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COLUSA COUNTY TRANSPORTATION COMMISSION
&
TRANSIT AGENCY

Special Meeting Agenda

May 2, 2023

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

9:00 a.m. CALL TO ORDER/ROLL CALL

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

II. 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

III. SITTING AS THE COLUSA COUNTY TRANSPORTATION COMMISSION

1. Approve FY 2023-24 Final Overall Work Plan (OWP), designed to respond to growth strategies adopted in local public agency general plans. **(Continued from April 25, 2023)**
2. Approve FY 2021/2022 Local Transportation Funds (LTF) carryover distribution in accordance with Resolution Numbers 2122-001 (LTF Apportionment) and 2122-002 (LTF Distribution) as follows:
(Continued from April 25, 2023)

Entity	Percent	Amount
City of Colusa	28%	\$231,719
City of Williams	25%	\$206,892
County of Colusa	47%	\$388,957
Total	100%	\$827,568

3. Approve FY 2022-23 Revenue and Appropriations Inter-Budget Adjustment No 023 **(Requires 5/6th vote) (Continued from April 25, 2023)**
4. Ratify letter of support, for the City of Williams to program \$337,000 of Coronavirus Response and Relief Supplemental Appropriations (CRRSA), submitted by the Executive Director on March 21, 2023. **(Continued from April 25, 2023)**

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.

**Request For Transportation Commission and Transit Agency**

MEETING DATE: May 2, 2023

DEPARTMENT: Transportation Commission

FROM: Ann Nordyke

SUBJECT: Adopt 23/24 Final Overall Work Plan

Approve FY 2023-24 Final Overall Work Plan (OWP), designed to respond to growth strategies adopted in local public agency general plans. **(Continued from April 25, 2023)**

Detailed Description/Background of request

Annually, in order to utilize Rural Planning Assistance Funding, an Overall Work Plan (OWP) is drafted. The OWP is designed to respond to growth strategies adopted in local public agency general plans. It reflects the desires and needs of the general public, groups that have specific mobility issues, including the elderly and handicapped and the Native American Tribal Community. The OWP details the projected planning activities and resources to be expended during Fiscal Year 2023/2024 for continuation of regional transportation planning. The Colusa County Transportation Commission (CCTC) assigns major planning tasks to staff, and is the instrument by which rural planning assistance is made available to regional transportation agencies.

Final comments from Caltrans are incorporated into this final version. This request is to approve the final FY 23/24 OWP as submitted.

Prior Board Action

The Draft Plan was approved for circulation by the CCTC at the February 28 meeting and is reviewed annually.

Fiscal Impact/Funding Source

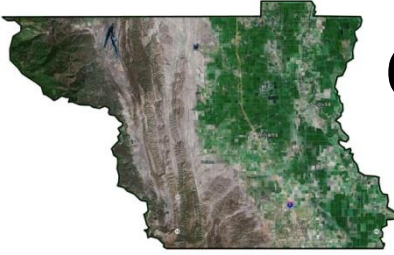
\$158,000 in Rural Planning Assistance funding is made available to CCTC

Action for the Clerk

none

ATTACHMENTS:

- OWP COVER 23-24 final (DOCX)
- 23-24 OWP Final (DOCX)



Colusa County Transportation Commission

Colusa County ~ City of Colusa ~ City of Williams

2023/24 Overall Work Program

2023 Final

Attachment: OWP COVER 23-24 final (9087 : Adopt 23/24 Final Overall Work Plan)

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Introduction

The Colusa County Transportation Commission (CCTC) is a single county, Regional Transportation Planning Agency (RTPA). The public agencies that coordinate transportation planning activities through the CCTC include the Cities of Colusa and Williams, Colusa County, California Department of Transportation, Tribal Governments, U.S. Department of Interior, Bureau of Reclamation, and the U.S. Forest Service.



The RTPA's jurisdiction is predominately rural in nature, consisting of approximately 1,151 square miles with many scattered small communities. The current estimated population is 21,600, with a density of 18.7 persons per square mile. Transportation and the regional economy are oriented to farming, ranching, and recreation. There are approximately 712 miles of maintained roads within the County, 27 miles in the

City of Colusa, 26 miles in the City of Williams, and 160 miles in the U.S. Forest.

In 2019, CCTC updated the Regional Transportation Plan (RTP). The RTP defines planning transportation goals and objectives relevant to this rural region as specified in Section 134 of Title 23 of the United States Government Code Section 650809(b). The RTP lists specific short term and long-term transportation projects to be implemented as part of an overall multi-modal plan. Per SB375, the CCTC now updates the RTP every four years.

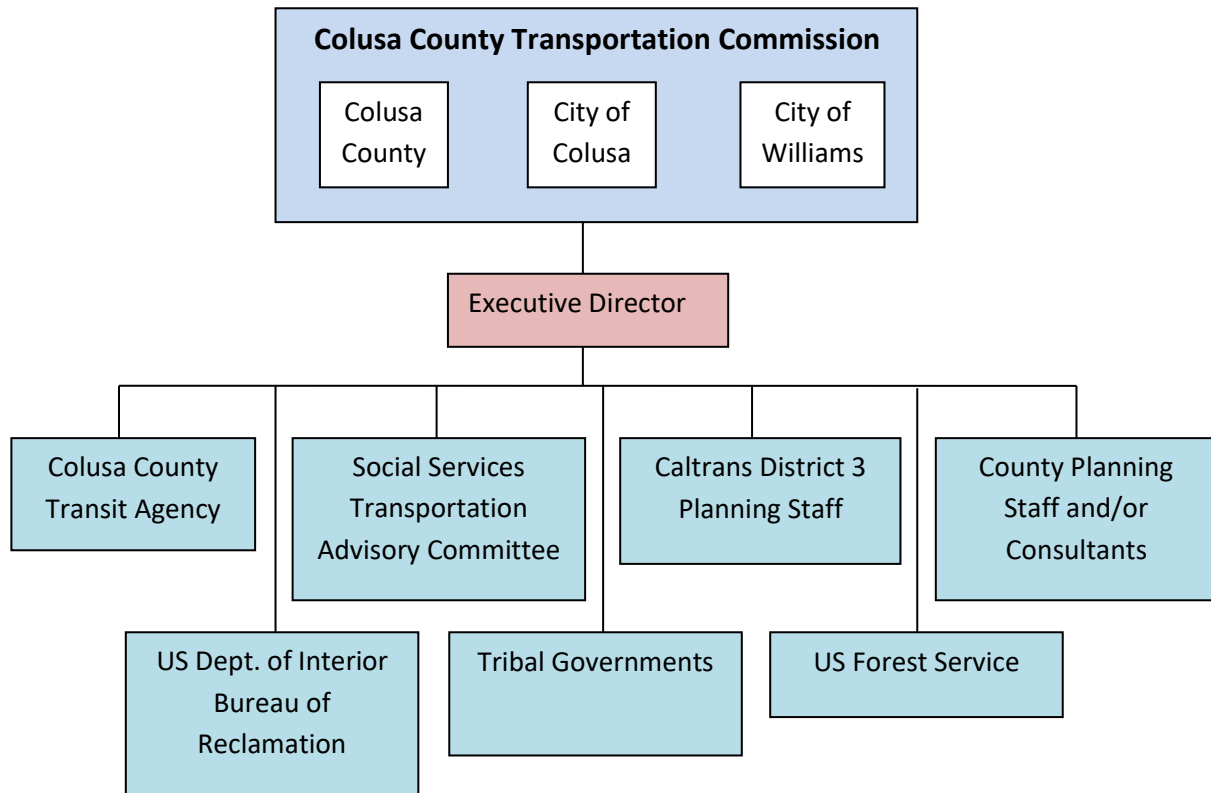
The Overall Work Program (OWP) for transportation planning compliments the RTP. It is designed to respond to growth strategies adopted in local public agency general plans. It reflects the desires and needs of the general public, groups that have specific mobility issues, including the elderly and handicapped and the Native American Tribal Community. The OWP details the projected planning activities and resources to be expended during Fiscal Year 2023/24 for continuation of regional transportation planning. The CCTC assigns major planning tasks to staff.



Organization and Management

The CCTC was designated as a RTPA by the Secretary of the California Business, Transportation, and Housing Agency in July of 1973. The CCTC consists of six members: three members appointed by the County Board of Supervisors and three members appointed from the

incorporated cities within the County; one from the City of Colusa and two from the City of Williams. The membership ratio of two to one rotates between the two incorporated cities on an annual basis. The executive director provides general oversight at the request of the Commission, as well as administrative oversight for general Commission activities.



The Colusa County Transit agency operates a dial-a-ride transit system with fixed, timed routes to:

- Arbuckle
- Colusa
- Grimes
- Maxwell
- Princeton
- Sites
- Stonyford
- Williams

The Colusa County Transit consists of nine vehicles and ten full-time employees. A total of five buses run each day on various routes and also provide out-of-county medical transportation on an on-call basis.

The CCTC does not have a formalized Technical and Citizens Advisory Committee structure. Due to the rural nature of the area and cooperative efforts of City and County Public Works

Departments, Caltrans, and the California Highway Patrol, the technical review role is informal and ongoing.

The Social Services Transportation Advisory Committee (SSTAC) is established to provide Unmet Needs information to CCTC. The determination of the members of SSTAC is made using Social Service Transportation Inventory Implementation Guide and Survey Tool, a product of the California Association for Coordinated Transportation. The Transportation Development Act unmet transit needs hearings, regional transportation plan preparation and adoption, and other CCTC activities are published in the newspaper of local circulation.

The CCTC appreciates working with Caltrans District 3 Planning staff to help align inter-regional and regional transportation infrastructure policies and goals. Collaboration is ongoing through regular meetings and continuous communication on a wide variety of items such as the development of the Colusa County RTP and the Regional Transportation Improvement Plan (RTIP).

County staff in both Planning and Public Works also provide continuous assistance and support to CCTC goals and objectives. In addition, consultant help is procured for specialized items as may be needed from time, for example: preparation of the RTP Updates are typically conducted by a consultant.

The CCTC coordinates with Tribal Governments (Cachil Dehe and Cachil Ketselto) to provide a liaison for transportation planning efforts. Regional issues include access and regional travel to Tribal property, and developing a mutually beneficial strategy to long term transportation solutions for tribal members as well as traveling public at large.

A good portion of the land in Colusa County is regulated by federal agencies, such as the US Forest Service and the US Department of Interior, Bureau of Reclamation, interaction between the CCTC and these agencies is crucial to developing long term transportation planning goals and policies to continue to provide measurable economic and social benefits to the Colusa region. Frequent communication and meetings with these agencies allows for continuous and mutually beneficial progress for regional access to federal lands within Colusa County.

The rural counties of California have formed a Rural Counties Task Force (RCTF). A rural county is defined as having a population of 50,000 or less. Staffing for the Rural Counties Task Force is provided from its members and is comprised of a chairman, vice-chairman, and secretary. This group conducts bimonthly (every two months) meetings. It provides rural counties the opportunity to communicate and educate one another on rural counties issues dealing with changes in state transportation planning and creates a united voice for dealing with state agencies and legislative proposals and analysis.

CCTC is a member of the RCTF and staff attends the RCTF meetings and has obtained valuable training and contacts at the county and state level. With the increasing complexity of transportation laws, the RCTF has supplied a wealth of information. CCTC provides financial support to the RCTF for the continuation of the valuable service of coordination and integration of government agencies.

Overall Work Program

The OWP is intended to summarize the transportation planning activities to be administered by CCTC during the 2023/24 fiscal year. The work program gives direction and emphasis to specific elements of the planning process. It ensures that the process is responsive to the transportation needs and priorities of the region and the state. It is also a basis for budgeting revenues and expenditures for the various elements of the OWP.

Regional transportation planning in California is a dynamic process. It involves the collaboration of Federal, State, and Tribal Governments, regional and local agencies, the private sector, and the public. All parties involved in transportation planning have the opportunity to provide leadership in any one or more phases of the regional transportation-planning program.

Transportation planning considers multiple, complex, and evolving goals, objectives, plans and programs. Regional transportation planning results in the development of RTPs and ultimately programs the projects. Regional planning studies, activities, consensus efforts, and documents provide the basis for project decisions including mode choice and general alignment. These decisions, in turn, lead to environmental and design approvals, and project delivery and construction.

Public Participation Process

The CCTC holds regular monthly meetings and publicizes each meeting by posting formal notices at various locations as well as the main County webpage. The public is encouraged to participate in each meeting.

FAST ACT PLANNING FACTORS

MAP-21/FAST Act Planning Factors/W.E. Matrix					
	W.E 1.01	W.E 2.01	W.E 3.01	W.E 4.01	W.E 5.01
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.					
2. Increase the safety of the transportation system for motorized and non-motorized users.				X	
3. Increase the security of the transportation system for motorized and non-motorized users.		X			
4. Increase the accessibility and mobility of people and for freight			X		
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.	X	X		X	X
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.			X		
7. Promote efficient system management and operation.				X	X
8. Emphasize the preservation of the existing transportation system.			X		
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water and reduce or mitigate storm water impacts of surface transportation.				X	X
10. Enhance travel and tourism.		X			

Regional Transportation Plan

RTPAs are created pursuant to California law (Government Code Section 29532 et seq.) and although State law does not define a RTPA, Government Code Section 65080 identifies some RTPA responsibilities: to adopt a regional transportation plan and to prepare and adopt a Regional Transportation Improvement Program (RTIP).

The RTP is a long range (20+) year plan that is developed by the RTPA in concert with the public and transportation partners in the region. The RTP identifies regional issues and problems, includes population and traffic growth projections for the region, and suggests mobility solutions to accommodate future transportation needs. In addition, the RTIP is developed in conjunction with the RTP. The RTIP is designed to implement the vision and goals of the RTP and projects in both documents must be financially constrained. The RTP must provide evidence that the proposed projects in the RTIP are fully funded through the cycle of the Plan, the revenues are reasonably available to finance projects and the costs of each project have been estimated consistent with any regional programming or project environmental documentation currently available.

All RTP's must also be accompanied by an environmental review document pursuant to State Law (Public Resources Code 21000 et seq, the California Environmental Quality Act).

Transportation projects included in the RTP/RTIP may be funded with the State Transportation Improvement Program (STIP) or with other State, Federal, Local, or Private funds. The objective of project selection for the RTP/RTIP is to obtain and maintain the maximum amount of transportation funding available for Colusa County's local and regional transportation priorities, including transit improvements, through the efficient programming of Federal and State transportation dollars.

Continued and On-Going Work Activities

The following activities are listed to illustrate ongoing activities for regional transportation planning development within Colusa County:

- Amend the Regional Transportation Plan as needed;
- Provide a public hearing/review process for RTP Amendments including participation by the public, Native American Tribal Governments, Caltrans, Transit providers and other community groups;
- Correct and significant differences between the RTP and the Caltrans District System Management Plan; and

Technical Capacity

The CCTC utilizes County staff to maintain the Pavement Management System (PMS) software. County employees also perform the tasks of road ratings, traffic counts, accident counts, and traffic sign inventory.

The use of Geographic Information System (GIS) is increasing and will continue development. CCTC will have current, reliable information to base decisions for road maintenance and

rehabilitation. This information could also be used to identify future transportation expansion projects. One use has been the plotting of automobile accident locations on a County base map. The accident data for the past 15 years has been compiled and entered into the system. The County will be monitoring the correlation between the frequencies of accidents with specific road segments. This monitoring will assist in evaluating the effectiveness of various safety improvements within the Region.

Pavement Management System

The CCTC has been able to improve the technical capacity of the planning process by continually funding the update and maintenance of the PMS. The PMS contains current information regarding road conditions as well as various maintenance recommendations based on varying budget scenarios. The CCTC utilizes Street Saver PMS software as developed by the Metropolitan Transportation Commission (MTC).

Traffic counts are conducted on a continuing basis and information added to the program to provide better analysis to ensure a safe and well-maintained road system. The availability of current information will provide the basis to evaluate how the road system is performing.

Geographic Information System (GIS)

The technical capacity has been additionally advanced by the development of a GIS database and associated hardware/software. A GIS base map has been established for the County, which includes multiple layers of information for various modes of travel, including vehicular, truck, recreational, pedestrian, bicycle, and waterway. Staff is in the process of developing various layers containing PMS information, accident data, traffic counts, and traffic control devices. This is an on-going activity to ultimately provide information to the public as well as continuing safety analysis.

Work Elements

The following five Work Elements (WEs) provide a task-by-task breakdown of RPA fund expenditures for the 2023/24 fiscal year. Each WE provides a description of typical items conducted, ongoing tasks, and specific items expected to be completed during the upcoming fiscal year. During the 2023/24 fiscal year, and as may be required, the actual expenditures may be amended through an update to the OWP.

Colusa County appreciates the support of Caltrans District 3 planning staff with respect to regional planning efforts. The following table provides a summary of Caltrans activities within the Colusa County Transportation Commission's jurisdiction.

CALTRANS REGIONAL PLANNING ACTIVITIES FOR FISCAL YEAR 2022/2023

ACTIVITY	DESCRIPTION	PRODUCTS
System Planning	Completion of System Planning documents used by Caltrans and its transportation partners	Caltrans District 3 System Planning documents consistent with the Caltrans District 3 System Planning Five-Year Work Plan
Advance Planning	Completion of pre-programming studies (e.g., Project Initiation Documents) so as to be ready to program resources for capital projects	Project Initiation Documents (PID), as indicated in the current Two-Year PID Work Plan
Regional Planning	Participate in and assist with various regional planning projects and studies	Participation in the following projects and studies: • Regional ITS Master Plan • Continue oversight and assistance with Sustainable Communities and Strategic Partnership grants • Oversight of Planning Studies/Conceptual Projects pertaining to State Highway System
Local Development Review Program	Review of local development proposals potentially impacting the State Highway System	Assistance to lead agencies to ensure the identification and mitigation of local development impacts to the State Highway System that is consistent with the State's smart mobility goals.

County work elements 1.01 through 5.01 are described on the following pages showing details of specific tasks and estimated budgets and timelines for completion for each.

Work Element 1.01: Overall Work Program

Work Element (WE) 1.01 consists of planning and drafting the Overall Work Program, which is essential to the CCTC's ability to function as a RTPA. As such, the OWP serves as a management tool identifying the tasks and products that the agency will undertake to deliver during the fiscal year. The OWP is the guiding tool that enables the CCTC to meet the mandated planning responsibilities required of all RTPA's. WE 1.01 includes drafting invoices, reports, and amendments. It should be noted that Colusa County has a unique blend of land uses consisting of agricultural lands, rolling hills/forest, and reservoirs and riverside areas all with their own types of regional significance and demands for multimodal travel. As such, a variety of agencies is included in our annual assessment of regional transportation issues and needs, which support the Counties diverse economy. Coordination and consultation with groups such as Tribal Governments who bring a significant number of regional trips to the County, as well as the US Bureau of Reclamation and US Forest service is critical for identifying the needs of the region that ultimately are reflected in the Overall Work Program.

Previous Work:

- 1) FY22/23 OWP Development, administration & reporting
- 2) 23/24 OWP and OWPA Development, obtain Local and State approval

2023/24 Products

- | | |
|--|--------------|
| 1) Final Quarterly Progress Report for FY 2022-23 | July 2023 |
| 2) Closeout FY 2022-23 OWP | August 2023 |
| 3) OWP FY 2023-24 Amendment #1 – Carryover from FY 2022-23 | October 2023 |
| 4) Quarterly Progress Report #1 | October 2023 |
| 5) Quarterly Progress Report #2 | January 2024 |
| 6) Draft FY 2024-25 OWP | March 2024 |
| 7) Quarterly Progress Report #3 | April 2024 |
| 8) Finalize and adopt FY 2024-25 OWP | May 2024 |

Summary of Source and Expenditures for WE 1.01

The total available funding for WE 1.01 is \$21,500 and consists exclusively of RPA funds. The following table provides a summary of estimated expenditures for each task listed in WE 1.01.

SOURCE AND EXPENDITURES FOR WE 1.01				
Task	Description	Source	Amount	Carryover
1	Monitor OWP (staff)	RPA	\$7,800	TBD
2	Reports, invoices (staff)	RPA	\$8,000	TBD
3	Meetings, program planning, coordination	RPA	\$1,900	TBD
4	Develop and finalize 2024/25 OWP(staff)	RPA	\$2,550	TBD
5	Closeout 2022/23 OWP (staff)	RPA	\$1,250	TBD
Total			\$21,500	TBD

Work Element 2.01: Regional Coordination

CCTC Staff serve as a repository and conduit to receive and transmit information received from State and Federal agencies as well as providing technical guidance to the various jurisdictions within the region.

CCTC Staff regularly participate in the Rural Counties Task Force (RCTF). This advisory committee is comprised of the California's 26 Rural Transportation Planning Agencies. As such, this group provides a unique forum to share information and vet potential solutions to the challenges faced by rural agencies.

The North State Super Region (NSSR), an alliance of the 16 northern California Counties, was created in 2010. This group strives to identify common transportation, growth, and land use

challenges in order to formulate unified strategies that may be advocated to implementing agencies and the public.

CCTC actively participates in training courses offered by Caltrans and other partners (e.g., workshops and academies). Additionally, CCTC staff monitor legislation that may affect transportation planning, monitor planning efforts of the various jurisdictions within the region, and coordinate with said jurisdictions and solicit public input to identify eligible Active Transportation Program (ATP) projects.

Coordination with local Tribal Governments as well as Federal partners (US Forest Service and Bureau of Reclamation) is conducted, at a minimum, annually; more frequently as conditions warrant. These discussions facilitate a consistent approach to addressing regional transportation needs; encompassing varied jurisdictional responsibilities.

Previous Work:

- 1) Participated in RCTF meeting, information dissemination for planning activities only ;
- 2) Participated in NSSR meeting , support outreach efforts for planning activities only;
- 3) Participated Supervisorial and City Council meeting as appropriate (monthly);
- 4) Attended regional Transportation Planning opportunities; (quarterly)
- 5) Coordinated with local Tribal Governments and communities; (quarterly)

2023/24 Products

1) RCTF meeting agendas & meeting minutes	3 rd Fri, Odd numbered month
2) NSSR meeting agendas & meeting minutes	July 2023 thru June 2024
3) Supervisorial/City Council meeting agendas/minutes	July 2023 thru June 2024
4) Regional Transportation Training	As Needed
5) Coordination W/ Tribal Gov't meeting agendas/minutes	July 2023 thru June 2024
6) Update TMP as necessary with USFS and USBOR	July 2023 thru June 2024

Summary of Source and Expenditures for WE 2.01

The total available funding for WE 2.01 is \$19,500 and consists of RPA funds. The following table provides a summary of estimated expenditures for each task listed in WE 2.01.

SOURCE AND EXPENDITURES FOR WE 2.01				
Task	Description ¹	Source	Amount	Carryover
1	Participate RCTF Meetings (planning activities only) (staff)	RPA	\$ 3,300	TBD
2	Participate NSSR Meetings (planning activities only)	RPA	\$ 4,200	TBD
3	Attend Supervisorial and City Council meetings(staff)	RPA	\$ 3,500	TBD
4	Regional Transportation Training(staff)	RPA	\$ 3,000	TBD
5	Coordinate with Tribal Gov't and communities(staff)	RPA	\$ 4,300	TBD
6	Develop policies and goals with USFS and USBOR(staff)	RPA	\$ 1,200	TBD
Total			\$19,500	TBD
Notes:				
1) ALL tasks are for planning purposes only				

Work Element 3.01: Coordination with Caltrans District 3

Working with the State of California, Department of Transportation, District 3 is crucial to aligning County regional transportation needs with inter-regional expectations of the District. Meetings typically occur on a semiannual basis. In addition to standard vehicular traffic, heavy truck traffic, recreational vehicles and bicycle travel all require close coordination between City, County, and State departments to help improve multi-modal infrastructure for near-term and future needs. For example, the CCTC continues to participate in the development of the California Freight Mobility Plan (CFMP) and provide feedback to the State on freight-related priorities, issues, projects, and funding needs. The development of such constructive policies and goals to foster regional transportation collaborations are a part of this WE.

Previous Work:

- 1) Coordinated with Caltrans on System Planning projects consistent with the Caltrans District 3 System Planning 5-year Work Plan
- 2) Coordinated with Caltrans on completing pre-programming studies used by Caltrans and its transportation partners as stated in the 2-year Project Initiation Document (PID) Work Plan

- 3) Participated with various regional planning projects and technical studies pertaining to the State Highway System such as the Interregional Transportation Strategic Plan (ITSP), California Freight Mobility Plan (CFMP), California Transportation Plan (CTP), etc.

2023/24 Products:

- | | |
|---|-----------|
| 1) Tech memo updating Dist. 3 System Planning 5-year Work Plan | Annually |
| 2) Pre-Programming consistency recommendations | Quarterly |
| 3) ITSP, CFMP,CTP consistency recommendations | Annually |
| 4) Local development smart mobility consistency recommendations | Quarterly |

Summary of Source and Expenditures for WE 3.01

The total available funding for WE 3.01 is \$2,000 and consists exclusively of RPA funds. The following table provides a summary of estimated expenditures for each task listed in WE 3.01.

SOURCE AND EXPENDITURES FOR WE 3.01				
Task	Description	Source	Amount	Carryover
1	System Planning 5-year Work Plan update(staff)	RPA	\$ 500	TBD
2	Pre-Programming review(staff)	RPA	\$ 500	TBD
3	ITSP, CFMP,CTP consistency review(staff)	RPA	\$ 500	TBD
4	Local development smart mobility(staff)	RPA	\$500	TBD
Total			\$2,000.00	TBD

Work Element 4.01: Transportation Systems Maintenance

CCTC must prepare and adopt a Regional Transportation Plan (RTP) to achieve a coordinated and balanced regional transportation system. The RTP is developed to document transportation policy, actions, and funding recommendations that will meet the short- and long-term access and mobility needs of Colusa County residents over the next 20 years. The RTP guides the systematic development of a comprehensive multi-modal transportation system for Colusa County.

WE 4.01 provides the resources to build maintain and improve the technology needed to support and enhance transportation planning in Colusa County. A core component of this effort is the Geographic Information System (GIS) and the associated hardware, software, and training required to perform and exchange information with partner agencies such as the Cities of Colusa and Williams, Tribal Governments, and the public. Activities under this WE include, but are not limited to the maintenance, repair, and replacement of hardware and software such as ArcGIS software and servers.

To date, an exhaustive GIS library has been compiled. Library data consists of layers depicting County roads and bridges, state and other agency highways and roads, streams and waterways, parcel boundaries, FEMA Flood Zones, hydrology, special districts, political boundaries, and tribal lands. Informational layers are continuously updated and are vital to the development and implementation of the RTP. These layers are used to assess transportation impacts on community livability and to document transportation facilities, projects, and services required to meet regional and interregional mobility and accessibility needs.

The purchase of hardware and software upgrades facilitates continued development and support of a robust GIS library, a critical component of the transportation planning process, developing the Regional Transportation Plan and Regional Transportation Improvement Program.

Previous Work:

- 1) Maintained the various layers that are the GIS;
- 2) Developed and acquired data sets such as aerial photography and address data for inclusion as GIS layers.
- 3) Reviewed and processed annual software maintenance support agreements;
- 4) Updated to Pavement Management System (PMS);
- 5) Conducted traffic counts to support PMS updates; and
- 6) Reviewed State Bridge Inspection Reports, prioritize and plan repairs.

2023/24 Products

- | | |
|--|----------------------|
| 1) Update GIS layers | (Ongoing, quarterly) |
| 2) Acquire data sets | (Ongoing, quarterly) |
| 3) Software agreements/subscriptions | (Ongoing, annually) |
| 4) Invoicing communications for GPS data | Monthly |
| 5) Update PMS in GIS | (Ongoing, quarterly) |
| 6) Traffic Counts to support PMS | Monthly |
| 7) Document bridge repairs | Monthly |

Summary of Source and Expenditures for WE 4.01

The total available funding for WE 4.01, as amended, is \$134,500.00 and consists exclusively of RPA funds. The following table provides a summary of estimated expenditures for each task listed in WE 4.01.

SOURCE AND EXPENDITURES FOR WE 4.01				
Task	Description	Source	Amount	Carryover
1	Maintain GIS Layers(staff)	RPA	\$ 38,085.00	TBD
2	Develop/acquire data sets(staff)	RPA	\$ 14,725.00	TBD
3	Review/process software agreements/subscriptions(staff)	RPA	\$ 2,565.00	TBD
4	Invoice communications for GPS data(staff)	RPA	\$ 5,225.00	TBD
5	Update PMS(staff)	RPA	\$17,800.00	TBD
6	Traffic Counts (consultant)	RPA	\$ 16,600.00	TBD
Total			\$95,000.00	TBD

Work Element 5.01: Regional Transportation Plan / Regional Transportation Improvement Program
 Work Element (WE) 5.01 consists of planning, programming, and monitoring for 2024 RTIP program of projects as it relates to the STIP. In addition to preparation and coordination of development of the 2024 RTIP with local agencies. Monitoring the RTP and submission (as necessary) of any follow-up documents to Caltrans. Select and prioritize projects and program funds available through the federal transportation act (Fixing America's Surface Transportation (FAST) Act) including Regional Surface Transportation Program (RSTP).

As the statutorily designated RTPA for Colusa County, the CCTC is responsible for selecting and prioritizing projects to use available state and federal transportation grant funds including

those from the STIP and the FAST Act. These funds, along with local funds, are used to implement the projects identified in the RTP.

Every four years, RTPA's are required to update their RTP's. CCTC last updated its RTP in April of 2019 and initiated of a RTP update in late 2022. Staff will continue work with consultant to complete the RTP update and remain compliant with the four-year update cycle.

Previous Work:

1. Reconciled planning projects with goals of the current RTP
2. Provided information and outreach to local officials, stakeholders, and public
3. Attended Training through the Local Technical Assistance Program or Tech Transfer to stay informed transportation topics and their application.

2023/24 Products

- | | |
|-------------------------|----------------------|
| 1. Commence Update RTIP | <i>December 2023</i> |
| 2. Complete Update RTP | <i>May 2024</i> |

Summary of Source and Expenditures for WE 5.01

The total available funding for WE 5.01 is \$20,000 and consists exclusively of RPA funds. The following table provides a summary of estimated expenditures for each task listed in WE 5.01.

SOURCE AND EXPENDITURES FOR WE 5.01			
Task	Description	Source	Amount
1	CCTC Staff	RPA	\$2,500.00
2	Consultant (RTP update)	RPA	\$17,500.00
Total			\$20,000.00

Summary of 2023/24 Revenues and Expenditures

The following table provides an overall summary of the 2023/24 expected revenues and expenditures for Work Elements 1.01 through 5.01.

Work Element	Expenditure	Fund Source	RPA Allocation	Total Revenue	RPA Carryover	Total Expenditure
1.01	Staff – Overall Work Program	RPA	\$21,500.00	\$21,500.00	0	\$21,500
2.01	Staff – Regional Coordination	RPA	\$19,500.00	\$19,500.00	0	\$19,500
3.01	Staff – Coordination with Caltrans District 3	RPA	\$2,000.00	\$2,000.00	0	\$2,000
4.01	Staff - Transportation Systems Maintenance	RPA	\$95,000.00	\$95,000.00	0	\$95,000.00
5.01	Staff/Consultant -RTIP	RPA	\$20,000.00	\$20,000.00	0	\$20,000
Total			\$158,000.00	\$158,000.00	0	\$158,000

Glossary of Terms & Acronyms

Allocation	A distribution of funds by formula or agreement.
Apportionment	Distribution of federal funds (grants) by a statutory formula to the states' Governors for allocation by them to the grant recipients.
Appropriation	An official action (e.g. passage of a law) to make funds available, with specific limitations as to amount, purpose and duration.
CPG	Consolidated Planning Grant, consisting of FHWA Metropolitan Planning (FHWA PL) Funds, FTA Metropolitan Planning Section 5303 (FTA § 5303) Funds, FHWA State Planning and Research Part I - Strategic Partnerships (formerly Partnership Planning) Funds, and FTA State Planning and Research Section 5304 Sustainable Communities Grants (formerly Transit Planning Grants) Funds.
Encumber	The formal processes, which commit funds for a specific purpose, e.g., commitment of Rural Planning Assistance (RPA) to an RTPA, or FHWA Metropolitan Planning (PL) funds to an MPO.
FHWA, FTA	The Federal Highway Administration and the Federal Transit Administration are two of the modal agencies in the United States Department of Transportation (US DOT).
MAP-21	Moving Ahead for Progress in the 21 st Century, federal transportation Legislation signed into law in 2012; successor to SAFETEA-LU.
MFTA	Along with the OWP and OWPA, it constitutes the funding contract and requirements between the state and the MPO/RTPA for CPG and/or RPA funds. It is an ongoing, multi-year agreement that prevails until is it amended, updated, or replaced. The provisions of the MFTA also apply to any MPO/RTPA contractors or subcontractors.
MPO	Metropolitan Planning Organizations are the regional planning entities in urbanized areas, usually an area with a population of 50,000 or more. As of December 2006, there are eighteen MPOs in California. Although the Tahoe region does not include an urbanized area 50,000 or larger, TEA-21, permitted the Tahoe region to establish a MPO.
Obligation	The Federal government's legal commitment (promise) to pay or reimburse the States or other entities for the Federal share of a project's eligible costs.

ORP	Office of Regional Planning in the Department's Division of Transportation Planning, Headquarters, Sacramento.
Reimbursement	State or federal transportation planning funds paid to the MPO/RTPA for transportation planning work activities in the OWP completed by the MPO/RTPA, or on behalf of the RTPA/MPO by a contractor or consultant, and already paid for using local funds.
RTPA	Regional Transportation Planning Agency, the regional planning entity referenced in California law; e.g., a local transportation commission, a statutorily created RTPA, or a council of governments.
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, federal transportation legislation signed into law in 2005; successor to TEA-21.
Toll Credits	Toll credits are earned when the state, a toll authority, or a private entity funds a capital transportation investment with toll revenues earned on existing toll facilities. Toll credits may substitute for the required nonfederal share on Federal-aid project, the Federal reimbursement can effectively be increased to 100 percent.
Unexpended Carryover	Unexpended Federal CPG funding -- FHWA Metropolitan Planning (PL), FTA 5303 Metropolitan Planning, FTA § 5304/SHA Sustainable Communities Grants, FHWA State Planning and Research Part I – Strategic Partnerships and Rural Planning Assistance (RPA)—do not need to be fully expended during the fiscal year in which they are appropriated and allocated or awarded. The recipient may carryover unexpended amounts to the next fiscal year. MPOs' carryover FHWA PL and FTA § 5303 and RTPAs' carryover 25% of RPA via a reconciliation letter process. Both MPOs/RTPAs are allowed to carryover FTA § 5304/SHA Sustainable Communities Grants and FHWA Strategic Partnerships through the reconciliation letter process.

FY 2023/24 FHWA and FTA State and Metropolitan Transportation Planning Process Self-Certification

In accordance with 23 CFR part 450, the California Department of Transportation and **Colusa County Transportation Commission**, Regional Transportation Planning Agency, hereby certify that the transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and subpart C of 23 CFR part 450;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

RTPA Authorizing Signature

Caltrans District Approval Signature

Title

Title

Date

Date

Fiscal Year 2023/2024 California Department of Transportation Debarment and Suspension Certification

*As required by U.S. DOT regulations on government wide Debarment and Suspension (Nonprocurement),
49 CFR 29.100:*

- 1) The Applicant certifies, to the best of its knowledge and belief, that it and its contractors, subcontractors and subrecipients:
 - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
 - d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
- 2) The Applicant also certifies that, if Applicant later becomes aware of any information contradicting the statements of paragraph (1) above, it will promptly provide that information to the State.
- 3) If the Applicant is unable to certify to all statements in paragraphs (1) and (2) of this certification, through those means available to Applicant, including the General Services Administration's Excluded Parties List System (EPLS), Applicant shall indicate so in its applications, or in the transmittal letter or message accompanying its annual certifications and assurances, and will provide a written explanation to the State.

Attachment: 23-24 OWP Final (9087 : Adopt 23/24 Final Overall Work Plan)

**CALIFORNIA DEPARTMENT OF TRANSPORTATION DEBARMENT AND
SUSPENSION CERTIFICATION FISCAL YEAR 2023/24**

SIGNATURE PAGE

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature _____ Date _____

Jennifer K Sutton

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has the authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, these certifications and assurances have been legally made and constitute legal and binding obligations of the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances or of the performance of the described project.

AFFIRMATION OF APPLICANT'S ATTORNEY

For Colusa County Transportation Commission

Signature _____ Date _____

Jennifer K. Sutton, Senior Deputy County Counsel

Attachment: 23-24 OWP Final (9087 : Adopt 23/24 Final Overall Work Plan)

**Request For Transportation Commission and Transit Agency**

MEETING DATE: May 2, 2023

DEPARTMENT: Transportation Commission

FROM: Ann Nordyke

SUBJECT: Approve Distribution of 2021/2022 Local Transportation Funds

Approve FY 2021/2022 Local Transportation Funds (LTF) carryover distribution in accordance with Resolution Numbers 2122-001 (LTF Apportionment) and 2122-002 (LTF Distribution) as follows: **(Continued from April 25, 2023)**

Entity	Percent	Amount
City of Colusa	28%	\$231,719
City of Williams	25%	\$206,892
County of Colusa	47%	\$388,957
Total	100%	\$827,568

Detailed Description/Background of request

The Local Transportation Funds (LTF) Apportionment Resolution 2122-001 and LTF Distribution Resolution 2122-002 stipulate carryover funds will be distributed to the local entities by the Commission. The 2021/2022 carryover amount of Local Transportation Funds available is \$827,568 and is apportioned by population percentages as stipulated in Resolution 2122-001.

Prior Board Action

Adoption of LTF Apportionment Resolution 2122-001 and LTF Distribution Resolution 2122-002.

Fiscal Impact/Funding Source

Distribution of \$827,568 of 2021/2022 LTF Carryover Funds

Action for the Clerk

Please provide a certified minute order to DPW

ATTACHMENTS:

- 01 2122-001 Apportioning Local Transportation Funds for the 2021-2022 FY (PDF)
- 02 2122-002 Distribution of the Local Transportation Funds for FY 21-22 (PDF)

RESOLUTION NO. 2122-001

**A RESOLUTION OF THE COLUSA COUNTY
TRANSPORTATION COMMISSION APPORTIONING
LOCAL TRANSPORTATION FUNDS FOR THE 2021-2022 FISCAL YEAR**

WHEREAS, Section 99230 of the Public Utilities Code requires annual determination of the amounts to be allocated to each claimant;

WHEREAS, the Colusa County Transportation Commission has established rules and regulations, consistent with existing law, whereby any funds in the Transportation accounts, which remain after necessary expenditures and administration, planning and unmet transit needs have been allocated, will be apportioned to the unincorporated areas of the County, and the incorporated Cities of Colusa and Williams in accordance with their populations;

WHEREAS, the population estimates of California cities and counties determined by the California Department of Finance Table E-1, "City/County Population Estimates with Annual Percentage Change Jan. 1, 2020 and 2021" are utilized in this determination and summarized below (figures are for 2021):

City of Williams	5,487
City of Colusa	6,268
County of Colusa (Uninc.)	10,493

WHEREAS, based on these populations, the percentage of the unallocated funds shall be apportioned as follows:

City of Williams	25%
City of Colusa	28%
County of Colusa (Uninc.)	47%

NOW, THEREFORE, BE IT RESOLVED that these percentages for population apportionment be adopted for use during the 2021-2022 fiscal year.

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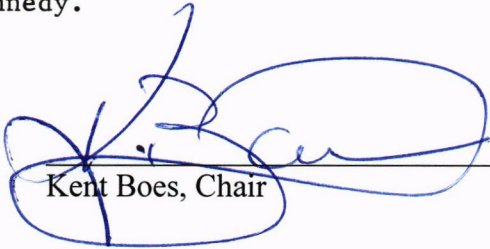
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PASSED AND ADOPTED this 28th day of September 2021 by the following vote:

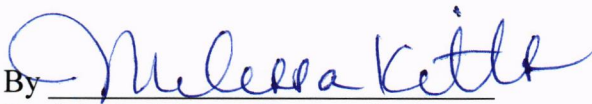
AYES: Commissioners Daurice K. Smith, Gary J. Evans, Josh Hill,
Tom Reische and Kent S. Boes.

NOES: None.

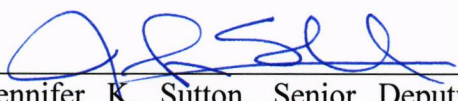
ABSENT: Commissioner Frank Kennedy.


Kent Boes, Chair

ATTEST: Michael Azevedo, Clerk of the
Colusa County Transportation Commission &
Transit Agency

By 
For Patricia Rodriguez, Deputy Clerk

APPROVED AS TO FORM:


Jennifer K. Sutton, Senior Deputy County
Counsel

RESOLUTION NO. 2122-002**A RESOLUTION OF THE COLUSA COUNTY TRANSPORTATION COMMISSION
FOR THE DISTRIBUTION OF THE LOCAL TRANSPORTATION FUNDS FOR
FISCAL YEAR 2021-2022**

WHEREAS, the Transportation Development Act of 1971, also known as SB325, establishes the distribution of Local Transportation Funds through the local planning agency under Article 8 and Article 4 of the Act;

WHEREAS, Article 4 establishes claims for Local Transportation Funds from the transportation planning agency by operators of public transportation systems;

WHEREAS, Article 8 establishes claims for Local Transportation Funds from the local transportation planning agency for local streets and roads; and

WHEREAS, Local Transportation Funds may not be distributed under Article 8 without development of Unmet Transit Needs findings and documentation.

NOW, THEREFORE, BE IT RESOLVED that the Colusa County Transportation Commission (Commission) authorizes the following prerequisites for distribution of Local Transportation Funds under Article 4 and Article 8 of the Transportation Development Act of 1971:

1. The Colusa County Transit Agency receives Local Transportation Funds not to exceed the amount of \$832,219.00 without authorization of the Commission.
2. Local Transportation Fund contingency amounts shall be designated and distributed by action of the Commission under Article 4 on an as needed basis.
3. \$150,000 of Local Transportation Funds shall be rolled over annually and maintained at the assigned amount for cash flow purposes.
4. The remainder of the Local Transportation Funds shall be distributed as apportioned by the Commission under Article 8 after the determination of Unmet Transit Needs findings and documentation.

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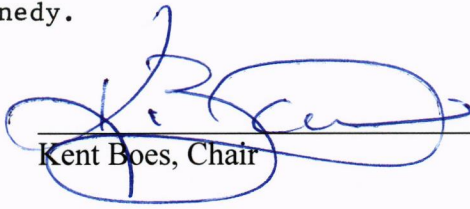
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PASSED AND ADOPTED this 28th day of September 2021 by the following vote:

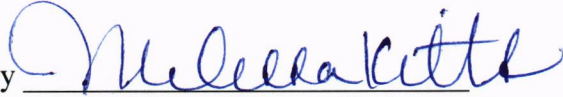
AYES: Commissioners Daurice K. Smith, Gary J. Evans, Josh Hill,
Tom Reische and Kent S. Boes.

NOES: None.

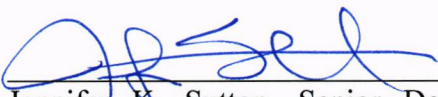
ABSENT: Commissioner Frank Kennedy.


Kent Boes, Chair

ATTEST: Michael Azevedo, Clerk to the
Colusa County Transportation Commission &
Transit Agency

By 
For Patricia Rodriguez, Deputy Clerk

APPROVED AS TO FORM:


Jennifer K. Sutton, Senior Deputy County
Counsel

**Request For Transportation Commission and Transit Agency**

MEETING DATE: May 2, 2023

DEPARTMENT: Transportation Commission

FROM: Ann Nordyke

SUBJECT: Approve Revenue and Appropriations Inter Budget Adjustment

Approve FY 2022-23 Revenue and Appropriations Inter-Budget Adjustment No 023
(Requires 5/6th vote) (Continued from April 25, 2023)

Detailed Description/Background of request

Increase budget to reflect allocation of LTF 2021-22 carryover funds.

DEPT	FUND #	OBJECT #	DEPT #	AMOUNT
Local Transportation	051	58316	000	\$231,719.00
Local Transportation	051	58317	000	\$206,892.00
Local Transportation	051	58315	000	\$388,957.00
TOTAL				\$827,568.00

Prior Board Action

n/a

Fiscal Impact/Funding Source

See Above

Action for the Clerk

None

ATTACHMENTS:

- IB023 21-22 LTF carryover (PDF)

INTER-BUDGET ADJUSTMENT**REQUEST FOR APPROPRIATION OR TRANSFER OF FUNDS**

Department Name: _____

Submitted By: _____

Explanation:

TO INCREASE (DECREASE) REVENUE

FUND NUMBER	OBJECT CODE	DEPT NUMBER	ACCOUNT NAME	CURRENT AMT. BUDGETED	REVISED AMT. BUDGETED	ADJUSTMENT AMOUNT
					Total	

TO INCREASE (DECREASE) APPROPRIATIONS

FUND NUMBER	OBJECT CODE	DEPT NUMBER	ACCOUNT NAME	CURRENT AMT. BUDGETED	REVISED AMT. BUDGETED	ADJUSTMENT AMOUNT
					Total	

Fiscal Year: _____

Transportation Board Date: _____

Inter-Budget Log #: IB- _____

OpenGov Amendment #: _____

Attachment: IB023 21-22 LTF carryover (9089 : Approve Inter-Budget Adjustment)

**Request For Transportation Commission and Transit Agency**

MEETING DATE: May 2, 2023

DEPARTMENT: Transportation Commission

FROM: Ann Nordyke

SUBJECT: Ratify Letter of Support, City of Williams 2022 STIP
Amendemtn

Ratify letter of support, for the City of Williams to program \$337,000 of Coronavirus Response and Relief Supplemental Appropriations (CRRSA), submitted by the Executive Director on March 21, 2023. **(Continued from April 25, 2023)**

Detailed Description/Background of request

On March 14, 2023, the Department was contacted by California Transportation Commission (CTC) staff and notified that \$ 337,000 of Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act were in danger of lapsing. CTC staff indicated the funds could be protected by amending (adding) them to a current State Transportation Improvement Program (STIP) project by submission of an amendment request by March 20, 2023. City of Colusa and City of Williams were polled as to their interest and/or capability of amending their existing STIP projects. The City of Williams demonstrated both and the amendment letter was drafted and submitted on March 21, 2023.

Staff request ratification of said amendment request letter.

Prior Board Action

None

Fiscal Impact/Funding Source

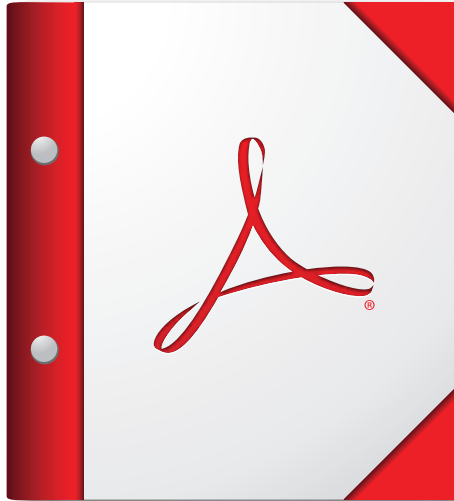
None

Action for the Clerk

None

ATTACHMENTS:

- CTC Correspondence STIP - COVID Funds (PDF)
- CCTC COVID FUND LET Williams (PDF)
- ePPR PNO 3204 (PDF)



For the best experience, open this PDF portfolio in Acrobat X or Adobe Reader X, or later.

Get Adobe Reader Now!

Commissioners:County of Colusa

Kent Boes

Gary Evans

Daurice Kalfsbeek-Smith

City of Colusa

Greg Ponciano

Denise Conrado

City of Williams

Frank Kennedy



Michael J Azevedo
Executive Director

COUNTY OF COLUSA TRANSPORTATION COMMISSION

1215 MARKET ST., COLUSA, CALIFORNIA 95932
TELEPHONE (530) 458-0466 FAX (530) 458-2035

March 21, 2023

Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA. 95814

Subject: 2023 Mid-Cycle State Transportation Improvement Program

Dear Mr. Weiss:

The Colusa County Transportation Commission hereby submits the following project to utilize remaining \$337,000 of the Colusa County share from the Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act. This is an existing project on the RTIP and the funding would supplement the existing STIP funding already programmed.

Increase Funding: In the City of Williams, on State Route 20 at the Margurite Street intersection. Construct intersection control improvements (roundabout or traffic signal, TBD). - \$337,000 in FY 2023/24.

Attached is the ePPR for this existing project. The project timeline has been amended to utilize the new funding.

The City of Williams requests that the amendment for this project be included in the May 2023 meeting agenda for notice, and in the June 2023 meeting agenda for approval.

If you have any questions regarding this submittal, please contact Colt Esenwein at (530)473-2955, extension 803.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael J Azevedo".

Michael J Azevedo, Executive Director

Attachment: CCTC COVID FUND LET Williams (9090 : Ratify Letter of Support, 2022 STIP Amendment City of Williams)

Amendment (Existing Project) ☐ YES ☒ NO					Date	03/21/2023 14:45:4	
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☒ Other							
District	EA	Project ID	PPNO	Nominating Agency			
03			3204	City of Williams			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Colusa County	20						
				MPO	Element		
				NON-MPO	Capital Outlay		
Project Manager/Contact			Phone	Email Address			
Frank Kennedy			530-473-2955	fkennedy@cityofwilliams.org			

Project Title

State Route 20 & Margurite Street Intersection Improvement Project

Location (Project Limits), Description (Scope of Work)

In the City of Williams, on State Route 20 at the Margurite Street intersection. Construct intersection control improvements (roundabout or traffic signal, TBD).

Component	Implementing Agency
PA&ED	City of Williams
PS&E	City of Williams
Right of Way	City of Williams
Construction	City of Williams

Legislative Districts

Assembly: 4 Senate: 4 Congressional: 3

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	07/01/2022	06/01/2023
Circulate Draft Environmental Document		
Document Type		
Draft Project Report		04/01/2024
End Environmental Phase (PA&ED Milestone)	07/01/2023	07/01/2024
Begin Design (PS&E) Phase	07/01/2023	07/01/2024
End Design Phase (Ready to List for Advertisement Milestone)	10/01/2024	10/01/2025
Begin Right of Way Phase	07/01/2023	07/01/2024
End Right of Way Phase (Right of Way Certification Milestone)	10/01/2024	10/01/2025
Begin Construction Phase (Contract Award Milestone)	05/01/2025	05/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)	12/01/2025	12/01/2026
Begin Closeout Phase	01/01/2026	01/01/2027
End Closeout Phase (Closeout Report)	06/01/2026	06/01/2027

Date 03/21/2023 14:45:43

Purpose and Need

The purpose of this project is to improve traffic safety and operations. The intersection control improvements are needed to reduce the potential for vehicle collisions and improve traffic operations at this busy State Highway intersection.

Caltrans D3 Traffic is completing traffic intersection counts, review of collision history, and a preliminary operational assessment. The City has requested a Caltrans Cooperative Agreement to proceed with PSR/PDS for project planning & programming. This SR 20 intersection has a high volume of truck traffic to/from the I-5 interchange just to the west with a high potential for traffic collisions due to the high traffic speeds on SR20. SR 20 serves as a major east-west regional route for commercial & agriculture trucking, recreational traffic, and commuters.

NHS Improvements	☒ YES ☐ NO	Roadway Class	Reversible Lane Analysis	☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals	☒ YES ☐ NO	Reduce Greenhouse Gas Emissions	☒ YES ☐ NO	

Project Outputs			
Category	Outputs	Unit	Total

Attachment: ePPR PNO 3204 (9090 : Ratify Letter of Support, 2022 STIP Amendment City of Williams)

Date 03/21/2023 14:45:43

Additional Information

Attachment: ePPR PNO 3204 (9090 : Ratify Letter of Support, 2022 STIP Amendment City of Williams)

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPN
03	Colusa County	20			320

Project Title

State Route 20 & Margurite Street Intersection Improvement Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)				100				100	City of Williams
PS&E						166		166	City of Williams
R/W SUP (CT)									City of Williams
CON SUP (CT)									City of Williams
R/W									City of Williams
CON									City of Williams
TOTAL				100		166		266	

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)				100				100	
PS&E					337	166		503	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL				100	337	166		603	

Fund #1:	Local Funds - Local Transportation Funds (Committed)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									City of Williams
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Attachment: ePPR PNO 3204 (9090 : Ratify Letter of Support, 2022 STIP Amendment City of Williams)

Fund #2:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)				100				100	Colusa County Transportation Co
PS&E						166		166	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL				100		166		266	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)				100				100	
PS&E						166		166	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL				100		166		266	
Fund #3:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Colusa County Transportation Co
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E					337			337	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL					337			337	