PM_{10}/$PM_{2.5}$:** Winter wood smoke, agricultural burning, and dust from unpaved roads contribute to particulate concentrations, occasionally exceeding the state 24-hour PM_{10} standard.
- **Trend:** Overall, air quality in Colusa County has improved since the 1990s due to cleaner vehicle fleets and better dust control, but ozone and particulate matter continue to exceed state standards in some years.

Potential Long-Term Consequences of Non-Attainment

Continued non-attainment of state ozone and PM standards can have several implications for Colusa County:

- **Public Health Impacts:** Long-term exposure to ozone can worsen asthma, bronchitis, and other respiratory illnesses. Fine particulate matter is linked to increased cardiovascular disease, premature mortality, and adverse pregnancy outcomes.
- **Environmental Impacts:** Elevated ozone can damage crops and natural vegetation, reducing agricultural yields — a significant concern in Colusa County's farm economy.
- **Economic and Regulatory Costs:** Persistent non-attainment may require stricter emission controls on local businesses, higher compliance costs for farmers, and more stringent dust and burn restrictions. It may also require future transportation projects to incorporate more robust mitigation measures to avoid worsening air quality.

Colusa County's RTP supports air quality improvement by encouraging reduced vehicle miles traveled, investment in active transportation, and support for clean vehicle technologies that align with statewide GHG and criteria pollutant reduction goals.

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2.8. STREETS AND ROADS

Streets and roads are the primary means of local and through travel in the region, and are essential for mobility, goods movement, public transit, pedestrians, and cyclists as well as airport ground access. The term roadways include highways, streets and unpaved roads.

Table 2-16 shows the number of lanes miles and total percentage of lane miles by jurisdiction. The Colusa County Road network is comprised of 944 miles of lane miles. Colusa County maintains approximately three quarters of the lane miles in the County, with 699 lane miles (74 percent) under its jurisdiction. The State maintains 114 lane miles, accounting for the second highest number of lane miles (12.1 percent), with the US Forest Services as a close third, maintaining 38 lane miles (4.1 percent). The City of Williams maintains 34 lane miles, or 3.6 percent of all County Lane miles and City of Colusa maintains 28 lane miles (3 percent).

Roadway Mileage and Jurisdiction

Jurisdiction	Lane Miles	% Total Miles
Colusa County	699.2	74.1%
City of Colusa	28.0	3.0%
City of Williams	34.4	3.6%
Bureau of Indian Affairs	1.0	0.1%
State Highways	114.6	12.1%
U.S. Bureau of Land Management	5.5	0.6%
U.S. Bureau of Reclamation	3.8	0.4%
U.S. Fish and Wildlife	18.9	2.0%
U.S. Forest Service	38.3	4.1%
Total	**943.8**	**100%**

Source: 2022 California Public Road Data

Table 2-16: Roadway Mileage and Jurisdiction

2.8.1. Functional Classifications

Table 2-17 summarizes the distribution of Colusa County's 943.8 lane miles by functional classification. The "Maintained Mileage" column lists the total lane miles in each classification, while the "Share" column represents the percentage of total county-maintained mileage in that classification.

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This breakdown highlights that nearly 60 percent of the county road network consists of local roads, while about 30 percent is classified as collectors (major and minor), which are key farm-to-market routes and carry the majority of regional traffic volumes. This information helps CCTC and local jurisdictions prioritize maintenance and improvement strategies based on the functional importance of each road type.

Arterials

Arterials provide the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control. In Colusa County SR 45 and Route 16 are designated arterials that account for 25 miles.

Collectors

Collectors provide a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials. The Federal Highway Administration further identifies collectors as major or minor collectors. Major collectors connect to arterials or regional destinations, and minor collectors generally connect local roadways to major collectors. These roads are designed to provide access for regional traffic between highways, minor collectors, and local roads. Examples in the County include Maxwell Road, River Road, Miller Road, and Tule Road. These major and minor collectors account for 138 miles and for 142 miles, respectively.

Local Roads

Local roads provide access to adjoining properties and primary residences. There is virtually no through traffic as they serve to primarily provide access to adjacent arterials and collectors. Local roads make up the majority of road miles by functional classification at 565 maintained miles in comparison to major collectors at 138 and minor collectors at 142 miles.

Road Miles by Functional Classification					
	Maintained Mileage	Minor Arterial	Major Collector	Minor Collector	Local Road
Count	943.8	25.0	138.2	142.1	565.2
Share	100%	2.7%	14.6%	15.1%	59.9%

Table 2-17: Road Miles by Functional Classification

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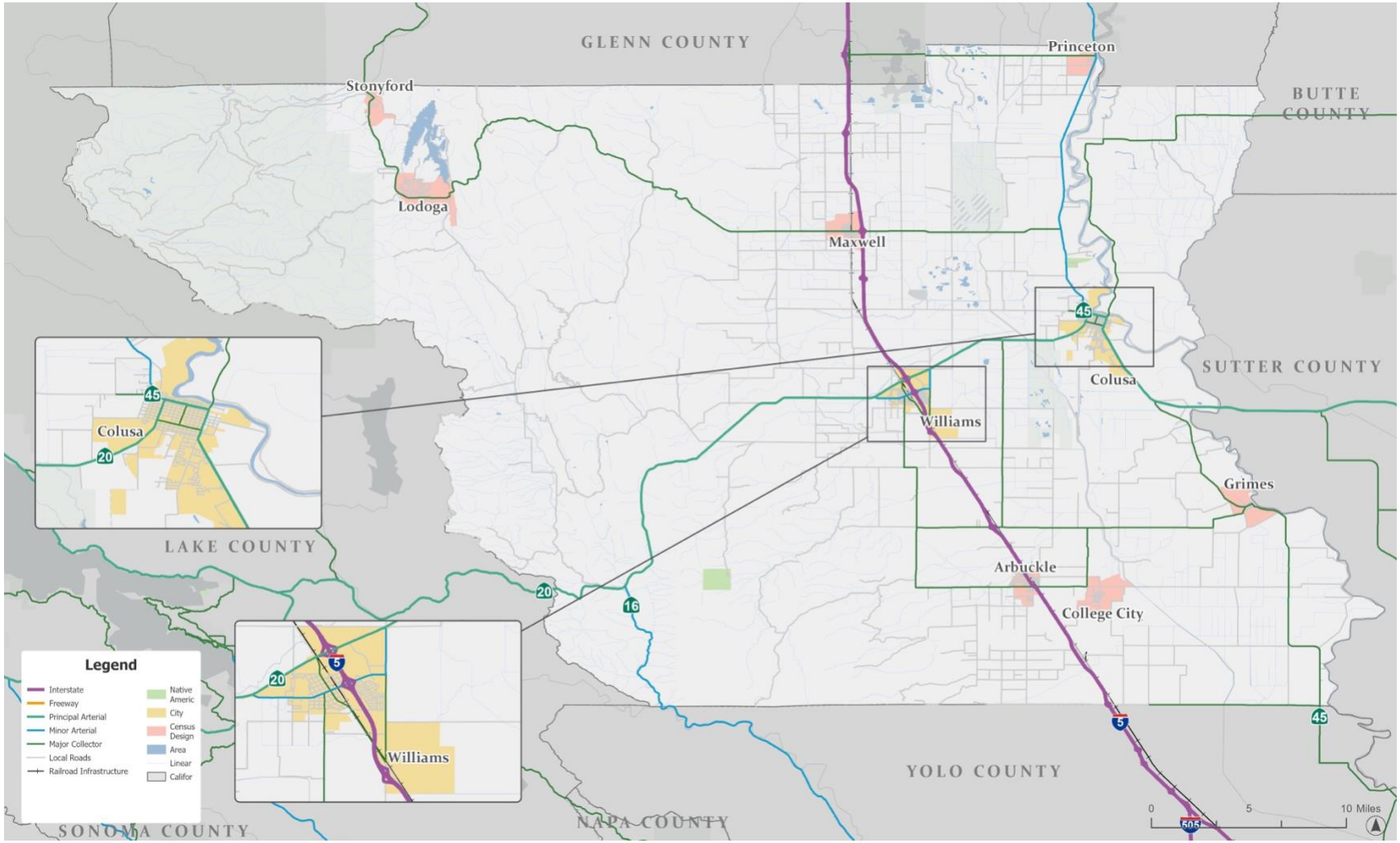


Figure 2-4: Map of Roadway Classifications

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2.8.2. State Highways

Within Colusa County there are four State Highways, which serve interregional travel and connect Colusa County to surrounding areas including Sacramento County, Yolo County, Butte County, and the San Francisco Bay Area. State Highways in Colusa County are described below.

Interstate 5

Interstate 5 (I-5) is a vital north/south route in Colusa County, facilitating regional and interstate goods movement. The agricultural industry in Colusa County generates high truck traffic along I-5 during the harvest seasons. Existing daily travel on I-5 in Colusa County averages approximately 30,000 to 40,000 vehicles per day. 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.

State Route 16

State Route (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 through 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. Existing daily traffic ranges from about 700 to 900 vehicles per day.

State Route 20

SR 20 is an eligible State Scenic Highway and 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, where daily traffic ranges from 8,000 to 10,000 trips. SR 20 is busiest through the City of Colusa, where volumes range from 20,000 to 26,000 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, where daily travel is approximately 7,000 vehicles per day.

State Route 45

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, with daily volumes of about 2,300 vehicles, 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, where traffic volumes are roughly 2,300 vehicles per day.

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2.8.3. Pavement Condition

The Pavement Condition Index, or PCI, is a numerical rating system used to evaluate the general condition of pavement on a roadway. Roads are rated on a scale of 100 to 0, with 100 being the "best" and 0 being the "worst." Table 2-18 denotes roadway PCI and the associated level of necessary maintenance to achieve good to excellent roadway conditions according to the 2023 California Statewide Local Streets and Roads Needs Assessment. As pavement conditions decrease, the cost of maintenance escalates exponentially.

The California Statewide Local Streets and Roads Needs Assessment has reported the 2022 Pavement Condition Index in Colusa County at 61. The County is in the "at-risk" category with a decrease of 1.6 percent from the 2014 index which was also in the "at-risk" category.

Pavement Condition Index (PCI)						
Agency	**2014 PCI**	**2016 PCI**	**2018 PCI**	**2020 PCI**	**2022 PCI**	**Change**
Colusa County	**62**	**63**	**60**	**61**	**61**	-1.6%
Legend	**Good to Excellent (71-100)**	**At Risk (51-70)**	**Poor (25-50)**	**Failed (0-25)**		

Source: 2023 California Statewide Local Streets and Roads Needs Assessment

Table 2-18: Pavement Condition Index

2.8.4. Bridges

The California Statewide Local Streets and Roads Needs Assessment includes the California Local Bridge Needs Assessment Report, which inventories California's bridges and the cost of repair by County.

There are 149 bridges within the County and incorporated cities. A Rating value is assigned to each bridge; bridges with values under 80 and above 50 are considered eligible for rehabilitation and bridges with a rating under 50 are considered structurally deficient or functionally obsolete and require replacement. The sufficiency rating is a percentage of which 100 percent would represent an entirely sufficient bridge, and 0 percent would represent an entirely insufficient or deficient bridge.

The sufficiency rating is essentially an overall rating of a bridge's fitness for the duty it performs. A low sufficiency rating may be due to multiple different deficiencies such as structural defects, narrow lanes, or low vertical clearance. The County's average bridge sufficiency rating is 82, which is a relatively high rating, however, the average has decreased

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from 86 in 2012 to 82 in 2020 indicating an overall downward trend in the sufficiency rating. Of the County's 149 bridges, 11 received a sufficiency rating less than or equal to 50. According to the California Local Bridge Needs Assessment Report, total bridge needs, or the estimated cost for all repairs and upkeep in the County are $82 million.

Bridge Sufficiency Rating (SR)					
	2012	2014	2016	2018	2020
Number of Bridges	148	148	148	148	149
Average SR	86	86	85	85	82
Structures with SR <= 80	27	27	28	28	48
Structures with SR <= 50	11	11	10	10	11
Total Bridge Need (Millions)	**$11**	**$11**	**$12**	**$14**	**$82**
Source: California Local Streets & Roads Needs Assessment 2012-2020					

Table 2-19: Bridge Sufficiency Rating (SR)

2.8.5. Average Annual Daily Traffic (AADT)

The Traffic Operations Program of Caltrans collects traffic volume data for the State Highway System through the Traffic Census Program. Traffic volumes provide an indication of the daily or hourly utilization of a particular roadway facility. This level of utilization can be assessed in relation to the roadway's capacity to manage traffic, providing an evaluation of the service quality experienced by motorists using the facility.

Average annual daily traffic (AADT) is the total traffic volume on a given roadway for a year divided by 365 days, providing the average number of vehicles that travel a certain roadway on any given day. AADT data provides an overall picture of traffic flow and traffic trends and can be used to compare the relative busyness of different roads across different locations.

Table 2-20 shows the change in AADT from the Caltrans Traffic Census 2018-2022 on select State Highways in Colusa County over the five-year period from 2018 to 2022. Along I-5, which runs north/south through the center of the County, AADT has trended down slightly over the five-year period, with decreases between -0.1 percent at E Street in Williams and -1.4 percent in Maxwell. State Route 20 runs east/west through the County, connecting commuters and goods to their destinations in the County and the neighboring regions. Over the five-year study period, SR 20 saw slight to moderate increases in AADT, with the highest increases in the area near the City of Williams, including a 16.3 percent increase at the I-5 junction and a 12.6 percent at Husted Road at the northeast perimeter of Williams. In City of Colusa,

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SR 20 at SR 45 South also experienced an increase in AADT of 5.5 percent. SR 16 and SR 45 saw a mixture of increases and decreases over the five-year period.

Utilizing the rate of change from 2018 to 2022, forecasts for future AADT through 2047 were projected and included in Table 2-21. Despite slight decreases projected through 2047, I-5 will continue to remain the busiest highway in the County, with AADT ranging from 21,000 to 34,000. SR 20 is projected to continue to see increases in AADT with some segments exceeding the projected AADT on certain segments of I-5, especially in and near the City of Colusa.

Table 2.20

Historic and Existing Average Annual Daily Traffic

Segment	2018		2019		2020		2021		2022		Avg. Annual Change	
	Back	Ahead	Back	Ahead	Back	Ahead	Back	Ahead	Back	Ahead	Back	Ahead
I-5												
YOLO/COLUSA COUNTY (COUNTY LINE ROAD)		34800		34800		35500		35500		34000		-0.5%
HILLGATE ROAD	34800	33800	34800	33800	35500	34500	35500	34500	34000	33000	-0.5%	-0.5%
NORTH ARBUCKLE	33800	35000	33800	35000	34500	35500	34500	35500	33000	34000	-0.5%	-0.6%
HAHN ROAD	35000	32800	35000	32800	35500	33500	35500	33500	34000	31000	-0.6%	-1.1%
HUSTED ROAD	32800	30500	32800	30500	33500	31000	33500	31000	31000	29500	-1.1%	-0.7%
WILLIAMS, E STREET	29600	30800	29600	30800	32000	31500	32000	31500	29500	29000	-0.1%	-1.2%
JCT. RTE. 20	30800	28700	30800	28700	31500	29500	31500	29500	29000	27000	-1.2%	-1.2%
MAXWELL/COLUSA ROADS	28700	27900	28700	27900	29500	28500	29500	28500	27000	26000	-1.2%	-1.4%
NORTH MAXWELL OH	27900	27300	27900	27300	28500	28000	28500	28000	26000	26000	-1.4%	-1.0%
DELEVAN ROAD	27300	27300	27300	27300	28000	28000	28000	28000	26000	26000	-1.0%	-1.0%
COLUSA/GLENN COUNTY LINE	27300		27300		28000		28000		26000		-1.0%	
SR 16												
JCT. RTE. 20		460		510		480		480		470		0.4%
COLUSA/YOLO COUNTY LINE	460		510		480		480		470		0.4%	
COLUSA/YOLO COUNTY LINE						480		480		470		-0.7%
END COLUSA COUNTY					480		480		470		-0.7%	

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SR 20												
LAKE/COLUSA COUNTY LINE		5900		6100		5700		5900		6000		0.3%
JCT. RTE. 16 SOUTH	5900	5250	6100	5600	5700	5300	5500	5800	5600	5900	-1.0%	2.5%
JUNCTION OLD ROUTE 20	5600	5300	5900	5600	5600	5300	5400	5100	6000	5800	1.4%	1.9%
WILLIAMS, JCT. RTE. 5	7000	4300	7300	6200	6900	5900	6600	5700	7800	7800	2.3%	16.3%
HUSTED ROAD	4300	9000	6200	9500	5900	9000	5700	6600	7000	8100	12.6%	-2.0%
COLUSA, HUNTER ROAD	9000	9000	9500	9500	8900	8900	8400	8500	10300	10500	2.9%	3.3%
COLUSA, FREMONT STREET	6300	6500	6700	6900	6300	6500	6000	6200	7400	7600	3.5%	3.4%
COLUSA, JCT. RTE. 45 NORTH	8900	12000	9300	12400	8600	11500	8400	11000	10100	13200	2.7%	2.0%
COLUSA, FIFTH STREET	12100	12100	12500	12500	11600	11500	11400	11300	13700	13600	2.6%	2.5%
COLUSA, MARKET/BRIDGE STREETS	15000	15000	15400	15400	14200	14200	13900	13900	16700	16700	2.3%	2.3%
COLUSA, FREMONT STREET	12900	11200	13300	11600	12000	10400	11800	10200	14200	12200	2.0%	1.8%
MOON BEND ROAD	8000	8000	8400	8400	7600	7400	7400	7300	8900	8800	2.3%	2.0%
JCT. RTE. 45 SOUTH	8000	7400	8400	7800	7400	6900	8500	6800	10200	7100	5.5%	-0.8%
COLUSA/SUTTER COUNTY LINE	8000		8400		7100		8200		8500		1.3%	
SR 45												
YOLO/COLUSA COUNTY		900		900		890		880		890		-0.2%
TULE ROAD	900	950	900	950	890	940	930	880	940	890	0.9%	-1.3%
GRIMES-ARBUCKLE ROAD	1000	1200	1000	1200	990	1200	1200	980	1200	990	4.0%	-3.5%
SYCAMORE CUTOFF ROAD	1200	840	1200	840	1200	830	820	1200	830	1200	-6.2%	8.6%
JCT. RTE. 20	840	7000	840	7000	830	6900	820	6800	830	6900	-0.2%	-0.3%
COLUSA, LURLINE AVENUE	7000	7300	7000	7300	6900	7300	7300	6800	7400	6900	1.1%	-1.1%
MAXWELL COLUSA ROAD	3500	2100	3500	2100	3500	2100	2100	3500	2100	3550	-8.0%	13.8%
COUNTY ROAD P29	2100	2150	2100	2150	2100	2150	2150	2100	2150	2100	0.5%	-0.5%
COLUSA/GLENN COUNTY LINE	2150		2150		2150		2150		2400		2.3%	
Source: Caltrans Traffic Census 2018-2022												

Table 2-20: Historic and Existing Average Annual Daily Traffic (AADT)

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Forecasted Average Annual Daily Traffic												
Segment	Projected Growth Rate		2027		2032		2037		2042		2047	
	Back	Ahead	Back	Ahead	Back	Ahead	Back	Ahead	Back	Ahead	Back	Ahead
I-5												
YOLO/COLUSA COUNTY (COUNTY LINE ROAD)		0%		34000		34000		34000		34000		34000
HILLGATE ROAD	0%	0%	34000	33000	34000	33000	34000	33000	34000	33000	34000	33000
NORTH ARBUCKLE	0%	-1%	33000	32334	33000	30749	33000	29242	33000	27809	33000	26446
HAHN ROAD	-1%	-1%	32334	29481	30749	28036	29242	26662	27809	25355	26446	24112
HUSTED ROAD	-1%	-1%	29481	28054	28036	26679	26662	25372	25355	24128	24112	22946
WILLIAMS, E STREET	0%	-1%	29500	27579	29500	26227	29500	24942	29500	23719	29500	22557
JCT. RTE. 20	-1%	-1%	27579	25677	26227	24418	24942	23222	23719	22083	22557	21001
MAXWELL/COLUSA ROADS	-1%	-1%	25677	24726	24418	23514	23222	22362	22083	21266	21001	20223
NORTH MAXWELL OH	-1%	-1%	24726	24726	23514	23514	22362	22362	21266	21266	20223	20223
DELEVAN ROAD	-1%	-1%	24726	24726	23514	23514	22362	22362	21266	21266	20223	20223
COLUSA/GLENN COUNTY LINE	0		24726		23514		22362		21266		20223	
SR 16												
JCT. RTE. 20		0%		470		470		470		470		470
COLUSA/YOLO COUNTY LINE	0%		470		470		470		470		470	
COLUSA/YOLO COUNTY LINE		-1%		447		425		404		384		366
END COLUSA COUNTY	-1%		447		425		404		384		366	

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SR 20												
LAKE/COLUSA COUNTY LINE		0%		6000		6000		6000		6000		6000
JCT. RTE. 16 SOUTH	-1%	2%	5326	6514	5065	7192	4816	7941	4580	8767	4356	9680
JUNCTION OLD ROUTE 20	1%	2%	6306	6404	6628	7070	6966	7806	7321	8618	7695	9516
WILLIAMS, JCT. RTE. 5	2%	5%	8612	9955	9508	12705	10498	16216	11590	20696	12797	26414
HUSTED ROAD	5%	-2%	8934	7322	11402	6618	14552	5982	18573	5408	23704	4888
COLUSA, HUNTER ROAD	3%	3%	11941	12172	13842	14111	16047	16359	18603	18964	21566	21985
COLUSA, FREMONT STREET	3%	3%	8579	8810	9945	10214	11529	11841	13365	13726	15494	15913
COLUSA, JCT. RTE. 45 NORTH	3%	2%	11709	14574	13574	16091	15735	17765	18242	19615	21147	21656
COLUSA, FIFTH STREET	3%	2%	15882	15015	18412	16578	21344	18304	24744	20209	28685	22312
COLUSA, MARKET/BRIDGE STREETS	2%	2%	18438	18438	20357	20357	22476	22476	24815	24815	27398	27398
COLUSA, FREMONT STREET	2%	2%	15678	13470	17310	14872	19111	16420	21100	18129	23297	20015
MOON BEND ROAD	2%	2%	9826	9716	10849	10727	11978	11844	13225	13076	14601	14437
JCT. RTE. 45 SOUTH	4%	-1%	12410	6752	15098	6421	18370	6106	22349	5807	27192	5523
COLUSA/SUTTER COUNTY LINE	1%		8934		9389		9868		10372		10901	
SR 45												
YOLO/COLUSA COUNTY		0%		890		890		890		890		890
TULE ROAD	1%	-1%	988	846	1038	805	1091	765	1147	728	1205	692
GRIMES-ARBUCKLE ROAD	3%	-3%	1391	850	1613	730	1870	627	2167	538	2513	462
SYCAMORE CUTOFF ROAD	-4%	5%	677	1532	552	1955	450	2495	367	3184	299	4064
JCT. RTE. 20	0%	0%	830	6900	830	6900	830	6900	830	6900	830	6900
COLUSA, LURLINE AVENUE	1%	-1%	7777	6562	8174	6240	8591	5934	9029	5644	9490	5367
MAXWELL COLUSA ROAD	-5%	5%	1625	4531	1257	5783	973	7380	753	9419	583	12022
COUNTY ROAD P29	0%	0%	2150	2100	2150	2100	2150	2100	2150	2100	2150	2100
COLUSA/GLENN COUNTY LINE	2%		2650		2926		3230		3566		3937	
Source: Caltrans Traffic Census 2018-2022												

Table 2-21: Forecasted Average Annual Daily Traffic (AADT)

2.8.6. Vehicle Miles Traveled

Vehicle miles of travel (VMT) measures how far vehicles generally travel on the roads in a given region. VMT is commonly applied on a per-household or per-capita basis and is a primary input for regional air quality analyses and for developing VMT rates for safety analysis. Although it is not a good indicator of congestion, it can also be used as an indicator of overall vehicle activity and pinpoint bottlenecks or high delay "hotspot" locations. In accordance with Senate Bill 743

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(Steinberg, 2013), VMT is now the data metric for measuring transportation impacts and mitigation measures under the California Environmental Quality Act (CEQA). In addition to SB 743, jurisdictions must also ensure consistency with current land use plans, some of which still utilize level of service (LOS), a measure of vehicle delay, as a primary metric to evaluate transportation conditions. Regional Transportation Plan updates are consistent with the County General Plan and aim to promote new developments adjacent to existing developments to reduce VMT and travel time.

VMT data is annually reported as part of the Federal Highway Performance Monitoring System (HPMS) program. The HPMS program employs a sample-based approach that integrates traffic counts, categorized by functional classification and volume group, to generate geographically-based estimates of VMT. HPMS VMT estimates are reported for each county by local jurisdiction. Population data, which underlies the VMT calculations, is gathered from the California Department of Finance.

Daily VMT (DVMT) is an estimate of the average number of miles traveled by vehicles in a jurisdiction in a day. Building on the federal HPMS VMT data, DVMT is provided by Caltrans in the California Public Road Data report. Estimated DVMT for Colusa County and State Highways, and other local roadways are shown in Table 2-22.

Colusa County's DVMT was approximately 377,000 DVMT in 2019 and stayed steady at 377,000 DVMT in 2023, despite slight fluctuations within the five-year period. Due to the relatively steady DVMT over the most recent five-year period of data, DVMT on County operated roads is not forecasted to shift in the next 20 years. Forecasted DVMT for Colusa County roadways is illustrated in Table 2-23.

Rural Travel Dynamics and Vehicle Miles Traveled

Consistent with previous RTP findings, including the 2018 Regional Transportation Plan, Colusa County continues to experience gradual population and employment growth. These modest growth trends have resulted in stable travel conditions and limited congestion throughout the regional transportation network. The County’s rural geography and agricultural economy influence travel patterns that are more dispersed than in urbanized areas, with longer average trip lengths and fewer route options.

Most daily travel in Colusa County occurs by private vehicle, with residents, workers, and service providers regularly traveling between communities and across county boundaries to access employment, education, health care, and goods and services. This regional connectivity results in a higher per-capita Vehicle Miles Traveled (VMT) rate compared to more densely developed regions; however, total systemwide VMT growth remains modest due to the County’s slow overall population increase.

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Advances in vehicle fuel efficiency, alternative fuels, and increasing adoption of zero-emission vehicles are expected to continue mitigating VMT-related greenhouse-gas emissions. For rural counties such as Colusa, maintaining safe and reliable inter-county travel corridors and improving access to multimodal options where feasible represent the most practical strategies for supporting mobility and sustainability objectives. Coordination with Caltrans District 3 and neighboring Regional Transportation Planning Agencies will remain important to monitor regional VMT trends and identify opportunities to enhance travel efficiency across jurisdictional boundaries.

Daily Vehicle Miles Traveled (VMT) [1,000s]							
Place	2022 Lane Miles	2019 Daily VMT	2020 Daily VMT	2021 Daily VMT	2022 Daily VMT	2023 Daily VMT	Avg. Annual Change
Colusa County	699.2	377.4	376.2	388.6	369.0	377.2	0%
City of Colusa	28.0	18.0	13.8	13.8	14.1	14.9	-4%
City of Williams	34.4	26.4	26.8	26.3	26.3	24.7	-2%
Bureau of Indian Affairs	1.0	1.1	1.1	1.1	0.5	1.5	10%
State Highways	114.6	1,440.6	1,421.6	1,418.1	1,380.4	1,280.0	-3%
U.S. Bureau of Land Management	5.5	-	-	-	2.5	5.2	-
U.S. Bureau of Reclamation	3.8	1.3	1.2	1.3	1.7	4.9	69%
U.S. Fish and Wildlife	18.9	6.0	5.6	8.8	8.7	7.5	7%
U.S. Forest Service	38.3	5.8	5.8	13.0	17.3	8.9	14%
Source: California Public Road Data 2019-2022							

Table 2-22: Historic and Existing Vehicle Miles Traveled (VMT)

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Forecasted Vehicle Miles Traveled (VMT) [1,000s]					
Place	2023 Daily VMT	2027 Daily VMT	2032 Daily VMT	2037 Daily VMT	2042 Daily VMT
Colusa County	377.2	377.2	377.2	377.2	377.2
City of Colusa	14.9	12.1	9.9	8.0	6.6
City of Williams	24.7	22.3	20.2	18.3	16.5
Bureau of Indian Affairs	1.5	2.0	2.5	3.2	4.1
State Highways	1280.0	1099.1	943.9	810.5	696.0
U.S. Bureau of Land Management	5.2	5.2	5.2	5.2	5.2
U.S. Bureau of Reclamation	4.9	6.3	8.0	10.2	13.1
U.S. Fish and Wildlife	7.5	9.6	12.3	15.7	20.0
U.S. Forest Service	8.9	11.4	14.5	18.5	23.7
Source: California Public Road Data 2019-2022					

Table 2-23: Forecasted Vehicle Miles Traveled (VMT) Per Capita

2.8.7. Truck Traffic

The truck traffic as a percentage of total traffic over the years 2018-2022 is illustrated in Table 2-24. I-5 receives the highest amount of truck traffic as a percentage of total traffic at approximately 22-25 percent. Between 2018-2022, overall truck traffic increased on I-5, with the most significant increase occurring in Williams at E Street. Truck traffic as a percentage of total traffic is relatively similar between the SRs 16, 20, and 45, with segments ranging from 7 percent to 19 percent. In addition to the overall increase in truck traffic on I-5, truck traffic as a percentage of total traffic increased slightly at the Lurline Avenue location of SR 45 in Colusa. All other locations with truck traffic data remained relatively unchanged over the five-year period.

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Truck Traffic as a Percentage of Total Traffic						
Segment	**Post Mile Leg**	**2018**	**2019**	**2020**	**2021**	**2022**
I-5						
WILLIAMS, E ST	Back	16.0%	23.9%	23.9%	23.9%	23.9%
JCT. RTE. 20	Ahead	21.9%	21.9%	21.9%	25.4%	25.4%
JCT. RTE. 20	Back	25.4%	25.4%	25.4%	21.9%	21.9%
SR 16						
JCT. RTE. 20	Ahead	14.2%	14.2%	14.2%	14.2%	14.2%
SR 20						
JCT. RTE. 16 SOUTH	Ahead	10.6%	14.6%	14.6%	14.6%	10.6%
JCT. RTE. 16 SOUTH	Back	14.6%	10.6%	10.6%	10.6%	14.6%
WILLIAMS, JCT. RTE. 5	Ahead	10.6%	10.6%	10.6%	10.6%	10.6%
WILLIAMS, JCT. RTE. 5	Back	19.0%	19.0%	19.0%	19.0%	19.0%
COLUSA, JCT. RTE. 45 NORTH	Back	8.0%	8.0%	8.0%	8.0%	8.0%
COLUSA, JCT. RTE. 45 NORTH	Ahead	7.0%	7.0%	7.0%	7.0%	7.0%
COLUSA, FREMONT ST	Ahead	7.0%	7.0%	7.0%	7.0%	7.0%
SR 45						
GRIMES-ARBUCKLE RD	Back	19.0%	19.0%	19.0%	19.0%	19.0%
GRIMES-ARBUCKLE RD	Ahead	19.0%	19.0%	19.0%	19.0%	19.0%
JCT. RTE. 20	Back	12.1%	12.1%	12.1%	12.1%	12.1%
JCT. RTE. 20	Ahead	12.1%	12.1%	12.1%	12.1%	12.1%
COLUSA, LURLINE AVE	Ahead	5.9%	7.3%	7.3%	7.3%	7.3%
COUNTY RD P29	Back	9.0%	9.0%	9.0%	9.0%	9.0%
Source: Caltrans Traffic Census 2018-2022						

Table 2-24: Truck Traffic as Percentage of Total Traffic

2.8.8. Safety

Traffic collision data was collected from the Transportation Injury Mapping System (TIMS), which was developed by UC Berkeley. This dataset includes information from the Statewide Integrated Traffic Records System (SWITRS) as reported by the California Highway Patrol (CHP). This database collects and processes data from traffic collisions across the state of California. Collision data for Colusa County is reported from the five-year period from 2019 to 2023 in Table 2-25. Overall, the County has seen a decline in collisions, from a total of 151 collisions in 2019 to 109 collisions in 2023. Notably,

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the County hasn't had any reported bicycle collisions in the last three years. Pedestrian collisions account for a small number of collisions each year and with strategic protections for pedestrians, the County could reach zero collisions for people walking and bicycling in the region. Fatal collisions also decreased over the five-year period, decreasing from 12 fatalities in 2019 to 5 fatalities in 2023.

Figure 2-5 displays the spatial distribution of fatal and severe injury collisions in Colusa County over the 10-year period from 2014-2023. Fatal and severe collisions in the County largely occur on State Highways and County roads, with the majority of collisions concentrated on I-5 and SR 20.

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Collision History					
Place	**Total Collisions**	**Highway Collisions**	**Fatal Collisions**	**Pedestrian Collisions**	**Bicycle Collisions**
2019					
City of Colusa	15	8	1	1	1
City of Williams	5	4	0	0	0
Unincorporated County	131	90	11	2	2
Total Colusa County	**151**	**102**	**12**	**3**	**3**
2020					
City of Colusa	8	5	0	1	1
City of Williams	2	2	0	0	0
Unincorporated County	114	65	8	3	2
Total Colusa County	**124**	**72**	**8**	**4**	**3**
2021					
City of Colusa	8	3	0	0	0
City of Williams	1	0	0	0	0
Unincorporated County	134	78	5	2	0
Total Colusa County	**143**	**81**	**5**	**2**	**0**
2022					
City of Colusa	5	2	0	0	0
City of Williams	5	3	0	0	0
Unincorporated County	105	61	8	5	0
Total Colusa County	**115**	**66**	**8**	**5**	**0**
2023					
City of Colusa	2	0	0	0	0
City of Williams	18	7	2	1	0
Unincorporated County	89	57	3	2	0
Total Colusa County	**109**	**64**	**5**	**3**	**0**
Source: Berkeley TIMS.					

Table 2-25: Collision History

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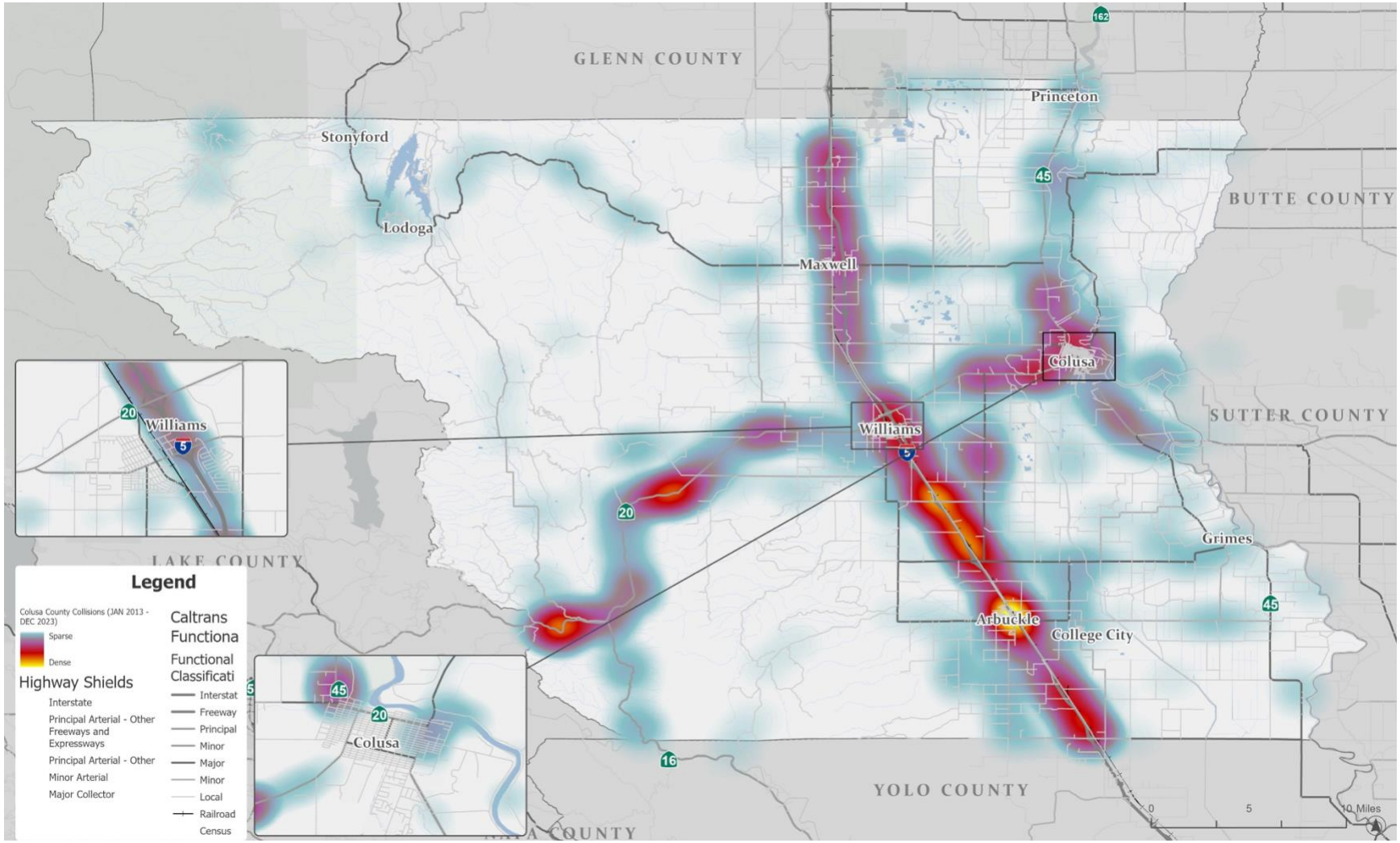


Figure 2-5: Collisions

2.9. PUBLIC TRANSIT

Public transportation within Colusa County is provided by the Colusa County Transit Agency (CCTA) as a dial-a-ride system with fixed timed routes to Colusa, Williams, Arbuckle, Maxwell, Princeton, Grimes, Sites, and Stonyford. CCTA

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operations include six buses, available from 7:30am to 4:30pm, Monday through Friday on a "flex route" schedule, meaning the bus will deviate throughout a corridor surrounding the basic route. The bus schedule is illustrated in Table 2-26.

The buses accommodate 19 passengers with 2 spots for wheelchairs. Rides are available on a first come, first serve basis. These services are currently provided in and between Colusa, Williams, Arbuckle, Princeton, Maxwell, Stonyford, Sites, and Grimes/Meridian.

The CCTA offers out-of-county non-emergency medical appointment transportation to Chico, Davis, Lincoln, Marysville, Oroville, Roseville, Sacramento, Willows, Woodland and Yuba City.

Transit Schedule		
Route	**First Departure**	**Last Departure**
Colusa to Williams	7:30 am	4:00 pm
Williams to Colusa	8:45 am	4:20 pm
Colusa to Arbuckle	7:30 am	3:00 pm
Williams to Arbuckle	7:45 am	3:15 pm
Colusa to Grimes-Meridian	8:30 am	3:00 pm
Arbuckle to Colusa	8:30 am	3:30 pm
Arbuckle to Williams	8:30 am	3:30 pm
Grimes-Meridian to Colusa	9:00 am	3:30 pm
Source: Colusa Transit		

Table 2-26: Transit Schedule

2.9.1. Ridership

Transit ridership data, gathered from the National Transit Database Agency, is illustrated in Table 2-27 as passengers per revenue hour for the years 2019-2023. Between 2019 and 2023, the County witnessed a slight decrease in ridership in 2021, likely as a result of the COVID-19 pandemic, decreasing from 4.2 passengers per revenue hour in 2019 to 2.9 in 2021. Since 2021, ridership has been back on the incline, returning to pre-pandemic ridership of 4.2 passengers per revenue hour in 2023.

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Passengers per Revenue Hour						
Transit Mode	2019	2020	2021	2022	2023	Changes from 2019 to 2023
Demand Respond	4.2	4.1	2.9	3.7	4.2	0.00%
Source: National Transit Database Agency Profiles 2018-2022						

Table 2-27: Passengers per Revenue Hour

2.9.2. Social Service Transportation Providers

In addition to public transit services offered by the County, there are social and human service agencies which provide specialized transportation in Colusa County. Private transportation providers within the County include CCTA private charter trips and several taxicab services. The nearest Amtrak and Greyhound stations are in Roseville and Sacramento.

Riders who have disabilities and are unable to get to the nearest bus stop may request a deviation pick-up, if they are within ¾ mile of the fixed route and accessible by a transit vehicle. This deviation policy was negotiated with the Federal Transit Administration in recognition that small rural public transportation systems do not have the resources to maintain a second service network, an Americans with Disabilities Act (ADA) complementary paratransit program.

2.9.3. Connections to Other Transit Systems

Amtrak

Colusa County does not currently have direct Amtrak intercity passenger rail service or Greyhound intercity bus service. The nearest Amtrak stations serving the region are located in Sacramento (Amtrak Sacramento Valley Station) and Roseville, both of which provide access to the San Joaquins route and Capitol Corridor service, offering connections to the Bay Area, Central Valley, and Southern California.

Although there is no direct fixed-route transit service from Colusa County to these stations, residents can access Amtrak and Greyhound services through several options:

- **Glenn Ride Transit Service** – Operates weekday bus service between Willows, Orland, and Chico. Connections to Greyhound or Amtrak Thruway bus service are possible from Chico.
- **Colusa County Transit Agency (CCTA) Dial-A-Ride** – Provides general public dial-a-ride service that can be scheduled to connect riders to neighboring counties or to Yuba-Sutter Transit stops.

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- **Yuba-Sutter Transit** – Provides fixed-route and commuter service to Sacramento, where passengers can access Greyhound and Amtrak connections. Travelers from Colusa County can use CCTA Dial-A-Ride or private auto to reach Yuba City stops.

While interregional connectivity remains limited, the RTP identifies the need to enhance first- and last-mile connections to intercity rail and bus services as a long-term strategy to expand mobility options for residents and reduce vehicle miles traveled.

Greyhound

Greyhound service is not available in Colusa County at this time. The closest Greyhound services can be accessed in Chico, Marysville, and Sacramento. These services can connect passengers to the Sacramento area in less than 2 hours and the San Francisco Bay Area in less than 5 hours.

2.9.4. Zero-Emission Buses

Innovative Clean Transportation Regulation Overview

With a County population of 21,914 and a fleet of 6 vehicles, the Colusa County Transit Agency (CCTA) is considered a small transit agency under the Innovative Clean Transit (ICT) mandate. This classification requires CCTA to submit a zero-emission (ZE) rollout plan to the California Air Resources Board (CARB) for its revenue service vehicles.

CARB introduced the ICT regulation in December 2018, mandating that all public bus transit agencies in California transition to a completely zero-emission bus (ZEB) fleet by 2040. This regulation aligns with earlier state legislation, SB 375 and SB 350. SB 375, the Sustainable Communities and Climate Protection Program, promotes initiatives for the development of transit-oriented communities, enhanced transportation connectivity, and active transportation. Similarly, SB 350 supports the widespread electrification of transportation through a partnership between CARB and the California Public Utilities Commission.

2.10. ACTIVE TRANSPORTATION

2.10.1. Bikeways

The majority of the County's existing regional bicycle network consists of Class III bike routes, which include roadways that are designated for shared use by bicyclists and motorists, and some roadways with narrow paved or gravel shoulders for bicycle use. Some Class II bike lanes provide local bicycle connections in the communities of City of Colusa, Maxwell, City of Williams, and Arbuckle. The Central Valley Bike Route is a 650-mile bike route that spans north/south

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through 13 counties, including Colusa County. The Central Valley Bike Route follows a mixture of high-quality paved trails, public streets with bikeways, low volume country roads, quiet residential streets, and bicycle friendly downtown corridors. Through Colusa County, the Central Valley Bike Route is a scenic bike route that follows low volume rural roads along the Sacramento River and passes through Grimes and City of Colusa.

2.10.2. Pedestrian Access and Trails

Pedestrian facilities in the County are sporadic and lacking in many areas. Pedestrian facilities include sidewalks, crosswalks, ADA-compliant curb ramps, traffic calming measures, and signage. Pedestrian facilities are generally located in the more developed communities of Colusa County such as the City of Colusa, Williams, and Arbuckle. The City of Colusa has a relatively well-connected sidewalk network with some segments on the outskirts of the central grid that lack paved sidewalks. The City of Williams has a sidewalk network that is not as well-connected with gaps in the network and barriers such as landscaping and impassable pavement that present challenges to people walking and people with disabilities.

2.11. 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. A special-use airport is privately owned by Williams Soaring Center glider port, 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.

The Colusa County Airport features a 3,000 ft. paved runway, 24-hour fuel service, flights, Unicom, and an instrument approach. Besides agricultural flights for the county's rice production, it supports business, recreational, hunting, emergency, and law enforcement flights. It does not offer commercial air charter service.

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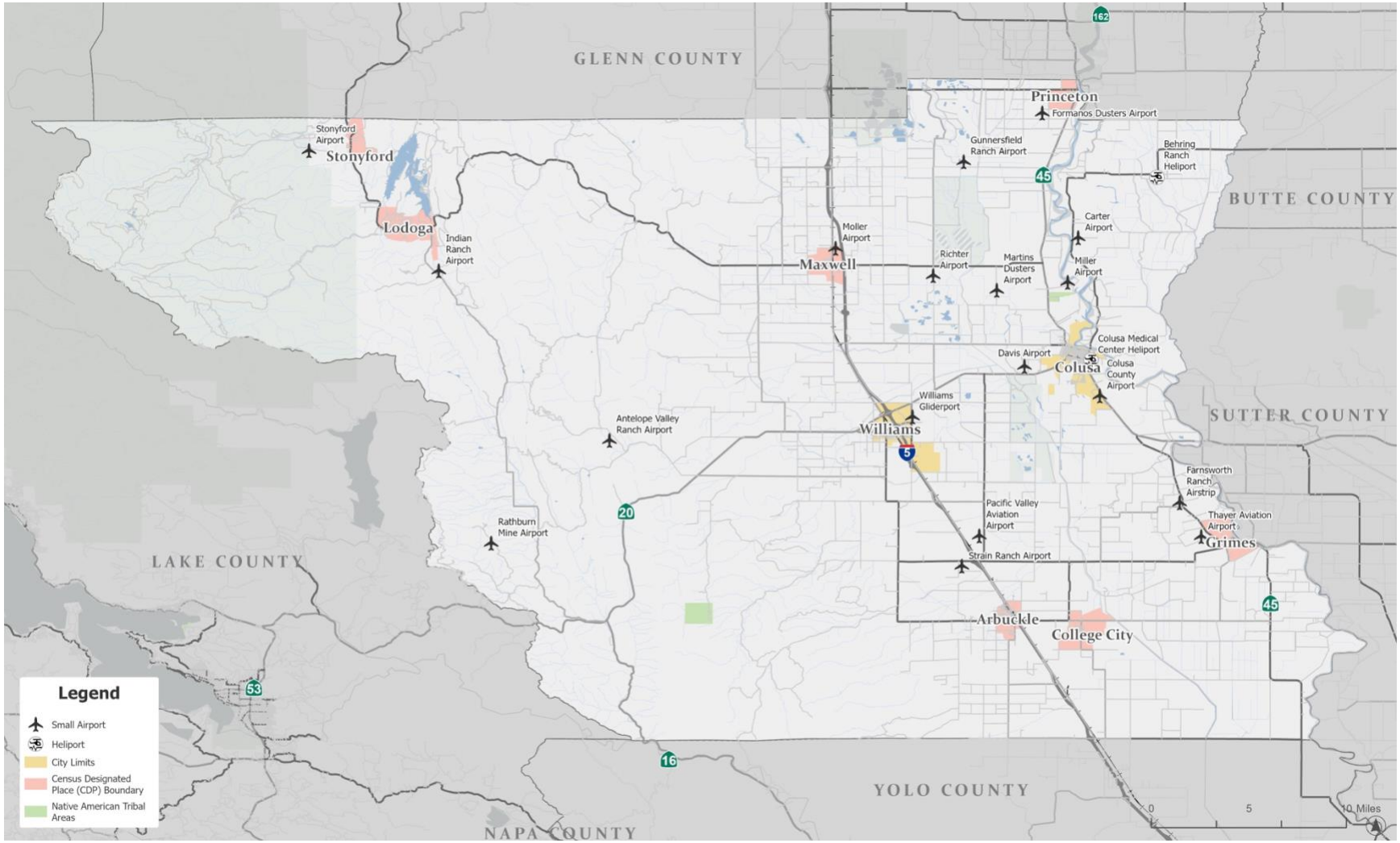


Figure 2-6: Colusa County Airports

2.12. RAILROADS

Colusa County no longer has active railroads. Historically, the region was served by the Colusa and Lake Railroad, the Northern Electric Railway's Marysville and Colusa Branch, and the Southern Pacific Railroad, which supported

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agricultural transport and broader market connections. However, these lines have been abandoned over time, and no rail infrastructure currently operates within the county. While railroads once played a key role in the local economy, Colusa County now relies on other transportation methods for agricultural and freight movement.

2.13. GOODS AND FREIGHT MOVEMENT

2.13.1. Goods Movement Issues in Colusa County

Colusa County's economy is centered on agriculture, with major outbound commodities including rice, almonds, walnuts, tomatoes, and other row crops, along with processed agricultural products. Inbound goods include fertilizer, seed, agricultural chemicals, fuel, farm equipment, and consumer goods.

These commodities rely on a few critical corridors: primarily Interstate 5, SR-20, SR-45, and key farm-to-market county roads, to reach processing facilities, ports, and markets.

Disruption of these corridors due to flooding, wildfires, or infrastructure failure can have serious consequences, including delayed harvest and shipment, higher transportation costs, lost crop value, and downstream economic impacts across California's food supply chain. Maintaining and improving these routes is therefore essential for economic resilience, statewide goods movement, and the reliability of the agricultural sector.

2.13.2. Truck Parking

Colusa County has two Caltrans designated Safety Roadside Rest Areas (SRRAs) on Interstate 5 (I-5):

- Maxwell Northbound SRRA: 2.5 miles south of Maxwell
- Maxwell Southbound SRRA: 2.0 miles south of Maxwell

2.14. WATER RESOURCES

Most of Colusa County lies within the Sacramento River watershed and the Colusa Subbasin, an important source of water supply for the county. The Colusa Subbasin has a surface area of 918,380 acres (1,434 square miles). It is part of the Sacramento Valley Groundwater Basin and is the largest groundwater basin in the Sacramento Valley. The Colusa Subbasin is bordered in the north by Stony Creek and in the east by the Sacramento River. The Sacramento River spans 380 miles, with 70 miles coursing through Colusa County. It serves as an essential water source for both the residents and the agricultural industry of Colusa County. Stony Creek Watershed is a tributary of the Sacramento River and flows

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64 miles. The majority of the upper watershed is publicly owned by the US Forest Service, while most (96 percent) of the lower watershed is privately owned agricultural land.

2.15. INTERCONNECTIVITY ISSUES

2.15.1. Transit

The Colusa County Transit Agency provides transit for Colusa County. Transit interconnectivity issues exist in Colusa County, between interregional transit systems as well as between Colusa County transit and other modes. Due to sparse bicycle and pedestrian facilities in many Colusa County communities, first/last mile travel issues exist for current transit users and may create a barrier for future transit users. In addition, transit connections to interregional destinations outside of the County are inadequate for convenient travel for the average user.

2.15.2. Roadways

Interregional roadways are critical connections from Colusa County to surrounding areas including Glenn County, Lake County, Yolo County, and Butte County. Major thoroughfare systems also link the county to I-5 and the Sacramento Valley. Elevations in Colusa County range from the low-lying areas along the Sacramento River to higher ground in the foothills, with significant variation in terrain. The weather in Colusa County can change rapidly, particularly during the winter months, leading to potential road closures or travel disruptions. Lane closures due to weather events, wildfires, or construction can cause delays, and limited access from rural areas can pose a challenge for evacuating communities during emergencies like floods, wildfires, or severe storms.

2.15.3. Aviation

Colusa County has one non-commercial airport, the Colusa County Airport. The nearest commercial airport is Sacramento International Airport, approximately 50 miles from Williams and 57 miles from the City of Colusa. These distances create first/last mile challenges for travelers who need access to commercial flights.

2.15.4. Goods Movements

Goods movement in and through Colusa County is subject to disruption from weather related events such as flooding, wildfires, and winter conditions. Other unforeseen circumstances such as traffic collisions and roadway construction can also create access issues. Permitting restrictions often force larger trucks to take less direct routes to their destinations, reducing efficiency.

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2.15.5. Non-Motorized Transportation

Colusa County, characterized by its rural nature, dispersed communities, and low population density, has low rates of active transportation for commuting. In terms of active transportation circulation issues, a primary deficiency is the lack of pedestrian and bicycle infrastructure. With a more connected network, residents may be more inclined to walk or bike for recreation, daily errands, or social activities, potentially increasing the active transportation mode share, though not to the extent seen in urban areas. Barriers like these often dissuade people from the option of walking rather than automotive travel. Walking and biking in these conditions is even more difficult for the elderly, children, or people with disabilities.

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3 POLICY ELEMENT

The purpose of the Policy Element is to identify legislative, planning, financial and institutional issues and requirements within the Colusa region. Consistent with the 2024 RTP Guidelines, the Policy Element is intended to:

- Describe the transportation issues in Colusa as a region;
- Identify regional needs for both short-term (0-10 years) and long-term (11-20 years) planning horizons;
- Maintain internal consistency with the Financial Element and fund estimates.

3.1. TRANSPORTATION ISSUES

3.1.1. Federal Issues

Federal transportation policy direction and programming provides the direction through which transportation planning decisions are made at the State, regional and local levels.

Infrastructure Investment and Jobs Act (IIJA)

On November 15, 2021, President Joe Biden signed the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). The IIJA allocated $550 billion for new initiatives repairing and upgrading U.S. infrastructure. The allocated $550 billion in funding for new initiatives to repair roads and bridges, improve public transit, and deliver clean drinking water and high-speed internet, among other provisions. It also reauthorized federal spending on long-standing infrastructure programs funding highway maintenance, electrical grid upgrades and water reclamation projects, among others, through 2026.

3.1.2. Statewide Issues

California is dedicated to reducing greenhouse gas emissions through sustainable land use and transportation planning. In 2016, California Senate Bill 32 was passed, which codifies a 2030 GHG emissions reduction target of 40% below 1990 levels. The transportation sector accounts for 37% of California's goals of GHG emissions reductions, such as Senate Bill 743 (SB 743), described in the following section, which has an impact on the RTP Guidelines and RTP development process. In 2017, transportation funding increased with California Senate Bill (SB 1), which is a $52 billion transportation program funded by increased state gas taxes and vehicle license fees.

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Senate Bill 391 and the California Transportation Plan

Senate Bill 391 (SB 391, 2009) required the California Department of Transportation to prepare the California Transportation Plan (CTP), the State's long-range transportation plan, by December 2015, to reduce GHG emissions and VMT. The Plan states this system must reduce GHG emissions to 1990 levels from current levels by 2020, and 80 percent below the 1990 levels by 2050 as described by AB 32 and Executive Order S-03-05. CTP 2050 is a roadmap for making equitable, transparent, and transformable transportation decisions in California. The CTP 2050 is a long-range policy plan that provides a collective vision for major metropolitan areas, rural areas, and state agencies to achieve critical statewide goals, policies, and recommendations to guide transportation decisions and investments in the 21st Century that meet future multimodal mobility needs and reduce greenhouse gas emissions.

Senate Bill 1 and the Impact on the Transportation Funding

In 2016, several bills that would drastically change the financial outlook for transportation funding for the next decade were being debated within the State Legislature. The results of those legislative efforts culminated in the Governor's signing of Senate Bill 1 (SB1) on April 28, 2017. In November of 2018, California Proposition 8 (Prop 8) was defeated, which proposed a repeal of SB 1.

SB 1 is a $52 billion transportation plan funded by increased taxes on gasoline and diesel fuel, and vehicle license fees, including a new fee for vehicles that do not utilize fossil fuels, but do use public roads. This fund is used elusively for transportation purposes, including maintenance, repair and rehabilitation of roads and bridges, new bicycle and pedestrian facilities, public transportation, and planning grants.

SB 1 created the following new and augmented programs that fall under California Transportation Commission (CTC) guidelines:

- Active Transportation Program (ATP) – $100 million (80%) added annually for bicycle and pedestrian projects.
- Local Streets and Roads – $1.5 billion added annually for road maintenance and rehabilitation.
- State Highway Operation and Protection Program (SHOPP) – $1.9 billion added annually for projects on State Highways.
- State Transportation Improvement Program (STIP) – Funding source stabilized; the funds historically received by the CTC will be restored for eligible projects.

Senate Bill 743

Former Governor Brown signed Senate Bill (SB) 743 (Steinberg, 2013), which creates a process to change the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 requires OPR to amend the CEQA Guidelines to

provide an alternative to Level of Service (LOS) for evaluating transportation impacts. In 2018 the CEQA Guidelines were amended to include those alternative criteria, and auto delay is no longer considered a significant impact under CEQA. Transportation impacts related to air quality, noise and safety must still be analyzed under CEQA where appropriate. SB 743 also amended congestion management law to allow cities and counties to opt out of LOS standards within certain infill areas. The updated 2024 RTP Guidelines established vehicle miles traveled (VMT) as the primary metric to document vehicular travel. CCTC has reported existing VMT and projected future VMT on critical regional roadways in the region in this document and will continue to be committed to supporting State and National GHG reduction goals.

Senate Bill 960

On September 27, 2024, Governor Newsom signed SB 960. The bill requires that adopted targets and performance measures reflect state transportation goals and objectives for complete streets assets. These measures must also consider the existence and conditions of bicycle, pedestrian, and transit priority facilities on the state highway system.

California Electric Vehicle Mandate

On September 23, 2020, Governor Newsom signed Executive Order N-79-20, establishing a state goal that 100% of in-state sales of new passenger vehicles and trucks in the State will be zero emissions by 2035. The Executive Order establishes that 100% of medium to heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. Transit fleets are also subject to the California Air Resources Board's (CARB) Innovative Clean Transit Rule, which requires that 25% of new vehicles in small fleets to be zero-emission by 2026, and all new vehicles by 2029.

3.1.3. Regional and Local Issues

Even with new funding guaranteed by Senate Bill 1, the primary local and regional issues revolve around a shortage of maintenance funding to maintain the integrity of existing facilities. Additional issues at the local and regional level include the need for transportation modes other than the automobile, that enhance accessibility and connectivity between communities, health services, retail, recreational destinations and employment centers. The following general categories of transportation issues have been identified:

1. Maintenance and improvement of the existing road system.
2. Improvement of non-auto transportation modes and programs that lower emissions due to vehicles, including establishing an adequate electric grid to be utilized by electric transit vehicles, personal electric vehicles, and electric bicycles.
3. Adherence to climate greenhouse gas reduction targets.

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4. Promotion of economic development within the region.

Economic development efforts should include Transportation Planning agencies in their planning decisions to ensure transportation infrastructure and programs adequately account for the increased demand on the system. The CCTC will maintain roadways to enable recreational tourism and industrial and commercial activity. The CCTC will work with partners to promote recreational activities such as hiking, camping, bicycling, and general tourism. Elements of the transportation system related to industrial and commercial activity include the following:

- Road systems with adequate structural strength to support goods movement on a regular basis.
- Adequate road width to support the travel and tourism industry.

3.1.4. Climate Change and Greenhouse Gas Emissions

In the last decade, several new bills and Executive Orders have been established at the statewide level in order to address climate change.

SB 246 – Climate Change Adaptation

SB 246 (Chapter 606, Statutes of 2015) establishes the Integrated Climate Adaptation and Resiliency Program under the Office of Planning and Research (OPR). This program aims to coordinate local and regional efforts to adapt to climate change with statewide strategies.

Executive EOs on Climate Change Issues

Fighting climate change by cutting greenhouse gas emissions is a major objective for California. In July 2021, the California State Transportation Agency (CalSTA) introduced the Climate Action Plan for Transportation Infrastructure (CAPTI). This plan outlines suggestions for using discretionary transportation funds to address climate change. CAPTI is rooted in Executive Orders N-19-19 and N-79-20, issued in 2019 and 2020 respectively, which set the framework for these efforts.

Executive Orders (EOs) regarding climate change establish a crucial framework for Regional Transportation Planning Agencies (RTPAs). Although EOs primarily target state agencies, integrating climate change policies within RTP planning processes supports California's goals of lowering per capita greenhouse gas (GHG) emissions and mitigating the impacts of climate change.

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EO N-19-19, issued on September 20, 2019, advocates for using the State's investment portfolio to advance climate leadership and establish a framework for climate investments. The Climate Action Plan for Transportation Infrastructure (CAPTI) was formulated in response to this EO (Appendix to be included).

EO N-79-20, dated September 23, 2020, mandates that all in-state sales of passenger cars and trucks should be zero-emission by 2035. Additionally, it sets a goal for medium and heavy-duty vehicles in California to be zero-emission by 2045.

3.2. REGIONAL GOALS, OBJECTIVES, AND STRATEGIES

The regional priorities in Colusa County remain primarily unchanged since the last RTP and emphasize the importance of roadway maintenance, climate mitigation and alternative transportation implementation.

The RTP goals, objectives, and policies were developed to guide the Colusa region in upholding the regional transportation system within the financial constraints of State, Federal, and local funding sources.

3.2.1. STATE HIGHWAYS AND REGIONAL ROADWAYS

With low traffic volumes and minimal population growth, expanding the traffic capacity of roadways is not a priority. Safety and operational improvements and maintenance of the existing system to ensure connectivity are of central importance. According to the Transportation Injury Mapping System (TIMS), 642 total crashes were reported on state highways between 2019 and 2023. Reducing collision and fatality rates is an important step to address the overall safety of the region. In addition to safety, maintaining regional roadways and connectivity to Glenn County, Lake County, Yolo County, Butte County, and Sacramento County is a critical concern for the region.

Goal 1. Provide and maintain a safe, efficient, and convenient regional roadway system.

Objective 1.1 Identify and prioritize improvements to the roadway system.

Policy 1.1.1

Prioritize roadway projects according to pavement condition, safety, and operational deficiencies, including required maintenance and repair, in the most cost-effective manner given available resources. Available resources include local, state, and federal funding sources *(e.g., STIP, SHOPP, SB 1 programs, and Transportation Development Act funds),* as well as staffing and delivery capacity to meet programming schedules. Project prioritization also considers climate resiliency by referencing Caltrans District 3 Climate Change Vulnerability Assessments and the District 3 Adaptation Priorities Report to address roadway segments most at risk from flooding, extreme heat, or wildfire.

Objective 1.2 Maintain roadways at acceptable safety standards.

Policy 1.2.1

Identify and eliminate unsafe conditions on state highways and regionally significant roadways and intersections.

Objective 1.3 Employ Intelligent Transportation System (ITS) strategies when feasible and cost effective.

Policy 1.3.1

Consider implementation of Intelligent Transportation Systems (ITS) technologies for individual modes based on availability and funding.

Objective 1.4 Implement improvement projects which will increase the walkability, bikeability and attractiveness of downtown areas.

Policy 1.4.1

Pursue traffic calming and streetscape projects in the downtown Williams and City of Colusa area.

Objective 1.5 Improve funding availability from State and Federal resources.

Policy 1.5.1

Advocate for increased funding for projects in the Colusa region.

Policy 1.5.2

Maintain and upgrade existing roads as a priority over the construction of new roads to new areas except when the public benefit clearly outweighs overall costs.

Goal 2. Support regional travel by making it safe, easy and inviting.

Objective 2.1 Increase safety along I-5, SR-16, and SR-20, the main routes for travelers and tourists in the region.

Policy 2.1.1

Support projects that improve safety and accessibility for travelers on I-5, SR-16, and SR-20.

3.2.2. Local Roads

Pavement maintenance and safety improvements continue to be the highest priorities for the local road system.

Goal 3. Upgrade and improve roadways in order to preserve the existing regional roadway system.

Objective 3.1 Improve overall pavement condition ratings to a Pavement Surface Evaluation Rating (PASER) rating of 8.0 or better (~80 PCI) to reduce the need for expensive roadway reconstruction projects over the long-term.

Policy 3.1.1

Prioritize roadway maintenance projects based on pavement condition data obtained from the Pavement Management System and Roadway Data Analysis Report, the overall regional importance of the local roadway, and cost effectiveness.

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Objective 3.2 Accept new roads into the locally maintained road system only when they meet the criteria established by the City or County and when financial means exist.

3.2.3. Active Transportation

There is a need to enhance bicycle and pedestrian facilities for recreationalists, tourists and residents in the Colusa region. This includes wider shoulders, bicycle lanes, sidewalks and crosswalks to improve safety and connectivity between community destinations and intra-regional travel. A lack of active transportation facilities discourages walking and cycling and excludes the use of the trails that extend from these facilities.

Goal 4. Provide a safe, convenient and efficient multi-modal transportation system that is part of a balanced overall transportation system.

Objective 4.1 Incorporate bicycle, pedestrian, and transit improvements when planning roadway improvements.

Policy 4.1.1

Prioritize roadway and street designs that avoid bicycle-auto, pedestrian-auto and bicycle-pedestrian conflicts.

Policy 4.1.2

Implement “Complete Streets” policies that foster equal access by all users in roadway design.

Policy 4.1.3

Encourage and facilitate local jurisdictions, local Native American Tribes, Caltrans, and other partners to individually and collaboratively plan, install, and maintain roads in the Colusa region to build a coordinated and balanced transportation system.

Objective 4.2 Prioritize active transportation projects that enhance the connectivity of the existing non-motorized system.

Policy 4.2.1

Coordinate with funding programs to provide multiple components of an infrastructure project when appropriate.

Goal 5. Develop a safe, connected, and accessible active transportation network that supports walking and bicycling as viable, convenient, and attractive transportation options for all users.

Objective 5.1 Increase the share of trips made by walking and bicycling by improving connectivity between residential areas, schools, employment centers, parks, downtowns, and transit stops.

Policy 5.1.1

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Prioritize active transportation projects that close network gaps, improve safety at key crossings and corridors, and provide direct connections to schools, downtowns, and transit services. Where feasible, coordinate improvements with roadway rehabilitation projects to cost-effectively expand the bicycle and pedestrian network.

Goal 6. Promote alternative transportation systems.

Objective 6.1 : Encourage active transportation facilities where possible.

Policy 6.1.1

Pursue discretionary funding, where applicable, to implement projects that support a well-balanced transportation system.

Policy 6.1.2

Actively seek funding sources for multi-modal transportation development.

Objective 6.2 : Promote equitable and sustainable use of resources.

Policy 6.2.1

Promote equity, cost effectiveness, and modal balance in planning, and allocate funds to regionally significant roadway, bicycle and pedestrian, and transit projects.

Policy 6.2.2

Implement efforts such as car share and bike share programs. Work to make shared mobility programs equitably available to low income and disadvantaged communities.

3.2.4. Transit

Public transit is a vital service for Colusa County residents, providing mobility for people who do not drive, access to jobs, schools, medical services, shopping, and community resources, and an alternative to single-occupancy vehicle travel. Existing services include general public dial-a-ride and regional connections to neighboring counties, but overall transit mode share remains very low. Fewer than five percent of residents use transit for work or school trips according to the 2022 American Community Survey.

Travel surveys indicate that 70–75 percent of schoolchildren are driven to school by a parent or guardian, with only 10–15 percent walking or biking, and fewer than five percent using existing transit options. This underscores a countywide need to expand safe, reliable, and convenient alternatives to private vehicles for all trip purposes, whether for youth traveling to school, seniors accessing medical appointments, or workers commuting to job sites.

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As part of future planning efforts, CCTC and the Colusa County Transit Agency will evaluate opportunities to expand transit coverage, improve frequency and reliability, and explore new service models such as dedicated school-focused routes, community circulators, and timed connections to intercity services (e.g., Yuba-Sutter Transit and Amtrak Thruway buses). These strategies can help reduce vehicle trips, improve traffic safety, support greenhouse gas reduction goals, and provide more equitable access to essential destinations.

Goal 7. Provide an Economically efficient transit service that can reasonably meet the needs of county residents.

Objective 7.1 Tailor public transportation and transit service provisions to the area's population characteristics.

Policy 7.1.1

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.

Objective 7.2 Evaluate the feasibility of a dedicated student-oriented transit service, with scheduled stops at schools, town centers, libraries, parks, and other community hubs, to reduce parent drop-offs, improve safety, and support equitable access to after-school programs and activities.

Policy 7.2.1

Collaborate with school districts, youth organizations, and the Colusa County Transit Agency to assess demand, funding opportunities, and operational models for a youth-focused transit service. Prioritize pilot programs or demonstration routes that improve school access and reduce traffic congestion during pick-up and drop-off times.

Objective 7.3 Provide life-line transportation for transit-dependent people.

Policy 7.3.1

Conduct a minimum of one public hearing annually to consider and take testimony on unmet transit needs prior to expending LTF funds.

Policy 7.3.2

Ensure that public transit services are compliant with the Americans with Disabilities Act.

Objective 7.4 Adhere to transit needs of disadvantaged communities including elderly populations, minority communities, the disabled, and low-income communities.

Policy 7.4.1

Coordinate annual grant programs, such as FTA Section 5311, and assist agencies in preparing applications when applicable.

Policy 7.4.2

Conduct meetings with the Social Services Transportation Advisory Committee (SSTAC) at least once a year. Involve SSTAC in transportation planning activities as appropriate.

Objective 7.5 Promote the use of renewable and alternative fuels for transit.

Policy 7.5.1

Purchase renewable and alternative fuel transit vehicles. Actively seek funding that would allow the purchase of fleet vehicles that use renewable and clean alternatives.

3.2.5. Aviation

Continued improvements for redevelopment of the regional terminal facilities at the Colusa County Airport are necessary to account for population increase and the pursuit of economic and development opportunities, including the region's goal to increase tourism. At a minimum, maintenance of general aviation facilities is necessary.

Goal 8. Maintain a safe and efficient commercial and general aviation facility.

Objective 8.1 Promote the safe, orderly and efficient use of airport and airspace and compatible land uses as addressed in the updated Airport Land Use Plan.

Policy 8.1.1

Support land use decisions that discourage or prevent development in the vicinity of the airport that may present significant public safety issues.

Policy 8.1.2

Implement Airport Capital improvement Projects as funding allows, with priority for projects that improve the safety of the airport.

3.2.6. Freight

Trucking is the primary method of goods movement in the region and generates a significant portion of traffic volume along the state highway system. The predominant goods movement routes in the region include Interstate 5, SR-20, and SR-45.

Goal 9. Maintain the safe and efficient movement of regional and interregional goods.

Objective 9.1 Maintain and improve goods movement facilities in a manner that supports the economic well-being and quality of life in Colusa County.

Policy 9.1.1

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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.

Policy 9.1.2

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

Policy 9.1.3

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.

3.2.7. Climate Change and Environmental Justice

Addressing climate change and protecting air quality are essential components of Colusa County's long-term transportation strategy. Although the County is federally designated as "Unclassified" for all pollutants and is not required to perform federal transportation conformity analyses, the RTP is developed to ensure consistency with state and federal air quality standards. CCTC coordinates project planning with the Northern Sacramento Valley Planning Area Air Quality Attainment Plan and the California State Implementation Plan (SIP) to support attainment of ozone and particulate matter standards. Projects that maintain or improve air quality such as roadway maintenance to reduce dust emissions, expansion of active transportation facilities to reduce vehicle miles traveled, and deployment of zero-emission vehicle infrastructure, are prioritized to avoid worsening air quality conditions and to contribute to continued progress toward meeting state and federal standards.

This section also addresses climate change mitigation and adaptation, including strategies to reduce greenhouse gas emissions, improve system resiliency to extreme weather, and ensure that transportation investments benefit all residents, including those in disadvantaged and vulnerable communities.

Goal 10. Ensure sensitivity to the environment in all transportation planning decisions and projects.

Objective 10.1 Improve resiliency of the region's transportation system to climate-related impacts.

Policy 10.1.1

Prioritize grant opportunities that provide funding for projects to identify and implement climate change adaptation strategies.

Policy 10.1.2

Evaluate transportation projects based on their ability to reduce GHG emissions within the Colusa region.

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Policy 10.1.3

Meet the standards of the California Clean Air Act and the Federal Clean Air Act and amendments in coordination with the local Air Pollution Control District when developing plans.

Policy 10.1.4

Make alternative transportation such as active transportation and transit a priority when developing plans.

Policy 10.1.5

Encourage private and public investment in an electric vehicle charging station network that can be utilized by transit vehicles, personal vehicles, and electric bicycles for the Colusa region and seek funding to fill gaps in the network.

Objective 10.2 Reduce or maintain GHG emissions from transportation related sources in the Colusa region.

Policy 10.2.1

Consider GHG emissions as part of every transportation capital improvement project decision.

Policy 10.2.2

Pursue projects with positive GHG impacts that are realistic given the rural nature of the Colusa region, including transit programs, ridesharing programs, bicycle and pedestrian improvements, ITS strategies and maintenance of existing roadways to reduce vehicle emissions.

3.2.8. Tribal Transportation

There are a few active Tribes within the Colusa region including the Cachil Dehe Band of Wintun Indians of the Colusa Indian Community, Cortina Rancheria - Kletsel Dehe Band of Wintun Indians, and the Grindstone Rancheria of Wintun-Wailaki. The Colusa County Transportation Commission maintains frequent communication with these Tribes especially when considering transportation decisions and recognizes the importance of a collaborative process to ensure that policies, projects and implementation methods reflect the needs and desires of Tribes that may be affected by these decisions.

Goal 11. Provide Tribal residents within the Colusa region to have a safe, effective, and functional transportation systems, including streets, roads, and pedestrian and bicycle facilities.

Objective 11.1 Implement activities and plans in a knowledgeable, sensitive manner while being respectful of Tribal sovereignty.

Policy 11.1.1

Consult with and involve Tribes in the development of planning documents.

Policy 11.1.2

Provide Tribes with information regarding various Federal, State and local transportation grant programs for which they may qualify.

Objective 11.2 Establish clear, ongoing and open communication with Tribes.

Policy 11.2.1

Meet with Tribes to review the status of the government-to-government relationships and exchange information, as appropriate.

Objective 11.3 Provide a transportation network that safely and sufficiently provides access between Tribal lands and their surrounding communities

Policy 11.3.1

Coordinate with Tribes to consider financial partnership on projects and grants that serve Tribal lands.

Policy 11.3.2

Coordinate with Tribes and surrounding communities to identify any concerns of safety within the region.

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4 ACTION ELEMENT

The Action Element presents a plan to address the needs and issues for each transportation mode, in accordance with the goals, objectives, and policies set forth in the Policy Element. The Action Element will also highlight the programs, policies, technical assistance, investments, or other actions to support strategies and goals in the plan. In the Action Element, projects and programs are categorized as short- or long-range improvements, consistent with the identified needs and policies. These plans are based on the existing conditions, forecasts for future conditions and transportation needs discussed in the first three chapters of this RTP.

4.1. PROJECT PURPOSE AND NEED

The purpose of the RTP is to provide a vision for the region, supported by transportation goals, for ten-year (2035) and twenty-year (2045) planning horizons. The ten-year planning blocks allow for consistency with the State Transportation Improvement Program (STIP), which operates on 5-year cycles. The RTP documents policy direction, actions, and funding strategies designed to maintain and improve the regional transportation system using the following methods:

- Assessing the current modes of transportation and the potential of new travel options within the region.
- Identifying projected growth corridors and predicting the future improvements and needs for travel and goods movement.
- Identifying and documenting specific actions necessary to address the region's mobility and accessibility needs and establishing short-term and long-term goals to facilitate these actions.
- Identifying and integrating public policy decisions made by local, regional, State, and Federal officials regarding transportation expenditures and financing.

Each project included in the RTP contributes to system preservation, operational improvements, safety, and/or multimodal enhancements. These broader categories capture the intended outcome for projects during the life of the RTP and serve to enhance and protect the mobility and livability of residents in the County.

4.2. REGIONAL PRIORITIES

4.2.1. Maintenance and Improvement Emphasis

In Colusa County, much of the county's limited available funding is focused on maintaining existing facilities across all modes. Multimodal improvements for the transit system, aviation facilities, bikeway and pedestrian facilities, and the goods movement system will serve to implement a balanced multimodal transportation network, improve air quality,

and help accommodate future travel demand in the region. Should a capacity-increasing project become a regional priority, it would be initiated only when fully or largely funded by revenue sources that otherwise could not be used for maintenance activities. Other capital projects can only be implemented after new funding sources become available to allow full funding of ongoing maintenance responsibilities. The region has limited capacity to fund and implement large projects due to funding and staffing constraints.

4.2.2. Regionally Significant Projects

Sites Reservoir Project

The Sites Reservoir Project is a significant water infrastructure initiative located west of Maxwell in Colusa County, California. Designed as an off-stream reservoir, it aims to capture and store up to 1.5 million acre-feet of stormwater from the Sacramento River during high-flow periods, enhancing water supply reliability for communities, agriculture, and ecosystems during dry years.

The development of the Sites Reservoir necessitates significant transportation infrastructure improvements within Colusa County:

- **New Road Construction**: Approximately 6.2 miles of new roads will be built to provide access to project facilities and recreation areas.
- **Road Relocations and Improvements**: Existing roads will be relocated or upgraded to accommodate the reservoir's footprint and ensure connectivity.
- **Bridge Construction**: Two new bridges are planned to maintain transportation links disrupted by the reservoir's creation.
- **Maxwell-Lodoga Connectivity:** A bridge or bypass road will be constructed to connect Maxwell with the community of Lodoga, ensuring continued access between these areas.

These transportation projects are integral to the reservoir's construction and operation, facilitating the movement of materials and personnel during the build phase and ensuring public access to new recreational amenities post-completion. As these roadway projects are part of the larger reservoir project and are privately funded and managed through the Sites Joint Powers Authority, they have not been included in the County's general project lists in Section 4.7. Rather, they are displayed below.

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Sites Reservoir Roadway Projects					
Funding Source	Roadway Name	Description	Con Year		Current Cost Estimate
Sites JPA	Huffmaster Rd	New Road/Realignment	TBD	$	26,000,000
Sites JPA	Maxwell-Sites Rd	New Road/Realignment	TBD	$	29,000,000
Sites JPA	Sites Lodoga Rd	New Road/Realignment	TBD	$	32,000,000
Sites JPA	Two Bridges Over Reservoir	New Road/Bridges	TBD	$	193,000,000
Sites Reservoir Improvement Costs				**$**	**280,000,000**

Table 4-1: Sites Reservoir Roadway Projects

The Sites project timeline is included below:

- 2025: Pre-construction services are set to commence in the fall, following the selection of a Construction Manager at Risk (CMAR).
- 2026: Full-scale construction is anticipated to begin.
- 2032: Projected completion of construction and commencement of operations.

4.3. TRANSPORTATION SAFETY

Addressing transportation safety goals in a regional planning document can enhance the health, economic, and quality-of-life outcomes for residents of and visitors to Colusa County. In response to safety issues, Caltrans crafted a Strategic Highway Safety Plan with one primary safety goal: to reduce roadway fatalities to less than one fatality per one hundred million VMT. The Plan concentrates on 15 "Challenge Areas" concerning transportation safety in California. Each Challenge Area provides background data, establishes specific goals, considers strategies to achieve those goals, and discusses institutional issues that could affect goal implementation. The policy aspect of this RTP incorporates safety goals and objectives that are in line with the California Strategic Highway Safety Plan and addresses regional safety needs.

4.3.1. COLUSA COUNTY STRATEGIES TO PREPARE FOR CLIMATE CHANGE

The Colusa region is likely to face more hazardous weather and weather-related events in the coming decades as a result of climate change. Potential hazards to transportation infrastructure include increased severity and frequency of storms, droughts, and wildfires, which may have direct and/or indirect impacts on the transportation system in

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Colusa County. The CCTC is taking proactive approaches to mitigate any such impacts, one example being 2024 Local Hazard Mitigation Plan which details capital projects and pragmatic activities that can mitigate the impacts of hazards.

4.4. TRANSPORTATION SECURITY/EMERGENCY PREPAREDNESS

Transportation security and emergency preparedness address issues associated with large-scale evacuation due to a natural disaster or terrorist attack. Achieving the highest levels of emergency preparedness would include maintaining and improving roadways, airport facilities, bicycle and pedestrian facilities, and public transit services. Most short- and long-range projects identified for the region have an emphasis on maintenance and operational improvements. In addition to maintaining facilities vital for the region's safe evacuation, emergency preparedness involves training and education as well as planning appropriate responses to possible emergencies.

4.5. TRANSPORTATION SYSTEMS MANAGEMENT

Transportation systems management (TSM) is a term used to describe low-cost actions that maximize the efficiency of existing transportation facilities and systems. Urbanized areas can implement strategies using various combinations of techniques. Colusa County looks for the most effective and least capital-intensive solutions. On a project basis, TSM measures are in use to increase traffic flow efficiency and movement through intersections and along highways. Long-range TSM considerations can include:

- Signing and striping modifications
- Parking restrictions
- Paving and re-striping 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 for the next 20 years.

4.6. INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Intelligent Transportation Systems (ITS), as defined in the Code of Federal Regulations section 940.3, encompasses "electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system." Its use is a priority for the U.S. Department of Transportation as a key component of the nationwide implementation of the National ITS Architecture, which is a framework devised to encourage functional harmony, interoperability, and integration among local, regional, State, and federal ITS

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applications. ITS includes technological improvements that enhance the safety and reliability of roadways. Common examples include highway advisory radio and changeable message signs that provide information on detours; delays; road closures, whether temporary or seasonal; weather conditions; and chain requirements. ITS projects complement other transportation strategies. Benefits and cost assessments need to be considered at an early stage in system or project planning to justify the deployment of technologies. As technology has changed, ITS emphasis has shifted from internal operational improvements to coordination with external agencies. Interagency cooperation that enables all agencies to achieve their missions more effectively is the major objective of the Regional ITS Architecture. The proposed ITS technologies have the potential to strengthen efforts that ensure safe, efficient, and functional transportation systems for all modes of travel in the County. Key ITS applications that exist in various locations in Colusa County are included below. In addition, the CCTC continues to look for any other new or emerging ITS technologies that could be implemented.

- Transit and traveler Information (e.g., telephone and web-based travel information and mobility centers) disseminates public transportation service information to a wider variety of users across a larger network of public transportation service providers.
- Highway advisory information signage allows for coordination between the County, law enforcement agencies, and Caltrans to disseminate current highway conditions to the public.

4.7. PROJECT LISTS

Projects included in the RTP are categorized as either short-range (2025-2035) or long-range (2035-2045) projects. All short- and long-range projects are displayed below in Tables 4-2 through 4-13.

4.7.1. Roadway Projects

Tables 4-2 through 4-7 outline short- and long-range roadway projects under jurisdiction of Colusa County, the City of Colusa and the City of Williams. The County's short-range projects total approximately $9.3 million, the City of Colusa's short-range needs total $11 million, and the City of Williams' short-range needs total $11 million. The long-range project needs for the County, City of Colusa, and Williams total $69 million, $2.7 million, and $40 million, respectively.

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ROADWAY PROJECTS Colusa County - Short-Range					
Funding Source	Roadway Name	Description	Con Year	Cost @ 2025	Cost Escalated to Yr of CON
SB-1	Dry Slough Rd.	Reconstruct	2027	$ 1,500,000	$ 1,650,000
2026 STIP	Various Road Rehabilitation	Rehabilitation	2027	$ 2,464,000	$ 2,500,000
Various	Sites Lodoga Rd.	Reconstruct	2028	$ 4,500,000	$ 5,175,000
Short-Range Improvement Costs				**$ 8,464,000**	**$ 9,325,000**

Table 4-2: Colusa County Short-Range Roadway Projects

ROADWAY PROJECTS Colusa County - Long-Range					
Funding Source	Roadway Name	Description	Con Year	Cost @ 2025	Cost Escalated to Yr of CON
RIP	Leesville Rd.	Reconstruct	TBD	$ 1,700,000	TBD
RIP	Ohm Rd.	Reconstruct	TBD	$ 1,500,000	TBD
RIP	Hillgate Rd.	Reconstruct	TBD	$ 2,400,000	TBD
TBD	Cortina School Rd.	Reconstruct	TBD	$ 4,000,000	TBD
RIP	Wildwood Rd.	Reconstruct	TBD	$ 2,400,000	TBD
RIP	Tule Rd.	Reconstruct	TBD	$ 3,300,000	TBD
RIP	Schaad Rd.	Reconstruct	TBD	$ 750,000	TBD
RIP	Butte Slough Rd	Reconstruct	TBD	$ 2,900,000	TBD
Various	Various Local Roads	Reconstruct	TBD	$ 50,000,000	TBD
Long-Range Improvement Costs				**$ 68,950,000**	**N/A**

Table 4-3: Colusa County Long-Range Roadway Projects

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ROADWAY PROJECTS City of Colusa - Short-Range					
Funding Source	**Roadway Name**	**Description**	**Con Year**	**Cost @ 2025**	**Cost Escalated to Yr of CON**
STIP/SB1/ Measure B	Various Local Roads	Install new sidewalks to fill-in gaps and accessible ramps	2027	$ 1,000,000	$ 1,100,000
2024 STIP	Westcott Rd.	Rehabilitation – Louis Lane to north edge Walnut Subdivision	2026	$ 4,200,000	$ 4,410,000
2026 STIP	10th St/Freemont St	New Traffic Signal	2030	$ 1,760,000	$ 1,900,000
STIP/SB1/ Measure B	Various local Roads	Rehabilitation of existing pavement on various street segments, to include new/repair of curb, gutter, and sidewalk, accessibility ramps, and striping (in Square)	2031	$ 2,700,000	$ 3,510,000
Total Short-Range City Projects				**$ 9,660,000**	**$ 10,920,000**

Table 4-4: City of Colusa Short-Range Roadway Projects

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ROADWAY PROJECTS City of Colusa - Long-Range					
Funding Source	**Roadway Name**	**Description**	**Con Year**	**Cost @ 2025**	**Cost Escalated to Yr of CON**
STIP/SB1/CDBG	City ADA Project	Central City Pedestrian Improvement Project. Sidewalk and Handicap ramps throughout bounded by Bridge Street, Main Street, Sioc Street and 12th Street.	2042	$ 2,740,000	$ 5,069,000
TBD	Market Street	Install Rectangular Rapid Flashing Beacons (RRFB) at 5th and 6th st intersections.	2035	TBD	TBD
TBD	Old Rail Road ROW	New Collector on Old Rail Rd. ROW: Lurline Ave. to Wescott Rd.	2042	TBD	TBD
TBD	Market Street	Market St. Extension: Bridge St. to SR-20/45	2042	TBD	TBD

Table 4-5: City of Colusa Long-Range Roadway Projects Part 1

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TBD	Colusa Ave.	Colusa Ave. extension: 8th St. to 3rd St.	2042	TBD	TBD
TBD	South 5th St.	South 5th Street extension: Harris St. to South of High School	2042	TBD	TBD
TBD	New	New east-west roadway: South of High School	2042	TBD	TBD
TBD	8th St.	8th Street extension: Colusa Ave. to Rail Rd. ROW	2042	TBD	TBD
TBD	New	New east-west roadway: Will S. Green Ave. to Wescott Rd. (Tennant Estates)	2042	TBD	TBD
TBD	3rd St.	3rd Street Gap Closure (south)	2042	TBD	TBD
TBD	D. St.	D St. extension	2042	TBD	TBD
Total Long-Range City Projects				**$ 2,740,000**	**$ 5,069,000**

Table 4-6: City of Colusa Long-Range Roadway Projects Part 2

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ROADWAY PROJECTS City of Williams - Short-Range					
Funding Source	**Roadway Name**	**Description**	**Con Year**	**Cost @ 2025**	**Cost Escalated to Yr of CON**
Local/STIP/SHOPP	Rt 20/Margurite St	Intersection improvements (22S-14)	2027	$ 1,900,000	$ 2,090,000
STIP	Husted Road Reconstruction	Reconstruction from SR 20 to I5	2027	$ 1,500,000	$ 1,650,000
STIP	Old 99 Rehabilitation	Rehabilitation from I5 to SR 20	2027	$ 1,000,000	$ 1,100,000
TBD	N/A	Various annual roadway rehabilitation	2026-2035	$ 5,000,000	N/A
HSIP	Husted Intersection @ Old 99	Husted Rd. at Frontage Rd. realignment	2035	$ 1,500,000	$ 2,250,000
Total Short-Range Projects				**$ 10,900,000**	**$ 7,090,000**

Table 4-7: City of Williams Short-Range Roadway Projects

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ROADWAY PROJECTS					
City of Williams - Long-Range					
Funding Source	**Roadway Name**	**Description**	**Con Year**	**Cost @ 2025**	**Cost Escalated to Yr of CON**
TBD	N/A	Roadway rehabilitation according to Pavement Management Strategy	N/A	$ 40,000,000	$ 40,000,000
SHOPP	SR 20	I-5 Ramp Terminal Traffic Signals	TBD	TBD	TBD
Total Long-Range Projects				**$ 40,000,000**	**$ 40,000,000**

Table 4-8: City of Williams Long-Range Roadway Projects

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4.7.2. Bridge Projects

Table 4-9 displays the bridge needs in Colusa County. Approximately $3.7 million in bridge rehabilitation costs (2025) has been identified, with each project estimated to be completed by 2042. These table does not include the two new bridges planned as part of the Sites Reservoir Project (Table 4-1).

COUNTY BRIDGE PROJECTS					
Funding Source	**Roadway Name**	**Description**	**Con Year**	**Cost @ 2025**	**Cost Escalated to Yr of CON**
STP/HBP	Bagley Rd.	Diane Creek	2042	$ 379,000	$ 701,150
STP/HBP	Bear Valley Rd.	Bear Creek #2	2042	$ 759,000	$ 1,404,150
STP/HBP	Bear Valley Rd.	Hamilton Creek	2042	$ 617,000	$ 1,141,450
STP/HBP	Four Mile Rd.	Logan Creek	2042	$ 617,000	$ 1,141,450
STP/HBP	Hahn Rd.	Chamisal Creek	2042	$ 379,000	$ 701,150
STP/HBP	Miller Rd.	Sand Creek	2042	$ 569,000	$ 1,052,650
STP/HBP	Ohm Rd.	Sand Creek	2042	$ 474,000	$ 876,900
Total Long-Range Bridge Projects				**$ 3,794,000**	**$ 7,018,900**

Table 4-9: Bridge Replacement or Rehabilitation Projects

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4.7.3. Bicycle and Pedestrian Projects

Table 4-10 highlights the short- and long-range bicycle and pedestrian projects identified by the City of Williams. Neither Colusa County nor the City of Colusa currently have active transportation projects to identify.

BICYCLE AND PEDESTRIAN PROJECTS					
Funding Source	**Roadway Name**	**Description**	**Con Year**	**Cost @ 2025**	**Cost Escalated to Yr of CON**
City of Williams - Short-Range					
ATP/Local	E Street Complete Streets - Phase I	E St from Sunset to Husted Rd	2027	$ 14,000,000	$ 15,400,000
Short-Range Improvement Costs				**$ 14,000,000**	**$ 15,400,000**
City of Williams - Long Range					
TBD	City ATP Plan	City wide ATP Plan	TBD	$ 200,000	$ 200,000
ATP/Local	E Street Complete Streets - Phase II	E St from Sunset to Husted Rd	2027	$ 4,000,000	$ 4,400,000
Long-Range Improvement Costs				**$ 4,200,000**	**$ 4,600,000**

Table 4-10: Bicycle and Pedestrian Projects

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4.7.4. Transit Projects

Table 4-11 shows the short-range operating and capital transit projects planned in Colusa County. Approximately $550,000 in short-range transit heeds has been identified. Anticipated long-range transit projects total over $2.7 million.

COLUSA COUNTY TRANSIT PROJECTS					
Funding Source	**Roadway Name**	**Description**	**Con Year**	**Cost @ 2025**	**Cost Escalated to Yr of CON**
Transit Short-Range					
TDA	Bus Replacement	Replacing buses that have gone beyond their useful life	2031	$ 500,000	$ 650,000
TDA	New Technology	Provide computerized scheduling ability. Passenger scan cards for payments. Real-time tracking of buses	2031	$ 20,000	$ 26,000
TDA	New Equipment for Mechanics Shop	Drum resurfacer allowing for service to be done while on the vehicle. Update computer diagnostic equipment	2031	$ 30,000	$ 39,000
Total Short-Range Transit Projects				**$ 550,000**	**$ 715,000**
Transit Long-Range					
TBD	Bus Replacement	Replace buses as needed - 2 buses every 2 years	TBD	$ 2,450,000	TBD
TDA	New Williams Feeder	Upgrade Williams service, add feeder routes to Arbuckle	TBD	$ 52,000	TBD
TBD	New Technology	Replace computers and monitors in Main Office. Update security system and phone system	TBD	$ 20,000	TBD
TBD	Facility Maintenance: Main Office & Shop	Replace following as needed: Roof, garage doors, AC/heater unit, flooring	TBD	$ 60,000	TBD
TBD	Dedicated Service in Williams	Provide for daily service in Williams. Bus will remain in Williams	TBD	$ 60,000	TBD
TBD	New Service	Providing service on Saturdays	TBD	$ 60,000	TBD
Total Long-Range Transit Projects				**$ 2,702,000**	**N/A**

Table 4-11: Colusa County Transit Projects

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4.7.5. Aviation Projects

Table 4-13 shows aviation projects in Colusa County. A total of $7.9 million has been identified for capital aviation needs through 2035.

COLUSA COUNTY AIRPORT PROJECTS					
Funding Source	Location	Description	Con Year	Cost @ 2025	Cost Escalated to Yr of CON
FTA/State	Colusa County Airport	Pre-design - Perimeter Fence (300 Ln. Ft.)	2026	$ 92,000	$ 96,600
FTA/State	Colusa County Airport	Design - AWOS III	2026	$ 55,000	$ 57,750
FTA/State	Colusa County Airport	Design - Crack Repair & Seal Cracks: Tie Down Apron, Tie Down Apron Fuel, Access Road, andd FBO Parking	2026	$ 25,000	$ 26,250
FTA/State	Colusa County Airport	Design / Construct - Perimeter Fence (300 Ln. Ft)	2027	$ 183,000	$ 201,300
FTA/State	Colusa County Airport	Construct - AWOS III	2027	$ 462,000	$ 508,200
FTA/State	Colusa County Airport	Construct - Crack Repair & Seal Cracks: Tie Down Apron, Tie Down Apron Fuel, Access Road, and FBO Parking	2027	$ 181,000	$ 199,100
FTA/State	Colusa County Airport	Design - Crack Repair, Seal Cracks, and Seal Coat Taxiway A and Taxiways A1, A2, A3, A4, & A5	2027	$ 26,000	$ 28,600
FTA/State	Colusa County Airport	Construct - Crack Repair, Seal Cracks, and Seal Coat Taxiway A and Taxiways A1, A2, A3, A4, & A5	2028	$ 212,000	$ 243,800

Table 4-12: Aviation Projects Part 1

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FTA/State	Colusa County Airport	Design - Crack Repair & Seal Cracks - Runway 14-32	2030	$	28,000	$	35,000
FTA/State	Colusa County Airport	Design - Crack Repair & Seal Cracks - Runway 14-32	2031	$	166,000	$	215,800
FTA/State	Colusa County Airport	Design- Crack Repair & Seal Cracks - Hangar Taxilanes 1-4	2031	$	28,000	$	36,400
FTA/State	Colusa County Airport	Construct- Crack Repair & Seal Cracks - Hangar Taxilanes 1-5	2032	$	108,000	$	145,800
FTA/State	Colusa County Airport	Design - Reconstruct General Aviation Apron (203500 Sq. Ft)	2033	$	433,000	$	606,200
FTA/State	Colusa County Airport	Design - Reconstruct Access Road	2033	$	61,000	$	85,400
FTA/State	Colusa County Airport	Design - Reconstruct FBO Parking Lot	2033	$	58,000	$	81,200
FTA/State	Colusa County Airport	Construct - Reconstruct General Aviation Apron Phase 1 (122,500 Sq. Ft)	2034	$	3,099,000	$	4,493,550
FTA/State	Colusa County Airport	Construct - Reconstruct Access Road	2034	$	312,000	$	452,400
FTA/State	Colusa County Airport	Construct - Reconstruct FBO Parking Lot	2034	$	281,000	$	407,450
FTA/State	Colusa County Airport	Construct - Reconstruct General Aviation Apron Phase 2 (81,000 Sq. Ft)	2035	$	2,066,000	$	3,099,000
Total Short-Range Airport Projects				**$**	**7,876,000**	**$**	**11,019,800**

Table 4-13: Aviation Projects Part 2

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4.7.6. Tribal Transportation Projects

Both the Indian Community Council and the Cortina Band of Indians have identified various transportation improvement projects on roadways within their jurisdictions. Though cost and timing has not yet been determined, all tentative projects have been included in Table 4-14.

TRIBAL PROJECTS				
Funding Source	**Roadway Name**	**Description**	**Con Year**	**Current Cost Estimate**
Indian Community Council - Short-Range Capital Improvement Program				
Tribal Mitigation	Hwy 45	Widen from Wintun Rd. to Colusa Casino	TBD	TBD
Tribal Mitigation	Hwy 45 / Reservation Access Rd.	Improve Intersection	TBD	TBD
Tribal Mitigation	Reservation Rd.	Resurface/Restoration from Hwy 45 to Residential Area	TBD	TBD
Total Indian Community Council Projects				**N/A**
Cortina Band Of Indians - Short-Range Capital Improvement Program				
Tribal Mitigation	Walnut Dr. / Spring Valley Rd.	Intersection Improvements	TBD	TBD
Tribal Mitigation	Spring Valley Rd.	Reconstruction	TBD	TBD
Tribal Mitigation	Walnut Dr.	Reconstruction	TBD	TBD
Total Cortina Band of Indians Projects				**N/A**

Table 4-14: Tribal Transportation Projects

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4.7.7. Caltrans State Highway Operations and Protections Program (SHOPP)

The SHOPP is a state program administered through Caltrans. A total of $97 million in project needs has been identified for State Highways located in Colusa County through 2033.

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STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP) (Part 1)					
Route	**Activity Category**	**Activity Location**	**Target RTL FY**	**SHOPP Cycle**	**Cost**
5	Roadside	Near Maxwell, at the Maxwell Safety Roadside Rest Area (SRRA). Reconstruct the northbound SRRA facility.	2024/25	2024	$ 22,250,000
5	Bridge	In Butte, Colusa, Sutter, and Yolo Counties, on Routes 5, 16, 20, 70, and 505 at various locations. Bridge scour mitigation.	2025/26	2024	$ 11,620,000
5	Reactive Safety	The scope of this planned project is under development in Colusa County on Route 5 with primary work on Reactive Safety.	2026/27	2024	TBD
5	Roadside	Near Maxwell, at Maxwell Safety Roadside Rest Area (SRRA). Reconstruct the southbound SRRA facility.	2027/8	2024	$ 16,880,000
20	Reactive Safety	Near Williams, from Lake County line to Route 5. Widen shoulders, upgrade guardrail, add rumble strips, and place new striping to improve safety.	2027/8	2024	$ 46,620,000
5	Pavement	The scope of this planned project is under development in Colusa County on Route 5 with primary work on Pavement. Project will address 70 lane miles of pavement, and 18 drainage system(s).	2028/29	2024	TBD
20	Proactive Safety	The scope of this planned project is under development in Colusa County on Route 20 with primary work on Proactive Safety.	2028/29	2024	TBD
45	Proactive Safety	The scope of this planned project is under development in Colusa County on Route 45 with primary work on Proactive Safety.	2028/29	2024	TBD

Table 4-15: SHOPP Projects Part 1

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STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP) (Part 2)					
Route	**Activity Category**	**Activity Location**	**Target RTL FY**	**SHOPP Cycle**	**Cost**
5	Reactive Safety	The scope of this planned project is under development in Colusa County on Route 5 with primary work on Reactive Safety.	2029/30	2024	TBD
45	Bicycle and Pedestrian Infrastructure	The scope of this planned project is under development in Colusa County on Route 45 with primary work on Bicycle and Pedestrian Infrastructure.	2031/32	2024	TBD
20	Bicycle and Pedestrian Infrastructure	The scope of this planned project is under development in Colusa County on Route 20 with primary work on Bicycle and Pedestrian Infrastructure.	2032/33	2024	TBD
20	Bicycle and Pedestrian Infrastructure	The scope of this planned project is under development in Colusa County on Route 20 with primary work on Bicycle and Pedestrian Infrastructure. Project will address 2 bridge(s), and 14.9 lane miles of pavement.	2032/33	2024	TBD
I-5	Truck Parking Information Management System	Caltrans proposes to improve truck parking availability information along Interstate 5 (I-5) by installing Truck Parking Information Management System (TPIMS) at 2 existing Safety Roadside Rest Areas (SRRA) in Colusa County. This system will provide real-time parking availability information to truck drivers and filling a critical information gap. This project is part of a larger corridor-wide effort, with these two locations representing Colusa County specifically, while several additional sites are spread across various other MPOs and	2032/2033	2024	$ 4,200,000
Total SHOPP					**$ 101,570,000**

Table 4-16: SHOPP Projects Part 2

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4.7.8. Consistency with the Regional Transportation Improvement Program (RTIP)

The projects identified in the RTP Action Element are consistent with and form the basis for the Colusa County Regional Transportation Improvement Program (RTIP). The RTIP is developed from the fiscally constrained project list in this RTP and is updated every two years in coordination with the California Transportation Commission's STIP cycle. This ensures that projects programmed in the RTIP directly support the RTP's goals and policies, address identified transportation needs, and remain financially feasible within the anticipated revenue projections. By aligning the RTP project list with the RTIP, CCTC maintains compliance with Government Code Section 65080 and provides a seamless transition from long-range planning to near-term programming and implementation.

4.8. PROGRAM-LEVEL PERFORMANCE MEASURES

In 2015 the Rural County Task Force completed a study on the use of statewide performance measure indicators for the 26 RTPAs in California to evaluate their applicability to rural and small urban areas like Colusa County; the study identified and recommended measures that would best suit the unique conditions and resources available in these locales. These performance measures continue to help in the selection of RTP project priorities and in monitoring how well the transportation system functions.

The following standards guided the selection of performance measures for this RTP:

1. Performance measures align with California transportation goals and objectives.
2. Performance measures are consistent with the current goals and objectives of Colusa County.
3. Performance measures are applicable to Colusa County as a rural area.
4. Performance measures can be linked to specific decisions on transportation investments.
5. Performance measures do not impose substantial resource requirements on Colusa County.
6. Performance measures can be normalized to provide equitable comparisons to urban regions.

Program-level performance measures are used to help select RTP project priorities and to monitor how well the transportation system functions. The aim of each performance measure and its location within the RTP are described below.

4.8.1. Performance Measure 1 – Preservation/Service Fuel Use/Travel Use/Travel Distance/Time/Cost

This performance measure monitors the condition of the roadway in Colusa County through pavement conditions. Pavement conditions should be monitored every two years. This performance measure should have a high level of

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accuracy which can be indirectly used in estimating the costs of bringing all roadways up to a minimum acceptable condition.

- Desired outcome and RTP/ State goals:
- Safety
- System preservation
- Accessibility
- Reliability
- Productivity
- Return on investment

RTP goals: 1, 2, 3, 4, 5, 6, 9, 10

4.8.2. Performance Measure 2 – Mode Share/Split

This performance measure monitors transportation mode and mode share to understand how State and County roads function based on modes used. The data is reported as a trend over time from the year 2000 and does not require a high level of additional resource requirements. This performance measure cannot be used as a benefit/cost analysis.

Desired outcome and RTP/State goals:

- Multimodal
- Efficiency
- GHG reduction

RTP Goals 4, 5, 6, 8, 9

4.8.3. Performance Measure 3 – Safety

Addressing transportation safety in a regional planning document can improve health, financial, and quality of life issues for the public. There is a need to establish methods to proactively improve the safety of the transportation network.

This performance measure monitors safety through the total accident cost and should be reviewed annually. To obtain a full picture of this data, staff may be required to access secondary data sources. Reasonably accurate data can be used directly for benefit/cost analysis. The County tracks the number of collisions on local roads and compiles the data

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to identify locations that need safety improvements. California Statewide Integrated Traffic Records System data from CHP is used to monitor the number of fatal and injury collisions by location to identify needed improvements.

Desired outcome and RTP/State goals:

- Establish baseline values for the number of fatal collisions and injuries per average daily traffic on select roadways over the past three years
- Monitor the number, location, and severity of collisions
- Recommend improvements to reduce incidence and severity
- Work with Caltrans to reduce the number of collisions on State Highways in Colusa County
- Completion of projects identified in RTP

RTP Goals: 2, 3, 4, 5, 6

4.8.4. Performance Measure 4 – Transit

This performance measure monitors the cost-effectiveness of transit in Colusa County, and is reported to the Colusa County Transit Agency. The County maintains a goal of achieving a 10% Fare Box Recovery ratio.

Desired outcome and RTP/State goals:

- Increase productivity
- Increase efficiency
- Reduce the cost per passenger

RTP Goal: 6

4.8.5. Performance Measure 5 – Congestion/Delay/Vehicle Miles Traveled

This performance measure monitors how well State Highways function, based on peak volume, capacity and VMT. The data is reported annually and as a trend beginning in the year 2000. Monitoring this performance measure requires minimal resources as data for the State Highway System is readily available. Not all locations are reported annually in Caltrans vehicle reports; thus, some 'current' data may be more outdated for some roadway sections. This performance measure is reasonably accurate for the State Highway System and may be used in a cost/benefit analysis that includes additional calculations such as travel time delay as a function of time-of-day directional volume/capacity ratio.

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The County and incorporated cities do not track VMT. However, Caltrans does incorporate average daily traffic data from the County and is included in the Caltrans vehicle report in a table labeled "Highway Performance Monitoring System (HPMS) mileage summary by Functional Classification, Population and Net Land Area." Because rural areas contain population centers of less than 5,000 persons or have areas below a population density of 1,000 persons per square mile, VMT is not reported on local roadways.

Desired outcome and RTP/State goals:

- Measure of overall vehicle activity and use of the roadway network
- Input maintenance, system preservation, and safety
- Input health-based pollutant reduction, input GHG reduction

RTP Goals: 1, 2, 3,5, 7, 8, 9

4.8.6. Performance Measure 6 – Land Use

This performance measure evaluates the extent to which transportation investments support compact, efficient land use patterns that minimize vehicle miles traveled and preserve agricultural and natural lands. Metrics used to assess land use efficiency include:

- Vehicle Miles Traveled (VMT) per Capita – Tracks whether transportation and land use decisions are reducing the average amount of driving per person.
- Development Location and Density – Monitors the share of new development occurring within existing urbanized areas or infill sites versus greenfield or agricultural lands.
- Jobs-Housing Balance – Evaluates whether transportation investments are supporting a closer balance between where people live and where they work, reducing the need for long commutes.
- Access to Key Destinations – Measures the proximity of residents to jobs, schools, and services (e.g., percent of population within ½ mile of a transit stop or bike facility).
- Preservation of Agricultural Land – Tracks conversion of prime farmland and Williamson Act parcels to non-agricultural uses as a way of maintaining rural character.

Collectively, these metrics provide a basis for determining whether transportation projects are supporting sustainable growth patterns, reducing greenhouse gas emissions, and protecting Colusa County's agricultural economy.

Desired outcome and RTP/State goals:

- Land use efficiency
- Coordinate with Caltrans on State Highway projects to maintain them at acceptable levels and reduce lane miles needing rehabilitation
- Recommend RTP projects to maintain roads at or above the minimum acceptable condition as set by the County

RTP Goals: 1, 2, 3 4, 5, 7, 8

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5 FINANCIAL ELEMENT

The Financial Element identifies current and expected revenue resources available to implement the short-range (2025-2035) and long-range (2035-2045) projects defined in the Action Element of the RTP. The funding in the short-range project list is financially constrained and is either programmed or is reasonably assumed to be available in the year identified. Long-range projections are subject to change and should be updated with each subsequent RTP cycle. Each funding resource identified in the financial element is aligned with eligible projects for that specific resource. The intent of the Financial Element is to define realistic funding constraints and opportunities.

The revenue projections in the Financial Element have been developed using the most recent California Transportation Commission (CTC) Fund Estimate and reflect the funding levels reasonably expected to be available to Colusa County over the 20-year RTP planning horizon. For the first four years of the RTP (Fiscal Years 2025/26 through 2028/29), the revenue estimates are consistent with the 2024 State Transportation Improvement Program (STIP) Fund Estimate adopted by the CTC. This alignment ensures that the near-term project lists identified in the Action Element are financially constrained to the funding reasonably available during the same four-year period as the STIP.

Several regionally significant projects identified in this RTP are also included in the State's Interregional Transportation Improvement Program (ITIP) for the 2024 STIP cycle. These include improvements along Interstate 5 and State Routes 20 and 45 that support interregional goods movement, safety, and travel reliability. By including these projects in both the RTP and the ITIP, the Colusa County Transportation Commission ensures that regional priorities are coordinated with statewide priorities and are eligible for interregional funding. This consistency supports Caltrans' ability to deliver improvements that benefit both local and interregional travelers and meets the requirement of Government Code Section 65080 for plan consistency across programs.

5.1. PROJECTED REVENUES

Table 5-1 presents the expected revenue sources and funding for the next 20 years, categorized by short or long-range timelines. All estimates account for expected inflation based on the consumer price index inflation rate and adjusted to reflect the cost in year of expenditure. Long-range projections are subject to change as funding levels may fluctuate based on sales and excise tax revenue, legislation, and program and policy change.

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PROJECTED REVENUES FROM FEDERAL, STATE, AND LOCAL SOURCES

Revenue Category	Revenue		
	Short-Range (1-10 yr)	Long-Range (11-20 yr)	Total
Roadway Funding			
Road Maintenance and Rehabilitation Account County (SB1)(1)	$ 30,000,000	$ 30,000,000	$ 60,000,000
Highway Users Tax Account County (HUTA)(1)	$ 19,818,670	$ 19,818,670	$ 39,637,340
Regional Surface Transportation Program (RSTP)	$ 22,493,000	$ 22,493,000	$ 44,986,000
Secure Rural Schools (2)	$ 1,149,977	$ 1,149,977	$ 2,299,954
State Transportation Improvement Program (STIP)(3)	$ 10,249,333	$ 7,561,667	$ 17,811,000
Total Regional Roadway Funding	**$ 33,892,311**	**$ 31,204,644**	**$ 164,734,294**
Transit Funding			
Federal Transit Administration (FTA) (4)	$ 1,149,973	$ 1,149,973	$ 2,299,947
Local Transportation Funds (LTF-Article 8)(5)	$ 13,411,500	$ 13,411,500	$ 26,823,000
State Transit Assistance (STA) (6)	$ 2,723,000	$ 2,723,000	$ 5,446,000
Transit Fare Box Revenue (7)	$ 2,226,000	$ 2,226,000	$ 4,452,000
FTA Section 5311 (Operating)	$ 2,207,000	$ 2,207,000	$ 4,414,000
FTA Section 5311 (Capital)	$ 281,000.00	$ 281,000.00	$ 562,000
Total Transit Funding	**$ 19,510,473**	**$ 19,510,473**	**$ 39,020,947**
Active Transportation Funding			
Active Transportation Program (ATP)(8)	$ 12,000,000	$ 4,000,000	$ 16,000,000
Local Match	$ 2,000,000	$ -	$ 2,000,000
Total Active Transportation Funding	**$ 14,000,000**	**$ 4,000,000**	**$ 18,000,000**
Aviation Funding			
Annual Distribution for Aviation (9)	$ 100,000	$ 100,000	$ 200,000
Federal Aviation Administration (FAA) (10)	$ 7,857,338	$ 7,857,338	$ 15,714,676
Total Aviation Funding	**$ 7,957,338**	**$ 7,957,338**	**$ 15,914,676**
Bridge Funding			
Highway Bridge Program (HBP)(11)	$ 3,794,000	$ -	$ 3,794,000
Total Transportation Revenue		**$ 62,672,455**	**$ 239,463,917**
State Highway Funding			
State Highway Operation Protection Program (SHOPP)(12)	$ 97,370,000	$ -	$ 97,370,000
Total State Highway Funding	**$ 97,370,000**	**$ -**	**$ 97,370,000**

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(1) Based on estimated apportionments 2022-2025, then averaged through 2045.
(2) Based on estimated 2022-2025 apportionments Title I,II,III and divided by 2. 1/2 to schools, 1/2 to roads.
(3) Based on Previous 2 STIP cycles with capacity as well as current programmed STIP.
(4) Based on historic distributions.
(5) Based on project lists and estimated future projects.
(6) Based on project lists and estimated future projects.
(7) Based on historic estimates.
(8) Based on average projections.
(9) Based on $10K/airport.
(10) Based on distribution estimates.
(11) Based on distribution estimates.
(12) Based on 10-year SHOPP.

Table 5-1: Projected RTP Revenues

5.2. COST SUMMARY

Table 5-2 contains a summary of the RTP improvement costs identified for each modal category in the RTP, indicating its financial constraints. Estimates in parentheses represent areas where projected costs are greater than projected revenues. As can be seen, this funding constraints are an issue for many long-range projects.

Roadway

The first row (Roadway) compares roadway improvement costs to the expected available revenues for all local roadway projects (all roadway projects except Caltrans projects on state highways). Roadway revenues identified here include the Highway Safety Improvement Program (HSIP), Highway Users Tax Account (HUTA), Regional Surface Transportation Program (RSTP), Secure Rural Schools (SRS), State Transportation Improvement Program (STIP), and Roadway Maintenance and Rehabilitation Funds (RMRA). All of these programs have different eligibility requirements, but revenues are generally used for roadway preservation, rehabilitation, reconstruction, and other improvements.

Bridges

The Bridge information compares the expected revenue for bridge projects to expected costs for the next 20 years. The Highway Bridge Program (HBP) will cover a percentage of the cost of replacing or rehabilitating public highway bridges.

Transit

Transit projects are funded under the Transit Development Act, which provides moneys from the Local Transportation Fund (LTF) and State Transit Assistance (STA) to supporting public transportation. Additional funding for transit capital

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purchase and pilot projects is available through the Federal Transit Administration Programs. Local funds and transit fares also cover some costs.

Bicycle and Pedestrian

Funding for bicycle and pedestrian projects in Colusa County is sparing, and will likely come primarily from the Active Transportation Program (ATP), a highly competitive State grant program. As this is a discretionary grant program, funding is not guaranteed.

Aviation

The Federal Aviation Administration (FAA) allocates an annual aviation distribution of $10,000 to eligible airports. The FAA also funds capital airport improvement projects are outlined in the County's Airport Improvement Plan.

Revenue vs. Costs by Mode

Mode	Funding Source	Projected Revenue by Mode		Projected Cost by Mode		Revenue Minus Costs by Mode	
		Short-Range	Long-Range	Short-Range	Long-Range*	Short-Range	Long-Range
Roadway	RMRA, HUTA, RSTP, SRS, STIP	$ 30,000,000	$ 30,000,000	$ 29,024,000	$ 111,690,000	$ 976,000	$ (81,690,000)
Roadway-State	SHOPP	$ 101,570,000	$ -	$ 101,570,000	$ -	$ -	$ -
Bridge	HBP	$ 3,794,000	$ -	$ 3,794,000	$ -	$ -	$ -
Transit	FTA, LTF, STA, FAREBOX, 5311	$ 19,510,473	$ 19,510,473	$ 550,000	$ 2,702,000	$ 18,960,473	$ 16,808,473
Bicycle and Pedestrian	ATP	$ 14,000,000	$ 4,000,000	$ 14,000,000	$ 4,200,000	$ -	$ (200,000)
Airport Capital	AIP, FAA	$ 7,957,338	$ 7,957,338	$ 7,876,000	$ -	$ 81,338	$ 7,957,338
Total		**$ 176,831,811**	**$ 61,467,811**	**$ 156,814,000**	**$ 118,592,000**	**$ 20,017,811**	**$ (57,124,189)**

Table 5-2: Revenue Vs. Costs by Mode

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END OF REPORT.

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2025 COLUSA COUNTY

REGIONAL TRANSPORTATION PLAN

APPENDICES



PRESENTED BY

Green DOT Transportation Solutions

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Appendix A

STAKEHOLDER LIST

PROJECT TEAM			
Organization	Contact Person	Email	Phone
Colusa County	Colt Esenwein	cesenwein@countyofcolusa.org	530-458-0487
Colusa County	Ccott Lanphier	slanphier@countyofcolusa.com	530-458-0892
Green DOT Transportation Solutions	Jeff Schwein	jeff@greendottransportation.com	530-895-1109
Green DOT Transportation Solutions	Sofia Lepore	sofia@greendottransportation.com	831-345-6805
Green DOT Transportation Solutions	Brittany White	brittany@greendottransportation.com	513-635-7063
Green DOT Transportation Solutions	Kailey Flynn	kailey@greendottransportation.com	732-486-5910

STAKEHOLDERS				
Organization	Contact Person	Title	Email	Phone
Bear Valley Indian Valley Fire Protection District	Sandy Corbin	Assistant Chief	bvivfpd@gmail.com	
Arbuckle-College City Fire Protection District			arbucklefire@frontiernet.net	(530) 476-2231
Bureau of Land Management – Ukiah Field Office		Field Manager (Ukiah Field Office)		
Caltrans District 3	Sergio Aceves	District 3 Acting Director		
City of Colusa Fire Department	Logan Conley	Chief	L.Conley@colusafire.org	(530) 458-7721
City of Colusa	Jesse Cain	City Manager	citymanager@cityofcolusa.com	(530) 458-4941 ext. 3105
City of Colusa Planning Department	Mark Tomey	Director	planning@cityofcolusa.com	(530) 458-4941 Ext. 3103
City of Colusa Public Works Department	Dale Nokes	Director	streets@cityofcolusa.com	(530) 458-2215 Ext. 3601
Colusa Casino Resort				(530) 458-8844
Colusa County Airport	Michael Azevedo	Director of Airport Operations	mjazevedo@countyofcolusa.org	530-458-0466
Colusa County Board of Supervisors	Jose Merced Corona	District 1Supervisor	dkalfsbeeksmith@countyofcolusa.com	(530) 458-0502
Colusa County Board of Supervisors	Daurice Kalfsbeek Smith	District 2 Supervisor	dkalfsbeeksmith@countyofcolusa.com	(530) 458-0502
Colusa County Board of Supervisors	Kent S. Boes	District 3 Supervisor	kboes@countyofcolusa.com	(530) 458-0502
Colusa County Board of Supervisors	Gary J. Evans	District 4 Supervisor	gevans@countyofcolusa.com	(530) 458-0502
Colusa County Board of Supervisors	Janice Bell	District 5 Supervisor	jbell@countyofcolusa.com	(530) 458-0502
Colusa County Chamber of Commerce	Jack Cunningham	Contact Person	info@colusachamber.org	530.458.5525
Colusa County Fairgrounds	Araceli	Office Manager	araceli@colusacountyfair.com	(530) 458-2641 Ext: 106
Colusa County Health and Human Services	Elizabeth Kelly	Director	elizabeth.kelly@countyofcolusa.com	(530) 458-0250
Colusa County Library	Stacey Zwald Costello	Library Director	scostello@countyofcolusa.org	(530) 458-7671
Colusa County Planning Department	Steve Geiger	Principal Planner	sgeiger@countyofcolusa.com	(530) 458-0480
Colusa County Resource Conservation District	Elizabeth Harper	Executive Director	liz@colusarcd.org	530.473-9346
Colusa County Sherrif's Office	Michael Bradwell	Assitant Sheriff	mbradwell@countyofcolusa.com	(530) 458-0211
Colusa County Superintendent of Schools	Tina Maxwell	Executive Adminstrative Assistant	tmaxwell@ccoe.net	(530) 458-0350 Ext 10354
Colusa High School	David Johnstone	Principal	djohnstone@colusa.k12.ca.us	(530) 458-2156 x 3001
Colusa Lions Cub (host of 3F Bike Ride)	Dave		colusalions@gmail.com	530-682-9755
Colusa Medical Center		Human Resources		530-619-0851
Colusa-Sacramento River State Recreation Area				(530) 329-9198
Mendocino National Forest – Grindstone Ranger District	Joe Chow	Acting District Ranger		(530) 934-3316
Maxwell Fire Protection District	Kenneth Cohen	Fire Chief	maxwellfire@frontiernet.net	(530) 438-2320
Princeton Fire Protection District				(530) 439-2235
Princeton Joint Unified school District	Jeff Ochs	Superintendent/Principal		(530) 439-2261 x702
Sacramento River Fire Protection Ditrict	Susie Mccullough	Secretary	sacriverfire100@frontier.com	530-458-0239
Sacramento Valley Museum	Elijah Rodriguez	Director	sacramentovalleymuseum@gmail.com	530-473-2978
U.S. Fish & Wildlife Service – Sacramento National Wildlife Refuge Complex		Refuge Manager	sacramentovalleyrefuges@fws.gov	(530) 934-2801
Williams	Frank Kennedy	City Manager	fkennedy@cityofwilliams.org	(530)473-2955 x117
Williams Department of Public Works			dpw@cityofwilliams.org	(530) 473-2955 Ext. 801
Williams Fire Protection Authority	Jeff Gilbert	Fire Chief	c300@williamsfire.net	(530) 473-2269
Williams Planning Department	Katheryn Ramsaur	Planing and Zoning Director	kramsaur@cityofwilliams.org	(530) 235-3279

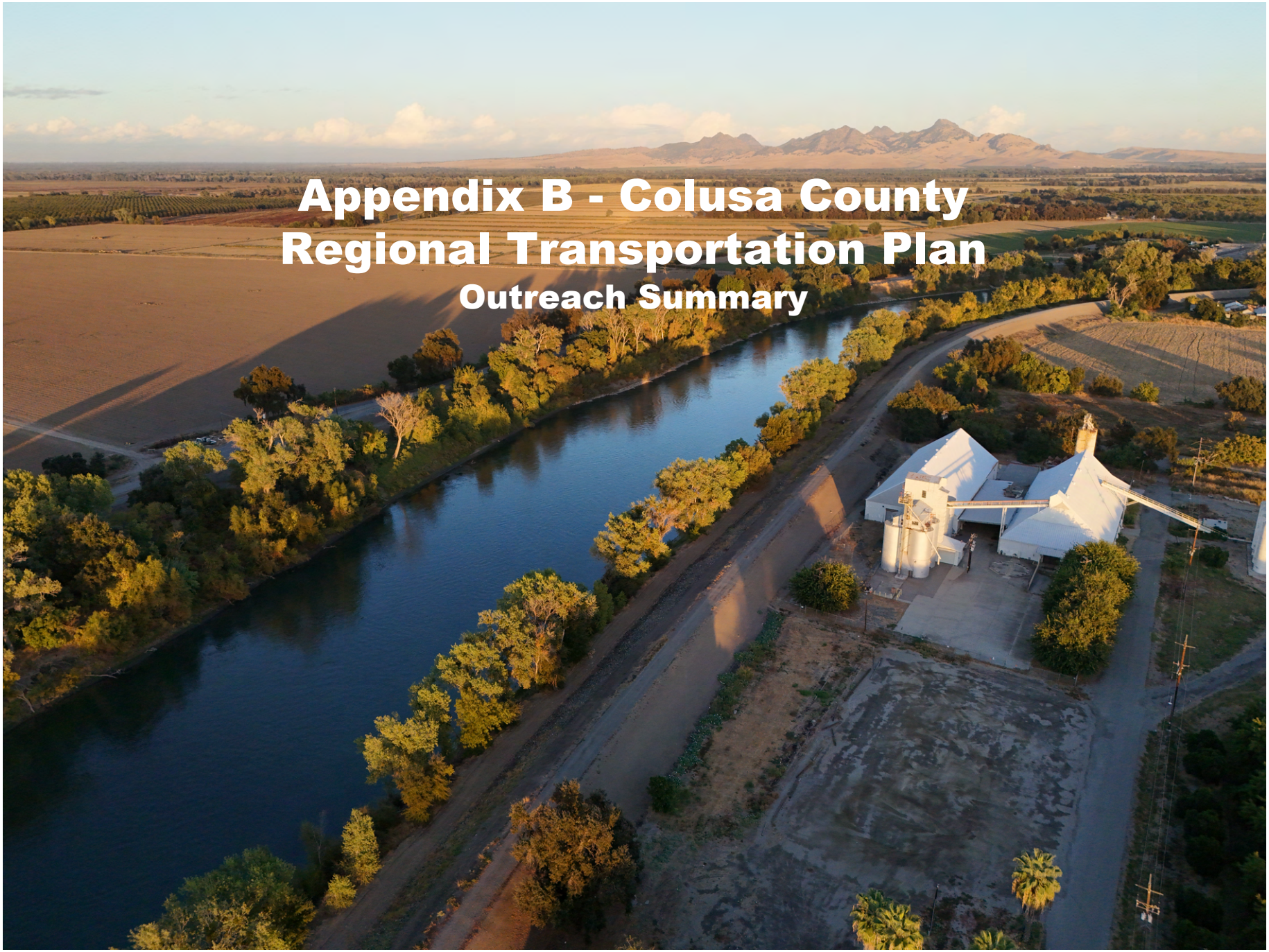
NEIGHBORING COUNTIES						
Organization	Contact Person	Title	Email	Phone Number	Address	Web Addresss
Butte County Association of Governments (BCAG)	Andy Newsum	Executive Director	anewsum@bcag.org	(530) 809-4616	326 Huss Dr. Suite 150 Chico, CA 95928	http://www.bcag.org/About-BCAG/Staff-Directory/index.html
Glenn County Local Transportation Commission	Mardy Thomas	Planning and Community Development Services Director	transit@countyofglenn.net	(530) 934-6530	225 N. Tehama Street, Willows, CA 95988	https://www.countyofglenn.net/government/committees-commissions/local-transportation-commission
Lake County/ City Area Planning Council	Lisa Davey-Bates	Executive Director	ldaveybates@dbcteam.net	(707) 263-7799	525 S. Main Street, Suite B Ukiah, CA 95482	https://www.lakeapc.org/
Sutter County - Sacramento Area Council of Governments (SACOG)	James Corless	Executive Director	jcorless@sacog.org	(916) 340-6205	SACOG 1415 L Street, Suite 300 Sacramento, CA 95814	https://www.sacog.org/Home/Components/StaffDirectory/StaffDirectory/60/22?seldept=1
Yolo County Transportation District	Autumn Bernstein	Executive Director	abernstein@yctd.org	(530) 402-2812	350 Industrial Way Woodland, CA 95776	https://yolotd.org/

NEIGHBORING TRIBES						
Organization	Contact Person	Title	Email	Phone Number	Address	Web Addresss
Cachil Dehe Band of Wintun Indians of the Colusa Indian Community	Wayne Mitchum Jr.	Chairman	asmelser@colusa-nsn.gov	(530) 458-6512	3730 Highway 45 Colusa, CA, 95932	https://www.kletseldehe.org/
Cortina Rancheria - Kletsel Dehe Band of Wintun Indians	Charlie Wright	Chairperson	charlie.wright@kdwn.org	(530) 473-3274	P.O. Box 1630 Williams, CA, 95987	
Grindstone Rancheria of Wintun-Wailaki	Ronald Kirk	Chairperson	ronaldkirk1963@gmail.com	(530) 968-5365	P.O. Box 63 Elk Creek, CA, 95939	

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Appendix B

OUTREACH SUMMARY



Appendix B - Colusa County Regional Transportation Plan

Outreach Summary

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0 INTRODUCTION

Throughout the course of the Regional Transportation Plan (RTP) planning process, various outreach methods were utilized to ensure comprehensive community participation and input. Although the project team tried various methods of outreach, the RTP received relatively low engagement throughout the planning process. However, comments and feedback that were received were highly valued.

This summary details the community outreach and engagement efforts undertaken by the RTP Project Team to actively engage local stakeholders and gather critical feedback. Table 0-1 presents a summary of the various outreach activities executed to ensure comprehensive community participation and input throughout the development of the project.

Table 0-1: Summary of Engagement Activities

Community Outreach Events		
Event Type	**Location**	**Date**
Community Workshop #1	City of Colusa	16-Oct-24
Community Workshop #2	City of Williams	17-Oct-24
Draft Presentation to CTCT	City of Colusa	26-Aug-25

1 MATERIALS AND NOTIFICATIONS

1.1. WEB-BASED OUTREACH

1.1.1. Project Webpage

A dedicated webpage was created to serve as a central hub for all information related to the Colusa County Regional Transportation Plan (RTP). Hosted on the Colusa County Website, the webpage features comprehensive details on the project's scope, the planning process, and timelines. It also provided information on community outreach meetings,

featured an informative video of the Plan's purpose, and contained an interactive comment map, project documents, and direct links to online surveys.

The webpage was updated throughout the development of the Plan to reflect the latest progress and to encourage continuous community engagement. Key features designed to facilitate public participation included a project survey and updates on the project's timeline and engagement opportunities.

For further details the project webpage is accessible at: https://www.countyofcolusaca.gov/1101/2025-Regional-Transportation-Plan.

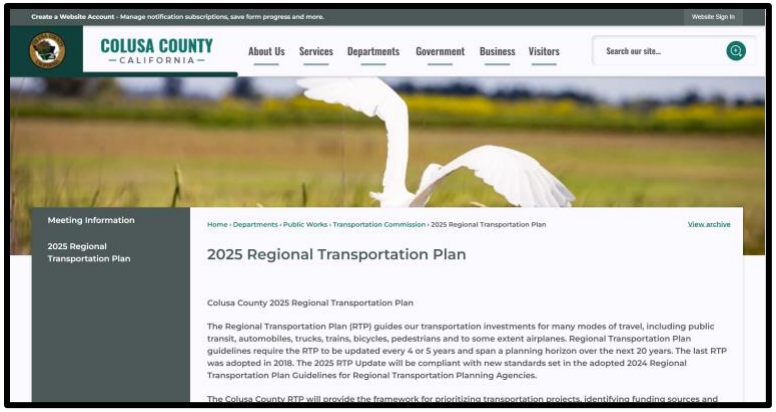


Figure 1-1: Project Webpage

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1.1.2. *Advertisement and Media*

Social Media

The project team employed a multifaceted approach to disseminate information about the Colusa County RTP, utilizing both digital and physical channels to maximize community engagement. Online, detailed graphics and updates were regularly posted to social media profiles on Facebook and Instagram. These platforms were strategically used to enhance the project's visibility by sharing content on community event pages, and by identifying and following key community stakeholder organizations to foster a robust online presence.



Figure 1-2: RTP Social Media Post

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Email-Blasts

For any important Plan update and prior to any community workshop, an email was sent to the Plan Stakeholder list. This was an effective way of reaching a targeted audience and directly soliciting their feedback.

Figure 1-3: Stakeholder Email Blasts



Physical Flyering

In addition to the digital outreach, the team implemented a traditional engagement strategy through the distribution of physical flyers. These were strategically placed at prominent community locations several weeks prior to scheduled community meetings. The advanced distribution was designed to ensure that community members received timely information, allowing them ample opportunity to organize their schedules and participate effectively in the planning process.

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Figure 1-4: RTP Flyers





1.1.3. Survey

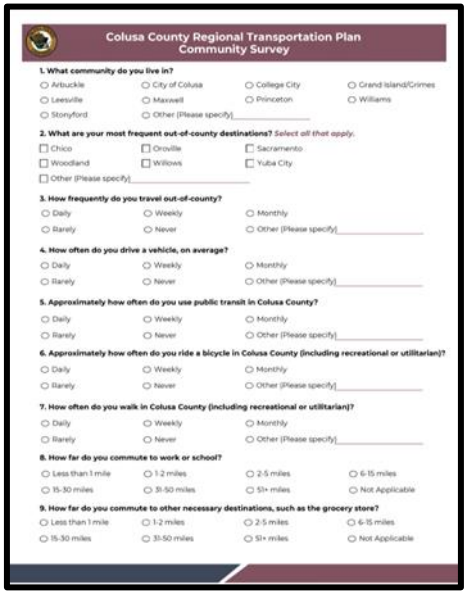
To enhance community engagement and gather valuable input from local stakeholders and the public in Colusa County, a streamlined and user-friendly survey was developed. The primary objective of this survey was to capture the transportation-related concerns and suggestions from the community, thereby identifying key areas for potential improvements within the RTP.

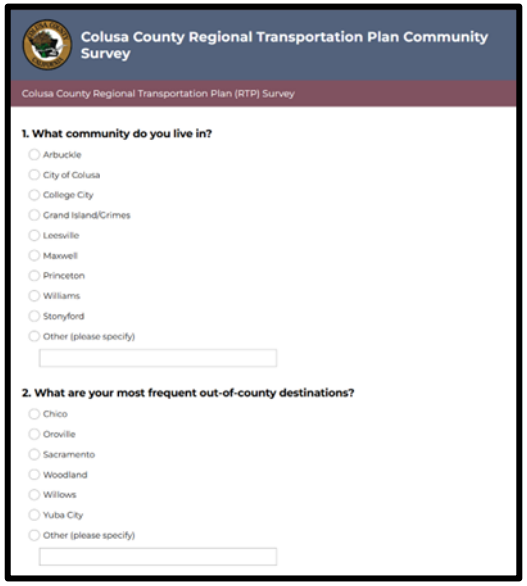
The survey was crafted to be concise yet comprehensive, ensuring that participants could complete it within a short time frame, between three to five minutes. This brevity was intentional to encourage higher participation rates by respecting the time constraints of community members.

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To facilitate easy access and participation, the survey was hosted online. The survey link was prominently posted on the project's official webpage and was also disseminated through various communication channels to reach a broad audience within the community. This strategic placement ensured optimal visibility and accessibility, inviting extensive community participation, and ensuring that a diverse range of voices was heard in the planning process.

Figure 1-5: RTP Survey





2 STAKEHOLDER ENGAGEMENT

At project initiation, a small stakeholder committee was established to provide an advisory group of key stakeholders including representatives from local agencies and Caltrans. The committee was critical during the project development phase and administrative draft review and included representatives from the City of Williams, City of Colusa, Colusa County, and Caltrans District 3.

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In addition to the committee, a larger stakeholder body was included in all phases of outreach including invitations to community meetings, email blasts requesting review of the public draft RTP, and information on the adoption timeline. Distribution to this large stakeholder base ensured that far reaches of Colusa County were included in all phases of the project development. To view the full Stakeholder List, see Appendix A.

2.1. NEIGHBORING COUNTIES AND TRIBES' CONSULTATION LETTER

Formal consultation letters were mailed to neighboring counties and Tribes including those in Table 2-1 and 2-2.

There was no request for further consultation from any entity that was contacted.

Table 2-1: Neighboring Counties

NEIGHBORING COUNTIES						
Organization	Contact Person	Title	Email	Phone Number	Address	Web Address
Butte County Association of Governments (BCAG)	Andy Newsum	Executive Director	anewsum@bcag.org	(530) 809-4616	326 Huss Dr. Suite 150 Chico, CA 95928	http://www.bcag.org/About-BCAG/Staff-Directory/index.html
Glenn County Local Transportation Commission	Mardy Thomas	Planning and Community Development Services Director	transit@countyofglenn.net	(530) 934-6530	225 N. Tehama Street, Willows, CA 95988	https://www.countyofglenn.net/government/committees-commissions/local-transportation-commission
Lake County/ City Area Planning Council	Lisa Davey-Bates	Executive Director	ldaveybates@dbcteam.net	(707) 263-7799	525 S. Main Street, Suite B Ukiah, CA 95482	https://www.lakeapc.org/
Sutter County - Sacramento Area Council of Governments (SACOG)	James Corless	Executive Director	jcorless@sacog.org	(916) 340-6205	SACOG 1415 L Street, Suite 300 Sacramento, CA 95814	https://www.sacog.org/Home/Components/StaffDirectory/StaffDirectory/60/22?seldept=1
Yolo County Transportation District	Autumn Bernstein	Executive Director	abernstein@yctd.org	(530) 402-2812	350 Industrial Way Woodland, CA 95776	https://yolotd.org/

Table 2-2: Neighboring Tribes

NEIGHBORING TRIBES						
Organization	Contact Person	Title	Email	Phone Number	Address	Web Address
Cachil Dehe Band of Wintun Indians of the Colusa Indian Community	Wayne Mitchum Jr.	Chairman	asmelser@colusa-nsn.gov	(530) 458-6512	3730 Highway 45 Colusa, CA, 95932	https://www.kletseldehe.org/
Cortina Rancheria - Kletsel Dehe Band of Wintun Indians	Charlie Wright	Chairperson	charlie.wright@kdwn.org	(530) 473-3274	P.O. Box 1630 Williams, CA, 95987	
Grindstone Rancheria of Wintun-Wailaki	Ronald Kirk	Chairperson	ronaldkirk1963@gmail.com	(530) 968-5365	P.O. Box 63 Elk Creek, CA, 95939	

3 PUBLIC EVENTS

3.1. COMMUNITY WORKSHOPS

The RTP Project Team hosted two community meetings in various communities to introduce the RTP and collect feedback from the community. The locations were chosen as central hubs for the accessibility of community members

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across the County. The events were advertised and promoted to encourage community members to attend and provide input.

Each meeting included a presentation introducing the Plan, the purpose of the Plan, the outreach process, funding challenges, and community needs. Throughout the presentation, attendees were given opportunities to voice any insights or concerns. In addition to verbal comments, sign-in sheets, maps, interactive exhibits, and comment cards were made available to obtain various types of community input. Due to very low attendance at these traditional community meetings, the project team changed tactics and decided to schedule a pop up during the project development phase to attempt to reach more people.

3.1.1. City of Colusa

The City of Colusa meeting took place at the Veterans Hall on October 16, 2024, from 5:30 to 7:30 pm. There were no attendees, despite the extended efforts to advertise the meeting.

3.1.2. Williams

The Williams workshop took place at William's City Hall on October 17, 2024, from 5:30 pm to 7:30 pm. There was one attendee present from the local community of Williams who provided input.

3.2. EXHIBITS

3.2.1. Presentations

The Project Team developed a presentation to deliver to attendees that broke down the purpose and goals of a Regional Transportation Plan in addition to important context to Colusa County. Throughout the presentation there were opportunities for the public to interject and comment on the Plan or process.

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3.2.2. Community Maps

At each community workshop, there were two maps provided, one displayed routes around the County and one displayed routes around the specific community. Attendees were able to write or draw on the map to provide location-specific feedback. This exercise intended to allow the attendees and the Project Team to collaborate on where potential improvements would be functional and practical based on the community's knowledge of the area.

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Figure 3-1: Colusa County-Wide Map Exhibit



4 PUBLIC PARTICIPATION RESULTS

4.1. COMMUNITY WORKSHOP FEEBACK

Extensive notes were taken at each community meeting to understand what factors are affecting the community and to record any relevant potential improvements. A record of community input is displayed below.

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Table 4-1: General Discussion and Suggestions

General Discussion and Suggestions
Do current projects roll into the Action Element of the RTP?
Safety concerns on Highway 20 Corridor
Identify funding sources projects for projects
Is this bigger-picture planning?
I-5 roads are very bumpy and unsafe
E Street in Williams needs more lighting

4.2. COMMUNITY SURVEY FEEDBACK

Very few survey responses were received due to the small population and generally low engagement turn out. The community survey received three overall responses; a brief summary is included below.

Quantitative Analysis

The survey data identified transportation patterns and preferences among Colusa County residents. Respondents were geographically distributed across the county with two of the respondents residing in the City of Colusa and the other respondent living in Williams. Respondents indicated that they regularly travel out of the county, with Sacramento, Woodland, and Yuba City being the most common destinations. This regular out-of-county travel highlights the fact that Colusa County serves as a bedroom community for the greater Sacramento Valley region.

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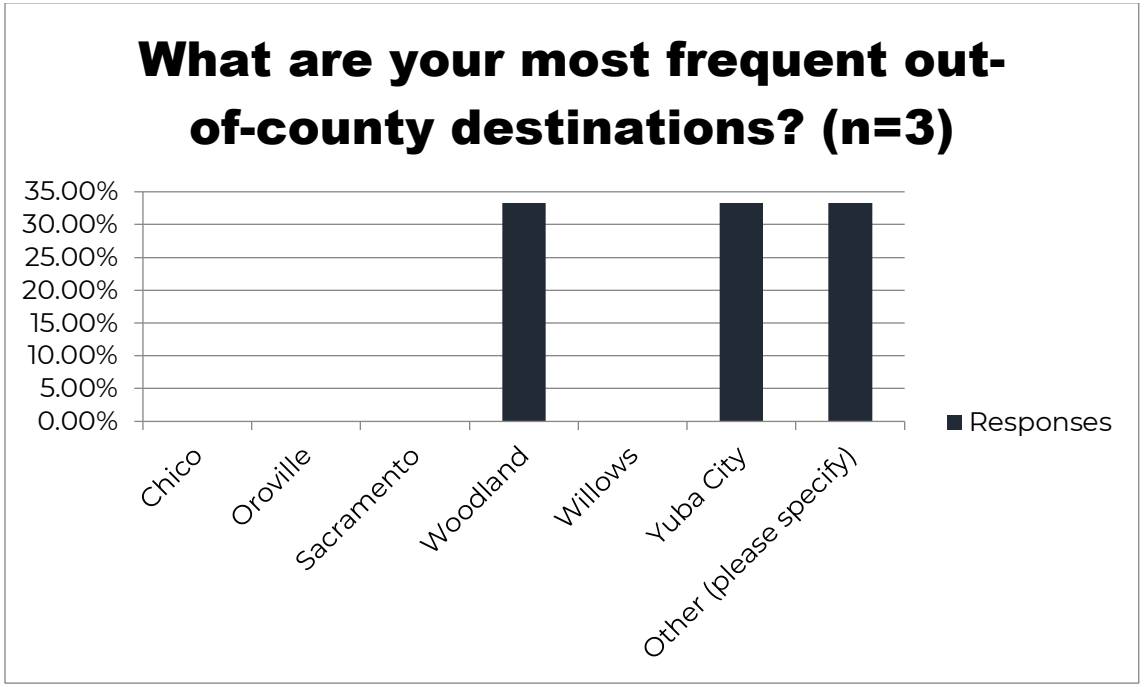


Figure 4-1: Survey Question 2

Respondents rely heavily on personal vehicles as their main mode of transportation. Of the respondents, 66.7% of drive daily and 33.3% drive several times per week. None of the respondents use public transit. Active transportation was identified as a utilized mode of travel but adoption is minimal. Two out of three respondents indicated that they only ride a bicycle a few times a year. Walking appeared to be more common, with one respondent stating that they walk several times a week and the other two respondents walking monthly.

Respondents indicated that they have to travel a minimum of 6 miles for commuting and to access to essential services, such as grocery shopping, with one respondent traveling over 31 miles for their commute and to access essential

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services. Limited local services and stores was identified as a major factor in respondents facing longer travel distances for access to goods and services.

The survey revealed an overall strong consensus on infrastructure needs in Colusa County. When asked which transportation needs were their highest priorities, all respondents identified road maintenance. Transit investment was the least prioritized category. Walking and bicycling infrastructure and roadway safety improvements both received moderate prioritization by respondents.

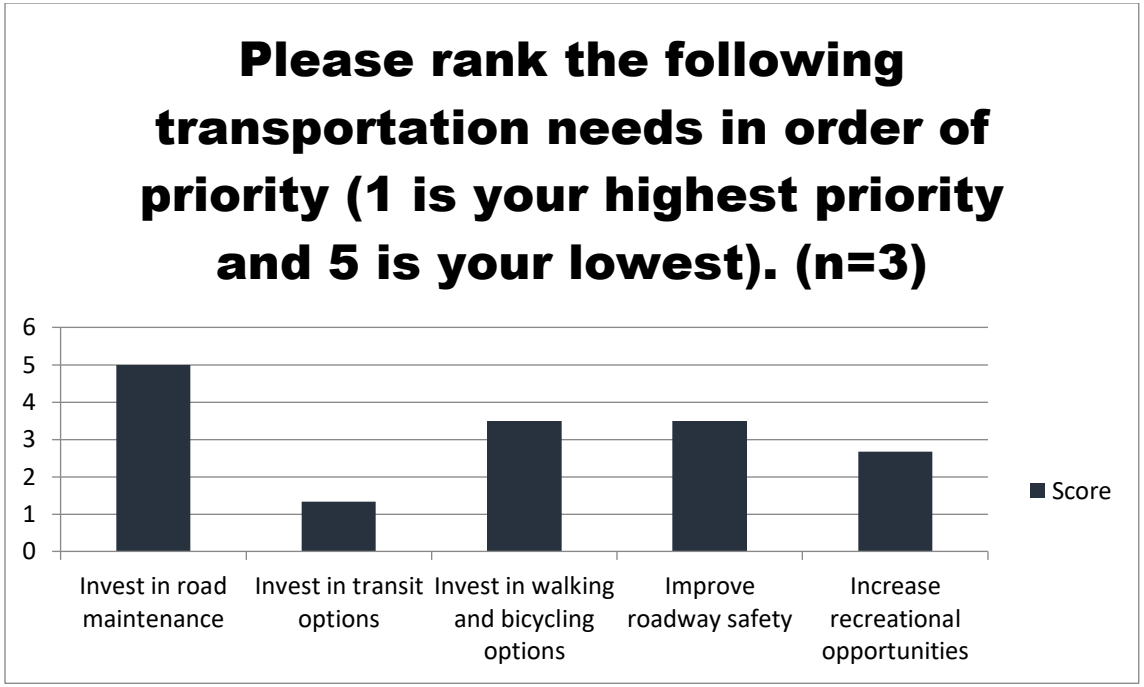


Figure 4-2: Survey Question 16

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Qualitative Analysis

The survey responses identified themes in transportation challenges and infrastructure needs for Colusa County. The most prominent concern from respondents was roadway infrastructure deterioration, with pavement conditions including potholes, cracks, and buckling identified by two respondents as the primary issue. This aligns with the quantitative rankings that overwhelmingly prioritized road maintenance investments.

Safety considerations were identified as another prominent theme, with 66.7% of respondents expressing concerns about lack of warning signs, guardrails, and other safety infrastructure. Additionally, 33.3% identify reckless and inattentive drivers as a concern. These responses indicate that there are both infrastructure and behavioral safety challenges in Colusa County's transportation network.

The desire for enhanced pedestrian, cycling, and transit infrastructure emerged as a prominent theme in the survey responses. Two-thirds of respondents expressed interest in additional crosswalks, pedestrian paths, bike lanes, sidewalks and curb ramps, and wide shoulders. Responses indicated interest in active transportation options despite current low usage rates which are likely the result of possibly constrained by inadequate infrastructure rather than lack of interest. While only one respondent specifically requested improved transit service, the complete absence of current public transit usage among all respondents suggests either inadequate service or a lack of available transit options rather than a lack of need, especially given the substantial out-of-county travel patterns.

The concentration of work and travel destinations within the City of Colusa indicates that the city serves as the county's primary economic hub. However, the significant out-of-county travel patterns suggest that the limited local employment and service opportunities.

Table 4-2 Survey General Discussion and Suggestions

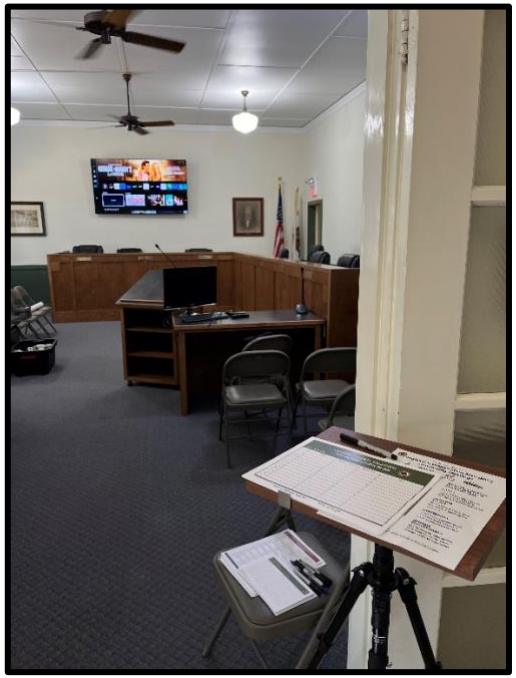
General Discussion and Suggestions
Pavement Condition and Detereoration
Safety Improvements
Increased Bike and Pedestrian Infrastructure
Long Commutes for Services and Work
Heavy Reliance on Personal Vehicles
Limited Transit Options

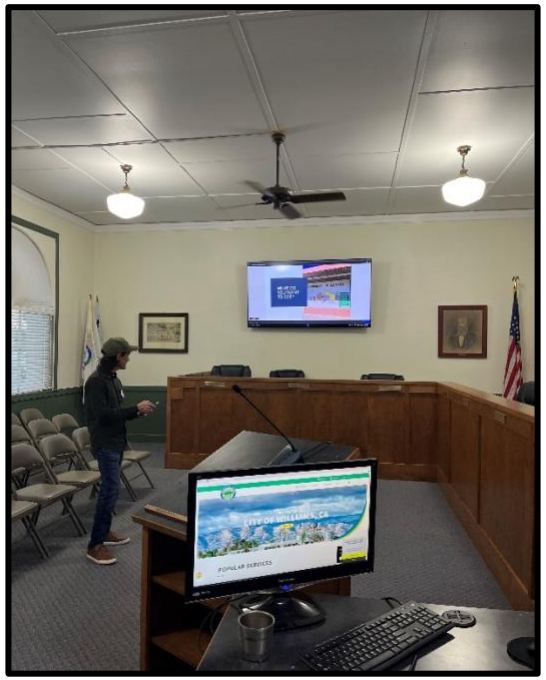
Conclusion

Overall, the survey results present a clear picture that Colusa County residents are heavily dependent on personal vehicle transportation and frequently travel to external metropolitan areas for employment and services. The overwhelming priority placed on road maintenance reflects both the importance of roadway infrastructure in rural, car-dependent communities and the likely deficiencies in current pavement conditions. While active transportation infrastructure received moderate support, the current low usage patterns suggest that these improvements may serve more to provide options and increase cyclist and pedestrian safety rather than significantly alter transportation mode share. The lack of public transit usage identified by survey respondents combined with their regular out-of-county travel indicates an opportunity for regional transit connections.

5 ADDITIONAL PROJECT PHOTOS

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Appendix C

COORDINATE WITH STATE WILDLIFE ACTION PLAN

Table 5.4-1 Conservation Units and Targets – Central Valley and Sierra Nevada Province*

Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	Foca CWH Type Associa with Targe
Great Valley Ecoregion	Contains the alluvial plains of the Sacramento and San Joaquin Valleys. Summers are hot and dry and winters are mild. Oceanic influence on climate is slight in the middle of the Great Valley, which receives some marine air through the Carquinez Strait, but becomes negligible at the north and south ends of the Valley. Predominant vegetation includes annual grassland, cheatgrass, valley oak, vernal pools and wetland communities, blue oak, allscale and saltgrass. Elevation range: 0 to 2,000	American Southwest Riparian Forest and Woodland	Diagnostic species include Fremont cottonwood, black and red willow, California sycamore, California wild grape, arroyo willow, narrow-leaf willow, button-bush, and spice bush. Most stands are found in permanently moist settings or riparian settings where sub-surface water is available year-round.	Valley Foothill Riparian
		Freshwater Marsh	This vegetation type consists of freshwater emergent marshes and coastal/tidal marshes and meadows. It can be found surrounding streams, rivers, lakes and wet meadows. These habitats occur on virtually all exposures and slopes, provided a basin or depression is saturated or at least periodically flooded. Dominant species are generally perennial monocots including graminoids such as rushes, reeds, grasses and sedges. Dominant species include: common reeds, hardstem bulrush, small-fruited bulrush, water parsley, slough sedge, soft rush, salt rush, and pacific silverweed.	Fresh Emerger Wetland
Sierra Nevada Foothills Ecoregion	Includes the hot foothills of the Sierra Nevada, and the southwestern end of the Cascade Ranges, adjacent to the Great Valley. Predominant vegetation communities include blue oak, broom, cheatgrass, chamise, mixed chaparral, foothill pine, and valley oak. Elevation range: 200 to 5,000	Chaparral	Represented by a wide variety of floristic alliances, but in general can be grouped into coastal (maritime), xeric (dry, sunny slopes), mesic (cooler, shady slopes), and lower montane (somewhat frost sensitive) types. All of these groupings have different characteristic species and fire regimes. The core diagnostic species are shrubs with evergreen thickened leaves including many species of manzanita, *Ceanothus*, scrub oaks, and other characteristic shrubs: toyon, chamise, flannel-bush, silk-tassel bush, and many others. Many shrubs tend to break down into their fire responses, including obligate-seeding and resprouting strategies.	Mixed Chaparra Chamise Redshan Chaparra
		California Foothill and Coastal Rock Outcrop Vegetation	Vegetative cover is generally < 2%. Cliffs and outcrops west of the deserts and inland from the immediate coast, south of central California. Rock surfaces or rapidly eroding unstable slopes are characteristic. Stands do not include alpine or subalpine sparse, rocky vegetation, and also do not include the sparsely vegetated portions of the warm and cold deserts. Target is poorly understood floristically; includes coastal succulents (e.g., *Dudleya* and *Coreopsis gigantea*).	Barren

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Table 5.4-1 Conservation Units and Targets – Central Valley and Sierra Nevada Province*

Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	Focal CWHR Types Associat with Targe
Sierra Nevada Foothills Ecoregion (continued)		Desert Transition Chaparral	These chaparral stands occur in the "rain shadow" of the mountains. Compared to the target "Chaparral," the stands are less dense, contain a mix of other non-chaparral shrubs with desert affinities, and tend to have less frequent and less intense fires. This target contains the desert margin scrub oaks *Quercus john-tuckeri, Q. turbinella*, and *Q cornelius mulleri*, also sugar-bush, red-shank, Silk-tassel bush, and cup-leaf ceanothus. Understory short shrubs include golden-bush, California buckwheat, and matchweed. Prickly-pear, cholla, jojoba, nolina, and other desert perennials and annuals are also common associates in many of the stands.	Mixed Chaparra Chamise-Redshank Chaparra
		Montane Chaparral	These are cold-adapted and occupy successional relationships to various coniferous forests on productive sites, or persist in rocky or other poor soil sites. Contains the *Ceanothus cordulatus, C. velutinus, Arctostaphylos patula, A. nevadensis, Chrysolepis sempervirens*, and *Q. vaccinifolia*-dominated montane chaparrals. Does not include bittercherry, ocean spray or other taller winter deciduous shrub stands, which may occur near or adjacent to these evergreen stands.	Montane Chaparra
		California Foothill and Valley Forests and Woodlands	These forests may be open woodlands to denser forests, and may be dominated by broadleaf evergreen or deciduous hardwoods, co-dominated by hardwoods and conifers, or dominated entirely by conifers. Understories can be grassy, shrubby, or mixed with both. This target contains two groups, one dominated by broad leaf trees and the other dominated by conifers. Fire ecology is varied depending on the spacing of trees and the herbaceous or woody understory characteristics.	Coastal C Woodlan Blue Oak Woodlan Blue Oak-Foothill Pine; Montane Hardwoo Valley Foothill Riparian; Valley Oa Woodlan Closed-Cone Pin Cypress;

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Table 5.4-1 Conservation Units and Targets – Central Valley and Sierra Nevada Province*

Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	Focal CWHR Types Associated with Target
Sierra Nevada Ecoregion	The temperate to very cold parts of the Sierra Nevada, which is a north-northwest aligned mountain range that is much steeper on the east than on the west side. Predominant vegetation communities include mixed conifer, ponderosa pine, Jeffrey pine, white fir, red fir, lodgepole pine, huckleberry oak, western juniper, aspen, big sagebrush, mixed subalpine forest, mountain hemlock, whitebark pine, and giant sequoia. Elevation range: 1,000 to 14,495	North Coastal Mixed Evergreen and Montane Conifer Forests	All of these forests average cooler and wetter conditions than California Foothill and Valley Forests and Woodlands. There is relatively broad overlap between the three groups composing this target. The moist coastal mixed evergreen has (or had) tanoak, madrone, giant chinquapin mixed frequently with Douglas-fir, but also mixes with bigleaf maple and red alder in upland settings. The more interior mixed evergreen forests have cooler winters and warmer summers than the moist coastal group above, and contain Oregon oak and drier Douglas-fir with canyon oak mixes.	Montane Hardwoo Montane Hardwoo Conifer; Douglas- Klamath Mixed Conifer; Sierran Mixed Conifer; White Fi Eastside Pine; Jeffrey Pi Pondero Pine
		Alpine Vegetation	This target is representative of the state's alpine zone in the Sierra Nevada, Cascades, White, Sweetwater, and Klamath Mountains. It either occurs above timberline or is found localized within subalpine areas in cold air drainages (e.g., North-facing slopes, often near long persisting snow banks). The characteristic species are either herbaceous (many are cushion plants, some tufted or rhizomatous graminoids) or low prostrate or dwarf shrubs. Different groups segregate based on substrate type (e.g., scree, talus, felfield) and moisture regime (e.g., snowbank, felfield). Snowbank indicator species include white heather, several species of saxifrage, and sedge. Felfield indicators include alpine reedgrass, Congdon sedge, alpine goldenbush, and Phlox species, among others. Alpine turf indicators include dwarf willows, dwarf huckleberry, Muir's hairgrass, and several sedges.	Alpine Dwarf-Shrub
		Pacific Northwest Subalpine Forest	Includes montane conifer forests and woodlands adapted to very high winter snowfall, from montane to subalpine elevations. Snow loads are the greatest anywhere in North America and persist well into the summer. Tree germination is also limited in some cases by the short period the ground is not covered by snow. Characteristic trees include red fir, mountain hemlock, and western white pine.	Red Fir; Subalpin Conifer

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Table 5.4-1 Conservation Units and Targets – Central Valley and Sierra Nevada Province*

Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	Focal CWHR Type Associated with Target
Sierra Nevada Ecoregion (continued)		Wet Mountain Meadow	Typical of low lying sites in the mountains and in some lower elevation valleys and depressions. Widespread throughout the state wherever freshwater meadows and seeps occur. Saturated soil or standing water through the growing season are key characteristics. Wet mountain meadows are generally characterized by herbaceous plants with shrubs or trees absent or sparse (<20 percent cover), or along the edges. Most species are perennial and canopy cover is generally dense (60-100 percent).	Wet Meadow
		Western Upland Grasslands	Dominated by grasses, which are typically not restricted to moisture surrounding landscape (not seeps, riparian, or wet meadows). Dominant vegetation generally includes native grasslands of Idaho fescue, Great Basin wild rye, blue wild rye, one-sided bluegrass. It also includes the non-native grasslands that are from cool temperate settings in Eurasia such as creeping bentgrass, velvetgrass, Kentucky bluegrass, and Harding grass and cheat-grass.	Perennial Grassland Annual Grassland
Sacramento HUC 1802	Encompasses much of northern California. Includes the Sacramento River Basin, including Shasta Lake and the isolated Clear Lake drainage basin, in California; and drainage into Goose Lake in Oregon. Covers an area of 27,600 square miles. Traverses the Coastal, Cascade, Warner, and Sierra Nevada mountain ranges and Modoc Plateau.	Clear Lake Native Fish Assemblage	Species of Greatest Conservation Need (SGCN) associated with target are Clear Lake hitch, Sacramento perch, Clear Lake tule perch, Pacific brook lamprey, prickly sculpin, Sacramento blackfish, Sacramento pikeminnow, California roach, Sacramento sucker, three-spine stickleback, and rainbow trout.	N/A
Central Lahontan HUC 1605	Includes the Central Lahontan Basin, consisting of the Carson, Truckee, and Walker River Basins in California and Nevada. Covers an area of 12,500 square miles. This unit is characterized by a diverse topography and climate. It includes high points along the eastern slopes of the Sierra Nevada and adjacent valley bottoms. The unit experiences very high to very low levels of precipitation associated with heavy snowfall in the mountainous regions and rainshadow effects in the valleys to the east and a similarly wide variation in temperature extremes. Varied topography and climate provides for a correspondingly diverse array of habitats, including abundant high quality waters and wetlands that support many distinct and unique plants and communities in this unit. Particularly notable are	Carson River Native Fish Assemblage	Includes 10 species of native fish. SGCN associated with target are Paiute cutthroat trout, Lahontan cutthroat trout, mountain sucker, and mountain whitefish. Other species in native fish assemblage are Paiute sculpin, Lahontan creek tui chub, Lahontan redside, Lahontan speckled dace, and Tahoe sucker.	N/A
		Walker River Native Fish Assemblage	SGCN associated with target are Lahontan cutthroat trout, mountain sucker, mountain whitefish, and freshwater mussels.	N/A

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Table 5.4-1 Conservation Units and Targets – Central Valley and Sierra Nevada Province*

Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	Focal CWHR Type Associated with Target
Central Lahontan HUC 1605 (continued)	endemic fish species such as Paiute cutthroat trout and several species of desert pupfish. Numerous beneficial uses related to biological resources have been identified in this unit; as well as numerous CDFW-designated Significant Natural Areas. Elevation range: 4,200 to 11,400			
San Joaquin HUC 1804	Includes the entire San Joaquin River basin and its tributaries, including the Chowchilla, Merced, Stanislaus, Calaveras, Cosumnes, Mokolumne, Fresno, and Tuolumne rivers, Panoche Creek, and Mormon Slough. Also includes the San Luis reservoir and the San Joaquin Delta. Covers an area of 15,600 square miles. This unit, together with the Sacramento unit (1802), covers about one fourth of the total area of the state and furnishes roughly 51% of the State's water supply. The upper portions of this unit are characterized by high gradient mountain streams entering low gradient meadows and grasslands/agricultural lands and in areas terminating into large warm water lakes with unique native fish assemblages. Surface water from this unit in combination with the Sacramento unit meet and form the Delta, which ultimately drains into the San Francisco Bay. Two major water projects, the CVP and SWP, deliver water from the Delta to Southern California, the San Joaquin Valley, Tulare Lake Basin, the San Francisco Bay area, as well as within the Delta boundaries. The Delta is a maze of river channels and diked islands. Historic and ongoing point and nonpoint source discharges impact surface waters in this unit. Significant portions of major rivers and the Delta within this unit are impaired, to some degree, by discharges from agriculture, mines, urban areas and industries. The wetlands of this unit form important waterfowl habitat for migratory waterfowl using the Pacific Flyway. The alluvial fans within portions of this unit contain salts and selenium, which can be mobilized through irrigation practices and can pose potential threat to condition of surface waters and wetlands supporting important wildlife. Elevation range: 0 to 12,800	San Joaquin Native Aquatic Species	SGCN associated with target are hardhead, California roach, Red Hills roach, Sacramento sucker, Sacramento pikeminnow, Sacramento blackfish, Sacramento spittail, hitch, western pearlshell mussel, California floater mussel, Paiute cutthroat trout, Lahontan cutthroat trout, rainbow trout, California red-legged frog, foothill yellow-legged frog, and mountain yellow-legged frog.	N/A

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Table 5.4-1 Conservation Units and Targets – Central Valley and Sierra Nevada Province*

Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	Focal CWHR Types Associat with Target
Tulare-Buena Vista Lakes HUC 1803	Includes drainage into the closed basins of Tulare and Buena Vista Lake in portions of Fresno, Kern, Kings, and Tulare counties of the southern San Joaquin Valley, California. Covers an area of 16,200 square miles. This unit is situated in the topographic horseshoe formed by the Diablo and Temblor Ranges on the west, by the San Emigdio and Tehachapi Mountains on the south, and by the Sierra Nevada Mountains on the east and southeast. It receives flood water from the major rivers during times of heavy runoff and surface water only drains from this unit north into the San Joaquin River in years of extreme rainfall. This unit once supported vast tule marshes, riparian corridors, abundant wetlands, and one of the most diverse, productive grasslands in temperate North America. However, the Tulare and Buena Vista lakes basin has been developed for farming due to its fertile soils, relatively cloudless summers, and high quality runoff from the adjacent mountains; it is now one of the most important agricultural centers of the world. Surface water supplies are inadequate to support the present level of agricultural and other development; ground water resources supply additional demands. Of primary concern in this unit is the accumulation of salts due to importation and evaporative use of the water. Evaporation ponds are being used for disposal of these saline waters, but the ponds are known to detrimentally impact wildlife. Additionally, historically poor sanitation associated with recreational uses and erosion from construction, logging, grazing, and irrigated agriculture are threats to stream environments in this unit. Elevation range: 160 to 13,200	Upper Kern Native Fish Assemblage	SGCN associated with target are California golden trout, hardhead, Kern River rainbow trout, and Little Kern golden trout. Other native fish in the assemblage is Sacramento sucker	N/A

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Table 5.4-2 Key Ecological Attributes – Central Valley and Sierra Nevada Province

Key Ecological Attributes	Conservation Units and Targets																
	Great Valley		Sierra Nevada Foothills					Sierra Nevada					Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tular Buer Vist Lake HU 180
	American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish Assemblage
Area and extent of community	X	X	X	X		X	X		X	X	X	X	X	X	X	X	X
Community structure and composition		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Connectivity among communities and ecosystems	X	X	X	X		X	X		X		X	X	X		X	X	
Fire regime			X	X	X	X	X	X		X	X	X		X			X
Hydrological regime	X							X								X	
Nutrient concentration and dynamics													X				
Pollutant concentrations and dynamics													X	X			
Soil quality and sediment deposition regime	X				X						X	X	X	X			X
Successional dynamics	X	X	X		X	X	X	X		X							
Surface water flow regime	X	X											X	X	X	X	X
Water level fluctuations											X	X				X	
Water quality															X	X	
Water temperatures and chemistry																X	

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Table 5.4-3 Focal Species of Conservation Strategies Developed for Conservation Targets – Central Valley and Sierra Nevada Province

Common Name	Scientific Name	Conservation Units and Targets[1]																
		Great Valley		Sierra Nevada Foothills					Sierra Nevada					Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tula Bue Vis HU 18
		American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish
Invertebrates																		
California floater mussel	*Anodonta californiensis*															X	X	
Western pearlshell mussel	*Margaritifera falcata*														X	X	X	
Valley elderberry longhorn beetle*	*Desmocerus californicus dimporphus*	X																
Fishes																		
Pacific lamprey*	*Entosphenus tridentatus*																X	
Goose Lake lamprey*	*Entosphenus tridentatus* ssp.[1]																	
Pit-Klamath brook lamprey	*Lampetra lethophaga*																	
Green sturgeon*	*Acipenser medirostris*																X	
Lahontan cutthroat trout*	*Oncorhynchus clarkii henshawi*														X	X	X	
Paiute cutthroat trout*	*Oncorhynchus clarkii seleniris*														X		X	
Rainbow trout	*Oncorhynchus mykiss*													X			X	
California golden trout*	*Oncorhynchus mykiss aguabonita*																	
Kern River rainbow trout*	*Oncorhynchus mykiss gilberti*																	
Goose Lake redband trout*	*Oncorhynchus mykiss* ssp.[1]																	
Little Kern golden trout*	*Oncorhynchus mykiss whitei*																	
Mountain whitefish	*Prosopium williamsoni*														X	X		
Hitch	*Lavinia exilicauda chi*																X	
Clear Lake hitch	*Lavinia exilicauda chi*													X				
California roach	*Lavinia symmetricus*													X			X	
Pit roach*	*Lavinia symmetricus mitrulus*																	
Hardhead*	*Mylopharodon conocephalus*																X	
Sacramento blackfish	*Orthodon microlepidotus*													X			X	
Sacramento pickeminnow	*Ptychocheilus grandis*													X			X	
Lahontan redside	*Richardsonius egregius*														X	X		
Speckled dace	*Rhinichthys osculus*														X	X		
Lahontan Lake tui chub*	*Siphateles bicolor pectinifer*														X			
Lahontan Creek tui chub	*Siphateles bicolor obesa*														X	X		
Goose Lake tui chub*	*Siphateles bicolor thalassina*																	
Sacramento sucker	*Catostomus occidentalis lacusanserinus*													X			X	
Goose Lake sucker*	*Catostomus occidentalis lacusanserinus*																	
Mountain sucker*	*Catostomus platyrhynchus*														X	X		
Tahoe sucker	*Catostomus tahoensis*														X	X		
Unarmored threespine	*Gasterosteus aculeatus*													X				

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Table 5.4-3 Focal Species of Conservation Strategies Developed for Conservation Targets – Central Valley and Sierra Nevada Province

Common Name	Scientific Name	Conservation Units and Targets[1]																		
		Great Valley		Sierra Nevada Foothills					Sierra Nevada					Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tul... Bu... Vi... HU... 18...
		American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish
stickleback*	*williamsoni*																	
Sacramento perch	*Archoplites interruptus*													X				
Clear Lake tule perch	*Hysterocarpus traski lagunae*													X				
Prickly sculpin	*Cottus asper*													X				
Paiute sculpin*	*Cottus beldingi**														X	X		
Pit sculpin	*Cottus pitensis*																	
Amphibians																		
California tiger salamander*	*Ambystoma californiense*	X		X		X	X	X										
Southern long-toed salamander*	*Ambystoma macrodactylum*								X	X	X	X	X					
Limestone salamander*	*Hydromantes brunus*			X	X		X	X										
Mount Lyell salamander*	*Hydromantes platycephalus*									X	X							
Red-bellied newt	*Taricha torosa*		X															
Western spadefoot*	*Spea hammondii*			X	X		X	X										
Kern Canyon slender salamander	*Batrachoseps simatus*					X												
Tehachapi slender salamander	*Batrachoseps stebbinsi*					X			X									
Relictual slender salamander	*Batrachoseps relictus*								X									
Yosemite toad	*Anaxyrus canorus*														X	X		
Northern leopard frog	*Lithobates pipiens*											X	X					
Foothill yellow-legged frog*	*Rana boylii*	X																
California red-legged frog*	*Rana draytonii*	X	X			X												
Southern mountain yellow-legged frog	*Rana muscosa*								X	X	X	X	X					
Sierra Nevada yellow-legged frog	*Rana sierra*														X	X		
Reptiles																		
Northwestern western pond turtle*	*Actinemys marmorata*	X	X			X												
Blunt-nosed leopard lizard*	*Gambelia sila*			X	X		X	X										
Blainville's horned lizard (coast horned lizard) *	*Phrynosoma blainvillii*			X	X		X	X										
Sagebrush lizard	*Sceloporus graciosus*								X		X							
Western skink	*Plestiodon skiltonianus*	X				X												
California legless lizard*	*Anniella pulchra*			X	X		X	X										
Southern rubber boa*	*Charina umbratica*								X									
Ring-necked snake	*Diadophis punctatus*	X		X	X	X	X	X										
California mountain kingsnake	*Lampropeltis zonata*											X	X					
San Joaquin whipsnake	*Masticophis flagellum ruddocki*			X	X		X	X										

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Table 5.4-3 Focal Species of Conservation Strategies Developed for Conservation Targets – Central Valley and Sierra Nevada Province

Common Name	Scientific Name	Conservation Units and Targets[1]																	
		Great Valley		Sierra Nevada Foothills					Sierra Nevada					Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tula- Buc- Vis- HU- 18-
		American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish
Gopher snake	*Pituophis catenifer*	X		X	X		X	X				X	X					
Coast patch-nosed snake*	*Salvadora hexalepis virgultea*			X	X		X	X										
Giant garter snake*	*Thamnophis gigas*	X	X	X	X		X	X										
Birds																		
Greater white-fronted goose	*Anser albifrons*	X	X	X	X		X	X									X	
Sooty grouse	*Dendragapus fuliginosus*								X		X							
California quail	*Callipepla californica*	X		X	X	X	X	X										
Great egret	*Adea alba*	X	X	X	X		X	X										
Great blue heron	*Ardea herodias*	X	X	X	X		X	X										
Black-crowned night heron	*Nycticorax nycticorax*	X	X															
Least bittern*	*Ixobrychus exilis*	X	X															
American white pelican*	*Pelecanus erythrorhynchos*		X														X	
California condor*	*Gymnogyps californianus*			X	X		X	X			X							
Osprey	*Pandion haliaetus*	X	X			X			X		X						X	
Northern goshawk*	*Accipiter gentilis*	X				X			X	X	X							
Golden eagle*	*Aquila chrysaetos*	X		X	X	X	X	X	X	X	X	X	X					
Rough-legged hawk	*Buteo lagopus*			X	X		X	X										
Ferruginous hawk	*Buteo regalis*			X	X		X	X										
Swainson's hawk*	*Buteo swainsoni*	X		X	X	X	X	X										
Northern harrier*	*Circus cyaneus*		X	X	X		X	X										
White-tailed kite*	*Elanus leucurus*			X	X	X	X	X										
Bald eagle*	*Haliaeetus leucocephalus*	X				X			X								X	
Snowy plover (interior population)*	*Charadrius nivosus*																X	
Western yellow-billed cuckoo*	*Coccyzus americanus occidentalis*	X																
Short-eared owl*	*Asio flammeus*		X	X	X		X	X				X	X					
Long-eared owl*	*Asio otus*	X		X	X	X	X	X				X	X					
Burrowing owl*	*Athene cunicularia*	X		X	X	X	X	X										
Great gray owl*	*Strix nebulosa*										X							
Spotted owl*	*Strix occidentalis*								X		X							
Vaux's swift*	*Chaetura vauxi*								X			X	X					
Black swift*	*Cypseloides niger*			X	X		X	X	X		X							
American peregrine falcon*	*Falco peregrinus anatum*		X	X	X	X	X	X			X							
Prairie falcon	*Falco mexicanus*			X	X		X	X										
Olive-sided flycatcher*	*Contopus cooperi*								X		X							
Loggerhead shrike*	*Lanius ludovicianus*			X	X		X	X										
Hutton's vireo	*Vireo huttoni*	X				X												

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Table 5.4-3 Focal Species of Conservation Strategies Developed for Conservation Targets – Central Valley and Sierra Nevada Province

Common Name	Scientific Name	Conservation Units and Targets[1]																	
		Great Valley		Sierra Nevada Foothills					Sierra Nevada					Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tula Bue Vis HU 180
		American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish
Clark's nutcracker	*Nucifraga columbiana*										X							
Purple martin*	*Progne subis*	X	X	X	X	X	X	X	X									
Bank swallow*	*Riparia riparia*	X	X	X	X		X	X				X	X					
Common yellowthroat*	*Geothlypis trichas**	X	X	X	X		X	X										
Marsh wren	*Cistothorus palustris*		X															
Yellow-breasted chat*	*Icteria virens*	X																
Yellow warbler*	*Setophaga petechia*	X		X	X	X	X	X	X									
Rufous-crowned sparrow	*Aimophila ruficeps*			X	X		X	X										
Grasshopper sparrow*	*Ammodramus savannarum*			X	X		X	X										
Song sparrow	*Melospiza melodia*	X	X															
California towhee	*Melozone crissalis*			X	X		X	X										
Savannah sparrow*	*Passerculus sandwichensis*			X	X	X	X	X										
Tricolored blackbird*	*Agelaius tricolor*	X	X	X	X	X	X	X										
Gray-crowned rosy-finch*	*Leucosticte tephrocotis*									X								
Mammals																		
Vagrant shrew	*Sorex vagrans*											X	X					
Pallid bat*	*Antrozous pallidus*	X		X	X	X	X	X										
Townsend's big-eared bat*	*Corynorhinus townsendii*			X	X		X	X										
Spotted bat	*Euderma maculatum*			X	X		X	X										
Western small-footed bat	*Myotis ciliolabrum*	X		X	X		X	X										
Long-eared bat*	*Myotis evotis*								X									
Fringed myotis*	*Myotis thysanodes*	X		X	X		X	X										
Yuma myotis	*Myotis yumanensis*	X																
Western pipistrelle	*Parastrellus hesperus*			X	X		X	X										
Western mastiff bat	*Eumops perotis californicus*	X	X	X	X		X	X										
American pika*	*Ochotona princeps*									X	X							
Snowshoe hare	*Lepus americanus*								X									
Black-tailed jackrabbit	*Lepus californicus*			X	X		X	X				X	X					
Riparian brush rabbit*	*Sylvilagus bachmani riparius*	X																
Mountain beaver	*Aplodontia rufa*								X		X							
Nelson's antelope squirrel*	*Ammospermophilus nelsoni*	X																
Northern flying squirrel	*Glaucomys sabrinus*								X		X							
California pocket mouse	*Chaetodipus californicus*			X	X		X	X										
North American beaver	*Castor canadensis*		X															
Heermann's kangaroo rat*	*Dipodomys heermanni heermanni*			X	X		X	X										
Giant kangaroo rat*	*Dipodomys ingens*	X																
San Joaquin kangaroo rat*	*Dipodomys nitratoides*			X	X		X	X										

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Table 5.4-3 Focal Species of Conservation Strategies Developed for Conservation Targets – Central Valley and Sierra Nevada Province

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		Great Valley		Sierra Nevada Foothills					Sierra Nevada					Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tu Bu V H 1
		American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish Assemblage
Fresno kangaroo rat*	*Dipodomys nitratoides exilis*			X	X		X	X										
San Joaquin pocket mouse*	*Perognathus inornatus inornatus*	X		X	X	X	X	X										
Dusky-footed woodrat	*Neotoma fuscipes*			X	X		X	X	X			X	X					
Riparian (=San Joaquin Valley) woodrat*	*Neotoma fuscipes riparia*	X																
Large-eared woodrat	*Neotoma macrotis*			X	X		X	X										
Deer mouse	*Peromyscus spp.*	X		X	X		X	X	X									
Porcupine*	*Erethizon dorsatum*					X			X		X							
Gray wolf*	*Canis lupus*								X									
Sierra Nevada red fox*	*Vulpes vulpes necator*									X								
Ringtail*	Bassariscus astutus	X		X	X	X	X	X	X			X	X					
California wolverine*	*Gulo gulo*								X	X	X							
Northern river otter	*Lontra canadensis*	X	X			X												
Pacific marten*	*Martes caurina [=americana]*								X	X	X							
Fisher - West Coast DPS*	*Pekania [=Martes] pennanti*								X		X							
American badger*	*Taxidea taxus*	X		X	X	X	X	X	X			X	X					
Western spotted skunk	*Spilogale gracilis*	X		X	X	X	X	X	X									
Tule elk*	*Cervus elaphus nannodes*	X																
Sierra Nevada bighorn sheep	*Ovis canadensis sierrae*									X	X							

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Table 5.4-4 Key Pressures on Conservation Targets – Central Valley and Sierra Nevada Province

Pressure	Conservation Units and Targets																
	Great Valley		Sierra Nevada Foothills					Sierra Nevada					Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tula Bue Vist Lak HU 180
	American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native
Agricultural and forestry effluents	X	X												X			
Annual and perennial non-timber crops	X	X									X	X	X	X		X	
Climate change	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Commercial and industrial areas	X	X															
Dams and water management/use	X	X									X	X	X	X	X	X	
Fire and fire suppression			X	X	X	X	X	X		X	X	X		X			
Household sewage and urban waste water	X	X												X		X	
Housing and urban areas	X	X	X	X	X	X	X				X	X		X			
Industrial and military effluents																	
Introduced genetic material														X	X		X
Invasive plants/animals	X	X			X				X		X	X	X	X	X	X	X
Livestock, farming, and ranching	X	X	X	X	X	X	X	X	X		X	X		X	X		X
Logging and wood harvesting	X							X			X	X					
Marine and freshwater aquaculture																X	
Mining and quarrying		X											X	X			
Parasites/pathogens/diseases										X							
Recreational activities					X				X	X	X	X	X			X	
Renewable energy			X	X		X	X	X									
Roads and railroads	X	X			X						X	X		X	X		
Tourism and recreation areas																	
Utility and service lines	X							X									

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Table 5.4-5 Stresses and Pressures for American Southwest Riparian Forest and Woodland

Priority Pressures	Stresses												
	Geophysical and Disturbance Regimes	Hydrology and Water Characteristics							Ecosystem Conditions and Processes				
	Change in sediment erosion-deposition regime	Change in runoff and river flow	Change in flood occurrence, frequency, intensity, and area flooded (including hydroperiod)	Change in water levels and hydroperiod	Change in water temperature	Change in groundwater tables	Change in nutrients	Change in pollutants	Change in spatial distribution of habitat types	Change in community structure or composition	Change in biotic interactions (altered community dynamics)	Change in succession processes and ecosystem development	Habitat fragmentation
Agricultural and forestry effluents	X			X			X	X		X			
Annual and perennial non-timber crops	X	X	X	X	X	X	X	X	X	X	X	X	X
Commercial and industrial areas	X	X	X	X		X		X	X	X		X	X
Dams and water management/use	X	X	X	X	X	X			X	X		X	X
Household sewage and urban waste water	X			X			X	X		X	X		
Housing and urban areas	X	X	X	X		X		X	X	X		X	X
Invasive plants/animals				X					X	X	X	X	
Livestock, farming, and ranching	X		X				X		X	X	X		X
Logging and wood harvesting	X									X			
Roads and railroads	X	X								X		X	X
Utility and service lines										X			X

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Table 5.4-6 Stresses and Pressures for Freshwater Marsh

Priority Pressures	Stresses											
	Geophysical and Disturbance Regimes	Hydrology and Water Characteristics						Soil and Sediment Characteristics	Ecosystem Conditions and Processes			
	Change in sediment erosion-deposition regime	Change in runoff and river flow	Change in water levels and hydroperiod	Change in flood occurrence, frequency, intensity, and area flooded (including hydroperiod)	Change in groundwater tables	Change in pollutants	Change in nutrients	Change in soil moisture	Change in spatial distribution of habitat types	Change in community structure and composition	Change in succession processes and ecosystem development	Habitat fragmentation
Agricultural and forestry effluents	X		X			X	X			X		
Annual and perennial non-timber crops	X	X	X	X	X	X	X	X	X	X	X	X
Commercial and industrial areas	X	X	X	X	X	X		X	X	X	X	X
Dams and water management/use	X	X	X	X	X			X	X	X	X	X
Household sewage and urban waste water	X		X			X	X			X		
Housing and urban areas	X	X	X	X	X	X		X	X	X	X	X
Invasive plants/animals	X		X					X	X	X	X	
Livestock, farming, and ranching	X	X		X			X			X	X	
Mining and quarrying	X					X						
Roads and railroads	X	X		X					X	X	X	X

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Table 5.4-7 Stresses and Pressures for Chaparral; Desert Transition Chaparral; Montane Chaparral; California Foothill and Coastal Rock Outcrop Vegetation

Priority Pressures	Stresses					
	Geophysical and Disturbance Regimes	Ecosystem Conditions and Processes				
	Change in natural fire regime	Change in spatial distribution of habitat types	Change in community structure or composition	Change in succession processes and ecosystem development	Habitat fragmentation
Annual and perennial non-timber crops		X	X	X	X
Climate change	X	X	X	X	X
Fire and fire suppression	X	X	X	X	X
Housing and urban areas	X	X			X
Invasive plants/animals	X	X	X	X	X
Renewable energy		X	X	X	X

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Table 5.4-8 Stresses and Pressures for California Foothill and Valley Forests and Woodlands

Priority Pressures	Stresses						
	Geophysical and Disturbance Regimes	Soil and Sediment Characteristics	Ecosystem Conditions and Processes				
	Changes in natural fire regime	Changes in soil moisture	Change in spatial distribution of habitat types	Change in community structure or composition	Change in biotic interactions (altered community dynamics)	Change in succession processes and ecosystem development	Habitat fragmentation
Fire and fire suppression	X	X	X	X	X	X	X
Housing and urban areas	X		X	X			X
Invasive plants/animals	X	X		X	X	X	
Livestock, farming, and ranching	X		X	X	X	X	X
Recreational activities	X			X		X	
Roads and railroads				X			X

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Table 5.4-9 Stresses and Pressures for North Coastal Mixed Evergreen and Montane Conifer Forests

Priority Pressures	Stresses				
	Geophysical and Disturbance Regimes	Ecosystem Conditions and Processes			
	Change in natural fire regime	Change in community structure or composition	Change in biotic interactions (altered community dynamics)	Change in succession processes and ecosystem development	Habitat fragmentatio
Fire and fire suppression	X	X		X	X
Livestock, farming, and ranching	X	X	X	X	X
Logging and wood harvesting	X	X	X	X	X
Renewable energy					X
Utility and service lines		X			X

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Table 5.4-10 Stresses and Pressures for Alpine Vegetation

Priority Pressures	Stresses				
	Soil and Sediment Characteristics	Ecosystem Conditions and Processes			
	Change in soil moisture	Change in spatial distribution of habitat types	Change in community structure or composition	Change in biotic interactions (altered community dynamics)	Habitat fragmentatic
Climate change	X	X	X		X
Commercial and industrial areas		X	X		X
Invasive plants/animals	X	X	X	X	X
Livestock, farming, and ranching	X	X	X	X	X
Recreational activities	X		X		

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Table 5.4-11 Stresses and Pressures for Pacific Northwest Subalpine Forest

Priority Pressures	Stresses					
	Geophysical and Disturbance Regimes	Soil and Sediment Characteristics	Ecosystem Conditions and Processes			
	Change in natural fire regime	Change in soil moisture	Change in spatial distribution of habitat types	Change in community structure or composition	Change in succession processes and ecosystem development	Change in biotic interaction (altered community dynamics)
Climate change	X	X	X	X	X	X
Fire and fire suppression	X	X	X	X	X	X
Parasites/pathogens/diseases	X			X		X
Recreational activities				X		

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Table 5.4-12 Stresses and Pressures for Wet Mountain Meadow; Western Upland Grasslands

Priority Pressures	Stresses										
	Geophysical and Disturbance Regimes		Hydrology and Water Characteristics				Soil and Sediment Characteristics	Ecosystem Conditions and Processes			
	Change in sediment erosion-deposition regime	Change in natural fire regime	Change in runoff and river flow	Change in water levels and hydroperiod	Change in groundwater tables	Change in nutrients	Change in soil moisture	Change in sediment quality	Change in spatial distribution of habitat types	Change in community structure or composition	Change in succession processes and ecosystem development
Agricultural and forestry effluents			X		X						
Annual and perennial non-timber crops	X	X	X	X	X	X	X	X	X	X	X
Catastrophic geological events	X		X				X		X	X	X
Dams and water management/use	X		X	X	X		X	X	X	X	X
Fire and fire suppression	X	X					X	X	X	X	X
Housing and urban areas	X	X	X	X	X	X		X	X	X	X
Industrial and military effluents			X								
Invasive plants/animals (non-native species)		X					X			X	
Invasive plants/animals* (native species)				X			X		X	X	X
Livestock, farming, and ranching	X	X	X		X	X	X	X	X	X	X
Logging and wood harvesting	X	X	X				X		X	X	X
Mining and quarrying					X						X
Parasites/pathogens/ diseases					X		X				X
Recreational activities		X						X		X	X
Roads and railroads	X		X							X	

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Table 5.1-1 Conservation Units and Targets – North Coast and Klamath Province*

Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	CWHR Types Associated
Northern California Coast Ecoregion	Encompasses mountains, hills, valleys, and plains in the northern California Coast Ranges and small parts of the Klamath mountains. Climate modified greatly by marine influence. Summers are characterized by fog, cool temperatures, and high humidity. Predominant vegetation communities consist of redwood, Douglas-fir-tanoak, Oregon white oak, broom, tanoak, and coast live oak. 0 to 3,000 feet	Pacific Northwest Conifer Forests	Restricted to coastal areas. All variations of topography exist, from gradual elevational changes to steep, abrupt mountain ranges, common in the central north coast. Dominant tree species include: Sitka spruce, grand fir, redwood, red alder, and Douglas-fir. Western red cedar and western hemlock are also associates, but rarely compose the major portion of a stand.	R
		Freshwater Marsh	This vegetation type consists of freshwater emergent marshes and coastal/tidal marshes and meadows. It can be found surrounding streams, rivers, lakes and wet meadows. These habitats occur on virtually all exposures and slopes, provided a basin or depression is saturated or at least periodically flooded. Dominant species are generally perennial monocots including graminoids such as rushes, reeds, grasses and sedges. Dominant species include: common reeds, hardstem bulrush, small-fruited bulrush, water parsley, slough sedge, soft rush, salt rush, and pacific silverweed.	F E W
		North Coastal and Montane Riparian Forest and Woodland	These riparian forests occur along the major rivers and streams in the outer and middle North Coast Ranges, and along the foothill and lower montane reaches of rivers and streams. Predominant vegetation includes black cottonwood, Oregon ash, red alder, white alder, and shining willow. Most of stands are surrounded by cool temperate coniferous forest either from the coastal belt or the mid elevation montane coniferous belt. Thus, lesser numbers of conifers may intermix with the deciduous dominants. These include redwood, Douglas-fir, Sitka spruce, grand fir, and western hemlock in the north coastal stands, while ponderosa pine, incense-cedar, white fir, and red fir, may mix with the montane stands.	M R
		Coastal Dune and Bluff Scrub	Stands of coastal dune and bluff vegetation are limited to salty, rocky or sandy settings immediately adjacent to the open coast. Adaptations to salt spray, wind and shifting sands, result in several lifeforms including succulent or hairy leaves, long underground roots and stolons (adaptation to shifting sands), and good colonization of relatively unstable and sterile substrates.	C S
Northern California Coast Ranges Ecoregion	Interior part of the northern California Coast Range mountains, north of the Carquinez Straight. Marine air modifies winter and summer temperatures, but oceanic effects are greatly diminished because of distance from coast. Predominant vegetation communities include Douglas-fir-tanoak, blue oak, Oregon white oak, chamise, cheatgrass, mixed conifer, and white fir. 300 to 8,100 feet	North Coastal and Montane Riparian Forest and Woodland	See description under Northern California Coast Ecoregion.	M R
		Pacific Northwest Subalpine Forest	Occurs on ridges and rocky slopes around timberline in north California. Includes montane conifer forests and woodlands adapted to very high winter snowfall, from montane to subalpine altitudes. Characterized by short, cool summers, rainy autumns and long, cool, wet winters with heavy snow cover for 5-9 months. The heavy snowpack is ubiquitous and is required for soil [illegible] the tree species. Dominant tree species include hemlock, western white pine, and lodgepole pine.	R S C

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Table 5.1-1 Conservation Units and Targets – North Coast and Klamath Province*

Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	CWHR Types Associated
Northern California Interior Coast Ranges Ecoregion	Located in the southeastern edge of the northern California Coast Ranges mountains, south of Cache Creek, and hills and terraces along the west side and north end of the Sacramento Valley. Predominant vegetation communities in this section include blue oak, foothill pine, and chamise. 200 to 3,000 feet	California Foothill and Valley Forests and Woodlands	Includes all Mediterranean climate woodlands and forests in California from sea level to the point where snow and frost in combination with high winter precipitation enables cool temperate species of trees to dominate the overstory layer. These forests and woodlands are composed of tree species largely adapted and endemic to the warm, dry summers, and cool rainy winters of California's Mediterranean climate, including foothill oak-riparian, oak-conifer, pine-cypress, and juniper vegetation types. Coastal oak woodlands are primarily dominated by coast live oak, California bay, Shreve oak, and Engelmann Oak. Foothill oak woodlands stands are either dominated by valley oaks, blue oaks, blue oak-foothill pine mixes, valley oak –riparian mixes, or montane hardwoods such as California buckeye, California bay, and California walnut. The coniferous component within the broad habitat category consists of closed cone pine-cypress dominant and juniper dominant vegetation types. Dominant cypress species include McNabe cypress, Monterey cypress, and Sargent cypress. Dominant pines include knobcone pine and foothill pine.	
Klamath Mountains Ecoregion	Located between the Southern Cascades Mountains and the Coast Range mountains. The southern limit is the northern end of the Great Valley. Predominant vegetation communities in this section include Douglas-fir, Douglas-fir – tanoak, Jeffrey pine, mixed conifer, white fir, Douglas-fir – ponderosa pine, canyon live oak, Oregon white oak, mixed chaparral shrublands, red fir, and mixed subalpine forest. 200 to 9,000 feet	Subalpine Aspen Forests and Pine Woodlands	This vegetation type represents the cold but less snowy subalpine areas of the Klamath Mountain ranges. This vegetation type includes higher elevation forested stands dominated by aspen, subalpine conifer, and lodgepole pine. Aspen stands are limited to cooler, riparian drainages at mid to high elevation in montane regions. Small stands are scattered generally north and westward into northern Trinity and western Siskiyou Counties. Conifer habitats are dominated by lodgepole pine, Engelmann spruce, subalpine fir, foxtail pine, and whitebark pine.	
		Alpine Vegetation	Limited to the highest elevations and generally above timberline on slopes and ridgelines, on the highest peaks of the Klamath Range. Characteristic species are either herbaceous (many are cushion plants, some tufted or rhizomatous graminoids) or low prostrate or dwarf shrubs. Different groups segregate based on substrate type (scree, talus, felfield) and moisture regime (snowbank, felfield, etc.). Common shrubs occurring are creambush, oceanspray, Greene goldenweed, and mountain white heather. Felfield indicators include alpine reedgrass, Congdon sedge, alpine goldenbush, and Phlox species, among others. Alpine turf indicators include dwarf willows, dwarf huckleberry, Muir's hairgrass, and several sedges.	
		Wet Mountain Meadow	Typical of low lying sites in the mountains and in some lower elevation valleys and depressions. Widespread throughout the state wherever freshwater meadows and seeps occur. Saturated soil or standing water through the growing season are key characteristics. Wet mountain meadows are generally characterized by herbaceous plants with shrubs or trees absent or sparse (<2 along the edges. Most species are perennial and canopy cover is generally dense (60-100 percent).	

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Table 5.1-1 Conservation Units and Targets – North Coast and Klamath Province*

Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	CWHR Types Associated
Klamath Mountains Ecoregion (continued)		Mountain Riparian Scrub and Wet Meadow	This macrogroup contains montane meadow grasses, graminoids, and forbs and shrublands associated with meadows, riparian terraces, and seeps in the higher mountains of the state from the Peninsular and Transverse Ranges through the Sierra-Cascade Ranges and including the higher mountains of the Modoc Plateau, the Klamath Mountains and the high Inner North Coast Ranges. The vegetation tends to make small stands sorting ecologically based on moisture availability and on tolerance of disturbance. This concept joins both low riparian shrublands and associated wet meadows based on their overlap in ecologies and floristic composition.	
		Fen (Wet Meadow)	Fens are hydrologically and chemically unique wetlands, which are typically nutrient-poor and support many endemic vascular and non-vascular plants (mostly mosses). In California, fens are typically small in size and occur in the Sierra, Klamath, and Cascade ranges and the north coast. Characteristic plants include both low woody shrubs such as laurel, bog Labrador tea, as well as specialized carnivorous herbs such as pitcher plant, sundew, and bladderworts, along with many species of rushes, sedges, grasses and mosses.	
		Montane Upland Deciduous Scrub	Characteristic species include drought or winter deciduous montane chaparral species. Dominant species include deer brush ceanothus, Garry oak, bitter cherry, chokecherry, basket bush sumac, and oak gooseberry. Any of these species may be dominated under various environmental regimes. Understory vegetation in the mature stages is generally largely absent. Various grasses and forbs grow in interstitial spaces sparsely or moderately depending on shrub type. Conifer and oak trees such as Ponderosa pine, canyon oak and live oak may occur in sparse stands or as scattered individuals within the chaparral type.	
		Western Upland Grasslands	Dominated by grasses, which are typically not restricted to moisture surrounding landscape (not seeps, riparian, or wet meadows). Dominant vegetation generally includes native grasslands of Idaho fescue, Great Basin wild rye, blue wild rye, one-sided bluegrass. It also includes the non-native grasslands that are fro… settings in Eurasia such as creeping bentgrass, … bluegrass, and Harding grass and cheat-grass.	Annual Grassland

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Table 5.1-1 Conservation Units and Targets – North Coast and Klamath Province*

Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	CWHR Types Associated
The Klamath-Northern California Coastal Hydrologic Unit (HUC 1801)	Includes two major watershed basins: Klamath River Basin and North Coastal River Basin. The Klamath River Basin covers approximately 10,830 square miles. It is bounded by the Oregon border on the north, the Pacific Ocean on the west, Redwood Creek and Mad River hydrologic units on the south, and by the Sacramento Valley to the east. The North Coastal Basin covers approximately 8,560 square miles located along the north-central California Coast. The Basin is bounded by the Pacific Ocean on the west, by the Klamath River and Trinity River Basins on the north, by the Sacramento Valley, Clear Lake, Putah and Cache Creeks and the Napa River Basin on the east, and by the Marin-Sonoma area on the south. This unit is characterized by distinct temperature zones. Along the coast, the climate is temperate and foggy with minimal temperature variation. Precipitation is greater than for any other part of California. 0 to 10,700 feet	Native Aquatic Species Assemblages/ Communities of Coastal Watersheds	20 species of fish, 12 amphibians and reptiles, and five species of aquatic invertebrates are included in the aquatic assemblage for this area. ▲ Chinook salmon (spring and fall runs) ▲ Coho salmon ▲ Steelhead and resident rainbow trout (summer, winter runs) ▲ Coastal cutthroat trout ▲ Pacific lamprey ▲ River lamprey ▲ Western brook lamprey ▲ Green sturgeon ▲ White sturgeon ▲ Tidewater goby ▲ Eulachon ▲ Longfin smelt ▲ Reticulate sculpin ▲ Navarro roach ▲ Gualala roach ▲ Lost River sucker ▲ Shortnose sucker ▲ Klamath large scale sucker ▲ Blue chub ▲ Hitch ▲ Russian river tule perch ▲ Southern torrent salamander ▲ Coastal tailed frog ▲ California giant salamander ▲ Foothill yellow-legged frog ▲ California red-legged frog ▲ Northern red-legged frog ▲ Cascades frog ▲ Oregon spotted frog ▲ Southern long toed salamander ▲ California tiger salamander ▲ Red-bellied newt ▲ Northwestern western pond turtle ▲ Klamath crayfish ▲ California Linderiella (fairy shrimp) ▲ California freshwater shrimp ▲ Californi ▲ Western ▲ Other freshwater mussels	N/

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Table 5.1-2 Key Ecological Attributes – North Coast and Klamath Province

Key Ecological Attributes	Conservation Units and Targets														
	Northern California Coast				Northern California Coast Ranges		Northern California Interior Coast Ranges	Klamath							Klamath-Northern California ... 1801
	Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadows)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow	... Assemblages/Communities
Area and extent of community	X	X	X	X	X	X		X	X		X	X	X	X	X	
Fire regime				X		X	X		X	X	X	X	X	X	X	
Connectivity among communities and ecosystems	X	X		X	X			X		X			X			
Successional dynamics	X	X	X		X	X	X		X	X	X	X	X	X	X	
Community structure and composition	X		X	X		X	X	X	X	X	X	X	X	X	X	
Hydrological regime		X	X		X				X		X	X		X	X	
Soil quality and sediment deposition regime			X	X			X						X			X
Surface water flow regime	X					A50										X
Water temperatures and chemistry																
Pollutant concentrations and dynamics																X

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Table 5.1-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the North Coast and Klamath Province

Common Name	*Scientific Name*	Conservation Units and Targets[1]																		
		Northern California Coast			Northern California Coast Ranges			Northern California Interior Coast Ranges	Klamath									Klamath-hern mia stal 1801	
		Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow	Assemblages/ Communities	
Invertebrates																				
California floater mussel	*Anodonta californiensis*																			
Western ridgemussel	*Gonidea angulata*																			
California Linderiella (fairy shrimp)	*Linderiella occidentalis*																			
Vernal pool tadpole shrimp*	*Lepidurus packardi*							X							X					
Conservancy fairy shrimp*	*Branchinecta conservatio*							X							X					
Klamath crayfish*	*Pacifastacus leniusculus klamathensis*																			

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Table 5.1-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the North Coast and Klamath Province

Common Name	*Scientific Name*	Conservation Units and Targets[1]																
		Northern California Coast			Northern California Coast Ranges			Northern California Interior Coast Ranges	Klamath								Klamath-Northern Coastal Assemblages/ Communities
		Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow	
California freshwater shrimp*	*Syncaris pacifica*																(
Fishes																	
River lamprey*	*Lampetra ayresi*																(
Western brook lamprey	*Lampetra. richardsoni*																(
Pacific lamprey*	*Lampetra tridentata*																(
Green sturgeon*	*Acipenser medirostris*																(
White sturgeon*	*Acipenser transmontanus*																(
Coastal cutthroat trout*	*Oncorhynchus clarkii clarkia*																(
Steelhead* (and resident rainbow trout) (summer, winter runs)	*Oncorhynchus mykiss*																(
Coho salmon*	*Oncorhynchus kisutch*																(
Chinook salmon* (Spring and fall runs)	*Oncorhynchus tshawytscha*																(
Chinook salmon* (Spring and fall runs)	*Oncorhynchus tshawytscha*																(
Longfin smelt*	*Spirinchus thaleichthys*																(
Eulachon*	*Thaleichthys pacificus*																(
Blue chub*	*Gila coerulea*																(
Hitch	*Lavinia exilicada*																(
Navarro roach*	*Lavinia symmetricus navarroensis*																(
Gualala roach*	*Lavinia symmetricus parvipinnis*																(
Klamath largescale sucker*	*Catostomus snyderi*																X
Shortnose sucker*	*Chasmistes brevirostris*																X
Lost River sucker*	*Deltistes luxatus*																X

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Table 5.1-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the North Coast and Klamath Province

Common Name	*Scientific Name*	Conservation Units and Targets[1]															
		Northern California Coast			Northern California Coast Ranges			Northern California Interior Coast Ranges	Klamath								Klamath-[illegible]ern[illegible]rnia[illegible]tal[illegible]801
		Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow	Assemblages/ Communities
Tidewater goby*	*Eucyclogobius newberryi*																
Reticulate sculpin*	*Cottus perplexus*																
Amphibians																	
California tiger salamander*	*Ambystoma californiense*							X									
Southern torrent salamander*	*Rhyacotriton variegatus*		X	X		X				X		X	X		X	X	
Red-bellied newt*	*Taricha rivularis*		X	X		X											
California newt*	*Taricha torosa*	X						X		X	X	X	X		X	X	
Southern long-toed salamander*	*Ambystoma macrodactylum sigillatum*																
California giant salamander*	*Dicamptodon ensatus*		X	X		X											
Shasta salamander*	*Hydromantes shastae*											X		X			
Scott Bar salamander*	*Plethodon asupak*											X		X			
Dunn's salamander*	*Plethodon dunni*		X	X													
Del Norte salamander*	*Plethodon elongatus*		X	X		X											
Siskiyou Mountains salamander*	*Plethodon stormi*											X		X			
Coastal tailed frog*	*Ascaphus truei*		X	X			X			X		X	X		X	X	
Western spadefoot toad*	*Spea hammondii*				X			X									
Northern red-legged frog*	*Rana aurora*	X								X		X	X		X	X	
Foothill yellow-legged frog*	*Rana boylii*		X			X											X
Cascades frog*	*Rana cascadae*									X		X					
California red-legged frog*	*Rana draytonii*	X						X									X

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Table 5.1-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the North Coast and Klamath Province

Common Name	*Scientific Name*	Conservation Units and Targets[1]: Northern California Coast — Freshwater Marsh	Northern California Coast — North Coastal and Montane Riparian Forest and Woodland	Northern California Coast — Pacific Northwest Conifer Forests	Northern California Coast Ranges — Coastal Dune and Bluff Scrub	Northern California Coast Ranges — North Coastal and Montane Riparian Forest and Woodland	Northern California Coast Ranges — Pacific Northwest Subalpine Forest	Northern California Interior Coast Ranges — California Foothill and Valley Forests and Woodlands	Klamath — Alpine Vegetation	Klamath — Fen (Wet Meadow)	Klamath — Montane Upland Deciduous Scrub	Klamath — Mountain Riparian Scrub and Wet Meadow	Klamath — Subalpine Aspen Forests and Pine Woodlands (Meadows)	Klamath — Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Klamath — Western Upland Grasslands	Klamath — Wet Mountain Meadow	Klamath-[illegible]ern[illegible]nia[illegible]tal[illegible]801 Assemblages/ Communities
Oregon spotted frog*	*Rana pretiosa*																
Reptiles																	
Northwestern western pond turtle*	*Actinemys marmorata*	X	X			X		X									
Western skink	*Plestiodon skiltonianus*							X									
Forest sharp-tailed snake*	*Contia longicauda*		X	X													
Ring-necked snake	*Diadophis punctatus*							X									
Birds																	
Pacific brant*	*Branta bernicla*	X															
Aleutian Canada goose	*Branta canadensis leucopareia*	X															
Sooty grouse	*Dendragapus fuliginosus*			X			X							X			
California quail	*Callipepla californica*							X									
Great egret	*Ardea alba*	X															
Great blue heron	*Ardea herodias*	X															
Snowy plover (coastal population)*	*Charadrius nivosus*				X												
Tufted puffin*	*Fratercula cirrhata*				X												
California condor*	*Gymnogyps californianus*						X										
Osprey	*Pandion haliaetus*			X			X	X									
Northern goshawk*	*Accipiter gentilis*		X	X		X	X	X	X					X			
Golden eagle*	*Aquila chrysaetos*						X	X	X								
Northern harrier*	*Circus cyaneus*	X															
White-tailed kite*	*Elanus leucurus*				X			X									
Bald eagle*	*Haliaeetus leucocephalus*							X									
Short-eared owl*	*Asio flammeus*	X															
Long-eared owl*	*Asio otus*		X			X		X			X						
Burrowing owl*	*Athene cunicularia*							X			X						

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Table 5.1-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the North Coast and Klamath Province

Common Name	*Scientific Name*	Conservation Units and Targets[1]															
		Northern California Coast			Northern California Coast Ranges			Northern California Interior Coast Ranges	Klamath								Klamath-rn ia al 01
		Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow	
Northern spotted owl*	*Strix occidentalis caurina*		X			X	X							X			
Great gray owl*	*Strix nebulosa*						X										
Barn owl	*Tyto alba*										X						
Vaux's swift*	*Chaetura vauxi*			X						X		X	X	X	X	X	
Black swift*	*Cypseloides niger*									X	X	X	X	X	X	X	
Pileated woodpecker	*Dryocopus pileatus*													X			
Clark's nutcracker	*Nucifraga columbiana*						X										
White-headed woodpecker	*Picoides albolarvatus*													X			
American peregrine falcon*	*Falco peregrinus anatum*				X		X	X									
Olive-sided flycatcher*	*Contopus cooperi*			X			X			X		X	X		X	X	
Willow flycatcher*	*Empidonax traillii*	X								X		X	X		X	X	
Hutton's vireo	*Vireo huttoni*							X									
Purple martin*	*Progne subis*	X	X	X		X				X		X	X		X	X	
Bank swallow*	*Riparia riparia*		X			X				X		X	X		X	X	
Marsh wren	*Cistothorus palustris*	X															
Saltmarsh common yellowthroat/San Francisco common yellowthroat*	*Geothlypis trichas sinuosa*	X	X														
Yellow warbler*	*Setophaga petechia*							X			X						
Bryant's savannah sparrow*	*Passerculus sandwichensis alaudinus*				X												
Spotted towhee	*Pipilo maculatus*							X									
Tricolored blackbird*	*Agelaius tricolor*							X									
Yellow-headed blackbird*	*Xanthocephalus xanthocephalus*	X															
Mammals																	
Suisun shrew*	*Sorex ornatus sinuosus*		X			X											

Attachment: 2025 Colusa County RTP Public Draft - Appendices (10906 : Public Hearing

Table 5.1-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the North Coast and Klamath Province

Common Name	*Scientific Name*	Conservation Units and Targets[1]																
		Northern California Coast			Northern California Coast Ranges			Northern California Interior Coast Ranges	Klamath								Klamath-[illegible]ern [illegible]rnia [illegible]tal [illegible]801
		Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow	Assemblages/ Communities
Pallid bat*	*Antrozous pallidus*				X			X									
Townsend's big-eared bat*	*Corynorhinus townsendii*		X	X		X		X				X					
Big-brown bat	*Eptesicus fuscus*													X			
Silver haired bat	*Lasionycteris noctivagans*													X			
Hoary bat	*Lasiurus cinereus*													X			
Long-eared myotis (bat)*	*Myotis evotis*		X	X		X				X		X	X		X	X	
Fringed myotis (bat)*	*Myotis thysanodes*		X			X											
Long-legged myotis (bat)*	*Myotis volans*		X			X											
Oregon snowshoe hare*	*Lepus americanus klamathensis*									X		X	X		X	X	
Riparian brush rabbit*	*Sylvilagus bachmani riparius*			X													
Point Arena mountain beaver*	*Aplodontia rufa nigra*		X			X	X										
Northern flying squirrel	*Glaucomys sabrinus*			X			X							X			
San Joaquin pocket mouse*	*Perognathus inornatus inornatus*							X									
North American beaver	*Castor canadensis*	X	X			X											
Sonoma tree vole*	*Arborimus pomo*			X													
White-footed vole	*Arborimus albipes*		X			X											
Dusky-footed woodrat	*Neotoma fuscipes*			X													
Pacific jumping mouse	*Zapus trinotatus*			X						X		X	X		X	X	
Sierra Nevada red fox*	*Vulpes vulpes necator*								X								
Ringtail*	*Bassariscus astutus*			X	X			X									
Pacific marten*	*Martes caurina (=americana)*		X	X		X	X		X	X		X	X	X	X	X	
Humboldt marten*	*Martes caurina (=americana) humboldtensis*		X			X											
American badger	*Taxidea taxus*							X			X						

Attachment: 2025 Colusa County RTP Public Draft - Appendices (10906 : Public Hearing

Table 5.1-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the North Coast and Klamath Province

Common Name	*Scientific Name*	Conservation Units and Targets[1]																
		Northern California Coast			Northern California Coast Ranges			Northern California Interior Coast Ranges	Klamath								Klamath-[illegible]hern [illegible]rnia [illegible]stal [illegible]1801
		Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow	Assemblages/ Communities
Fisher - West Coast DPS*	*Pekania [=Martes] pennant*		X	X		X	X							X			
River otter	*Lontra canadensis*	X						X									
Western spotted skunk	*Spilogale gracilis*			X	X			X									
Mountain lion	*Puma concolor*			X				X									
Tule elk*	*Cervus canadensis nannodes*							X									
Roosevelt Elk	*Cervus canadensis roosevelti*									X		X					
Columbia black-tailed deer	*Odocoileus hemionus columbianus*			X				X		X		X	X	X	X	X	

Attachment: 2025 Colusa County RTP

Table 5.1-4 Key Pressures on Conservation Targets – North Coast and Klamath Province

Pressure	Conservation Units and Targets: Northern California Coast				Northern California Coast Ranges		Northern California Interior Coast Ranges	Klamath								Klamath-Northern [illegible]
	Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow	[illegible]
Agricultural and forestry effluents	X	X	X		X											
Airborne pollutants				X												
Annual and perennial non-timber crops	X	X			X											
Climate change	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Commercial and industrial areas	X			X				X								
Dams and water management/use	X	X			X											
Fire and fire suppression			X	X		X	X		X	X	X	X	X	X	X	
Garbage and solid waste																
Household sewage and urban wastewater	X	X			X											
Housing and urban areas	X	X		X	X					X						
Industrial and military effluents	X															
Introduced genetic material			X													
Invasive plants/animals	X	X	X	X	X		X	X	X		X	X		X	X	
Livestock, farming, and ranching	X	X	X		X		X	X	X		X	X		X	X	
Logging and wood harvesting			X						X	X	X	X	X	X	X	
Marine and freshwater aquaculture																
Mining and quarrying	X															
Parasites/pathogens/diseases			X			X							X			
Recreational activities				X		X	X	X								
Renewable energy																X
Roads and railroads	X	X	X	X	X											
Wood and pulp plantations			X													

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Table 5.1-5 Stresses and Pressures for North Coastal and Montane Riparian Forest and Woodland

Priority Pressures	Stresses											
	Coastal and Oceanic Characteristics	Geophysical and Disturbance Regimes	Hydrology and Water Characteristics					Soil and Sediment Characteristics	Ecosystem Conditions an Processes			
	Sea level rise	Change in sediment erosion-deposition regime	Change in runoff and river flow	Change in water levels and hydroperiod	Change in water chemistry	Change in flood occurrence, frequency, intensity, and area flooded	Change in pollutants	Change in pollutants	Change in spatial distribution of habitat types	Change in community structure or composition	Change in succession processes and ecosystem development	Habitat fragmentation
Agricultural and forestry effluents		X			X		X	X		X		
Annual and perennial non-timber crops*		X	X	X		X		X	X	X	X	X
Climate change	X	X	X	X	X	X			X	X	X	X
Dams and water management/use		X	X	X		X	X		X	X	X	X
Household sewage and urban waste water		X			X		X	X		X		
Housing and urban areas		X	X			X		X	X			X
Invasive plants/animals									X	X	X	
Livestock, farming, and ranching		X	X	X	X	X			X	X		X
Roads and railroads		X	X									

Attachment: 2025 Colusa County RTP Public Draft - Appendices (10906 : Public Hearing and Adoption of Final 2025 Regional Transportation Plan)

Table 5.1-6 Stresses and Pressures for Freshwater Marsh

Priority Pressures	Stresses											
	Coastal and Oceanic Characteristics	Geophysical and Disturbance Regimes	Hydrology and Water Characteristics						Soil and Sediment Characteristics	Ecosystem Conditi and Processes		
	Sea level rise	Change in sediment erosion-deposition regime	Change in runoff and river flow	Change in water levels and hydroperiod	Change in flood occurrence, intensity, and area flooded (including hydroperiod)	Change in groundwater tables	Change in pollutants	Change in nutrients	Change in soil moisture	Change in spatial distribution of habitat types	Change in community structure and composition	Change in succession processes and ecosystem development
Agricultural and forestry effluents							X	X			X	
Annual and perennial non-timber crops		X	X	X	X	X	X	X	X	X	X	X
Climate change	X	X	X	X	X				X	X	X	X
Commercial and industrial areas		X	X	X	X	X	X		X	X	X	X
Dams and water management/use		X	X	X	X	X			X	X	X	X
Household sewage and urban waste water		X					X	X			X	
Housing and urban areas		X	X	X	X	X	X		X	X	X	X
Industrial and military effluents							X	X			X	X
Invasive plants/animals		X		X	X				X		X	X
Livestock, farming, and ranching		X	X		X			X		X	X	X
Mining and quarrying		X					X					
Roads and railroads		X	X		X					X	X	

Attachment: 2025 Colusa County RTP Public Draft - Appendices (10906 : Public Hearing and Adoption of Final 2025 Regional Transportation Plan)

Table 5.1-7 Stresses and Pressures for Pacific Northwest Conifer Forests

Priority Pressures	Stresses					
	Geophysical and Disturbance Regimes		Ecosystem Conditions and Processes			
	Change in sediment erosion-deposition regime	Change in natural fire regime	Change in spatial distribution of habitat types	Change in community structure or composition	Change in succession processes and ecosystem development	Habitat fragmentat
Agricultural and forestry effluents	X				X	
Fire and fire suppression		X	X	X	X	
Introduced genetic material				X		
Invasive plants/animals		X	X	X		
Livestock, farming, and ranching	X		X	X	X	X
Logging and wood harvesting	X	X	X	X	X	X
Parasites/pathogens/diseases		X	X	X		
Roads and railroads	X					X
Wood and pulp plantations			X			

Attachment: 2025 Colusa County RTP Public Draft - Appendices (10906 : Public Hearing and

Table 5.1-8 Stresses and Pressures for Pacific Northwest Subalpine Forest

Priority Pressures	Stresses					
	Geophysical and Disturbance Regimes	Soil and Sediment Characteristics	Ecosystem Conditions and Processes			
	Change in natural fire regime	Change in soil moisture	Change in spatial distribution of habitat types	Change in community structure or composition	Change in biotic interactions (altered community dynamics)	Change in succession processes and ecosystem development
Climate change	X	X	X	X	X	X
Fire and fire suppression	X		X	X		X
Parasites/pathogens/diseases	X			X	X	
Recreational activities			X			

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Table 5.1-9 Stresses and Pressures for California Foothill and Valley Forest and Woodlands

Priority Pressures	Stresses				
	Geophysical and Disturbance Regimes	Soil and Sediment Characteristics	Ecosystem Conditions and Processes		
	Change in natural fire regime	Change in soil moisture	Change in community structure or composition	Change in biotic interactions (altered community dynamics)	Change in succession processes and ecosystem development
Fire and fire suppression	X		X	X	X
Invasive plants/animals	X	X	X	X	X
Livestock, farming, and ranching	X	X	X		
Recreational activities	X			X	

Attachment: 2025 Colusa County RTP Public Draft - Appendices (10906 : Public Hearing

Table 5.1-10 Stresses and Pressures for Alpine Vegetation

Priority Pressures	Stresses											
	Climate Related Factors							Soil and Sediment Characteristics	Ecosystem Conditions and Processes			
	Change in CO_2 levels	Change in spring average temperature	Change in summer average temperature	Change in temperature extremes	Change in snow pack	Change in snow cover period	Change in soil temperature	Change in soil moisture	Change in spatial distribution of habitat types	Change in community structure or composition	Habitat fragmentation	
Climate change	X	X	X	X	X	X	X	X	X	X	X	
Commercial and industrial areas									X	X	X	
Invasive plants/animals									X	X		
Livestock, farming, and ranching								X	X	X	X	
Recreational activities						A64		X		X		

Attachment: 2025 Colusa County RTP Public Draft - Appendices (10906 : Public Hearing and Adoption of Final 2025

Table 5.1-11 Stresses and Pressures for Wet Mountain Meadow; Fen (Wet Meadow); Mountain Riparian Scrub and Wet Meadow; Subalpine Aspen Forests and Pine Woodlands; Western Upland Grasslands

Priority Pressures	Stresses							
	Geophysical and Disturbance Regimes	Hydrology and Water Characteristics		Ecosystem Conditions and Processes				
	Change in natural fire regime	Change in water levels and hydroperiod	Change in groundwater tables	Change in spatial distribution of habitat types	Change in community structure or composition	Change in biotic interactions (altered community dynamics)	Change in succession processes and ecosystem development	Habitat fragmentation
Climate change	X	X	X		X	X		
Fire and fire suppression	X				X		X	
Invasive plants/animals (non-native species)	X			X	X	X	X	X
Invasive plants/animals* (native species)	X	X		X	X	X	X	X
Livestock, farming, and ranching	X			X	X	X		X
Logging and wood harvesting	X	X	X					X

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Table 5.1-12 Stresses and Pressures for Subalpine Aspen Forest and Pine Woodlands

Priority Pressures	Stresses			
	Geophysical and Disturbance Regimes	Ecosystem Conditions and Processes		
	Change in natural fire regime	Change in community structure or composition	Change in succession processes and ecosystem development	Habitat fragmentation
Fire and fire suppression	X	X	X	X
Logging and wood harvesting	X	X	X	X
Parasites/pathogens/diseases		X		

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Appendix D

NEIGHBORING COUNTIES & TRIBAL LETTERS

Attachment: 2025 Colusa County RTP Public Draft - Appendices (10906 : Public Hearing and Adoption of Final 2025 Regional Transportation

February 11, 2025

Butte County Association of Governments
ATTN: Andy Newsum, Executive Director
326 Huss Dr.
Suite 150
Chico, CA 95928

Re: Colusa County Regional Transportation Plan, 2025 Update

Dear Mr. Newsum,

The Colusa County Transportation Commission (CCTC) is in the process of developing a Regional Transportation Plan (RTP) for the 2025 – 2045 planning horizon. The RTP is the long-range planning document required by law to define the policies, financial projections, and projects within the region. This information is used by local agencies, tribes, the regional transportation planning agency, and the State to implement transportation projects within Colusa County.

Coordination and consultation with neighboring agencies are recommended by the California Transportation Commission's RTP Guidelines. In order to address this recommendation and improve inter-regional coordination, we are soliciting your input in regard to the Colusa County 2025 RTP.

Input and comments can be submitted at the contact information provided below. We will provide updates on the development of the RTP and the CEQA review process as milestones are reached. As updates and new information become available, they will be posted on Colusa County RTP website at https://www.countyofcolusa.org/150/Transportation-Commission.

If you have any questions or would like additional information, feel free to contact me by email at mjazevedo@countyofcolusa.org.

Thank you for your attention to this process,

Sincerely,

Michael J Azevedo
Michael J Azevedo (Feb 11, 2025 10:45 PST)

Michael Azevedo
Public Works Director
530-458-0471

Attachment: 2025 Colusa County RTP Public Draft - Appendices (10906 : Public Hearing and Adoption of Final 2025 Regional Transportation

February 5, 2024

Cachil Dehe Band of Wintun Indians of the Colusa Indian Community
ATTN: Wayne Mitchum Jr., Chairman
3730 Highway 45
Colusa, CA, 95932

Re: Colusa County Regional Transportation Plan, 2025 Update

Dear Mr. Mitchum,

The Colusa County Transportation Commission (CCTC) is in the process of developing a Regional Transportation Plan (RTP) for the 2025 – 2045 planning horizon. The RTP is the long-range planning document required by law to define the transportation policies, financial projections, and projects within the region. This information is used by local agencies, tribes, the regional transportation planning agency, and the State to implement transportation projects within Colusa County.

Coordination and consultation with local and regional tribes is recommended by the California Transportation Commission's RTP Guidelines and the CCTC recognizes the value in this. In order to address this recommendation and improve inter-regional coordination, we are soliciting your input in regard to the Colusa County 2025 RTP.

Input and comments can be submitted at the contact information provided below. We will provide updates on the development of the RTP and the CEQA review process as milestones are reached. As updates and new information become available, they will be posted on Colusa County RTP website at https://www.countyofcolusa.org/150/Transportation-Commission.

If you have any questions or would like additional information, feel free to contact me by email at mjazevedo@countyofcolusa.org.

Thank you for your attention to this process,

Sincerely,

Michael J Azevedo
Michael J Azevedo (Feb 11, 2025 10:48 PST)

Michael Azevedo
Public Works Director
530-458-0471

Attachment: 2025 Colusa County RTP Public Draft - Appendices (10906 : Public Hearing and Adoption of Final 2025 Regional Transportation

February 11, 2025

City of Colusa
ATTN: Jesse Cain, City Manager
425 Webster St.
Colusa, CA 95932

Re: Colusa County Regional Transportation Plan, 2025 Update

Dear Mr. Cain,

The Colusa County Transportation Commission (CCTC) is in the process of developing a Regional Transportation Plan (RTP) for the 2025 – 2045 planning horizon. The RTP is the long-range planning document required by law to define the policies, financial projections, and projects within the region. This information is used by local agencies, tribes, the regional transportation planning agency, and the State to implement transportation projects within Colusa County.

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Thank you for your attention to this process,

Sincerely,

Michael J Azevedo
Michael J Azevedo (Feb 11, 2025 10:43 PST)

Michael Azevedo
Public Works Director
530-458-0471

Attachment: 2025 Colusa County RTP Public Draft - Appendices (10906 : Public Hearing and Adoption of Final 2025 Regional Transportation

February 11, 2025

City of Williams
ATTN: Frank Kennedy, City Administrator
PO Box 310
Williams, CA 95987

Re: Colusa County Regional Transportation Plan, 2025 Update

Dear Mr. Kennedy,

The Colusa County Transportation Commission (CCTC) is in the process of developing a Regional Transportation Plan (RTP) for the 2025 – 2045 planning horizon. The RTP is the long-range planning document required by law to define the policies, financial projections, and projects within the region. This information is used by local agencies, tribes, the regional transportation planning agency, and the State to implement transportation projects within Colusa County.

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Thank you for your attention to this process,

Sincerely,

Michael J Azevedo
Michael J Azevedo (Feb 11, 2025 10:44 PST)

Michael Azevedo
Public Works Director
530-458-0471

Attachment: 2025 Colusa County RTP Public Draft - Appendices (10906 : Public Hearing and Adoption of Final 2025 Regional Transportation

Janurary 29, 2025

Cortina Rancheria - Kletsel Dehe Band of Wintun Indians
ATTN: Charlie Wright, Chairperson
P.O. Box 1630
Williams, CA, 95987

Re: Colusa County Regional Transportation Plan, 2025 Update

Dear Mr. Wright,

The Colusa County Transportation Commission (CCTC) is in the process of developing a Regional Transportation Plan (RTP) for the 2025 – 2045 planning horizon. The RTP is the long-range planning document required by law to define the transportation policies, financial projections, and projects within the region. This information is used by local agencies, tribes, the regional transportation planning agency, and the State to implement transportation projects within Colusa County.

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Michael J Azevedo
Michael J Azevedo (Feb 11, 2025 10:49 PST)

Michael Azevedo
Public Works Director
530-458-0471

Attachment: 2025 Colusa County RTP Public Draft - Appendices (10906 : Public Hearing and Adoption of Final 2025 Regional Transportation

February 11, 2025

Glenn County Local Transportation Commission
ATTN: Mardy Thomas, Planning and Community Development Services Director
225 N. Tehama Street
Willows, CA 95988

Re: Colusa County Regional Transportation Plan, 2025 Update

Dear Mr. Thomas,

The Colusa County Transportation Commission (CCTC) is in the process of developing a Regional Transportation Plan (RTP) for the 2025 – 2045 planning horizon. The RTP is the long-range planning document required by law to define the policies, financial projections, and projects within the region. This information is used by local agencies, tribes, the regional transportation planning agency, and the State to implement transportation projects within Colusa County.

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Sincerely,

Michael J Azevedo
Michael J Azevedo (Feb 11, 2025 10:45 PST)

Michael Azevedo
Public Works Director
530-458-0471

Attachment: 2025 Colusa County RTP Public Draft - Appendices (10906 : Public Hearing and Adoption of Final 2025 Regional Transportation

Janurary 29, 2025

Grindstone Rancheria of Wintun-Wailaki
ATTN: Ronald Kirk, Chairperson
P.O. Box 63
Elk Creek, CA, 95939

Re: Colusa County Regional Transportation Plan, 2025 Update

Dear Mr. Kirk,

The Colusa County Transportation Commission (CCTC) is in the process of developing a Regional Transportation Plan (RTP) for the 2025 – 2045 planning horizon. The RTP is the long-range planning document required by law to define the transportation policies, financial projections, and projects within the region. This information is used by local agencies, tribes, the regional transportation planning agency, and the State to implement transportation projects within Colusa County.

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If you have any questions or would like additional information, feel free to contact me by email at mjazevedo@countyofcolusa.org.

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Sincerely,

Michael J Azevedo
Michael J Azevedo (Feb 11, 2025 10:48 PST)

Michael Azevedo
Public Works Director
530-458-0471

Attachment: 2025 Colusa County RTP Public Draft - Appendices (10906 : Public Hearing and Adoption of Final 2025 Regional Transportation

February 11, 2025

Lake County/City Area Planning Council
ATTN: Lisa Davey-Bates, Executive Director
525 S. Main Street,
Suite B
Ukiah, CA 95482

Re: Colusa County Regional Transportation Plan, 2025 Update

Dear Ms. Davey-Bates,

The Colusa County Transportation Commission (CCTC) is in the process of developing a Regional Transportation Plan (RTP) for the 2025 – 2045 planning horizon. The RTP is the long-range planning document required by law to define the policies, financial projections, and projects within the region. This information is used by local agencies, tribes, the regional transportation planning agency, and the State to implement transportation projects within Colusa County.

Coordination and consultation with neighboring agencies are recommended by the California Transportation Commission's RTP Guidelines. In order to address this recommendation and improve inter-regional coordination, we are soliciting your input in regard to the Colusa County 2025 RTP.

Input and comments can be submitted at the contact information provided below. We will provide updates on the development of the RTP and the CEQA review process as milestones are reached. As updates and new information become available, they will be posted on Colusa County RTP website at https://www.countyofcolusa.org/150/Transportation-Commission.

If you have any questions or would like additional information, feel free to contact me by email at mjazevedo@countyofcolusa.org.

Thank you for your attention to this process,

Sincerely,

Michael J Azevedo
Michael J Azevedo (Feb 11, 2025 10:46 PST)

Michael Azevedo
Public Works Director
530-458-0471

Attachment: 2025 Colusa County RTP Public Draft - Appendices (10906 : Public Hearing and Adoption of Final 2025 Regional Transportation

February 11, 2025

Sacramento Area Council of Governments
ATTN: James Corless, Executive Director
1415 L Street
Suite 300
Sacramento, CA 95814

Re: Colusa County Regional Transportation Plan, 2025 Update

Dear Mr. Corless,

The Colusa County Transportation Commission (CCTC) is in the process of developing a Regional Transportation Plan (RTP) for the 2025 – 2045 planning horizon. The RTP is the long-range planning document required by law to define the policies, financial projections, and projects within the region. This information is used by local agencies, tribes, the regional transportation planning agency, and the State to implement transportation projects within Colusa County.

Coordination and consultation with neighboring agencies are recommended by the California Transportation Commission's RTP Guidelines. In order to address this recommendation and improve inter-regional coordination, we are soliciting your input in regard to the Colusa County 2025 RTP.

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If you have any questions or would like additional information, feel free to contact me by email at mjazevedo@countyofcolusa.org.

Thank you for your attention to this process,

Sincerely,

Michael J Azevedo
Michael J Azevedo (Feb 11, 2025 10:47 PST)

Michael Azevedo
Public Works Director
530-458-0471

Attachment: 2025 Colusa County RTP Public Draft - Appendices (10906 : Public Hearing and Adoption of Final 2025 Regional Transportation

February 11, 2025

Yolo County Transportation District
ATTN: Autumn Bernstein, Executive Director
350 Industrial Way
Woodland, CA 95776

Re: Colusa County Regional Transportation Plan, 2025 Update

Dear Ms. Bernstein,

The Colusa County Transportation Commission (CCTC) is in the process of developing a Regional Transportation Plan (RTP) for the 2025 – 2045 planning horizon. The RTP is the long-range planning document required by law to define the policies, financial projections, and projects within the region. This information is used by local agencies, tribes, the regional transportation planning agency, and the State to implement transportation projects within Colusa County.

Coordination and consultation with neighboring agencies are recommended by the California Transportation Commission's RTP Guidelines. In order to address this recommendation and improve inter-regional coordination, we are soliciting your input in regard to the Colusa County 2025 RTP.

Input and comments can be submitted at the contact information provided below. We will provide updates on the development of the RTP and the CEQA review process as milestones are reached. As updates and new information become available, they will be posted on Colusa County RTP website at https://www.countyofcolusa.org/150/Transportation-Commission.

If you have any questions or would like additional information, feel free to contact me by email at mjazevedo@countyofcolusa.org.

Thank you for your attention to this process,

Sincerely,

Michael J Azevedo
Michael J Azevedo (Feb 11, 2025 10:44 PST)

Michael Azevedo
Public Works Director
530-458-0471

Initial Study/Negative Declaration

Colusa County Transportation Commission
2025 Regional Transportation Plan
Colusa County, California

October 2025

Attachment: 2025 Colusa County RTP IS-ND - Public Draft (10906 : Public Hearing and Adoption of Final 2025 Regional Transportation Plan)

Introduction

Project Title
Colusa County 2025 Regional Transportation Plan

Lead Agency Name and Address
Colusa County Transportation Commission (CCTC)
Colusa County Department of Public Works
1215 Market Street
Colusa, CA 95932

Contact Person and Phone Number
Sofia Lepore
831-345-6805

Project Sponsor's Name and Address
Colusa County Transportation Commission (CCTC)
Colusa County Department of Public Works
1215 Market Street
Colusa, CA 95932

Project Location and Setting

The Regional Transportation Plan update encompasses the entire County of Colusa, including its two incorporated cities (City of Colusa and City of Williams) and all unincorporated areas. Colusa County is a rural county in the northern Sacramento Valley, approximately 70 miles northwest of Sacramento. It is bounded by Glenn County to the north, Butte and Sutter counties to the east, Yolo County to the south, and Lake County to the west. The planning area spans the county's highways (such as Interstate 5 and State Routes 20, 45, and 16), local roads, transit routes, bicycle and pedestrian facilities, and other transportation infrastructure within Colusa County.

Attachment: 2025 Colusa County RTP IS-ND - Public Draft (10906 : Public Hearing and Adoption of Final 2025 Regional Transportation Plan)

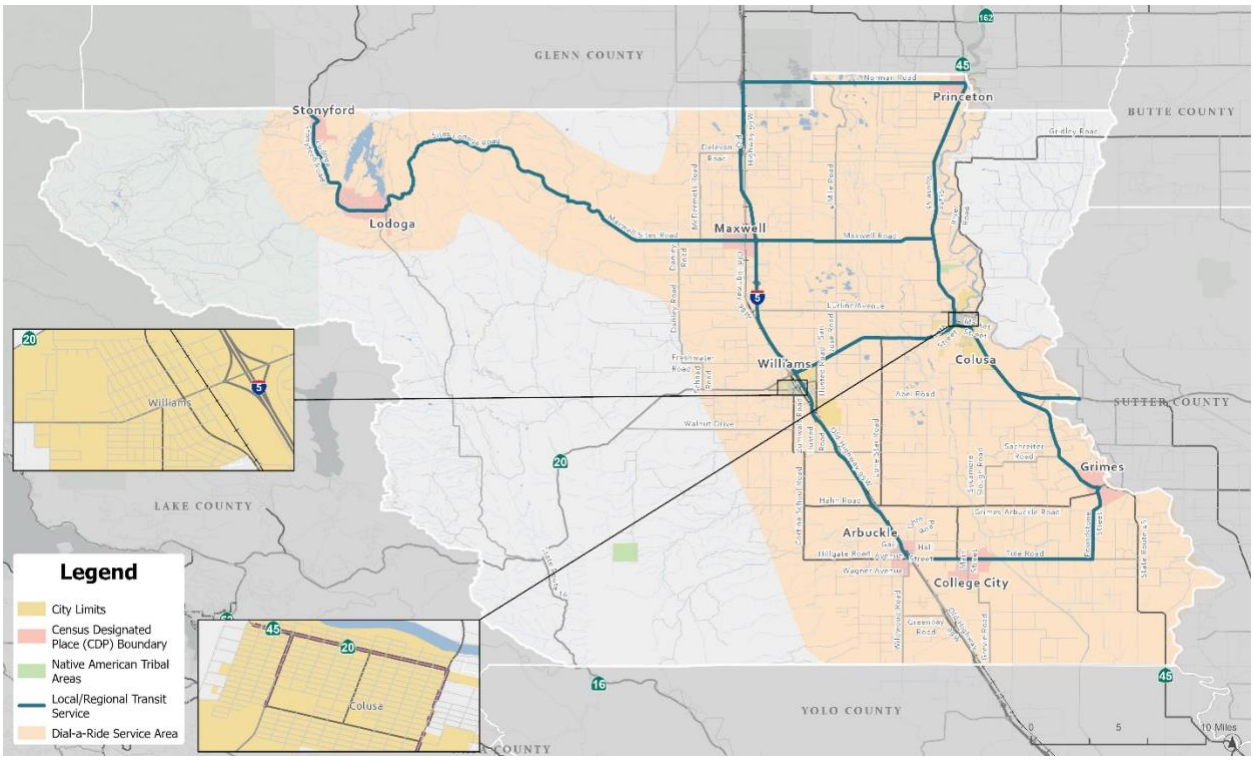


Figure 1: Location Map

General Plan and Zoning

There are a variety of General Plan Land Use designations throughout the entire County, which includes the entire Project area. The proposed Project was designed to be consistent with the General Plan of Colusa County. The Circulation Element from the County's General Plan was used as a reference during the development of the Colusa County 2025 Regional Transportation Plan (RTP). The proposed Project is consistent with the General Plan and does not include any proposed changes to the County's General Plan.

Project Description

As a Regional Transportation Planning Agency (RTPA), the Colusa County Transportation Commission (CCTC) is the designated planning and administrative agency for transportation projects and programs in the County. The CCTC communicates and coordinates with the residents and decision-makers of Colusa County, the Cities of Williams and Colusa, Tribal governments, and Caltrans (the California Department of Transportation) to create a balanced regional transportation system. As established by California Government Code Section 29535, the CCTC is responsible for the administration of regional, State, and federal funding for projects related to roadways, bridges, public transportation services, railways, airports, and bicycle and pedestrian facilities. In developing transportation solutions, CCTC initiates planning studies, design concept development, engineering feasibility studies, environmental studies, and pursues funding sources to construct transportation improvements.

The CCTC is comprised of six members, including three County Board of Supervisors, one elected

Attachment: 2025 Colusa County RTP IS-ND - Public Draft (10906 : Public Hearing and Adoption of Final 2025 Regional Transportation Plan)

official from the City of Williams, one elected official from the City of Colusa, and one additional elected official from Williams or City of Colusa that rotates every two years.

The RTPA is required by California law to adopt and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission (CTC) and to the California Department of Transportation (Caltrans) every five years. The last update to the Colusa County RTP was adopted in 2018. The planning horizon for the 2025 Colusa County RTP is 2045, with transportation improvements in the RTP identified as short-term (0-10 years) and long term (11-20 years).

The 2025 Regional Transportation Plan is considered a "Project" under CEQA, and this Initial Study is focused on the Plan as a long-term planning effort. Projects identified within the Plan will be individually evaluated under CEQA at the project level when the project is being delivered. The RTP update must be consistent with the Caltrans 2024 Regional Transportation Plan Guidelines for Regional Transportation Planning Agencies, which requires inclusion of program-level outcome-based performance measures and close ties to the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP).

The overall focus of the 2025 RTP is directed at developing a coordinated and balanced multimodal regional transportation system that is financially constrained to the revenues anticipated over the life of the plan. The RTP is a result of coordination between County, Caltrans, local communities, governmental resource agencies, commercial interests, and residents. Balance is achieved by considering investments and improvements for moving people and goods across all modes including roads, transit, bicycle, pedestrian, trucking, and aviation.

Purpose of the Plan

As defined by the 2024 RTP Guidelines, the purpose of the Regional Transportation Plan is to accomplish the following objectives:

- Provide an assessment of the current modes of transportation and the potential for new travel options within the region;
- Project and estimate the future needs for travel and goods movement;
- Identify and document specific actions necessary to address regional mobility and accessibility needs;
- Identify guidance and document public policy decisions by local, regional, state and federal officials regarding transportation expenditures and financing;
- Identify needed transportation improvements, in sufficient detail, to serve as a foundation for the: (a) Development of the Federal State Transportation Improvement Program (FSTIP, which includes the STIP), (b) Facilitation of the National Environmental Policy Act (NEPA)/404 integration process and (c) Identification of project purpose and need;

Attachment: 2025 Colusa County RTP IS-ND - Public Draft (10906 : Public Hearing and Adoption of Final 2025 Regional Transportation Plan)

- Employ performance measures that demonstrate the effectiveness of the system of transportation improvement projects in meeting the intended goals;
- Promote consistency between the RTP and the California Transportation Plan 2050, as well as other plans developed by cities, counties, districts, California Tribal Governments, and State and federal agencies that respond to statewide and interregional transportation issues and needs;
- Provide a forum for: (1) participation and cooperation and (2) facilitation of partnerships that reconcile transportation issues which transcend regional boundaries;
- Involve community-based organizations as part of the public, federal, State and local agencies, California Tribal Governments, as well as local 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;
- Support economic vitality by enabling competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between (regional) transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

The development of the RTP should also correspond to Title VI of the Civil Rights Act of 1964. This ensures that all people have equal access to the transportation planning process and that all people, regardless of their race, sexual orientation, or income level will be included in the decision-making process.

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Project Purpose and Need

The 2024 RTP guidelines require that an RTP "provide a clearly defined justification for its transportation projects and programs." This requirement is known as the Project Purpose and Need Statement. Caltrans' Deputy Directive No. DD 83 describes a project's "Need" as an identified transportation deficiency or problem, and its "Purpose" as the set of objectives that will be met to address the transportation deficiency. In the Colusa County 2025 RTP, each project by mode included in the Action Element includes a qualitative assessment of purpose and need indicating a project's contribution to system preservation, safety, multimodal improvements, and regional and local mobility. These broader benefits capture the desired outcome of projects during the RTP period and intend to enhance and protect the overall livability for the people in Colusa County.

All projects listed in the Action Element of the RTP fall into one of the following designations. It should be noted that projects within each grouping are for the most part in random order. Consequently, the CCTC, County, and/or Caltrans may change the priority ranking or project scope during the RTP approval process.

- Short-Range: RTP improvements represent short-range projects that are fully fundable from anticipated revenue sources, referred to as "constrained", and will normally be programmed during the first ten (0-10) years of the RTP.
- Long-Range: RTP improvements represent long-range projects that are included on the unconstrained or "unfunded" list of projects in the RTP and are planned for programming in the 11–20-year time frame (by the RTP horizon year, 2045).

The RTP does not directly provide for the implementation of transportation projects and/or facilities. Rather, it identifies necessary improvements to provide the best possible transportation and circulation system to meet the mobility and accessibility needs of the entire county.

Due to the regional nature of the RTP, the analysis in this Initial Study focuses on those impacts that are anticipated to be potentially significant on a regional system-wide level. As individual projects near implementation, it will be necessary to undertake project-specific environmental assessments before each project is approved and implemented. Such future environmental review will be required in accordance with CEQA and, if federally funded, NEPA. Adoption of this Initial Study/Negative Declaration and approval of the RTP does not authorize Colusa County or Caltrans to undertake construction of specific improvement projects identified in the RTP without further environmental review and consideration.

The following definitions are used in the Regional Transportation Plan:

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 and striping. Rehabilitation projects are those that do not include an entire reconstruction of the roadway, but they often include overlay and/or chip seal work that are also

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be considered a safety improvement. Other forms of required maintenance include culvert repair and bridge rehabilitation. Most road projects identified in the RTP indicate either "rehabilitation" or "reconstruction" to maintain system preservation.

Safety Projects – Safety projects are meant to maintain or enhance efficiency of the roadway system while reducing the number of collisions, decreasing potential conflicts between various modes of transportation, and preventing injury or fatalities for all transportation system users. Examples of safety improvements 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, obstacle removal so that traffic flows are not hindered, and improvements to pedestrian and bicycle facilities to promote safe travel to desired destinations. In addition, bridge repairs and reinforcement improve safety and efficiency. The desired outcome of safety projects is to reduce the number of collisions on the transportation system, and reduce fatalities, injuries, and damage to property and resources.

Multi-modal Enhancement – Multi-modal projects include improvements for alternative modes of transportation to single-occupancy vehicles including biking, walking and transit. By creating and improving facilities for people walking, biking, and taking transit, multi-modal projects are designed to enhance safety for all road users, improve connectivity and mobility, and encourage mode-shift away from single-occupancy vehicles. Examples of multi-modal projects include separated and protected bike lanes, secure bike parking, shared bike routes, sidewalks, enhanced crosswalks, transit amenities, street furnishings, wayfinding and signage.

Regional Goals

The comprehensive goals, objectives, and policies that have been developed for this RTP meet the needs of the region and are consistent with the County's regional vision and priorities for action, which set the framework for carrying out the roles and responsibilities of the CCTC and assist them in their decision-making process for transportation investment. These objectives are intended to guide the development of a transportation system that is balanced, multi-modal, and will maintain and improve the quality of life in Colusa County.

Colusa County Regional Goals:
Goal 1: Maintain a safe, efficient, roadway system.
Goal 2: Encourage a safe and convenient non-motorized transportation system.
Goal 3: Support an effective and accessible public transportation system.
Goal 4: Promote aviation facilities.
Goal 5: Encourage improvement to rail services.
Goal 6: Ensure sensitivity to the environment in all transportation decisions.
Goal 7: Include state climate change strategies in transportation investment decisions.
Goal 8: Ensure that Tribal residents within the Colusa region have safe, effective, functional transportation systems, including streets, roads, pedestrian and bicycle facilities and transit.

Other Public Agencies Whose Approval Is Required (e.g., Permits, etc.)

Colusa County is the Lead Agency for the proposed Project (2025 Regional Transportation Plan) pursuant to the California Environmental Quality Act (CEQA), Section 15050. No permits are

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required to approve the proposed Project. Future permit approvals will vary on a project-level basis for projects included in the Action Element of the RTP and may include, but are not necessarily limited to coordination with: Cities of Williams and Colusa, Native American Tribes, Caltrans, CA Department of Fish and Wildlife, Regional Water Quality Control Board, Bureau of Reclamation, Bureau of Land Management, US Army Corps of Engineers, US Fish and Wildlife Service, Federal Highway Administration, Federal Aviation Administration, and the California Transportation Commission.

Pursuant to PUC 21080.3.1 and AB 52, CCTC consulted with Native American Tribes traditionally and culturally affiliated with Colusa County. CCTC requested a consultation list of tribes located within Colusa County from the Native American Heritage Commission. CCTC sent letters to each tribe requesting input on regional transportation needs as well to begin formal consultation. Tribes were also personally invited to the public hearing on the RTP and provided with a copy of the Draft RTP. To date, no tribes have responded.

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Environmental Factors Potentially Affected

None of the environmental factors listed below would be potentially affected by this Project, as described on the following pages.

	Aesthetics		Agriculture Resources		Air Quality
	Biological Resources		Cultural Resources		Geology/Soils
	Greenhouse Gas Emissions		Hazards & Hazardous Materials		Hydrology/Water Quality
	Land Use/Planning		Mineral Resources		Noise
	Population/Housing		Public Services		Recreation
	Transportation/Traffic		Utilities/Service Systems		Tribal Cultural Resources
	Wildfire		Mandatory Findings of Significance		

Determination

On the basis of this initial evaluation:

X	I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
	I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Contact Name, Contact Title

Date

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Evaluation of Environmental Impacts

In each area of potential impact listed in this section, there are one or more questions which assess the degree of potential environmental effect. A response is provided to each question using one of the four impact evaluation criteria described below. A discussion of the response is also included.

- ***Potentially Significant Impact*** **-** This response is appropriate when there is substantial evidence that an effect might be significant and for which no mitigation has been incorporated. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.

- ***Less than Significant with Mitigation Incorporated*** - This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.

- ***Less than Significant Impact*** - A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.

- ***No Impact*** - These issues were either identified as having no impact on the environment, or they are not relevant to the Project.

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Environmental Checklist

This section of the Initial Study incorporates the most current Appendix "G" Environmental Checklist Form, contained in the CEQA Guidelines. Impact questions and responses are included in both tabular and narrative formats for each of the 17 environmental topic areas.

I. AESTHETICS – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

DISCUSSION

The RTP 2025 would not directly alter the visual character of Colusa County as it does not authorize any specific construction projects. The plan focuses primarily on maintenance and improvements to existing transportation facilities rather than new major infrastructure that could impact scenic vistas or resources. Any future project arising from the RTP that might affect visual resources would be subject to project-specific environmental review, local design review, and compliance with applicable general plan policies protecting scenic resources. The RTP policies themselves encourage context-sensitive design that respects local visual character. The plan does not include new lighting sources that would create light pollution and does not authorize construction that would damage scenic resources along state scenic highways. Therefore, aesthetic impacts are less than significant.

RESPONSES TO CHECKLIST QUESTIONS

Response a-d): Less than Significant. Colusa County includes California SR-16, SR-20, SR-45, I-5, County and local roadways, and several Forest Service roads. The roads expose beautiful views of the surrounding areas. The RTP as a "Project" does not propose any construction of new roadways that would affect any of these natural resources and aesthetic views. Roadway projects included in the RTP consist primarily of roadway maintenance and safety improvements. Improvements also occur on State Highways and on local roadways, which would not significantly alter the aesthetics of an area or lead to indirect population growth as a result of access

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improvements into areas that are currently undeveloped. Additionally, the Project includes roadway and multimodal transportation priorities that will be pursued over the lifetime of the RTP. The projects identified within the RTP will not cause any major aesthetic changes to the Project area. Additionally, each project within the RTP will go through a specific project-level CEQA evaluation at the project level. This is a less than significant impact and no mitigation is required.

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II. AGRICULTURAL RESOURCES – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non- agricultural use?				X

DISCUSSION

In Colusa County, agriculture lands are a fundamental component of the rural character, historic use, and way of life. Agriculture plays a significant role in the income and history of the County as well as in the current landscape. Agriculture provides not only local food production, but agricultural lands also make up open space and scenic vistas that are an intrinsic part of the Colusa County environment. According to the 2022 Census of Agriculture for Colusa County, there are 715 farms in the County making up 465,843 acres. The average farm size is 652 acres. According to the most recent 2022 Colusa County Annual Crop and Livestock Report, the market value of agricultural products sold was estimated to be $552.8 million.

Agriculture dominates land use in Colusa County and is its economic backbone. The county recognizes three agricultural land use designations: Upland Agriculture, Agriculture General, and Agriculture Transitions. With a favorable climate, fertile soils, and abundant water, agriculture remains the county's top income-producing industry. It also shapes the county's rural character and cherished way of life.

RESPONSES TO CHECKLIST QUESTIONS

Response a): No Impact. Implementation of the RTP entails implementation of project-level improvements as funding permits over the 20-year lifetime of the Plan. The proposed Project would not convert any agricultural lands and would therefore have no significant impact on Prime Farmland, Unique Farmland or Farmland of Statewide importance. Therefore, there is no impact, and no mitigation is required.

Response b): No Impact. The RTP does not challenge any zoning or land use regulations as designated in the General Plan. The proposed Project would not result in conflicts with any Williamson Act contracts, nor would it result in the cancellation of any Williamson Act contracts.

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There will be no impact on the Williamson Act contract, therefore no mitigation is required.

Response c): No Impact. See responses a) and b) above. The Regional Transportation Plan will have no impact on agricultural resources in Colusa County.

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III. AIR QUALITY – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	

DISCUSSION

Colusa County is located in an air basin that is monitored for state and federal air quality standards. Adoption of the RTP will not directly emit pollutants or cause violations of air quality standards, since it does not authorize any construction or operational activities. The RTP is consistent with regional air quality plans and state climate goals (it emphasizes maintenance of the existing system and includes projects like transit and bike improvements that can help reduce vehicle emissions).

While individual future transportation projects could have temporary construction emissions (dust, equipment exhaust) or minor increases in traffic emissions, those project-level impacts will be analyzed and mitigated (if needed) when the projects are designed and implemented. No RTP projects are expected to generate substantial long-term operational emissions beyond those already projected from regional growth.

In a rural county like Colusa, major sources of air pollution (e.g., wildfires, agricultural burning) are outside the scope of this plan, and transportation contributions are relatively small. Therefore, the RTP update itself will not violate any air quality standard or contribute significantly to air pollution, and it would not expose sensitive receptors to new pollution. The Initial Study concluded that air quality impacts are less than significant, and no mitigation is required.

RESPONSES TO CHECKLIST QUESTIONS

Responses a-e): Less Than Significant. Many projects outlined within the RTP aim to reduce vehicular trips and promote alternative modes of transportation. However, some projects may have short term effects on air quality, sensitive receptors, or create odors during construction.

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These individual projects identified in the RTP will be subject to project-level environmental review prior to approval and construction.

In 2006, the California State Legislature adopted Assembly Bill (AB) 32 known as the California Global Warming Solutions Act (Section 38560.5 of the Health and Safety Code). The bill, and subsequent legislation (SB 375) establishes a cap on statewide greenhouse gas 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 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 and/or trip length. The CTC staff established an RTP guidelines working group to assist in the development of "best practices" for inclusion in the RTP Guidelines. The 2024 RTP Guidelines provide several recommendations for consideration by rural RTPAs to address greenhouse gas (GHG) reductions. The following State and federal strategies have specific application to Colusa County:

- Alignment with performance measurements and asset management.
- Alignment with goals and policies for the State's Climate Action Plan for Transportation Investments (CAPTI).
- Alignment with Planning Practice Examples in Appendix F.
- **Federal: Title 23 CFR Part 450.324(b)** requires short and long-range strategies for an integrated multimodal transportation system. **State: GC Section 65080(a)** requires that the RTP shall be directed at achieving a coordinated and balanced regional transportation system.
- **Federal: Title 23 CFR Part 450.324(b)** requires short and long-range strategies for an integrated multimodal transportation system. 23 CFR 450.325(f)(8) is an added requirement for the RTP pursuant to 23 U.S.C. 135 to include consideration of the role that intercity buses play in reducing congestion, pollution, and energy consumption. **State: GC Section 65080(a)** the RTP shall be directed at achieving a coordinated and balanced regional transportation system.
- **Federal: Title 23 CFR Part 450.324(b)** requires short and long-range strategies for an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods. Title 23 CFR Part 450.324(f)(1) states that the RTP shall include the projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan, and Title 23 CFR Part 450.324(f)(3) states that the RTP shall include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods. **State: GC Section 65080(a**) requires that the RTP shall be directed at achieving a coordinated and balanced regional transportation system.
- **Federal: Title 23 U.S.C. Section 134 and Title 23 CFR Part 450.324(f)(5)** requires strategies for improving the regional transportation system and reducing congestion.
- **Federal: Title 23 CFR Part 450.206(a)(3)** states the planning process will address the

Attachment: 2025 Colusa County RTP IS-ND - Public Draft (10906 : Public Hearing and Adoption of Final 2025 Regional Transportation Plan)

security of the transportation system for the public. Title 23 CFR Part 450.216(c) states that the CTP shall reference, summarize, or contain any applicable emergency relief and disaster preparedness plans, strategies and policies that support homeland security and safeguard the personal security of all motorized and non-motorized users. RTPAs shall also comply.

- **Federal: 23 CFR 450.324(f)(7)** The RTP may consider projects and strategies that address areas or corridors where current or projected deficiencies threatens the efficient functioning of key elements of the metropolitan area's transportation system.
- State: Public Resources Code, Section 21000, et seq. Rural RTPAs have a unique set of challenges compared to urbanized areas to reduce regional transportation related GHG emissions. Lower land use densities, limited transit options, and higher VMT per household contribute to the challenges to reduce these emissions. More efficient vehicles and low-carbon fuels present the highest payoff for rural counties to reduce transportation related carbon dioxide emissions. Nonetheless Final 2024 Regional Transportation Plan Guidelines for RTPAs 120 rural RTPAs should strive to incorporate strategies to reduce their GHG emissions during their planning process. RTPAs that are not located within a boundary of an MPO are not subject to the provisions of SB 375, or the resultant requirements to address regional GHG targets in their RTPs. This includes the requirement to prepare a SCS to meet a regional GHG emissions reduction target. It is suggested that in preparing the environmental document for their RTP, RTPAs ensure that any GHG emissions during either construction or, as a result of the project, be addressed and mitigated, as appropriate.
- **Federal: 23 CFR 450.306; 23 CFR 450.324(f)(3) & (4); 23 CFR 450.340(e) & (f)** It is important to note that failure to consider any factor specified in the Performance- Based Approach, 23 CFR 450.306 (d), shall not be reviewable by any court under Title 23 U.S.C., 49 U.S.C. Chapter 53, Subchapter II of Title 5 U.S.C. Chapter 5, or Title 5 U.S.C. Chapter 7 in any matter affecting an RTP, TIP, a project or strategy, or the certification of a metropolitan transportation planning process. The FHWA maintains a Performance Based Planning and Programming Guidebook to help identify potential packages of strategies to achieve performance-based objectives, as well as the data and tools used to determine which strategies may be most effective, available at: http://www.fhwa.dot.gov/planning/performance_based_planning/pbpp_guidebook/page06.cfm

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 can 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 non-auto modes of travel (mode shifting).

RTPAs that are not located within the boundaries of a Metropolitan Planning Organization, which includes CCTC, are not subject to the provisions of SB 375 which require addressing regional GHG

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targets in the RTP and preparation of a Sustainable Communities Strategy. Future improvements to the transit system and a commitment to a future rideshare program could provide residents another alternative to driving a car.

The following RTP goals are established for Colusa County to increase safety while reducing dependence on the automobile and to promote mode shifting to other forms of transportation.

- Goal 1: Maintain a safe, efficient, roadway system.
- Goal 2: Encourage a safe and convenient non-motorized transportation system.
- Goal 3: Support an effective and accessible public transportation system.
- Goal 6: Ensure sensitivity to the environment in all transportation decisions.
- Goal 7: Include state climate change strategies in transportation investment decisions.
- Goal 8: Ensure that Tribal residents within the Colusa region have safe, effective, functional transportation systems, including streets, roads pedestrian and bicycle facilities and transit.

The effectiveness of efforts by the RTPA to provide transportation alternatives and to implement Transportation Demand Model (TDM) and Transportation System Management (TSM) policies and strategies can be measured in terms of reductions in vehicle miles traveled (VMT) or the expected growth in VMT. VMT reductions correlate directly with reductions in GHG emissions.

The Colusa County 2025 RTP recognizes that non-auto mobility options, including walking, biking and transit, require coordinated land use decisions and improved infrastructure. The goals and policies in the RTP are consistent with the County's proposed General Plan revisions to provide a balanced multi-modal transportation system that includes non-auto choices for access and mobility. The County is committed to implementing these types of policies and strategies that reduce reliance on the automobile and contribute to the reduction of GHG emissions. Although the RTP mentions projects that will enhance the countywide transportation system, the proposed improvements would not influence VMT or population levels, nor would it significantly alter current air quality levels. As such, the proposed Project would result in less than significant impacts to air quality, and no mitigation is required.

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IV. BIOLOGICAL RESOURCES – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or US Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	

DISCUSSION

The RTP 2025 does not directly approve any construction in sensitive habitats or changes in land use. No specific project in this plan will be built absent further review and approval, which will include biological surveys, permitting, and mitigation as required by law. As such, adopting the plan will not disturb any special-status species, protected wetlands, or other sensitive biological resources at this stage.

The plan is consistent with Colusa County's general plan policies for habitat and open space protection, and it does not propose new development in conservation areas. Future projects that

arise from the RTP (such as road rehabilitation or shoulder widening) typically occur in existing public right-of-way or previously disturbed areas, minimizing the potential to affect undisturbed habitat.

If any project has the potential to affect biological resources (for example, a bridge replacement near a creek or a new bike path), that project will undergo a project-level CEQA/NEPA analysis and obtain any necessary permits (e.g., Army Corps, California Dept. of Fish and Wildlife) to avoid or mitigate impacts to wildlife or wetlands. At the program level, the RTP causes no change to biological resources, and it would not conflict with any local, state, or federal conservation plans.

The Initial Study found that the RTP "would not threaten biological resources", and no mitigation is required.

State Wildlife Action Plan

The goals identified in the Policy Element (Chapter 3) of the RTP consider stressors identified in the State Wildlife Action Plan. The State Wildlife Action Plan (SWAP) identifies separate conservational provinces broken into subzones called ecoregions by the SWAP. Colusa County is included in the North Coast/Klamath and Central Valley/Sierra Nevada Provinces.

The SWAP identifies sensitive species, habitat stressors, and suggested conservation goals and actions for each of the ecoregions in California. According to the SWAP, the major stressors within Colusa County are as follows:

- Agricultural and forestry effluents
- Airborne Pollutants
- Annual and perennial non-timber crops
- Climate change
- Commercial and industrial areas
- Dams and water management/use
- Fire and fire suppression
- Garbage and solid waste
- Household sewage and urban wastewater
- Housing and urban areas
- Industrial and military effluents
- Introduced genetic material
- Invasive plants/animals
- Livestock, farming, and ranching
- Logging and wood harvesting
- Freshwater aquaculture
- Mining and quarrying
- Parasites/pathogens/diseases
- Recreational activities
- Renewable energy

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- Roads and railroads
- Recreational activities

The California State Wildlife Action Plan (SWAP) was not developed on a county-by-county basis. The larger region that applies to Colusa County contains some species, stressors and recommended actions that do not pertain to Colusa County as the region encompasses a larger geographic area. However, this consultation with SWAP is mandatory and still provides relevant information. California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB).

A review was performed of county-wide species using the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB). The information in the species list includes known occurrences and historical occurrences of species listed as threatened, endangered or otherwise protected under policies or ordinances at the local or regional level as required by the California Environmental Quality Act (CEQA, §15380). Because the RTP does not propose to expand the capacity of the existing transportation network and includes mostly reconstruction and rehabilitation projects, it is not anticipated to impact threatened or endangered species.

RESPONSES TO CHECKLIST QUESTIONS

Response a-f): Less than Significant. The proposed Project does not propose the construction of any new roadways. Rehabilitation efforts make up most projects identified in the RTP, which would not disturb any new ground as they would occur on existing roadways. Any project identified in the RTP would go through project-specific environmental review to ensure that no sensitive areas or species would be harmed. The maintenance and rehabilitation projects in Colusa County would not have an adverse effect on any candidate species identified in the SWAP, nor would it have any adverse effect on any riparian habitat, sensitive natural community or protected wetland identified in the County. The Plan would not interfere with the movement of any native resident or migratory fish or wildlife species or with any wildlife corridors. The RTP would not conflict with any local protections, nor would it conflict with any conservation plans. Therefore, the current RTP as a plan would not impact biological resources, wetland resources, or conflict with any habitat conservation plan or local ordinance protecting natural and biological resources. This is a less than significant impact and no mitigation is required.

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V. CULTURAL RESOURCES – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	

DISCUSSION

Colusa County has a rich historical and cultural heritage, reflecting both its Native American and Euro-American history. According to the Native American Heritage Commission, several Native American Tribes have ancestral ties to the region, including the Grindstone Rancheria of Wintun-Wailaki, the Kletsel Dehe Wintun Nation of the Cortina Rancheria and the Cachil Dehe Band of Wintun Indians of the Colusa Rancheria.

The Colusa Tribal communities were engaged during the RTP development process to discuss transportation needs, improvements to existing infrastructure, and potential projects. Additionally, each Tribe was sent an AB-52 consultation letter prior to the publication of this Initial Study.

RESPONSES TO CHECKLIST QUESTIONS

Response a-d): Less than Significant. The proposed Project does not entitle, propose, or otherwise require the construction of new roadways. The proposed Project includes a variety of roadway improvement projects, which consist primarily of roadway rehabilitation efforts and roadway safety improvements. The proposed Project identifies roadway and multimodal transportation improvement funding priorities that will be implemented over the next 20 years. Nearly all of the roadway projects identified in the RTP consist of rehabilitation efforts, which would occur within the roadbeds of the existing roadways and would not have the potential to impact any known or previously undiscovered cultural resources. Individual projects identified in the RTP would be subject to project-level environmental review prior to approval and construction of the improvements. This future project-level environmental review of individual projects would identify the potential for impacts to any cultural, historical, paleontological or archaeological resources including human remains or cultural artifacts. A project level environmental review is required under CEQA for each project identified in the Regional

Transportation Plan and will be evaluated at that time for cultural resources. This Plan as a Project has a less than significant impact on the environment and no mitigation is required.

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VI. GEOLOGY AND SOILS – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off- site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			X	

DISCUSSION

Colusa County is characterized by diverse topography, including flat valley lands and rolling foothills. Rates of erosion depend on multiple factors, such as soil composition and structure, slope, water runoff, and human activity. The risk of seismic hazards in Colusa County is influenced by the presence of nearby earthquake faults. While no major active faults run directly through the County, regional seismic activity from faults such as the Great Valley Fault System and the San Andreas Fault Zone can pose potential risks. Additionally, parts of the County may be subject to ground shaking and other secondary seismic impacts.

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Responses a-e): Less than Significant. Seismicity is directly related to the distribution of fault systems within a region. Depending on activity patterns, faults and fault-related geologic features may be classified as active, potentially active, or inactive. The entire State of California is considered seismically active and is susceptible to seismic ground shaking, however, the most highly active fault zones are along coastal areas.

Fault Rupture. Ruptures to the fault line can occur due to earthquakes or fault creeps. The Alquist-Priolo Fault Zoning Act requires active earthquake fault zones to be mapped, and it provides special development considerations within these zones. While Colusa County could be affected by distant earthquakes, there are no Alquist-Priolo Fault zones within the region.

Seismic Ground Shaking. Some possibility of seismic ground shaking in California is expected. Due to this expectation, California requires special design considerations for all structural improvements in accordance with the seismic design provisions in the California Building Code. These seismic design provisions require enhanced structural integrity based on several risk parameters. Any future roadway improvements implemented as a result of adoption of the RTP would be subject to detailed engineering review at each project-specific level to ensure that the structural integrity is consistent with state requirements. As such, implementation of the proposed RTP as a Project would result in a less than significant impact from seismic ground shaking.

Liquefaction. Liquefaction typically requires a significant sudden decrease of shearing resistance in cohesionless soils and a sudden increase in water pressure, which is typically associated with an earthquake of high magnitude. The potential for liquefaction is highest when groundwater levels are high, and loose, fine, sandy soils occur at depths of less than 50 feet. Most areas of Colusa County are at a low risk of hazards from liquefaction. Any future roadway improvements implemented as a result of adoption of the RTP would be subject to detailed engineering requirements to ensure structural integrity consistent with the requirements of state law. As such, implementation of the proposed Project would result in a less than significant impact from liquefaction.

Landslides. Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as the geological conditions, drainage, slope, vegetation, and others directly affect the potential for landslides. A common trigger for landslides results from the construction of new roadways. Most roadway projects identified in the RTP consist of maintenance or repair of existing facilities, and no new roadways are proposed in the 2025 RTP. Furthermore, any future roadway improvements implemented as a result of adoption of the RTP would be subject to detailed project-level review. Therefore, the potential for landslides is considered less than significant.

Lateral Spreading. Lateral spreading typically results when ground shaking moves soil toward an area where the soil integrity is weak or unsupported, and it typically occurs on the surface of a slope, although it does not occur strictly on steep slopes. Oftentimes, lateral spreading is directly associated with areas of liquefaction. However, any future roadway improvements implemented as a result of adoption of the RTP would be subject to detailed project-level review.

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Therefore, the potential of impact from lateral spreading is considered less than significant.

Erosion. Erosion naturally occurs on the surface of the earth as surface materials (i.e. rock, soil, debris, etc.) is loosened, dissolved, or worn away, and transported from one place to another by gravity. Two common types of soil erosion include wind erosion and water erosion. The steepness of a slope is an important factor that affects soil erosion. Erosion potential in soils is influenced primarily by loose soil texture and steep slopes. Loose soils can be eroded by water or wind forces, whereas soils with high clay content are generally susceptible only to water erosion. The potential for erosion generally increases as a result of human activity, primarily through the development of facilities and impervious surfaces and the removal of vegetative cover. There are no new roadways proposed in the RTP, and any projects implemented from the RTP will go through project-level review and analysis. Therefore, the potential for erosion is considered less than significant.

Expansive Soils. There are no expansive soils in Colusa County that have a moderate to high swelling capacity, and most of the area does not have any expansive soils. Expansive soils are those that shrink or swell with the change in moisture content. The volume of change is influenced by the quantity of moisture, by the kind and amount of clay in the soil, and by the original porosity of the soil. Shrinking and swelling can damage roads and structures unless special engineering design is incorporated into the project plans. There are no new roadways proposed in the RTP, and any projects implemented from the RTP will go through project-level review and analysis. Therefore, the potential for new expansive soil issues is considered less than significant.

Septic Tanks. Implementation of the RTP would not result in the use or expansion of any septic systems. Implementation of the proposed Project would have a less than significant impact on this environmental topic, and no mitigation is required.

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VII. GREENHOUSE GAS EMISSIONS – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

DISCUSSION

The RTP includes goals, policies, and strategies aimed at reducing greenhouse gas (GHG) emissions in Colusa County. These goals and policies largely consist of methods to reduce Vehicle Miles Traveled (VMT), which is the main source of GHG emissions for transportation. RTP projects such as roadway and bridge repairs are necessary to maintain a safe regional transportation system and to prevent deterioration of roadways and bridges which may require costlier repairs in the future. These projects will not result in greater traffic volumes along State Highways or County roads as they are simply maintaining the current system.

The RTP includes bicycle and pedestrian projects, and transit projects aimed at enabling travelers to utilize alternative modes of transportation. By expanding alternative forms of transportation and not including capacity-enhancing projects, Colusa County is in line with statewide climate change goals.

RESPONSES TO CHECKLIST QUESTIONS

Response a) and b): Less than Significant. The RTP includes numerous goals related to the increase in multi-modal transportation options, which reduce dependence on the automobile, and may subsequently result in decreases in total VMT throughout the County. The RTP is consistent with all County General Plan updates and County land use guidelines and will encourage infill development and strategic planning to assist in VMT reduction and shorter travel distances.

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VIII. HAZARDS AND HAZARDOUS MATERIALS – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?			X	
f) For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?			X	
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

DISCUSSION

The RTP would not create significant hazards to the public through transport, use, or disposal of hazardous materials, as it is a planning document that does not directly authorize any activities involving hazardous substances. The plan does not interfere with emergency response plans or evacuation routes; in fact, many RTP projects aim to improve emergency access and evacuation capabilities through road improvements and maintenance. Colusa County does contain some

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sites with known contamination, but the RTP does not propose disturbance at these locations. For future projects, standard practices for site assessment and remediation would be implemented if contaminated soils are encountered during construction. The RTP does not locate incompatible land uses near airports or airstrips, nor does it place sensitive receptors in areas with elevated wildfire risks. Any roadway improvements would be designed to meet applicable safety standards, including those for transport of hazardous materials. Therefore, impacts related to hazards and hazardous materials are less than significant

RESPONSES TO CHECKLIST QUESTIONS

Responses a-c): No Impact. The RTP does not propose any new roadways to be constructed, and any potential use of hazardous substances used through construction equipment would be properly assessed and mitigated before any projects are constructed. No hazardous materials will be transported or used within a one quarter mile radius of any schools. Furthermore, any specific project from the RTP would be evaluated for these conditions at a specific project-level basis before construction. Implementation of the proposed Project would have a less than significant impact on this environmental topic and no mitigation is required.

Responses d): Less than Significant. There are two locations in Colusa County that are registered with the Department of Toxic Substances Control and included on the Cortese List. However, any specific project from the RTP would be evaluated on a specific project-level basis. Implementation of the proposed Project would have no impact on this environmental topic and no mitigation is required.

Response e-f): Less than Significant. The Action Element of the RTP includes a list of proposed improvement projects related to aviation facilities in the County. The proposed aviation facility improvements consist primarily of rehabilitation and maintenance efforts. All improvements to aviation facilities within the County identified in the RTP are consistent with the applicable airport land use plans (ALUPs) and would not result in changes to the aviation and flight patterns surrounding County aviation facilities. Furthermore, any specific project from the RTP would be evaluated on a specific project-level basis. Implementation of the proposed Project would have a less than significant impact on this environmental topic and no mitigation is required.

Response g): Less than Significant. The proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The improvements identified in the RTP would improve the transportation network in Colusa County, which would serve to improve emergency response times countywide. Construction activities associated with projects identified within the RTP may result in temporary lane closures that may temporarily impede emergency access to certain areas within the County during construction. However, each improvement project, when undertaken, will include measures to allow safe passage whenever possible. Any specific project from the RTP would be evaluated on a specific project-level basis. Implementation of the proposed Project would have a less than significant impact on this environmental topic and no mitigation is required.

Response h): Less than Significant. Wildfires are a major hazard in the State of California and in Colusa County. Wildfires burn natural vegetation on developed and undeveloped lands and include timber, brush, woodland, and grass fires. While low intensity wildfires have an important

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role in the ecosystem, modern wildfires are exacerbated due to fire suppression, extreme drought and climate change. These higher intensity fires put human health and safety, structures (e.g., homes, schools, businesses, etc.), air quality, recreation areas, water quality, wildlife habitat and ecosystem health, and forest resources at risk. Most populated areas in Colusa County are in the Wildland-Urban Interface (WUI). This leaves communities at a higher level of risk as they are more exposed to wildland fires.

The proposed Project consists primarily of projects that will improve and rehabilitate roadways throughout the County. Roadway rehabilitation is necessary for improving emergency response and evacuation efficiency. There are no new homes, businesses or habitable structures proposed as part of the RTP. Therefore, implementation of the proposed Project would not result in increased risks associated with wildfires. This is a less than significant impact and no mitigation is required.

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IX. HYDROLOGY AND WATER QUALITY – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			X	
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X	
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j) Inundation by seiche, tsunami, or mudflow?			X	

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DISCUSSION

The RTP update will not directly involve any discharges or alterations to waterways, groundwater, or drainage patterns. It is a planning document with no ground-disturbing activities authorized. Consequently, the project cannot violate any water quality standards or waste discharge requirements, nor will it deplete groundwater or interfere with groundwater recharge.

There are no construction activities under this plan that could cause erosion, sediment runoff, or flooding. Any future transportation project (like road improvements) that could affect hydrology or water quality will be subject to stormwater best management practices and permitting (e.g., compliance with the Construction General Permit for stormwater) at the time of its development.

The RTP itself has no impact on floodplains or drainage, as it does not propose placing structures in flood hazard areas. It also does not affect any dam or levee, nor does it introduce new impervious surfaces that would increase storm runoff. In short, adoption of the RTP will not change current hydrologic conditions. The Initial Study concluded that any potential impacts on hydrology and water quality are less than significant, with no mitigation required.

RESPONSES TO CHECKLIST QUESTIONS

Response a-j): Less than Significant. Implementation of the proposed Project would indirectly result in the improvement and rehabilitation of roadways and transportation infrastructure throughout Colusa County. The Project would not result in the development or construction of housing or other habitable structures that would be at risk from flooding events and no new roadways would be developed. There are a small number of projects identified within the RTP that may increase the area of impervious surfaces within the County. Such improvements consist primarily of repaving or roadway widening to address safety and operational concerns. The RTP would not substantially alter existing drainage, nor would it contribute to runoff water. The RTP would not degrade the water quality, nor would it place housing within a 100-year flood hazard area. As such, the Project would not result in an increased demand for ground or surface water resources and would have no impact on these environmental resources.

There is the potential for water quality impacts to occur during construction activities associated with the various projects identified in the RTP. Each project is subject to further project-level environmental review prior to approval and construction. During subsequent environmental review, potential project-specific construction impacts to water quality would be identified, and mitigation measures, in the form of Best Management Practices would be identified and implemented to ensure that impacts to water quality are reduced or avoided. Impacts to the hydrology and water quality are considered less than significant and no mitigation is required.

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X. LAND USE AND PLANNING – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

DISCUSSION

The RTP was developed in coordination with local general plans and would not conflict with established land use plans, policies, or regulations. It supports existing community plans rather than introducing incompatible uses or creating physical divisions within established communities. The transportation improvements identified in the RTP are intended to serve planned growth consistent with adopted general plans, not to induce unplanned growth. As a regional transportation plan, the document inherently promotes connectivity rather than division of communities. The RTP is also consistent with regional air quality plans, habitat conservation plans, and other resource management documents. It does not authorize changes in land use or zoning, which remain under the jurisdiction of local agencies. Therefore, land use and planning impacts are less than significant.

RESPONSES TO CHECKLIST QUESTIONS

Responses a-c): No Impact. Implementation of the proposed Project would result in improvements to the County's transportation network, and there are no proposed changes to land uses or land use designations in the RTP. The RTP is consistent with the County General Plan, and no housing would be affected, nor would any new roadways be constructed. Furthermore, any projects implemented as a result of the RTP would go through a more detailed project-level analysis. Implementation of the RTP would not conflict with a habitat conservation plan. There are no impacts to land use associated with the proposed Project and no mitigation is required.

Attachment: 2025 Colusa County RTP IS-ND - Public Draft (10906 : Public Hearing and Adoption of Final 2025 Regional Transportation Plan)

XI. MINERAL RESOURCES – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

DISCUSSION

The Office of Mine Reclamation periodically publishes a list of mines regulated under SMARA that is generally referred to as the AB 3098 List. The Public Contract Code precludes mining operations that are not on the AB 3098 List from selling sand, gravel, aggregates, or other mined materials to state or local agencies. The current AB 3098 list indicates that there is one mine regulated under SMARA in Colusa County: 91-06-0015 Lovelady Ranch, LLC Lovelady Ranch, LLC & Little Stony, LLC Colusa – County.

RESPONSES TO CHECKLIST QUESTIONS

Response a-b): No Impact. There are no active mines that would be affected by the RTP. The proposed Project would not result in the loss of availability of a known mineral resource or mineral resource recovery site. Implementation of the proposed Project would have a less than significant impact, therefore no mitigation is required.

Attachment: 2025 Colusa County RTP IS-ND - Public Draft (10906 : Public Hearing and Adoption of Final 2025 Regional Transportation Plan)

XII. NOISE – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?			X	
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?			X	
f) For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?			X	

DISCUSSION

The RTP will not directly create noise or vibration, as it does not involve construction or operation of facilities. The dominant noise sources in Colusa County are traffic on existing roads, rail operations, agricultural activities, and other stationary sources, which will continue with or without this plan.

The plan itself does not induce new traffic or alter traffic patterns in a manner that would substantially increase noise levels. In other words, simply adopting the plan will not put more vehicles on the road; it identifies improvements (like road maintenance, safety projects, transit service enhancements) that accommodate forecast travel demand but do not in themselves generate additional vehicle trips.

Any temporary construction noise from future projects (e.g., road work) will be short-term and subject to local noise ordinances and standard construction noise controls (e.g., limited work hours, equipment mufflers) at the time those projects are built. There are no components of the RTP that would introduce new long-term stationary noise sources or place noise-sensitive land uses in harm's way.

Attachment: 2025 Colusa County RTP IS-ND - Public Draft (10906 : Public Hearing and Adoption of Final 2025 Regional Transportation Plan)

Thus, the project will not expose people to noise levels exceeding standards, nor result in a substantial permanent increase in ambient noise. The Initial Study finds the noise impact to be less than significant, with no mitigation measures needed.

RESPONSES TO CHECKLIST QUESTIONS

Responses a-f): Less than Significant. Implementation of the proposed Project consists primarily of improvements to the existing transportation network in Colusa County. There are no new roadways proposed that would introduce new vehicle trips into areas not currently exposed to mobile noise sources from the existing transportation network. The improvements identified in the RTP would not directly result in increased vehicle trips on the County roadway network and would therefore not result in increased noise levels from vehicles travelling on existing roadways and transportation facilities in the County. Any noise disturbances to people or animals due to construction activities would be temporary, and subsequent environmental review of project-specific impacts would be required prior to approval and implementation of future improvements to ensure that sensitive species are not disturbed. This review would propose temporary mitigations to sensitive receptors and assign mitigation measures as needed to reduce noise impacts. This is a less than significant impact and no mitigation is required.

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XIII. POPULATION AND HOUSING – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X	

DISCUSSION

The RTP would not induce substantial unplanned population growth, either directly or indirectly. Transportation infrastructure included in the plan primarily serves existing development and planned growth consistent with adopted general plans. The RTP does not propose to extend infrastructure to undeveloped areas in a manner that would stimulate unexpected growth, nor does it include major capacity-increasing projects that would remove obstacles to growth beyond what is already anticipated in local planning documents. The RTP also would not displace substantial numbers of existing housing or people, as projects would primarily occur within existing transportation corridors and rights-of-way. While some future projects may require minor property acquisition, these would be evaluated on a project-by-project basis and would not result in significant housing displacement at the program level. Therefore, population and housing impacts are less than significant.

RESPONSES TO CHECKLIST QUESTIONS

Responses a-c): Less than Significant. The Colusa County region is not undergoing any major development or construction that would significantly alter the population. The proposed Project consists primarily of the rehabilitation of the existing transportation network in Colusa County. There are no new roadways proposed that would extend vehicular access into areas of the County that are not currently accessible by area roadways. The Project would not result in the direct or indirect inducement of population growth. The RTP includes projects that would occur primarily within the right-of-way of the existing transportation network and would not displace any persons or housing units. This is a less than significant impact and no mitigation is required.

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XIV. PUBLIC SERVICES – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:			X	
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities?			X	

DISCUSSION

Adoption of the RTP would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities for fire protection, police protection, schools, parks, or other public facilities. The plan does not directly cause population growth that would increase demand for these services. Rather, it accommodates anticipated growth that has already been planned for in local plans. Many transportation improvements identified in the RTP would improve access to public facilities and enhance emergency response times through better roadway conditions and reduced congestion. The Plan does not propose the construction of new schools, parks, or other public facilities that could have environmental impacts. Therefore, impacts to public services are less than significant.

RESPONSES TO CHECKLIST QUESTION

Response a): Less than Significant. The proposed Project (adoption of the RTP) consists primarily of the rehabilitation and improvement of the existing transportation network in Colusa County. The projects included in the RTP would not construct any new roadways into areas not already accessible and would not have an impact on population change. As such, the RTP would not create a demand for increased public services, including police protection, fire protection, schools, parks and other public. Furthermore, every project included in the RTP will be analyzed at a project-specific level to verify this. This is a less than significant impact and no mitigation is required.

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XV. RECREATION– WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the			X	
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which			X	

DISCUSSION

The RTP would not increase the use of existing parks or recreational facilities such that substantial physical deterioration would occur. It does not propose construction of recreational facilities that might have an adverse physical effect on the environment. The plan does include some bicycle and pedestrian improvements that may enhance access to recreational areas, but these would generally have beneficial rather than adverse impacts. By improving transportation access to parks and open spaces, the RTP supports recreational opportunities without creating significant adverse impacts. Any specific bicycle or pedestrian pathway projects identified in the RTP would undergo separate environmental review when proposed for implementation. Therefore, recreational impacts are less than significant.

RESPONSES TO CHECKLIST QUESTIONS

Responses a-b): Less than Significant. The proposed Project (adoption of the RTP) consists primarily of the rehabilitation and improvement of the existing transportation network in Colusa County. The projects included in the RTP would not construct any new roadways into areas not already accessible and would not have an impact on population change. Furthermore, every project included in the RTP will be analyzed at a project-specific level to verify this. As such, the demand for increased recreational facilities would not increase as a result of implementation of the proposed Project. This is a less than significant impact and no mitigation is required.

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XVI. TRANSPORTATION/TRAFFIC – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	

DISCUSSION

Evaluating transportation impacts under CEQA now focuses on vehicle miles traveled (VMT) and consistency with plans (pursuant to CEQA Guidelines and SB 743). The RTP is, by definition, the long-range plan for regional transportation – it is consistent with statewide and regional policies aimed at improving transportation efficiency and reducing per-capita VMT.

Adopting the plan will not directly cause any physical change in traffic conditions; rather, it guides future projects that, collectively, aim to improve traffic safety and operations on existing roads and enhance alternatives to driving (public transit, bicycling, walking). Because the RTP does not include any immediate development or roadway expansion that would induce new travel, it will not increase traffic congestion or VMT in the short term.

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Many RTP strategies (e.g., transit improvements, complete streets projects) are expected to help reduce VMT over time. The plan does not propose new road alignments through undeveloped areas, so it does not create new roadway hazards or barriers. It also does not conflict with any the Circulation Element of the General Plan – it was developed in coordination with the County and cities and is consistent with their land use plans. Any site-specific traffic impacts of a particular future project (e.g., a new intersection or road widening) will be studied when that project is designed, but at the program level no significant transportation impact occurs from adopting the RTP.

RESPONSES TO CHECKLIST QUESTIONS

Responses a-b): Less than Significant. The Project is the preparation of the Regional Transportation Plan, which is a plan developed to guide transportation investments for all modes of transportation through goals, policies and proposed projects. It establishes vehicle miles traveled (VMT) standards established by the Colusa County Transportation Commission for the County's roads and highways. It also includes policies regarding public transit, bicycle and pedestrian facilities and airports. As such, there is no conflict as the RTP is the guiding transportation plan for the region. The RTP is also consistent with the circulation element of the General Plans and would not result in conflicts or inconsistencies with that plan. Therefore, there is no impact, and no mitigation is required. Implementation of the proposed RTP would result in improvements and rehabilitation to the existing transportation and roadway network in Colusa County.

Although a slight increase in VMT is likely to occur throughout the lifetime of this RTP, few changes are expected in the ratings of state routes in Colusa County. In 2045, most highway segments are expected to be operating at an acceptable congestion rating.

Implementation of the proposed Project would not result in population growth within Colusa County and would not directly result in increases of VMT. The proposed Project would improve traffic flows and operations throughout the County and would not result in VMT that exceeds applicable standards or thresholds. This is a less than significant impact and no mitigation is required.

Responses c-f): Less than Significant. As described throughout this Initial Study, implementation of the proposed Project would assist in the improvement of the County's transportation network across all modes of transit and transportation. The improvements proposed to aviation facilities in the County would not result in an increase in flights or a change in flight patterns. There are policies and programs included in the RTP that would improve public access to transit systems and alternative modes of transportation, such as bicycle use, and the RTP does not conflict with any existing plans to improve active transportation or transit. The various roadway improvements identified in the RTP would assist in the delivery of emergency services by improving the local and regional roadway network and reducing existing design and safety hazards. The RTP and the projects included within were developed after careful review of the General Plan of the County. The RTP is consistent with the circulation element of the General Plan and would not result in conflicts or inconsistencies with the above referenced plan. This is considered a less than significant impact and no mitigation is required.

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XVII. TRIBAL CULTURAL RESOURCES – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Cause a substantial adverse change in the significance of a tribal cultural resource, defined in public Resources Code section 21074 as either a site, feature place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of the Historical Resources, or in a local register of historical resources as defined Public Resources Code section 5020.1(k), or			X	
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.			X	

DISCUSSION

There are several active Tribes in the Colusa region, including the Grindstone Rancheria of Wintun-Wailaki, the Kletsel Dehe Wintun Nation of the Cortina Rancheria and the Cachil Dehe Band of Wintun Indians of the Colusa Rancheria.

During the RTP planning process, Tribal representatives were directly contacted via email and written correspondence to solicit feedback on the RTP. Additionally, Tribal contacts were included in all stakeholder outreach communication and were invited to all community events.

RESPONSES TO CHECKLIST QUESTIONS

Response a-b): Less than Significant. CEQA requires lead agencies to determine if a proposed Project would have a significant effect on tribal cultural resources. The CEQA Guidelines define tribal cultural resources as: (1) a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe that is listed or eligible for listing on the California Register of Historical Resources, or on a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or (2) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant according to the historical

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register criteria in Public Resources Code Section 5024.1(c), and considering the significance of the resource to a California Native American Tribe. The County provides notices of projects under AB52 to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice.

The proposed Project does not entitle, propose, or otherwise require the construction of new roadwaysThe proposed Project includes a variety of roadway improvement projects, which consist primarily of roadway rehabilitation efforts and roadway safety improvements. The proposed Project identifies roadway and multimodal transportation improvement funding priorities that will be implemented over the next 20 years. Nearly all of the roadway projects identified in the RTP consist of rehabilitation efforts, which would occur within the roadbeds of the existing roadways and would not have the potential to impact any known or previously undiscovered cultural resources. Individual projects identified in the RTP that may include the widening of a roadway or any other projects that would require excavation at previously undisturbed sites would be subject to project-level environmental review prior to approval and construction of the improvements. This future project-level environmental review of individual projects would identify the potential for impacts to any cultural resources. This is a less than significant impact and no mitigation is required.

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XVIII. UTILITIES AND SERVICE SYSTEMS – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Projects Projected demand in addition to the providers existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the Projects solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

DISCUSSION

The RTP would not require or result in the construction of new water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities with significant environmental effects. As a transportation plan, it does not directly increase water demand, generate wastewater, or substantially increase solid waste generation. Transportation projects may include some drainage improvements within existing rights-of-way, but these would be designed to meet current standards for water quality and would not cause significant environmental effects. The RTP does not propose development that would exceed wastewater treatment capacity or water supplies. While some construction waste may be generated by future transportation projects, these would be subject to state and local requirements for recycling and diversion from landfills. Therefore, impacts to utilities and service systems are less than significant.

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RESPONSES TO CHECKLIST QUESTIONS

Responses a-g): Less than Significant. The Project consists of various roadway and transportation network improvement projects throughout the County. No new roadways are proposed, RTP projects mostly consist of rehabilitation efforts. However, as described throughout this Initial Study, projects identified in the RTP would be subject to project-level environmental review to determine what mitigation measures are appropriate. Future projects under this review may result in proposed mitigation measures to avoid or lessen potential impacts to drainages such as culverts or swales adjacent to roadway and other improvement projects. Projects are anticipated to generate spoils to some degree. However, Best Management Practices (BMP's) are followed for proper spoil storage and disposal, which often occurs at county maintenance yards. The projects constructed as a result of the RTP will all be subject to project-level review; however, it is not anticipated that these projects will exceed wastewater treatment sites or landfills, nor would they require additional water supplies for the purposes of the Project. As any from the RTP will go through this project-level review, this is considered a less than significant impact and no mitigation is required.

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XIX. WILDFIRE – IF LOCATED IN OR NEAR STATE RESPONSIBILITY AREAS OR LANDS CLASSIFIED AS VERY HIGH FIRE HAZARD SEVERITY ZONES, WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d) Expose people or structures to significant risks, including down slope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

DISCUSSION

Colusa County is partly situated within California's State Responsibility Areas (SRAs), which are regions where the state is responsible for fire protection. These areas are primarily rural, with significant agricultural and natural landscapes. The SRAs cover large portions of the county, and the California Department of Forestry and Fire Protection (CAL FIRE) manages fire prevention and response in these regions. Colusa County also includes areas classified as Very High Fire Hazard Severity Zones (VHFHSZ). These are areas that face the highest risk of wildfires due to factors like dry conditions, dense vegetation, and hot, windy weather conditions. The VHFHSZ designations are part of California’s fire risk mitigation strategy to identify areas with extreme fire danger. In Colusa County, areas with dense vegetation, such as foothills and rural zones, are at higher risk and are considered to be in VHFHSZ. CAL FIRE and local authorities monitor these zones and implement strict fire prevention measures. Due to the combination of these factors (SRAs and VHFHSZ), Colusa County often faces significant wildfire risks, and it is a priority for local fire agencies to focus on fire prevention, vegetation management, and emergency response efforts. This includes public education, defensible space regulations, and increased fire suppression resources during the fire season

RESPONSES TO CHECKLIST QUESTIONS

Responses a-d): Less than Significant. The Project consists of various roadway and transportation network improvement projects throughout the County. No new roadways are proposed, RTP projects mostly consist of rehabilitation efforts. However, as described

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throughout this Initial Study, projects identified in the RTP would be subject to project-level environmental review to determine what mitigation measures are appropriate. Future projects under this review may result in proposed mitigation measures to avoid or lessen potential impacts. The Project would not result in land use changes that would affect an emergency response or emergency evacuation plan. The Project would not require installation of infrastructure that would exacerbate fire risk. The Project would not impair an adopted emergency response plan or emergency evacuation plan.

The Project would not interfere with any of the plans or reports mentioned in the discussion above because it would not prohibit subsequent plans from being established or prevent the goals and objectives of existing plans from being carried out. The Project would not require rerouting of traffic or road closures that would impair emergency response services. Therefore, the Project, would not significantly impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The Project would not result in exacerbated wildfire risk that would expose occupants to pollutant concentrations. Furthermore, the Project would not result in increased slopes or other conditions which would exacerbate wildfire risk. Therefore, the Project would have no impact related to exposing people or structures to flooding, landslides, or risks associated with post-fire instability.

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XX. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects)?			X	
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a-c): Less than Significant. When considered with other past, present, and reasonably foreseeable future projects, the RTP would not result in cumulatively considerable environmental impacts. The plan is designed to be consistent with local general plans, regional air quality plans, and other planning documents that have already considered cumulative conditions. Many of the projects in the RTP (such as road maintenance, safety improvements, and multimodal enhancements) would have minimal impacts individually and would not combine to create significant cumulative effects. The plan is inherently cumulative in nature, as it considers the transportation system as a whole rather than as isolated projects. By promoting efficient transportation, transit use, and non-motorized travel, the RTP could help reduce cumulative impacts related to air quality, greenhouse gas emissions, and energy consumption compared to a no-project scenario.

Notably, the RTP will not induce unplanned growth or result in significant cumulative impacts; it is fundamentally a policy document that by itself does not alter the physical environment.

Attachment: 2025 Colusa County RTP IS-ND - Public Draft (10906 : Public Hearing and Adoption of Final 2025 Regional Transportation Plan)

References

California Air Resources Board (CARB), Air Quality Standards and Area Designations (2018).

California Department of Conservation, Mine Reclamation AB 3098 List (2022).

California Department of Finance, Population and Housing Estimates (2024).

California Department of Fish and Wildlife (CDFW), California State Wildlife Action Plan (2015), California Natural Diversity Database (CNDDB).

California Environmental Protection Agency (CalEPA), Cortese List Data Resources (2019).

Cal Fire Website https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-maps

California Public Road Data (2017, 2018, 2020, and 2021).

California Transportation Commission, 2024 Regional Transportation Plan Guidelines for Regional Transportation Planning Agencies (2024).

California Data Exchange Center, Department of Water Resources (2018-2019).

CEQA Statutes & Guidelines (2024).

Colusa County Annual Crop and Livestock Report (2022).

Colusa County, County of Colusa Website (2024).

Colusa County Department of Agriculture/Weights & Measures (2022).

Colusa County Safety, Secondary Access, Community Planning and Evacuation Routing Study (2024).

Colusa County, Colusa County General Plan (2009).

Colusa County Transportation Commission, 2025 Colusa County RTP Draft (2024).

State of California U.S. Department of Transportation (DOT) regulations; State regulations in 26 CCR.

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COUNTY OF COLUSA, CA **4.2**

Request For Transportation Commission and Transit Agency

MEETING DATE:	**November 18, 2025**
DEPARTMENT:	**Transportation Commission**
FROM:	**Scott Lanphier**
SUBJECT:	**Adoption of a Resolution for the Colusa County 2026 Regional Transportation Improvement Program for Transportation Improvement Projects**

Approve a Resolution for the Colusa County 2026 Regional Transportation Improvement Program for Transportation Improvement Projects

Detailed Description/Background of request

The Regional Transportation Improvement Program (RTIP) is a required programming document prepared by the Colusa County Transportation Commission (CCTC) every two years in accordance with California Government Code Section 14527 and the California Transportation Commission (CTC) State Transportation Improvement Program (STIP) Guidelines. The RTIP identifies transportation improvement projects proposed for funding through the State Transportation Improvement Program, which is the State's primary multi-year program for allocating state and federal transportation revenues to regional and interregional projects.

The RTIP serves as the region's formal submittal to the CTC of Colusa County's priorities for inclusion in the upcoming 2026 STIP cycle. The STIP is a five-year program that includes both regional and interregional projects, with the regional share programmed through each county's RTIP. Colusa County's share of STIP funds, known as the Regional Improvement Program (RIP) share, may be used for a range of eligible transportation capital improvements such as roadway rehabilitation, capacity enhancement, safety, and multimodal access projects.

To develop the 2026 RTIP, staff convened a working group comprised of technical representatives from the County of Colusa, the City of Colusa, and the City of Williams. The meeting was held Wednesday, Nov. 5th, 2025. Project needs were reviewed along with existing priorities, and available funding capacity under the 2026 STIP fund estimate provided by the CTC. Through this process, the TAC developed a recommended list of projects for inclusion in the 2026 RTIP, reflecting the highest regional priorities and readiness for implementation.

The draft project list and corresponding resolution are attached for Commission review and consideration. Upon adoption by the CCTC, the 2026 RTIP will be submitted to Caltrans and the CTC by the statutory deadline of December 15, 2025, consistent with

the biennial STIP development cycle. The CTC will review all regional submittals and is expected to adopt the 2026 STIP in March 2026.

Staff recommends that the Commission adopt the attached resolution approving the 2026 Colusa County Regional Transportation Improvement Program for submittal to Caltrans and the California Transportation Commission.

Prior Board Action
Approval of prior year's RTIPs (every odd year)

Fiscal Impact/Funding Source

Allows expenditure of up to $4.3 Million of Regional Improvement Program (RIP) Funds out of the State Transportation Improvement Program

Action for the Clerk
Please provide the Executive Director a copy of the adopted resolution and a Certified Board Order.

ATTACHMENTS:

- 2026 RTIP RESO (DOC)
- CCTC 2026 RTIP Final Project List (XLSX)
- STIP Fund Estimate 2026 Highlighted (PDF)

Attachment: 2026 RTIP RESO [Revision 1] (10926 : Adopt a Resolution for the Colusa County 2026 Regional Transportation Improvement

RESOLUTION NO. 2526-004

RESOLUTION OF THE COLUSA COUNTY TRANSPORTATION COMMISSION ADOPTING THE 2026 COLUSA COUNTY REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM FOR THE 2026 STATE TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, California Government Code Section 65082(a) requires Regional Transportation Planning Agencies to adopt and submit a Regional Transportation Improvement Program (RTIP) for the geographic area under its jurisdiction [21 C.C.R., Sec 8114(a)(3)] to the California Transportation Commission (CTC) and the California Department of Transportation for inclusion in the State Transportation Improvement Program (STIP);

WHEREAS, the RTIP must include regional transportation improvement projects and programs proposed to be funded, in whole or in part, in the STIP; and major projects must include current costs updated as of November 1 of the year of submittal and escalated to the appropriate year, and be listed by relative priority, taking into account need, delivery milestone dates, as defined in Government Code section 14525.5, and the availability of funding (Gov't Code Sec. 65082(a));

WHEREAS, the Colusa County Transportation Commission (CCTC) is the Regional Transportation Planning Agency for the Colusa County region;

WHEREAS, the CCTC, through the conduct of a continuing, comprehensive, and coordinated transportation planning process, and in conformance with all applicable State and Federal requirements, has accepted the 2025 Regional Transportation Plan (RTP) for Colusa County;

WHEREAS, the list of projects included in this resolution are consistent with the 2025 RTP;

WHEREAS, the CCTC recognizes the fact that many local roadways within the County are rapidly deteriorating and require immediate maintenance and improvements and that funds for said improvements are extremely limited; and

WHEREAS, the CCTC recognizes that according to the California Transportation Commission (CTC) has prepared a STIP funding estimate which include unprogrammed fund balance and newly available Regional Improvement Program (RIP) funds for the CCTC; and

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the Colusa County Transportation Commission does hereby resolve to adopt the attached RTIP for the year 2026 and for inclusion into the 2026 STIP.

BE IT FURTHER RESOLVED AND ORDERED that the Executive Director is hereby authorized to represent this Commission and sign all documents related to the 2026 STIP and the Colusa County 2026 RTIP.

PASSED AND ADOPTED this 18th day of November 2025 by the following vote:

AYES:

NOES:

ABSENT:

_____
Janice A. Bell, Vice-Chair

ATTEST: Colt Esenwein, Secretary
to the Transportation Commission
an Transit Agency

_____,
Patricia Rodriguez, Deputy Clerk

APPROVED AS TO FORM:

_____
Jennifer Sutton, Senior Deputy County Counsel

Attachment: 2026 RTIP RESO [Revision 1] (10926 : Adopt a Resolution for the Colusa County 2026 Regional Transportation Improvement

Colusa County Transportation Commission
2026 Regional Transportation Improvement Program (1,000's)

Agency	Rte	PPNO	Project	Alloc Need	Prog	Prior	25-26	26-27	27-28	28-29	29-30	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Colusa County			Countywide Road Rehabilitation	2,464				2,464					2,464				
City of Colusa			Freemont St/10th Street - New Traffic Signal	1,760							1,760		1,760				
PPM			Planning, Programming, and Monitoring	89				0		89							
			Totals	**4,313**	**0**	**0**	**0**	**2,464**	**0**	**89**	**1,760**	**0**	**4,224**	**0**	**0**	**0**	**0**

Attachment: CCTC 2026 RTIP Final Project List (10926 : Adopt a Resolution for the Colusa County 2026

Table 4 - Calculation of Targets and Shares - Maximum

($ in thousands)

County	Net Carryover		2026 STIP Estimated Share through 2031-32			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2023-24 & 2024-25	**Net Share (Maximum)**	Net Advance
Alameda	0	(8,664)	34,508	0	**25,844**	0
Alpine	0	(1,511)	991	0	**0**	(520)
Amador	1,052	0	2,244	76	**3,372**	0
Butte	0	(492)	6,222	0	**5,730**	0
Calaveras	0	0	2,623	0	**2,623**	0
Colusa	2,553	0	1,760	0	**4,313**	0
Contra Costa	0	0	23,596	0	**23,596**	0
Del Norte	0	(3,682)	1,610	0	**0**	(2,072)
El Dorado LTC	0	(20,591)	4,594	0	**0**	(15,997)
Fresno	0	0	25,316	0	**25,316**	0
Glenn	90	0	1,842	0	**1,932**	0
Humboldt	0	(1,258)	6,551	0	**5,293**	0
Imperial	23,853	0	11,989	0	**35,842**	0
Inyo	643	0	9,424	0	**10,067**	0
Kern	6,434	0	34,546	0	**40,980**	0
Kings	0	(4,129)	4,743	0	**614**	0
Lake	5,558	0	2,889	0	**8,447**	0
Lassen	1,942	0	4,174	0	**6,116**	0
Los Angeles	0	0	198,369	20,000	**218,369**	0
Madera	1,931	0	4,513	0	**6,444**	0
Marin	0	(11,562)	6,062	0	**0**	(5,500)
Mariposa	2,188	0	1,697	0	**3,885**	0
Mendocino	0	(5,776)	6,261	0	**485**	0
Merced	0	0	8,376	0	**8,376**	0
Modoc	2,109	0	2,244	0	**4,353**	0
Mono	817	0	7,043	0	**7,860**	0
Monterey	0	(2,136)	11,772	14,709	**24,345**	0
Napa	0	(6,682)	3,944	0	**0**	(2,738)
Nevada	863	0	3,610	0	**4,473**	0
Orange	0	(11,786)	63,253	0	**51,467**	0
Placer TPA	0	(4,449)	9,136	0	**4,687**	0
Plumas	0	(1,686)	2,512	0	**826**	0
Riverside	0	0	56,746	0	**56,746**	0
Sacramento	31,371	0	32,728	137	**64,236**	0
San Benito	0	(11,338)	2,285	0	**0**	(9,053)
San Bernardino	0	0	64,719	0	**64,719**	0
San Diego	0	(179,915)	73,160	5,700	**0**	(101,055)
San Francisco	0	0	17,132	0	**17,132**	0
San Joaquin	0	0	17,969	0	**17,969**	0
San Luis Obispo	1,324	0	12,561	0	**13,885**	0
San Mateo	31,290	0	17,084	5,477	**53,851**	0
Santa Barbara	770	0	14,228	0	**14,998**	0
Santa Clara	0	0	39,902	29,702	**69,604**	0
Santa Cruz	0	0	6,613	0	**6,613**	0
Shasta	5,049	0	7,194	0	**12,243**	0
Sierra	1,858	0	1,241	0	**3,099**	0
Siskiyou	30	0	5,050	0	**5,080**	0
Solano	0	(10,654)	10,554	0	**0**	(100)
Sonoma	34	0	12,122	0	**12,156**	0
Stanislaus	1,563	0	12,671	0	**14,234**	0
Sutter	2,200	0	2,871	0	**5,071**	0
Tahoe RPA	1,044	0	1,557	0	**2,601**	0
Tehama	5,701	0	3,666	0	**9,367**	0
Trinity	2,740	0	2,655	2,700	**8,095**	0
Tulare	0	(9,247)	15,899	0	**6,652**	0
Tuolumne	2,726	0	2,902	0	**5,628**	0
Ventura	101,847	0	20,682	0	**122,529**	0
Yolo	0	(3,528)	6,114	2,656	**5,242**	0
Yuba	15,183	0	2,313	0	**17,496**	0
Statewide Regional	254,763	(299,086)	971,032	81,157	**1,144,902**	(137,035)
Interregional	0	(78,966)	323,677	62,037	**306,748**	0
TOTAL	254,763	(378,052)	1,294,709	143,194	**1,451,650**	(137,035)

Statewide SHA Capacity	**1,711,908**
Statewide PTA Capacity	**(260,258)**
Total	**1,451,650**

Attachment: STIP Fund Estimate 2026 Highlighted (10926 : Adopt a Resolution for the Colusa County 2026 Regional Transportation

COUNTY OF COLUSA, CA **4.3**

Request For Transportation Commission and Transit Agency

MEETING DATE:	**November 18, 2025**
DEPARTMENT:	**Transportation Commission**
FROM:	**Scott Lanphier**
SUBJECT:	**Adopt a resolution authorizing the Executive Director to approve a one-time contribution of $134 from the CCTC's 2026 Regional Improvement Program (RIP) fund balance to the California State Association of Counties Local Streets & Roads effort to support the statewide pavement condition assessment**

Adopt a resolution authorizing the Executive Director to approve a one-time contribution of $134 from the CCTC's 2026 Regional Improvement Program (RIP) fund balance to the California State Association of Counties Local Streets & Roads effort to support the statewide pavement condition assessment

Detailed Description/Background of request

Since 2017 the State's Local Streets and Roads Program and related statewide needs assessment have been a critical source of data and advocacy documenting the condition of local streets and county roads across California. CSAC participates on the oversight committee for the California Statewide Local Streets & Roads Needs Assessment and is actively coordinating county participation in the 2025/2026 assessment cycle to ensure accurate, statewide data used for planning, advocacy, and funding decisions. CSAC has issued an "Action Required" notice asking counties to participate and support the statewide assessment effort.

The Local Streets & Roads (LSR) Needs Assessment synthesizes pavement condition (PCI) and other asset data from counties and cities to estimate statewide needs, inform policymakers, and support state and federal funding advocacy. The California Transportation Commission (CTC) administers the Local Streets and Roads funding program created under SB 1; the statewide needs assessment helps demonstrate program impact and outstanding gaps. Independent reviews (e.g., California State Auditor) show the program provides substantial funding but that overall local pavement conditions remain challenged - underscoring the importance of accurate, county-level participation in statewide data efforts.

Participation by counties in the CSAC-coordinated assessment enables Colusa County (and the CCTC) to:

1) Ensure county pavement condition data and local priorities are included in statewide

summaries and cost estimates used in advocacy and grant applications.

2) Benefit from consolidated reporting and technical products (reports, summaries, statewide maps) prepared for member agencies, which can be reused locally for programming and grant applications.

Contribute a small, proportional share to the statewide effort so that the product remains comprehensive and authoritative - increasing the effectiveness of lobbying and long-term funding strategies for local pavement needs.

The requested contribution of $134 is a modest amount relative to the CCTC's RIP fund balance, but it directly supports a statewide effort that produces the primary publicly-available tabulation of local pavement needs, a resource frequently cited by state decisionmakers and used in regional programming and grant justification. The requested funding will be used for CSAC's role in coordinating county participation, data aggregation, report development, and distribution of information and outreach to member counties.

Prior Board Action
None

Fiscal Impact/Funding Source
If authorized, the Executive Director will be authorized to approve a one-time payment of $134 from the CCTC's 2026 RIP fund balance. No additional ongoing commitment is requested. Staff recommends the contribution be recorded as a program participation expense in the 2026 RIP budget records; the amount is not expected to adversely affect the CCTC's ability to program RIP dollars to planned projects.

Action for the Clerk
Obtain signature and provide copy to Scott Lanphier

ATTACHMENTS:

- lsr rtpa funding request letter 2024-2026 (Temp) (Converted) (PDF)
- LSR Resolution CCTC Contribution (DOCX)
- STBG Request Letter to Caltrans for LSR Effort (DOCX)

October 24, 2025 Sent via email and U.S. Mail

To: Executive Directors, Regional Transportation Planning Agencies

From: David Leamon, Stanislaus County Public Works Director and Local Streets and Roads Needs Assessment Committee Chair, Mark Neuburger, Legislative Advocate, California State Association of Counties and Damon Conklin, League of California Cities

Re: Ongoing Financing for the California Statewide Local Streets and Roads Needs Assessment

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Background

Since 2007, the California State Association of Counties (CSAC), League of California Cities (League), County Engineers Association of California (CEAC), and the state's regional transportation planning agencies (RTPAs) have worked together to sponsor a comprehensive assessment of California's local streets and roads. In 2023, the partnership produced its latest study, the 2024 California Statewide Local Streets and Roads (LSR) Needs Assessment Report. In addition to informing the public and policymakers on the status of California's streets and road, the 2024 Report provided crucial data for Caltrans' own State and Local Transportation System Needs Assessment required by Senate Bill (SB) 1121.

The LSR Needs Assessment Report is a comprehensive and systematic assessment of California's local streets & roads network performed biennially. The LSR Report includes the condition of the local network, an analysis of the current funding levels available to cities and counties to maintain that network; and estimates of the shortfalls in funding needed to preserve the public's $188 billion investment. The goal of the Report is to educate the public as well as policymakers and decision-makers at all levels of government about the infrastructure investments needed to provide California with a seamless, safe, and efficient multi-modal transportation system.

The upcoming **2026 California Statewide Local Streets and Roads Needs Assessment Report** is the latest edition of this important and ongoing effort. The (LSR) Needs Assessment Oversight Committee, consisting of the project manager and representatives from counties, cities, and RTPAs, have already begun work on the 2026 Report.

Value of the Report

In addition to educating the public, local elected officials, and key policy and decision-makers at the state and federal levels on the condition, status of, and needs on the local streets and roads system, CSAC and the League have used this comprehensive data to advocate against and avoid significant cuts to local transportation funding. As an example, the Report has helped CSAC and the League to advocate for a share of cap-and-trade auction proceeds. The auction proceeds support complete streets and active transportation projects on the local system that are consistent with SB 375 sustainable communities' strategies and other greenhouse gas emission reducing regional plans. Moving forward, the Report will continue to support counties and cities in an ongoing effort to generate and appropriate new revenues for transportation.

Attachment: lsr rtpa funding request letter 2024-2026 (Temp) (Converted) (10936 : RIP Funds Contribution to Local Streets and Roads Effort)

Funding Proposal

In 2011, the RTPA's agreed to financially partner with CSAC and the League for the development of the 2012 and 2014 reports. This valuable partnership has continued through subsequent reports. The LSR Committee respectfully requests RTPAs to continue their important contribution again this year. The cost of developing the 2026 report is approximately $715,100. Cost of the report is split equally among cities, counties and RTPAs. The total contribution for RTPAs is calculated to be $226,909. The LSR Committee proposes using a percentage to total calculation based on the final FFY 2022/23 Surface Transportation Block Grant (STBG) for individual RTPA shares. The attached table identifies individual RTPA's contributions.

Request for Action

The LSR Committee requests that each region sends a letter to Caltrans by November 30, 2025 authorizing Caltrans to reduce its share of STBG funding by the specific formula amounts provided in the attached table as each region's contribution to the Report. Once the request has been made to Caltrans, Caltrans will reduce the STBG balance for each region in accordance with the requested amount. The amounts contributed by regions would then be provided to the County Engineer's Association of California (CEAC) who is responsible for payments on the Report contract.

Attached is a template letter to Dee Lam, Division Chief at Caltrans Local Assistance, for use in your region's request. Email to dee.lam@dot.ca.gov and copy Megan Perasso at megan.perasso@dot.ca.gov, Heather Miller at hmiller@goventura.org and Mark Neuburger with CSAC at mneuburger@counties.org if sent by email, or mail to Mark Neuberger's attention at California State Association of Counties, 1100 K Street, Suite 101, Sacramento, CA 95814.

If you would prefer to contribute to this effort with different funds (i.e. non-STBG funds), please send a check payable to "CEAC" directly to George Johnson, CEAC Treasurer, 11068 Shiloh Ct, Alta Loma, CA or contact Mark Neuburger to discuss alternative options.

Finally, while Executive Directors in many regions have authority to contribute funds to this effort without board approval, for those that would like to take this action to their boards, a sample resolution is also attached.

If you have any questions regarding this request, or want more information on the history of or specific findings from the reports, please contact Mark Neuburger, CSAC Legislative Advocate at (916) 916-591-2764 or mneuburger@counties.org or Heather Miller, LSR Project Manager/Ventura County Transportation Commission at (805) 642-1591 ext. 114 or hmiller@goventura.org.

Thank you in advance for your consideration of our request.

Respectfully,

David A. Leamon, PE, MPA
Director of Public Works
Road Commissioner
Stanislaus County
2024-2025 County Engineers Association of California President

cc: Rural Counties Task Force
Regional Transportation Planning Agency Group

Attachment: lsr rtpa funding request letter 2024-2026 (Temp) (Converted) (10936 : RIP Funds Contribution to Local Streets and Roads Effort)

RESOLUTION 2526-005

A RESOLUTION AUTHORIZING THE COLUSA COUNTY TRANSPORTATION COMMISSION (CCTC) TO CONTRIBUTE REGIONAL SURFACE TRANSPORTATION PROGRAM FUNDING TO THE ONGOING CALIFORNIA STATEWIDE LOCAL STREETS AND ROADS NEEDS ASSESSMENT EFFORT

WHEREAS, a regional transportation network is comprised of local streets and roads, highways, mass transit, airports, seaports, land ports, and bicycle and pedestrian facilities;

WHEREAS, each transportation component is critical in ensuring a seamless, safe, and efficient multi-modal transportation network in all local communities across the state;

WHEREAS, 80% of the roads in California are locally owned and operated by cities and counties, where every trip begins and ends, and the local system is critical for safety and mobility of the traveling public, farm to market needs, multimodal needs, and commerce;

WHEREAS, while federal and state governments regularly assess their transportation system needs, until 2008, no such data existed for the local component of California's transportation network;

WHEREAS, transportation infrastructure is underfunded and deteriorating and existing funding sources are not sufficient to meet even basic maintenance needs, but without credible and defensible data, efforts to advocate for increased funding for transportation purposes are difficult at best;

WHEREAS, the California Statewide Local Streets and Roads Needs Assessment provides critical analysis and information on the local transportation network's condition and funding needs;

WHEREAS, the results of the 2024 Assessment Update, which indicate that the condition of the local transportation network is deteriorating as predicted in the 2008 California Statewide Local Streets and Roads Needs Assessment, are being used in the California Transportation Commission's efforts to study alternatives to the state gas tax as a mechanism to pay for transportation infrastructure;

WHEREAS, it costs approximately $715,000 to update the California Statewide Local Streets and Roads Needs Assessment report every two years; and

WHEREAS, California's regional transportation planning agencies have been financial partners since 2010 and provided ongoing technical support since 2008.

Attachment: LSR Resolution CCTC Contribution [Revision 1] (10936 : RIP Funds Contribution to Local Streets and Roads Effort)

NOW, THEREFORE, BE IT RESOLVED THAT THE CCTC will contribute its proportional share (estimated to be $134) towards the effort in support of the positive work that has been done to date, the usefulness of the findings of the report, and the continued use the report will serve as the collective transportation community advocates for scarce transportation revenues.

PASSED AND ADOPTED this 18th day of November 2025 by the following vote:

AYES:

NOES:

ABSENT:

_____
Janice A. Bell, Vice-Chair,
Colusa County Transportation Commission

ATTEST: Colt Esenwein, Secretary
To the Colusa County Transportation
Commission and Transit Agency

_____,
Patricia Rodriguez, Deputy Clerk

APPROVED AS TO FORM:

_____
Jennifer Sutton, Senior Deputy County
Counsel

Attachment: LSR Resolution CCTC Contribution [Revision 1] (10936 : RIP Funds Contribution to Local Streets and Roads Effort)

Commissioners:
County of Colusa
Janice Bell
Vice Chair
Kent Boes
Daurice Smith
City of Colusa
Greg Ponciano
Ryan Codoriniz
City of Williams
Frank Kennedy
Chair

D. Colt Esenwein, PE
Executive Director

COUNTY OF COLUSA
TRANSPORTATION COMMISSION

1215 MARKET ST., COLUSA, CALIFORNIA 95932
TELEPHONE (530) 458-0466 FAX (530) 458-2035

November 18, 2025

Dee Lam
Chief, Division of Local Assistance
California Department of Transportation
P.O. Box 942874 MS #1
Sacramento, CA 94274-0001

RE: 2024 – 2026 LSR Statewide Needs Assessment Funding Concurrence

Dear Ms. Lam:

The **Colusa County Transportation Commission (CCTC)** concurs with the request to contribute to the Statewide Local Streets and Roads Needs Assessment Report effort led by the California State Association of Counties (CSAC) and the League of California Cities (League). **The CCTC** understands that the region's programming capacity of Surface Transportation Block Grant (STBG) Program funding will be reduced by **$134** (Agency Contribution) to cover this four-year effort and authorizes the Department to appropriately direct this funding to cover our share of the costs.

We understand that the funding requested is proportionate to the Regional Transportation Planning Agencies (RTPAs) shares. California's cities and counties will contribute an equal amount as provided by regional agencies to this effort.

Please feel free to contact **Mr. D. Colt Esenwein, Executive Director** by email at cesenwein@countyofcolusaca.gov if you have any questions regarding **CCTC's** participation in this program.

Sincerely,

D. Colt Esenwein, PE
Executive Director
Colusa County Transportation Commission

cc: file

Attachment: STBG Request Letter to Caltrans for LSR Effort (10936 : RIP Funds Contribution to Local Streets and Roads Effort)

COUNTY OF COLUSA, CA

Request For Transportation Commission and Transit Agency

MEETING DATE: **November 18, 2025**

DEPARTMENT: **Transit Agency**

FROM: **Kirsten Montejano**

SUBJECT: **Approve FY 2025-26 Revenue & Appropriations Inter-Budget Adjustment No. 007. (Requires 5/6th vote)**

Approve FY 2025-26 Revenue & Appropriations Inter-Budget Adjustment No. 007.
(**Requires 5/6th vote)**

Detailed Description/Background of request

Utilize fund balance & SGR funds for the purchase of 2 buses .

DEPARTMENT ACCOUNT NAME	FUND NUMBER	OBJECT NUMBER	DEPT NUMBER	ADJUSTMENT AMOUNT
FUND BALANCE	042	31960	000	$245,972.40
21/22 SGR PRJT #7239	042	45578	000	$ 32,649.37
21/22 SGR PRJT #7241	042	45578	000	$ 38,877.41
TOTAL REVENUE				**$317,499.18**
FIXED ASSET>$5,000 **TOTAL EXPENSE**	042	57199	000	$317,499.18 **$317,499.18**

Prior Board Action

Approved purchase of 2 buses utilizing SGR & LTF funds

Fiscal Impact/Funding Source

LTF & SGR funds

Action for the Clerk

None

ATTACHMENTS:

- TR INTER 007 - 2 buses (PDF)

Reset Form 5.1.a

Colusa County Transportation Board of Commissioners **Agenda Request**

INTER-BUDGET ADJUSTMENT

REQUEST FOR APPROPRIATION OR TRANSFER OF FUNDS

Department Name: TRANSIT

Submitted By: Jayme K. Britt

Digitally signed by Jayme K. Britt
Date: 2025.10.28 13:32:59 -07'00'

Explanation: UTILIZE FUND BALANCE & SGR FUNDS TO COVER PURCHASE OF 2 BUSES.

TO INCREASE (DECREASE) REVENUE

FUND NUMBER	OBJECT CODE	DEPT NUMBER	ACCOUNT NAME	CURRENT AMT. BUDGETED	REVISED AMT. BUDGETED	ADJUSTMENT AMOUNT
042	45578	000	21/22 #7239 STATE OF GOOD REPAIR	$ 0.00	$ 32,649.37	$ 32,649.37
042	45578	000	22/23 #7241 STATE OF GOOD REPAIR	$ 0.00	$ 38,877.41	$ 38,877.41
042	31960	000	FUND BALANCE	$ 0.00	$ 245,972.40	$ 245,972.40
						$ 0.00
						$ 0.00
						$ 0.00
						$ 0.00
						$ 0.00
						$ 0.00
						$ 0.00
						$ 0.00
						$ 0.00
					Total	$ 317,499.18

TO INCREASE (DECREASE) APPROPRIATIONS

FUND NUMBER	OBJECT CODE	DEPT NUMBER	ACCOUNT NAME	CURRENT AMT. BUDGETED	REVISED AMT. BUDGETED	ADJUSTMENT AMOUNT
042	57199	000	FIXED ASSET > $5000.	$ 0.00	317499.18	$ 317,499.18
						$ 0.00
						$ 0.00
						$ 0.00
						$ 0.00
						$ 0.00
						$ 0.00
						$ 0.00
						$ 0.00
						$ 0.00
						$ 0.00
						$ 0.00
					Total	$ 317,499.18

Fiscal Year: 25/26

Inter-Budget Log #: IB- 007

Transportation Board Date: 11/18/2025

OpenGov Amendment #: 20

Priscilla Lang

Digitally signed by Priscilla Lang
DN: cn=Priscilla Lang, o=County of Colusa, ou=Auditor controller, email=plang@coutnyofcolusa.com, c=US
Date: 2025.10.29 16:08:22 -07'00'

Attachment: TR INTER 007 - 2 buses (10922 : Approve Inter-Budget Adjustment)