



CITY COUNCIL MEETING

Tuesday, February 06, 2024

Regular Meeting - 6:00 PM

City Hall – City Council Chambers

425 Webster Street, Colusa, CA 95932

AGENDA

Zoom Information:

<https://us06web.zoom.us/j/89890717467>

Meeting ID: 898 9071 7467 Passcode: 726926

Mobile: 669-444-9171, ID 89890717467

Mayor – Daniel Vaca

Mayor Pro Tem – Ryan Codorniz

Council Member – Denise Conrado

Council Member – Greg Ponciano

Council Member – Vacant

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS *(The public may comment on items scheduled to be heard during the Closed Session Meeting)*

CLOSED SESSION MEETING – 5:30 PM

- PUBLIC EMPLOYEE PERFORMANCE EVALUATION (§ 54957) Title: City Manager

REGULAR MEETING – 6:00 PM

REPORT ON CLOSED SESSION

ROLL CALL

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

PUBLIC COMMENTS *(The public to address any item of City business NOT appearing on this Agenda. Speakers must limit their comments to three (3) minutes each. Please note that per Government Code Section 54954.3(a), the City Council cannot take action or express a consensus of approval or disapproval on any public comments regarding matters which do not appear on the printed agenda)*

PRESENTATION

1. Overview of Fiscal Year 2022-2023 Financial Statements/Audit

CONSENT CALENDAR - All items listed on the Consent Calendar are considered by the Council to be routine in nature and will be enacted by one motion unless an audience member or Council member requests otherwise, in which case, the item will be removed for separate consideration.

- [2.](#) **Approve** - Council Draft Minutes for December 19 and January 2
- [3.](#) **Receive and File** - Fire Department January report
- [4.](#) **Receive and File** - Police Department December report
- [5.](#) **Receive and File** - Finance Department November and December reports
- [6.](#) **Receive and File** - Treasurer's November report
- [7.](#) **Receive and File** - November Warrants List
- [8.](#) **Receive and File** - December Warrants List
- [9.](#) **Adopt** - Resolution approving FY 2022-2023 Annual audit and Single audit reports

COUNCIL MEMBER /CITY MANAGER REPORTS AND STAFF COMMENTS

PUBLIC HEARING

- [10.](#) Colusa Industrial Properties Rezone and General Plan Update on Blue Herron Ridge

Recommendations: Council to open the Public Hearing and;

Council to adopt the Resolution approving General Plan Amendment and amending the Development Agreement for the Colusa Industrial Properties (Blue Heron Ridge) and;

Council to introduce and ready by title only an Ordinance of the City Council of the City of Colusa Rezoning a Portion of Property Identified as Assessor's Parcel No. 017-130-166 from R-1 (Single Family Residential District) to O-S (Open Space) and Property Identified as Assessor Parcel No. 017-130-088 from R-1 (Single Family Residential District) to M-1 (Light Industrial) (Blue Heron Ridge).

COUNCIL CONSIDERATION

- [11.](#) Consideration of an appointment to fill the Council vacancy

Recommendation: Council to consider three applicants and make an appointment to fill the council vacancy; pass the Resolution appointing a member to the Council.

- [12.](#) Consideration of the RAISE Grant Application

Recommendation: Council to discuss and advise on completing a RAISE grant application, due February 28, 2024.

- [13.](#) Consideration of approving a budget for City Events

Recommendation: Council to approve a budget and spending plan for City Events, hosted and sponsored, for the Spring and Summer of 2024.

- [14.](#) Consideration of a Resolution for new cannabis permits

Recommendation: Council to adopt a Resolution to open the application period or refrain of the application window on the new cannabis business permits for 2024.

15. Consideration of the Restricted Grant Agreement (RGA) for the Clean California Local Grant Program Award.

Recommendation: Council to adopt a Resolution approving the City Manager to sign the Restricted Grant Agreement (RGA) for the Clean California Local Grant Program Award.

16. Consideration of a Resolution approving the use of ARPA funds for the cash match to Colusa County Partnership

Recommendation: Council to adopt the Resolution approving the use of ARPA Funds to support the Colusa County Partnership Program.

DISCUSSION ITEMS

FUTURE AGENDA ITEMS

ADJOURNMENT



SHELLY KITTLE, CITY CLERK

Notice of Meetings and Agendas

The Regular Colusa City Council meetings are held the first and third Tuesdays of each month at 6:00 pm in the Colusa City Council Chambers located at 425 Webster Street, Colusa California unless otherwise noted above. Copies of open session agenda packets, which are distributed to the City Council, are on file at the front desk of the City at 425 Webster Street, Colusa, California, and are available for public inspection beginning 72 hours in advance, during normal business hours (7:00 am – 5:00 pm., Monday through Thursday except for City holidays). Additionally, if any reports or documents, which are public records, are distributed to the City Council less than 72 hours before the meeting, those reports and documents will also be available for public inspection at the front desk of the City and on the day of the meeting in the Council Chambers.

Americans with Disabilities Act

In compliance with the Americans with Disabilities Act, persons requiring accommodations for a disability at a public meeting should notify the City Clerk at least 48 hours prior to the meeting at (530) 458-4941 in order to allow the City sufficient time to make reasonable arrangements to accommodate participation in this meeting.

“This institution is an equal opportunity employer and provider”

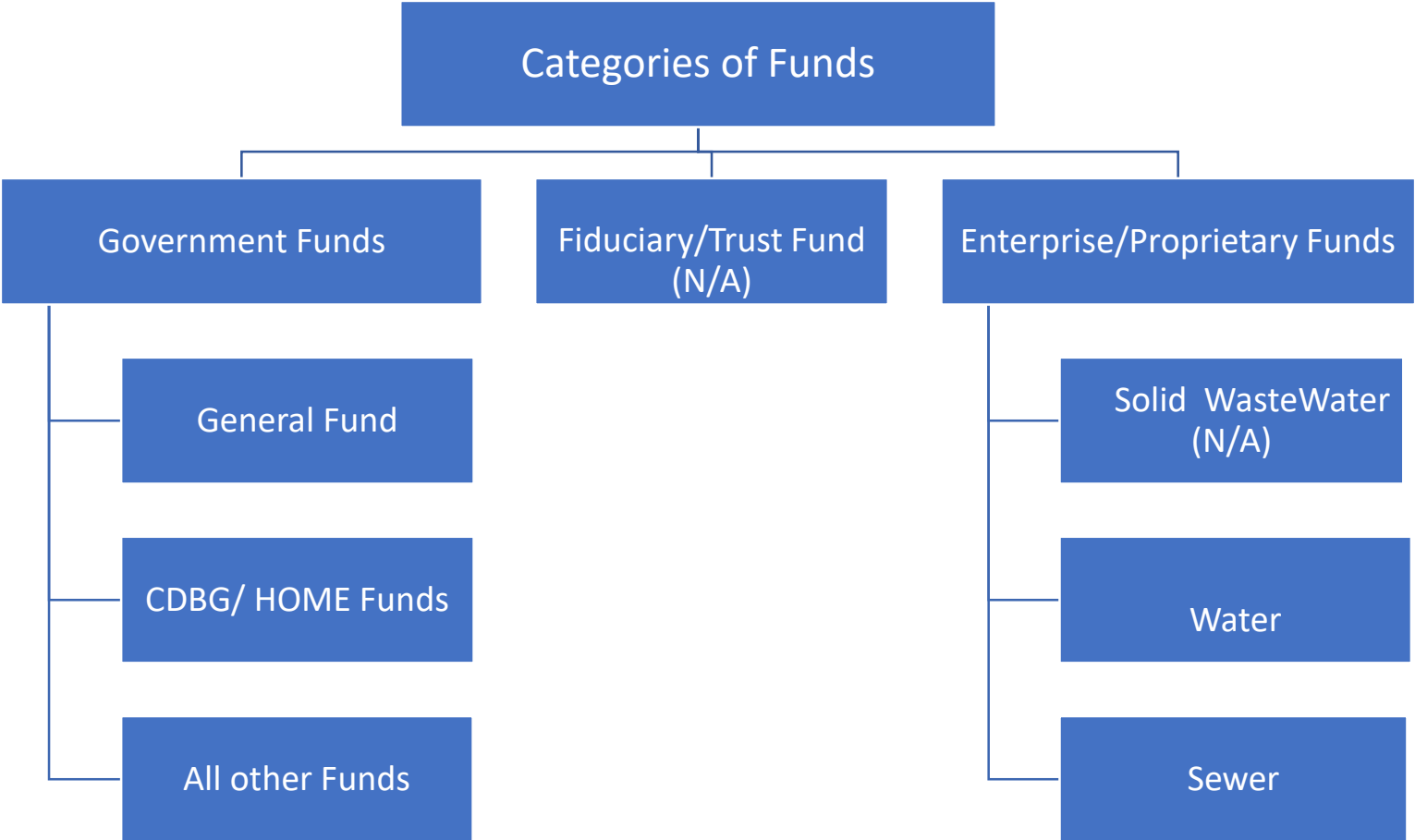


Overview of FY 22-23 Financial Statements/Audit

- **ASSETS**
- **FUND BALANCE**
- **FINANCIAL POSITION**
- **OTHER.....**



Fiscal year 2022-2023 Audit





ASSETS SUMMARY

	FY 19-20	FY20-21	FY21-22	FY22-23
TOTAL ASSETS	\$50,550,157	\$55,801,639	\$55,347,371	\$58,242,056
DEFERRED OUT FLOWS	1,788,740	1,917,291	2,059,104	4,143,727
TOTAL LIABILITIES	25,230,456	30,050,860	26,329,683	31,058,856
DEFERRED INFLOWS	3,804,638	3,563,146	7,399,691	3,706,984
NET ASSETS	<u>\$ 22,883,889</u>	<u>\$24,104,924</u>	<u>\$23,677,455</u>	<u>\$27,619,943</u>

Addition to Assets in Last Two Years: Two Police vehicles, One Fire truck, L&G Trailer unit Round up Spray, Hot Water Pressure and Coats Vehicle Lift for Street/Parks dept., Radios for Police dept., Dispatch Software upgrade for Fire dept, Two trucks, Ravo 5-Series Sweeper, 1.75 Yard Towable Concrete Mixer Trailer for Street/Park dept., A large portion of Splash pad, WW Collection System Improvement Project.



FUND BALANCE SUMMARY

		GOVERNMENT-TYPE	BUSINESS-TYPE	Total Fund Balance
<u>FY 2022-2023</u>	Fund Balance	9,393,483	18,226,460	<u>\$ 27,619,943</u>
	Percent of Total	34%	66%	
<u>FY 2021-2022</u>	Fund Balance	6,892,242	16,785,213	<u>\$ 23,677,455</u>
	Percent of Total	30%	70%	
<u>FY 2020-2021</u>	Fund Balance	6,366,374	17,290,003	<u>\$ 23,656,377</u>
	Percent of Total	28%	72%	
<u>FY 2019-2020</u>	Fund Balance	5,103,653	17,001,309	<u>\$ 22,104,962</u>
	Percent of Total	23%	77%	

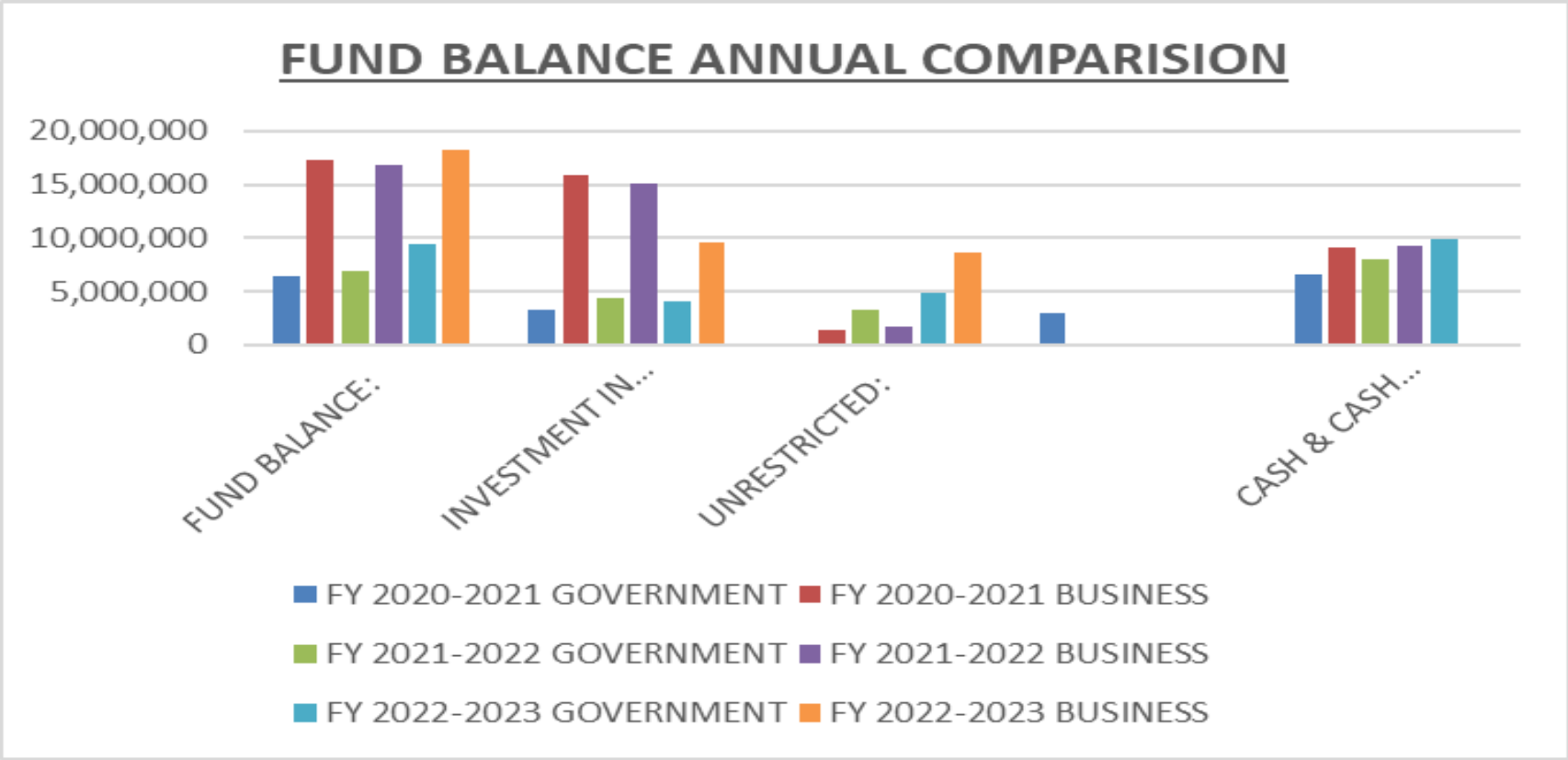


FUND BALANCE

	FY 2020-2021		FY 2021-2022		FY 2022-2023	
	GOVERNMENT	BUSINESS	GOVERNMENT	BUSINESS	GOVERNMENT	BUSINESS
FUND BALANCE:	6,366,374	17,290,003	6,892,242	16,785,213	9,393,483	18,226,460
PERCENT OF TOTAL:	28%	72%	30%	70%	34%	66%
INVESTMENT IN CAPITAL ASSETS/RESTRICTED:	3,311,120	15,930,569	4,324,217	15,025,803	4,152,136	9,516,954
UNRESTRICTED:	3,055,254	1,359,434	3,280,672	1,759,410	4,804,945	8,709,506
CASH & CASH EQUIVALENT:	6,594,552	9,119,819	8013,327	9,235,019	9,934,166	11.078,094



FUND BALANCE





GOVERNMENT ACTIVITY FUND BALANCE

<u>Fund Balance as of 6-30-2023</u>				
General	4,065,856		Improvement Districts	45,232
CDBG	257,802		Development Impact Fee	1,317,853
Community Develop.	196,417		State Recycling Grant	11,335
SLESF	305,865		Boat Launch	63,208
Strike Team	238,614		Historical Preservation	2,120
GAS Tax	299,233		Lighting Districts	60,271
Community Transportaion	587,097		Cannabis Revenue	1,401,374
Park Donation	664		Development Deposit	17,860



INCOME STATEMENT SUMMARY

	Revenue	Expenditures	NET	Grant Reimbur.	Pension exp. Credit	Net Without Pen. Credit
General fund	5,345,309	4,556,586	788,723		-1178399	2,530,591
Other Government Funds	1,843,393	1,279,924	563,469			
Water	1,642,430	1,157,826	484,604		-284188	200,416
Sewer	3,342,795	3,528,901	(186,106)	1,052,497	-349722	516,669



PENSION EXPENSE HISTORICAL RECORD

GASB 68

The pension estimates and assumptions used to calculate the net pension liability and related deferred inflows of liabilities and outflows of assets have significantly changed in the current year. Each year those estimates and assumptions are changed. For example, to reflect actual investment earnings by CalPERS versus projected investment earnings.

	General + Governmental Fund	Water Fund	Sewer Fund
FY2022-2023	(\$1,178,399)	(\$284,188)	(\$349,722)
FY2021-2022	\$1,100,466	\$36,153	\$44,570
FY2020-2021	\$5,595,111	\$138,410	\$62,851
FY2019-2020	\$0	(\$59,902)	(\$109,038)



ENTERPRISE (SEWER) LOANS

LOANS	ISSUED DATE	LOAN AMOUNT	INTEREST RATE	TERMS	ANNUAL PAYMENT	MATURITY DATE
Wastewater Systm Improvement Project	12/18/2013	\$1,367,000	2.75%	40 Years	56,886.00	12/1/2053
Clean Water State Revolving Fund -110	12/9/2009	15,500,000	2.40%	30 Years	715,815.48	1/15/2039
Clean Water State Revolving Fund -210	6/30/2019	4,700,000	1.00%	30 years	183,574.06	6/30/2048
Clean Water State Revolving Fund -310	6/1/2024	4,441,390.96	1.30%	30 years	179,739.06	6/1/2053

SINGLE AUDIT REPORT



Item 1.

Any non-federal entity that expends more than \$750,000 in federal awarded funds during its fiscal year **is required** to obtain a **Single Audit**, The Funds are received from federal or pass-through agency or agencies.

	FY 2021-2022	FY 2022-2023
Community Development Grant Fund	\$ 1,577,741	\$ 1,657,969
Home Investment Partnership Program	<u>915,950</u>	<u>902,258</u>
	\$ <u>2,493,691</u>	\$ <u>2,560,227</u>

Compliance Requirement:

- Internal Control
- Record Keeping



CITY COUNCIL MEETING

Tuesday, December 19, 2023

Regular Meeting - 6:00 PM

City Hall – City Council Chambers

425 Webster Street, Colusa, CA 95932

MINUTES

CALL TO ORDER – Mayor Ponciano called the meeting to order at 5:30 pm

ROLL CALL - Council Members Conrado, Vaca, Codorniz, Garofalo and Mayor Ponciano were present.

PUBLIC COMMENTS – None.

CLOSED SESSION MEETING – 5:30 PM

- CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION Significant exposure to litigation pursuant to California Government Code Section 54956.9(d)(2) One case

REGULAR MEETING – 6:00 PM

REPORT ON CLOSED SESSION – Mayor Ponciano stated there was no reportable action.

ROLL CALL – All present.

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA – There was council consensus on the approval of the agenda.

PUBLIC COMMENTS - Ed Hulbert provided a handout on the 45 businesses at the Colusa Industrial Park and the employment survey. He included details on some of the new businesses and construction.

CONSENT CALENDAR - *All items listed on the Consent Calendar are considered by the Council to be routine in nature and will be enacted by one motion unless an audience member or Council member requests otherwise, in which case, the item will be removed for separate consideration.*

1. **Approve** - Council Draft Minutes of November 21st and December 5th
2. **Receive and File** - Police Department November report
3. **Receive and File** - Code Enforcement November report
4. **Receive and File** - Treasurer's October report
5. **Adopt** - Ordinance 563 repeal the current Article 39 and replace it with updated Article 39 that has been updated to comply with the new NFIP guidelines

ACTION: Motion by Council Member Codorniz, seconded by Council Member Conrado to

approve the consent items. Motion passed unanimously.

COUNCIL MEMBER /CITY MANAGER REPORTS AND STAFF COMMENTS

Council Members reported on meetings they attended.

Mayor Pro-Tem Garofalo announced her resignation from Council effective December 21, 2023. She accepted an employment offer in San Luis Obispo County.

City Manager Cain explained the leaf pickup was behind schedule due to truck issues.

Finance Director Aziz-Khan stated City Hall has a new phone system. The phone number for City Hall is 530-458-4941. The other numbers to City Hall are no longer valid.

Police Chief Fitch provided updates in his department.

COUNCIL CONSIDERATION

6. Consideration of a Resolution approving the use of ARPA funds the Parks, Recreation, and Tree Commission (PRT) is requesting for C.D. Semple Park.

City Manager Cain discussed the letter from the PRT Commission requesting up to \$100,000 in ARPA funds for CD Semple Park improvements.

Public Comments: PRT Chairwoman Yerxa explained CD Semple Park was chosen because it was not part of the funding for the Clean California Grant.

PRT Commissioner Cynthia White provided positive feedback on the new recreation programs and was looking forward on the park upgrades.

ACTION: Motion by Council Member Vaca, seconded by Mayor Pro-Tem Garofalo to adopt **Resolution 23-68** approving the use of ARPA Funds that PRT requested. Motion passed 5-0 with the following roll-call vote:

AYES: Codorniz, Conrado, Vaca, Garofalo and Ponciano.

NOES: None.

ABSENT: None.

7. Consideration of the Resolution to initiate proceedings for the annexation of approximately 509.78 acres of City-owned property adjacent to the wastewater treatment plant.

City Manager Cain provided details about the annexation which is next to the Wastewater Treatment Plant and is owned by the city.

ACTION: Motion by Council Member Conrado seconded by Council Member Codorniz to adopt **Resolution 23-69** requesting the Local Agency Formation Commission to begin proceedings for the annexation of property now located in the unincorporated territory of the County of Colusa to the incorporated territory of the City of Colusa (APN's 017-020-024,025,026,027 & 017-030-079,080). Motion passed 5-0 with the following roll-call vote:

AYES: Codorniz, Conrado, Vaca, Garofalo and Ponciano.

NOES: None.
ABSENT: None.

8. Consideration of a Resolution approving and authorizing the City Manager to sign the Hybrid Renewable Electric Energy Power Purchase Agreement with Glanris, Colusa LLC.

City Manager Cain explained the application process was the first step for Glanris to obtain funding. Council and Cain discussed the details of the agreement.

Public Comments: Don Bransford expressed concerns about the agreement and questioned the benefits to the city.

John Stuck said he has a family friend in this type of business, and would be willing to share his website and/or phone number.

ACTION: Motion by Council Member Conrado seconded by Council Member Codorniz to adopt **Resolution 23-70** authorizing the City Manager to sign the Hybrid Renewable Electric Energy Power Purchase Agreement with Glanris, Colusa LLC. Motion passed 5-0 with the following roll-call vote:

AYES: Codorniz, Conrado, Vaca, Garofalo and Ponciano.
NOES: None.
ABSENT: None.

DISCUSSION ITEMS

City Manager Cain provided a copy of a letter from Premiere Mushroom. Cain stated he walked through the building today and confirmed the filters were operating and most of the holes were patched. He commented on the peat moss smell. Cain stated he would continue to visit the property. Ed Hulbert commented that the filters would need to be on 24/7. Cain will provide another update in a couple of months.

FUTURE AGENDA ITEMS

None.

COUNCIL REORGANIZATION

Nomination and Selection of Mayor

ACTION: Council Member Codorniz nominated Daniel Vaca for Mayor, seconded by Mayor Ponciano. Motion passed 5-0 with the following roll-call vote:

AYES: Codorniz, Conrado, Vaca, Garofalo and Ponciano.
NOES: None.
ABSENT: None.

Nomination and Selection of Mayor Pro-Tem

ACTION: Mayor Ponciano nominated Ryan Codorniz for Mayor-Pro-Tem, seconded by Council Member Vaca. Motion passed 5-0 with the following roll-call vote:

AYES: Codorniz, Conrado, Vaca, Garofalo and Ponciano.

NOES: None.

ABSENT: None.

Remarks from newly selected Mayor and Mayor Pro-Tem were made.

ADJOURNED at 7:07 pm

DANIEL VACA, MAYOR

Shelly Kittle, City Clerk



CITY COUNCIL MEETING

Tuesday, January 02, 2024

Regular Meeting - 6:00 PM

City Hall – City Council Chambers

425 Webster Street, Colusa, CA 95932

MINUTES

CALL TO ORDER- Mayor Vaca called the meeting to order.

ROLL CALL – Council Members Ponciano, Conrado, Codorniz and Vaca were all present.

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA – There was council consensus on the agenda approval.

PUBLIC COMMENTS – None.

PRESENTATION

Lora Ceccon with Colusa County Partnership (CCP) discussed programs offered in the community and asked council's support of a \$2,500 match. She will also request a match from the City of Williams and Colusa County. The due date of the grant is February 25th.

COUNCIL MEMBER /CITY MANAGER REPORTS AND STAFF COMMENTS

Council Member Conrado provided updates on meetings and events she attended. She recapped 2023 city and council accomplishments. Based on research, she encouraged the diverse population to run for council.

Council Member Ponciano and Codorniz didn't have any updates.

Mayor Vaca provided updates on meetings he attended.

City Manager provided updates on meetings he attended.

Police Chief Fitch provided updates at the Police Department.

Fire Chief Conley provided updates at the Fire Department.

COUNCIL CONSIDERATION

1. Council Member Vacancy: Council to pass a Resolution to call for an appointment or a Special Election

City Attorney Jones reported council would have 60 days from the date of resignation to make an appointment until the November 2024 election. Jones stated since there would be two years remaining on the term, City Clerk Kittle provided information on the application with a January 30th due date. City Attorney Jones explained options for interviews and potentially filling the vacancy. Jones recommended a modification to the Resolution Option

A - if the Council does not find a suitable appointee by February 19th, council could retain the ability to call for a Special Election.

Public Comments – None.

ACTION: Motion by Council Member Conrado, seconded by Council Member Codorniz to adopt **Resolution 24-01** to include the modification City Attorney Jones recommended. Motion passed 4-0 by the following roll-call vote:

AYES: Ponciano, Conrado, Codorniz and Vaca.

NOES: None.

ABSENT: None.

DISCUSSION ITEMS

2. 2024 Council Assignments

Council discussed and made changes to assignments.

FUTURE AGENDA ITEMS

Mayor Vaca stated when a council member requests a Future Agenda Item, there needs to be a second.

ADJOURNED at 7:07 pm

DANIEL VACA, MAYOR

Shelly Kittle, City Clerk

CFD ACTIVITY AND RESPONSE DATA

EMERGENCY RESPONSE DATA	
LOGGED CALLS / RUN NUMBERS	56
EMERGENCY RESPONSE HOURS	168
MUTUAL AID RESPONSE GIVEN	0
MUTUAL AID RESPONSE RECEIVED	0
STRIKE TEAM / PRE-POSITIONS REQUESTS	1
INSPECTIONS AND FIRE LIFE SAFETY REVIEW	
FIRE SAFETY INSPECTIONS PERFORMED	20
FIRE PLAN REVIEWS	1
ABATEMENT / CODE VIOLATION COMPLAINTS	0
OTHER INSPECTIONS / WALKTHROUGHS	5
DEPARTMENT OVERTIME / STANDBY HOURS	
TRAINING / SCHEDULED OVERTIME	7HR
VACATION / SICK LEAVE COVERAGE OVERTIME	-0-
EMERGENCY / NON-SCHEDULED OVERTIME	-0-
EMERGENCY/MANDATORY STANDBY (NON OVERTIME)	12HR
VEHICLE IN SERVICE / REPAIR DATA	
CHIEF UNIT 571	IN SERVICE
BLS TRANSPORT 571	IN SERVICE
BLS TRANSPORT 572 (RADIATOR REPAIR PERFORMED BY HOBLIT MOTORS)	IN SERVICE
TYPE 1 ENGINE 551	IN SERVICE
TYPE 2 ENGINE 552	IN SERVICE
TYPE 3 ENGINE 553	IN SERVICE
TYPE 6 ENGINE 556	IN SERVICE

TRAINING ACTIVITIES AND MEETINGS

We held four Department-Wide Training courses (Department training courses are held every Wednesday from 6 pm to 9 pm) and Daily Recruit training for new Volunteer firefighters.

Outside Training,

- Three firefighters attend CalFire FFI Academy
- Two Staff members attend Fire Officer Classes at Yuba College.

Meetings,

- Fire department officers and staff meeting
- City department head meetings

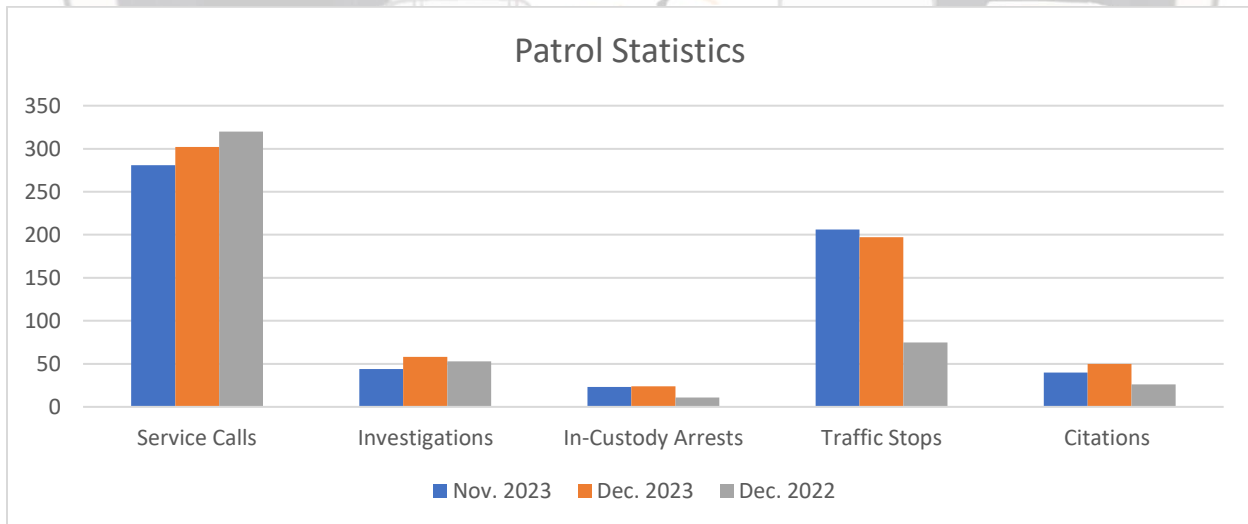
Colusa Police Department

Monthly Report for December 2023 and 2023 Yearly Statistics

Monthly Activities

- City Council Meetings
- Participated in the Colusa County School Attendance Review Board (SARB)
- Implemented road closures for Christmas Tyme in Colusa
- Escorted Colusa High School football team in brief parade and send-off to the California State Football Championship in Southern California along with State Championship victory homecoming rally.
- Employee Christmas luncheon

Monthly Statistics



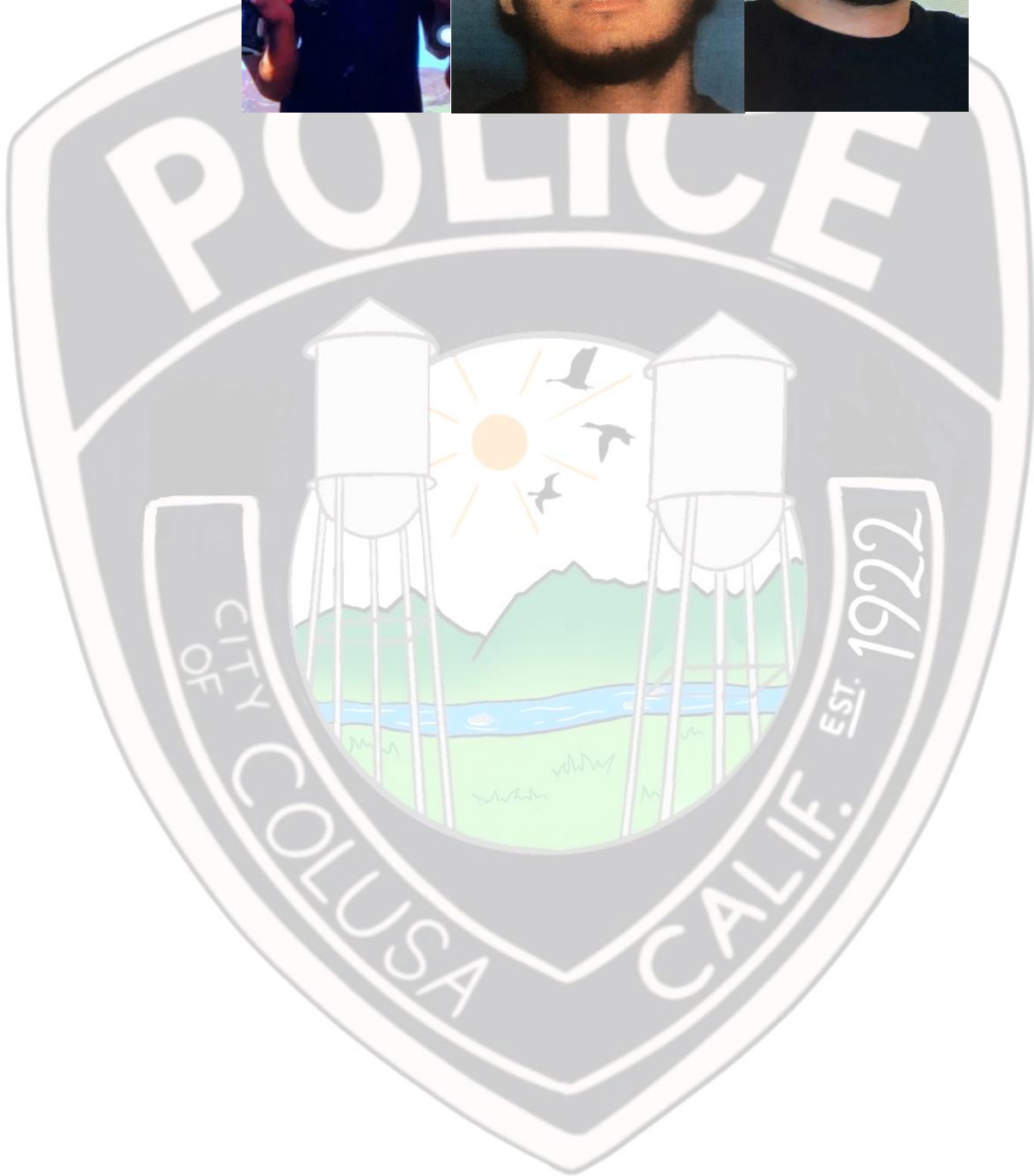
- There were 302 calls for service for patrol officers with 25 agency assists. The call volume increased from the month of November, which was 281. In December of 2022, there were 320 calls for service which is higher than the call volume of the current year.
- During December 2023, there were 25 in-custody arrests. There were 5 citations issued in lieu of subjects being booked in jail. There were 4 domestic violence related incidents reported in December. There were 3 DUI related arrests made. There were 57 reports initiated.
- During the month of December, officers initiated 197 traffic enforcement stops. There were 50 citations issued. Several of the citations issued were for registration violations, speeding violations, and stop sign violations. There were no reportable traffic collisions with or without injuries during the month of December.

- The Police Services Manager handled 74 calls for service during the month of November. These calls for service don't include telephone calls handled by the Police Services Manager.

Items of Interest

- With the holiday season upon us, many folks will be attending parties and other gatherings where cocktails and other beverages containing alcohol will be served. It is illegal to operate a motor vehicle with a Blood Alcohol Content (BAC) of .08%. However, it is illegal to operate a motor vehicle with a BAC in excess of .01% under the age of 21. It is important to have a designated driver if partaking in alcoholic beverages.
- It is not uncommon for the Colusa Police Department to receive complaints about vehicles parked along public roadways that are inoperable or even abandoned. If a vehicle's registration has been expired for more than 6 months, it can be towed pursuant to section 22651(o) of the California Vehicle Code. A vehicle can't be parked on a public roadway more than 120 hours on a per section 11-8(Z) of the Colusa City Code. This excludes vehicles on private property. Should you notice a yellow 'warning' tag on vehicle, if the vehicle is not moved quickly, it will be towed. Often it will be tagged without further notice.
- The Colusa Police Department continues to investigate the murder of Giovanni Alcaraz. Alcaraz was murdered on 3/26/2020, on Wescott Road in front of the Colusa Garden Apartments. The shooting that ultimately claimed the life of Alcaraz occurred in the late afternoon, in broad daylight. The United States Marshal Service is attempting to locate the suspect, Christian Suarez. Suarez is 5-09 in height, 120 pounds, with black hair and brown eyes. He is from the Arbuckle area. An arrest warrant has been issued for Suarez who is pictured below. While the Colusa Police Department will occasionally receive investigative leads, we continue to ask for the public's assistance since it is strongly believed that Suarez remains in contact with family and some friends.

The integrity of Alcaraz's murder investigation is paramount. It is for this reason that specific details surrounding the events that led up to and the murder itself aren't made public. The Colusa Police Department will not engage nor comment on speculation put forth on social media. If anyone has any information related to the location of Suarez and/or the murder of Giovanni Alcaraz, please contact the Colusa Police Department.





City of Colusa
Finance Department
Monthly Staff Report – November 2023

Accounts Payable

- Review Income and Expense statement for November 2023
- November 2023 Warrant Listing.
- 102 accounts payable checks processed.
- Staff training on AP functions cont'd

Payroll

- Prepare November salary allocation transfers.
- November regular Payroll.
- Implement (3) regular salary step increase
- Implement (1) other Payroll Increase
- Reconciliation of benefits accounts
- Staff training on Payroll function Cont'd.

Accounts Receivable

- Provide continued utility billing customer support.
- 2,177 utility bills mailed.
- (0) bad checks processed.
- 1,810 cash payments processed (utilities, bldg. permits, recreation and pool, encroachment, business license, State and County payments, and boat launch fees).
- Boat Launch and State Park Payme
- Mailed backflow letters
- 17 Building Permits
- 115 Credit card Payments
- Addressed zoning questions

City Hall - Customer Services

- 550 customers walk-ins.
- 152 utility late notices.
- 30 Water/Sewer shut off for non-payment.
- 6 open utility accounts & adjustments.
- 7 closed utility accounts.
- 450 received phone calls.

- 2 Events/marque and banner applications processed.
- State Park Reservation & Revenue
- 40 public works service requests
- Issued 14 New and Revision 3 Building Permits
- 2 Encroach Permit
- 2 Scout Cabin
- 0 Meter Changes
- Certificate of Occupancy
- Use Permit
- Basketball, Karate, and Thai Chi signups and address issues

General Ledger

- Various correspondence with staff.
- Review the Income and Expenses
- Bank reconciliation.
- Staff training on General Ledger

Personnel - HR

- Sick leave and vacation leave accrual monthly report update.
- November 2023 MidAmerica retiree health insurance distribution.
- Workers Compensation claims cont. d.
- Cont'd migration of MOUs into Employee Handbook continued
- Review NCCSIF monthly Workers' Compensation & Liability Reports.
- Provide retirement information to retirees and Public Works.
- Employee Income Verification (0).

Recreation Department

- Yoga (Kids and Adults), Thi-Chi (Adult class) and Karate (Adult and Kids are offered at the City Hall Auditorium
- Prepared and distributed Flyers for Fall and Winter programs
- Updated program in What's Happening (monthly calendar)
- Assisted with Basketball sign-ups

CDBG-HOME

- Loan monitoring and correspondence.
- Extended HOME grant for one more year
- Micro-Enterprise loans
- Devonshire apartments monitoring cont'd

- PI and quarterly reports
- Home Loan compliance and reporting requirements
- Work in process for Micro-Enterprise loans
- Three loans are closed and one is in the process

Other

- Permit survey
- Street Sweeping invoice and reconciliation
- Worked on Audit draft and MD&A
- Processed LIHWAP program Payment and reporting
- Work with Corbin Willits on On-Line Bill Pay scheduled cont'd.
- Input in MOMs
- Attend HDL meeting
- Coordinate and submitted correspondence on several grants
- Numerous public record requests cont'd
- Schedule appointments for the Building Inspector
- Follow up with the customers on plans and permits
- Correspond on several different grants
- Review the water past due accounts
- Back Flow Letters and Notices
- Iworq Portal and training
- Helped customers with zoning, city loans, rec programs and Historic Preservation
- Bulk Water applications
- Quarterly Reports for Finance dept. And Building dept.

Odor Complaints

Complaint period: November, 2023

- 3 total complaints
- 3 Mushroom Smell
- 0 Cannabis smell
- 0 Other

Donations:

- \$100 donation from Colusa Rotary Club towards Basketball



City of Colusa
Finance Department
Monthly Staff Report – December 2023

Accounts Payable

- Review Income and Expense statement for December 2023
- December 2023 Warrant Listing.
- 98 accounts payable checks processed.
- Staff training on AP functions cont'd

Payroll

- Prepare December salary allocation transfers.
- December regular Payroll.
- Implement (3) regular salary step increase
- Implement (5) other Payroll Increase
- Reconciliation of benefits accounts
- Staff training on Payroll function Cont'd.

Accounts Receivable

- Provide continued utility billing customer support.
- 2,163 utility bills mailed.
- (0) bad checks processed.
- 47,552 cash payments processed (utilities, bldg. permits, recreation and pool, encroachment, business license, State and County payments, and boat launch fees).
- Boat Launch and State Park Payments
- Mailed backflow letters
- 11 Building Permits
- 110 Credit card Payments
- Addressed zoning questions

City Hall - Customer Services

- 367 customers walk-ins.
- 177 utility late notices.
- 24 Water/Sewer shut off for non-payment.
- 6 open utility accounts & adjustments.
- 4 closed utility accounts.

- 450 received phone calls.
- 2 Events/marque and banner applications processed.
- State Park Reservation & Revenue
- 40 public works service requests
- Issued 14 New and Revision 3 Building Permits
- 2 Encroach Permit
- 2 Scout Cabin
- 0 Meter Changes
- Certificate of Occupancy
- Use Permit
- Basketball, Karate, and Thai Chi signups and address issues

General Ledger

- Various correspondence with staff.
- Review the Income and Expenses
- Bank reconciliation.
- Staff training on General Ledger

Personnel - HR

- Sick leave and vacation leave accrual monthly report update.
- December 2023 MidAmerica retiree health insurance distribution.
- Workers Compensation claims cont. d.
- Cont'd migration of MOUs into Employee Handbook continued
- Review NCCSIF monthly Workers' Compensation & Liability Reports.
- Provide retirement information to retirees and Public Works.
- Employee Income Verification (1).

Recreation Department

- Yoga (Kids and Adults), Thi-Chi (Adult class) and Karate (Adult and Kids are offered at the City Hall Auditorium
- Prepared and distributed Flyers for Fall and Winter programs
- Updated program in What's Happening (monthly calendar)
- Assisted with Basketball sign-ups

CDBG-HOME

- Loan monitoring and correspondence.
- Extended HOME grant for one more year
- Micro-Enterprise loans

- Devonshire apartments monitoring cont'd
- PI and quarterly reports
- Home Loan compliance and reporting requirements
- Work in process for Micro-Enterprise loans
- Three loans are closed and one is in the process

Other

- Permit survey
- Street Sweeping invoice and reconciliation
- Worked on Audit draft and MD&A
- Processed LIHWAP program Payment and reporting
- Work with Corbin Willits on On-Line Bill Pay scheduled cont'd.
- Input in MOMs
- Attend HDL meeting
- Coordinate and submitted correspondence on several grants
- Numerous public record requests cont'd
- Schedule appointments for the Building Inspector
- Follow up with the customers on plans and permits
- Correspond on several different grants
- Review the water past due accounts
- Back Flow Letters and Notices
- Iworq Portal and training
- Helped customers with zoning, city loans, rec programs and Historic Preservation
- Bulk Water applications
- Quarterly Reports for Finance dept. And Building dept.

Odor Complaints

Complaint period: December, 2023

- 3 total complaints
- 3 Mushroom Smell
- 0 Cannabis smell
- 0 Other

Donations:

None



CITY OF COLUSA
425 Webster Street
Colusa, CA 95932
(530) 458-4941
Fax: (530) 458-8674

ITEM FOR JANUARY 16, 2024

To: Colusa City Council Members


Re: Treasurer's Report for month ending November 2023

Please find the attached financial reports for your review. Based on the information provided to me by the finance department, this report represents the financial record as of November 30, 2023.

I have included a summary below:

Bank Balance as of November 30, 2023	\$6,669,946.98
Outstanding payables	(296,508.72)
LAIF Balance as of November 30, 2023	11,037,179.79
Petty Cash	500.00
Total Balance as of November 30, 2023	<u>\$17,411,118.05</u>

Respectfully submitted,


 Devin Kelley, City Treasurer

**CITY OF COLUSA, CALIFORNIA
BANK RECONCILIATION
FOR THE MONTH NOVEMBER 2023**

Item 6.

Bank Records:

Wells Fargo Bank Balance - November 30, 2023	\$ 6,669,946.98
Wells Fargo Escrow Account Balance - November 30, 2023	-
ADD / SUBTRACT:	
Outstanding Accounts Payable	(281,095.65)
Outstanding Payroll Payable	(15,413.07)
Reconciling Items:	-
Reconciled Checking Balance - Wells Fargo Bank - November 30, 2023	6,373,438.26
LAIF Balance - November 30, 2023	11,037,179.79
Petty Cash Balance - November 30, 2023	500.00
Total Reconciled Bank Balances - November 30, 2023	<u>\$ 17,411,118.05</u>

City Records (Post Journal Entries):

10200 - Wells Fargo Bank Operating / USDA Loan Escrow	\$ 6,377,471.74
10995 - LAIF	11,037,179.79
10100 - Petty Cash	500.00
Total Checking and LAIF	\$ 17,415,151.53
ADD / SUBTRACT:	
Credit Card Deposits in MOMS - Not In Bank	(2,972.71)
Rec.Desk not posted - In Bank	(40.00)
Credit card Pmt	(1,020.77)
Total Reconciled Book Balance - November 30, 2023	<u>\$ 17,411,118.05</u>

CITY OF COLUSA
NOVEMBER 2023

Item 7.

WARRANT LISTING

Check Num	Check Date	Check Amt	Vendor:	Invoice Num	Fund:	Account	Dept.:	Description				
62470	11/14/2023	107.73	AIRGAS USA, LLC	550348523	101	52150	320	OXYGEN / FIRE				
62470	11/14/2023	220.09	AIRGAS USA, LLC	550352246	101	52150	320	OXYGEN / FIRE				
62470	11/14/2023	53.66	AIRGAS USA, LLC	914370915	101	52150	320	OXYGEN / FIRE				
62470 Total		381.48										
62471	11/15/2023	372.9	ARNOLD'S	101066	101	52720	650	SQ. & ROUND TUBING - PARKS				
62471	11/15/2023	54.56	ARNOLD'S	101085	101	52720	630	SQ. TUBING - STREETS				
62471	11/15/2023	109.97	ARNOLD'S	101125	430	52720	690	FUEL HOSE - SEWER				
62471	11/15/2023	72.33	ARNOLD'S	101186	101	52720	630	ROUND ANS RECTANGLE TUBING - STREETS				
62471	11/15/2023	72.34	ARNOLD'S	101186	101	52720	650	ROUND ANS RECTANGLE TUBING - PARKS				
62471	11/15/2023	143.33	ARNOLD'S	101291	101	52720	630	JACK FOR TRAILER - STREETS				
62471 Total		825.43										
62472	11/14/2023	910	SADIE ASH	11/14/2023	220	52500	215	CANNABIS ARTICLE & ORDINANCE PRO 64 GRANT				
62472	11/14/2023	520	SADIE ASH	11/14/2023	101	52500	215	GRANT DEV. / TRACKING UPDATE - ECON. DEV.				
62472	11/14/2023	260	SADIE ASH	11/14/2023	253	52500	640	TREES PROGRAM FOR PRT - REC				
62472	11/14/2023	4095	SADIE ASH	11/14/2023	101	52500	210	MISC. CALLS, MEETINGS, REPORTS, ECT. - ADMIN SER.				
62472	11/14/2023	215	SADIE ASH	11/14/2023	102	52500	215	SS4A - ECON. DEV.				
62472 Total		6000										
62473	11/14/2023	1161.63	AT&T MOBILITY	11/14/2023	101	53200	320	WIRELESS SVC OCT-NOV / FIRE				
62473 Total		1161.63										
62474	11/14/2023	1006.67	BATTERIES PLUS BULBS	P67262130	310	52720	650	BATTERY - STATE PARK				
62474	11/14/2023	954.67	BATTERIES PLUS BULBS	P67444340	310	52720	650	BATTERY - STATE PARK				
62474 Total		1961.34										
62475	11/14/2023	680.8	RODGER EARL BRAYFINDLEY	11/14/2023	101	53600	640	REG. CLASSES FOR TAI CHI & KARATE COMPENSATION				
62475 Total		680.8										
62476	11/14/2023	687.56	CALIFORNIA ENGINEERING CO	12193	101	52500	620	GENERAL SERVICES - CITY ENGINEER				
62476	11/14/2023	687.56	CALIFORNIA ENGINEERING CO	12193	410	52500	620	GENERAL SERVICES - CITY ENGINEER				
62476	11/14/2023	687.56	CALIFORNIA ENGINEERING CO	12193	430	52500	620	GENERAL SERVICES - CITY ENGINEER				
62476	11/14/2023	8475.52	CALIFORNIA ENGINEERING CO	12194	430	62694	620	WALNUT RANCH SEWER CONST. ADM. - CITY ENGINEER				
62476	11/14/2023	1412.06	CALIFORNIA ENGINEERING CO	12195	101	62003	620	COLUSA WELL NO. 9-5TH STREET				
62476	11/14/2023	977.58	CALIFORNIA ENGINEERING CO	12196	410	62672	620	WELL CONSOLIDATION GRANT - CITY ENGINEER				
62476	11/14/2023	1520.68	CALIFORNIA ENGINEERING CO	12197	507	52500	620	ARCO GAS STATION DEV. PLAN - CITY ENGINEER				
62476	11/14/2023	651.72	CALIFORNIA ENGINEERING CO	12198	101	52500	620	SUNRISE LANDING SUBDIVISION CONS. - CITY ENGINEER				
62476	11/14/2023	12030.5	CALIFORNIA ENGINEERING CO	12199	101	52500	220	PLANNING DEP. SUPPORT T&M @ CITY RATES				
62476 Total		27130.74										
62477	11/15/2023	45.97	CINTAS	173524695	101	51200	630	LINEN MAINTENANCE - STREETS				
62477	11/15/2023	45.98	CINTAS	173524695	101	51200	650	LINEN MAINTENANCE - PARKS				
62477	11/14/2023	45.97	CINTAS	417281072	101	51200	630	LINEN MAINTENANCE				
62477	11/14/2023	45.98	CINTAS	417281072	101	51200	650	LINEN MAINTENANCE				
62477	11/14/2023	69.72	CINTAS	417352469	410	51200	670	LINEN MAINTENANCE - WATER				
62477	11/14/2023	69.73	CINTAS	417352469	430	51200	690	LINEN MAINTENANCE - SEWER				
62477 Total		323.35										

CITY OF COLUSA
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Item 7.

WARRANT LISTING

62478	11/14/2023	605	CITY OF YUBA CITY	31132	410	52520	670	TESTING					
62478	11/14/2023	194	CITY OF YUBA CITY	31134	430	52520	690	TESTING					
62478	11/14/2023	51	CITY OF YUBA CITY	31142	410	52520	670	TESTING					
62478	11/14/2023	81	CITY OF YUBA CITY	31161	430	52520	690	TESTING					
62478	11/14/2023	81	CITY OF YUBA CITY	31162	430	52520	690	TESTING					
62478	11/14/2023	192.87	CITY OF YUBA CITY	31164	430	52520	690	TESTING					
62478 Total		1204.87											
62479	11/14/2023	267.66	CIVICPLUS, LLC	272856	101	52100	110	FULL-SERVICE SUBSCRIPTION 11/14/23-11/13/24					
62479	11/14/2023	267.66	CIVICPLUS, LLC	272856	410	52100	670	FULL-SERVICE SUBSCRIPTION 11/14/23-11/13/24					
62479	11/14/2023	267.68	CIVICPLUS, LLC	272856	430	52100	690	FULL-SERVICE SUBSCRIPTION 11/14/23-11/13/24					
62479 Total		803											
62480	11/14/2023	7838.25	COUNTY OF COLUSA/OFFICE O	11/13/2023	101	52541	710	ANIMAL CONTROL SERVICES 1ST QRT FY 23-24					
62480	11/14/2023	30920.4	COUNTY OF COLUSA/OFFICE O	11/14/2023	101	52540	710	DISPATCH SERVICES 1ST QRT OF FY 23-24					
62480 Total		38758.65											
62481	11/14/2023	6.51	DERODA INC.	93047	430	52110	690	BUGWASH - SEWER					
62481	11/14/2023	27.99	DERODA INC.	93116	101	52720	710	WINDSHIELD WASHER FLUID - POLICE					
62481	11/14/2023	61.94	DERODA INC.	93281	430	52110	690	SUPPLIES - SEWER					
62481	11/14/2023	490.45	DERODA INC.	93578	101	52720	710	EQUIPMENT MAINTENANCE - POLICE					
62481	11/14/2023	209.06	DERODA INC.	94037	101	52720	710	PLATINUM KIT - POLICE					
62481	11/14/2023	14.13	DERODA INC.	94086	101	52720	710	FLUID OIL PUMP - POLICE					
62481 Total		810.08											
62482	11/14/2023	70.77	COMCAST	11/13/2023	101	53200	630	BUS SVC 10/31-11/30 / STREETS					
62482	11/14/2023	59.05	COMCAST	11/14/2023	101	53200	320	BUSINESS SVC 11/9-12/8/23 / FIRE					
62482	11/14/2023	422.33	COMCAST	11/15/2023	101	53200	230	BUS SVC 11/13-12/12 / FINANCE					
62482 Total		552.15											
62483	11/14/2023	75.78	L.N. CURTIS AND SONS	INV761809	101	51200	710	CLOTHING (SHORT SLEEVE HAT) - POLICE					
62483 Total		75.78											
62484	11/14/2023	60	DAVIES CHEVRON	11/14/2023	214	52720	710	OCTOBER CARWASH (6) - POLICE					
62484 Total		60											
62485	11/14/2023	198	DEPARTMENT OF JUSTICE	PO 64314	101	52120	710	EMPLOYEE CLEARANCES : POLICE					
62485 Total		198											
62486	11/14/2023	2000	FILEONQ,INC	11340	101	52500	710	FileOnQ SOFTWARE MAINT. & SUP. JAN 01-DEC 31, 2024					
62486 Total		2000											
62487	11/14/2023	693.56	FRONTIER	11/14/2023	101	53200	320	Communications / FIRE					
62487	11/14/2023	187.89	FRONTIER	11/15/2023	101	53200	230	Communications					
62487	11/14/2023	111.32	FRONTIER	11/15/2023	101	53200	220	Communications					
62487	11/14/2023	111.32	FRONTIER	11/15/2023	101	53200	610	Communications					
62487	11/14/2023	675.47	FRONTIER	11/15/2023	101	53200	710	Communications					
62487	11/14/2023	172.39	FRONTIER	11/15/2023	101	53200	320	Communications					
62487	11/14/2023	133.61	FRONTIER	11/15/2023	101	53200	630	Communications					
62487	11/14/2023	133.61	FRONTIER	11/15/2023	101	53200	650	Communications					
62487	11/14/2023	213.62	FRONTIER	11/15/2023	410	53200	670	Communications					

CITY OF COLUSA
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62487	11/14/2023	464.94	FRONTIER	11/15/2023	430	53200	690	Communications				
62487	11/14/2023	91.92	FRONTIER	11/15/2023	253	53200	640	Communications				
62487	11/14/2023	63.69	FRONTIER	11/15/2023	101	53200	230	Communications				
62487	11/14/2023	63.69	FRONTIER	11/15/2023	101	53200	220	Communications				
62487	11/14/2023	63.69	FRONTIER	11/15/2023	101	53200	650	Communications				
62487	11/14/2023	63.69	FRONTIER	11/15/2023	410	53200	670	Communications				
62487	11/14/2023	63.69	FRONTIER	11/15/2023	430	53200	690	Communications				
62487	11/14/2023	63.69	FRONTIER	11/15/2023	101	53200	310	Communications				
62487	11/14/2023	63.69	FRONTIER	11/15/2023	101	53200	640	Communications				
62487 Total		3435.48										
62488	11/14/2023	50.4	FULCHER PAINT & SUPPLY	21374	101	52700	630	SP TIP SYNERGY / STREET				
62488	11/14/2023	73.99	FULCHER PAINT & SUPPLY	21472	101	52700	630	50 FT HOSE / STREET				
62488	11/14/2023	21.83	FULCHER PAINT & SUPPLY	21529	101	52700	630	LIQUID SHIELD / STREETS				
62488 Total		146.22										
62489	11/15/2023	1750	GARY DALE MCNARY	2797	274	52750	630	5 LOADS OF GRAVEL - STREETS				
62489	11/15/2023	1750	GARY DALE MCNARY	2799	274	52750	630	5 LOADS GRAVEL - STREETS				
62489	11/15/2023	2100	GARY DALE MCNARY	2800	274	52750	630	6 LOADS OF GRAVEL - STREETS				
62489	11/15/2023	1750	GARY DALE MCNARY	2803	274	52750	630	5 LOADS OF GRAVEL - STREETS				
62489	11/15/2023	2100	GARY DALE MCNARY	2804	274	52750	630	6 LOADS OF GRAVEL - STREETS				
62489	11/15/2023	700	GARY DALE MCNARY	2805	274	52750	630	2 LOADS GRAVEL - STREETS				
62489 Total		10150										
62490	11/14/2023	220.76	JOHNSON PRINTING & DESIGN	67673	101	52100	310	500 AUTHORIZATION LABELS - BLDG. INSP.				
62490 Total		220.76										
62491	11/15/2023	2840.55	JONES MAYER	119354	101	52500	240	ATTORNEY SERVICES / GENERAL FUND RETAINER				
62491	11/15/2023	2840.55	JONES MAYER	119354	410	52500	240	ATTORNEY SERVICES / WATER FUND RETAINER				
62491	11/15/2023	2798.15	JONES MAYER	119354	430	52500	240	ATTORNEY SERVICES / SEWER FUND RETAINER				
62491	11/15/2023	248.02	JONES MAYER	119354	507	52500	240	ARCO DEVELOPMENT				
62491 Total		8727.27										
62492	11/14/2023	500	MARKS, GABRIEL	11/14/2023	310	52500	650	COLUSA STATE PARK CAMP HOST NOV. 2023				
62492 Total		500										
62493	11/15/2023	48.25	MERIDIAN SUPPLY	160996	101	52720	630	MIDWEST ZIP TIE - STREETS				
62493 Total		48.25										
62494	11/14/2023	19.83	GEORGE L. MESSICK CO.	598135/1	101	52720	630	SCREW DRIVER,UTILITY KNIFE-SHOP / STREET				
62494	11/14/2023	18.48	GEORGE L. MESSICK CO.	598196/1	101	52110	630	DEGREASER / STREETS				
62494	11/14/2023	59.8	GEORGE L. MESSICK CO.	598530/1	430	52720	690	TORCH KIT / SEWER				
62494	11/14/2023	60.88	GEORGE L. MESSICK CO.	598564/1	101	52720	630	CLAMP-SHOP / STREET				
62494	11/14/2023	21.73	GEORGE L. MESSICK CO.	598604/1	310	52720	650	MORTAR MIX-BOAT RAMP				
62494	11/14/2023	159.81	GEORGE L. MESSICK CO.	598691/1	101	52110	630	GLOVES,RAKE / STREETS				
62494	11/14/2023	66.28	GEORGE L. MESSICK CO.	598931/1	430	52720	690	WRENCH,BALL MOUNT,CLOTH /SEWER				
62494	11/14/2023	16.3	GEORGE L. MESSICK CO.	599013/1	410	52110	670	GLUE / WATER				
62494	11/14/2023	8.69	GEORGE L. MESSICK CO.	599024/1	101	52110	630	CAR WASH / STREET				
62494	11/14/2023	13.03	GEORGE L. MESSICK CO.	599121/1	101	52720	630	PAINT ROLLER-CURBS / STREETS				

CITY OF COLUSA
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Item 7.

WARRANT LISTING

62494	11/14/2023	30.41	GEORGE L. MESSICK CO.	599239/1	430	52720	690	CLOTH,COUPLING / SEWER			
62494	11/14/2023	10.86	GEORGE L. MESSICK CO.	599247/1	101	52700	630	CABLETTE-SHOP / STREETS			
62494	11/14/2023	271.86	GEORGE L. MESSICK CO.	599374/1	430	52720	690	SEWAGE PUMP / SEWER			
62494	11/14/2023	17.38	GEORGE L. MESSICK CO.	599443/1	310	52720	650	HOSE REPAIR / STATE PARK			
62494	11/14/2023	87.67	GEORGE L. MESSICK CO.	599493/1	430	52720	690	CUTTER,PIPE,COUPLER,ELBOW / SEWER			
62494	11/14/2023	29.11	GEORGE L. MESSICK CO.	599501/1	410	52720	670	CEMENT,COUPLING REPAIR/WATER			
62494	11/14/2023	45.66	GEORGE L. MESSICK CO.	599530/1	101	52720	630	SMARTFLOW MAX HOSE-YARD / STREET			
62494	11/14/2023	48.93	GEORGE L. MESSICK CO.	599635/1	101	52720	630	BOLT CUTTER-SHOP / STREET			
62494	11/14/2023	14.13	GEORGE L. MESSICK CO.	599663/1	101	52720	630	MAGNETIC JIG-SHOP / STREETS			
62494	11/14/2023	109.8	GEORGE L. MESSICK CO.	599876/1	101	52720	650	PAINT, RAGS / PARKS			
62494	11/14/2023	20.64	GEORGE L. MESSICK CO.	599887/1	410	52720	670	CEMENT,CAP / WATER			
62494	11/14/2023	43.23	GEORGE L. MESSICK CO.	599920/1	410	52720	670	PIPE REPAIR,ADAPTER,SPRINKLER / WATER			
62494	11/14/2023	34.79	GEORGE L. MESSICK CO.	599957/1	101	52110	610	MULTI VAPOR BULB / CITY HALL			
62494	11/14/2023	76.11	GEORGE L. MESSICK CO.	600129/1	101	52720	630	HEADLAMP-SWEEPER / STREETS			
62494	11/14/2023	10.86	GEORGE L. MESSICK CO.	600422/1	101	52110	650	GLOVES/ PARKS			
62494	11/14/2023	91.22	GEORGE L. MESSICK CO.	600469/1	101	52720	630	CHAIN,SLIP HOOK / STREETS			
62494	11/14/2023	9.78	GEORGE L. MESSICK CO.	600640/1	101	52110	630	NITRILE GLOVES/STREETS			
62494	11/14/2023	13.03	GEORGE L. MESSICK CO.	600654/1	101	52720	320	ENGINE OL / FIRE			
62494	11/14/2023	26.09	GEORGE L. MESSICK CO.	600669/1	101	52110	630	TOILET SEAT-SHOP / STREET			
62494	11/14/2023	30.4	GEORGE L. MESSICK CO.	600732/1	101	52110	650	SPRAY BOTTLE, CLEANER / PARKS			
62494	11/14/2023	17.38	GEORGE L. MESSICK CO.	600922/1	101	52700	650	SPRAY PAINT /PARK			
62494	11/14/2023	60.87	GEORGE L. MESSICK CO.	600936/1	101	52700	320	INFLATOR,AIR PLUG,THREADLOCKER /FIRE			
62494	11/14/2023	34.76	GEORGE L. MESSICK CO.	600944/1	101	52700	650	SPRAY PAINT/PARK			
62494	11/14/2023	52.13	GEORGE L. MESSICK CO.	600951/1	101	52700	650	SPRAY PAINT /PARK			
62494	11/14/2023	10.85	GEORGE L. MESSICK CO.	600975/1	101	52150	630	SAFETY GLASSES / STREETS			
62494	11/14/2023	15.21	GEORGE L. MESSICK CO.	601019/1	101	52110	650	TRAYSET /PARK			
62494	11/14/2023	15.2	GEORGE L. MESSICK CO.	601246/1	101	52700	320	CLEANER-POLISH(HOUSEKEEPING) /FIRE			
62494	11/14/2023	110.86	GEORGE L. MESSICK CO.	601328/1	101	52720	320	UTILITY TOTE (STORAGE) / FIRE			
62494	11/14/2023	54.75	GEORGE L. MESSICK CO.	601442/1	101	52700	320	MACHINE RENTAL,CLEANER,DEPOSIT/ FIRE			
62494 Total		1838.8									
62495	11/14/2023	2.15	MT. SHASTA SPRING WATER	422409	101	52100	225	COOLER RENTAL - CODE ENFORCEMENT			
62495	11/14/2023	33.04	MT. SHASTA SPRING WATER	425897	101	52100	630	5 GAL SPRING WATER - STREETS			
62495	11/14/2023	50.29	MT. SHASTA SPRING WATER	432055	101	52100	630	5 GAL SRONG WATER - STREETS			
62495	11/14/2023	39.27	MT. SHASTA SPRING WATER	432057	101	53800	320	WATER,COOLER RENTAL / FIRE			
62495 Total		124.75									
62496	11/15/2023	13963.95	NV5, INC.	357774	430	62681	690	GEOTECHNICAL ENGINEERING - SEWER			
62496 Total		13963.95									
62497	11/14/2023	106.8	ON-SITE SAFETY SERVICES,	48455	430	52150	690	MEDICAL SUPPLIES - SEWER			
62497 Total		106.8									
62498	11/15/2023	15.32	PAPE MACHINERY	14881492	101	52720	650	EQUIPMENT MAINTENANCE - PARKS			
62498	11/15/2023	75.34	PAPE MACHINERY	14881507	101	52720	650	EQUIPMENT MAINTENANCE - PARKS			
62498	11/15/2023	26.15	PAPE MACHINERY	14882616	101	52720	650	SEAL KIT - PARKS			

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62498	11/14/2023	412.73	PAPE MACHINERY	14899834	101	52720	630	LATCH - PARKS				
62498 Total		529.54										
62499	11/14/2023	6485.01	WYATT PAXTON	711	101	52500	310	OCT 2023 EMAILS, INSPECTIONS, CALLS, PLAN CHECKS				
62499 Total		6485.01										
62500	11/14/2023	786	PENGUIN MANAGEMENT, INC.	76414	101	53200	320	6 MONTHS CAPTAIN PLAN / FIRE				
62500 Total		786										
62501	11/15/2023	2	PETTY CASH	11/15/2023	101	52100	220	LOTLINE ADJ- SCHMIDT RECORDING				
62501	11/15/2023	50	PETTY CASH	11/15/2023	101	52100	220	FILING FEES- JOEL GONZALES				
62501	11/15/2023	7.32	PETTY CASH	11/15/2023	101	52100	120	COUNCIL WATER				
62501	11/15/2023	50	PETTY CASH	11/15/2023	101	52100	220	NOTICE OF EXEMP HONEY POT FARMS				
62501	11/15/2023	10.36	PETTY CASH	11/15/2023	101	52100	120	COUNCIL WATER				
62501	11/15/2023	20	PETTY CASH	11/15/2023	101	52100	230	CDBG EXPENSE				
62501	11/15/2023	50	PETTY CASH	11/15/2023	101	52100	220	RECORDING				
62501	11/15/2023	9	PETTY CASH	11/15/2023	101	52100	230	COPY -FINANCE				
62501	11/15/2023	4.98	PETTY CASH	11/15/2023	101	52100	120	COUNCIL WATER				
62501	11/15/2023	4.98	PETTY CASH	11/15/2023	101	52100	120	COUNCIL WATER				
62501 Total		208.64										
62502	11/15/2023	15000	PLACER LABS INC.	12.1581	101	52500	231	LOCATION BASED SVC & ANALYTICS 10/18/23-10/17/24				
62502 Total		15000										
62503	11/14/2023	19.56	QUILL CORPORATION	35315814	214	52100	710	OFFICE SUPPLIES - POLICE				
62503	11/14/2023	163.29	QUILL CORPORATION	35412803	101	52100	230	CASH RECEIPT BOOKS (5) - FINANCE				
62503 Total		182.85										
62504	11/14/2023	192.33	READING OIL, INC.	322331	101	52270	630	PROPANE - STREETS				
62504 Total		192.33										
62505	11/14/2023	643.44	SAM'S CLUB/SYNCHRONY BANK	11/14/2023	101	52100	320	CONFERENCE ROOM CHAIRS - FIRE				
62505	11/14/2023	242.76	SAM'S CLUB/SYNCHRONY BANK	11/14/2023	101	52720	320	HOUSE SUPPLIES - FIRE				
62505	11/14/2023	55.44	SAM'S CLUB/SYNCHRONY BANK	11/14/2023	214	52100	710	OFFICE SUPPLIES - POLICE				
62505	11/14/2023	24.18	SAM'S CLUB/SYNCHRONY BANK	11/14/2023	101	53800	230	FINANCE CHARGE - FINANCE				
62505	11/14/2023	39.99	SAM'S CLUB/SYNCHRONY BANK	11/14/2023	101	53800	230	LATE CHARGE - FINANCE				
62505 Total		1005.81										
62506	11/14/2023	75	PATRICIA SPYRES	PO65924	101	53600	640	REFUND-YOUTH BASKETBALL / REC				
62506 Total		75										
62507	11/14/2023	271.88	WACM MEDIA INC.	310	101	51200	320	KNIT CAPS (25) / FIRE				
62507 Total		271.88										
62508	11/15/2023	236.59	SUPERIOR TIRE SERVICE	292969	220	52720	225	CODE INFORCEMENT EXPEDITION BATTERY				
62508	11/15/2023	261.76	SUPERIOR TIRE SERVICE	292969	101	52720	610	GENERATER BATTERY - CITY HALL				
62508	11/15/2023	103.96	SUPERIOR TIRE SERVICE	293224	410	52720	670	BATTERIES - WATER				
62508	11/15/2023	103.96	SUPERIOR TIRE SERVICE	293224	430	52720	690	BATTERIES - SEWER				
62508 Total		706.27										
62509	11/14/2023	90.58	THE HOSE SHOP	84988	430	52700	690	HAMMER HOSE / SEWER				
62509 Total		90.58										
62510	11/14/2023	75	TRANSUNION RISK AND ALTER	11/14/2023	214	52500	710	INVESTIGATIVE TOOL - POLICE				

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62510 Total		75										
62511	11/15/2023	279.9	TRI COUNTIES BANK	11/15/2023	101	52100	210	ZOOM.US - ADMIN. SERVICES				
62511	11/15/2023	9.99	TRI COUNTIES BANK	11/15/2023	101	52500	215	ADOBE - ECON. DEV				
62511	11/15/2023	45	TRI COUNTIES BANK	11/15/2023	101	52500	215	CONSTANT - ECON. DEV.				
62511	11/15/2023	239.88	TRI COUNTIES BANK	11/15/2023	101	52100	230	DOMAIN HOSTING - FINANCE				
62511	11/15/2023	317.48	TRI COUNTIES BANK	11/15/2023	101	53600	640	AMAZON (PORTABLE SOCCER GOAL) - REC				
62511	11/15/2023	620.28	TRI COUNTIES BANK	11/15/2023	101	52740	630	LOWES (CEMENT) - STREETS				
62511	11/15/2023	1098.12	TRI COUNTIES BANK	11/15/2023	101	58750	650	AMAZON (PARK IMPACT) - PARKS				
62511	11/15/2023	48.33	TRI COUNTIES BANK	11/15/2023	410	53800	670	DOT PROCESSING - WATER				
62511	11/15/2023	48.33	TRI COUNTIES BANK	11/15/2023	430	53800	690	DOT PROCESSING - SEWER				
62511	11/15/2023	48.34	TRI COUNTIES BANK	11/15/2023	101	53800	630	DOT PROCESSING - STREETS				
62511	11/15/2023	3995	TRI COUNTIES BANK	11/15/2023	101	52720	231	SP PIERCE - ARPA				
62511	11/15/2023	3.25	TRI COUNTIES BANK	11/15/2023	410	52700	670	AMAZON (TUBE FUSE)- WATER				
62511	11/15/2023	3.26	TRI COUNTIES BANK	11/15/2023	430	52700	690	AMAZON (TUBE FUSE)- SEWER				
62511	11/15/2023	9.8	TRI COUNTIES BANK	11/15/2023	410	52700	670	AMAZON (TOOLBOX)- WATER				
62511	11/15/2023	9.81	TRI COUNTIES BANK	11/15/2023	430	52700	690	AMAZON (TOOLBOX)- SEWER				
62511	11/15/2023	64.11	TRI COUNTIES BANK	11/15/2023	101	53800	210	AMAZON-PERSONAL PURCHASE REIMBURSED W/ CHECK#4287				
62511	11/15/2023	95.68	TRI COUNTIES BANK	11/15/2023	101	52110	650	AMAZON (STRING LIGHTS)- PARKS				
62511	11/15/2023	95.68	TRI COUNTIES BANK	11/15/2023	101	52110	640	AMAZON (STRING LIGHTS)- REC				
62511	11/15/2023	29	TRI COUNTIES BANK	11/15/2023	214	52100	710	WHENIWORK - POLICE				
62511	11/15/2023	35.86	TRI COUNTIES BANK	11/15/2023	214	52110	710	AMAZON (FLASHING WANDS) - POLICE				
62511	11/15/2023	47	TRI COUNTIES BANK	11/15/2023	214	52110	710	AMAZON (HALLOWEEN STICKERS & TOYS) - POLICE				
62511	11/15/2023	371.62	TRI COUNTIES BANK	11/15/2023	101	52100	320	AMAZON (STAPLES- MAP PRINTS) - FIRE				
62511	11/15/2023	194.66	TRI COUNTIES BANK	11/15/2023	101	51300	320	AMAZON (STAND UP DESK) - FIRE				
62511	11/15/2023	311	TRI COUNTIES BANK	11/15/2023	101	51300	320	YUBA COMMUNITY COLLEGE - FIRE				
62511	11/15/2023	99.1	TRI COUNTIES BANK	11/15/2023	101	52720	320	COLUSA AUTO PARTS - FIRE				
62511	11/15/2023	62.68	TRI COUNTIES BANK	11/15/2023	101	53800	320	AMAZON (COFFEE PODS) - FIRE				
62511	11/15/2023	121.73	TRI COUNTIES BANK	11/15/2023	101	51300	320	YUBA COLLEGE - FIRE				
62511	11/15/2023	308.88	TRI COUNTIES BANK	11/15/2023	101	52100	320	STAPLES - FIRE				
62511	11/15/2023	140	TRI COUNTIES BANK	11/15/2023	101	51300	320	YUBA COLLEGE - FIRE				
62511	11/15/2023	140	TRI COUNTIES BANK	11/15/2023	101	51300	320	YUBA COLLEGE - FIRE				
62511	11/15/2023	140	TRI COUNTIES BANK	11/15/2023	101	51300	320	YUBA COLLEGE - FIRE				
62511	11/15/2023	16.63	TRI COUNTIES BANK	11/15/2023	101	53600	640	AMAZON (REC SUPPLIES) - REC				
62511	11/15/2023	35	TRI COUNTIES BANK	11/15/2023	101	52160	710	GALLS - POLICE				
62511	11/15/2023	15.5	TRI COUNTIES BANK	11/15/2023	214	52100	710	DAVISON DRUG - POLICE				
62511 Total		9100.9										
62512	11/14/2023	587.79	U. S. POST OFFICE	11/14/2023	410	52100	670	BULK POSTAGE FOR UTILITY BILLS/WATER				
62512	11/14/2023	587.8	U. S. POST OFFICE	11/14/2023	430	52100	690	BULK POSTAGE FOR UTILITY BILLS/SEWER				
62512 Total		1175.59										
62513	11/14/2023	610	VALLEY TOXICOLOGY SERVICE	4829	214	52500	710	ALCOHOL AND DRUG AMALYSIS--OCT 2023 BLOWS: POLICE				
62513 Total		610										
62514	11/14/2023	4655.46	CALMAT CO.	73823847	246	57230	630	POWER PATCH TON - STREETS				

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62514 Total		4655.46											
62515	11/15/2023	3355.56	WAVE TECHNOLOGIES	23-2271	101	57200	231	LABOR FOR INSTALLATION OF CABLES - ARPA					
62515 Total		3355.56											
62516	11/14/2023	276.23	XEROX CORPORATIONS	4975832	101	53300	215	COPIER LEASE PAYMENT					
62516	11/14/2023	276.23	XEROX CORPORATIONS	4975832	101	53300	220	COPIER LEASE PAYMENT					
62516	11/14/2023	276.23	XEROX CORPORATIONS	4975832	101	53300	230	COPIER LEASE PAYMENT					
62516 Total		828.69											
62517	11/21/2023	70421.91	AQUA SIERRA CONTROLS INC.	33814	410	57200	670	CONTROL PANEL & CITY WELL UPGRADES (SCADA)- WATER					
62517 Total		70421.91											
62518	11/21/2023	63698.56	HOBLIT MOTORS	PO 65926	220	57100	225	CODE ENFORCEMENT TRUCK PROP 64					
62518 Total		63698.56											
62519	11/21/2023	2886.77	PACIFIC GAS AND ELECTRIC	11/21/2023	101	52600	610	Utilities					
62519	11/21/2023	1125.37	PACIFIC GAS AND ELECTRIC	11/21/2023	101	52600	710	Utilities					
62519	11/21/2023	1788.15	PACIFIC GAS AND ELECTRIC	11/21/2023	101	52600	320	Utilities					
62519	11/21/2023	661.28	PACIFIC GAS AND ELECTRIC	11/21/2023	101	52600	630	Utilities					
62519	11/21/2023	17.98	PACIFIC GAS AND ELECTRIC	11/21/2023	620	52600	630	Utilities					
62519	11/21/2023	35.98	PACIFIC GAS AND ELECTRIC	11/21/2023	610	52600	630	Utilities					
62519	11/21/2023	8931.78	PACIFIC GAS AND ELECTRIC	11/21/2023	241	52600	630	Utilities					
62519	11/21/2023	181.93	PACIFIC GAS AND ELECTRIC	11/21/2023	640	52600	630	Utilities					
62519	11/21/2023	14.95	PACIFIC GAS AND ELECTRIC	11/21/2023	101	52600	640	Utilities					
62519	11/21/2023	617.7	PACIFIC GAS AND ELECTRIC	11/21/2023	101	52600	650	Utilities					
62519	11/21/2023	114.58	PACIFIC GAS AND ELECTRIC	11/21/2023	253	52600	640	Utilities					
62519	11/21/2023	11319.63	PACIFIC GAS AND ELECTRIC	11/21/2023	410	52600	670	Utilities					
62519	11/21/2023	24638.71	PACIFIC GAS AND ELECTRIC	11/21/2023	430	52600	690	Utilities					
62519	11/21/2023	609.33	PACIFIC GAS AND ELECTRIC	11/21/2023	310	52600	650	Utilities					
62519	11/21/2023	4544.41	PACIFIC GAS AND ELECTRIC	11/21/2023	241	52600	216	Utilities					
62519 Total		57488.55											
62520	11/29/2023	839.98	AFLAC	75236	101	22340		P/R Liab - Long Term Disa					
62520 Total		839.98											
62521	11/28/2023	50.62	AIRGAS USA, LLC	914415887	101	52150	320	OXYGEN - FIRE					
62521	11/28/2023	399.44	AIRGAS USA, LLC	914416206	101	52150	320	OXYGEN - FIRE					
62521 Total		450.06											
62522	11/28/2023	487.59	ALLIANT NETWORKING SERVIC	14875	101	52500	230	MAINTENANCE AGREEMENT DEC 2023					
62522	11/28/2023	487.59	ALLIANT NETWORKING SERVIC	14875	410	52500	230	MAINTENANCE AGREEMENT DEC 2023					
62522	11/28/2023	487.61	ALLIANT NETWORKING SERVIC	14875	430	52500	230	MAINTENANCE AGREEMENT DEC 2023					
62522 Total		1462.79											
62523	11/27/2023	312.63	RODGER EARL BRAYFINDLEY	PO 65927	101	53600	640	REIMBURSEMENT FOR KARATE BAGS - REC					
62523 Total		312.63											
62524	11/28/2023	1116.26	BUTTE SAND & GRAVEL	112426	410	52700	670	BUILDING MAINTENANCE - WATER					
62524 Total		1116.26											
62525	11/28/2023	179.18	CASCADE FIRE EQUIPMENT CO	INV8953	101	51200	320	FIREFIGHTER PANT - FIRE					
62525	11/28/2023	83024.69	CASCADE FIRE EQUIPMENT CO	SO14957	101	52200	231	STRUCTURE GEAR (ARPA) - FIRE					

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62525 Total		83203.87											
62526	11/28/2023	69.72	CINTAS	417430003	410	51200	670	LINEN MAINTENANCE - WATER					
62526	11/28/2023	69.73	CINTAS	417430003	430	51200	690	LINEN MAINTENANCE - SEWER					
62526	11/28/2023	45.97	CINTAS	417430008	101	51200	630	LINEN MAINTENANCE - STREETS					
62526	11/28/2023	45.98	CINTAS	417430008	101	51200	650	LINEN MAINTENANCE - PARKS					
62526	11/28/2023	45.97	CINTAS	417502721	101	51200	630	LINEN MAINTENANCE - STREETS					
62526	11/28/2023	45.98	CINTAS	417502721	101	51200	650	LINEN MAINTENANCE - PARKS					
62526	11/28/2023	69.72	CINTAS	417502728	410	51200	670	LINEN MAINTENANCE - WATER					
62526	11/28/2023	69.73	CINTAS	417502728	430	51200	690	LINEN MAINTENANCE - SEWER					
62526 Total		462.8											
62527	11/28/2023	60	CITY OF YUBA CITY	30023	430	52520	690	TESTING - SEWER					
62527	11/28/2023	3651.1	CITY OF YUBA CITY	30033	410	52520	670	TESTING - WATER					
62527	11/28/2023	363.8	CITY OF YUBA CITY	30036	430	52520	690	TESTING - SEWER					
62527	11/28/2023	991.14	CITY OF YUBA CITY	30037	430	52520	690	TESTING - SEWER					
62527	11/28/2023	3890.58	CITY OF YUBA CITY	30042	410	52520	670	TESTING - WATER					
62527	11/28/2023	144	CITY OF YUBA CITY	30047	430	52520	690	TESTING - SEWER					
62527	11/28/2023	76	CITY OF YUBA CITY	30053	410	52520	670	TESTING - WATER					
62527	11/28/2023	60	CITY OF YUBA CITY	30056	430	52520	690	TESTING - SEWER					
62527	11/28/2023	76	CITY OF YUBA CITY	30115	410	52520	670	TESTING					
62527	11/28/2023	60	CITY OF YUBA CITY	30134	430	52520	690	TESTING					
62527	11/28/2023	60	CITY OF YUBA CITY	30143	430	52520	690	TESTING					
62527	11/28/2023	60	CITY OF YUBA CITY	30144	430	52520	690	TESTING					
62527	11/28/2023	202	CITY OF YUBA CITY	30157	430	52520	690	TESTING					
62527	11/28/2023	76	CITY OF YUBA CITY	30163	410	52520	670	TESTING					
62527	11/28/2023	60	CITY OF YUBA CITY	30190	430	52520	690	TESTING - SEWER					
62527	11/28/2023	60	CITY OF YUBA CITY	30191	430	52520	690	TESTING - SEWER					
62527	11/28/2023	52	CITY OF YUBA CITY	30199	430	52520	690	TESTING - SEWER					
62527	11/28/2023	144	CITY OF YUBA CITY	30200	430	52520	690	TESTING - SEWER					
62527	11/28/2023	76	CITY OF YUBA CITY	30204	410	52520	670	TESTING - WATER					
62527	11/28/2023	60	CITY OF YUBA CITY	30213	430	52520	690	TESTING - SEWER					
62527	11/28/2023	760	CITY OF YUBA CITY	30220	410	52520	670	TESTING - WATER					
62527	11/28/2023	60	CITY OF YUBA CITY	30221	430	52520	690	TESTING - SEWER					
62527	11/28/2023	10368.3	CITY OF YUBA CITY	30232	430	52520	690	TESTING					
62527	11/28/2023	76	CITY OF YUBA CITY	30246	410	52520	670	TESTING					
62527	11/28/2023	282	CITY OF YUBA CITY	30269	430	52520	690	TESTING					
62527	11/28/2023	144	CITY OF YUBA CITY	30270	430	52520	690	TESTING					
62527	11/28/2023	38	CITY OF YUBA CITY	30292	410	52520	670	TESTING					
62527	11/28/2023	475	CITY OF YUBA CITY	30306	410	52520	670	TESTING					
62527	11/28/2023	76	CITY OF YUBA CITY	30327	410	52520	670	TESTING - WATER					
62527	11/28/2023	76	CITY OF YUBA CITY	30374	410	52520	670	TESTING - WATER					
62527	11/28/2023	60	CITY OF YUBA CITY	30390	430	52520	690	TESTING - SEWER					
62527	11/28/2023	60	CITY OF YUBA CITY	30391	430	52520	690	TESTING - SEWER					

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62527	11/28/2023	60	CITY OF YUBA CITY	30405	430	52520	690	TESTING - SEWER				
62527	11/28/2023	76	CITY OF YUBA CITY	30422	410	52520	670	TESTING - WATER				
62527	11/28/2023	60	CITY OF YUBA CITY	30435	430	52520	690	TESTING - SEWER				
62527	11/28/2023	60	CITY OF YUBA CITY	30436	430	52520	690	TESTING - SEWER				
62527	11/28/2023	60	CITY OF YUBA CITY	30442	430	52520	690	TESTING - SEWER				
62527	11/28/2023	38	CITY OF YUBA CITY	30459	410	52520	670	TESTING - WATER				
62527	11/28/2023	60	CITY OF YUBA CITY	30507	430	52520	690	TESTING				
62527	11/28/2023	76	CITY OF YUBA CITY	30534	410	52520	670	TESTING				
62527	11/28/2023	605	CITY OF YUBA CITY	30624	410	52520	670	TESTING - WATER				
62527	11/28/2023	51	CITY OF YUBA CITY	30630	410	52520	670	TESTING - WATER				
62527	11/28/2023	1024	CITY OF YUBA CITY	30638	410	52520	670	TESTING - WATER				
62527	11/28/2023	81	CITY OF YUBA CITY	30639	430	52520	690	TESTING - SEWER				
62527	11/28/2023	272	CITY OF YUBA CITY	30654	430	52520	690	TESTING - SEWER				
62527	11/28/2023	194	CITY OF YUBA CITY	30664	430	52520	690	TESTING - SEWER				
62527	11/28/2023	81	CITY OF YUBA CITY	30675	430	52520	690	TESTING - SEWER				
62527	11/28/2023	81	CITY OF YUBA CITY	30802	430	52520	690	TESTING - SEWER				
62527	11/28/2023	81	CITY OF YUBA CITY	30804	430	52520	690	TESTING - SEWER				
62527	11/28/2023	51	CITY OF YUBA CITY	30829	410	52520	670	TESTING - WATER				
62527	11/28/2023	194	CITY OF YUBA CITY	31175	430	52520	690	TESTING				
62527	11/28/2023	81	CITY OF YUBA CITY	31176	430	52520	690	TESTING				
62527	11/28/2023	11879.6	CITY OF YUBA CITY	31179	430	52520	690	TESTING				
62527	11/28/2023	78	CITY OF YUBA CITY	31190	430	52520	690	TESTING				
62527	11/28/2023	81	CITY OF YUBA CITY	31198	430	52520	690	TESTING				
62527	11/28/2023	81	CITY OF YUBA CITY	31205	430	52520	690	TESTING				
62527 Total		38103.52										
62528	11/27/2023	225	CLARK PEST CONTROL	34213909	101	52700	610	TERMITE HOME PROTECTION SERICE - CITY HALL				
62528 Total		225										
62529	11/27/2023	6.68	COLUSA COUNTY AUDITOR	4297	101	53800	650	REIMBURSEMENT OF ALTERNATIVE SENTENCING OCT-23				
62529 Total		6.68										
62530	11/29/2023	340	COLUSA PROFESSIONAL	11/29/2023	101	22400		P/R Liab - Firemen Assoc				
62530 Total		340										
62531	11/28/2023	77.45	COLUSANET, INC	149384	310	52600	650	INTERNET ACCESS, MONTHLY RATE - STATE PARK				
62531 Total		77.45										
62532	11/28/2023	50	COLUSA COUNTY CHAMBER OF	2959	101	52850	210	MEMBERSHIP DUES - ADMIN. SERVICES				
62532 Total		50										
62533	11/28/2023	338.51	COMPUTER LOGISTICS	84675	214	52500	710	MONTHLY CLOUD SERVICES DEC 2023 - POLICE				
62533 Total		338.51										
62534	11/28/2023	148.16	COMCAST	11/28/2023	101	53200	710	SERVICES FROM NOV 21, 2023-DEC 20, 2023- POLICE				
62534 Total		148.16										
62535	11/27/2023	319.79	CORBIN WILLITS SYSTEMS IN	C311151	101	53300	230	ENHANCEMENT & SERVICE FEES FOR DEC. 2023				
62535	11/27/2023	319.79	CORBIN WILLITS SYSTEMS IN	C311151	410	53300	230	ENHANCEMENT & SERVICE FEES FOR DEC. 2023				
62535	11/27/2023	319.81	CORBIN WILLITS SYSTEMS IN	C311151	430	53300	230	ENHANCEMENT & SERVICE FEES FOR DEC. 2023				

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62535 Total		959.39										
62536	11/28/2023	500	CORDICO PSYCHOLOGICAL COR	7144	101	52500	710	PROFESSIONAL SERVICES - POLICE				
62536 Total		500										
62537	11/29/2023	513.5	COLUSA POLICE ASSOCIATION	11/29/2023	101	22410		P/R Liab - Police Assoc D				
62537 Total		513.5										
62538	11/28/2023	217.66	L.N. CURTIS AND SONS	INV763764	101	51200	320	BOOTS - POLICE				
62538 Total		217.66										
62539	11/28/2023	221	CWEA RENEWAL	11/28/2023	430	52850	690	ASSOCIATION MEMBERSHIP - SEWER				
62539 Total		221										
62540	11/27/2023	468	DEPARTMENT OF JUSTICE	PO 64315	101	52430	710	Weapons Permit Police				
62540 Total		468										
62541	11/27/2023	1301.14	EMPLOYERS INVESTIGATIVE S	5050721	101	52500	710	PROFESSIONAL SERVICES - POLICE				
62541	11/27/2023	1198.15	EMPLOYERS INVESTIGATIVE S	5050722	101	52500	710	PORFESSIONAL SERVICES - POLICE				
62541 Total		2499.29										
62542	11/28/2023	5100	EXACOM, INC.	23073105	101	52720	231	DISPATCH SOFTWARE (ARPA) - FIRE				
62542 Total		5100										
62543	11/28/2023	366.31	FASTENAL	CAWIA5035	101	52720	630	IMPCT. WRENCH - STREETS				
62543 Total		366.31										
62544	11/29/2023	447.95	THE HARTFORD	239699430	997	22310		LIFE INSURNANCE PREMIUM				
62544 Total		447.95										
62545	11/28/2023	1750.85	HdL Coren & Cone	SIN032812	101	52500	230	CONTRACT SERVICES PROPERTY TAX: OCT-DEC 23-FINANCE				
62545 Total		1750.85										
62546	11/27/2023	1539.5	INTERNATIONAL MAILING EQU	IN2962	410	52100	670	ANNUAL RENEWAL OF EQUIPMENT MAINT. AGREEMENT				
62546	11/27/2023	1539.5	INTERNATIONAL MAILING EQU	IN2962	430	52100	690	ANNUAL RENEWAL OF EQUIPMENT MAINT. AGREEMENT				
62546 Total		3079										
62547	11/27/2023	38.61	JOHNSON PRINTING & DESIGN	67716	220	52100	225	BUSINESS CARDS (EMMANUEL SOTO) - CODE ENFORCEMENT				
62547	11/28/2023	604.38	JOHNSON PRINTING & DESIGN	67752	101	53601	215	CHRISTMAS TYME BANNER - ECON. DEV.				
62547 Total		642.99										
62548	11/28/2023	463.63	JORGENSEN COMPANY	6096712	101	52700	320	FIRE EXT. ANNUAL MAINT. - FIRE				
62548 Total		463.63										
62549	11/28/2023	10.46	GEORGE L. MESSICK CO.	599138/1	101	52700	710	FASTENERS / POLICE				
62549	11/28/2023	50.01	GEORGE L. MESSICK CO.	599616/1	101	52700	710	FASTENERS - POLICE				
62549	11/28/2023	10.86	GEORGE L. MESSICK CO.	601459/1	311	52720	650	SUPPLIES - BOAT RAMP				
62549	11/28/2023	-2.18	GEORGE L. MESSICK CO.	601460/1	311	52720	650	SUPPLIES - BOAT RAMP				
62549	11/28/2023	137.98	GEORGE L. MESSICK CO.	601522/1	101	52110	610	CLEANING SUPPLIES - CITY HALL				
62549 Total		207.13										
62550	11/28/2023	223	MESCHER DOOR CO.	143886	101	52700	320	REPLACED TOP ROLLER, LUBE, AND SERVICED - FIRE				
62550 Total		223										
62551	11/27/2023	96	MESSENGER PUBLISHING GROU	24710	101	53300	220	PUBLIC NOTICE- BLUE HERRON RIDGE				
62551 Total		96										
62552	11/29/2023	1300	MetLife Investors	11/29/2023	101	22510		P/R Liab - Deferred Comp				
62552 Total		1300										

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62553	11/27/2023	42.9	MT. SHASTA SPRING WATER	432067	214	52100	710	5 GAL PURIFIED WATER - POLICE				
62553	11/27/2023	18.69	MT. SHASTA SPRING WATER	434141	101	52100	230	5 GAL SPRING WATER - FINANCE				
62553 Total		61.59										
62554	11/29/2023	500	JESSICA J. SMITH	11/29/2023	101	53601	215	CHRITSMAS TYME IN COLUSA - ECON. DEV.				
62554 Total		500										
62555	11/28/2023	45.92	PACIFIC STORAGE COMPANY	5184113	214	52100	710	SERVICE 64 GAL TOTE - POLICE				
62555 Total		45.92										
62556	11/29/2023	5571.86	PREMIER ACCESS INSURANCE	11/29/2023	997	22320		DENTAL INSURANCE PREMIUMS				
62556 Total		5571.86										
62557	11/28/2023	1007.83	PREMIER PRINT & MAIL	22310-080	214	52110	710	CITATIONS (NOTICE TO APPEAR)- POLICE				
62557 Total		1007.83										
62558	11/28/2023	38.53	QUILL CORPORATION	35532917	214	52100	710	OFFICE SUPPLIES - POLICE				
62558 Total		38.53										
62559	11/29/2023	168.09	RACE TELECOMMUNICATIONS,	RC1040359	101	53200	710	INTERNET - POLICE				
62559 Total		168.09										
62560	11/28/2023	4395	REGIONAL HOUSING AUTHORIT	910-11272	262	52500	230	2023 HOME COMPLIANCE MONITORING FEE - FINANCE				
62560 Total		4395										
62561	11/29/2023	13609	ENCARNATION SANTANA	PO 65928	263	52112	215	REIMBURSEMENT FOR VEHICLE & DMV				
62561 Total		13609										
62562	11/29/2023	200	SIERRA CENTRAL CREDIT UNI	11/29/2023	101	22500		P/R Liab - Credit Union				
62562 Total		200										
62563	11/29/2023	1300	RAFAEL SIERRA VAZQUEZ	11/29/2023	101	53601	215	CHRISTMAS TYME IN COLUSA - ECON. DEV.				
62563 Total		1300										
62564	11/28/2023	45	SORENSEN PEST CONTROL, IN	1281297	101	52700	320	PEST-MONTHLY SERVICE - FIRE				
62564 Total		45										
62565	11/29/2023	61	STATE DISBURSEMENT UNIT	11/29/2023	101	22520		COURT ORDERED CHILD SUPPORT				
62565 Total		61										
62566	11/29/2023	1609.5	WACM MEDIA INC.	264	101	51200	320	UNIFORMS - FIRE				
62566 Total		1609.5										
62567	11/28/2023	542.26	SUPERIOR TIRE SERVICE	293683	410	52720	670	TIRES FOR GENERATOR - WATER				
62567 Total		542.26										
62568	11/28/2023	6722.69	SUTTER BUTTES COMMUNICATI	45545	101	52200	231	RADIOS & PAGERS (ARPA) - FIRE				
62568 Total		6722.69										
62569	11/29/2023	2000	THE STAGEHANDS	11/29/2023	101	53800	231	COMMUNITY SAKE GRANT AWARDING FY 2023/24				
62569 Total		2000										
62570	11/29/2023	300	TIM TOMLINSON	11/29/2023	101	53601	215	SANTA FOR CHRISTMAS TYME IN COLUSA - ECON. DEV.				
62570 Total		300										
62571	11/28/2023	46.51	VERIZON WIRELESS	11/28/2023	310	53200	650	CITY CELL PHONE SERVICES				
62571	11/28/2023	401.39	VERIZON WIRELESS	11/28/2023	101	53200	710	CITY CELL PHONE SERVICES				
62571	11/28/2023	57.08	VERIZON WIRELESS	11/28/2023	220	53200	225	CITY CELL PHONE SERVICES				
62571	11/28/2023	47.07	VERIZON WIRELESS	11/28/2023	410	53200	670	CITY CELL PHONE SERVICES				
62571	11/28/2023	171.04	VERIZON WIRELESS	11/28/2023	430	53200	690	CITY CELL PHONE SERVICES				

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62571	11/28/2023	83.02	VERIZON WIRELESS	11/28/2023	101	53200	650	CITY CELL PHONE SERVICES			
62571	11/28/2023	219.83	VERIZON WIRELESS	11/28/2023	101	53200	630	CITY CELL PHONE SERVICES			
62571	11/28/2023	90.08	VERIZON WIRELESS	11/28/2023	101	53200	210	CITY CELL PHONE SERVICES			
62571	11/28/2023	269.25	VERIZON WIRELESS	11/28/2023	430	53200	690	CITY CELL PHONE SERVICES			
62571	11/28/2023	81.21	VERIZON WIRELESS	11/28/2023	410	53200	670	CITY CELL PHONE SERVICES			
62571	11/28/2023	55.12	VERIZON WIRELESS	11/28/2023	220	53200	225	CITY CELL PHONE SERVICES			
62571 Total		1521.6									
Grand Total		545027									

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Check Number	Check Date	Check Amount	Vendor:	Invoice Number	Fund:	Account	Dept.:	Description				
62574	12/12/2023	6.57	SUPERIOR CALIFORNIA OFFIC	INV115456	214	52100	710	OFFICE EXPENSE				
62574 Total		6.57										
62575	12/12/2023	104.25	AIRGAS USA, LLC	550420382	101	52150	320	OXYGEN - FIRE				
62575	12/12/2023	213.81	AIRGAS USA, LLC	550423473	101	52150	320	OXYGEN - FIRE				
62575	12/12/2023	52.76	AIRGAS USA, LLC	914454402	101	52150	320	OXYGEN - FIRE				
62575 Total		370.82										
62576	12/7/2023	29.93	ARNOLD'S	101386	101	52720	630	EQUIPMENT MAINTENANCE - STREETS				
62576	12/7/2023	209.38	ARNOLD'S	101391	410	52720	670	EQUIPMENT MAINTENANCE - WATER				
62576	12/7/2023	38.21	ARNOLD'S	101445	101	52720	630	BALL COUPLER / STREETS				
62576 Total		277.52										
62577	12/5/2023	520	SADIE ASH	12/5/2023	220	52500	215	CANNABIS ARTICLES & ORDINANCE PROP 64 GRANT				
62577	12/5/2023	780	SADIE ASH	12/5/2023	101	52500	215	GRANT DEVELOPMENT				
62577	12/5/2023	780	SADIE ASH	12/5/2023	253	52500	640	TREES PROGRAM FOR PRT				
62577	12/5/2023	3185	SADIE ASH	12/5/2023	101	52500	210	MISC BIWEEKLY CALLS,MEETINGS,TOUCHBASE,RFP,ADMIN				
62577	12/5/2023	735	SADIE ASH	12/5/2023	102	52500	215	SS4-RFP,BID,SPPROVAL,CONTRACT				
62577 Total		6000										
62578	12/12/2023	307.64	AT&T MOBILITY	12/12/2023	101	53200	320	WIRELESS SERVICES - FIRE				
62578 Total		307.64										
62579	12/5/2023	475	BREWER ENVIRONMENTAL CONS	23-04	101	52500	220	REVIEW BLUE HERON PROJECT / PLANNING				
62579	12/5/2023	475	BREWER ENVIRONMENTAL CONS	23-04	101	52500	220	REVIEW 2ND DRAFT BLUE HERON PROJECT / PLANNING				
62579	12/5/2023	295	BREWER ENVIRONMENTAL CONS	23-04	410	52500	670	WATER WELL NOE SUBMISSION TO SCH / WATER				
62579 Total		1245										
62580	12/12/2023	6380.35	JOHN BURGER HEATING AND A	71780	410	52700	670	INSTALLION OF HVAC - WATER				
62580	12/12/2023	6380.35	JOHN BURGER HEATING AND A	71780	430	52700	690	INSTALLION OF HVAC - SEWER				
62580 Total		12760.7										
62581	12/12/2023	62656.31	CASCADE FIRE EQUIPMENT CO	SO14927	101	52200	231	RESCUE EQUIPMENT (ARPA) - FIRE				
62581 Total		62656.31										
62582	12/5/2023	58.82	CINTAS	417559506	410	51200	670	LINEN MAINT - WATER				
62582	12/5/2023	58.82	CINTAS	417559506	430	51200	690	LINEN MAINT - SEWER				
62582	12/5/2023	45.97	CINTAS	417559509	101	51200	630	LINEN MAINT - STREETS				
62582	12/5/2023	45.98	CINTAS	417559509	101	51200	650	LINEN MAINT - PARKS				
62582	12/12/2023	45.97	CINTAS	417639885	101	51200	630	LINEN MAINTENANCE				
62582	12/12/2023	45.98	CINTAS	417639885	101	51200	650	LINEN MAINTENANCE				
62582	12/12/2023	58.82	CINTAS	417639888	410	51200	670	LINEN MAINTENANCE - WATER				
62582	12/12/2023	58.82	CINTAS	417639888	430	51200	690	LINEN MAINTENANCE - SEWER				
62582 Total		419.18										
62583	12/12/2023	85.75	CINTAS CORPORATION NO. 2	518778782	101	52150	630	MEDICAL SUPPLIES - STREETS				
62583	12/12/2023	85.76	CINTAS CORPORATION NO. 2	518778782	101	52150	650	MEDICAL SUPPLIES - PARKS				
62583 Total		171.51										
62584	12/5/2023	150	CITY OF YUBA CITY	30326	410	52520	670	TESTING / WATER				
62584	12/7/2023	412	CITY OF YUBA CITY	31304	430	52520	690	TESTING - SEWER				

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62584	12/7/2023	81	CITY OF YUBA CITY	31316	430	52520	690	TESTING / SEWER				
62584	12/7/2023	81	CITY OF YUBA CITY	31317	430	52520	690	TESTING - SEWER				
62584	12/12/2023	51	CITY OF YUBA CITY	31320	410	52520	670	TESTING - WATER				
62584	12/12/2023	81	CITY OF YUBA CITY	31330	430	52520	690	TESTING - SEWER				
62584	12/12/2023	81	CITY OF YUBA CITY	31339	430	52520	690	TESTING - SEWER				
62584	12/12/2023	194	CITY OF YUBA CITY	31343	430	52520	690	TESTING - SEWER				
62584	12/12/2023	272	CITY OF YUBA CITY	31349	430	52520	690	TESTING - SEWER				
62584 Total		1403										
62585	12/5/2023	30.51	CLOSE LUMBER INC.	2311-3824	101	52110	630	2X4-10TH ST SIDEWALK / STREETS				
62585 Total		30.51										
62586	12/12/2023	11.27	COLUSA COUNTY AUDITOR	4311	101	53800	650	REIMBURSEMENT OF ALTERNATIVE SENTENCING NOV-23				
62586 Total		11.27										
62587	12/12/2023	75	COLUSA INDIAN HEALTH CLIN	12/12/2023	101	53800	630	ALCOHOL & DRUG SCREEN - STREETS				
62587	12/12/2023	171	COLUSA INDIAN HEALTH CLIN	12/12/2023	220	53800	225	PHYSICAL EXAM & DRUG SCREEN - CODE ENFORCEMENT				
62587 Total		246										
62588	12/7/2023	262	COLUSA COUNTY	12/6/2023	253	52400	640	2024 PERMIT FEE # GF-143 / REC				
62588	12/7/2023	262	COLUSA COUNTY	12/7/2023	430	52400	690	2023 PERMIT FEE # GF-193 / SEWER				
62588 Total		524										
62589	12/7/2023	125.44	DERODA INC.	95442	101	52720	630	FUEL INJECTION, CLAMP & TACTICAL GLOVES - STREETS				
62589	12/7/2023	6.36	DERODA INC.	95479	101	52720	630	FUEL LINE HOSE - STREETS				
62589	12/7/2023	29.88	DERODA INC.	95609	220	52720	225	EQUIPMENT MAINTENANCE - CODE ENFORCEMENT				
62589	12/7/2023	54.74	DERODA INC.	95629	101	52720	630	BATTERY - STREETS				
62589	12/7/2023	15.76	DERODA INC.	95879	101	52720	630	CIRCUIT BREAKER - STREETS				
62589	12/7/2023	58.69	DERODA INC.	95922	101	52720	630	COOLANT LEAK REPAIR - STREETS				
62589	12/7/2023	176.59	DERODA INC.	96335	101	52720	630	OIL & AIR FILTERS / STREETS				
62589	12/7/2023	66.33	DERODA INC.	96417	101	52720	630	SPIRAL FLUTE - STREETS				
62589	12/7/2023	118.5	DERODA INC.	96663	101	52720	630	EQUIPMENT MAINTENANCE - STREETS				
62589	12/7/2023	130.07	DERODA INC.	96677	101	52720	630	EQUIPMENT MAINTENANCE - STREETS				
62589	12/12/2023	191.58	DERODA INC.	96736	214	52720	710	CLUTCH KIT - POLICE				
62589	12/12/2023	75.56	DERODA INC.	97554	410	52720	670	EQUIPMENT MAINTENANCE - WATER				
62589 Total		1049.5										
62590	12/12/2023	1505.84	COMPUTER LOGISTICS	84719	101	57100	231	TOWER/RACK MOUNTABLE UPS (ARPA)				
62590 Total		1505.84										
62591	12/7/2023	70.77	COMCAST	12/7/2023	101	53200	630	SERVICES FROM DEC 01, TO DEC 31, 2023 - STREETS				
62591	12/12/2023	59.05	COMCAST	12/12/2023	101	53200	320	SERVICES FROM DEC 09 TO JAN 08, 2024- FIRE				
62591 Total		129.82										
62592	12/12/2023	705	COP WARE, INC.	86659	101	52850	710	OFFICERS LEGAL SOURCEBOOK FEB 2024-JAN 2025-POLICE				
62592 Total		705										
62593	12/7/2023	74.39	DAVIES OIL COMPANY, INC.	72705	220	52270	225	Fuel				
62593	12/7/2023	3009.95	DAVIES OIL COMPANY, INC.	72705	101	52270	710	Fuel				
62593	12/7/2023	1080.22	DAVIES OIL COMPANY, INC.	72705	101	52270	320	Fuel				
62593	12/7/2023	356.53	DAVIES OIL COMPANY, INC.	72705	101	52270	650	Fuel				

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62593	12/7/2023	1751.56	DAVIES OIL COMPANY, INC.	72705	101	52270	630	Fuel					
62593	12/7/2023	537.05	DAVIES OIL COMPANY, INC.	72705	410	52270	670	Fuel					
62593	12/7/2023	1789.28	DAVIES OIL COMPANY, INC.	72705	430	52270	690	Fuel					
62593	12/7/2023	1258.17	DAVIES OIL COMPANY, INC.	400561	101	52270	630	Fuel					
62593	12/7/2023	1760.24	DAVIES OIL COMPANY, INC.	400912	101	52270	630	Fuel					
62593 Total		11617.39											
62594	12/12/2023	80	DAVIES CHEVRON	12/12/2023	214	52720	710	CARWASH (8) - POLICE					
62594 Total		80											
62595	12/12/2023	156	DEPARTMENT OF JUSTICE	PO 64316	101	52430	710	Weapons Permit Police					
62595 Total		156											
62596	12/12/2023	6600	DSB AG SERVICES LLC	804	274	52750	630	660 TONS AT \$10 PER TON - STREETS					
62596 Total		6600											
62597	12/12/2023	1137.5	JACOB MORLEY	100	535	52500	220	WESCOTT TSM - PLANNING					
62597	12/12/2023	7017.5	JACOB MORLEY	101	535	52500	220	WESCOTT TSM (INITIAL STUDY) - PLANNING					
62597 Total		8155											
62598	12/7/2023	539.94	FASTENAL	CAWIA5040	101	52110	630	SAFETY CONES - STREETS					
62598	12/12/2023	2076.98	FASTENAL	CAWIA5042	101	52110	630	5 GAL. RED TRAFFIC - STREETS					
62598 Total		2616.92											
62599	12/12/2023	527.28	FIDELITY SECURITY LIFE IN	166040692	997	22330		VISION INSURANCE PREMIUMS COVERAGE DEC 23					
62599 Total		527.28											
62600	12/12/2023	693.56	FRONTIER	12/12/2023	101	53200	320	Communications					
62600 Total		693.56											
62601	12/5/2023	219.7	KEVIN HSU	19008	101	53600	640	KARATE BELTS-RECREATION					
62601 Total		219.7											
62602	12/12/2023	228.38	JOHNSON PRINTING & DESIGN	67736	214	52110	710	500 PARKED CAR WARNING TAGS - POLICE					
62602 Total		228.38											
62603	12/12/2023	79.96	LES SCHWAB TIRE CENTER	621003594	430	52720	690	DISMOUNT & MOUNT - ATV WHEELS - SEWER					
62603	12/5/2023	678.15	LES SCHWAB TIRE CENTER	621003619	101	52720	630	EQUIPMENT MAINT / STREETS					
62603 Total		758.11											
62604	12/12/2023	500	MARKS, GABRIEL	12/12/2023	310	52500	650	COLUSA STATE PARK CAMP HOST DEC 2023					
62604 Total		500											
62605	12/12/2023	4070	MARTIN FAMILY FARMS	PO 65929	263	52112	215	Reimbursement of full time seasonal employee					
62605 Total		4070											
62606	12/5/2023	509.3	MERIDIAN SUPPLY	162173	101	52720	650	DRIVE TUBE ASSEMBLY / PARKS					
62606 Total		509.3											
62607	12/7/2023	9.78	GEORGE L. MESSICK CO.	600465/1	101	52720	630	EQUIPMENT MAINTENANCE - STREETS					
62607	12/7/2023	73.93	GEORGE L. MESSICK CO.	600572/1	101	52720	630	EQUIPMENT MAINTENANCE - STREETS					
62607	12/7/2023	33.67	GEORGE L. MESSICK CO.	600655/1	101	52720	630	EQUIPMENT MAINTENANCE - STREETS					
62607	12/7/2023	13.03	GEORGE L. MESSICK CO.	600698/1	101	52720	630	WIRELESS ACCESSORIES - STREETS					
62607	12/7/2023	82.62	GEORGE L. MESSICK CO.	600904/1	101	52720	630	SCREWDRIVER SET & LOCKING CLAMPS - STREETS					
62607	12/7/2023	35.85	GEORGE L. MESSICK CO.	600946/1	101	52720	630	EQUIPMENT MAINTENANCE - STREETS					
62607	12/7/2023	73.93	GEORGE L. MESSICK CO.	600976/1	101	52720	630	EQUIPMENT MAINTENANCE - STREETS					

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62607	12/7/2023	49.97	GEORGE L. MESSICK CO.	601061/1	101	52110	650	SUPPLIES - PARKS				
62607	12/7/2023	14.13	GEORGE L. MESSICK CO.	601120/1	101	52110	650	GRAFITTI REMOVER - PARKS				
62607	12/7/2023	21.9	GEORGE L. MESSICK CO.	601412/1	430	52110	690	BATERRIES - SEWER				
62607	12/7/2023	15.21	GEORGE L. MESSICK CO.	601437/1	430	52720	690	CORD - SEWER				
62607	12/7/2023	564.38	GEORGE L. MESSICK CO.	601479/1	101	52720	630	EQUIPMENT MAINTENANCE - STREETS				
62607	12/12/2023	-20	GEORGE L. MESSICK CO.	601509/1	101	52700	320	CARPET CLEANER DEPOSIT - FIRE				
62607	12/7/2023	47.82	GEORGE L. MESSICK CO.	601529/1	101	52720	630	EQUIPMENT MAINTENANCE - STREETS				
62607	12/7/2023	10.32	GEORGE L. MESSICK CO.	601594/1	410	52720	670	EQUIPMENT MAINTENANCE - WATER				
62607	12/7/2023	114.12	GEORGE L. MESSICK CO.	601620/1	101	52720	630	CHAINSAW - STREETS				
62607	12/7/2023	15.18	GEORGE L. MESSICK CO.	601622/1	101	52110	630	GLASS CLEANER - STREETS				
62607	12/7/2023	12.52	GEORGE L. MESSICK CO.	601720/1	101	52720	630	FASTENERS - STREETS				
62607	12/7/2023	79.34	GEORGE L. MESSICK CO.	601967/1	430	52720	690	EQUIPMENT MAINTENANCE - SEWER				
62607	12/7/2023	1.59	GEORGE L. MESSICK CO.	602020/1	410	52720	670	FASTENERS - WATER				
62607	12/7/2023	36.95	GEORGE L. MESSICK CO.	602043/1	101	52110	650	SUPPLIES - PARKS				
62607	12/7/2023	133.63	GEORGE L. MESSICK CO.	602288/1	101	52110	630	SUPPLIES - STREETS				
62607	12/7/2023	19.55	GEORGE L. MESSICK CO.	602290/1	101	52110	630	HAND SOAP - STREETS				
62607	12/7/2023	59.79	GEORGE L. MESSICK CO.	602315/1	101	52110	610	BATTERIES - CITY HALL				
62607	12/7/2023	17.39	GEORGE L. MESSICK CO.	602424/1	101	52110	650	PAPER RAGS - PARKS				
62607	12/12/2023	21.74	GEORGE L. MESSICK CO.	602433/1	101	52700	320	SUPPLY ROOM BATTERY CAHRGER - FIRE				
62607	12/7/2023	38.04	GEORGE L. MESSICK CO.	602457/1	101	52110	630	STAPLER POWERSHOT & STAPLES - STREETS				
62607	12/12/2023	26.06	GEORGE L. MESSICK CO.	602894/1	101	52700	320	HOUSE MAINTENANCE - FIRE				
62607 Total		1602.44										
62608	12/7/2023	2.15	MT. SHASTA SPRING WATER	434142	101	52100	630	COOLER RENTAL - STREETS				
62608	12/12/2023	48.65	MT. SHASTA SPRING WATER	437671	214	52100	710	5 GAL PURIFIED - WATER				
62608	12/12/2023	29.69	MT. SHASTA SPRING WATER	439950	101	52100	230	5 GAL SPRING WATER - FINANCE				
62608	12/12/2023	19.19	MT. SHASTA SPRING WATER	439951	101	52100	220	5 GAL SPRING WATER - PLANNING				
62608 Total		99.68										
62609	12/5/2023	64.33	PACE SUPPLY CORP.	12/5/2023	410	52700	670	PVC, REDUCER / WATER				
62609	12/5/2023	4431.7	PACE SUPPLY CORP.	12/4/2023	410	52700	670	BUILDING MAINT / WATER				
62609	12/5/2023	100.82	PACE SUPPLY CORP.	12/5/2023	410	52700	670	BUILDING MAINT / WATER				
62609 Total		4596.85										
62610	12/7/2023	6027.19	WYATT PAXTON	721	101	52500	310	NOV. 2023 EMAILS, INSP., CALLS, PLAN CHECKS				
62610 Total		6027.19										
62611	12/12/2023	23.67	QUILL CORPORATION	35906617	101	52110	120	OFFICE SUPPLIES				
62611	12/12/2023	18.53	QUILL CORPORATION	35906617	101	52100	110	OFFICE SUPPLIES				
62611	12/12/2023	118.73	QUILL CORPORATION	35906617	101	52110	630	OFFICE SUPPLIES				
62611	12/12/2023	23.67	QUILL CORPORATION	35906617	101	52100	220	OFFICE SUPPLIES				
62611	12/12/2023	23.67	QUILL CORPORATION	35906617	220	52100	225	OFFICE SUPPLIES				
62611	12/12/2023	130.55	QUILL CORPORATION	35906617	410	52110	670	OFFICE SUPPLIES				
62611	12/12/2023	130.55	QUILL CORPORATION	35906617	430	52110	690	OFFICE SUPPLIES				
62611	12/12/2023	105.08	QUILL CORPORATION	35906617	101	52100	230	OFFICE SUPPLIES				
62611	12/12/2023	118.73	QUILL CORPORATION	35906617	101	52110	650	OFFICE SUPPLIES				

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62611	12/12/2023	29.31	QUILL CORPORATION	35918215	101	52100	230	1099 W/ENV - FINANCE			
62611 Total		722.49									
62612	12/12/2023	166.53	RACE TELECOMMUNICATIONS,	12/12/2023	101	53200	230	INTERNET (RC1061601) - FINANCE			
62612	12/12/2023	134.09	RACE TELECOMMUNICATIONS,	RC1061172	101	53200	630	INTERNET - STREETS			
62612 Total		300.62									
62613	12/12/2023	58.81	SAM'S CLUB/SYNCHRONY BANK	12/12/2023	101	53800	230	INTEREST CHARGE / FINANCE			
62613 Total		58.81									
62614	12/12/2023	125	STATE WATER RESOURCES	PO 65930	430	51300	690	OIT FOR T. CHAINEY - SEWER			
62614 Total		125									
62615	12/5/2023	1705.76	WACM MEDIA INC.	SO0375	101	52110	640	BASKETBALL JERSEYS / RECREATION			
62615 Total		1705.76									
62616	12/7/2023	337.88	SUPERIOR TIRE SERVICE	294001	101	52720	630	EQUIPMENT MAINTENANCE(SWEEPER) - STREETS			
62616 Total		337.88									
62617	12/5/2023	3746	SWRCB ACCOUNTING OFFICE	WD0232121	430	52400	690	ANNUAL PERMIT FEE-COLUSA CS-5SSO10908			
62617	12/5/2023	13746	SWRCB ACCOUNTING OFFICE	WD0232343	430	52400	690	ANNUAL PERMIT FEE-COLUSA WWTP-5A06NC00020			
62617	12/5/2023	8002	SWRCB ACCOUNTING OFFICE	WD0232675	430	52400	690	ANNUAL PERMIT FEE-COLUSA WWTP-SA060101001			
62617	12/5/2023	868	SWRCB ACCOUNTING OFFICE	WD0232731	410	52400	670	ANNUAL PERMIT FEE-WS-4DW0560 / WATER			
62617 Total		26362									
62618	12/12/2023	75	TRANSUNION RISK AND ALTER	12/12/2023	214	52500	710	MINIMUM USAGE ADJ. (ACCT. 1368807) - POLICE			
62618 Total		75									
62619	12/12/2023	279.9	TRI COUNTIES BANK	12/12/2023	101	52100	210	ZOOM / ADMIN			
62619	12/12/2023	9.99	TRI COUNTIES BANK	12/12/2023	101	52500	215	ADOBE / ECON D			
62619	12/12/2023	45	TRI COUNTIES BANK	12/12/2023	101	52500	215	CONSTANT CONTACT / ECON D			
62619	12/12/2023	2039.12	TRI COUNTIES BANK	12/12/2023	430	52720	690	GRAINGER-PUMP / SEWER			
62619	12/12/2023	271.85	TRI COUNTIES BANK	12/12/2023	410	51200	670	AMAZON-CLOTHING / WATER			
62619	12/12/2023	271.85	TRI COUNTIES BANK	12/12/2023	430	51200	690	AMAZON-CLOTHING / SEWER			
62619	12/12/2023	92.38	TRI COUNTIES BANK	12/12/2023	410	52720	670	AMAZON-BATTERIES / WATER			
62619	12/12/2023	103.57	TRI COUNTIES BANK	12/12/2023	101	52110	220	AMAZON-TOILET PAPER / PLANNING			
62619	12/12/2023	103.57	TRI COUNTIES BANK	12/12/2023	101	52110	230	AMAZON-TOILET PAPER / FINANCE			
62619	12/12/2023	103.58	TRI COUNTIES BANK	12/12/2023	101	52110	650	AMAZON-TOILET PAPER / PARKS			
62619	12/12/2023	103.58	TRI COUNTIES BANK	12/12/2023	101	52110	640	AMAZON-TOILET PAPER / RECREATION			
62619	12/12/2023	675	TRI COUNTIES BANK	12/12/2023	101	51300	120	CAL CITIES-CODORNIZ / CITY COUNCIL			
62619	12/12/2023	1109.16	TRI COUNTIES BANK	12/12/2023	101	57200	630	AMAZON-STREET LIGHT / STREETS			
62619	12/12/2023	199.2	TRI COUNTIES BANK	12/12/2023	220	52110	225	AMAZON-COMPUTER MONITOR / CODE ENFORCEMENT			
62619	12/12/2023	56.52	TRI COUNTIES BANK	12/12/2023	220	52110	225	AMAZON-CABLES / CODE ENFORCEMENT			
62619	12/12/2023	36.93	TRI COUNTIES BANK	12/12/2023	101	51300	210	LITTLE CAESARS-TRAINING / FINANCE			
62619	12/12/2023	1705.76	TRI COUNTIES BANK	12/12/2023	101	53600	640	STITCHES-BASKETBALL JERSEY(50% DEPOSIT) / REC			
62619	12/12/2023	4219.36	TRI COUNTIES BANK	12/12/2023	101	52720	630	TINK-LOADER JAWS / STREETS			
62619	12/12/2023	29	TRI COUNTIES BANK	12/12/2023	214	52100	710	WHEN I WORK / POLICE			
62619	12/12/2023	190	TRI COUNTIES BANK	12/12/2023	101	52850	710	THE IAPC-1 YR MEMBERSHIP / POLICE			
62619	12/12/2023	930.5	TRI COUNTIES BANK	12/12/2023	101	52200	320	BADGE & WALLET-BADGES / FIRE			
62619	12/12/2023	99.99	TRI COUNTIES BANK	12/12/2023	101	52100	320	MICROSOFT 365 / FIRE			

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62619	12/12/2023	113.65	TRI COUNTIES BANK	12/12/2023	101	51200	320	DOWN RANGE-CLOTHING / FIRE			
62619	12/12/2023	88.5	TRI COUNTIES BANK	12/12/2023	221	51200	320	BADGE AND WALLET-UNIFORMS / FIRE			
62619	12/12/2023	472.17	TRI COUNTIES BANK	12/12/2023	221	51200	320	DOWN RANGE-UNIFORMS / FIRE			
62619	12/12/2023	78.3	TRI COUNTIES BANK	12/12/2023	101	51200	320	AMAZON-CLOTHING / FIRE			
62619	12/12/2023	263	TRI COUNTIES BANK	12/12/2023	101	51300	320	YUBA COLLEGE-SWIFT CLASS / FIRE			
62619	12/12/2023	263	TRI COUNTIES BANK	12/12/2023	101	51300	320	YUBA COLLEGE-BO CLASS / FIRE			
62619	12/12/2023	17.13	TRI COUNTIES BANK	12/12/2023	101	53600	640	ACE-FASTENERS / REC			
62619	12/12/2023	173.91	TRI COUNTIES BANK	12/12/2023	101	53600	640	DICKS-BASKETBALLS / REC			
62619	12/12/2023	172.26	TRI COUNTIES BANK	12/12/2023	101	53600	640	AMAZON-PINNIES / REC			
62619	12/12/2023	14.13	TRI COUNTIES BANK	12/12/2023	101	53600	640	AMAZON-WHISTLES / REC			
62619	12/12/2023	199.13	TRI COUNTIES BANK	12/12/2023	214	51300	710	QWIK CODES / POLICE			
62619	12/12/2023	1137.01	TRI COUNTIES BANK	12/12/2023	214	57100	710	GALLS / POLICE			
62619	12/12/2023	240.99	TRI COUNTIES BANK	12/12/2023	101	51400	710	QUEST - DRUG TEST / POLICE			
62619	12/12/2023	240.99	TRI COUNTIES BANK	12/12/2023	101	51400	710	QUEST - DRUG TEST / POLICE			
62619	12/12/2023	240.99	TRI COUNTIES BANK	12/12/2023	101	51400	710	QUEST - DRUG TEST / POLICE			
62619 Total		16390.97									
62620	12/7/2023	63.46	USA BLUEBOOK	201265	430	52720	690	EQUIPMENT MAINT. - SEWER			
62620	12/12/2023	1242.75	USA BLUEBOOK	INV209650	430	52720	690	PRIMING PUMP - SEWER			
62620 Total		1306.21									
62621	12/5/2023	588.06	U. S. POST OFFICE	12/5/2023	410	52100	670	BULK POSTAGE FOR UTILITY BILLS/WATER			
62621	12/5/2023	588.07	U. S. POST OFFICE	12/5/2023	430	52100	690	BULK POSTAGE FOR UTILITY BILLS/SEWER			
62621 Total		1176.13									
62622	12/12/2023	805	VALLEY TOXICOLOGY SERVICE	4843	214	52500	710	ALCOHOL AND DRUG ANALYSIS (NOV BLOWS) - POLICE			
62622 Total		805									
62623	12/12/2023	10188.46	WAVE TECHNOLOGIES	23-2412	101	57200	231	NEW PHONE SYSTEM UPDATE			
62623 Total		10188.46									
62624	12/12/2023	323.13	XEROX CORPORATIONS	5099980	101	53300	215	COPIER LEASE PAYMENT			
62624	12/12/2023	323.13	XEROX CORPORATIONS	5099980	101	53300	220	COPIER LEASE PAYMENT			
62624	12/12/2023	323.13	XEROX CORPORATIONS	5099980	101	53300	230	COPIER LEASE PAYMENT			
62624 Total		969.39									
62625	11/29/2023	128.29	JEAN COOPER	000C31201	410	20310		MQ CUSTOMER REFUND FOR COO0018			
62625 Total		128.29									
62626	12/20/2023	618.61	PUTMAN AUCTIONEERS INC.	5669	430	57100	690	ROTOVATOR - SEWER			
62626 Total		618.61									
62627	12/20/2023	9.06	SUPERIOR CALIFORNIA OFFIC	INV113125	214	52100	710	OFFICE EXPENSE			
62627 Total		9.06									
62628	12/27/2023	839.98	AFLAC	425592	101	22340		P/R Liab - Long Term Disa			
62628 Total		839.98									
62629	12/21/2023	496.83	ALLIANT NETWORKING SERVIC	14938	101	52500	230	MAINTENANCE AGREEMENT JAN. 2024			
62629	12/21/2023	496.83	ALLIANT NETWORKING SERVIC	14938	410	52500	230	MAINTENANCE AGREEMENT JAN. 2024			
62629	12/21/2023	496.85	ALLIANT NETWORKING SERVIC	14938	430	52500	230	MAINTENANCE AGREEMENT JAN. 2024			
62629 Total		1490.51									

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62630	12/27/2023	100	NICK ALLEGRIINI	12/27/2023	410	51200	670	BOOT REIMBURSEMENT - WATER			
62630	12/27/2023	100	NICK ALLEGRIINI	12/27/2023	430	51200	690	BOOT REIMBURSEMENT - SEWER			
62630 Total		200									
62631	12/20/2023	670.77	THIRKETTLE CORPORATION	INV009858	410	57200	670	AUTOGUN / SENSOR - WATER			
62631 Total		670.77									
62632	12/19/2023	850.4	RODGER EARL BRAYFINDLEY	12/19/2023	101	53800	640	KARATE & TAI CHI COMPENSATION - REC			
62632 Total		850.4									
62633	12/20/2023	750	THE CALIFORNIA PEACE OFFI	403010	101	52850	710	DEP. MEMBERSHIP - POLICE			
62633 Total		750									
62634	12/20/2023	200	ALEXIS CHAVEZ	PO 65932	101	53800	640	REIMBURSEMENT OF SCOUT CABIN DEPOSIT - REC			
62634 Total		200									
62635	12/20/2023	58.82	CINTAS	417712449	410	51200	670	LINEN MAINTENANCE - WATER			
62635	12/20/2023	58.82	CINTAS	417712449	430	51200	690	LINEN MAINTENANCE - SEWER			
62635	12/20/2023	45.97	CINTAS	417712457	101	51200	630	LINEN MAINTENANCE - STREETS			
62635	12/20/2023	45.98	CINTAS	417712457	101	51200	650	LINEN MAINTENANCE - PARKS			
62635	12/27/2023	79.3	CINTAS	417785106	101	51200	630	LINEN MAINTENANCE - STREETS			
62635	12/27/2023	79.31	CINTAS	417785106	101	51200	650	LINEN MAINTENANCE - PARKS			
62635	12/27/2023	89.68	CINTAS	417785108	410	51200	670	LINEN MAINTENANCE - WATER			
62635	12/27/2023	89.68	CINTAS	417785108	430	51200	690	LINEN MAINTENANCE - SEWER			
62635 Total		547.56									
62636	12/20/2023	200	MARIA CISNEROS	PO 65931	101	53800	640	SCOUT CABIN DEPOSIT REIMBURSEMENT - REC			
62636 Total		200									
62637	12/20/2023	588	CITY OF YUBA CITY	31232	410	52520	670	TESTING - WATER			
62637	12/20/2023	482	CITY OF YUBA CITY	31233	430	52520	690	TESTING - SEWER			
62637	12/20/2023	194	CITY OF YUBA CITY	31236	430	52520	690	TESTING - SEWER			
62637	12/20/2023	81	CITY OF YUBA CITY	31246	430	52520	690	TESTING - SEWER			
62637	12/20/2023	153	CITY OF YUBA CITY	31247	410	52520	670	TESTING - WATER			
62637	12/20/2023	102	CITY OF YUBA CITY	31248	410	52520	670	TESTING - WATER			
62637	12/20/2023	102	CITY OF YUBA CITY	31267	410	52520	670	TESTING - WATER			
62637	12/20/2023	81	CITY OF YUBA CITY	31268	430	52520	690	TESTING - SEWER			
62637	12/20/2023	1616	CITY OF YUBA CITY	31272	410	52520	670	TESTING - WATER			
62637	12/20/2023	81	CITY OF YUBA CITY	31273	430	52520	690	TESTING - SEWER			
62637	12/20/2023	102	CITY OF YUBA CITY	31298	410	52520	670	TESTING - WATER			
62637	12/27/2023	81	CITY OF YUBA CITY	31419	430	52520	690	TESTIG - SEWER			
62637	12/27/2023	194	CITY OF YUBA CITY	31425	430	52520	690	TESTING - SEWER			
62637	12/27/2023	81	CITY OF YUBA CITY	31426	430	52520	690	TESTING - SEWER			
62637 Total		3938									
62638	12/27/2023	171	COLUSA INDIAN HEALTH CLIN	12/27/2023	101	53800	220	PHYSICAL EXAM AND DRUG TEST - PLANNING			
62638 Total		171									
62639	12/27/2023	340	COLUSA PROFESSIONAL	12/27/2023	101	22400		P/R Liab - Firemen Assoc			
62639 Total		340									
62640	12/27/2023	2190.22	COLUSA GROUNDWATER AUTHOR	41	410	52500	670	CGA OPERATIONS FLAT FEE FY 23/24 - WATER			

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62640 Total		2190.22											
62641	12/20/2023	77.45	COLUSANET, INC	149476	310	52600	650	INTERNET ACCESS MONTHLY RATE - PARKS					
62641 Total		77.45											
62642	12/20/2023	16.41	DERODA INC.	96725	430	52720	690	EQUIPMENT MAINTENANCE - SEWER					
62642	12/20/2023	68.16	DERODA INC.	97822	101	52720	630	DRAIN VALVE (2) - STREETS					
62642	12/20/2023	133.26	DERODA INC.	97873	101	52720	630	GOVERNOR - STREETS					
62642	12/20/2023	458.72	DERODA INC.	97963	101	52720	630	EQUIPMENT MAINTENANCE					
62642	12/20/2023	343.58	DERODA INC.	98176	101	52720	630	EQUIPMENT MAINTENANCE - STREETS					
62642	12/20/2023	-113.08	DERODA INC.	98206	101	52720	630	EQUIPMENT MAINTENANCE - STREETS					
62642	12/20/2023	378.38	DERODA INC.	98218	101	52720	630	EQUIPMENT MAINTENANCE - STREETS					
62642	12/27/2023	81.33	DERODA INC.	98279	101	52720	650	OIL, AIT, FUEL FILTERS - PARKS					
62642	12/27/2023	20.42	DERODA INC.	98281	101	52720	650	SEALED BEAMS - PARKS					
62642	12/27/2023	18.56	DERODA INC.	98297	101	52720	650	EQUIPMENT MAINTENANCE - PARKS					
62642 Total		1405.74											
62643	12/19/2023	422.33	COMCAST	12/19/2023	101	53200	230	SERVICES FROM DEC 13, TO JAN 12 2024 - FINANCE					
62643 Total		422.33											
62644	12/27/2023	319.79	CORBIN WILLITS SYSTEMS IN	C312151	101	53300	230	ENHANCEMENT AND SERVICES FOR JAN 2024					
62644	12/27/2023	319.79	CORBIN WILLITS SYSTEMS IN	C312151	410	53300	230	ENHANCEMENT AND SERVICES FOR JAN 2024					
62644	12/27/2023	319.81	CORBIN WILLITS SYSTEMS IN	C312151	430	53300	230	ENHANCEMENT AND SERVICES FOR JAN 2024					
62644 Total		959.39											
62645	12/20/2023	1000	CORDICO PSYCHOLOGICAL COR	7150	101	52500	710	PROFESSIONAL SERVICES - POLICE					
62645 Total		1000											
62646	12/27/2023	513.5	COLUSA POLICE ASSOCIATION	12/27/2023	101	22410		P/R Liab - Police Assoc D					
62646 Total		513.5											
62647	12/21/2023	3768	FOOTHILL FIRE PROTECTION	12489299	101	57100	216	SPRINKLER, FIRE PUMP & ALARM INSP. FOR PIRELLI					
62647 Total		3768											
62648	12/21/2023	903.82	FRONTIER	12/21/2023	101	53200	230	Communications					
62648	12/21/2023	451.68	FRONTIER	12/21/2023	101	53200	220	Communications					
62648	12/21/2023	449.46	FRONTIER	12/21/2023	101	53200	610	Communications					
62648	12/21/2023	28.97	FRONTIER	12/21/2023	101	53200	230	Communications					
62648	12/21/2023	28.97	FRONTIER	12/21/2023	101	53200	220	Communications					
62648	12/21/2023	28.97	FRONTIER	12/21/2023	101	53200	650	Communications					
62648	12/21/2023	28.97	FRONTIER	12/21/2023	410	53200	670	Communications					
62648	12/21/2023	28.97	FRONTIER	12/21/2023	430	53200	690	Communications					
62648	12/21/2023	28.97	FRONTIER	12/21/2023	101	53200	310	Communications					
62648	12/21/2023	0.38	FRONTIER	12/21/2023	101	53200	710	Communications					
62648	12/21/2023	-4.56	FRONTIER	12/21/2023	101	53200	320	Communications					
62648	12/21/2023	55.73	FRONTIER	12/21/2023	101	53200	630	Communications					
62648	12/21/2023	55.73	FRONTIER	12/21/2023	101	53200	650	Communications					
62648	12/21/2023	631.34	FRONTIER	12/21/2023	430	53200	690	Communications					
62648	12/21/2023	-1.86	FRONTIER	12/21/2023	253	53200	640	Communications					
62648	12/21/2023	153.44	FRONTIER	12/21/2023	410	53200	670	Communications					

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62648	12/21/2023	28.99	FRONTIER	12/21/2023	101	53200	640	Communications					
62648 Total		2897.97											
62649	12/27/2023	1310.2	Hinderliter,de Llamas & A	SIN034159	101	52500	230	CONTRACT SERVICES- SALES TAX (OCT-DEC) - FINANCE					
62649 Total		1310.2											
62650	12/27/2023	36.43	JOHNSON PRINTING & DESIGN	67830	101	52100	220	250 BUSINESS CARDS (MARK TOMEY) - PLANNING					
62650 Total		36.43											
62651	12/21/2023	3948.37	JONES MAYER	119871	101	52500	240	ATTORNEY SERVICES/GENERAL FUND RETAINER					
62651	12/21/2023	3948.37	JONES MAYER	119871	410	52500	240	ATTORNEY SERVICES/WATER FUND RETAINER					
62651	12/21/2023	3889.44	JONES MAYER	119871	430	52500	240	ATTORNEY SERVICES/WATER FUND RETAINER					
62651	12/21/2023	330.69	JONES MAYER	119871	101	52500	240	COUNTY/ CIP LITIGATION					
62651	12/21/2023	475.36	JONES MAYER	119871	220	52500	240	PROP 64- CANNABIS					
62651 Total		12592.23											
62652	12/27/2023	2107.7	K & L SUPPLY, INC.	46169	410	52100	670	SUPPLIES - WATER					
62652	12/27/2023	2107.7	K & L SUPPLY, INC.	46169	430	52110	690	SUPPLIES - SEWER					
62652 Total		4215.4											
62653	12/20/2023	189	LAWRENCE M. HIGHMAN M.D.	12/19/2023	101	52500	710	OFFICE VISIT (PHYSICAL) - POLICE					
62653	12/20/2023	189	LAWRENCE M. HIGHMAN M.D.	12/20/2023	101	52500	710	OFFICE VISIT (PHYSICAL) - POLICE					
62653	12/20/2023	189	LAWRENCE M. HIGHMAN M.D.	12/21/2023	101	52500	710	OFFICE VISIT (PHYSICAL) - POLICE					
62653 Total		567											
62654	12/21/2023	270	LJ FARMS	1401	274	57200	630	LOAD OF GRAVEL FROM YUBA TO COLUSA - STREETS					
62654 Total		270											
62655	12/27/2023	342.84	MERIDIAN SUPPLY	162422	101	52720	630	BATTERIES - STREETS					
62655	12/27/2023	209.08	MERIDIAN SUPPLY	162617	101	52720	630	RATCHET SET - STREETS					
62655 Total		551.92											
62656	12/27/2023	43.47	GEORGE L. MESSICK CO.	603453/1	101	52720	320	EQUIPMENT MAINTENANCE - FIRE					
62656	12/27/2023	15.2	GEORGE L. MESSICK CO.	603506/1	101	52720	320	EQUIPMENT MAINTENANCE - FIRE					
62656	12/27/2023	17.38	GEORGE L. MESSICK CO.	603512/1	101	52720	320	EQUIPMENT MAINTENANCE - FIRE					
62656	12/27/2023	59.78	GEORGE L. MESSICK CO.	603519/1	101	52720	320	POWER INVERTER ON/OFF MOUNT - FIRE					
62656	12/27/2023	15.21	GEORGE L. MESSICK CO.	603572/1	101	52720	320	EQUIPMENT MAINTENANCE - FIRE					
62656	12/27/2023	59.8	GEORGE L. MESSICK CO.	603580/1	101	52720	320	EQUIPMENT MAINTENANCE - FIRE					
62656	12/27/2023	4.34	GEORGE L. MESSICK CO.	603584/1	101	52720	320	EQUIPMENT MAINTENANCE - FIRE					
62656	12/27/2023	26.08	GEORGE L. MESSICK CO.	603751/1	101	53800	320	AWARDS DINNER / SANTA WHEELS - FIRE					
62656	12/27/2023	6.51	GEORGE L. MESSICK CO.	604009/1	101	52720	320	EQUIPMENT MAINTENANCE - FIRE					
62656 Total		247.77											
62657	12/21/2023	52	MESSENGER PUBLISHING GROU	24986	102	53300	215	NOTICE TO ADOPTED ORDINANCE NO. 559 - ECON. DEV.					
62657	12/21/2023	56	MESSENGER PUBLISHING GROU	24987	102	53300	215	NOTICE OF ADOPTED ORDINANCE NO. 560 - ECON. DEV.					
62657	12/21/2023	56	MESSENGER PUBLISHING GROU	24988	102	53300	215	NOTICE OF ADOPTED ORDINANCE NO. 561 - ECON. DEV.					
62657 Total		164											
62658	12/20/2023	556.06	NCCSIF TREASURER	2750	101	51150	110	WORKERS COMPENSATION DEPOSIT/PREMIUM					
62658	12/20/2023	2856.56	NCCSIF TREASURER	2750	101	51150	210	WORKERS COMPENSATION DEPOSIT/PREMIUM					
62658	12/20/2023	1180.09	NCCSIF TREASURER	2750	101	51150	215	WORKERS COMPENSATION DEPOSIT/PREMIUM					
62658	12/20/2023	1391.32	NCCSIF TREASURER	2750	101	51150	220	WORKERS COMPENSATION DEPOSIT/PREMIUM					

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62658	12/20/2023	2730.19	NCCSIF TREASURER	2750	101	51150	230	WORKERS COMPENSATION DEPOSIT/PREMIUM		
62658	12/20/2023	1171.09	NCCSIF TREASURER	2750	101	51150	225	WORKERS COMPENSATION DEPOSIT/PREMIUM		
62658	12/20/2023	7141.67	NCCSIF TREASURER	2750	101	51150	320	WORKERS COMPENSATION DEPOSIT/PREMIUM		
62658	12/20/2023	4922.22	NCCSIF TREASURER	2750	101	51150	630	WORKERS COMPENSATION DEPOSIT/PREMIUM		
62658	12/20/2023	837.7	NCCSIF TREASURER	2750	101	51150	640	WORKERS COMPENSATION DEPOSIT/PREMIUM		
62658	12/20/2023	2075.16	NCCSIF TREASURER	2750	101	51150	650	WORKERS COMPENSATION DEPOSIT/PREMIUM		
62658	12/20/2023	13886.37	NCCSIF TREASURER	2750	101	51150	710	WORKERS COMPENSATION DEPOSIT/PREMIUM		
62658	12/20/2023	3227.11	NCCSIF TREASURER	2750	410	51150	670	WORKERS COMPENSATION DEPOSIT/PREMIUM		
62658	12/20/2023	4308.96	NCCSIF TREASURER	2750	430	51150	690	WORKERS COMPENSATION DEPOSIT/PREMIUM		
62658 Total		46284.5								
62659	12/20/2023	45.92	PACIFIC STORAGE COMPANY	5187989	214	52100	710	SERVICE 64 GAL TOTE - POLICE		
62659 Total		45.92								
62660	12/27/2023	5675.64	PACIFIC GAS AND ELECTRIC	12/27/2023	101	52600	610	Utilities		
62660	12/27/2023	1324.83	PACIFIC GAS AND ELECTRIC	12/27/2023	101	52600	710	Utilities		
62660	12/27/2023	3200.81	PACIFIC GAS AND ELECTRIC	12/27/2023	101	52600	320	Utilities		
62660	12/27/2023	849.68	PACIFIC GAS AND ELECTRIC	12/27/2023	101	52600	630	Utilities		
62660	12/27/2023	17.99	PACIFIC GAS AND ELECTRIC	12/27/2023	620	52600	630	Utilities		
62660	12/27/2023	4454.31	PACIFIC GAS AND ELECTRIC	12/27/2023	241	52600	216	Utilities		
62660	12/27/2023	35.97	PACIFIC GAS AND ELECTRIC	12/27/2023	610	52600	630	Utilities		
62660	12/27/2023	9016.68	PACIFIC GAS AND ELECTRIC	12/27/2023	241	52600	630	Utilities		
62660	12/27/2023	181.93	PACIFIC GAS AND ELECTRIC	12/27/2023	640	52600	630	Utilities		
62660	12/27/2023	42.92	PACIFIC GAS AND ELECTRIC	12/27/2023	101	52600	640	Utilities		
62660	12/27/2023	610.84	PACIFIC GAS AND ELECTRIC	12/27/2023	101	52600	650	Utilities		
62660	12/27/2023	121.52	PACIFIC GAS AND ELECTRIC	12/27/2023	253	52600	640	Utilities		
62660	12/27/2023	9006.96	PACIFIC GAS AND ELECTRIC	12/27/2023	410	52600	670	Utilities		
62660	12/27/2023	24796.77	PACIFIC GAS AND ELECTRIC	12/27/2023	430	52600	690	Utilities		
62660	12/27/2023	842.35	PACIFIC GAS AND ELECTRIC	12/27/2023	310	52600	650	Utilities		
62660 Total		60179.2								
62661	12/27/2023	5677.51	PREMIER ACCESS INSURANCE	12/27/2023	997	22320		DENTAL INS. PREMIUMS		
62661 Total		5677.51								
62662	12/21/2023	4700.42	PROFORCE MARKETING, INC	529295	214	57100	710	EQUIPMENT - POLICE		
62662	12/21/2023	544.58	PROFORCE MARKETING, INC	529948	214	57100	710	EQUIPMENT - POLICE		
62662	12/21/2023	93.84	PROFORCE MARKETING, INC	530828	214	57100	710	EQUIPMENT - POLICE		
62662	12/21/2023	1842.26	PROFORCE MARKETING, INC	532282	214	57100	710	EQUIPMENT - POLICE		
62662 Total		7181.1								
62663	12/27/2023	44.3	QUILL CORPORATION	36304162	101	52100	230	OFFICE SUPPLIES (DUSTERS)		
62663	12/27/2023	44.3	QUILL CORPORATION	36304162	410	52110	670	OFFICE SUPPLIES (DUSTERS)		
62663	12/27/2023	44.31	QUILL CORPORATION	36304162	430	52100	690	OFFICE SUPPLIES (DUSTERS)		
62663	12/27/2023	6.84	QUILL CORPORATION	36304659	101	52100	220	OFFICE SUPPLIES - PLANNING		
62663	12/27/2023	129.12	QUILL CORPORATION	36304659	101	52100	230	OFFICE SUPPLIES - FINANCE		
62663	12/27/2023	43.24	QUILL CORPORATION	36304659	410	52110	670	INK - WATER		
62663	12/27/2023	43.25	QUILL CORPORATION	36304659	430	52110	690	INK - SEWER		

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62663	12/27/2023	53.27	QUILL CORPORATION	36304789	220	52100	225	LABELER AND REFILLS - CODE ENFORCEMENT			
62663	12/20/2023	11.35	QUILL CORPORATION	174380872	101	52100	220	OFFICE SUPPLIES			
62663	12/20/2023	88.35	QUILL CORPORATION	174380872	220	52100	225	OFFICE SUPPLIES			
62663	12/20/2023	190.27	QUILL CORPORATION	174380872	101	52100	230	OFFICE SUPPLIES			
62663 Total		698.6									
62664	12/21/2023	157.09	RACE TELECOMMUNICATIONS,	RC1065436	101	53200	710	INTERNET - POLICE			
62664 Total		157.09									
62665	12/27/2023	200	SIERRA CENTRAL CREDIT UNI	12/27/2023	101	22500		P/R Liab - Credit Union			
62665 Total		200									
62666	12/21/2023	489780.83	CWSRF ACCOUNTING OFFICE	12/21/2023	430	59100	690	CWSRF AGREEMENT CONTRACT - SEWER			
62666	12/21/2023	226034.65	CWSRF ACCOUNTING OFFICE	12/21/2023	430	59200	690	CWSRF AGREEMENT CONTRACT - SEWER			
62666 Total		715815.48									
62667	12/27/2023	61	STATE DISBURSEMENT UNIT	12/27/2023	101	22520		COURT ORDERED CHILD SUPPORT			
62667 Total		61									
62668	12/21/2023	250.12	WACM MEDIA INC.	282	410	51200	670	HATS - WATER			
62668	12/21/2023	250.13	WACM MEDIA INC.	282	430	51200	690	HATS - SEWER			
62668	12/20/2023	27.19	WACM MEDIA INC.	352	410	51200	670	CLOTHING - WATER			
62668	12/20/2023	27.2	WACM MEDIA INC.	352	430	51200	690	CLOTHING - SEWER			
62668 Total		554.64									
62669	12/27/2023	399	SWRCB ACCOUNTING OFFICE	WD0260807	311	52400	650	ANNUAL PERMIT FEE(BOAT LAUNCH FACILITY)			
62669 Total		399									
62670	12/27/2023	46.51	VERIZON WIRELESS	12/27/2023	310	53200	650	CITY CELLPHONE SERVICE			
62670	12/27/2023	401.39	VERIZON WIRELESS	12/27/2023	101	53200	710	CITY CELLPHONE SERVICE			
62670	12/27/2023	41.51	VERIZON WIRELESS	12/27/2023	220	53200	225	CITY CELLPHONE SERVICE			
62670	12/27/2023	47.07	VERIZON WIRELESS	12/27/2023	410	53200	670	CITY CELLPHONE SERVICE			
62670	12/27/2023	171.04	VERIZON WIRELESS	12/27/2023	430	53200	690	CITY CELLPHONE SERVICE			
62670	12/27/2023	83.02	VERIZON WIRELESS	12/27/2023	101	53200	650	CITY CELLPHONE SERVICE			
62670	12/27/2023	219.83	VERIZON WIRELESS	12/27/2023	101	53200	630	CITY CELLPHONE SERVICE			
62670	12/27/2023	90.08	VERIZON WIRELESS	12/27/2023	101	53200	210	CITY CELLPHONE SERVICE			
62670 Total		1100.45									
62671	12/27/2023	1006.55	WAVE TECHNOLOGIES	23-2525	101	57200	231	PHONE SERVICE COMPLETE SUPPORT (ARPA)			
62671	12/27/2023	363.59	WAVE TECHNOLOGIES	23-2412-	101	57200	231	INSTALLATION OF PHONE SERVICE (ARPA)			
62671 Total		1370.14									
Grand Total		1083270.07									



City of Colusa California

STAFF REPORT

DATE: February 6th, 2024
TO: Mayor and Members of the City Council
FROM: Ishrat Aziz-Khan, through Jesse Cain, City Manager

AGENDA ITEM:

Consideration of Resolution approving the Fiscal Year 2022-2023 Annual audit and Single audit reports.

Recommendation: Council to approve the annual audit report and single audit report prepared by Smith & Newell, City contracted audit firm.

BACKGROUND ANALYSIS:

The Financial statements, Annual Audit, and Single Audit reports were prepared by SMITH & NEWELL the audit firm, for the City of Colusa in accordance with auditing standards generally accepted accounting principles.

In the auditor's opinion, all requested information was presented fairly, free of any material errors.

The single Audit report is required to be prepared whenever the city meets the threshold of \$750,000 from federally awarded funds. It is one of the required elements to apply for CDBG loans and other federal grants.

BUDGET IMPACT:

None

STAFF RECOMMENDATION:

Approve Resolution 24-

ATTACHMENTS: Resolution and Financial Statements

RESOLUTION NO. 24 -

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COLUSA ADOPTING THE ANNUAL AUDIT AND SINGLE AUDIT REPORTS FOR FISCAL YEAR 2022-2023

WHEREAS, the Financial statements and Annual Audit report were prepared by SMITH & NEWELL the audit firm, for the City of Colusa in accordance with auditing standards generally accepted principals (GAP); and

WHEREAS the Single Audit Act Reports and Schedules were tested and prepared by SMITH & NEWELL for the City of Colusa according to the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General; and

THEREFORE, this resolution is requested to adopt both reports for the fiscal year 2022-2023.

PASSED AND ADOPTED as a Resolution of the City Council of the City of Colusa, at its regular meeting duly held on the 6th day of February 2024, by the following vote.

AYES:

NOES:

ABSENT:

ABSTAIN:

Daniel Vaca, Mayor

Attest:

Shelly Kittle, City Clerk



City of Colusa California

STAFF REPORT

DATE: February 6, 2024

TO: City Council – Public Hearing Regarding Blue Heron Ridge General Plan Amendment, Rezone and Amendment to Development Agreement

FROM: David Swartz, City Engineer
Jake Morley, Planning Consultant

AGENDA ITEM: City Council to hold a public hearing and introductory reading regarding General Plan Amendment, Rezone, and Amendment to a Development Agreement.

Report in Brief: The applicant is proposing to change the General Plan land use designation on 15.05 acres as part of a settlement agreement between the property owner and the County of Colusa. The proposal includes:

1. 1) Modify the existing General Plan designation of Low Density Residential and zoning of R-1 (Single Family) on a 13.31-acre parcel (APN# 017-130-080) to a General Plan designation of Industrial and zoning of M-1 (Light Industrial), and
2. Modify the existing General Plan designation of Low Density Residential and zoning of R-1 (Single Family) on a portion of a 1.725-acre parcel (APN# 017-130-116) to a General Plan designation of Parks Recreation Open Space and zoning of O-S (Open Space), and
3. Amend the existing Development Agreement to acknowledge the General Plan Amendment and Rezone for the Sunrise Landing project.

Recommendation: The Planning Commission and Staff recommends that the City Council hold a public hearing on the proposed amendments and adopt the Resolution (**Attachment A**) and introduce the Ordinance (**Attachment B**) by reading its title only:

Resolution of the City Council of the City of Colusa Approving General Plan Amendment and Amending the Development Agreement for the Colusa Industrial Properties (Blue Heron Ridge).

Ordinance of the City Council of the City of Colusa Rezoning a Portion of Property Identified as Assessor's Parcel No. 017-130-166 from R-1 (Single Family Residential District) to O-S (Open Space) and Property Identified as Assessor Parcel No. 017-130-088 from R-1 (Single Family Residential District) to M-1 (Light Industrial) (Blue Heron Ridge).

BACKGROUND:

In 2007, the City of Colusa certified an Environmental Impact Report (EIR) (SCH No. 2006052113) as part of the Colusa Industrial Properties project, that consisted of implementation of a General Plan Amendment and Zoning amendment for approximately 138 acres in the northern portion of the Colusa Industrial Park (Park) and 13 acres within the Colusa Golf and Country Club. That project consisted of a mixed-use community with approximately 286 residential units, expansion and modification of the Colusa Golf and Country Club (Club), various commercial and office use along State Route 20 and wastewater treatment facilities to serve the mixed-use community and other uses within the Park.

The expansion of the Club to the south of their existing facility never materialized, while portions of the residential build out did. As part of that build out, areas of the site that were anticipated for residential development received Airport Land Use Commission review and were found to be not in compliance with the Airport Land Use Compatibility Plan (Plan). When projects are found not in compliance, local agencies have the authority to override the Commission. As such, the applicant requested and received City Council approval for an override. However, after the decision, the County, the agency who staffs and implements the Compatibility Plan challenged the overrule.

After extensive discussion between the property owner in conjunction with the City and the County, it was determined that through an Settlement Agreement, portions of the area will receive a General Plan Amendment and Rezone that would remove the Low Density Residential designation on approximately 15 acres of land and change them to Industrial and Open Space. Land uses that are compatible with the Plan and the surrounding quasi-built environment.

Colusa County Airport Land Use Commission

At the November 6, 2023, Colusa County Airport Land Use Commission (ALUC) reviewed the proposal to amend the General Plan, Rezone the property and to amend the Development Agreement was found to be in compliance with the 2014 Colusa County Airport Land Use Compatibility Plan in that the proposed changes are consistent with the B1, C1 and C2 Compatibility Zones

Planning Commission

At the December 13, 2023, Planning Commission meeting a public hearing was held and the commission voted to adopted a resolution recommending the City Council adopt a negative declaration and approve General Plan Amendment, Rezone and Amendment to a Development Agreement. Besides the property owner, there was no other public testimony.

ANALYSIS:

The project site is broken down into two parcels, both of which are located north of the Colusa County Airport. First is a 13.3-acre, vacant site located at the at the western terminus of Farinon Road. Second, a 1.75 acre site located at the end of Thunder Bolt Court, which is a new street within the Sunrise Landing Subdivision.

The proposed General Plan Amendment/Rezone would result in lands that are in compliance with the Settlement Agreement, as well as bring the subject parcels in compliance with the Colusa County Airport Land Use Plan, which has C1 and C2 Compatibility overflight zones applied to the Project boundaries.

General Plan Amendment Findings

The Planning Commission must make a written recommendation to the Council whether to approve, approve in modified form, or deny the proposed General Plan Amendment based on the required findings noted below.

- 1. The proposed amendment is internally consistent with the plan being amended.*

The General Plan will remain internally consistent because the proposed land designation amendment from Low Density to Industrial and Open Space would result in designations that are compatible with the surrounding areas as well as the Colusa County Airport Land Use Compatibility Plan. The change from Low-Density designations does not impact the ability for the City to provide future housing to the community, as the development potential of the site is limited due to the proximity to the airport. Further, the City has annexed and zoned approximately 85 acres to the west of the project that can accommodate a significant number of residential units that were not anticipated in the Housing Elements most recent update and adoption.

- 2. The site is physically suitable, including access, provision of utilities, compatibility with adjoining land uses, and absence of physical constraints, for the proposed land use or development.*

There are no physical or environmental constraints on the property which would prohibit use of the site as Industrial or Open Space land use designations. The proposed designations would be consistent with surrounding Industrial and Open Space designations, maximizing the potential for development and non-development of the site.

Rezone Findings

The Planning Commission must make a written recommendation to the Council whether to approve, approve in modified form, or deny the proposed zoning map amendment based on the required findings are noted below.

- 1. The proposed amendment is consistent with the General Plan, any applicable specific plan, and any applicable neighborhood and area plans.*

The proposed rezone from R-1 Single Family Residential District to M1 Light Industrial and O-S Open space would be consistent with the General Plan designation of Industrial and Parks Recreation Open Space. The rezone would be internally consistent with the General Plan as well as the surrounding areas. The rezone does not impact the ability for the City to provide future housing to the community, as development potential of the site is limited due to the proximity to the airport.

- 2. The site is physically suitable, including, but not limited to access, provision of utilities, compatibility with adjoining land uses, and absence of physical constraints, for the requested zoning designations and anticipated land use and development.*

There are no physical or environmental constraints on the property which would prohibit use of the land consistent with the M-1 Light Industrial or the O-S Open Space zoning regulations. The project sites are suitable for development and non-development that would be compatible with existing adjacent land uses and the Airport Land Use Compatibility Plan.

GENERAL PLAN CONSISTENCY

Re-designating and rezoning the subject property from R-1 Single Family Residential to M-1 Light Industrial and O-S Open Space, would increase the potential for development compatible with the Colusa County Airport Land Use Plan, as well as the surrounding land uses which are predominately open space/recreation to the north and industrial to the south. Bordered with single-family residential to the west and additional industrial and Highway 20 to the east.

The following General Plan Goals, Policies and Actions are applicable to the project:

Policy LU-6.1: Growth shall provide a strong diversified economic base and a reasonable balance between employment and housing for all income groups.

Policy LU-6.3: Growth shall be managed to ensure that adequate public facilities and services are planned for and provided in a manner that protects the public's health, safety, and welfare.

Policy LU-6.5: The City shall actively encourage employment-intensive industrial, service, research and development, and manufacturing uses from previously prepared materials (assembly or value-added industry) in the Industrial and Office Professional/Light Industrial land use districts.

Policy LU-10.1: The City shall make every effort to attract new jobs-producing businesses that will maximize economic benefits to current and new residents and businesses.

Policy LU-10.5: Industrial and light industrial uses shall be concentrated in two areas of the City: on the west side of Colusa along Fourteenth Street, the SR 20 corridor south of Vann property and the Colusa County Fairgrounds, and the Pirelli property; and on the southeast side of the City along the SR20/45 corridor, between Country Club Estates/Golf Course and the airport.

ENVIRONMENTAL REVIEW

Based on the results of an Initial Study, a Negative Declaration was prepared for the project and circulated for a 30-day comment period, commencing on November 13th, 2023, and ending on December 12th, 2023. No comments were received on the document. The Negative Declaration is Exhibit I of Attachment A the Resolution.

PUBLIC CONTACT

A 10-day public hearing notice as mailed to all landowners and residents within 300 feet of the site, and a legal notice was published in News Paper of Record. Tribal Consultation was completed in compliance with AB 52 and SB18 as part of the California Environmental Quality Act process and public review.

BUDGET IMPACT - None

ATTACHMENTS

- A. Resolution of the City Council
 - Exhibit I – Negative Declaration
 - Exhibit II – Amendment to Development Agreement
 - Exhibit III – General Plan Amendment Plat
- B. Ordinance of the City Council
 - Exhibit I – Rezone Plat
- C. Planning Commission Resolution No. 23-__

RESOLUTION NO. _____

A RESOLUTION OF THE CITY OF COLUSA CITY COUNCIL ADOPTING A NEGATIVE
DECLARATION, APPROVING GENERAL PLAN AMENDMENT, AND APPROVING
AMENDMENT TO COLUSA INDUSTRIAL PROPERTIES DEVELOPMENT AGREEMENT
(2018-0001584)
(BLUE HERON RIDGE INC)

BE IT RESOLVED, By the City Council of the City of Colusa (“City”), that

WHEREAS, this Council, has considered a General Plan Amendment to change the land use designations on 13.31 acres from Low-Density Residential to Industrial and 1.75 acres from Low-Density Residential to Open Space on property identified as Assessor’s Parcel No. 017-130-080 and 017-130-116 (portion of) (“the Project”); and

WHEREAS, in response to the General Plan Amendment, the applicant is also requesting an amendment the Colusa Industrial Properties Development Agreement (2018-001584) to reflect the land use changes as approved; and

WHEREAS, The Planning Commission considered the Project, staff report, and comments submitted at a noticed public hearing held on December 13, 2023 and recommended adoption of a negative declaration and approval of the Project; and

WHEREAS, the City Council has considered the Initial Study and negative declaration which concludes that the Project will not result in a significant impact on the environment.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF COLUSA DOES HEREBY RESOLVE:

1. With regard to the negative declaration the City Council finds that:
 - a. A negative declaration as set forth in Exhibit I attached hereto are appropriate and that there are no impacts upon the environment as part of the Project;
 - b. There is no substantial evidence supporting a fair argument that the Project may have a significant effect on the environment;
 - c. The negative declaration has been prepared in conformance with the California Environmental Quality Act;
 - d. The negative declaration prepared for the Project reflects the independent judgement of the City of Colusa
2. With regards to the General Plan Amendment the City Council finds that;
 - a. The General Plan will remain internally consistent because the proposed land designation amendment from Low Density to Industrial and Open Space would result in designations that are compatible with the surrounding areas as well as the Colusa County Airport Land Use Compatibility Plan. The change from Low Density designations does not impact the ability for the City to provide future housing to the community, as development potential of the site is limited due to the proximity to the airport. Further, the City has annexed and zoned approximately 85

acres to the west of the project that can accommodate a significant number of residential units that were not anticipated in the Housing Elements most recent update and adoption.

- b. There are no physical or environmental constraints on the property which would prohibit use of the site as Industrial or Open Space land use designations. The proposed designations would be consistent with surrounding Industrial and Open Space designations, maximizing the potential for development and non-development of the site.
3. With regards to the Amendment to the Colusa Industrial Properties, Inc. Development Agreement the City Council finds that:
 - a. That the amendment follows Section 1.4 – Amendment of Agreement, in that the amendment is by mutual consent between the landowner and the City.
 - b. That the amendment reflects the land use changes as agreed upon in the Settlement Agreement between the City of Colusa and the County of Colusa
4. Based on all of the above, the City Council hereby adopts the negative declaration as set forth in Exhibit I, attached hereto; amends the General Plan land use diagram for APNs 017-130-080 and 017-130-166 (portion of) as set forth in Exhibit II, attached here too, and amends the Colusa Industrial Park Development Agreement as set forth in Exhibit III, attached here too.
5. The City Council hereby specifies that the materials and documents which constitute the records of proceedings upon which its decisions is based are located and under the custody of the City of Colusa.

The City Clerk shall certify the passage and adoption of this Resolution and enter it into the book of original resolutions.

Passed and adopted this 6th day of February 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

DANIEL VACA, MAYOR

Shelly Kittle, City Clerk

Supplemental Initial Study and Environmental Checklist

for

COLUSA INDUSTRIAL PROPERTIES
GENERAL PLAN AMENDMENT, REZONE AND AMENDMENT TO A DEVELOPMENT
AGREEMENT

October 2023

Lead Agency:
City of Colusa



Lead Agency Contact:
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City Manager
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Prepared by:
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Jake Morley, Principal
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(530) 513-3626

Applicant:
Blue Heron Landing Inc.
50 Sunrise Blvd.
Colusa, CA 95932

Project Summary

Project Name: Colusa Industrial Properties. - General Plan Amendment and Rezone and Amendment to a Development Agreement.

Type of Application(s): General Plan Amendment, Rezone and Amendment to a Development Agreement.

Assessor's Parcel Numbers (APN): 017-130-080 and 017-130-166 (portion of)

Existing City Zoning: R-1 Single Family Residential

Existing City General Plan: Low Density Residential

Proposed City Zoning: M-1 Light Industrial and O-S Open Space

Proposed City General Plan: Industrial and Parks Recreation Open Space

Environmental Setting:

The project site is in the southeast quadrant of the City of Colusa, which is a small to mid-sized city in the Sacramento Valley within an active agricultural region. Some scenic views are available from the site that include the Coast Range to the west, Sutter Buttes to the south, and on clear days the Cascade and Sierra Nevada mountains and foothills to the east and northeast. No state scenic highways pass through the project vicinity. East of the site is similar undeveloped land. The Sacramento River is less than one mile to the east and north. West of the site are established low to medium-high density residential uses. A golf course and commercial uses are to the north of the site. The Colusa County Airport is located south of the project site and contains a mix of industrial land uses and structures (see **Figure 1** – Project Location Aerial).

The topography of the site is flat, with minimal elevation changes. Both parcels are undeveloped but have been previously disturbed, either through historic grazing and agricultural production or via grading and early site improvements associated with development of pads for single-family homes.

Surrounding Uses:

North: Open Space and Single Family Residential

South: Undeveloped and Industrial Lands

East: Undeveloped and Industrial Land

West: Single Family Residential and Undeveloped Lands

Other Public Agencies:

Colusa County Airport Land Use Commission – Airport Land Use Plan Consistency Determination

California Native American Tribal Consultation – Public Resource Code Section 21080.3.1. Consultation was requested pursuant to AB 52 and SB 18 on September 21, 2023, with no response.

History:

In 2008, the County approved a project and certified an EIR (SCH No. 2006052113 – Colusa Industrial Properties (CIP)) for land consisting of approximately 117.59 acres of open space, 52.53 acres of low density residential and 5.98 acres of high density residential. The property is part of Special Planning Area No. 5 in the General Plan. Subsequently in 2017 the City of Colusa and Colusa Industrial Properties, Inc. entered into a Development Agreement (City of Colusa and Colusa Industrial Properties Inc. – 2018-0001584) to acknowledge that the total acres of single-family residential acres be reduced from 58.51 to 57.43 and that the total housing units be reduced from 230 to 180.

Prior to issuing those approvals, the County referred the Project to the Colusa County Airport Land Use Commission (“ALUC”), after which the ALUC determined that the Project was inconsistent with the County’s Airport Land Use Compatibility Plan (“ALUCP”). As part of its approvals, the County overruled the ALUC’s inconsistency determination pursuant to Public Utilities Code Section 21676. The Board of Supervisors also adopted a mitigation monitoring and reporting program (“MMRP”) that identified mitigation measures for the Project.

In 2014, the County of Colusa adopted new ALUCP to govern uses within the defined airport influence area, including the CIP Project Area.

On September 30, 2015, the Colusa LAFCo Executive Officer recorded a Certificate of Completion annexing portions of the Colusa Industrial Park, including the CIP Project site, into the City.

In April 2016, the Colusa City Council adopted Ordinance No. 513 approving a Development Agreement between the property owner of the CIP Project and the City, which reflected amendments to the Project.

In May 2016, the Colusa City Council passed Resolution No. 16-14 approving Tentative Map 01-16 concerning the Project.

As part of its approvals for the Project, the City adopted mitigation measures included in the County's 2008 EIR, as well as the mitigation measures included in the City's 2007 General Plan Master EIR.

On March 1 and 11, 2021, the County's ALUC reviewed the City's amended CIP Project entitlements for consistency with the ALCUP.

On March 22, 2021, the County ALCU adopted Resolution No. 21-003 with findings that determined that components of the Project were inconsistent with requirements of the ALUCP.

On November 2, 2021, the City Council passed Resolution 21-57 and overruled the ALUC's inconsistency determination pursuant to Public Utilities Codes Section 21676.

On January 2, 2022, the County filed a Petition of Writ of Mandate Complaint for Declaratory and Injunctive Relief challenging the City's Approval (County of Colusa v. City of Colusa, Sacramento County Superior Court Case No. 34-2022-8000385 1-CU-WMGDS).

Following the filing, the parties to the Case, agreed that it is in their mutual interest if all legal disputes between them including the Petition are resolved without further litigation. Therefore, all parties agree that the City would process a General Plan Amendment and rezone for 13.3 acres from Low Density Residential with an R-1 Single Family zoning to Industrial General Plan with an M-1 Light Industrial zoning and 1.75 acres from Low Density Residential with R-1 Single Family Zoning to Parks Recreation Open Space General Plan with an O-S Open Space zoning designation.

On November 6, 2023 ALUC reviewed the proposed General Plan Amendment and rezone and found that they were consistent with the ALUCP.

Project Description:

As directed by a Settlement Agreement between the County of Colusa (County) and the City of Colusa (City) (Case No. 34-2022-8000385-I-CU-WMGDS) signed on 10/09/2023, the General Plan Amendment/Rezone would: 1) modify the existing General Plan designation of Low Density Residential and zoning of R-1 (Single Family) on a 13.31-acre parcel (APN# 017-130-080) to a General Plan designation of Industrial and zoning of M-1 (Light Industrial); 2) modify the existing General Plan designation of Low Density Residential and zoning of R-1 (Single Family) on a portion of a 1.725-acre parcel (APN# 017-130-166) to a General Plan designation of Parks Recreation Open Space and zoning of O-S (Open Space); and 3) amend the existing Development Agreement to acknowledge the General Plan Amendment and Rezone for the Sunrise Landing project (see **Figure 2** – GPA/Rezone Plat).

The proposed General Plan Amendment/Rezone would result in lands that are in compliance with the Settlement Agreement, as well as bring the subject parcels in compliance with the Colusa County Airport Land Use Plan, which has C1 and C2 Compatibility overflight zones applied to the Project boundaries. On November 6, 2023 the ALUC reviewed the General Plan Amendment and Rezone and found the request to be consistent with the ALCUP.

The Project does not include a proposed development project at this time, nor does it involve any grading, earthwork, site enhancements or other improvements within the boundaries of the properties.

The Project boundary area has been previously subject to two separate Environmental Impact Reports (EIRs) that contemplated development of the area. Starting in 2007, with a sphere of influence update as part of the City of Colusa General Plan Update, an EIR which was adopted and certified by the City. Within that document, it noted that land within the sphere of influence would be subject to urban development.

In addition, a development proposal, which included the boundaries of the Project, was subject to a detailed analysis in the Colusa Industrial Properties (CIP) Final Environmental Impact Report (SCH No. 2006052113) which was approved and certified by the County of Colusa in 2008.

Development Applications Requiring Discretionary Approvals:

General Plan Amendment and Rezone to change the parcels land use designations and zoning as follows:

Assessor Parcel Number	Existing General Plan	Existing Zoning	Proposed GP	Proposed Zoning
017-130-080	Low Density Residential	R-1 Single Family	Industrial	M-1 Light Industrial
017-130-166 (Portion)	Low Density Residential	R-1 Single Family	Parks Recreation Open Space	O-S Open Space

Development Agreement Amendment to reflect the changed development potential associated with the new General Plan designations and rezoning. The Development Agreement amendment acknowledges that the removal of residentially zoned properties and accompanying lots are no longer a part of the initial approval (Phase 6).

Introduction:

The City of Colusa is the Lead Agency for this Initial Study. The Initial Study has been prepared to identify and assess the anticipated environmental impacts of the Blue Heron Ridge General Plan Amendment/Rezone (Project or Proposed Project). This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Pub. Res. Code, Section 21000 et seq.) and State CEQA Guidelines (14 CCR 15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences of Projects over which they have discretionary authority before acting on those Projects. A CEQA Initial Study is generally used to determine which CEQA document is appropriate for a Project (Negative Declaration [ND], Mitigated Negative Declaration [MND], or Environmental Impact Report [EIR]).

Project Location:

Two parcels are located in the southern portion of the City of Colusa, to the east of State Highway Route (SHR) 20 and just north of the Colusa County Airport. The cumulative site area is 15.035 acres, with one Assessor Parcel Number (APN) 017-130-080 occupying 13.31 acres and a portion of APN 017-130-116 occupying 1.725 acres.

Figure 1 - Project Location Aerial

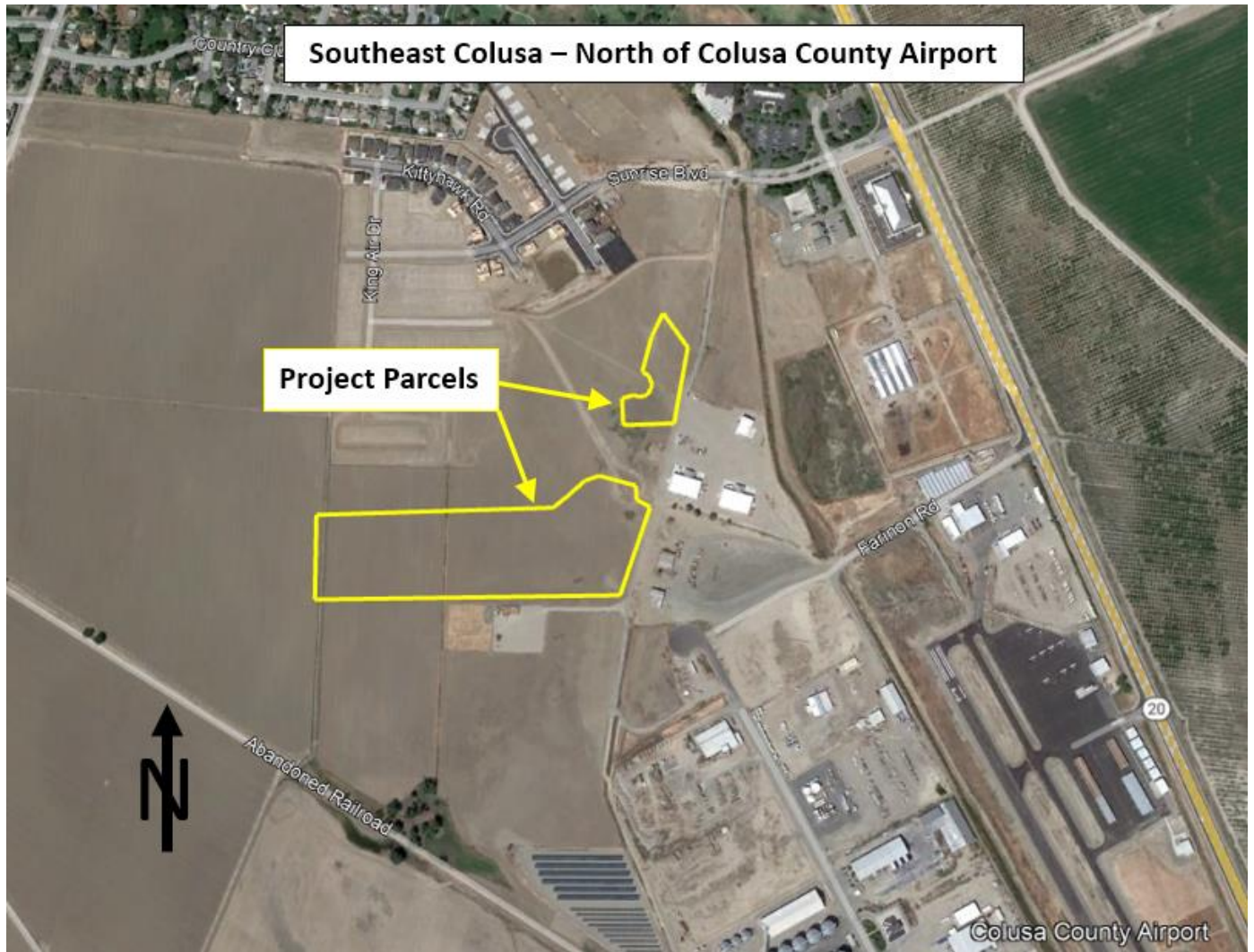
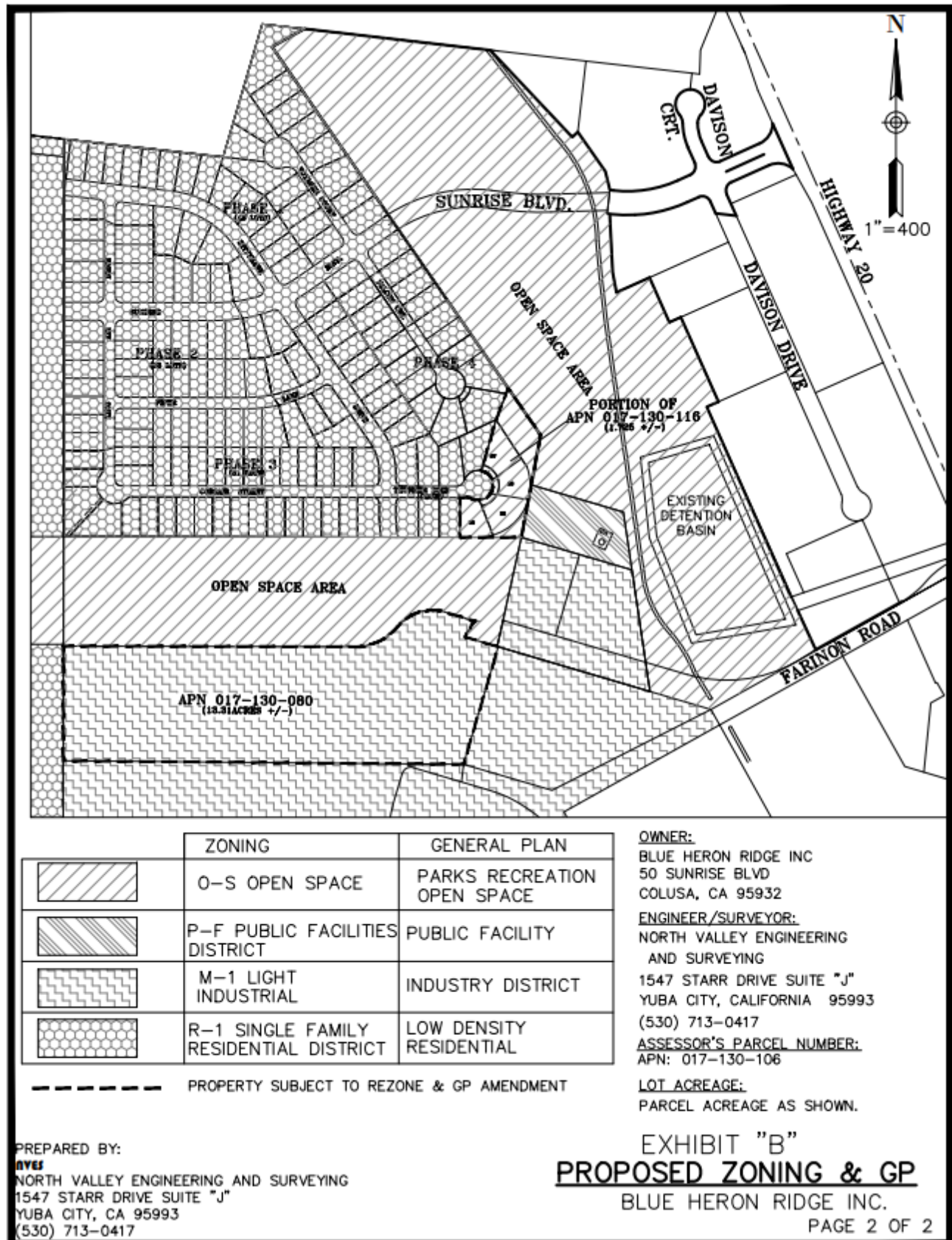


Figure 2 - General Plan Amendment and Rezoning Plat



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Open Space/Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utility/Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

PLANNING DIRECTOR DETERMINATION:

On the basis of this initial evaluation:

- ☒ 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.

Signature

Date

Lead Agency, Contact Person

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where 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 (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance

A. Aesthetics: Would the project or its related activities:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect on a scenic vista, including scenic roadways as defined in the General Plan, or a Federal Wild and Scenic River?				X
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings visible from a state scenic highway?				X
3. Affect lands preserved under a scenic easement or contract?				X
4. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
5. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

DISCUSSION:

A1: The project site is not in the vicinity of a federally designated Wild and Scenic River, nor is the site adjacent to any scenic roadways. The Sacramento River is approximately 0.84 miles to the east and not visible from the project site. The project site is not in the vicinity of scenic vistas or subject to any special or specific design standards of the Colusa General Plan. **No Impact.**

A2: The project site does not contain scenic resources. The site itself is void of any structures and is not visible from a state highway, which is approximately 0.22 miles to the east. There are no trees, habitat, or other natural features on the site besides seasonal weeds which are routinely mowed. The site does have a drainage swell, that runs in a north-south fashion through the center of the 13.3 acres, that is used for stormwater collection and is void of any plant materials. **No Impact.**

A3: There are no known scenic preserves or easements in the vicinity of the project site. **No Impact.**

A4: The site is not identified by the General Plan or zoning as possessing scenic qualities or resources. Although the undeveloped, open space character of the site will change to developed and urbanized for the R1 to M1 zoning change, this change would be equal under either land use designation. While the R1 to Open Space would remain an unurbanized 1.75 acres, it would be surrounded on two sides by the built environment. Because of these reasons, this impact is considered **Less Than Significant.**

A5: Conversion of the current R-1 land use back to the original M-1 land use designation as required as part of the settlement agreement would allow for light industrial development instead of single family residential. Light industrial land uses would have similar or fewer lighting impacts when compared to residential land use. There would be more light infrastructure in residential zones when compared to light industrial. Future physical improvements to the M-1 zoning would be related to an industrial setting which typically includes parking lots and structures, which routinely have lighting associated with them. Lighting within the M-1 zone would be similar to the lighting that would be within the R-1 zone district, as single-family structures also contain outdoor lighting (garages and patios), and similar streetlights are present in the public right of ways. Light industrial zoning would be subject to design review and follow City lighting requirements. Mitigation measures previously approved and adopted by the City Council for residential lighting for the project would be implemented by the project developer. For these reasons, the impact from the land use and zone change is considered **Less Than Significant.**

Conversion of the R-1 land use to Open Space zoning would provide additional open space and would have less impacts when compared to the current residential zoning as no lighting would be allowed in this area. This impact is considered **Less Than Significant.**

B. Agriculture and Forest Resources: Would the project or its related activities:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. 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	
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code Section 4526, or timberland zoned Timberland Production (as defined by Government Code section 51104(g)))?				X
4. Result in the loss of forest land or conversion of forest land to non-forest use?				X
5. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X	

B.1: Portions of the subject site are designated local important farmland, however, the lands are not currently in production. The area surrounding the project is quasi-developed with a range of land uses, including single family homes, industrial and the Colusa County Airport. The southern area of the City of Colusa, which includes the project boundaries, has been previously subject to two separate Environmental Impact Reports (EIRs) that contemplated development of the area. Starting in 2007, with a sphere of influence update as part of the City of Colusa General Plan Update, an EIR which was adopted and certified by the City. Within that document, it noted that land within the sphere of influence would be subject to urban development and that agricultural land would be converted. The Colusa General Plan concluded that the loss of local important farmland land was considered a significant and unavoidable impact and a Statement of Overriding Considerations was approved by the City Council acknowledging the potential loss of agricultural land.

In addition, a development proposal, which included the boundaries of the Project, was subject to a detailed analysis in the Colusa Industrial Properties Final Environmental Impact Report (SCH No. 2006052113) which was approved and certified by the County of Colusa in 2008. As part of the annexation of this area to the City, the Local Area Formation Commission (LAFCo) tiered off all of the above referenced environmental documents in support of the annexation approval of this area from the County to the City.

As discussed in the Project Description, the project is returning the parcels' industrial and open space land use designations and zoning to what previously existed at the time the City approved its General Plan Update in 2007. Changing the land use designations does not present any new project specific impacts that would require additional environmental analysis beyond this initial study and the previous referenced EIRs. **Less than Significant Impact.**

B.2: Pursuant to the *California Williamson Act Enrollment Finder* interactive website managed by the California Department of Conservation, the project site and its surroundings are not enrolled or a part of a Williamson Act contract. **No Impact.**

B.3: According to General Plan EIR, the City of Colusa does not contain forest or timber resources. The Project would have **No Impact** in this area.

B.4: According to General Plan EIR, the City of Colusa does not contain forest or timber resources. The Project would have **No Impact** in this area.

B.5: Portions of the subject site are designated local important farmland, however, the lands are not currently in production. The area surrounding the project is quasi-developed with a range of land uses, including single family

homes, industrial and the Colusa County Airport. The southern area of the City of Colusa, which includes the project boundaries, has been previously subject to three separate Environmental Impact Reports (EIRs) that contemplated development of the area. Starting in 2007, with a sphere of influence update as part of the City of Colusa General Plan Update, an EIR which was adopted and certified by the City. Within that document, it noted that land within the sphere of influence would be subject to urban development and that agricultural land would be converted. This urbanization would exist either in the R-1 or the M-1 zoning designation, while the conversion from R-1 to Open Space would remain undeveloped. The Colusa General Plan concluded that the loss of local important farmland land was considered a significant and unavoidable impact, and a Statement of Overriding Considerations was approved by the City Council acknowledging the potential loss of agricultural land.

In addition, a development proposal, which included the boundaries of the Project, was subject to a detailed analysis in the Colusa Industrial Properties Final Environmental Impact Report (SCH No. 2006052113) which was approved and certified by the County of Colusa in 2008. As part of the annexation of this area to the City, the Local Area Formation Commission (LAFCo) tiered off all of the above referenced environmental documents in support of the annexation approval of this area from the County to the City.

As discussed in the Project Description, the project is returning the parcels' industrial and open space land use designations and zoning to what previously existed at the time the City approved its General Plan Update in 2007. Changing the land use designations does not present any new project specific impacts that would require additional environmental analysis beyond this initial study and the previous referenced EIRs. **Less than Significant Impact.**

C. Air Quality: Would the project or its related activities:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plans?			X	
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation.			X	
3. 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	
4. Expose sensitive receptors to substantial pollutant concentrations?			X	
5. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

C.1: Colusa County is in a portion of the North Sacramento Valley Air Basin (NSVAB), which encompasses the Project site, and is classified as attainment for all federal standards. Neither the City of Colusa nor the Colusa County Air Pollution Control District (CCAPCD) have established air pollution thresholds for assessment of air quality impacts, the CCAPCD does not have adopted air quality plan. Mitigation measures previously approved and adopted by the City Council for air quality for the project would be implemented by the project developer. For these reasons, the impact from the land use and zone change is considered would be a **Less Than Significant** impact associated with the land use change and would not result in conflicts or obstructing any air quality plans.

C.2: As previously noted, Colusa County, including the City of Colusa, is not subject to an air quality plan or standards. The change in land use designation from R-1 to M-1 would have similar air quality impacts in this case, because development under the R-1 was anticipated to be an Airpark, or a "fly in" subdivision which consists of single-family homes that are connected to the Colusa County Airport. Each home would not only have traditional single-family home improvements but would also contain a hanger for an airplane. By reverting to the M-1 designation, aircraft in the 13.3 acres are removed from the project. While the R-1 to Open Space designation would result in 1.75 acres held in permanent open space and not contributing to or violating air quality standards. Mitigation measures previously approved and adopted by the City Council for air quality for the project would be implemented by the project developer. For these reasons, the impact from the land use and zone change is considered would be a **Less Than Significant** impact associated with the land use change and would not result in conflicts or obstructing any air quality plans.

C.3: The changing of the land use designation (see **Figure 2**) does not result in Air Quality Impacts that were not previously analysis in the EIR associated with the General Plan Update. The City-certified General Plan EIR discussed that implementation of the General Plan Update could increase air pollutant emissions from land use activities within the City. However, the EIR noted that with the implementation of Actions Items, which includes the requirement to obtain the permits referenced above, air quality impacts are considered **Less Than Significant**.

C.4: Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive receptors include residences located directly east and north of the Project's boundary. The change is the General Plan and associated zoning would permit land uses which would have similar impacts on sensitive receptors from the R-1 zone to the M-1 zone therefore impacts would be a **Less Than Significant** impact on sensitive receptors. Any future land use activities may be subject to additional CEQA review as well as existing regulations, including the need to obtain a Rule 400 permits from the CCAPCD and grading permits from the City.

C.5: Removal of the R-1 portion of the zone, removed development potential for single family homes that were connected to the Colusa County Airport, which would permit the ability to taxi a plane from the airport to your individual home which contained a hanger. By removing the R-1 designation on 13.1 acres, the emissions with would be less than previously analysis because aircraft are removed from the boundary. However, because the site will retain an M1 – Light Industrial zoning, future emissions from the site would be anticipated to some degree at buildout. These emissions would be equal to those as originally studied in the City's 2007 General Plan EIR, therefore the Project is not anticipated to result in any new impacts beyond those previously identified. **Less Than Significant**.

D. Biological Resources. Would the project or its related activities:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species as listed and mapped in the General Plan Draft EIR or other local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.			X	
3. 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	
4. 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	
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.			X	
6. 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	

D.1: According to the EIR certified in conjunction with the City of Colusa's 2007 General Plan Update, there are currently no adopted habitat conservation plans or natural community conservation plans in the General Plan Planning Area. The proposed Project is located on previously disturbed land. The parcel proposed for open space has been previously graded in anticipation of single-family home production. The parcel identified for industrial use is routinely mowed and disced as part of the City's Weed Abatement program and at the request of the Colusa Fire Department. The proposed Project site does not contain any trees or other natural resources such as creeks, ponds or lakes. There is a man-made stormwater ditch that runs in a north-south direction through the property, collecting stormwater from the subdivision to the north, as well as runoff from portions of adjacent industrial areas. The water is conveyed to privately owned storage ponds that are located south of the airport.

The Project does contain any earthwork activities, removal of soils, propose any construction related activities, nor does the Project propose any ongoing land use operations, improvements, or other physical constructed items. Mitigation measures previously approved and adopted by the City Council for biological resources for the project would be implemented by the project developer. For these reasons, the impact from the land use and zone change is considered would be a **Less Than Significant** impact associated with the land use change and would not result in conflicts or obstructing any biological resources.

D.2: Chapter 8 of the General Plan EIR – Biological Resources, Figure 4.8-1 notes that the project area is irrigated row and field crops, which according to the City of Colusa General Plan “generally provides low breeding habitat for wildlife species due to the high level and frequency of disturbance; however, it provides cover and foraging habitat for many species.” Chapter 6 (Parks, Recreation, and Resource Conservation) of the City of Colusa General Plan goes on to note that “the urbanized areas both in and outside of the City limits are generally less likely to contain significant wildlife resources or habitat, and the California Department of Fish has indicated there are no endangered animal species within the City of Colusa. This is also supported by EIR Figure 4.8-2 – Recorded Occurrences of Special Status Species within 5 Miles of the City. This figure clearly illustrates that any special status species occur significantly away from City limits or along the Sacramento River. Because of the above, the project would result in an impact that is considered **Less Than Significant**.

D.3: A review of the online *United States Fish and Wildlife Service National Wetlands Inventory* map for the Site area indicates that no wetlands are on the Site. The nearest body of water being the Sacramento River, which is approximately 0.84 miles to the east of the site. As a result of the change in land use, impacts associated with wetlands would remain the same under the new land use designations. Therefore, the results are considered **Less Than Significant**.

D.4: The project site is adjacent to the north, west, south, and partially to the east of existing development areas and roadways and the Colusa County Airport and industrial lands nearby. There are no areas in the immediate vicinity with native habitat that can support large concentrations of wildlife. Therefore, the Project site does not function as a wildlife corridor. The site contains no waterways and thus would not impact the migration of fish. Regular vegetation control such as mowing and tilling are completed on the site to reduce weeds. The site devoid of trees, shrubs, and buildings. Thus, the change in land use designations would have a **Less Than Significant** impact in this area.

D.5: Since the site is absent sensitive biological resources or habitats, including trees. As the site has historically and routinely been mowed and tilled for weed abatement purposes. The change in land use would not alter nor conflict with any adopted General Plan policies or ordinance protecting resources, as there currently are none for the City. Therefore, the change will result in a **Less Than Significant** impact.

D.6: There are no adopted habitat conservation plans, natural community conservation plans, or any adopted biological resources recovery or conservation plans in the City of Colusa. As such, there will be a **Less Than Significant** impact with the change in land use designations.

E. Cultural Resources. Would the project or its related activities:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of an historical resource as defined in PRC Section 15064.5?				X
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to PRC Section 15064.5?			X	
3. Directly or indirectly destroy a unique paleontological			X	

resource or site or unique geological feature?

4. Disturb any human remains, including those interred outside of formal cemeteries?

X

E.1: The project site is vacant and has no historical resources. **No Impact.**

E.2: Both boundary sites have been previously disturbed through earth moving activities. The 1.75 acres that are to be designated Open Space, at one time was graded with the anticipation of developing single-family homes. This area is at the end of a cul-de-sac with associated underground improvements. The 13.3 acres that are to be designated M-1 Light Industrial has been routinely disced and tilled to minimize weeds and other plant material. The potential impacts associated with the land use change would remain the same under either zoning designation. **Less Than Significant.**

E. 3: The General Plan EIR notes that a search of the *University of California Museum of Paleontology* collections database did not identify any evidence of significant paleontological resources in the Planning Area. The change in the General Plan and the associated zoning district would result in potential impacts that would be equal to one another. Therefore, the change would be considered **Less Than Significant.**

E.4: Any undiscovered human remains within the project boundaries were more than likely to have been previously disturbed through prior agricultural activities, bulldozing, and episodes of development and demolition, including ditch excavation, grading for single family home pads, agricultural plantings, and grazing. The change in land use designations results in the same potential to resources. Therefore, the impact is considered **Less Than Significant.**

F. Energy. Would the project or its related activities:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

F.1: The change in land use designations from R-1 Single Family to M1- Light Industrial and Open Space would result an energy consumption that would be equal too if not better than consumption of energy, wastefulness of energy because the R-1 development located on the 13.3 acres was associated with an Airpark, which would permit the uses of personal aircraft in and out of the area by taxing to the airport. The physical development of the site between the old and new designations would continue to allow the development of structures and their associated improvements. Therefore, the change would result in a **Less Than Significant** impact.

F.2: The City of Colusa has not adopted a local plan for renewable energy or energy efficiency. However, several goals, policies, and actions were adopted with the City's 2007 General Plan Update that encourage and require energy efficiency in new development. The EIR adopted in conjunction with the General Plan Update provides that "The City can and does require energy efficient design in building construction within the City. This requirement and the General Plan policies and implementing actions listed previously can effectively reduce GHG emissions from building operations (energy use)." The change in land use designations does not impede policies and actions as outlined in the General Plan. Therefore, the change can be viewed as **Less Than Significant.**

G. Geology/Soils: Would the project or its related activities:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map			X	

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)

b. Strong seismic ground shaking?	X
c. Seismic-related ground failure, including liquefaction?	X
d. Landslides?	X
2. Result in substantial soil erosion or the loss of topsoil?	X
3. 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
4. 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
5. 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:

G.1a: Per the City's General Plan, there are no known active faults within Colusa County, and the County is only vulnerable to moderate ground shaking from earthquakes outside the area. The change in the General Plan and zoning would result in impacts that are the same between the different zoning districts. Therefore, **Less Than Significant** impacts are associated with the land use change.

G.1b: Per the City's General Plan, there are no known active faults within Colusa County, and the County is only vulnerable to moderate ground shaking from earthquakes outside the area. The change in the General Plan and zoning would result in impacts that are the same between the different zoning districts. Therefore, **Less Than Significant** impacts.

G.1c: The Project would result in impacts that equal to one another when exposing people or structures to potential substantial impacts associated seismic-related ground failure including liquefaction. Therefore, **Less Than Significant**.

G.1d: The subject site is flat with little to no grade changes. The land use designation change would result in impacts that equal to the previous designation when exposing people or structures to potential substantial impacts associated with landslides. Therefore, **Less Than Significant**.

G.2: The Project scope is to modify the existing General Plan designation and zoning to those as directed in the Settlement Agreement. The change in land use designations results in a change that is equal to loss in topsoil as previously discussed in the General Plan EIR. Other than the routine mowing and removal of seasonal weeds that occur on the vacant properties. These routine activities do not require any site-specific erosion control measures, grading or air quality permits. **Less Than Significant**.

G. 3: As discussed previously, the Project has no potential for landslides due to the flat topography of the site.

Lateral spreading is a form of horizontal displacement of soil toward an open channel or other "free" face such as an excavation boundary. Soils in and around the City exhibit a distinct horizontal characteristic. Chapter 6-Building Regulations of the City of Colusa Municipal Code includes common engineering practices requiring special design and construction methods that reduce or eliminate potential soil-related impacts, which would be imposed on development in the M-1 zoning designation. As such, the potential for impacts due to collapse would be **Less Than Significant**.

According to the City of Colusa General Plan's Safety Element, liquefaction is a hazard associated with seismic activity. Liquefaction occurs when seismic waves act upon water in saturated soils, causing the soils to lose their cohesiveness and act like a liquid. As the description indicates, liquefaction tends to occur in soils that are moist, which generally includes soils near streams and bodies of water. Colusa is located on the west bank of the Sacramento River, on top of soils formed by deposits left from previous flooding. This soil tends to contain silts, which can become moist easily. Liquefaction could be a concern in areas with soil located near the Sacramento River, including the project site. However, as previously discussed, the potential for ground shaking in the City of Colusa due to an earthquake of sufficient magnitude to create liquification is considered low to moderate. Overall, the Project would have a **Less Than Significant** impact in this area.

G.4: As noted in Chapter 6 – Parks, Recreation and Resource Conservation of the City’s General Plan, Figure 6.2 – Soils Map notes that the project site has a soil type of *Marvin Clay Loam, Slightly Alkalai*. The General Plan notes that Marvin Series soils consist of soil derived from transported alluvium of mixed origin with a predominance of granite rock. The soils occupy the older and imperfectly drained portions of the floor plain or occurs in areas near flat basin areas. The subsoils are moderately compacted, with surface and subsoil drainage tending to be poor. Pursuant to the City’s General Plan EIR, several soils in the planned area have a moderate shrink-swell potential. Those soils are: Moonbend silt loam, Colusa loam and the Grandbend loam. The expansion and contraction of these soils can cause damage to buildings and foundations, streets, and other infrastructure. If structures or improvements are proposed in the future in the M-1 zone, proper engineering, and construction techniques, reviewed and approved by the City’s Building Department, will eliminate potential expansive soil considerations. **Less Than Significant.**

G.5: The Project would connect to the City of Colusa’s wastewater collection and treatment plant. The Proposed Project would not use a septic system or other wastewater disposal system. Thus, the Project would have no impact in this area systems **No Impact.**

H. Greenhouse Gas Emissions. Would the project or its related activities:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

H.1: As discussed in detail in the General Plan Update EIR, there is a potential for greenhouse gases to have a cumulative regional impact. The implementation of the General Plan would result in an increase in population and new development, which would result in a cumulative increase in greenhouse gases. As part of the General Plan, to offset greenhouse gas emission associated with General Plan “build out”, the City adopted several Policies to assist in greenhouse gas emission reduction.

As part of the certification of the General Plan Update EIR, the City determined that cumulative GHG impacts were considered significant and unavoidable, and a Statement of Overriding Considerations was approved by the City Council acknowledging this potential cumulative impact. As the scope of this Project is consistent with the previously certified General Plan EIR it is considered to have a **Less Than Significant** impact.

H.2: In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 [Assembly Bill 32 (AB 32)], which created a comprehensive, multi-year program to reduce greenhouse gas (GHG) emissions in California. AB 32 required the California Air Resources Board (CARB or Board) to develop a Scoping Plan that describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by the Board in 2008 and must be updated at least every five years. Since 2008, there have been two updates to the Scoping Plan (updated 2014 and 2017). Each of the Scoping Plans has included a suite of policies to help the State achieve its GHG targets, in large part leveraging existing programs whose primary goal is to reduce harmful air pollution.

The Scoping Plan recommends strategies for implementation at the state level to meet the goals of AB 32 and establishes an overall framework for measures that will be adopted to reduce California’s GHG emissions. The Scoping Plan, is not directly applicable to specific projects, nor is it intended to be used for project-level evaluations. It does not provide recommendations for lead agencies to develop evidence-based numeric thresholds consistent with the Scoping Plan, the State’s long-term GHG goals, and climate change science. Under the Scoping Plan, however, there are several State regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other State agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-global warming potential (GWP) GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low Carbon Fuel Standard), among others.

The change in land use designations for the site does not impede or conflict with the Scoping Plan and therefore the change from R-1 to M-1 and R-1 to Open Space would be considered **Less Than Significant**.

I. Hazards/ Hazardous Materials. Would the project or its related activities:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
2. Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Cortese List) and, as a result, would it create a significant hazard to the public or the environment?			X	
5. For a project located within the airport land use plan, would the project result in a safety hazard for people residing or working in the project area?			X	
6. 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	
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires?			X	

I.1: By changing the land use designation from R-1 Single Family to Open Space it would be expected that no hazardous materials would be stored or handled on site. While changing the land use designation from R-1 Single Family, which anticipated an Airpark with aircraft to M-1 Light Industrial, hazardous materials on site, stored and handled would be equal to those as previously discussed in the General Plan EIR. Therefore, **Less Than Significant** impact is anticipated.

I.2 By changing the land use designation from R-1 Single Family to Open Space it would be expected that no hazardous materials would be stored or handled on site. While changing the land use designation from R-1 Single Family, which anticipated an Airpark with aircraft to M-1 Light Industrial, hazardous materials on site, stored and handled would be equal to those as previously discussed in the General Plan EIR. Therefore, **Less Than Significant** impact is anticipated.

I.3: The nearest school is Colusa High School, approximately 1.30 miles to the northwest of the project site, which is more than 0.25 from the project site. **Less Than Significant**.

I.4: A search of both the *Department of Toxic Substance Control (DTSC)* and the *State Water Resource Control Board (SWRCB)* databases, revealed that the Project site is not listed on either database and does not have an open case of hazardous materials (Cortese list, Government code Section 65962.5). If any herbicide or fertilizer application for vegetation management occurs to maintain the existing conditions on the Project site, they would be applied by trained personnel in compliance with federal and state regulations. **Less Than Significant**.

I.5: The Colusa County Airport is approximately 1,000 linear feet to the southwest of the Project site. The Project proposes to remove the residential designation on two parcels and apply open space and industrial designations. The properties are in both the C1 Zone (Outer Approach/Departure) and C2 Zone (Primary Traffic Pattern) of the Colusa County Airport Land Use Compatibility Plan (Map 3a, September 2014). The existing Low Density Residential land use designation is a "Conditional" land use within both the C1 and C2 Compatibility Zones, which limits the number of units per acre (e.g., Zone C1: 1 unit per 10 acres; Zone C2: 1 unit per 5 acres). The Open Space land use designation is permitted in both of these airport overlay zones, and various land uses allowed by the Industrial land use designation are considered compatible and conditionally compatible in overlay zones. At this time, it is speculative to assume what land uses could potentially be accommodated on the Industrial land. If a project is proposed on the Project site, it would be subject to the rules, regulations and restrictions of both the City's Municipal Code and the Colusa County Airport Land Use Compatibility Plan, as well as a supporting CEQA review in the event a discretionary action is required. On November 6, 2023 the Airport Land Use Commission found that the proposed Project is consistent with the ALUC Plan. This conversion of land uses is therefore **Less Than Significant**.

For an additional discussion regarding land use compatibility near the Colusa County Airport, see Section K – Land Use and Planning.

I.6: The Proposed Project does not include any actions that would impair or physically interfere with an adopted emergency response plan or emergency evacuation plan as the change in land uses designations would be considered equal to one another in terms of permitting a built environment. When and if construction occurs within the M-1 designations, Emergency departments would be made aware of all roadway construction and would adjust routes as necessary. Construction would not impede the use of surrounding roadways in an emergency evacuation. Implementation of the Proposed Project would result in a **Less Than Significant** impact in this area.

I.7: The change in land use would not conflict with or impair implementation of any emergency response or evacuation plans. The site is quasi-surrounded by urban uses, accessible by both paved and unpaved roads. City services, including the Fire Department, already service the area. The change in land use designations will not interfere with any emergency or an evacuation plan. **Less Than Significant**.

I.8: The site itself is designated a Local Responsibility Area (LRA) by the Office of the State Fire Marshal and is not considered to be in a Fire Hazard Severity Zone. There is a **Less Than Significant** impact to expose people or structures to a significant risk of loss, injury or death involving wildland fires as that risk is the same between the R-1 zone and the M-1 zone.

J. Hydrology/ Water Quality. Would the project or its related activities:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements or other substantially degrade surface or ground water quality?			X	
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impeded sustainable groundwater management of the basin?			X	
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through additional impervious surfaces?			X	
4. 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	
5. 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	

6. Otherwise substantially degrade water quality?	X
7. 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
8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	X
9. 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
10. Inundation by seiche, tsunami, or mudflow?	X

DISCUSSION:

J.1: With the removal of the residential designations from the General Plan and changing it to Open Space and Industrial, it would be expected that the discharge in water would be equal to those that were previously analyzed in the City General Plan EIR. Removal of an Airpark would also minimize the potential of industrial related aircraft fluids and material being discharged from the site. **Less Than Significant.**

J.2: By removing the residential designation from the project boundaries, the site anticipated water usage would be equal to that as original analysis within the City General Plan EIR. **Less Than Significant.**

J.3: The 1.75 acre of Open Space has previously been altered in anticipation of the construction of single family homes, which included below grade utilizes and significant ground disturbance to create building pads. The 13.3 acres that is changing from R-1 Single Family to M-1 Light Industrial has also been subject to routine grading and ground disturbances in the past to remove weeds and other ground cover from the site in compliance with the City's Weed Abatement Ordinance. The change in land uses designations results in the potential of an altering of drainage patterns that would be exactly the under the existing land use designation, therefore the impact is considered **Less Than Significant.**

J.4: The project area is flat in elevation and does not contain any water resources (creeks, vernal pools, rivers etc.). The change in land use designations results in the potential to change the drainage of the site as previously identified and discussed within the General Plan EIR. Therefore, there will be a **Less Than Significant** impact as a result of the project.

J.5: The change in land use designations would result in runoff water which would be equal to the previous designation, in that both designation permit development and would require specific improvements to minimize and capture run off from the site. Therefore, the impact associated with the change would be considered **Less Than Significant.**

J.6: The change in land uses designations creates the same opportunities to change the water quality of the site. Future development under the old or new designation would be subject to standards, such as Low Impact Development, which aids in water quality from the project site. The change would result in a **Less Than Significant** impact.

J.7: The change in land use from R-1 to M-1 and R-1 to Open Space, directly removes residential occupied structures from the potential of being developed within Flood Zone X, as defined by the Federal Emergency Management Agency. Therefore, the change in designations is considered **Less Than Significant.**

J.8: All of the Project site is located within an area designated as Zone X - "0.2% Annual Chance Flood Hazard. Area of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile" as delineated by Federal Emergency Management Agency (Panels: 06011C0575F, 06011C0555F, 06011C0535F and 06011C0550F). The change in land uses designation does not alter the flood mapping therefore, the result of the change would be exactly the same. The change also does not alter the requirement for review and approval by the Colusa Building Department to ensure that any proposed structures meet all requirements related to building in flood hazard areas. **Less Than Significant.**

J.9: The change in land use results in the equal exposure of people or structures to flooding, in that both the previous zones as well as the new ones permit development. Therefore, the change results in a **Less Than Significant** impact.

J.10: The project site is inland and has little to no slope, so it is not at risk for tsunamis, mudflows or seiche. **No impact.**

K. Land Use and Planning. Would the project or its related activities:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Be inconsistent with General Plan or Specific Plan policies, or zoning regulations?			X	
2. Physically divide an established community?			X	
3. Conflict with any applicable land use plan, policy, or regulation 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	
4. Conflict with any applicable habitat conservation plan or natural community conservation plan?			X	
5. Be a part of a larger project involving a series of cumulative actions?			X	
6. Result in displacement of people or business activity?			X	

K.1: The change in land uses designations from R-1 to M-1 and R-1 to Open Space as part of the settlement agreement would permit development that was initially found consistent within the City's 2007 General Plan and subsequent EIR. The change would result in an impact that is considered **Less Than Significant**.

K.2: The project area is at the southern end of the City's limits, which is in an area that transitions from residential lands uses, to those of industrial and airport operations. The change of land use designations does not divide an established community; therefore, the result is anticipated to be **Less Than Significant**. The Project will not physically divide a community nor displace a population or business operation, therefore, **No Impact**.

K.3:

City of Colusa General Plan

Development in this area was anticipated, expected and analyzed several times through three separate Environmental Impact Reports. The General Plan itself discusses Policies that mention compact growth, orderly and manageable growth patterns (Goal LU-5, Policy LU 5.1, Policy LU 5.2, Goal LU-6, Policy LU-6.1), as well as consistency with Special Planning Area 5- Colusa Industrial Park, which discusses a range of land uses that should be compatible not only with one another, but as well as with airport operations.

Colusa County Airport Land Use Compatibility Plan

The project area falls within the Colusa County Airport Land Use Compatibility Plan (ALUCP) area and are located in Compatibility Zone B1 (Inner Approach/Departure Zone) Compatibility Zone C1 (Outer Approach/Departure Zone) and C2 (Primary Traffic Pattern Zone) (see Compatibility Policy Map – Map 3). The B1 Compatibility Zone permits a density of 1 unit per 20 acres. Only the 1.75-acre portion of the project boundary is within the B1 zone and given the size of the boundary, it could not support residential density.

The C1 and C2 Compatibility Zones also significantly limit the density of residential development (e.g., Zone C1: 1 unit per 10 acres; Zone C2: 1 unit per 5 acres). These limitations are inconsistent with the parcels' existing R-1 (Single Family Residential) zoning that allows 3 to 8 units per acre. As discussed below, removing the residential designation on the two parcels and applying open space and industrial designations, which will create greater compatibility with the ALUCP.

The C1 and C2 Compatibility zones identify a range of land uses that are determined by the ALUCP to be Normally Compatible, Conditional, and Incompatible. A detailed list of these land uses is noted in Compatibility Criteria-Table 3A of the ALUCP. Open space uses are consistent with the "Natural Land Area" land use definition in the ALUCP, which is noted as Normally Compatible in the C1 Compatibility Zone. Potential land uses allowed by the Industrial zoning designation may fall into any of the Normally Compatible, Conditional, or Incompatible categories in the C1 Compatibility and C2 Compatibility zones, depending on the general characteristics, details, and operational aspects of the land use. Future land use or land uses at the Project site, which are currently not known or proposed, will be subject to review by the Airport Commission for a consistency determination, to ensure that the project details meet

requirements within the ALUCP. Future land uses will need to ensure that they do not exceed height limitations, intensities, densities or in other ways impede the ongoing safe operations of the airport.

The proposed General Plan Amendment and Rezone is consistent with the following ALUCP policies:

- Elimination of conflicts between two adopted plans and ensuring general plans and airport plans are consistent (Policies 3.1.1 and 3.1.2); and
- Preservation of the Airport Influence Areas by strongly discouraging residential uses (Policies 3.1.3 and 3.1.4); and
- Ensure future projects are evaluated and reviewed to ensure compliance with the ALUP and its land use compatibility zones, maps and tables (Policies 3.2.1, 3.2.2 and 3.2.3).

2020-2028 Housing Element

The parcels associated with the Project are listed in the City of Colusa 2020-2028 Housing Element Inventory of Vacant Parcels, which notes a potential for 72 units. The Housing Element, however, fails to note the restrictive nature of the ALUCP and the C1 and C2 Compatibility Zones on residential density. The Housing Element's residential unit potential for the parcels is in error and unachievable.

Since the adoption of the Housing Element, however, the City of Colusa has annexed an approximately 82.4-acre area zoned for R-1 (Single Family Residential) located west of the Project site. This area was not noted in the City's recently adopted Housing Element Inventory of Vacant Parcels. The majority of area is located in the ALUCP C3 Compatibility Zone, which does not have the same density restrictions as the C1 and C2 Compatibility zones (only 0.41 acres are within the C2 Compatibility zone).

The C3 Compatibility Zone notes that Single-Family Dwellings are Normally Compatible on Table 3A of the ALUP, which also does not list a density requirement nor an Open Land percentage requirement. The newly annexed area has the potential to accommodate up to 481 residential units under the City's current zoning, which allows 3 to 8 units per acre. Further, there is an active application to subdivide and rezone a portion of the recently annexed area to accommodate multi-family residential development. This area is known as the Wescott Subdivision. The proposal consists of 171 single family homes, 16.21 acres of medium density residential (8 to 12 units per acre), 7.5 acres of high density residential (12 to 20 units per acre), 3.5 acres of parks, 1.17 acres of commercial development, as well as roads and open space. This proposal alone could accommodate an additional 411 dwelling units. The recently annexed area will ensure that the City remains in compliance with Government Code Section 65863, which requires a jurisdiction to ensure that an adequate supply of appropriately zoned vacant land is available throughout the Housing Element planning period to accommodate a jurisdiction's regional housing need allocation (RHNA). **Less Than Significant.**

K.4: The City of Colusa does not have an adopted habitat conservation plan or natural community conservation plan. The change in land use designations does not impede the ability to adopt or implement one. Therefore, the change in land uses designations would be considered **Less Than Significant.**

K.5: The Project is a result of a Settlement Agreement between the County of Colusa and the City of Colusa, which requires the land use designations and zoning to lands that are compatible with the ALUCP. There is no piecemealing as there is no known industrial development proposal. The change in land uses designations would therefore be considered **Less Than Significant.**

K.6: Currently the project site is vacant from residential and commercial structures, and void of any improvements. The change in land use designations would not result in any displacement, therefore the change should be considered **Less Than Significant.**

L. Mineral Resources. Would the project or its related activities:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. 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	
2. 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:

L.1: Neither the City of Colusa General Plan or the EIR adopted with the Plan, identifies any mineral resources in the planning area. Therefore, the change in land use would result in a **Less Than Significant** impact on mineral resources.

L.2: The Project site is not identified as a mineral resource recovery site in the City of Colusa General Plan. There would be **No Impact** in this area.

M. Noise. Would the project or its related activities result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Exposure of persons to or generation of noise levels in excess of standard established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
2. Exposure of sensitive receptors (residential, parks, hospitals, schools) to exterior noise levels of 65 dBA Ldn or higher?			X	
3. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
4. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
5. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
6. For a project located within the 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	
7. 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

M.1: The Project site is undeveloped and adjacent areas are zoned for and used for industrial purposes. By removing the R-1 designations from the site, the ability to expose residential occupied structures to noises from the nearby Colusa County Airport is dimensioned. Future operations and business within the M-1 could, depending on land uses

themselves, quality of building construction material etc. could expose people to noise from the airport. Therefore, the change in land use is considered equal and **Less Than Significant** as the impact remains the same.

M.2: The change in land use designation from R-1 to M-1 would remove residential land uses from the vicinity of the Colusa County Airport. The change from R-1 to Open Space could expose individuals to noise from the airport. However, this Open Space is not an active Park, with park-related improvements (play structure, walking paths), so its uses as an active Park is not anticipated. Therefore, the change in land uses designations would be considered equal. The change is considered **Less Than Significant**.

M.3: The project is consistent with the City's General Plan and is not anticipated to result in any new noise impacts beyond those identified by the General Plan EIR. Any construction-related activity associated with future use of the Project site would only generate known construction-related noise levels for a temporary period. Any future development and operation at the Project site would be required to comply with Chapter 11A of the Colusa Municipal Code, which sets forth the City's standards for construction-generated noise and limits the hours of construction activities within the City and the Mitigation measures previously approved and adopted by the City Council for noise impacts for the project would be implemented by the project developer. For these reasons, the impact from the land use and zone change is considered would be a **Less Than Significant** impact associated with the land use change and would not result in conflicts or obstructing any biological resources.

M.4: The Project site is primarily surrounded by existing industrial uses. The Project, a change in land use designations removes an R-1 zoning which was anticipated to have an Airpark associate with it and replaced it with a M-1 land use designation. These uses should be considered equal in terms of noise associated with the land uses and therefore there would be a **Less Than Significant** impact associated with the change.

M.5: Any project under the previous land use designation of R-1 or a future project under the M-1 designation would both be subject to the adherence of to the City's noise standards, as identified in Chapter 11A of the Colusa Municipal Code, which limit the amount of noise being generated during specific hours of the day. Following these standards will ensure a **Less Than Significant Impact**.

M.6: The Project site is located approximately 1,000 linear feet from the Colusa County Airport, and also falls within the boundaries of the Colusa County Airport Land Use Compatibility Plan (ALUCP). The ALUCP identifies the Project site being located in both the Capability Zone C1-Outer Approach/Departure and Zone C2-Primary Traffic Pattern Zone (see ALUCP Compatibility Policy Map – Map 3). Removing the existing residential land use and zoning designations and providing for industrial and open space zoning would remove residential structures from the area, but also permit the ability to construct an industrial development. Therefore, the change in land uses should be considered equal and the impact would be **Less Than Significant**.

For additional discussion regarding Airport Compatibility Zones, see the above Land Use Section (Section K).

M.7: The project site is not near a private air strip. Therefore, there will be No Impact. For additional discussion on land uses near the Colusa County Airport, see M.6 (above) as well Section K – Land Use Section (above).

N. Open Space/Recreation. Would the project or its related activities:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Affect lands preserved under an open space contract or easement?			X	
2. Affect an existing or potential community recreation area?			X	
3. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
4. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

N.1: A portion of the Project site is being re-designated from Residential to Open Space. It is intended that area will remain as open space in perpetuity. The remainder of the Project site is not under an open space contract or easement. Additional land will go from R-1 to M-1 designation and is not under any preservation or open space contract. The change in land use designation is therefore considered **Less Than Significant**.

N.2: The Colusa Golf and Country Club is an 18-hole golf course located approximately 900 linear feet to the north of the site. The golf course will continue its operations and is not part of the Project. No recreational areas are proposed to be removed or modified as part of the Project. The Project will result in **Less Than Significant** on recreational areas.

N.3: The Project results in the removal of residentially zoned property, which predominately utilizes the need for parks and recreational facilities. At the same time, the Project designations 1.75 acres as Open Space, which would be utilized by neighbors. Therefore, the change between the different land uses should be considered equal to one another and have **Less Than Significant** impact on the demand for recreational facilities and parks.

N.4: The land use designation change does not include recreational facilities or require the construction or expansion of recreational facilities. In fact, the removal of the R1 land use designation would have a **Less Than Significant** impact on the need for recreational facilities, as residential land uses are considered growth inducing and would inherently require more facilities.

O. Population and Housing. Would the project or its related activities:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. 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	
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X	
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X	
4. Conflict with General Plan population growth rates for its planning areas in conjunction with other recently approved development?			X	

DISCUSSION:

O.1: The Project removes R-1 land use designation from the site in conformance with a settlement agreement. The project area, as identified within the 2007 General Plan, anticipates urban related growth and development and as such was studied within the City's EIR. The change in land use would be **Less Than Significant** in that itself does not include substantial population growth.

For additional discussion regarding Housing and Population, see the above Land Use Section (Section K).

O.2: The Project removes R-1 land uses designation from the site in conformance with a settlement agreement. The R-1 zoning occupied approximately 13.3 acres at a low-density residential designation. The R-1 was also removed from 1.75 acres of property, which could accommodate an additional 4 single family residential structures. Both sites are currently vacant and do not have housing units placed upon them. Given the detailed discussion under Land Use Section (Section K) above, which notes developmental potential for the area was minimal due to Airport Overlay Compatibility Zones. Therefore, the change is considered **Less Than Significant**.

O.3: The project site is void of any physical improvements including residential structures. Thre removal of the R1 land use designations, in conformance with the settlement agreement, removes the ability for residential structures to be placed within the boundaries of the site. As discussed in greater detail in Land Use Section (section K) above, the

residential development potential for the site was limited due to the Airport Overlay Compatibility Zones. Therefore, the change is considered **Less Than Significant**.

O.4: The Project is to remove residential zoning designations and revert them back to those noted in the General Plan Update. Such reversion on a limited number of acres within an Airport Overlay Compatibility Zone is not anticipated to modify growth rates for the City. The impact would be considered **Less Than Significant**.

P. Public Services. 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:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Fire protection?			X	
2. Police protection?			X	
3. Schools?				X
4. Parks and recreation facilities? (See Section N Open Space/Recreation)			X	
5. Maintenance of public facilities, including roads, canals, etc.?			X	
6. Other government services?				X

DISCUSSION:

P.1: The change in land use designations would not result in any new impacts beyond those identified in the General Plan EIR when it comes to Fire Protection services. Such services exist within the City and the site is already served by them. The change in land use designations from R-1 to M-1 would anticipate less calls for Fire Protections services because of a decrease in number of residential units and an increase in building standards for industrial type buildings. **Less Than Significant.**

P.2: The change in land use designations would not result in any new impacts beyond those identified in the General Plan EIR when it comes to Police Protection services. Such services exist within the City and the site is already served by them. The change in land use designations from R-1 to M-1 would anticipate less calls for Police services because of a decrease in number of residential within the area, there the result in land use change is considered **Less Than Significant.**

P.3: The Project will not result in any new residential development, which has a direct correlation to school enrollment. **No Impact** on school services.

P.4: By changing the land uses for the site and removing the R-1 designations, the need for parks and recreations facilities, which are closely tied to residential development are **Less Than Significant** when compared to the M-1 land use designations.

P.5: Public improvements and their maintenance would be the same when changing the land use designations. In that both zoning districts would require some public improvements (roads, lights) to be developed in order to build out the parcel. This maintenance is minimized as well in regard to the Open Space designation, as all public improvements to those acres are already established. The change would result in a **Less Than Significant** impact.

P.6: The Project areas are not public, and do not contain any public improvements such libraries, trails or other public related services and operations. **No Impact.**

Q. Transportation/Circulation Factors. Would the project or its related activities:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. 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	
2. 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	
3. 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	
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
5. Result in inadequate emergency access?			X	
6. 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	

Q.1: The Project is consistent with the City’s General Plan, including the Circulation Element (Chapter 4 of the General Plan). Any future development in the M-1 zone would have similar or equal traffic patterns as those found in the R-1 zoning district, which are discussed in the City’s General Plan EIR. The change in land use designation would result in a **Less Than Significant** impact.

Q.2: The change in land use back to the M-1 and Open Space designations would have minimal change compared to land uses developed under the R-1 zoning district. These changes, such as peak demand and usage, would not have an impact up the City. Nor would it conflict with applicable congestion management programs or circulation plans as the City currently does not have one. The project area is already served by public roads. Therefore, the change would be **Less Than Significant**.

Q.3: The conversion of the R-1 land use to the M-1 and Open Space land use designation as required as part of the settlement agreement would bring the site in conformance with the Colusa County Airport Land Use Plan, which restricts residential land uses in proximity to the airport, which is approximately 1000 feet to the southeast. Therefore, the change would be **Less Than Significant** to air traffic patterns and to public safety.

Q.4: The conversion of the R-1 land use to the M-1 and Open Space land use designation would not result in an increase in hazardous design features as the sites are currently accessible by roads that are not designed with sharp curves, dangerous intersections or other aspects that would impede drivers. Therefore, the change would be considered **Less Than Significant**.

Q.5: The conversion of the R-1 land use to the M-1 and Open Space land use designation would result in the same access in the event of an emergency, as the sites are currently accessible by roads. Therefore, the change in land use designations would be considered **Less Than Significant**.

Q.6: The conversion of the R-1 land use to the M-1 and Open Space land use would result in a decreased need for bicycle related infrastructure when compared residential to light industrial development. While bus ridership would be

similar in both land uses designation, which demand is minimal for the Colusa Transit Authority. Therefore, the change in land use designations would result in a **Less Than Significant** impact.

For a greater discussion on Airport related activities, see Land Use Section above (Section K).

R. Tribal Cultural Resources. Would the project cause a substantial adverse change in the significance of a public tribal cultural resource, defined in Public Resource Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of landscape, sacred place, or object with cultural value to the California Native American Tribe, and that is:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Listed or eligible for listing in the California Register of Historic Resources, or in a local register of historic resources as defined in Public Resources Code section 5020.1(k), or?			X	
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivisions (c) of Public Resource Code Section 5024.1. In applying the criteria			X	

R.1. And R.2: Pursuant to Chapter 4.9 – Historic and Cultural Resources of the City’s EIR, tribal resources and villages have historically taken place near or along the Sacramento River and extended as far as 35 miles across the valley. The Sacramento River is approximately 0.83 miles to the northwest of the project boundaries.

On September 7, 2023, the Native American Heritage Commission (NAHC) was contact to do a Sacred Land File check, which was completed with negative results. As a result of that search, the NAHC identified local Native American tribal groups were formally notified on September 21, 2023, that environmental review for the Project was to take place and invited to provide consultation:

- Cachil Dehe Band of Wintun Indians of the Colusa Indian Community
- Corina Rancheria – Kietzel Dehe Band of Wintun Indians
- Estom Yumeka Maidu Tribe of The Enterprise Rancheria
- Grindstone Rancheria of Wintun Wailaki
- Paskenta Band of Nomlaki
- Yocha Deneh Wintun Nation

Under AB 52, Native American tribes typically have 30 days to response and request further project information and formal consultation. No response was received to the mailings. No response has been received, and no formal consultation has been requested. Accordingly, the requirements of AB 52 have been met for the project. **Less than Significant.**

S. Utilities and Service Systems. Would the project or its related activities:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
2. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or			X	

expanded entitlements needed?	
3. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	X
4. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	X
5. Comply with federal, state, and local statutes and regulations related to solid waste?	X

S.1: The change in land use designation from R-1 to M-1 and Open Space does not result in any additional need for the expansion of utility services such as water, natural gas, etc. as the site has current access to all local utilities. Therefore, the change would be considered **Less Than Significant**.

S.2: The City of Colusa administers a domestic water delivery system, operated by the Public Works Department which currently extracts groundwater from five wells at various locations throughout the City. There are currently sufficient water supplies to facilitate the land use designation from R-1 to M-1 and Open Space. Therefore, the project is expected to have a **Less Than Significant** impact on water services.

S.3: The City of Colusa is responsible for the operation and maintenance of the sewer collection and treatment system, as well as disposal. Personnel, operations, and discharges are regulated and licensed by the State, and there is adequate capacity to serve the effluent needs of the proposed project. The change in land use designation would result in demand on sewers that would be equal to one another from the R-1 to the M-1 and Open Space zones, therefore the impact is anticipated to be **Less Than Significant**.

S.4: The City of Colusa provides solid waste disposal services to both City residents and business. Waste is collected and transported in compliance with County and State regulations governing solid waste disposal to the Ostrom Road Landfill in Yuba County and the Ostrom Road Landfill has adequate capacity to serve the land use designation change from R-1 to M-1 and Opens Space, therefore the impact is considered **Less Than Significant**.

S.5: The change in land use from R-1 to M-1 and Open Space does not modify or change the federal state or local requirements related to solid waste. This impact would be considered **Less Than Significant**.

T. Wildfire. Would the project or its related activities:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
2. 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	
3. 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
4. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

T.1: The site is not in an area designated by the California Department of Forestry and Fire Protection (2007) as a Fire Hazard Severity Zone. Furthermore, no Very High Fire Hazard Severity Zones are located nearby. Also, the project site is not located in a State Responsibility Area (SRA). Therefore, the change in land use designations would have a **Less Than Significant** impact on emergency response plans or evacuations.

T.2: The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult.

Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point.

The Project site is relatively flat, and it is not located near any steep slopes. It is in an area that includes a mixture of uses ranging from urban to agricultural to commercial to industrial. These uses are not considered a significant risk for wildlife.

In addition, as mentioned previously (see T.1), the Project site is not in an area designated by California Department of Forestry and Fire Protection (2007) as a Fire Hazard Severity Zone. Furthermore, no Very High Fire Hazard Severity Zones are located nearby. Also, the Project site is not located in a state responsibility area. The Project would have no impact in this area. Therefore, the change in land use designations from R-1 to M-1 and Open Space does not exacerbate wildfire risks and the impact anticipated with wildfire will be **Less Than Significant**.

T.3: The Project site is not in an area designated by California Department of Forestry and Fire Protection (2007) as a Fire Hazard Severity Zone. Furthermore, no Very High Fire Hazard Severity Zones are located nearby. The property that is to be zoned Open Space is accessible by a paved road through a residential subdivision, while the property that is going from R-1 to M-1 is situated in a semi-built environment with access roads constructed to them. Therefore, the change in land use designations would be **Less Than Significant**.

T.4: Landslides encompass the following occurrences: rockfalls, shallow slope failure, and deep slope failure. The risk of a landslide is accelerated following the occurrence of a fire on steep slopes. The primary factors that influence landslide risk include geologic conditions, the slope, drainage of the soil, and the type of vegetation. Cut and fill for the construction of new roadways can also have increased landslide potential.

The Proposed Project site is very level and not located within the vicinity of any slopes with landslide potential. The Proposed Project also does not require the construction of new roadways. The Project site is not in an area designated by the California Department of Forestry and Fire Protection (2007) as a Fire Hazard Severity Zone. Furthermore, no Very High Fire Hazard Severity Zones are located nearby. The change in land use designations would result in a **Less Than Significant** impact.

MANDATORY FINDINGS OF SIGNIFICANCE

Pursuant to Section 15382 of the State EIR Guidelines, a project shall be found to have a significant effect on the environment if any of the following are true:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. 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	
2. Does the project have impacts that are individually limited but cumulatively considerable. (“Cumulatively considerable” means that the incremental effects of an individual project are			X	

considerable when viewed in connection with the effects of past, current and probable future projects?

3. Does the environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.	X
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1: Based on the preceding environmental analysis, which notes that the site is void of any biological resources, including trees, rivers, creeks and wetlands and the limited scope of the project is changing of land use designations from R-1 to M-1 and Open Space. The site has been routinely mowed and maintained to minimize weeds on site. These weeds provide little to no habitat for the wild animal community. The change in land use designation from R-1 to M-1 and Open Space would not degrade the site any further than anticipated within the General Plan EIR, which calls for the area to be urbanized. Therefore, the change is considered **Less Than Significant**.

2: Conversion of the current R-1 land use back to the original M-1 land use designation as required as part of the settlement agreement would allow for light industrial development instead of single family residential. Light industrial land uses would have similar or fewer impacts when compared to the residential land uses. These impacts were anticipated within the General Plan EIR, therefore the change is considered **Less Than Significant**.

3. By changing the land use designation from R-1 to M-1 and Open Space the project boundaries would now be in compliance with the Colusa County Airport Land Use Plan, and therefore reduce the adverse effects on humans who are placed in proximity to the airport. Future buildout of the M-1 property will be subject to the City of Colusa's Municipal Code which ensures fire, life and safety are met. Therefore, impacts to this change in land use designation are considered **Less Than Significant**.

4. REFERENCES:

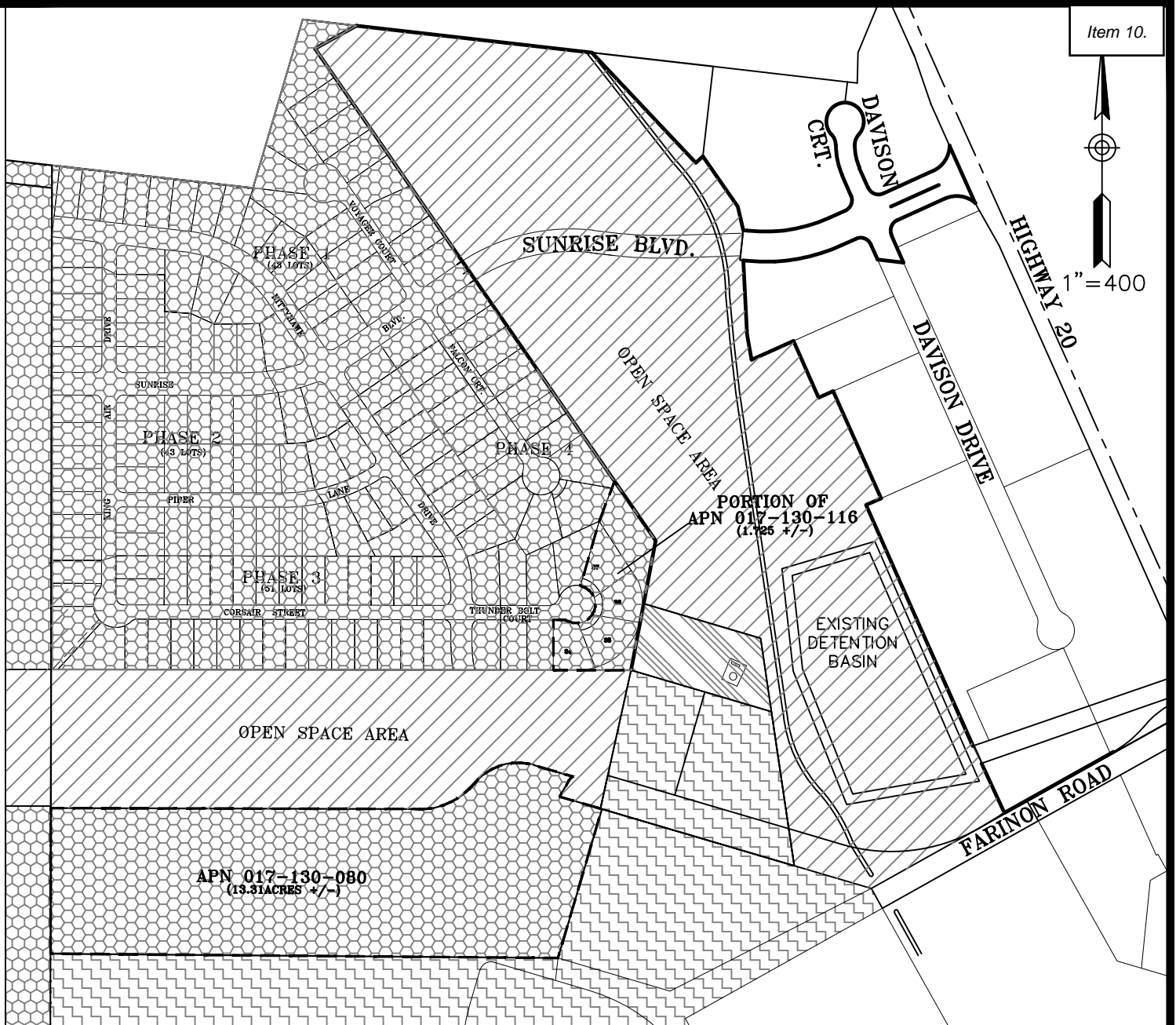
- City of Colusa General Plan, 2007
- Draft Environmental Impact Report for Colusa General Plan. City of Colusa, 2007
- Draft Environmental Impact Report for the Colusa Industrial Properties, 2007
- Colusa Local Area Formation Commission Staff Report (2019-0001) – Annexation, 2019
- City of Colusa Municipal Code
- Department of Toxic Substances Control's Hazardous Waste and Substances Site (Cortese) List - Website
- State Water Resource Control Board; GeoTracker – Website
- Colusa County Airport Land Use Compatibility Plan, September 24, 2014
- Office of State Fire Marshal, State and Local Responsibility Maps, June 2023
- Office of State Fire Marshal, Fire Hazard Severity Zones in State Responsibility Zones Maps, November 2007
- Federal Emergency Management Agency Map, 1998
- Farmland Mapping and Monitoring Program – <https://maps.conservation.ca.gov/agriculture/>



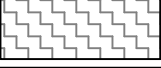

5. ATTACHMENTS

None



1"=400



	ZONING	GENERAL PLAN
	O-S OPEN SPACE	PARKS RECREATION OPEN SPACE
	P-F PUBLIC FACILITIES DISTRICT	PUBLIC FACILITY
	M-1 LIGHT INDUSTRIAL	INDUSTRY DISTRICT
	R-1 SINGLE FAMILY RESIDENTIAL DISTRICT	LOW DENSITY RESIDENTIAL

— — — — — PROPERTY SUBJECT TO REZONE & GP AMENDMENT

OWNER:

BLUE HERON RIDGE INC.
50 SUNRISE BLVD
COLUSA, CA 95932

ENGINEER/SURVEYOR:

NORTH VALLEY ENGINEERING
AND SURVEYING
1547 STARR DRIVE SUITE "J"
YUBA CITY, CALIFORNIA 95993
(530) 713-0417

ASSESSOR'S PARCEL NUMBER:

APN: 017-130-106

LOT ACREAGE:

PARCEL ACREAGE AS SHOWN.

PREPARED BY:

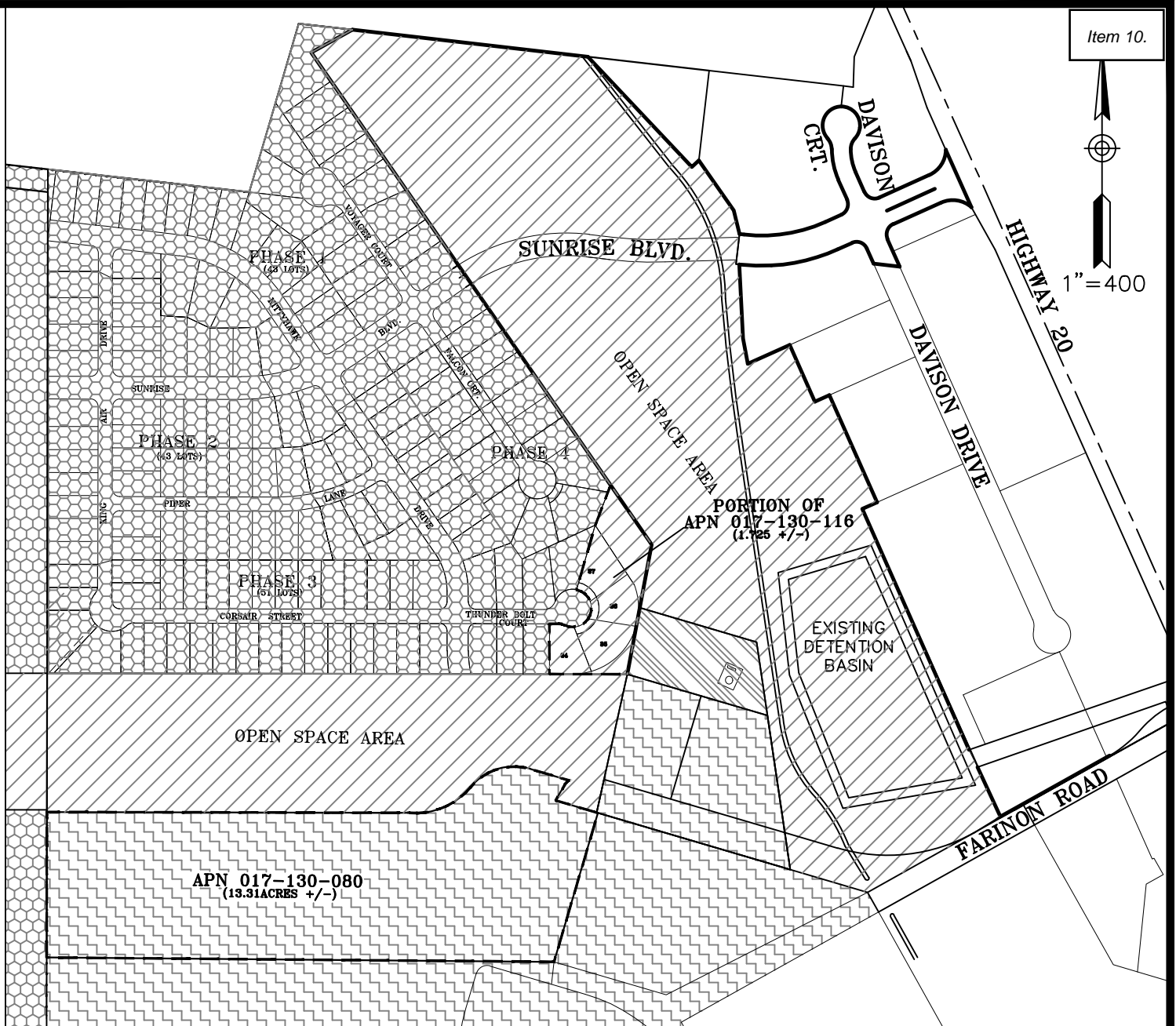
NVES
NORTH VALLEY ENGINEERING AND SURVEYING
1547 STARR DRIVE SUITE "J"
YUBA CITY, CA 95993
(530) 713-0417

EXHIBIT "B"
EXISTING ZONING & GP

BLUE HERON RIDGE INC.



1"=400



	ZONING	GENERAL PLAN
	O-S OPEN SPACE	PARKS RECREATION OPEN SPACE
	P-F PUBLIC FACILITIES DISTRICT	PUBLIC FACILITY
	M-1 LIGHT INDUSTRIAL	INDUSTRY DISTRICT
	R-1 SINGLE FAMILY RESIDENTIAL DISTRICT	LOW DENSITY RESIDENTIAL

----- PROPERTY SUBJECT TO REZONE & GP AMENDMENT

OWNER:

BLUE HERON RIDGE INC
50 SUNRISE BLVD
COLUSA, CA 95932

ENGINEER/SURVEYOR:

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EXHIBIT "B"
PROPOSED ZONING & GP

BLUE HERON RIDGE INC.

PAGE 2 OF

DRAFT

AMENDMENT NO. 2 TO DEVELOPMENT AGREEMENT

THIS AMENDMENT NO. 2 TO DEVELOPMENT AGREEMENT is made and entered into this ____ day of _____, 2023, by and between the CITY OF COLUSA (CITY) and COLUSA INDUSTRIAL PROPERTIES, INC. (CIP).

The CITY and CIP desire to amend the current Development Agreement approved by the City Council, Ordinance No. 516 on April 18, 2017 by and between the CITY OF COLUSA (CITY) and COLUSA INDUSTRIAL PROPERTIES, INC. (CIP), pursuant to the authority of Sections 65864 through 65869.5 of the Government Code of California.

No changes other than these specifically made by this Amendment shall modify the Agreement or the First Amendment.

Terms of a Settlement Agreement and Release of Claims are a result of a negotiated resolution of a lawsuit County of Colusa v. City of Colusa, Case No. 34-2022-8000385-I-CU-WMGDS, which will modify the Sunrise Landing project and the Development Agreement.

In Phase 6 of the Phasing Plan, (24) single family lots will be converted to Light Industrial and (4) lots in Phase 5 will be converted to Open Space.

SETTLEMENT AGREEMENT AND RELEASE OF CLAIMS

Pages 2-3 of 11

B. RESPONDENT AND REAL PARTIES' OBLIGATIONS

1. Project Amendments. Within 90 days of the effective date of this Agreement, CIP agrees to apply for City approval of the following changes to the Project and the City agrees to timely and lawfully process said applications for: (1) a General Plan Amendment and rezoning for lots #157-180 as shown on Tentative Parcel Map 01-18 (attached hereto as Attachment 1) to a low-intensity industrial/commercial use; and (2) a General Plan Amendment and rezoning to open space for lots #34-37 as shown on Tentative Parcel Map 01-18. Each will be submitted to the County ALUC for review, which review process will follow the statutory scheme governing said ALUC review. Processing of the General Plan amendment and rezone applications contemplated by this section with respect to the ALUC and any override thereof will occur per statute.

CITY OF COLUSA

COLUSA INDUSTRIAL PROPERTIES, INC.

Edwin Hulbert, CEO

ATTEST:

APPROVED AS TO FORM:

Shelly Kittle, City Clerk

Ryan R. Jones, City Attorney

ORDINANCE NO. ____

ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COLUSA
 REZONING PROPERTY IDENTIFIED AS ASSESSOR'S
 PARCEL NO. 017-130-018 FROM R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT) TO
 M-1 (LIGHT INDUSTRIAL) AND A PORTION OF PROPERTY IDENTIFIED AS
 ASSESSOR'S PARCEL NO. 017-130-116 FROM R-1 (SINGLE FAMILY RESIDENTIAL
 DISTRICT) TO O-S (OPEN SPACE)
 (Blue Heron Inc.)

The City Council of the City of Colusa does ordain as follows:

Section 1. The City Council of the City of Colusa finds and determines that:

A. The City has received an application, submitted by Blue Heron Ridge Inc. ("Developer"), for Rezone review and approval by the City of Colusa; and

B. The Developer desires to rezone real property situated in the City of Colusa, County of Colusa, State of California, identified as Assessor's Parcel Number 017-130-080 is amended from R-1 (Single Family Residential) to M-1 (Light Industrial) and a portion of real property situation in City of Colusa, County of Colusa, State of California, identified as Assessor's Parcel Number 017-130-116 is amended from R-1 (Single Family Residential District) to O-S (Open Space), as depicted on Exhibit I.

C. That the Rezone is consistent with and implements policies of the City of Colusa General Plan, including:

Policy LU-6.1: Growth shall provide a strong diversified economic base and a reasonable balance between employment and housing for all income groups.

Policy LU-6.3: Growth shall be managed to ensure that adequate public facilities and services are planned for and provided in a manner that protects the public's health, safety, and welfare.

Policy LU-6.5: The City shall actively encourage employment-intensive industrial, service, research and development, and manufacturing uses from previously prepared materials (assembly or value-added industry) in the Industrial and Office Professional/Light Industrial land use districts.

Policy LU-10.1: The City shall make every effort to attract new jobs-producing businesses that will maximize economic benefits to current and new residents and businesses.

Policy LU-10.5: Industrial and light industrial uses shall be concentrated in two areas of the City: on the west side of Colusa along Fourteenth Street, the SR 20 corridor south of Vann property and the Colusa County Fairgrounds, and the Pirelli property; and on the

southeast side of the City along the SR20/45 corridor, between Country Club Estates/Golf Course and the airport.

D. During a duly noticed public hearing on February 6, 2024, the City Council rezoned the Site to General Commercial Planned Development (C-G-PD) District, thereby subjecting the Project to preparation of and compliance with a GDP; and

E. The rezone will not be detrimental to the health, safety, and welfare of persons residing in the immediate area nor be detrimental or injurious to property or persons in the general neighborhood or to the general welfare of residents of the city as a whole; and

F. The GDP is consistent with the provisions of City Zoning Code Article 15.

Section 2. The Planning Commission, during a duly noticed public hearing held on December 13, 2023, passed a resolution recommending City Council approval of this Ordinance for the Blue Heron Inc project.

Section 3. The City Council of the City of Colusa hereby approves the Ordinance for the Blue Heron Inc. project, attached hereto and incorporated by reference herein.

Section 4. Within fifteen days of passage of this ordinance, the City Clerk shall cause the full text of the Ordinance, with the names of those City Council members voting for and against the ordinance, to be published in a newspaper of general circulation circulated in the City. In lieu of publishing the full text of the ordinance, the City Clerk, if so directed by the City Attorney and within fifteen days, shall cause a summary of the ordinance, prepared by the City Attorney and with the names of the City Council members voting for and against the ordinance, to be published in a newspaper of general circulation circulated in the City, and shall post in the office of the City Clerk a certified copy of the City Council members voting for and against the ordinance. The publication of a summary of the ordinance in lieu of the full text of the ordinance is authorized only where the requirements of Government Code section 36993 (c) (1) are met.

INTRODUCED at a regular meeting of the City Council of the City of Colusa held on February 6, 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Colusa held on _____, 2024 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

DANIEL VACA, MAYOR

ATTEST:

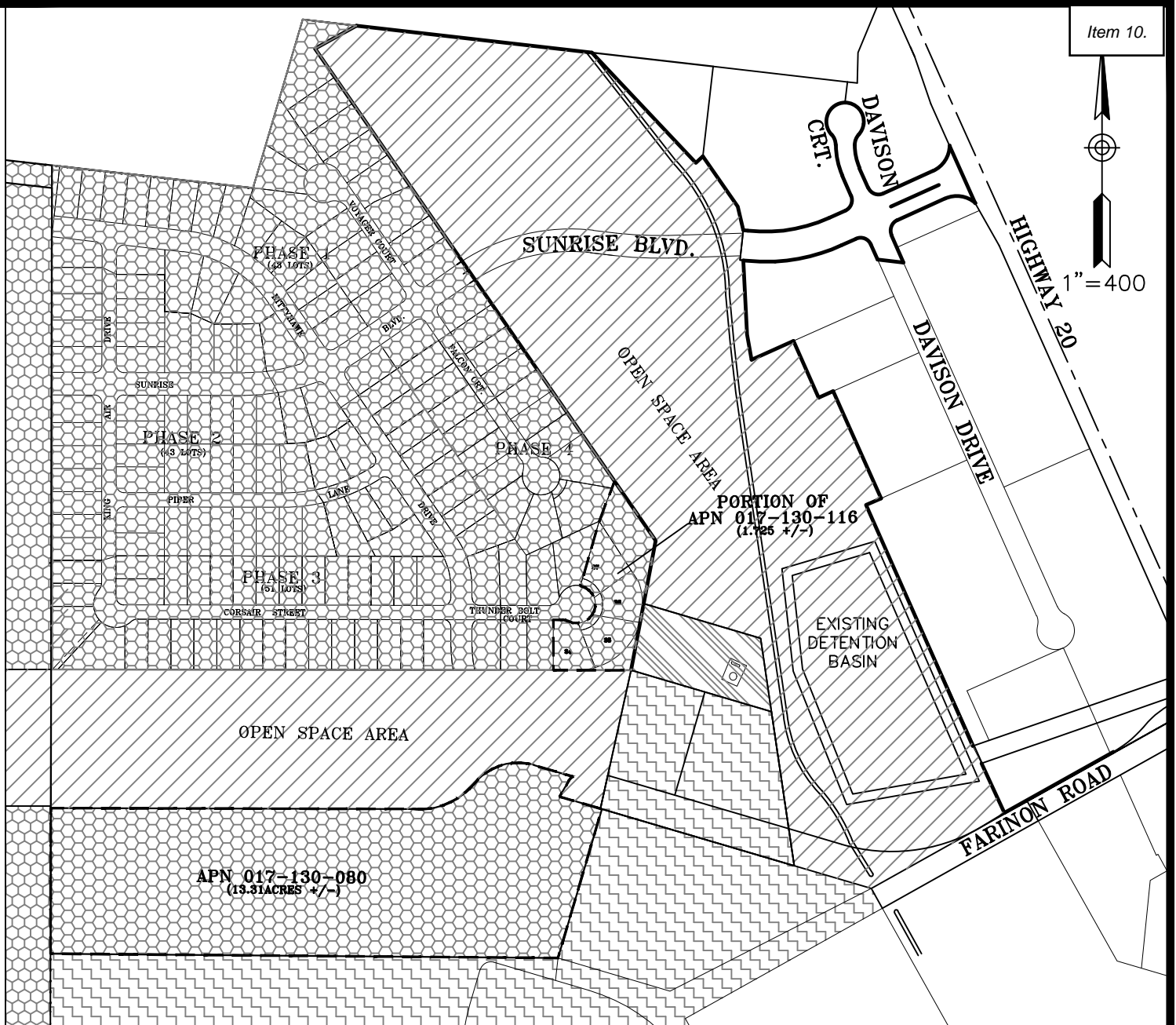
SHELLY KITTLE, City Clerk

ATTACHED:

BLUE HERON INC REZONE PLATS



1"=400



	ZONING	GENERAL PLAN
	O-S OPEN SPACE	PARKS RECREATION OPEN SPACE
	P-F PUBLIC FACILITIES DISTRICT	PUBLIC FACILITY
	M-1 LIGHT INDUSTRIAL	INDUSTRY DISTRICT
	R-1 SINGLE FAMILY RESIDENTIAL DISTRICT	LOW DENSITY RESIDENTIAL

— — — — — PROPERTY SUBJECT TO REZONE & GP AMENDMENT

OWNER:

BLUE HERON RIDGE INC.
50 SUNRISE BLVD
COLUSA, CA 95932

ENGINEER/SURVEYOR:

NORTH VALLEY ENGINEERING
AND SURVEYING
1547 STARR DRIVE SUITE "J"
YUBA CITY, CALIFORNIA 95993
(530) 713-0417

ASSESSOR'S PARCEL NUMBER:

APN: 017-130-106

LOT ACREAGE:

PARCEL ACREAGE AS SHOWN.

PREPARED BY:

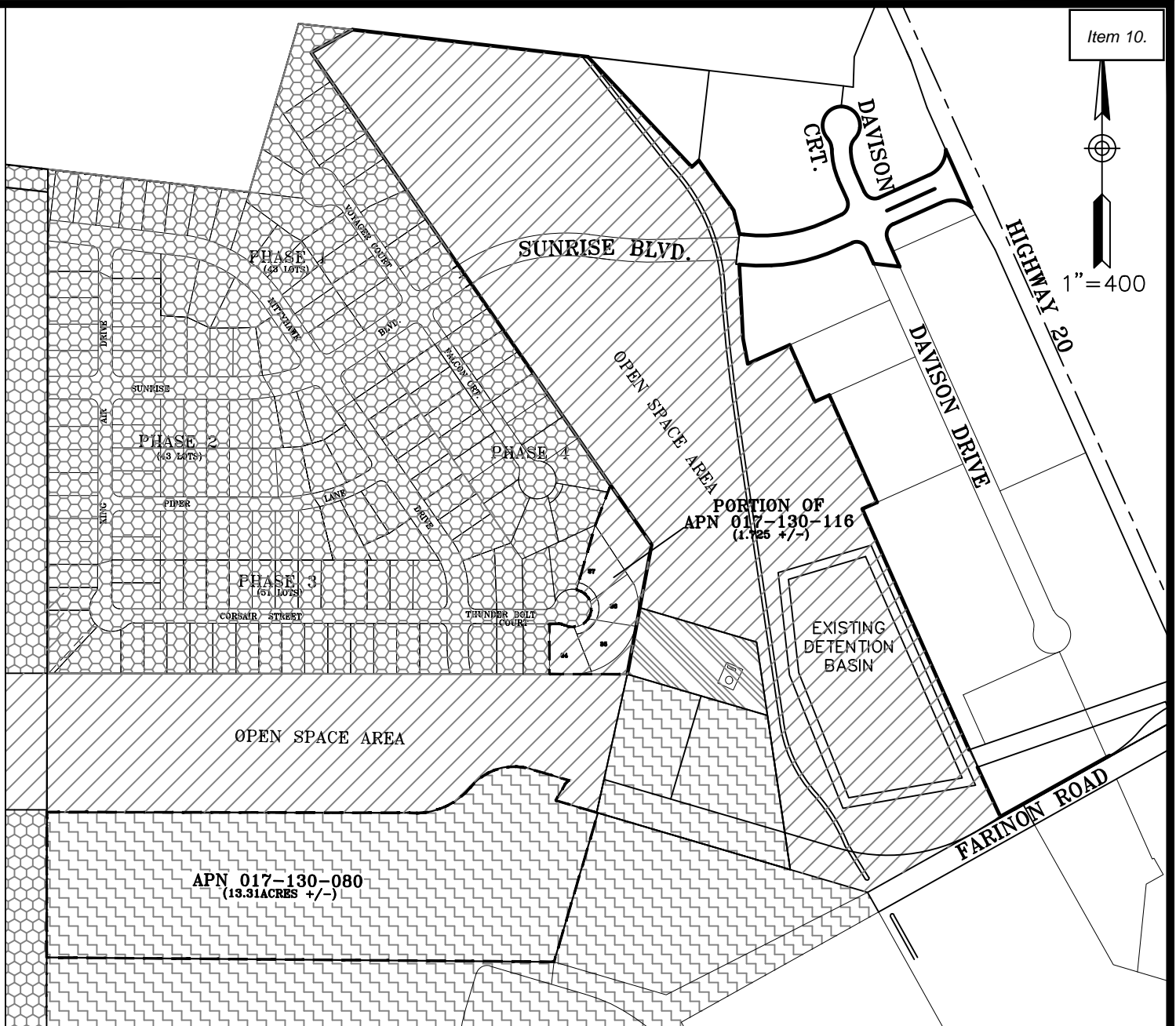
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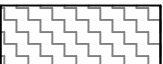
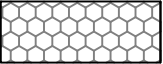
EXHIBIT "B"
EXISTING ZONING & GP

BLUE HERON RIDGE INC.



1"=400



	ZONING	GENERAL PLAN
	O-S OPEN SPACE	PARKS RECREATION OPEN SPACE
	P-F PUBLIC FACILITIES DISTRICT	PUBLIC FACILITY
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----- PROPERTY SUBJECT TO REZONE & GP AMENDMENT

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EXHIBIT "B"
PROPOSED ZONING & GP

BLUE HERON RIDGE INC.

RESOLUTION NO. 2023-08

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLUSA –
RECOMMENDING APPROVAL AMENDMENT TO A DEVELOPMENT AGREEMENT
BETWEEN THE CITY OF COLUSA AND COLUSA INDUSTRIAL PROPERTIES, INC. AND
GENERAL PLAN AMENDMENT FROM SINGLE FAMILY RESIDENTIAL TO OPEN SPACE
(APN 017-130-116, PORTION OF) AND INDUSTRIAL (APN 017-130-080) AND ADOPTION
OF A NEGATIVE DECLARATION.

WHEREAS, there is a Settlement Agreement (Case no. 34-2022-8000385-I-CU-WMGDS) between the City of Colusa (City) and the County of Colusa (County) to made to Amend the General Plan diagram of certain properties from a Residential designation to Open Space and Industrial, and

WHEREAS, an application from Colusa Industrial Properties (CIP), Owner, has been received in a timely manner and in compliance with the Settlement Agreement to amend the General Plan and zoning designations and the Development Agreement which acknowledges the General Plan changes have received by City Staff, and

WHEREAS, section 1.4 – Amendment of Agreement, of the Development Agreement provides for CIP and the City to amend provisions of the Development agreement by mutual consent, and

WHEREAS, the Colusa County Airport Land Use Commission review the proposal at its November 6, 2023 meeting and found the Project to be in compliance with the Colusa County Airport Land Use Plan, and

WHEREAS, the Planning Commission considered the Project, Initial Study and proposed negative declaration which concluded the Project will not result in a significant impact on the environment.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF COLUSA AS FOLLOWS:

1. With regard to the Negative Declaration, the Planning Commission finds that:
 - A. There is no substantial evidence supporting a fair argument that the project may have a significant effect on the environment.
 - B. That the negative declaration has been prepared in conformance with the provisions of the California Environmental Quality Act.
 - C. The negative declaration prepared for the Project reflects the independent judgement of the City of Colusa.
2. With regard to the general plan amendment the Planning Commission finds that:
 - A. The General Plan will remain internally consistent because the proposed land designation amendment from Low Density to Industrial and Open Space would result in designations

that are compatible with the surrounding areas as well as the Colusa County Airport Land Use Compatibility Plan. The change from Low Density designations does not impact the ability for the City to provide future housing to the community, as development potential of the site is limited due to the proximity to the airport. Further, the City has annexed and zoned approximately 85 acres to the west of the project that can accommodate a significant number of residential units that were not anticipated in the Housing Elements most recent update and adoption.

- B. There are no physical or environmental constraints on the property which would prohibit use of the site as Industrial or Open Space land use designations. The proposed designations would be consistent with surrounding Industrial and Open Space designations, maximizing the potential for development and non-development of the site.
3. With regards to the amendment to the development agreement the Planning Commission finds:
- A. That the amendments are consistent with the City's General Plan, is in the best interest of the City, and will promote the public interest and welfare.
4. Based on all of the above, the Planning Commission hereby recommends that:
- A. The City Council adopt a negative declaration as set forth in Exhibit I, attached hereto;
 - B. The City Council amend the General Plan land use designation and zoning for APN 017-130-080 and APN (017-130-166 portion of) as set forth in Exhibit II, attached hereto;
 - C. The City council amend the Development Agreement as set forth in Exhibit III, attached hereto;

THE FOREGOING RESOLUTION was duly introduced and passed at a regular meeting of the City of Colusa Planning Commission Meeting held on the 13th day of December 2023, by the following vote.

AYES: Martin, Cativiela, Roach, Andreotti,


NOES: None


ABSTAIN: None,

ABSENT: Willoh

Signed and approved as to form by me on this 13th day of December 2023

ATTEST: _____

Chairman, 
John Martin


City Manager, Jesse Cain

ATTACHMENT 1 – Resolution No 23-_____

Exhibit I – Negative Declaration

Exhibit II – General Plan and Rezone Plats

Exhibit III – Development Agreement Amendment



City of Colusa California

STAFF REPORT

DATE: January 31, 2024

TO: Mayor Vaca and Members of the City Council

FROM: Jesse Cain, City Manager; Ryan Jones, City Attorney; and Shelly Kittle, City Clerk

AGENDA ITEM: Consider Appointment of Councilmember for Vacancy Position

Recommendation: Council to consider three applicants and make an appointment to fill the council vacancy; then pass the Resolution appointing a member to the Council.

BACKGROUND ANALYSIS:

On December 20, 2023, Council Member Julie Garofalo announced her resignation from the City Council. At the January 2, 2024, Council meeting the Council decided to take applications to consider filling the vacancy by appointment.

The City has received three applications. The applicants are Richard Raguda, Jr., David Markss, and Josh Hill. Their applications are attached and have been provided to the Council for consideration.

Government Code (GC) Section 36512 sets forth the procedures for filling elected city office vacancies in general law cities. Specifically, GC Section 36512(b) states: "If a vacancy occurs in an elective office provided for in this chapter, the council shall, within 60 days from the commencement of the vacancy, either fill the vacancy by appointment or call a special election to fill the vacancy." Regardless of whether the vacancy is filled by appointment or special election, the person elected/appointed only holds office for the unexpired term of the former incumbent.

The Council has the ability to appoint a new Council Member by motion, majority vote, and Resolution of the Council, and this appointee would serve until the General Municipal Election in November 2024. If the Council decides not to make the appointment, the seat would remain open until November 2024, at which point a Special Election would be held for that open seat for a term of two years.

BUDGET IMPACT:

There are no costs to appoint a replacement Council Member. Although there are

normally costs associated with calling a Special Election, because the earliest date upon which a Special Election could occur under the Government Code requirements would not be until November 2024, which is the same date the City would have held an election for a Council position, there would be minor costs associated with a Special Election.

RECOMMENDATION

Council to make an appointment and pass a Resolution naming the appointee, or call for a Special Election to be held in November 2024.

ATTACHMENT

Resolution appointing a new council member to fill the vacancy.

RESOLUTION 24-__

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COLUSA APPOINTING A COUNCIL MEMBER TO FILL A COUNCIL VACANCY

WHEREAS, in November 2022 Julie Garofalo was elected to the City Council for a four (4) year term, which expires in November 2026; and

WHEREAS, on December 19, 2023, Council Member Garofalo announced her resignation from the City Council effective immediately; and

WHEREAS, California Government Code Section 36512 (b) sets forth the procedure for filling vacancies in an elective office and provides that the City Council shall, within sixty (60) days from the commencement of the vacancy, either fill the vacancy by appointment or call a special election to fill the vacancy; and

WHEREAS, at the January 2, 2024, the City Council determined that it is in the City's best interest to fill the position of Council Member by appointment; and

WHEREAS, at the Council meeting on February 6, 2024, the Council considered three applications and selected _____ as the appointee; and

WHEREAS, the appointee will serve until a council member is elected for this position for as a result of the November 2024 election.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Colusa as follows:

1. The City Council hereby appoints _____ to serve as a Council Member for the City of Colusa. The appointee will serve until a Council Member is elected for this position as a result of the November 2024 election.
2. This Resolution shall take effect immediately after its passage.

Passed and adopted this 6th day of February 2024 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN

DANIEL VACA, MAYOR

ATTEST:

City Clerk, Shelly Kittle

CITY OF COLUSA

Item 11.

RECEIVED

APPLICATION TO FILL THE VACANCY OF COUNCIL MEMBER SEAT UNTIL THE NOVEMBER 5, 2024 GENERAL ELECTION

JAN 08 2024

APPLICATION DUE TO THE CITY CLERK BY JANUARY 30, 2024

CITY OF COLUSA

Name: Richard L. Ragudo Jr
Address: [REDACTED] Main Street Colusa CA 95932
Phone: 530-566-[REDACTED]

To be eligible for appointment you must be 18 years of age, reside in the City of Colusa and be a registered voter. You are expected to attend and participate in regular Council meetings held the first and third Tuesdays of each month in the City Hall Council Chambers. If appointed, you will be required by State law to complete Statement of Economic Interests forms that will be available for public review.

Briefly, state your interest in serving on the City Council and give a summary of your education, experience and/or qualifications:

My interest in serving on the City Council stems from my dedication to the community itself and its members. I have been a resident for nearly fifteen years now and in that time I have served children, adults, and Seniors. I have coached basketball, baseball, and football locally. I also Co-Founded Indigenous Circles United 501 C3, and Community Center, which focused on Youth Services and Vocational Training. My degree in Behavioral and Social Sciences and experience as President of the Indigenous Peoples Club and the Associated Student government member as well as President and C.E.O. of I.C.U. lends to my knowledge of Roberts rules of order and leadership abilities. I have also been a small business Owner for Ten Years. I'm dedicated to preserving the past, sustaining the present, and building the future.
I, the undersigned, state that I fulfill all the requirements listed above, and that I wish to have my name considered for appointment to the City Council.

[Signature]
Applicant signature

1/8/2023
Date

JAN 11 2024

CITY OF COLUSA

CITY OF COLUSA

APPLICATION TO FILL THE VACANCY
OF COUNCIL MEMBER SEAT UNTIL THE NOVEMBER 5, 2024 GENERAL ELECTION**APPLICATION DUE TO THE CITY CLERK BY JANUARY 30, 2024**

Name: Dave Markss
Address: [REDACTED] Woodhaven Drive, Colusa
Phone: (530) 458-[REDACTED]

To be eligible for appointment you must be 18 years of age, reside in the City of Colusa and be a registered voter. You are expected to attend and participate in regular Council meetings held the first and third Tuesdays of each month in the City Hall Council Chambers. If appointed, you will be required by State law to complete Statement of Economic Interests forms that will be available for public review.

Briefly, state your interest in serving on the City Council and give a summary of your education, experience and/or qualifications:

I am requesting an appointment to the Colusa City Council not because I believe the current Council isn't effective, but because I believe I can augment the work of the existing Council. I can provide a different perspective, one based upon my years of service to others. I served our Country in the United States Marine Corps. I served our City and County with 50 years of simultaneous service- 30 years in local law enforcement and 20 years as a volunteer firefighter. The protection of our community is very, very important to me. I continue to serve as an active member of the Colusa Lions Club and American Legion. I have always answered the call for service, including, but not limited to, the Colusa Athletic Foundation, Colusa City Planning Commission (Chairman), Egling Middle School Site Council, Colusa High School Cheer Team Dad, and many professional organizations.

I previously served on the Colusa City Council, serving my complete 4-year term. I was **not** voted out of office. I am versed in the nuances of City government and have previous positive working relationships with many of the City staff and Council members. I believe in a sound fiscal budget and have a willingness to work well with others and tackle difficult tasks.

Colusa is where I chose to live, having lived here for 40 years. My wife was born and raised in Colusa County. Our daughter was raised in Colusa, and now she's raising her family here because of the atmosphere and people in this town. I strive to protect our town so that future generations can enjoy the wonderful opportunities here. It is my goal to represent all citizens of Colusa, and to provide a better City environment for everyone.

I, the undersigned, state that I fulfill all the requirements listed above, and that I wish to have my name considered for appointment to the City Council.


Applicant signature

1-11-2024
Date

JAN 29 2024

CITY OF COLUSA

APPLICATION TO FILL THE VACANCY OF COUNCIL MEMBER SEAT UNTIL THE NOVEMBER 5, 2024 GENERAL ELECTION

APPLICATION DUE TO THE CITY CLERK BY JANUARY 30, 2024

Name: Joshua Hill
Address: [REDACTED] Fremont Street Colusa CA 95932
Phone: (530) [REDACTED]

To be eligible for appointment you must be 18 years of age, reside in the City of Colusa and be a registered voter. You are expected to attend and participate in regular Council meetings held the first and third Tuesdays of each month in the City Hall Council Chambers. If appointed, you will be required by State law to complete Statement of Economic Interests forms that will be available for public review.

Briefly, state your interest in serving on the City Council and give a summary of your education, experience and/or qualifications:

Please see attached page.

I, the undersigned, state that I fulfill all the requirements listed above, and that I wish to have my name considered for appointment to the City Council.

[Signature]
Applicant signature

Date

My name is Joshua Hill, I am a fourth generation Colusan, a third generation homebuilder, my wife Mallory and I have two beautiful daughters. I attended Santa Rosa, Junior College and Southern Oregon University. Where I studied communications and played soccer for both colleges.

I have six years of service on city Council with two years served as mayor during Covid , I have experience working alongside our local businesses and the Chamber of Commerce. I see the necessity to have good Policy to grow our local economy and help the current businesses we have flourish. I also recognize Colusa's need for growth.

I have been a liaison to most city departments over my time on council and participated on the county Department Of Transportation and transit agency. I have been a Rotary service club member for the last seven years, I have always supported our need for our city's recreation department, and I firmly believe this leads to helping ensure our cities youth thrive and am proud of how far the city's programs have come giving our kids a chance for safe, healthy, fun. I have continued to stay up to date on council agenda items which I believe will aid in a seamless transition if I am appointed to council.

I love this amazing city we all call home. I pledge to work fairly and honestly with each of you already on council I promised to work hard and give the job my all. I love the public service that city council provides. I believe public service through council gives us an avenue to help improve the lives in and the lifestyle of our beloved city. Thank you for considering me for the appointment position. I look forward to working with you all.

Joshua Hill

A handwritten signature in black ink, appearing to read 'Joshua Hill', with a stylized, flowing script.



City of Colusa California

STAFF REPORT

DATE: February 6, 2024
TO: Mayor and Members of the Council
FROM: Sadie Ash, Grant Writer

AGENDA ITEM: R.A.I.S.E. Grant Application

Recommendation:

Council to discuss and advise on completing a RAISE grant application, due February 28, 2024.

BACKGROUND ANALYSIS: The City of Colusa applied for the Department of Transportation (DOT) RAISE Grant in 2022 and 2023, utilizing the "Safe Schools" project. Both years, the City of Colusa was not awarded the application request of \$13M and \$19M. City Staff and Council discussed the next steps for RAISE funding opportunities using the score and feedback received by DOT. Overarching discussion was to work on building a new project, specifically around Market Street, to have a project that is better in line with the goals of 'Rebuilding America's Infrastructure with Sustainability and Equity' opportunity.

BUDGET IMPACT: \$2,600.00

STAFF RECOMMENDATION: Council to give direction to Grant Writer on moving forward with completion of Grant Application.

ATTACHMENTS:

RAISE 2024 NOFO
RAISE 2023 Fact Sheet (2023 Awarded Projects)

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Notice of Funding Opportunity for Fiscal Year (FY) 2024

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program

AGENCY: Office of the Secretary (OST), US Department of Transportation (DOT)

ACTION: Notice of Funding Opportunity (NOFO)

SUMMARY OVERVIEW OF KEY INFORMATION: RAISE Grant Opportunity	
Issuing Agency	Office of the Secretary, US Department of Transportation
Program Overview	RAISE grants will be awarded on a competitive basis, per statute, for planning or constructing surface transportation infrastructure projects that will improve safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation.
Objective	<ul style="list-style-type: none"> • Invest in surface transportation that will have a significant local or regional impact; and • Support projects that are consistent with the Department's strategic goals: improve safety, economic strength and global competitiveness, equity, and climate and sustainability.
Eligible Applicants	<ul style="list-style-type: none"> • States • District of Columbia • any territory or possession of the United States • a unit of local government • a public agency or publicly chartered authority established by one or more States • a special purpose district or public authority with a transportation function, including a port authority • a Federally recognized Indian Tribe or a consortium of such Indian Tribes • a transit agency • a multi-State or multijurisdictional group of entities that are separately eligible
Eligible Project Types	<ul style="list-style-type: none"> • highway or bridge projects eligible under title 23, United States Code • public transportation projects eligible under chapter 53 of title 49, United States Code

	<ul style="list-style-type: none"> • passenger and freight rail transportation projects eligible under title 49 • port infrastructure investments (including inland port infrastructure and land ports of entry) • the surface transportation components of an airport project eligible for assistance under part B of subtitle VII of title 49, United States Code • intermodal projects whose components are otherwise an eligible project type • projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the RAISE program • projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government • any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program
Funding	Infrastructure Investment and Jobs Act (Pub. L. 117-58, November 15, 2021, “Bipartisan Infrastructure Law,” or “BIL”) provides \$1.5 billion annually for FY 2022 – 2026
Deadline	<ul style="list-style-type: none"> • FY 2024 Deadline: February 28, 2024 at 11:59 pm Eastern • FY 2025 Deadline: January 13, 2025 at 11:59 pm Eastern • FY 2026 Deadline: January 13, 2026 at 11:59 pm Eastern

This notice describes the application requirements, selection and evaluation criteria, and applicable program and Federal requirements.

ASSISTANCE LISTING NUMBER: 20.933 National Infrastructure Investments

DATES: Applications must be submitted by 11:59 PM Eastern on **February 28, 2024**

WEBINAR: OST plans to conduct outreach regarding the FY 2024 RAISE NOFO in the form of webinars. The webinar schedule will be posted when available on the [RAISE outreach webpage](#).¹

ADDRESSES: Applications must be submitted through [Grants.gov](#)

FOR FURTHER INFORMATION CONTACT: DOT will not review applications in advance of their submission but RAISE program staff are available for questions. For further information concerning this notice, please contact the RAISE grant program staff via e-mail at RAISEgrants@dot.gov or call Andrea Jacobson at 202-366-9603. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will regularly

¹ <https://www.transportation.gov/RAISEgrants/outreach>

post answers to questions and requests for clarifications on the [FAQ website](#)² as well as information about webinars for further guidance on the [RAISE program website](#).³

SUPPLEMENTARY INFORMATION: The organization of this notice is based on an outline set forth in Appendix I to Title 2 of the Code of Federal Regulations (CFR), Part 200, to ensure consistency across Federal financial assistance programs. Each section of this notice contains information and instructions relevant to the application process for these RAISE grants, and all applicants should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications.

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² <https://www.transportation.gov/RAISEgrants/raise-application-faqs>

³ <https://www.transportation.gov/RAISEgrants/outreach>.

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Section A - Program Description

1. Overview

The Infrastructure Investment and Jobs Act (Pub. L. 117-58, November 15, 2021, “Bipartisan Infrastructure Law,” or “BIL”) authorized and appropriated \$1.5 billion annually to be awarded by the Department of Transportation (“DOT”) 2022 – FY 2026 for Local and Regional Project Assistance Program Grants under National Infrastructure Investments. The program is codified at 49 U.S.C. 6702.

The BIL requires the DOT to publish a Notice of Funding Opportunity (NOFO) no later than 60 days after funds are made available for the program, which for FY 2024 is November 30, 2023. In order to comply with this requirement, this NOFO solicits applications for projects to be funded under the Local and Regional Project Assistance Program, known as the RAISE Grants program.

If the FY 2024 Appropriations Act, or other subsequent Acts, provide additional funding or significantly alter requirements for the RAISE Grant program, the Department will amend this Notice with guidance on additional requirements.

The FY 2024 – 2026 rounds of RAISE will be implemented, as appropriate and consistent with law, in alignment with the priorities in Executive Order 14052, *Implementation of the*

Infrastructure Investments and Jobs Act (86 FR 64355), which are to invest efficiently and equitably, promote the competitiveness of the U.S. economy, improve job opportunities by focusing on high labor standards, strengthen infrastructure resilience to all hazards including climate change, and to effectively coordinate with State, local, Tribal, and territorial government partners.

2. Program Goals and Objectives

The goal of the RAISE program is to fund eligible surface transportation projects that will have a significant local or regional impact that advance the Departmental priorities of safety, equity, climate and sustainability, and workforce development, job quality, and wealth creation, consistent with law, and as described in the Department's [Strategic Plan](#)⁴ and in executive orders.

The Department seeks to fund projects under the RAISE program that reduce greenhouse gas emissions in the transportation sector; incorporate evidence-based climate resilience measures and features; avoid adverse environmental impacts to air or water quality, wetlands, and endangered species; and address the disproportionate negative environmental impacts of transportation on disadvantaged communities, consistent with Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad* (86 FR 7619).

In addition, the Department seeks to award projects under the RAISE program that proactively evaluate whether a project will create proportional impacts to all populations in a project area and increase equitable access to project benefits, consistent with Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* (86 FR 7009).

The Department also seeks to award projects that address environmental justice, particularly for communities that have experienced decades of underinvestment and are most impacted by climate change, pollution, and environmental hazards, consistent with Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad* (86 FR 7619). The RAISE program advances President Biden's [Justice40 Initiative](#) which set the goal that 40 percent of the overall benefits of certain climate, clean energy, and other covered Federal investments flow to disadvantaged communities.

In addition, the Department intends to use the RAISE program to support the creation of good-paying jobs with the free and fair choice to join a union and the incorporation of strong labor standards and training and placement programs, especially registered apprenticeships, in project planning stages, consistent with Executive Order 14025, *Worker Organizing and Empowerment* (86 FR 22829), and Executive Order 14052, *Implementation of the Infrastructure Investment and Jobs Act* (86 FR 64335). The Department also intends to use the RAISE program to support wealth creation, consistent with the Department's Equity Action Plan, through the inclusion of local inclusive economic development and entrepreneurship such as the utilization of Disadvantaged Business Enterprises or 8(a) firms.

⁴ See U.S. Department of Transportation Strategic Plan FY 2022–2026 at <https://www.transportation.gov/dot-strategic-plan>.

The BIL included provisions for Metropolitan Planning Organizations to consider integrating transportation planning, housing, employment opportunities, and economic development strategies.⁵ The Department strongly encourages applicants to utilize these new planning coordination opportunities in their proposed projects and describe them in their applications.

Note, the RAISE program can only fund the surface transportation infrastructure elements of a project that may also include housing, employment opportunities, and economic development strategies.

Section E of this NOFO, which outlines FY 2024 RAISE Grant merit criteria, describes the process for selecting projects that further these goals. Section F.3 describes progress and performance reporting requirements for selected projects, including the relationship between that reporting and the program’s selection criteria.

The FY 2024 RAISE NOFO includes a Reconnecting Communities and Neighborhoods (RCN) Program Extra element. Applications for the FY 2024 RAISE grant program that have identical project scope to applications that were submitted and evaluated under the FY 2023 Reconnecting Communities Neighborhoods Program competition and received the designation of “RCN Program Extra,” will automatically advance for second-tier analysis if they receive an overall merit rating of “Recommended” and have at least one “High” rating in a priority criterion. See Section E.2. The Department expects projects that rated well under the FY 2023 RCN Program criteria will do well under the FY 2024 RAISE program criteria. Applicants should note in the FY 2024 RAISE Project Information Form whether their FY 2024 RAISE application was also submitted under the FY 2023 RCN competition and received a RCN Program Extra designation.

3. Changes from the FY 2023 NOFO

This FY 2024 RAISE NOFO makes changes from the FY 2023 RAISE NOFO to:

- Simplify the NOFO with the use of plain language and tables to organize information.
- Refine the merit criteria rating rubric. For example, this NOFO provides more examples of project elements that align with a “High” rating under Safety, Environmental Sustainability, and Innovation. Please see the merit criteria rating rubric in Section E for more details.
- Clarify what applicants should provide in the Project Budget document for the Financial Completeness Review.
- Update data used to determine Urban, Rural, and Areas of Persistent Poverty designations, and uses the Climate & Economic Justice Screening Tool (CEJST), created by the White House Council on Environmental Quality (CEQ), to identify Historically Disadvantaged Communities.

In addition to providing the application, obligation, and expenditure deadlines for FY 2024 funding, the Department outlines the application, obligation, and expenditure deadlines for FY

⁵See BIL div. A § 11201., *Transportation Planning*, which amends 23 U.S.C. 134.

2025 and 2026 funding for awareness. The Department intends to publish subsequent NOFOs for FY 2025 and 2026, which may incorporate additional changes as necessary and appropriate.

Additionally, FY 2024 Projects of Merit, which are Highly Rated applications not selected for award, will automatically be carried forward for consideration under FY 2025 RAISE funding. However, if there are any changes to the FY 2024 project being considered in the FY 2025 round, including but not limited to scope, schedule, and budget, an applicant must submit an amendment to the application by the FY 2025 application deadline in order to be considered. Applicants are encouraged to submit a summary of all changes with the updated application. The applicant is also responsible for updating an application should the FY 2025 RAISE NOFO include program or policy changes from this FY 2024 NOFO.

Applicants who are planning to re-apply for the RAISE program using materials prepared for prior competitions should ensure that their prior application fully addresses the criteria and considerations described in this Notice and that all relevant information is up to date and submitted in the proper format outlined in Section D.

Section B - Federal Award Information

1. Amount Available

The BIL authorized and appropriated \$1.5 billion to be awarded by the Secretary for RAISE grants under the Local and Regional Project Assistance Program for FY 2024.

2. Award Size

For capital grants, the minimum RAISE grant award is \$5 million in urban areas and \$1 million in rural areas. There is no minimum award amount for planning grants. The maximum grant award for capital and planning grants is \$25 million.

If selected for award, the Department may decrease the RAISE funding request amount if some elements of the project are ineligible or to comply with statutory set asides such as awarding funding evenly between projects located in rural and urban areas.

3. Restrictions on Funding

No more than 15 percent (or \$225 million) made available for RAISE grants may be awarded to projects in a single State. DOT must award at least 5 percent (or \$75 million) to planning projects and at least 11 percent (or \$15 million) to projects located in historically disadvantaged communities or areas of persistent poverty. Not more than 50 percent of the funds provided for RAISE grants (or \$750 million) shall be awarded to rural projects (as defined in section C.4) and not more than 50 percent of the funds provided for RAISE grants (or \$750 million) shall be awarded to urban projects (as defined in section C.4). The Department may retain up to \$30 million for oversight and administration of grants.

The Department may use up to 20 percent of available funds (or \$300 million) to pay the subsidy and administrative costs of a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) or Railroad Rehabilitation and Improvement Financing (RRIF) programs, particularly transit and transit-oriented development

(TOD) projects. Note, applicants must apply to both the RAISE program and TIFIA or RRIF loan to be eligible for the Department to pay for subsidy and administrative costs associated with credit assistance. In October 2022, the Secretary approved the “TIFIA 49 Initiative,” which authorizes transit and transit-oriented development (TOD) projects to borrow up to 49 percent of eligible project costs for projects that meet eligibility requirements. TIFIA loans have historically been capped at 33 percent of eligible project costs.

4. Availability of Funds

FY 2024 RAISE grant funds are available for obligation through September 30, 2028. Obligation occurs when a selected applicant and the Department enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, such as transportation planning and environmental review requirements for capital construction projects. Note, some grant recipients enter into phased obligations with the Department. Unless authorized by the Department in writing after announcement of FY 2024 RAISE awards, any costs incurred prior to the Department’s obligation of funds for a project (“pre-award costs”) are ineligible for reimbursement.⁶ FY 2024 RAISE funds must be expended (the grant obligation must be liquidated or paid out to the grant recipient) by September 30, 2033. After this date, unexpended funds are no longer available to the project.

In the table below, the Department outlines the different application deadlines as well as the obligation and expenditure deadlines for each year of funding.

BIL Fiscal Year Funding	BIL Funding Obligation Deadline	BIL Funding Expenditure Deadline
FY 2024	September 30, 2028	September 30, 2033
FY 2025	September 30, 2029	September 30, 2034
FY 2026	September 30, 2030	September 30, 2035

5. Previous RAISE/BUILD/TIGER

Recipients of RAISE (formerly named Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER)) grants may apply for funding to support additional phases of a project previously awarded funds in the RAISE/BUILD/TIGER program. However, to be competitive, the applicant should demonstrate the extent to which the previously funded project phase has met estimated project schedules and budget, as well as the ability to realize the benefits expected for the project. A previous RAISE/BUILD/TIGER award, or application, does not affect competitiveness under the FY 2024 RAISE competition.

⁶ Pre-award costs are costs incurred after award announcement, but directly pursuant to the negotiation of a grant agreement where such costs are necessary for efficient and timely performance of the scope of work, as determined by DOT. Costs incurred under an advance construction (23 U.S.C. 115) authorization before the DOT announces that a project is selected for a FY 2024 RAISE award cannot be charged to FY 2024 RAISE funds. Likewise, costs incurred under an FTA Letter of No Prejudice under Chapter 53 of title 49 U.S.C. before the DOT announces that a project is selected for a FY 2024 RAISE award, cannot be charged to FY 2024 RAISE funds.

C. Eligibility Information

1. Eligible Applicants

Eligible applicants for RAISE grants are: States and the District of Columbia; any territory or possession of the United States; a unit of local government; a public agency or publicly chartered authority established by one or more States; a special purpose district or public authority with a transportation function, including a port authority; a Federally recognized Indian Tribe or a consortium of such Indian Tribes; a transit agency; and a multi-State or multijurisdictional group of entities that are separately eligible. Federal agencies are not eligible applicants for the FY 2024 RAISE program.

Multiple States or jurisdictions may submit a joint application and should identify a lead applicant as the primary point of contact and also identify the primary recipient of the award. Joint applications should include a description of the roles and responsibilities of each applicant.

DOT expects that the eligible applicant submitting the application will administer and deliver the project. If the applicant seeks a transfer of the award to another agency, that intention should be made clear in the application and a letter of support from the otherwise eligible, designated entity should be included in the application.

2. Federal Cost Share

The Federal share of the costs of an eligible project carried out using a grant provided under the RAISE grant program shall not exceed 80 percent unless the project is located in a rural area, a historically disadvantaged community (HDC), or an area of persistent poverty (APP). Urban area and rural area are defined in Section C.4 of this notice. HDCs and APPs are defined in Section C.5.

Applicants should use the following equation when determining the cost share for their project:

$$\frac{(\text{RAISE Grant Request} + \text{Other Federal Funds})}{\text{Total Project Cost}} = \text{Federal Cost Share}$$

Federal cost share may not exceed 80 percent for urban projects that are not located in an APP or HDC.

For the RAISE Program, Total Project Cost means the sum of future eligible Federal and Non-Federal costs that have not yet been incurred. Total Project Cost cannot include any previously incurred costs.

The Department does not use an applicant's cost share when evaluating applications on merit. The Department considers an applicant's cost share during the evaluation and selection process only to confirm eligibility for urban projects that are not located in an APP or HDC.

Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, or private funds. The BIL also allows for the following Federal funds to be considered “non-Federal” for the purpose of the RAISE program: (A) tribal transportation program funds under section 202 of title 23; (B) Federal lands transportation program funds under section 203 of title 23; (C) TIFIA program funds (as defined in section 601(a) of title 23); and (D) Railroad Rehabilitation and Improvement Financing Program under chapter 224. Toll credits under 23 U.S.C. 120(i) are considered a Federal source under the RAISE program and, therefore, cannot be used to satisfy the statutory cost sharing requirement of a RAISE award. Unless otherwise authorized by statute, funds used to satisfy the non-Federal cost-share requirements of a different Federal program may not be counted as the non-Federal cost-share for both the RAISE grant and another Federal grant program. DOT will not consider previously incurred costs or previously expended or encumbered funds towards the non-Federal cost-share requirement for any project. Non-Federal cost-share funds are subject to the same Federal requirements described in Section F.2. as awarded funds. If repaid from non-Federal sources, Federal credit assistance is considered non-Federal share.

See Section D.2 for information about documenting cost sharing in the application.

For each project that receives a RAISE grant award, **the terms of the award will require the recipient to complete the project using at least the level of non-Federal funding that was specified in the application. If the actual costs of the project are greater than the costs estimated in the application, the recipient will be responsible for addressing the funding shortfall and maintaining the level of non-Federal funding stated in the application.** If the actual costs of the project are less than the costs estimated in the application, the Department will generally reduce the Federal contribution to ensure federal cost share requirements are met.

3. Eligible Projects

Capital Projects

Eligible projects for RAISE grants are surface transportation capital projects within the United States⁷ or any territory or possession of the United States that are: (1) highway or bridge projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3) passenger and freight rail transportation projects; (4) port infrastructure investments (including inland port infrastructure and land ports of entry); (5) the surface transportation components of an airport project eligible for assistance under part B of subtitle VII of title 49, United States Code;⁸ (6) intermodal projects whose component parts are otherwise an eligible project type; (7) projects to replace or rehabilitate a culvert or prevent

⁷ In addition to projects located in the United States, eligible projects for RAISE grants include projects that are necessary for reconstruction of the Alaska Highway from the Alaskan border at Beaver Creek, Yukon Territory, to Haines Junction in Canada and the Haines Cutoff Highway from Haines Junction in Canada to Haines, Alaska, as provided in 23 U.S.C. 218.

⁸ Eligible surface transportation components of eligible airport projects are those projects listed in “Appendix P: Road and Surface Transportation Projects” of the Airport Improvement Program (AIP) handbook, available at https://www.faa.gov/airports/aip/aip_handbook/?Chapter=Appendix#PP00. For more details on airport project eligibility, please see the Frequently Asked Questions at <https://www.transportation.gov/RAISEgrants/raise-application-faqs>.

stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the RAISE program; (8) projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government; and (9) any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program.⁹

The Secretary considers the following projects necessary to advance the goals of the program, and therefore eligible: public road and non-motorized projects that are not otherwise eligible under title 23, United States Code; surface transportation components of transit-oriented development projects; and surface transportation components of mobility on-demand projects that expand access and reduce transportation cost burden.

If an application includes right-of-way acquisition, the project will be considered a capital project. Projects that include right-of-way acquisition should include a timeline for construction.

The following projects are not considered necessary to advance the goals of the program, and, therefore, they are ineligible: school bus electrification and broadband deployment as a standalone project. Furthermore, improvements to Federally owned facilities are ineligible under the FY 2024 RAISE program, unless they are projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government. If a project type is not described as explicitly eligible or ineligible above, then applicants should explain in their application why the project is necessary to advance the goals of the program, and the Department will determine eligibility on a case-by-case basis.

Research, demonstration, or pilot projects are eligible only if they will result in long-term, permanent surface transportation infrastructure that has independent utility as defined in Section C.6.

Planning Projects

Activities eligible for funding under RAISE planning grants are related to the planning, preparation, or design—for example environmental analysis, equity analysis, community engagement, feasibility studies, benefit-cost analysis, and other pre-construction activities—of eligible surface transportation capital projects described in Section C.3 that will not result in construction with RAISE FY 2024 funding.

In addition, activities eligible for RAISE planning grants include those related to multidisciplinary projects or regional planning, such as: (1) development of master plans, comprehensive plans, transportation corridor plans, and integrated economic development, land use, housing, and transportation plans; (2) zero emissions plan for transit fleet; (3) planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic; (4) planning

⁹DOT may award a RAISE grant to pay for the surface transportation components of a broader project that has non-surface transportation components, and applicants are encouraged to apply for RAISE grants to pay for the surface transportation components of these projects. However, costs for non-surface transportation components are not eligible to count as matching funds for the RAISE grant.

activities related to zero emissions goods movement; (5) development of port and regional port planning, including State-wide or multi-port planning within a single jurisdiction or region; and (6) risk assessments and planning to identify vulnerabilities and address the transportation system's ability to withstand probable occurrence or recurrence of an emergency or major disaster.

As stated above, projects that include right-of-way acquisition are capital projects and, therefore, not eligible for RAISE planning grants.

4. Definition of Rural and Urban Areas

Rural and urban definitions are different in other DOT programs. For the RAISE program:

Urban - A project is designated as urban if it is located within (or on the boundary of) a Census-designated urban area¹⁰ that had a population greater than 200,000 in the 2020 Census.¹¹

Rural - A project is designated as rural if it is located outside a Census-designated urban area that had a population greater than 200,000 in the 2020 Census.

The Department will have an interactive map on the [RAISE website](#) to show Census-designated urban areas with populations greater than 200,000 in the 2020 Census.

A project located in both an urban and a rural area will be designated as urban if the majority of the project's costs will be spent in urban areas. Conversely, a project located in both an urban area and a rural area will be designated as rural if the majority of the project's costs will be spent in rural areas. For RAISE planning grants, the location of the project being planned, prepared, or designed will be used for the urban or rural designation.

This definition affects four aspects of the program: (1) not more than 50 percent (or \$750 million) of the funds provided for RAISE grants are to be used for projects in rural areas; (2) not more than 50 percent (or \$750 million) of the funds provided for RAISE grants are to be used for projects in urban areas; (3) for a capital project in a rural area, the minimum award is \$1 million, while the minimum capital award for urban areas is \$5 million; and (4) the Secretary may increase the Federal share above 80 percent to pay for the eligible costs of a project in a rural area.

5. Areas of Persistent Poverty and Historically Disadvantaged Communities

The definition for Areas of Persistent Poverty is found in the RAISE statute:

Areas of Persistent Poverty (APP) – (1) any county that has consistently had greater than or equal to 20 percent of the population living in poverty during the 30-year period

¹⁰ Lists of 2020 UAs as defined by the Census Bureau are available on the Census Bureau website at <https://www.census.gov/geographies/reference-maps/2020/geo/2020-census-urban-areas.html>.

¹¹ For the purpose of this NOFO, the definition of urban and rural is based on the 2020 Census-designated urbanized areas. The Department is required by the BIL to use the most recent decennial census information. See <https://www.transportation.gov/RAISEgrants/urbanized-areas> for a list of 2020 Census-designated UAs.

preceding November 15, 2021, as measured by the 1990 and 2000¹² decennial census and the most recent annual Small Area Income Poverty Estimates as estimated by the Bureau of the census; (2) any census tract with a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census;¹³ or (3) any territory or possession of the United States. A county satisfies this definition only if 20 percent of its population was living in poverty in all three of the listed datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the 2021 Small Area Income Poverty Estimates.¹⁴ DOT will list all counties and census tracts that meet this definition for Areas of Persistent Poverty [RAISE website](#) as well as provide an interactive map on the [RAISE website](#).¹⁵

The definition of historically disadvantaged communities follows the Justice40 Interim Guidance Addendum, issued by the White House Office of Management and Budget (OMB), White House Council on Environmental Quality (CEQ), and Climate Policy Office (CPO):¹⁶

Historically Disadvantaged Communities (HDC) – (1) any census tract or tracts identified as disadvantaged in the [Climate & Economic Justice Screening Tool \(geoplatform.gov\)](#) (CEJST),¹⁷ created by CEQ, which identifies such communities that have been marginalized by underinvestment and overburdened by pollution.; (2) any Federally Recognized Tribe or Tribal entity, whether or not they have land. DOT will list all census tracts that meet this definition for Historically Disadvantaged Communities as well as provide an interactive map on the [RAISE website](#).

6. Project Components

An application may describe a project that contains more than one component and may describe components that may be carried out by parties other than the applicant. The Department expects, and will impose requirements on recipients to ensure, that all components included in an application will be delivered as part of the RAISE project, regardless of whether a component includes Federal funding.

The status of each component should be clearly described (for example, in the project schedule). The Department may award funds for a component, instead of the larger project, if that component: (1) independently meets minimum award amounts described in [Section B](#) and all eligibility requirements described in [Section C](#); (2) independently aligns well with the selection criteria specified in Section E.1; and (3) meets National Environmental Policy Act (NEPA) requirements with respect to independent utility. Independent utility means that the component

¹² See <https://www.census.gov/data/tables/time-series/dec/census-poverty.html> for county dataset.

¹³ See

<https://data.census.gov/cedsci/table?q=ACSST1Y2018.S1701&tid=ACSST5Y2018.S1701&hidePreview=false> for 2014-2018 five year data series from the American Community Survey

¹⁴ On December 15, 2022, the 2021 Small Area Income Poverty Estimates (SAIPE) Dataset was published at <https://www.census.gov/data/datasets/2021/demo/saipe/2021-state-and-county.html>.

¹⁵ www.transportation.gov/RAISEgrants/raise-app-hdc

¹⁶ M-23-09 (Jan. 2023), https://www.whitehouse.gov/wp-content/uploads/2023/01/M-23-09_Signed_CEQ_CPO.pdf.

¹⁷ <https://screeningtool.geoplatform.gov/en/>

will represent a transportation improvement that is usable and represents a reasonable expenditure of DOT funds even if no other improvements are made in the area and will be ready for intended use upon completion of that component's construction. All project components that are presented together in a single application must demonstrate a relationship or connection between them. See Section D.2 for Required Approvals.

Applicants should be aware that, depending upon the relationship between project components and applicable Federal law, DOT funding of only some project components may make other project components subject to Federal requirements as described in Section F.2.

DOT strongly encourages applicants to identify in their applications the project components that have independent utility and separately detail costs and requested RAISE grant funding for those components. If the application identifies one or more independent project components, the application should clearly identify how each independent component addresses selection criteria and produces benefits on its own, in addition to describing how the full proposal, of which the independent component is a part, addresses selection criteria.

7. Application Limit

Each lead applicant may submit no more than three applications. Unrelated project components should not be bundled in a single application for the purpose of adhering to the limit. If a lead applicant submits more than three applications as the lead applicant, only the first three received will be considered.

D. Application and Submission Information

1. Address to Request Application Package

All application materials may be found on Grants.gov at www.grants.gov. Instructions for submitting applications can be found on the [RAISE program website](#)¹⁸ along with forms and attachments required for submission.

2. Content and Form of Application Submission

All applications must be submitted electronically through Grants.gov at www.grants.gov. The Department expects the application to include these files in the following order, using the following file names:

Information	File Name	NOFO Section	Page Limit
SF-424	SF-424	D.2	N/A
Project Information Form (Excel file)	FY 2024 RAISE Project Information Form	D.2	N/A
Project Description	Project Description	D.2	5 pages
Project Location File	Project Location File	D.2	N/A
Project Budget	Project Budget	D.2	5 pages

¹⁸ <https://www.transportation.gov/RAISEgrants/apply>

Funding Commitment Documentation	Funding Commitments	D.2	N/A
Merit Criteria	Merit Criteria Narrative	D.2 and E.1	15 pages
Project Readiness	Project Readiness	D.2 and E.1	5 pages
Benefit-Cost Analysis Narrative (capital projects only)	BCA Narrative	D.2 and E.1	N/A
Benefit-Cost Analysis Calculations (capital projects only, unlocked Excel file)	BCA Calculations	D.2 and E.1	N/A
Letters of Support (Optional)	Letters Of Support	D2 and E.1	N/A

The Department expects the application files be prepared with standard formatting preferences (a single-spaced document, using a standard 12-point font such as Times New Roman, with 1-inch margins), and documents should be submitted in PDF, unless otherwise specified (i.e., project information form should be in Excel, project location map files can be Shapefiles, GeoJSON, KML or KMZ, and the BCA calculations should be submitted in Excel).

The application files should collectively include all information necessary for the Department to determine that the project satisfies project requirements described in Sections B and C and to assess the selection criteria specified in Section E.1. The Department expects applications to be complete upon submission.

The Department may ask any applicant to supplement data in its application, but an applicant is not required to do so. Unsupported claims related to the selection criteria (merits, project readiness, economic benefits, etc.) will negatively affect competitiveness of the application, as described throughout Section E.2.

Supporting documents may be attached in addition to the listed files, but merit criteria evaluators are not required to review supporting documents attached to the application or provided on websites as part of the merit criteria review described in Section E.

The Department expects application files to include the following detailed information:

Standard Form 424

The SF-424 Application for Federal Assistance must be completed. Applicants may leave the following fields on the form blank: 3, 4, 5a, 5b, 6, 7, 11, 13, and 14. A number of separate files must be attached in Item 15 to provide required project information that is not included in the body of the SF-424.

FY 2024 RAISE Project Information Form

The project information form can be downloaded from Grants.gov or from the RAISE program website at <https://www.transportation.gov/RAISEgrants/apply>. The FY 2024 RAISE Project Information Form on will be used to determine applicant and project eligibility for the program as described in part C of this notice.

Information such as applicant name, RAISE amount requested, other Federal funding, non-Federal funding, etc. may be requested in varying degrees of detail on both the SF-424 and the FY 2024 RAISE Project Information Form. Applicants must fill in all fields unless stated otherwise on the forms.

a. Project Description

This file must provide a description of the project that is to be planned or constructed and should include a detailed statement of work that focuses on the technical and engineering aspects of the project, the current design status of the project, the transportation challenges that the project is intended to address, and how the project is expected address those challenges. This file may also discuss the project's history, including a description of any previously completed components. The applicant may use this file to place the project into a broader context of other transportation infrastructure investments being pursued by the applicant.

This file should also describe the project location in a narrative fashion, including a detailed geographic description of the proposed project and map(s) of the project's location, to supplement the geographic project map provided in the project location file. The project location description should narratively identify:

- **Area of Persistent Poverty** - Indicate whether the project is located in an Area of Persistent Poverty, including the relevant County and/or census tract(s);
- **Historically Disadvantaged Community** – Indicate whether the project is located in a Historically Disadvantaged Community based on the [Climate & Economic Justice Screening Tool](#) (CEJST); and
- **Urban areas** – Indicate the Census-designated urban area in which the project is located.

b. Project Location

Applicants should submit one of the following file types for project location identification. This will be used to verify the urban/rural designation and the APP/HDC designations described in the Project Description file. These location designations, together with budget information, could affect eligibility under the FY 2024 RAISE grants program, as described in NOFO Section C. Therefore, accuracy in the location file is important. Acceptable file types are: Shapefile (compressed to a .zip file containing at least the .shp, .shx, .dbf, and .prj components of the Shapefile), GeoJSON, KML, or KMZ. Applicants may use [Google Earth](#), a publicly available online mapping tool, to prepare a KML file. **These spatial files should include only the direct physical location of the project, and not a broad service area or area of impact.**

c. Project Budget

This file should describe the budget for the RAISE project using tables as well as include a narrative section. The RAISE project budget should show **future eligible project costs** and should not include any previously incurred expenses.

The RAISE project budget table should show the **total project cost** broken into different funding sources by major project activity or cost classification and present those amounts in dollars and percentages. Funding sources should be grouped into three categories: (1) RAISE funding request; (2) other Federal funds; and (3) non-Federal Funds. Identify the specific funding amount, type (grant, loan, bond, etc.), and source of all funds. If multiple non-federal and other-federal funding are being utilized, identify each specific source by name and the amount that source will contribute to the project's budget. The RAISE project budget table should also show that the project satisfies the statutory cost share or non-federal funds matching requirements described in Section C.2 if applicable.

If needed, the Department may request additional budget information to clarify an application. The Department encourages applicants to submit the most relevant and complete information they can provide.

If the project contains **components**,¹⁹ the budget should separate the costs of each project component.

Table 1:

	[Component 1]	[Component 2]	Total Funding
Funding Source	Funding Amount	Funding Amount	
RAISE Funds:	[\$XXX]	[\$XXX]	[\$XXX]
Other Federal Funds:	[\$XXX]	[\$XXX]	[\$XXX]
Non-Federal Funds:	[\$XXX]	[\$XXX]	[\$XXX]
Total Project Cost:	[\$XXX]	[\$XXX]	[\$XXX]

If there is only a single component, remove "Component 2" column. If there are more than 2 components, add columns.

Applicants should complete and include the following tables in their project budget file. The Department will use these tables to determine where the majority of project costs occur for the purposes of making APP, HDC, and Urban designations. The total project cost listed in Tables 2a, 2b, and 2c should match the total project cost listed on the SF 424 and the FY 2024 RAISE Project Information Form. Applicants should refer to the [Grant Project Location Verification](#) mapping tool to identify census tracts and urban designations.

Table 2a:

Note: Please refer to the *Census Tracts (2020 Census)* layer in the [Grant Project Location Verification](#) mapping tool to identify 2020 Census tracts.

¹⁹ "Project components" means separate projects activities are scheduled to be completed at the same time.

2020 Census Tract(s)	Project Costs per Census Tract
[XX.XX]	\$
[XX.XX]	\$
[XX.XX]	\$
[XX.XX]	\$
[XX.XX]	\$
[XX.XX]	\$
[XX.XX]	\$
[XX.XX]	\$
[XX.XX]	\$
	Total Project Cost: \$

Add more rows for additional census tracts, if needed.

Table 2b:

Note: Please refer to the *Disadvantaged Census Tracts from CEJST (2010 Census)* layer in the [Grant Project Location Verification](#) mapping tool to identify 2010 Census tracts.

2010 Census Tract(s)	Project Costs per Census Tract
[XX.XX]	\$
[XX.XX]	\$
[XX.XX]	\$
[XX.XX]	\$
[XX.XX]	\$
[XX.XX]	\$
[XX.XX]	\$
[XX.XX]	\$
[XX.XX]	\$
	Total Project Cost: \$

Add more rows for additional census tracts, if needed.

Table 2c:

Note: Please refer to the *Census Designated Urban areas with Population of More than 200,000 (2020 Census)* layer in the [Grant Project Location Verification](#) mapping tool to identify urban areas.

Urban/Rural	Project Costs
Urban (2020 Census-designated urban area with a population greater than 200,000)	\$
Rural (Located outside of a 2020 Census-designated urban area with a population greater than 200,000)	\$
	Total Project Cost: \$

The project budget narrative should include:

- **Sources, Uses, and Availability** – Provide complete information on how all capital or planning project funds may be used, their availability, and documented funding commitments. For example, if a source of funds is available only after a condition is satisfied, the application should identify that condition and describe the applicant’s control over whether it is satisfied. Similarly, if a source of funds is available for expenditure only during a fixed period, the application should describe that restriction. Examples of documentation include, but are not limited to, a letter signed by a governing official or chief financial officer confirming the amount and source of funding, a page or pages from the STIP or TIP (please do not include a link to the entire STIP/TIP), a signed city ordinance, or a county administrator committing previously approved general obligation bonds.
- **Contingency Amount** – Indicate the specific contingency amount included in the budget to demonstrate there is sufficient funding to cover unanticipated cost increases and describe a plan to address potential cost overruns. Planning projects are not required to include a contingency amount but must describe a plan to address potential cost overruns.
- **Level of Design** – Indicate the degree of design completion (e.g., no design, 30, 60, 90 percent design) for which the cost was estimated in the case of a capital project;
- **Cost Estimates** – Indicate how, when, and by whom project costs were estimated. Cost estimates should be no older than a year from February 28, 2024. If older, please apply an inflation factor.
- **Cost Share or Non-Federal Funding Match** – Explain how the project budget satisfies the statutory cost share or non-federal funds matching requirements shown in the project budget table, if applicable.

The budget should clearly identify any expenses expected to be incurred between time of award and obligation because these expenses are not eligible for reimbursement, as described in Section B.4. Similarly, non-Federal funds incurred prior to obligation are not eligible to count as matching funds nor eligible to count towards meeting the level of non-Federal that is being committed in the application, as described in Section C.2. Unless authorized by the Department in writing after the Secretary’s announcement of FY 2024 RAISE awards, any costs that a recipient incurs before DOT executes a grant agreement for that recipient’s project are ineligible for reimbursement and are ineligible match for cost share requirements.

d. Merit Criteria

The merit criteria narrative file should demonstrate how the project aligns with each of the 8 statutory merit criteria described in Section E of this notice. The narrative should explain how and why the proposed transportation infrastructure project will address the surface transportation problem and achieve benefits under each criterion. To do this, applicants should:

- organize merit criteria in the order in which they are described in the Section E of the NOFO;
- address each criterion separately;
- identify the elements of the proposed project that align with items listed under each criterion under the merit rating rubric; and
- support estimated benefit claims with data, details, and/or qualitative descriptions

Applicants are encouraged to use the Department's [Equitable Transportation Community \(ETC\) Explorer \(arcgis.com\)](#) as a resource to describe how their project area is experiencing transportation related disadvantage as it relates to safety, affordable transportation options, pollution, access to good-paying jobs, climate change, and/or improving quality of life.

Insufficient information to assess any criterion will negatively impact the project rating. Applicants should note that merit reviewers will focus on this file and will not be required to reference links or the other files in the application package; therefore, **all relevant information to demonstrate alignment with the merit criteria, as described in Section E, should be included in this file.**

Guidance describing how the Department will evaluate projects against the Selection Criteria listed in Section E of this notice. Applicants should review that section before preparing their application.

e. Project Readiness

Project readiness describes an applicant's preparedness to move a proposed project forward once it receives a RAISE grant. The Project Readiness file should include information that, when considered with the project budget information, is sufficient for the Department to evaluate whether the project is reasonably expected to begin the capital or planning project in a timely manner and meet both the obligation and expenditure deadlines. Applicants can see a Project Readiness checklist on the [DOT Navigator website](#).²⁰ The Project Readiness file should include the following sections:

Project Schedule (capital and planning projects)

The Project Readiness file should include a detailed project schedule that identifies all major project activities and milestones. For capital projects, examples of such milestones include State and local planning approvals; start and completion of NEPA and other Federal environmental reviews and approvals, including permitting, design completion, right-of-way acquisition, approval of plans, specifications, and estimates; procurement; State and local approvals; project partnership and implementation agreements including agreements with railroads; and construction start and end. For planning projects, examples of milestones may include start dates, schedule for public engagement and completion dates. The schedule should be sufficiently detailed to demonstrate that:

- all necessary activities will be complete at least six months in advance of the obligation deadline²¹ to allow sufficient time for unexpected delays and not put the

²⁰ <https://www.transportation.gov/dot-navigator>

²¹ The statutory obligation deadline is September 30, 2028. The Department assesses risk against an earlier deadline of June 30, 2028 to allow time to complete administrative processing and address challenges before the statutory deadline.

- funds at risk of expiring before they are obligated;²²
- the capital project can begin construction upon obligation of grant funds and that those funds will be spent expeditiously once construction starts, with all funds expended by September 30, 2033;
 - all real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no right-of-way acquisition is necessary; and
 - the applicant will or has meaningfully sought community input through public involvement, particularly disadvantaged communities or other communities with environmental justice concerns that may be affected by the project where applicable.

Environmental Risk Assessment (capital projects only)

This section of the application should include sufficient information for the Department to evaluate whether the project is reasonably expected to begin construction in a timely manner consistent with all applicable local, State, and Federal requirements. To assist the Department's environmental risk review, the applicant should provide the information requested on project schedule, required approvals and permits, NEPA class of action and status, public involvement, right-of-way acquisition plans, risk and mitigation strategies.

Required Approvals

This section should provide:

- **Information about the NEPA status of the project.** If the NEPA process is complete, an applicant should indicate the date of completion, and provide a website link or other reference to the final Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared. If the NEPA process is underway, but not complete, the application should detail the type of NEPA review underway, where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the final agency action with respect to NEPA occurred more than 3 years before the application date, the applicant should describe a proposed approach for updating this material in accordance with applicable NEPA reconsideration requirements.
- **Information on reviews, approvals, and permits by other Federal and State agencies.** An application should indicate whether the proposed project requires reviews or approval actions by other agencies,²³ indicate the status of such actions, provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State, or local

²² Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements.

²³ Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

requirements, and when such approvals are expected. Applicants should provide a link or other reference to copies of any reviews, approvals, and permits prepared.

- **Environmental studies or other documents**, through a link, that describe in detail known project impacts, and possible mitigation for those impacts.
- **A description of discussions with the appropriate DOT operating administration field or headquarters office** regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals.
- If applicable, **right-of-way acquisition plans**, with detailed schedule and compensation plan.
- **A description of public engagement** about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design including the consideration of ensuring proportional impacts to all populations.

State and Local Approvals

This section should provide:

- **Receipt (or the schedule for anticipated receipt) of Tribal government, State, and local approvals** on which the project depends, such as State and local environmental and planning approvals, and Statewide Transportation Improvement Program (STIP) or transportation improvement program (TIP) funding. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support, including support from impacted communities.
- **Federal Transportation Requirements Affecting State and Local Planning.** The planning requirements applicable to the relevant operating administration apply to all RAISE grant projects, including projects located at airport facilities. Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are underway to include the project in the relevant planning document. To the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee (49 U.S.C. 70201, 70202), if these exist. Applicants should provide links or other documentation supporting this consideration such as letters of support from the State DOT if the project is intended to be included in the State Freight Plan, or results from application of the [FHWA Freight Mobility Trends Tool](https://fpcb.ops.fhwa.dot.gov/mobility_trends_tool.aspx).²⁴

²⁴ https://fpcb.ops.fhwa.dot.gov/mobility_trends_tool.aspx

Assessment of Project Risks and Mitigation Strategies

Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match (non-federal funding), lack of support from stakeholders or impacted communities, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks and harms to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.

Project risks can also include the unavailability of vehicles that either comply with Federal Motor Vehicle Safety Standards or are exempt from Federal Motor Vehicle Safety Standards in a manner that allows for their legal acquisition and deployment, unavailability of domestically manufactured equipment.

If an applicant anticipates pursuing a waiver for relevant domestic preference laws, the applicant should describe steps that have been or will be taken to maximize the use of domestic goods, products, and materials in constructing its project. To the extent the applicant is unfamiliar with the Federal program, the applicant should contact the appropriate DOT operating administration field or headquarters offices, as found in contact information on the RAISE program [website](#), for information on the pre-requisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

Technical Capacity Assessment (capital and planning projects)

All applications should include a section in the Project Readiness file that demonstrates their technical capacity to successfully deliver the project in compliance with applicable Federal requirements including, but not limited to, compliance with Title VI/Civil Rights requirements and Buy America provisions, described in Section E.1 of this NOFO. The applicant should address the following in the technical capacity section of the Project Readiness file:

- **Federal Funding** – Experience implementing federally funded transportation projects.
- **Federal Regulations** – Understanding of federal contract and procurement requirements, Buy America, Americans with Disabilities Act, Uniform Relocation Assistance and Real Property Acquisition Act, , Davis Bacon Act, etc.
- **Project Planning** – Practice incorporating projects into long-range development plans or adding projects to the TIP/STIP through the MPO planning process.
- **Project Delivery** – Examples of successfully delivered projects of similar size, scope, and complexity.

f. Benefit-Cost analysis (capital projects only)

The purpose of the Benefit-Cost Analysis (BCA) is to enable the Department to evaluate the cost-effectiveness of the proposed project by comparing its expected benefits to its expected costs relative to the current problem often referred to as the “baseline” or “no-build alternative.” The baseline defines the world without the proposed project.

Any benefits claimed for the proposed project, both quantified and unquantified, should be clearly tied to the expected outcomes of the proposed project. While benefits should be quantified wherever possible, applicants may also describe other categories of benefits in the BCA that are more difficult to quantify and/or value in economic terms.

There should be two BCA files included in the application: (1) a narrative description of the BCA; and (2) an unlocked spreadsheet revealing the underlying calculations.

- Narrative Description of Analysis** - The BCA narrative should describe the current baseline, the sources of data used to estimate the benefits of the project, document any assumptions, and the values of key input parameters. Applicants may also provide a table similar to the one shown below summarizing the impacts of the project and how those impacts would translate into expected benefits. This is shown as an example only:

Baseline / Current Status and Problem to be Addressed	Change to Baseline / Proposed Project to Address Problem	Example Impacts
A freeway divides two neighborhoods	A new street will be constructed to connect neighborhoods on each side of the freeway	Reduced travel time for pedestrians and cyclists by X miles per day due to a more direct route, as well as reduced emissions, vehicle operating costs, and travel time for vehicle occupants by lowering VMT by Y miles per year
A roadway with a high number of pedestrian fatalities has no sidewalks or marked crosswalks	Sidewalks, high visibility crosswalks, and upgraded lighting will be added to the roadway	Reduced pedestrian fatalities and injuries by X and Y per year, respectively, as well as amenity benefits of wider sidewalks for Z daily pedestrian trips

- Spreadsheet Revealing Underlying Calculations** - The BCA spreadsheet file should present the calculations in sufficient detail and transparency to allow the analysis to be reproduced by Department evaluators. While DOT does not have a prescribed format for the BCA spreadsheet submitted by the applicant beyond ensuring that it is unlocked, to

allow review, the Department is also developing a new BCA spreadsheet template that will be available to assist applicants in structuring their analysis.

Applicants should review the Department's detailed guidance on how to conduct a BCA. Both the guidance document and spreadsheet template will be available on the RAISE program [website](#).²⁵

3. Unique Entity Identifier (UEI) and System for Award Management (SAM)

Each applicant must obtain a UEI and register with [SAM.gov](#). Each applicant is required to: (i) be registered in SAM before submitting an application; (ii) provide a valid unique entity identifier in the application; and (iii) continue to maintain an active SAM registration with current information at all times during which they have an active Federal award or an application or plan under consideration by a Federal awarding agency

The Department may not make a RAISE grant to an applicant until the applicant has complied with all applicable UEI and SAM requirements and, if an applicant has not fully complied with the requirements by the time DOT is ready to make a RAISE grant, DOT may determine that the applicant is not qualified to receive a RAISE grant and use that determination as a basis for making a RAISE grant to another applicant.

4. Submission Dates and Times

Applications must be submitted through [Grants.gov](#) by 11:59 PM Eastern on February 28, 2024 for FY 2024 RAISE. Grants.gov attaches a time stamp to each application at the time that submission is complete. Applications with a time stamp after the deadline will not be considered. The Department does not accept applications via mailed paper, fax machine, email, or other means. In addition to the FY 2024 NOFO dates, tentative future NOFO publication dates and application deadlines for FYs 2025 and 2026 are listed in the table below.

BIL Fiscal Year Funding	RAISE NOFO Publication Date	Application Deadline
FY 2024	November 30, 2023	February 28, 2024
FY 2025	October 15, 2024	January 13, 2025
FY 2026	October 15, 2025	January 13, 2026

To submit an application through Grants.gov, applicants must:

- Obtain a UEI number;²⁶

²⁵ www.transportation.gov/RAISEgrants/additional-guidance

²⁶ On April 4, 2022 the Federal government stopped using the Data Universal Numbering System (DUNS) number to uniquely identify entities. Entities doing business with the Federal government must use a Unique Entity Identifier (UEI) created in SAM.gov. If your entity is currently registered in SAM.gov, your UEI has already been assigned and is viewable in SAM.gov. This includes inactive registrations.

- Register with the SAM at www.SAM.gov;
- Create a Grants.gov username and password; and
- The E-Business Point of Contact (POC) at the applicant's organization must respond to the registration email from Grants.gov and login at Grants.gov to authorize the applicant as the Authorized Organization Representative (AOR). Please note that there can be more than one AOR for an organization.

Please note that the SAM registration process takes a **minimum of 2 weeks to complete if not longer**. Failure to register for SAM or comply with Grants.gov applicant requirements in a timely manner will not be considered for exceptions to the submission requirements and deadline. The Department is not able to assist with technical issues related to Grants.gov or SAM registration. For information and instruction on each of these processes, please see instructions at [grants.gov/applicants/applicant-faqs](http://www.grants.gov/web/grants/applicants/applicant-faqs.html)<http://www.grants.gov/web/grants/applicants/applicant-faqs.html>. If applicants experience difficulties at any point during the registration or application process, please call the Grants.gov Customer Service Support Hotline at 1-800-518-4726.

5. Funding Restrictions

Recipients of RAISE Grant awards will not receive lump-sum cash disbursements at the time of award announcement or obligation of funds. Instead, RAISE funds will reimburse recipients only after a grant agreement has been executed, allowable expenses are incurred, and valid requests for reimbursement are submitted.

Unless authorized by the Department in writing after the Secretary's announcement of FY 2024 RAISE awards, any costs that a recipient incurs before DOT executes a grant agreement for that recipient's project are ineligible for reimbursement and are ineligible match for cost share requirements.

Federal funds awarded under this program may not be used to support or oppose union organizing, whether directly or as an offset for other funds.

6. Other Submission Requirements

a. Submission Location

Applications must be submitted to Grants.gov. The Department does not accept applications via mailed paper, fax machine, email, or other means.

b. Consideration of Applications

Only applicants who comply with all submission deadlines described in this notice and electronically submit valid, on-time applications through Grants.gov will be eligible for award.

c. Late Applications

Any applications that Grants.gov time stamps after 11:59 PM on February 28, 2024 will not be accepted. Applicants are strongly encouraged to make submissions days, if not weeks, in advance of the deadline. Applicants facing technical issues are advised to contact the Grants.gov helpdesk well in advance of the deadline.

d. Compliance with Section 508 of the Rehabilitation Act of 1973

The Department encourages applicants to submit documents that are compliant with Section 508 of the Rehabilitation Act of 1973. Section 508 guidelines are available at <https://www.access-board.gov/ict/>.

E. Application Review Information

1. Criteria

This section specifies the criteria the Department will use to evaluate applications.

TIER 1 All Eligible Applications	
Merit Criteria Review	
TIER 2 All applications rated “Highly Recommended” under the merit criteria review automatically advance for second tier analysis. The Senior Review Team (SRT) can advance applications rated “Recommended” for second tier analysis.	
Project Readiness Review	
Environmental Risk Assessment	Capital Projects
Technical Capacity Assessment	Capital and Planning Projects
Financial Completeness Assessment	Capital and Planning Projects
Benefit-Cost Analysis	Capital Projects

The Department will review merit criteria for all applications. Highly Recommended capital applications will automatically advance to receive second-tier analysis consisting of three Project Readiness reviews: (1) Environmental Risk Assessment; (2) Technical Capacity Assessment; and (3) Financial Completeness Assessment, as well as a Benefit-Cost Analysis (BCA). Highly Recommended planning applications will automatically advance to receive second-tier analysis consisting of two Project Readiness areas: (1) Technical Capacity Assessment; and Financial Completeness Review. Environmental Risk Assessment and BCA will not be reviewed for planning applications. The SRT can advance select Recommended capital and planning applications for second-tier analysis under the circumstances described in Section E.2.

The Department does not consider the amount of non-Federal contribution as a selection criterion or a competitiveness factor. However, general budget information may be evaluated as part of the financial completeness in the readiness review or under the Innovation criteria in the merit review. See Sections E.1.a and E.1.b for more details.

a. Merit Criteria

For each merit criterion, the Department will evaluate whether the application uses data-driven and evidence-based methods to demonstrate that the project will provide the anticipated benefits, which will result in a rating of “high,” “medium,” “low,” or “non-responsive” as described in the rubric below.

Individual Merit Criteria Ratings	
High	The criterion must be addressed as a primary project purpose (not an ancillary or incidental consideration, except for the Partnership and Collaboration and Innovation criteria), must include clear, direct, data-driven (capital projects only), and significant benefits, and must align with at least one of the benefits described in the high column of the merit criteria rubric.
Medium	The criterion may not be a primary project purpose, or the project benefits do not meet at least one of the requirements for a ‘high’ rating, as described in the merit criteria rubric.
Low	The application contains insufficient information to assess that criterion’s benefits.
Non-Responsive	The proposed project negatively affects the criterion, or the application does not address the criterion.

Planning grant applications will be evaluated against the same merit criteria as capital grants. Planning grant applications should include data on the problem intended to be addressed, but information does not need to be as driven by data as a capital project when estimating benefits of the implemented project since data is often an outcome of the project to be planned. The Department will consider how the plan, once implemented, will ultimately further the merit criteria.

The combination of individual criterion ratings will inform one overall Merit Rating: Highly Recommended, Recommended, Acceptable, or Unacceptable, as shown below.

Overall Merit Rating	
Highly Recommended	<ul style="list-style-type: none"> • six or more of the eight merit criteria ratings are “high” • none of the merit criteria ratings are “non-responsive”

Recommended	<ul style="list-style-type: none">• one to five of the merit criteria ratings are “high”• no more than three of the merit criteria ratings are “low”• none are “non-responsive”
Acceptable	<ul style="list-style-type: none">• a combination of “high,” “medium,” “low,” or “non-responsive” ratings that do not fit within the definitions of Highly Recommended, Recommended, or Unacceptable
Unacceptable	<ul style="list-style-type: none">• three or more “non-responsive” ratings

Merit Criteria:	Non-Responsive	Low	Medium	High
Safety	<p>Application did not address the Safety criterion</p> <p>OR</p> <p>Project negatively affects safety</p>	<p>Application contains insufficient information to assess safety benefit</p>	<p>The project has one or more of the following safety benefits, but safety may not be a primary project purpose or does not meet the description(s) of a ‘high’ rating:</p> <ul style="list-style-type: none"> • Protect non-motorized or motorized travelers from safety risks; or • Reduce any number of fatalities and/or serious injuries 	<p>Safety is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only), and significant benefits that targets a known, documented safety problem, by doing one or more of the following:</p> <ul style="list-style-type: none"> • Protect non-motorized travelers from safety risks; or • Reduce fatalities and/or serious injuries in underserved communities to bring them below the state-wide average; or • Incorporate and cite specific actions and activities identified in the Department’s National Roadway Safety Strategy plan or Improving Safety for Pedestrians and Bicyclists Accessing Transit report, or FTA’s Safety Advisory 23-1: Bus-to-Person Collisions; or • Incorporate specific safety improvements that are part of a documented risk reduction mitigation strategy and that have, for example, port-wide or transit system impact.
Environmental Sustainability	<p>Application did not address the Environmental Sustainability criterion</p> <p>OR</p> <p>Project negatively affects environmental sustainability</p>	<p>Application contains insufficient information to assess environmental sustainability benefits</p>	<p>Project has one or more of the following environmental sustainability benefits, but environmental sustainability may not be a primary project purpose or does not meet the description(s) of a ‘high’ rating:</p> <ul style="list-style-type: none"> • Reduce transportation-related air pollution and greenhouse gas emissions; or • Reduce vehicle miles traveled; or • Incorporate lower-carbon pavement/construction materials; or • Redevelop brownfield sites; or • Improve resilience of infrastructure to current and future weather and climate risks; or • Make basic stormwater improvements 	<p>Environmental sustainability is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only), and significant benefits that explicitly considers climate change and environmental justice, by doing one or more of the following:</p> <ul style="list-style-type: none"> • Reduce transportation-related air pollution and greenhouse gas emissions in disadvantaged communities; or • Address the disproportionately negative environmental impacts of transportation on local communities such as by reducing exposure to elevated levels of air, water, and noise pollution; or • Align with the applicant’s State Carbon Reduction Strategy, State Electric Vehicle Infrastructure Deployment Plan, or other State, local, or tribal greenhouse gas reduction plan; or • Align with the U.S. National Blueprint for Transportation Decarbonization; or • Implement transportation-efficient land use and design, such as drawing on the features of historic towns and

Merit Criteria:	Non-Responsive	Low	Medium	High
				<p>villages that had a mix of land uses, compact and walkable development patterns, accessible green space, and neighborhood centers that make it convenient to take fewer or shorter trips; or</p> <ul style="list-style-type: none"> • Reduce vehicle miles traveled specifically through modal shift to transit, rail, or active transportation; or • Reduce emissions specifically by shifting freight to lower-carbon travel modes; or • Incorporate energy efficient investments, such as electrification or zero emission vehicle infrastructure; or • Improve the resilience of at-risk infrastructure to be resilient to extreme weather events and natural disasters caused by climate change, such as by using best-available climate data sets, information resources, and decision-support tools; or • Incorporate nature-based solutions or natural infrastructure with the use of native plants; or Incorporate nature-based solutions or natural infrastructure; or • Referenced in a Resilience Improvement Plan or similar plan; or • Remove, replace, or restore culverts for the purpose of improving habitat for aquatic species; or • Avoid adverse environmental impacts to air or water quality, wetlands, and endangered species
Quality of Life	<p>Application did not address the Quality of Life criterion</p> <p>OR</p> <p>Project negatively affects quality of life</p>	Application contains insufficient information to assess quality of life benefits	<p>Project has one or more of the following quality of life benefits but quality of life may not be a primary project purpose or does not meet the description(s) of a 'high' rating:</p> <ul style="list-style-type: none"> • Increase affordability for travelers; or • Reduces vehicle dependence 	<p>Quality of life is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only) and significant benefits, by doing one or more of the following:</p> <ul style="list-style-type: none"> • Increase affordable transportation choices by improving and expanding active transportation usage or significantly reducing vehicle dependence, particularly in underserved communities; or • Reduce transportation and housing cost burdens by integrating mixed-use development and a diversity of housing types, including by reducing barriers to such development and increasing the supply of affordable housing, with multimodal transportation infrastructure; or

Merit Criteria:	Non-Responsive	Low	Medium	High
				<ul style="list-style-type: none"> • Coordinate and integrate land use, affordable housing, and transportation planning in order to create more livable communities and expand travel choices; or • Improve access to daily destinations like jobs, healthcare, grocery stores, schools, places of worship, recreation, or parks through transit and active transportation; or • Implement transit-oriented development that benefits existing residents and businesses, low-income and disadvantaged communities, and minimizes displacement; or • Improve public health by adding new facilities that promote walking, biking, and other forms of active transportation; or • Mitigate urban heat islands to protect the health of at-risk residents, outdoor workers, and others; or • Proactively addresses equity.
Mobility and Community Connectivity	<p>Application did not address the Mobility and Community Connectivity criterion</p> <p>OR</p> <p>Project negatively affects mobility and community connectivity</p>	Application contains insufficient information to assess mobility and community connectivity benefits	<p>Project has one or more of the following mobility and community connectivity benefits, but mobility and community connectivity may not be a primary project purpose or does not meet the description(s) of a 'high' rating:</p> <ul style="list-style-type: none"> • Increase accessible transportation choices; or • Include ADA improvements 	<p>Mobility and community connectivity is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only) and significant benefits, by doing one or more of the following:</p> <ul style="list-style-type: none"> • Improve system-wide connectivity with access to transit, micro-mobility, and mobility on-demand; or • Implement plans, based on community participation and data, that addresses gaps identified in the existing network; or • Remove physical barriers for individuals by reconnecting communities to direct, affordable transportation options; or • Include transportation features that increase the accessibility for non-motorized travelers in underserved communities; or • Incorporate Universal Design including details of how the improvements go beyond ADA requirements by designing environments to be usable by all people, to the greatest extent possible, without the need for adaption or specialized design such as a Complete Streets approach; or

Merit Criteria:	Non-Responsive	Low	Medium	High
				<ul style="list-style-type: none"> • Directly increasing intermodal and multimodal freight movement; or • Consider last-mile freight plans in a Complete Streets and multimodal approach
Economic Competitiveness and Opportunity	<p>Application did not address the Economic Competitiveness and Opportunity criterion</p> <p>OR</p> <p>Project negatively affects economic competitiveness and opportunity</p>	Application contains insufficient information to assess economic competitiveness and opportunity benefits	<p>Project has one or more of the following economic competitiveness and opportunity benefits, but economic competitiveness and opportunity may not be a primary project purpose or does not meet the description(s) of a 'high' rating:</p> <ul style="list-style-type: none"> • Improve travel time reliability; or • Improve movement of goods; or • Create jobs related to the project's delivery and on-going operations 	<p>Economic competitiveness is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only), and significant benefits, by doing one or more of the following:</p> <ul style="list-style-type: none"> • Improve intermodal and/or multimodal freight mobility, especially for supply chain bottlenecks; or • Facilitate tourism opportunities; or • Promote local inclusive economic development and entrepreneurship such as the utilization of Disadvantaged Business Enterprises or 8(a) firms; or • Promote wealth building; or • Promote long-term economic growth and other broader economic and fiscal benefits; or • Create good-paying jobs with free and fair choice to join a union including through the use of a project labor agreement; or • Adopt local and economic hiring preferences for the project workforce or include other changes to hiring policies and workplace cultures to promote the entry and retention of underrepresented populations; or • Promote greater public and private investments in land-use productivity, including rural main street revitalization or locally driven density decisions that support equitable commercial and mixed-income residential development

Merit Criteria:	Non-Responsive	Low	Medium	High
State of Good Repair	<p>Application did not address the State of Good Repair criterion</p> <p>OR</p> <p>Project negatively affects state of good repair</p>	<p>Application contains insufficient information to assess state of good repair benefits</p>	<p>Project has one or more of the following state of good repair benefits but state of good repair may not be a primary project purpose or does not meet the description(s) of a 'high' rating:</p> <ul style="list-style-type: none"> • Routine or deferred maintenance; or • Create new infrastructure (not in a remote community) that will be maintained in a state of good repair; or • Identify the party responsible for maintenance and describe how the new or improved asset(s) will be maintained in a state of good repair; or • Resolve the current or projected transportation system vulnerabilities 	<p>State of good repair is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only) and significant benefits, by doing one or more of the following:</p> <ul style="list-style-type: none"> • Restore and modernize (such as through road diets and complete streets approaches) the existing core infrastructure assets that have met their useful life; or • Reduce construction and maintenance burdens through efficient and well-integrated design; or • Create new infrastructure in remote communities that will be maintained in a state of good repair; or • Address current or projected transportation system vulnerabilities for underserved communities; or • Prioritize improvement of the condition and safety of existing transportation infrastructure within the <u>existing</u> footprint
Partnership and Collaboration	<p>Application did not address the Partnership and Collaboration criterion</p> <p>OR</p> <p>Project negatively affects partners or community members (e.g. negative impacts from ROW acquisition, lack of support for the project, etc.)</p>	<p>Application contains insufficient information to assess the partnership and collaboration benefits</p>	<p>Project has one or more of the following partnership and collaboration benefits but partnership and collaboration may not be a primary project purpose or does not meet the description(s) of a 'high' rating:</p> <ul style="list-style-type: none"> • Collaborate with public and/or private entities; or • Document support from local, regional, or national levels 	<p>Project has, or demonstrates plans to, support and engage diverse people and communities by doing one or more of the following:</p> <ul style="list-style-type: none"> • Engage residents and community-based organizations to ensure equity considerations for underserved communities are meaningfully integrated throughout the lifecycle of the project, for example, by citing and describing how the project aligns with the Department's Promising Practices for Meaningful Public Involvement in Transportation Decision-Making Guide; or • Coordinate with other types of projects such as economic development, commercial or residential development near public transportation, power/electric infrastructure projects, or broadband deployment; or • Partner with Disadvantaged Business Enterprises or 8(a) firms; or • Partner with high-quality workforce development programs with supportive services to help train, place, and retain people in good-paying jobs or registered apprenticeships. These programs should have a focus on expanding access for women, people of color, and others

Merit Criteria:	Non-Responsive	Low	Medium	High
				<p>that are underrepresented in infrastructure jobs (people with disabilities, people with convictions, etc.); or</p> <ul style="list-style-type: none"> • Partner and engage with unions and/or worker organizations in the development of the project and the lifecycle of the project, including the maintenance or operation of the completed project; or • Partner with communities or community groups representative of historically underrepresented groups to develop workforce strategies; or • Establish formal public-private partnerships or joint ventures to expand or create new infrastructure or economic development capacity; or • Participate in the Thriving Communities Network
Innovation	<p>Application did not address the Innovation criterion.</p> <p>OR</p> <p>Includes non-innovative practices or components</p>	Application contains insufficient information to assess innovation benefits	<p>Project has one or more of the following innovation benefits but does not meet the description(s) of a 'high' rating:</p> <ul style="list-style-type: none"> • Deploy technologies, project delivery, or financing methods that are <u>new or innovative to the applicant or community</u> 	<p>Project has, or demonstrates plans for, one or more of the following innovative benefits.</p> <ul style="list-style-type: none"> • Innovative Technologies <ul style="list-style-type: none"> ○ Enhance the environment for electric, connected, or automated vehicles to improve the detection and mitigation of safety risks; or ○ Improve safety using Advanced Driver Assistance Systems on public transit vehicles, including functions such as precision docking; lane keeping or lane centering; or ○ Use sensors or small unmanned aerial vehicles to enhance infrastructure inspection and asset management processes; or ○ Use sensors to monitor real-time conditions of pavement quality, signage, crosswalks, transit headways, or other public infrastructure; or ○ Use low-carbon or other innovative materials; or ○ Use caps, land bridges, or underdecks; or ○ Use active grade crossing detection systems to enable responsive traffic management; or ○ Use detection systems on railroads to target and deter trespassing; or ○ Digitalize curb management to optimize use across purposes and modes, including freight, pick-up drop-off, and transit usage • Innovative Project Delivery

Merit Criteria:	Non-Responsive	Low	Medium	High
				<ul style="list-style-type: none"> ○ Use practices that facilitate accelerated project delivery such as single contractor design-build arrangements, Advanced Digital Construction Management, Accelerated Bridge Construction, Digital as-builts, or an up-to-date programmatic agreement between an environmental resource agency and a state DOT, or other NEPA lead agency, that establishes a streamlined process for environmental consultations and permits for commonly encountered project types. ● Innovative Financing <ul style="list-style-type: none"> ○ Secure TIFIA, RRIF, or private activity bond financing; or ○ Use congestion pricing or other demand management strategies

Safety

The Department will assess how the project targets a known safety problem and seeks to protect motorized or non-motorized travelers from safety risks on roadways, transit, rail, or ports. Applicants are highly encouraged to include data-driven information when addressing the safety criterion such as the current and projected number or rate of crashes, fatalities and/or serious injuries among transportation users and how those compare to the statewide average; details about the transportation user that will reap the safety benefits such as whether the project addresses vulnerable roadway users²⁷ or whether the project addresses inequities in crash victims. If applicable, applicants should describe how the project incorporates specific actions and activities identified in the Department's [National Roadway Safety Strategy](#),²⁸ or [Improving Safety for Pedestrians and Bicyclists Accessing Transit report](#), or [FTA's Safety Advisory 23-1: Bus-to-Person Collisions](#).

Environmental Sustainability

The Department will consider the extent to which the project incorporates considerations of climate change and environmental justice in the project planning or project delivery stage. Environmental justice means the just treatment and meaningful involvement of all people, regardless of income, race, color, national origin, Tribal affiliation, or disability, in agency decision-making and other Federal activities that affect human health and the environment so that people: (i) are fully protected from disproportionate and adverse human health and environmental effects (including risks) and hazards, including those related to climate change, the cumulative impacts of environmental and other burdens, and the legacy of racism or other structural or systemic barriers; and (ii) have equitable access to a healthy, sustainable, and resilient environment in which to live, play, work, learn, grow, worship, and engage in cultural and subsistence practices.

The Department will evaluate whether and how the project demonstrates environmental sustainability benefits. For this assessment, the Department will consider, for example, how the project will significantly reduce transportation-related pollution like air pollution and greenhouse gas emissions; aligns with the applicant's State, regional, county or city carbon-reduction plan or the [U.S. National Blueprint for Transportation Decarbonization](#); address the disproportionate negative environmental impacts of transportation such as exposure to elevated levels of air, water, and noise pollution; or implement transportation-efficient land use and design, such as drawing on the features of historic towns and villages that had a mix of land uses, compact and walkable development patterns, accessible green space, and neighborhood centers that make it convenient to take fewer or shorter trips.

The Department will assess whether and how the project is expected to reduce emissions, such as shifts to lower emissions vehicles, transit, or active transportation; shift freight to lower-carbon travel modes to reduce emissions; improve the resiliency of at-risk infrastructure²⁹ to withstand

²⁷ As defined by FHWA's Vulnerable Road User Safety Assessment Guidance, a vulnerable road user is a non-motorist and may include people walking, biking, or rolling as well as highway workers on foot in a work zone.

²⁸ www.transportation.gov/NRSS

²⁹ For the RAISE program, at-risk infrastructure is defined as infrastructure that is subject to, or faces increased long-term future risks of, a weather event, a natural disaster, or changing conditions, such as coastal flooding, coastal erosion, wave action, storm surge, or sea level rise, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs.

extreme weather events and natural disasters caused by climate change such as by using best-available climate data sets, information resources, and decision-support tools, and incorporating [nature-based solutions](#) or [natural infrastructure](#); or incorporates lower-carbon pavement or construction materials as described in the Environmental Protection Agency’s [interim guidance on low-carbon materials](#)³⁰ or the [U.S. National Blueprint for Transportation Decarbonization](#).

The Department will also consider whether and how the project will incorporate energy efficient investments such as electrification or zero emission vehicle infrastructure; redevelop brownfield sites; remove, replace or restore culverts to improve passage of aquatic species; or avoid adverse impacts to air or water quality, wetlands, and endangered species. If applicable, applicants are encouraged to make floodplain upgrades consistent with the Federal Flood Risk Management Standard, to the extent consistent with current law, in Executive Order 14030, *Climate-Related Financial Risk* (86 FR 27967) and 13690, *Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input* (80 FR 6425.)

Quality of Life

The Department will consider whether and how the project will improve quality of life, such as by increasing affordable transportation choices and expanding active transportation usage or significantly reducing vehicle dependence; reduce transportation and housing cost burdens by integrating mixed use development and a diversity of housing types (including affordable housing) with multimodal transportation infrastructure; coordinate and integrate land use, affordable housing, and transportation planning in order to create more livable communities and expand travel choices; reduce vehicle dependence and improve access to daily destinations such as jobs, healthcare, grocery store, schools, places of worship, recreation, or parks such as by adding new facilities that promote walking, biking; implement transit-oriented development that benefits existing residents and businesses; mitigate urban heat islands to protect the health of at-risk residents, outdoor workers, and others; or proactively address racial equity.³¹

Mobility and Community Connectivity

The Department will assess whether and how the applicant will improve mobility and community connectivity. For this assessment, DOT will consider, for example, how the project will address system-wide connectivity with access to transit, micro-mobility, and mobility on-demand; implement plans, based on community participation and data, that identifies and addresses gaps in the existing network; remove physical barriers for individuals by reconnecting communities to direct, affordable transportation options; include transportation features that increase accessibility for non-motorized travelers, such as through a Complete Streets approach; incorporate Americans with Disabilities Act (ADA) or [Universal Design](#)³² improvements; directly increase intermodal and multimodal freight movement; or considers last-mile freight plans in a Complete Streets and multimodal approach.

³⁰ https://www.epa.gov/system/files/documents/2023-01/2022.12.22%20Interim%20Determination%20on%20Low%20Carbon%20Materials%20under%20IRA%2060503%20and%2060506_508.pdf

³¹ Definitions for “racial equity” and “underserved communities” are found in Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government, Sections 2 (a) and (b).

³² Definition for “Universal Design” found on the General Services Administration’s Section508.gov website and states, “Universal design is a concept in which products and environments are designed to be usable by all people, to the greatest extent possible, without the need for adaption or specialized design.”

Economic Competitiveness and Opportunity

The Department will assess whether and how the project will improve economic competitiveness and opportunity. For this assessment, DOT will consider, for example, how the project will improve intermodal or multimodal freight mobility, especially for supply chain bottle necks; facilitate tourism; promote local inclusive economic development and entrepreneurship such as the utilization of Disadvantaged Business Enterprises or 8(a) firms; wealth building; long-term economic growth and other broader economic and fiscal benefits; create good-paying jobs with free and fair choice to join a union including through the use of a project labor agreement; or adopt local and economic hiring preferences for the project workforce or include other changes to hiring policies and workplace cultures to promote the entry and retention of underrepresented populations. DOT will evaluate the extent to which the project will promote greater public and private investments in land-use productivity, including rural main street revitalization or locally driven density decisions that support equitable commercial and mixed-income residential development.

State of Good Repair

The Department will assess whether and to what extent the project improves state of good repair. For this assessment, DOT will consider, for example, how the project will mitigate current or projected system vulnerabilities; restore and modernize (such as through road diets and Complete Streets approaches) the existing core infrastructure assets that have met their useful life; reduce construction and maintenance burdens through efficient and well-integrated design; create new infrastructure *in remote communities* that will be maintained in a state of good repair; prioritize improvement of the condition and safety of existing transportation infrastructure within the existing footprint; conduct routine or deferred maintenance; create new infrastructure (*not in a remote community*) that will be maintained in a state of good repair; or identify the party responsible for maintenance and how the new or improved asset(s) will be maintained in a state of good repair.

The Department encourages applicants to improve the condition and safety of existing state and locally owned transportation infrastructure within the right-of-way before proposing projects that add new general purpose travel lanes serving single occupancy vehicles.

Partnership and Collaboration

The Department will consider the extent to which the project has or will support and engage diverse people and communities. For this assessment, DOT will consider, for example, how the project has or will collaborate with public and/or private entities; documents support from local, regional, and/or national levels; engage residents and community-based organizations to ensure equity considerations for underserved communities are meaningfully integrated throughout the project. Applicants should describe how the project incorporates specific actions and activities identified in the Department's [Promising Practices for Meaningful Public Involvement in Transportation Decision-Making Guide](https://www.transportation.gov/priorities/equity/promising-practices-meaningful-public-involvement-transportation-decision-making);³³ coordinate with other types of projects such as economic development, commercial or residential development near public transportation, power/electric infrastructure projects, or broadband deployment; partner with Disadvantaged

³³ <https://www.transportation.gov/priorities/equity/promising-practices-meaningful-public-involvement-transportation-decision-making>

Business Enterprises or 8(a) firms; partner with high-quality workforce development programs with supportive services³⁴ to help train, place, and retain underrepresented communities in good-paying jobs or registered apprenticeships including through the use of local and economic hiring preferences, linkage agreements with workforce programs that serve underrepresented groups, and proactive plans to prevent harassment; partner and engage with local unions or other worker-based organizations in the development and lifecycle of the project, including through evidence of project labor agreements and/or community benefit agreements; or partners with communities, or community groups representative of historically underrepresented groups, to develop workforce strategies; or establish formal public-private partnerships or joint ventures to expand or create new infrastructure or economic development capacity. DOT will assess the level of detail and description provided about the partnerships listed above. Applications that provide more details and descriptions about the project partnership will be rated higher than those that do not, in alignment with the merit rating rubric.

The Department will consider whether the applicant is participating in the [Thriving Communities Network](#).³⁵ Applications that include right-of-way acquisition plans that minimally disrupts communities and maintains community cohesion will be more competitive than right-of-way acquisition plans that disrupt communities. For projects involving other Federal agencies, or requiring action from other Federal agencies, DOT will consider the level of involvement and commitment from those agencies. For example, relevant port projects should demonstrate alignment with U.S. Army Corps of Engineers investment strategies.

Innovation

The Department will assess the extent to which the applicant uses innovative: (1) technologies; (2) project delivery; or (3) financing. If this project is the first time the applicant or community will deploy specific innovations, the Department will consider them innovative, to the extent applicants provide enough detail to determine whether the innovations being deployed are new or innovative to the applicant or community regardless of whether other applicants or communities have implemented these innovations.

Innovative Technologies - The Department will consider how the project enhances the environment for connected, electric, or automated vehicles to improve the detection, mitigation, and documentation of safety risks. Examples include the use of Advanced Driver Assistance Systems on public transit vehicles and detection systems on railroads to target and deter trespassing. The Department will assess the extent to which the project uses innovative technology that significantly enhances the operational performance and maintenance of the surface transportation system including sensors to inspect infrastructure and manage assets or to monitor real-time conditions of pavement quality, signage, crosswalks, or transit headways; active grade crossing detection systems to enable responsive traffic management; or digitalized curb management to optimize use

³⁴ Supportive services are critical to help women and people facing systemic barriers to employment be able to participate and thrive in training and employment. Recommended supportive services include childcare, tools, work clothing, application fees and other costs of apprenticeship or required pre-employment training, transportation and travel to training and work sites, and services aimed at helping to retain underrepresented groups like mentoring, support groups, and peer networking.

³⁵ <https://www.transportation.gov/federal-interagency-thriving-communities-network>

across purposes and modes, including freight, pick-up drop-off, and transit usage. The use of low-carbon materials as well as the use of caps, land bridges, or underdecks are also considered innovative.

Please note that all innovative technology must be in compliance with 2 CFR § 200.216.³⁶ If an applicant is proposing to deploy autonomous vehicles or other innovative motor vehicle technology, the Department will consider whether and how the applicant demonstrates that all vehicles will comply with applicable safety requirements, including those administered by the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA). Specifically, the Department will consider whether the vehicles acquired for the proposed project will comply with applicable Federal Motor Vehicle Safety Standards (FMVSS) and Federal Motor Carrier Safety Regulations (FMCSR). If the vehicles may not comply, the Department will consider applications that do one of the following more competitive than applications that do not: either (1) show that the vehicles and their proposed operations are within the scope of an exemption or waiver that has already been granted by NHTSA, FMCSA, or both agencies or (2) directly address whether the project will require exemptions or waivers from the FMVSS, FMCSR, or any other regulation and, if the project will require exemptions or waivers, present a plan for obtaining them.

Innovative Project Delivery - The Department will consider the extent to which the project utilizes innovative practices in contracting (such as public-private partnerships and single contractor design-build arrangements), single contractor design-build arrangements, project bundling, [Advanced Digital Construction Management](#), [Accelerated Bridge Construction](#), [Digital as-builts](#), or an up-to-date programmatic agreement between an environmental resource agency and a state DOT, or other NEPA lead agency, establishing a streamlined process for environmental consultations and permits for commonly encountered project types .Digital as-builts.

Innovative Financing - The Department will assess the extent to which the project incorporates innovations in transportation funding and finance, for example through private sector funding or financing, using congestion pricing or other demand management strategies to address congestion, securing a TIFIA or RRIF loan, or receiving an allocation for private activity bonds through DOT's Build America Bureau.

b. Project Readiness

Capital project applications that receive second-tier analysis³⁷ will be reviewed for Project Readiness and assigned three evaluation ratings: Environmental Risk Assessment, Technical Capacity Assessment, and Financial Completeness Assessment.

Planning project applications that receive second-tier analysis will be reviewed for Project Readiness and assigned two evaluation ratings: Technical Capacity Assessment and Financial

³⁶ <https://ecfr.federalregister.gov/current/title-2/subtitle-A/chapter-II/part-200/subpart-C/section-200.216>

³⁷ The process for determining which applications receive second-tier analysis is described in Section E.2 of this notice.

Completeness Assessment. (Environmental Risk Assessment will not be performed for planning applications).

Low ratings in any of these readiness areas do not disqualify projects from award, but competitive applications clearly and directly describe achievable risk mitigation strategies. A project with mitigated risks or with a risk mitigation plan is more competitive than a comparable project with unaddressed risks.

Environmental Risk

The Environmental Risk Assessment analyzes the project's environmental approvals and likelihood of the necessary approval affecting project obligation funds will be spent expeditiously once construction starts as described in Section D of the NOFO, and results in a rating of "high risk," "moderate risk," or "low risk."

Technical Capacity

The Technical Capacity Assessment will assess the applicant's capacity to successfully deliver the project in compliance with applicable Federal requirements as well as the recipient's experience working with Federal funds, civil rights compliance, and previous experience delivering infrastructure projects. This review is partially based on information submitted with the application and partially based on DOT Operating Administration knowledge of the applicant's performance. Technical Capacity ratings will be one of the following: "certain," "somewhat certain," or "uncertain."

DOT will assign the highest rating of "certain," if the application demonstrates that: the applicant has extensive experience with Federal funds; the applicant has extensive experience completing projects with similar scope; the applicant has the resources to deliver the project; and the project will comply with all applicable Federal requirements including, but not limited to, Buy America provisions, ADA regulations, Civil Rights requirements, Federal Motor Vehicle Safety Standards, and/or the Federal Motor Carrier Safety Regulations.

If an applicant is proposing to adopt innovative technology or other innovative practices, DOT will assess whether the applicant's capacity to implement those innovations, the applicant's understanding of applicable Federal requirements and whether the innovations may require extraordinary permitting, approvals, exemptions, waivers, or other procedural actions, and the effects of those innovations on the project delivery timeline.

Financial Completeness

The Financial Completeness Assessment reviews the project budget to confirm the availability of funding for the project and whether the applicant presented a complete funding package based on reasonable cost estimates. Financial Completeness ratings are: "complete," "partially complete," or "incomplete."

DOT will assign the highest rating of "complete," if the application identifies all funding sources for the project budget, documents all funding is available and committed to the project, includes contingency amount in the project budget and describes a plan to address potential cost overruns, and cost estimates are no more than a year old or include an inflation factor. Planning grants are

not required to include a contingency amount but must discuss a plan to address potential cost overruns.

Projects with funding estimates that are based on early stages of design (e.g., less than 30 percent design) or outdated cost estimates without specified budget contingencies will receive a lower rating. All applicants, including those requesting 100 percent grant funding, should describe a plan to address potential cost overruns.

c. Cost Benefit Analysis

For capital projects that receive second-tier analysis, the Department will consider the costs and benefits of projects seeking RAISE grant funding in determining whether a project is cost effective. To the extent possible, the Department will rely on quantitative, evidenced-based and data-supported analysis to assess how well a project addresses this criterion, including an assessment of the project's estimated benefit-cost ratio (BCR) based on the applicant-supplied BCA described in Section D.2.f.

To evaluate the costs and benefits of a proposed project, the Department will assign the project as either negative net benefits (costs exceed benefits) or positive net benefits (benefits exceed costs.) Projects with negative net benefit ratings will not be selected for an award, unless the project receives a "Highly Recommended" rating and demonstrates exceptional benefits for underserved or disadvantaged communities, as identified by the Senior Review Team.³⁸

2. Review and Selection Process

This section explicitly addresses the BIL requirement to describe the methodology for evaluation in the NOFO. The RAISE grant program review and selection process consists of Merit Criteria Review; Project Readiness Review (consisting of Technical Capacity Assessment, Environmental Risk Assessment, and Financial Completeness Assessment); Benefit-Cost Analysis; and Senior Review. The Secretary makes final project selections.

Teams comprising Department and contractor staff review all eligible applications received by the deadline for a Merit Review and assign ratings as described in Section E. Using the Merit Review rubric described in section E, the combination of eight merit criteria ratings will result in one overall Merit Rating: Highly Recommended, Recommended, Acceptable, or Unacceptable.

"Highly Recommended" projects automatically advance for second-tier analysis.

The Senior Review Team (SRT) reviews all "Recommended" projects to determine if the benefits of a particular criterion are so significant that the project merits advancing for second-tier analysis. The SRT can advance a "Recommended" project only if:

³⁸ The Senior Review Team, and its role in the application evaluation and selection process, is described in section E.2 of this notice.

1. the project received a “high” in one or more of the priority criteria of safety, environmental sustainability, mobility and community connectivity, or quality of life, and the benefits in that criterion are exceptional; or
2. if the SRT provides additional information to demonstrate that a criterion has benefits that are aligned with a “high” rating for one or more of the priority merit criteria listed above (whether or not the Merit Review Team assigned a “high” rating) and the benefits in that criterion would be exceptional.

Senior Operating Administration staff and OST staff may make recommendations to the SRT for which projects should advance based on exceptional benefits of a particular priority criterion.

“Recommended” projects designated a “RCN Program Extra” project under the FY 2023 Reconnecting Communities and Neighborhoods (RCN) Program competition that receive at least one “High” in a priority criterion during the FY 2024 RAISE application evaluation process will automatically advance for second-tier analysis.

Second-tier analysis consists of:

- **Capital Projects** - Cost-Benefit Analysis and Project Readiness: (1) Environmental Risk Assessment; (2) Financial Completeness Assessment; and (3) Technical Capacity Assessment.
- **Planning Projects** – Project Readiness: (1) Financial Completeness Assessment; and (2) Technical Capacity Assessment.

Following completion of second-tier analysis, the SRT determines which projects are designated as Highly Rated.

Using the discretionary authority provided in statute, the Secretary selects projects from the Highly Rated List for award, consistent with the selection criteria and statutory requirements for geographic and modal diversity. The Secretary may, depending on the pool of qualified applications, seek to award at least one project per state or territory.

Projects for which an FY 2024 RAISE application is advanced by the Senior Review Team to the Highly Rated List, but that are not awarded, are automatically designated as “Projects of Merit.” Projects with this designation will be carried over into FY 2025 RAISE and considered by the SRT for advancement to the Highly Rated List, along with other FY 2025 applications eligible for advancement to the Highly Rated List.

The BIL mandates that RAISE grant award selections be announced by June 27, 2024.

Consistent with past practice and statute, the Department offers debriefs to applicants not selected for award to receive information about the RAISE project’s evaluation. Due to overwhelming demand, the Department is unable to provide a RAISE award to every competitive project that applies.

3. Additional Information

Prior to award, each selected applicant will be subject to a risk assessment as required by 2 CFR § 200.206. The Department must review and consider any information about the applicant that is in the Federal Awardee Performance and Integrity Information System (FAPIIS), the designated integrity and performance system accessible through SAM. An applicant may review information in FAPIIS and comment on any information about itself that a Federal awarding agency previously entered. DOT will consider comments by the applicant, in addition to the other information in FAPIIS, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants.

F. Federal Award Administration Information

1. Federal Award Notice

Following the evaluation outlined in Section E, the Secretary will announce awarded projects by posting a list of selected projects on the [RAISE program website](#).³⁹ Recipients will be notified by email. Notice of selection is not authorization to begin performance or to incur costs for the proposed project. Following that announcement, the RAISE program Office and relevant operating administration will contact the point of contact listed in the SF-424 to initiate negotiation of the grant agreement for authorization.

Recipients of RAISE Grant awards will not receive lump-sum cash disbursements at the time of award announcement or obligation of funds. Instead, RAISE funds will reimburse recipients only after a grant agreement has been executed, allowable expenses are incurred, and valid requests for reimbursement are submitted.

Unless authorized by the Department in writing after the Secretary's announcement of FY 2024 RAISE awards, any costs that a recipient incurs before DOT executes a grant agreement for that recipient's project are ineligible for reimbursement and are ineligible match for cost share requirements.

2. Administrative and National Policy Requirements

a. Administrative Requirements

Please visit the [RAISE program website](#)⁴⁰ for the General Terms and Conditions for FY 2023 RAISE awards. The FY 2024 RAISE Terms and Conditions will be similar to the FY 2023 RAISE Terms and Conditions, but it will include relevant updates consistent with this notice.

³⁹ www.transportation.gov/RAISEgrants

⁴⁰ <https://www.transportation.gov/policy-initiatives/raise/raise-grant-agreements>

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 C.F.R part 200, as adopted by DOT at 2 C.F.R part 1201. Federal wage rate requirements included in subchapter IV of chapter 31 of title 40, U.S.C., apply to all projects receiving funds under this program, and apply to all parts of the project, whether funded with RAISE Grant funds, other Federal funds, or non-Federal funds.

In connection with any program or activity conducted with or benefiting from funds awarded under this notice, recipients of funds must comply with all applicable requirements of Federal law, including, without limitation, the Constitution of the United States; the conditions of performance, non-discrimination requirements, and other assurances made applicable to the award of funds in accordance with regulations of the Department of Transportation; and applicable Federal financial assistance and contracting principles promulgated by the Office of Management and Budget. In complying with these requirements, recipients, in particular, must ensure that no concession agreements are denied or other contracting decisions made on the basis of speech or other activities protected by the First Amendment. If DOT determines that a recipient has failed to comply with applicable Federal requirements, DOT may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

Additionally, applicable Federal laws, rules and regulations of the relevant operating administration administering the project will apply to the projects that receive RAISE grant awards, including planning requirements, Service Outcome Agreements, Stakeholder Agreements, Buy America compliance, and other requirements under DOT's other highway, transit, rail, and port grant programs. For projects that are eligible under RAISE but are not eligible under DOT's other programs or projects that are eligible under multiple DOT programs, the RAISE program will determine the appropriate requirements to ensure the project is delivered consistent with program and Department goals. In particular, Executive Order 14005 directs the Executive Branch Departments and agencies to maximize the use of goods, products, and materials produced in, and services offered in, the United States through the terms and conditions of Federal financial assistance awards. If selected for an award, grant recipients must be prepared to demonstrate how they will maximize the use of domestic goods, products, and materials in constructing their project. RAISE grant projects involving vehicle acquisition must involve only vehicles that comply with applicable Federal Motor Vehicle Safety Standards and Federal Motor Carriers Safety Regulations, or vehicles that are exempt from Federal Motor Vehicle Safety Standards or Federal Motor Carrier Safety Regulations in a manner that allows for the legal acquisition and deployment of the vehicle or vehicles.

For projects administered by FHWA, applicable Federal laws, rules, and regulations set forth in Title 23 U.S.C. and Title 23 C.F.R generally apply, including the 23 U.S.C. 129 restrictions on the use of toll revenues, and Section 4(f) preservation of parklands and historic properties requirements under 23 U.S.C. 138. For an illustrative list of the other applicable laws, rules, regulations, executive orders, policies, guidelines, and requirements as they relate to a RAISE grant project administered by the FHWA, please see the [RAISE program website](https://www.transportation.gov/grants/raise/raise-fy2023-fhwa-exhibits-june-23-2023).⁴¹

⁴¹ <https://www.transportation.gov/grants/raise/raise-fy2023-fhwa-exhibits-june-23-2023>

For RAISE projects administered by the Federal Transit Administration and partially funded with Federal transit assistance, all relevant requirements under chapter 53 of title 49 U.S.C. apply. For transit projects funded exclusively with RAISE grant funds, some requirements of chapter 53 of title 49 U.S.C. and chapter VI of title 49 CFR apply.

For projects administered by the Federal Railroad Administration, FRA requirements described in 49 U.S.C. Subtitle V, Part C apply.

b. Program Requirements

Climate Change and Environmental Justice Impact Consideration

Each applicant selected for RAISE grant funding must demonstrate effort to consider climate change and environmental justice impacts as described in Section E, consistent with Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad* (86 FR 7619). In the grant agreement, applicants will be required to memorialize commitments they have made in their applications in one or more of the activities in Section E.1.

Land Use and Housing Affordability Impact Consideration

Each applicant selected for RAISE grant funding must demonstrate effort to consider housing affordability impacts of the grant, and particularly how local land use and zoning practices already allow for, or have been modified to, ensure adequate affordable housing supply proximate to the transit investment. Applicants will be required to memorialize commitments they have made in their applications in one or more of the activities in Section E.1.

Racial Equity and Barriers to Opportunity

Each applicant selected for RAISE grant funding must demonstrate effort to improve racial equity and reduce barriers to opportunity as described in Section E, consistent with Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* (86 FR 7009). In the grant agreement, applicants will be required to memorialize commitments they have made in their applications in one or more of the activities listed in Section E.1.

Labor and Workforce

Each applicant selected for RAISE grant funding must demonstrate, to the full extent possible consistent with the law, an effort to create good-paying jobs with the free and fair choice to join a union and incorporation of strong labor standards as described in Section E, consistent with Executive Order 14025, *Worker Organizing and Empowerment* (86 FR 22829), and Executive Order 14052, *Implementation of the Infrastructure Investment and Jobs Act* (86 FR 64335). In the grant agreement, applicants will be required to memorialize commitments they have made in their applications in one or more of the activities listed in Section E.1.

Critical Infrastructure Security, Cybersecurity, and Resilience

It is the policy of the United States to strengthen the security and resilience of its critical infrastructure against all hazards, including both physical and cyber threats, consistent with Presidential Policy Directive 21 - Critical Infrastructure Security and Resilience and the National Security Memorandum on Improving Cybersecurity for Critical Infrastructure Control Systems. Each applicant selected for Federal funding under this notice must demonstrate, prior to the signing of the grant agreement, effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of the project. Projects that have not appropriately considered and addressed physical and cyber security and resilience in their planning, design, and project oversight, as determined by the Department of Homeland Security, will be required to do so before receiving funds.

Domestic Preference Requirements

As expressed in Executive Order 14005, ‘Ensuring the Future Is Made in All of America by All of America’s Workers’ (86 FR 7475), the executive branch should maximize, consistent with law, the use of goods, products, and materials produced in, and services offered in, the United States. Funds made available under this notice are subject to domestic preference requirements based on the Operating Administration that administers the project, including 23 U.S.C. 313 (FHWA projects); 49 U.S.C. 5323(j) (FTA projects); 49 U.S.C. 22905(a) (FRA projects); and section 70914(a) of the Build America, Buy America Act (all projects). The Department expects all applicants to comply without needing a project-specific waiver for domestic preference requirements.

Civil Rights and Title VI

As a condition of a grant award, grant recipients should demonstrate that the recipient has a plan for compliance with civil rights obligations and nondiscrimination laws, including Title VI of the Civil Rights Act of 1964 and implementing regulations (49 CFR § 21), the Americans with Disabilities Act of 1990 (ADA), and Section 504 of the Rehabilitation Act, all other civil rights requirements, and accompanying regulations. This should include a current Title VI plan, completed Community Participation Plan, and a plan to address any legacy infrastructure or facilities that are not compliant with ADA standards. DOT’s and the applicable Operating Administrations’ Office of Civil Rights may work with awarded grant recipients to ensure full compliance with Federal civil rights requirements.

Federal Contract Compliance

As a condition of grant award all Federally assisted contractors are required to make good faith efforts to meet the goals of EO 11246, Equal Employment Opportunity (30 FR 12319, and as amended). Under Section 503 of the Rehabilitation Act and its implementing regulations, affirmative action obligations for certain contractors include an aspirational employment goal of 7 percent workers with disabilities.

The U.S. Department of Labor’s Office of Federal Contract Compliance Programs (OFCCP) is charged with enforcing Executive Order 11246, Section 503 of the Rehabilitation Act of 1973, and the Vietnam Era Veterans’ Readjustment Assistance Act of 1974. OFCCP has a Mega Construction Project Program through which it engages with project sponsors as early as the design phase to help promote compliance with non-discrimination and affirmative action

obligations. OFCCP will identify projects that receive an award under this notice and are required to participate in OFCCP's Mega Construction Project Program from a wide range of Federally assisted projects over which OFCCP has jurisdiction and that have a project cost above \$35 million. DOT will require project sponsors with costs above \$35 million that receive awards under this funding opportunity to partner with OFCCP, if selected by OFCCP, as a condition of their DOT award.

Project Signage and Public Acknowledgements

Recipients are encouraged for construction and non-construction projects to post project signage and to include public acknowledgments in published and other collateral materials (e.g., press releases, marketing materials, website, etc.) satisfactory in form and substance to DOT, that identifies the nature of the project and indicates that "the project is funded by the Bipartisan Infrastructure Law". In addition, recipients employing project signage are required to use the official Investing in America emblem in accordance with the Official [Investing in America Emblem Style Guide](#). Costs associated with signage and public acknowledgments must be reasonable and limited. Signs or public acknowledgments should not be produced, displayed, or published if doing so results in unreasonable cost, expense, or recipient burden. The Recipient is encouraged to use recycled or recovered materials when procuring signs.

3. Reporting

a. Progress Reporting on Grant Activities

Each applicant selected for RAISE grant funding must submit quarterly progress reports and Federal Financial Reports (SF-425) to monitor project progress and ensure accountability and financial transparency in the RAISE grant program.

b. Performance Reporting

Each applicant selected for RAISE grant funding must collect and report to the DOT information on the project's performance based on performance indicators DOT identifies related to program goals (e.g., travel time savings, greenhouse gas emissions, passenger counts, level of service, etc.) and other information as requested by DOT. Performance indicators should include measurable goals or targets that DOT will use internally to determine whether the project meets program goals, and grant funds achieve the intended long-term outcomes of the RAISE Grant Program. To the extent possible, performance indicators used in the reporting should align with the measures included in the application and should relate to at least one of the selection criteria defined in Section E.1. Performance reporting continues for several years after project construction is completed, and DOT does not provide RAISE grant funding specifically for performance reporting. RAISE grant performance measures are posted on the [RAISE website](#).⁴²

c. Program Evaluation

As a condition of grant award, RAISE grant recipients may be required to participate in an evaluation undertaken by DOT, or another agency or partner. The evaluation may take different

⁴² <https://www.transportation.gov/grants/raise/raise-performance-measures-update-2023>

forms such as an implementation assessment across grant recipients, an impact and/or outcomes analysis of all or selected sites within or across grant recipients, or a benefit/cost analysis or assessment of return on investment. The Department may require applicants to collect data elements to aid the evaluation. As a part of the evaluation, as a condition of award, grant recipients must agree to: (1) make records available to the evaluation contractor; (2) provide access to program records, and any other relevant documents to calculate costs and benefits; (3) in the case of an impact analysis, facilitate the access to relevant information as requested; and (4) follow evaluation procedures as specified by the evaluation contractor or DOT staff.

Recipients and sub-recipients are also encouraged to incorporate program evaluation including associated data collection activities from the outset of their program design and implementation to meaningfully document and measure the effectiveness of their projects and strategies. Title I of the Foundations for Evidence-Based Policymaking Act of 2018 (Evidence Act), Pub. L. No. 115–435 (2019) urges Federal awarding agencies and Federal assistance recipients and subrecipients to use program evaluation as a critical tool to learn, to improve equitable delivery, and to elevate program service and delivery across the program lifecycle. Evaluation means “an assessment using systematic data collection and analysis of one or more programs, policies, and organizations intended to assess their effectiveness and efficiency” (codified at 5 U.S.C. § 311). For grant recipients, evaluation expenses are allowable costs (either as direct or indirect), unless prohibited by statute or regulation, and such expenses may include the personnel and equipment needed for data infrastructure and expertise in data analysis, performance, and evaluation (2 CFR § 200). Credible program evaluation activities are implemented with relevance and utility, rigor, independence and objectivity, transparency, and ethics (OMB Circular A-11, Part 6 Section 290).

d. Reporting of Matters Related to Recipient Integrity and Performance

If the total value of a selected applicant’s currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10,000,000 for any period of time during the period of performance of this Federal award, then the applicant during that period of time must maintain the currency of information reported to the SAM that is made available in FAPIIS about civil, criminal, or administrative proceedings described in paragraph 2 of this award term and condition. This is a statutory requirement under section 872 of Public Law 110-417, as amended (41 U.S.C. 2313). As required by section 3010 of Public Law 111-212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available.

G. Federal Awarding Agency Contacts

For further information concerning this notice please contact the RAISE grant program staff via e-mail at RAISEgrants@dot.gov, or call Andrea Jacobson at 202-366-9603. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will post answers to questions and requests for clarifications on the RAISE website at www.transportation.gov/RAISEgrants. To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact DOT directly, rather than through intermediaries or third parties, with questions. DOT staff may also conduct briefings on the RAISE grant selection and award process upon request.

H. Other information

1. Protection of Confidential Business Information

All information submitted as part of or in support of any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the applicant submits information that the applicant considers to be a trade secret or confidential commercial or financial information, the applicant must provide that information in a separate document, which the applicant may cross-reference from the application narrative or other portions of the application. For the separate document containing confidential information, the applicant must do the following: (1) state on the cover of that document that it “Contains Confidential Business Information (CBI);” (2) mark each page that contains confidential information with “CBI;” (3) highlight or otherwise denote the confidential content on each page; and (4) at the end of the document, explain how disclosure of the confidential information would cause substantial competitive harm. DOT will protect confidential information complying with these requirements to the extent required under applicable law. If DOT receives a Freedom of Information Act (FOIA) request for the information that the applicant has marked in accordance with this section, DOT will follow the procedures described in its FOIA regulations at 49 CFR § 7.29. Only information that is in the separate document, marked in accordance with this section, and ultimately determined to be confidential under § 7.29 will be exempt from disclosure under FOIA.

2. Publication and Sharing of Application Information

Following the completion of the selection process and announcement of awards, the Department intends to publish a list of all applications received along with the names of the applicant organizations and funding amounts requested. Except for the information properly marked as described in Section H.1, The Department may make application narratives publicly available or share application information within the Department or with other Federal agencies if the Department determines that sharing is relevant to the respective program’s objectives.

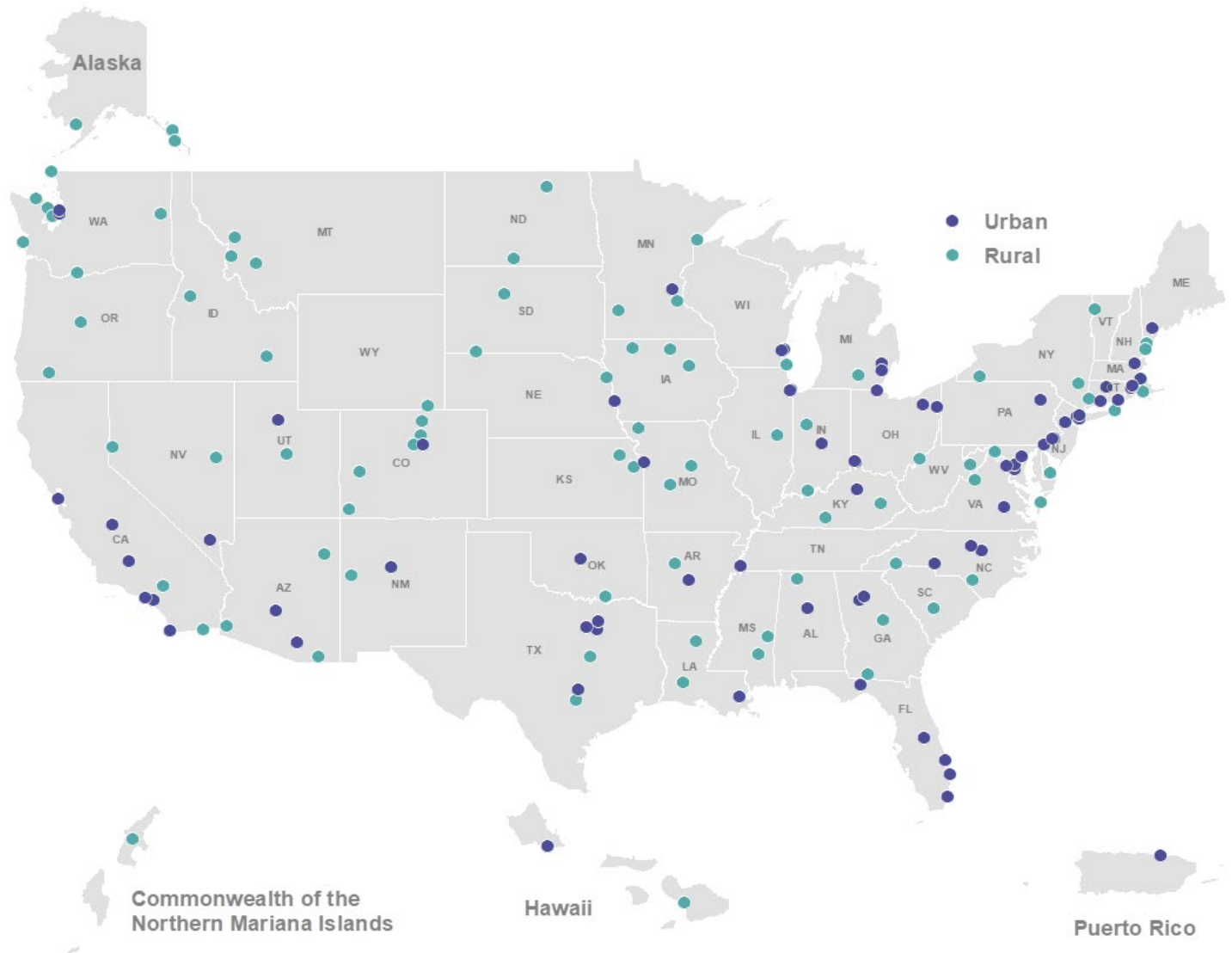


Pete Buttigieg

Issued in Washington D.C. on November 30, 2023



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JUNEAU DOUGLAS NORTH CROSSING PROJECT

CITY & BOROUGH OF JUNEAU

CITY AND BOROUGH OF JUNEAU, AK: ALASKA

PLANNING

RURAL

RAISE GRANT FUNDING: \$16,454,000

ESTIMATED TOTAL PROJECT COST: \$17,320,000

Project Description: The project will complete final design and document development for the Juneau Douglas North Crossing, a new bridge between Douglas Island and the Alaska mainland.

Project Benefits: The project is strong in environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and partnership and collaboration. Environmental sustainability will be addressed by designing corrections for over 40 culverts that are currently inhibiting fish passage. The new bridge will improve quality of life for all inhabitants of the island by proving a more direct route to destinations such as medical facilities, jobs, places of worship, and the airport, while creating a more efficient bus loop for service to the island. The new bridge would support the local economy by improving intermodal freight mobility, facilitating tourism opportunities, and promoting long-term economic growth. With a significant portion of island traffic switching to the new bridge, the existing bridge will experience less maintenance burden from fewer vehicles crossing it and help preserve the life of the asset.



KAKE ACCESS ROAD IMPROVEMENTS

ORGANIZED VILLAGE OF KAKE

KUPREANOF ISLAND, AK: ALASKA

PLANNING

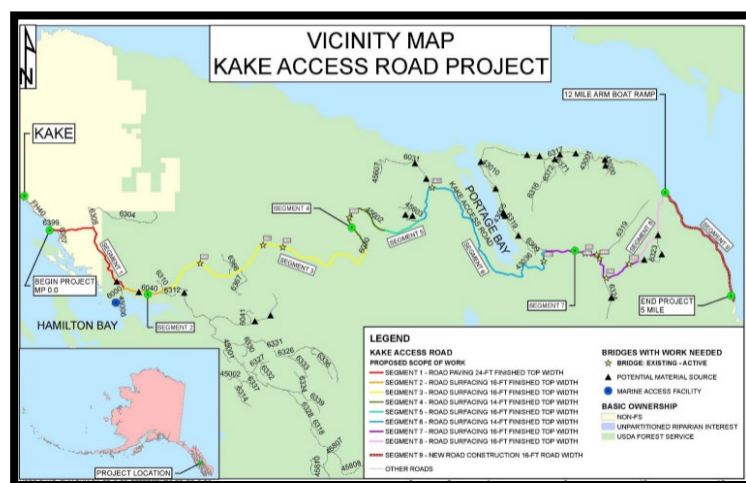
RURAL

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$10,000,000

Project Description: The project will complete planning and design activities for roadway improvements between Kake and Petersburg. Improvements include resurfacing approximately 2.7 miles of existing aggregate surfaced road, reconditioning and resurfacing approximately 43.5 miles of existing unimproved roads, and constructing approximately 7 miles of new road.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and partnership and collaboration. Safety will be addressed by planning improvements for risks associated with potholes, ruts, and other hazards on existing roads. The improved roads will allow emergency vehicles to better access communities and existing medical facilities, where currently, the only access to emergency medical facilities is through emergency flight services. Environmental sustainability will be addressed by planning replacements for over 40 culverts to improve the passage of aquatic species. Quality of life will be addressed by allowing for improved access to medical services, sacred sites, recreational activities, and cultural landmarks. The project addresses connectivity and economic competitiveness by removing physical barriers to provide direct and affordable transportation options for intermodal and multimodal freight movement.



STATEWIDE EQUITABLE COMMUNITY CONNECTIVITY ACTION PLAN (SECCAP)

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

STATEWIDE, AK: ALASKA

PLANNING

RURAL

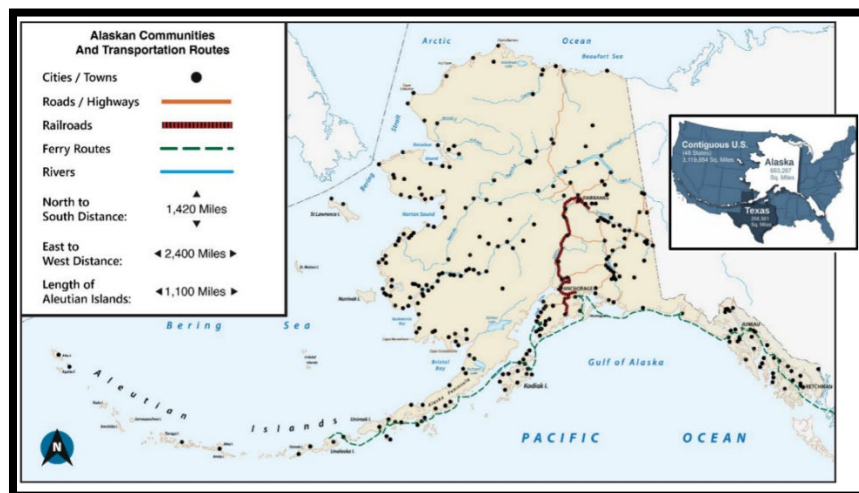
AREA OF PERSISTENT POVERTY: YES

HISTORICALLY DISADVANTAGED COMMUNITY: YES

RAISE GRANT FUNDING: \$934,867

Project Description: The project will conduct a statewide assessment to identify, evaluate, and create a prioritized list of capital projects that aim to remove barriers to equity and reconnect communities through innovative and multimodal approaches.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. Safety will be addressed by identifying projects that align with the National Roadway Safety Strategy. Environmental sustainability will be addressed by evaluating climactic events as they relate to transportation investment decisions that impact disadvantaged communities. Quality of life and mobility will be addressed by evaluating existing and potential barriers to transportation connectivity and availability of affordable transportation options statewide. The project will aim to identify opportunities to improve intermodal or multimodal freight mobility, facilitate tourism, promote wealth-building, and promote long-term economic growth. State of good repair will be addressed by identifying current or projected system vulnerabilities. The project has partnered with numerous state wide organizations to engage communities and stakeholders.



KOLIGANEK TO ALEKNAGIK ROAD STUDY

BRISTOL BAY NATIVE ASSOCIATION

DILLINGHAM CENSUS AREA, AK: ALASKA

PLANNING

RURAL

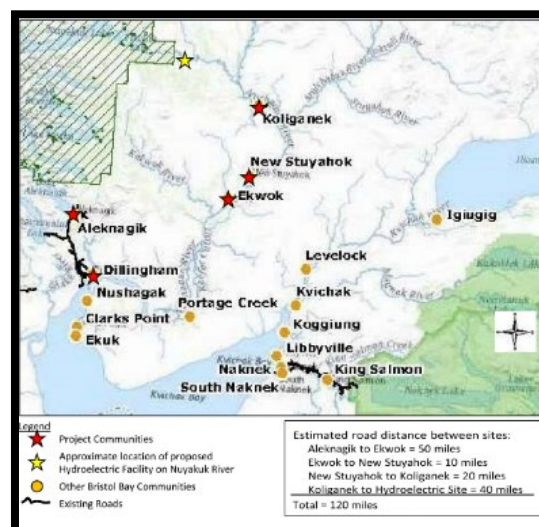
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$380,000

Project Description: The project will complete planning and preliminary engineering to evaluate the development of up to approximately 110 miles of road connecting the communities of Aleknagik, Ekwok, Koliganek, and New Stuyahok. It will include an evaluation of geotechnical, civil, land ownership, and environmental requirements. It will also include the development of a preliminary geotechnical report, an economic analysis, and an Environmental Assessment (EA).

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, innovation. Safety will be addressed by completing planning to introduce a new means of year-round transportation and emergency medical support to currently isolated communities. This project intends to protect communities from safety risks and to reduce fatalities by significantly reducing emergency vehicle response time and creating reliable ground transportation during significant weather events. The project would aim to improve environmental sustainability by eliminating reliance on high emission off-road vehicle usage. The new roads will address quality of life by providing new transportation options to access daily destinations. The new roads improve connectivity and economic competitiveness by providing the ability to move freight year-round. The project will collaborate with the Nuyakuk River Hydroelectric facility to provide access for the project.



BIRMINGHAM CIVIL RIGHTS CROSSROADS: RECONNECTING HISTORIC NEIGHBORHOODS THROUGH ACTIVE MOBILITY

CITY OF BIRMINGHAM

CITY OF BIRMINGHAM, AL: ALABAMA

CAPITAL

URBAN

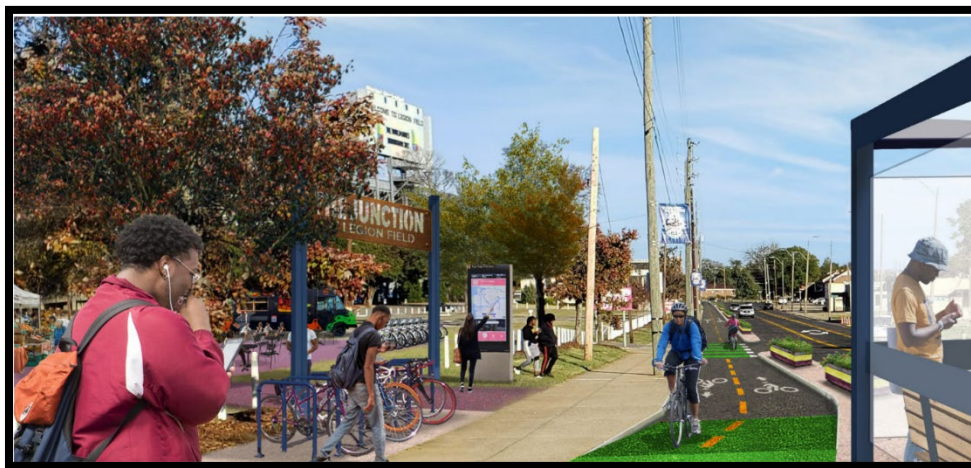
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$21,681,306

Project Description: The project will redevelop approximately 2.5-miles of road with a complete streets approach, including a two-way cycle track, improved ADA access, sidewalks and other universal design elements.

Project Benefits: The project is strong in safety and partnership and collaboration. The project aims to improve safety by providing natural traffic calming services and intersection improvements resulting in enhanced visibility of pedestrians and cyclists. The project utilizes a partner alliance with a variety of local entities and underrepresented groups including housing developments and local entrepreneurs.



JEFFERSON STREET RAILROAD BRIDGE REPLACEMENT

CITY OF COURTLAND

CITY OF COURTLAND, AL: ALABAMA

PLANNING

RURAL

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$1,600,000

Project Description: The project will plan and design the replacement of the Jefferson Street Railroad Bridge with a new bridge that includes additional pedestrian and bicycle lanes.

Project Benefits: The project is strong in quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The project will have a positive impact on the local community through the replacement of a structurally deficient bridge that will meet modern safety standards and be capable of handling heavy traffic such as public buses and freight vehicles. The new bridge will eliminate the need for travelers to take detours to avoid the current bridge and will also allow for pedestrian connections to local trails and marine activities. The project is collaborating with the Singing River Trail in order to expand trail access and also proposes the use of low-carbon construction materials.



OLD STAGECOACH ROAD COMPLETE STREETS CONNECTOR

ARKANSAS DEPARTMENT OF TRANSPORTATION

CITY OF BRYANT, AR: ARKANSAS

CAPITAL

URBAN

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will reconstruct approximately 3.6 miles of Old Stagecoach Road (Highway 5), create a shared-use path, add continuous sidewalks, make storm drainage improvements, and complete utility work.

Project Benefits: The project is strong in safety, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The new sidewalks and shared use paths will provide commuters and other users with active transportation options for traveling within the project area and improve public health, and are expected to bring the crash rate in the underserved community of Bryant to below the statewide average. The Arkansas DOT is engaging diverse communities to design and incorporate the complete streets improvements, and the outreach is well-aligned with USDOT's Promising Practices for Meaningful Public Involvement with Transportation Decision-Making Guide. The roadway improvements will also accommodate diversion of traffic from I-30 during times of peak congestion.



RUSSELLVILLE CONNECTED TRAIL SYSTEM

CITY OF RUSSELLVILLE

CITY OF RUSSELVILLE, AR: ARKANSAS

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$23,752,759

Project Description: This project will create approximately 13 miles of new active transportation infrastructure, consisting of 10-foot multi-use trails and 10-foot side paths.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, and state of good repair. The project will build separated bicycle/pedestrian infrastructure and use underpasses and flashing beacons to improve safety. Trail networks are anticipated to reduce dependence on vehicles, therefore reducing vehicle miles traveled and green house gas emissions through modal shift. The project will also improve access to employment, education, shopping and recreation along with active transportation options to improve public health. The project will upgrade user-activated rectangular rapid flashing beacon and high-intensity activated crosswalks.



WEST VALENCIA ROAD: CREATING SAFE AND EQUITABLE COMMUNITY CONNECTIONS

PIMA COUNTY

PIMA COUNTY, AZ: ARIZONA

CAPITAL

URBAN

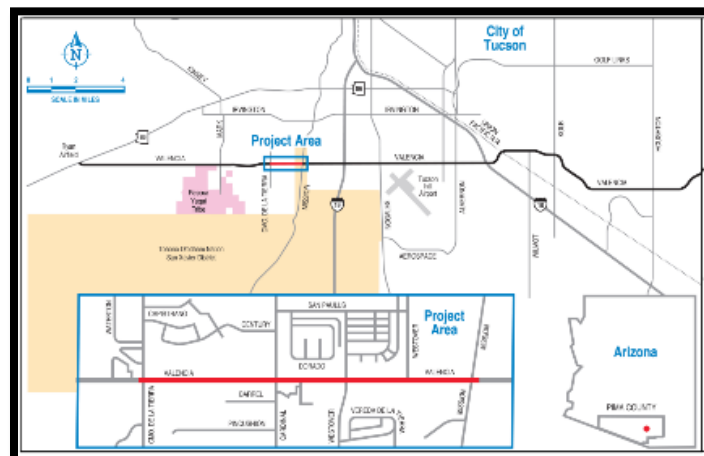
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$20,000,000

Project Description: The project will improve approximately 1.3 miles of West Valencia Road, from Camino de la Tierra to Mission Road. The improvements will include sidewalks, buffered bike lanes, lighting, sheltered bus stops, landscaping (including shade trees), additional travel lanes, intersection improvements, drainage improvements, and public art.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The project addresses system vulnerabilities in an underserved area proximate to Tribal reservations. The project will reconstruct Valencia Road in order to increase vehicular capacity along a critical freight corridor; increase active transportation options in an increasingly transit-oriented neighborhood; restore and modernize existing transportation infrastructure; support the regional economy through improving freight mobility; facilitate tourism opportunities to nearby national parks and other sites; and create jobs for Tribal communities and nearby low-income populations. The project will deploy innovative technologies including Miovision at signalized intersections which provides traffic signal network connectivity and real-time monitoring and innovative financing measures through an Impact Fee program which collects funds from nearby developments (e.g., residential, office, etc.) to pay for the construction of transportation facilities.



N15 HIGHWAY RECONSTRUCTION, PHASE II PROJECT

NAVAJO NATION

APACHE COUNTY, AZ: ARIZONA

CAPITAL

RURAL

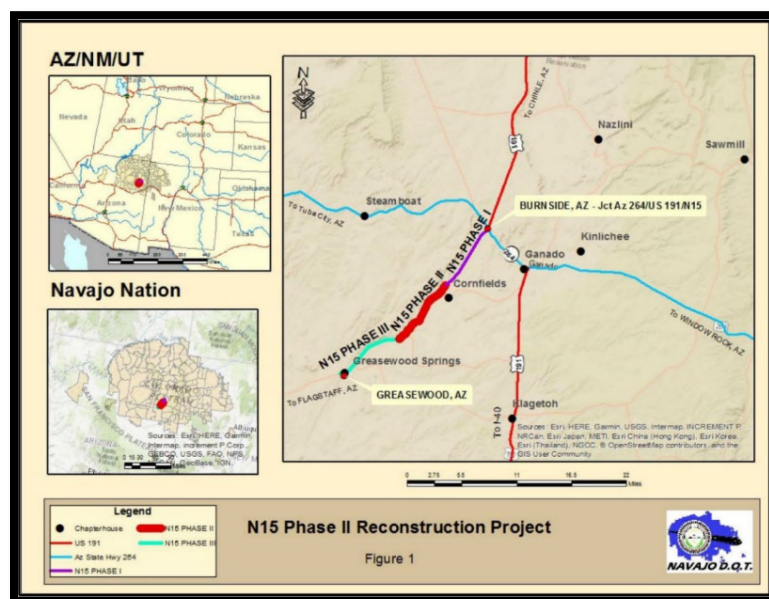
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$20,000,000

Project Description: This project will reconstruct approximately 7.1 miles of BIA Route N15 from Sunrise Springs to Cornfields by widening the roadway, adding a shoulder, elevating the roadway, improving drainage structures, and installing livestock underpasses.

Project Benefits: The project is strong in safety, state of good repair, and economic competitiveness and opportunity. The project area experiences a high number of lane departure, road departure, and wildlife-related crashes. The project will improve safety and state of good repair by installing guardrails for steep side slopes, cattle guards and under passes to keep livestock off the roadway. It improves state of good repair by addressing rutting and installing properly sized culverts. N-15 is a vital connection to provide a rural community access to employment, schools, health care facilities, governmental offices, residential areas, and commercial areas. This project will follow the Navajo Business Opportunity Act, which provides Navajo-owned businesses with the first opportunity to bid.



PHX CULTURAL CORRIDOR PROJECT

CITY OF PHOENIX

CITY OF PHOENIX, AZ: ARIZONA

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$10,220,242

Project Description: This project will add approximately 3.3 miles of American Disabilities Act (ADA) compliant sidewalks and improve roadway between Downtown Phoenix and the Airport with enhanced pedestrian and bicycle facilities, wayfinding signage, and pavement markings.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, state of good repair, partnership and collaboration, and innovation. The project will reconnect disadvantaged communities near Phoenix's Sky Harbor International Airport that experienced disruption and dislocation due to the expansion of the airport by providing safe, affordable, active transportation options for non-motorized users between South Phoenix, Downtown, and the airport. It will also address heat islands through the installation of bus shelters and the use of a water-based asphalt treatment that is cooler than traditional asphalt.



US 95 SAFETY IMPROVEMENTS: WELLTON-MOHAWK CANAL TO ABERDEEN ROAD PROJECT

YUMA METROPOLITAN PLANNING ORGANIZATION

YUMA COUNTY, AZ: ARIZONA

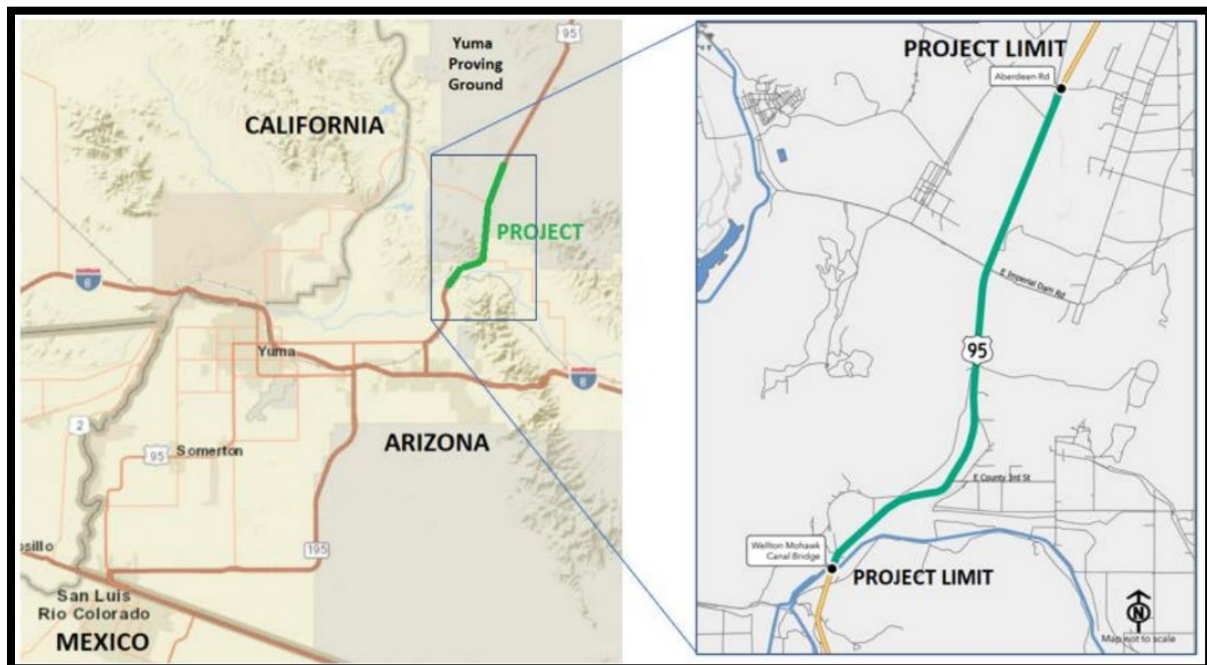
PLANNING

RURAL

RAISE GRANT FUNDING: \$8,500,000

Project Description: This planning project will complete the final design and environmental clearance for approximately 9 miles of safety improvements on US Highway 95.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, partnership an collaboration, and innovation. The construction of a separated four-lane highway with widened shoulders will significantly reduce the number of roadway accidents and alleviate sources of roadway backups, creating a safer and much more reliable corridor for transportation in the area. The project will also encourage and increase affordable transportation options like vanpooling service and allow for forms of active transportation like cycling on the roadway.



DAVIS ROAD PLANNING PROJECT

COCHISE COUNTY

COCHISE COUNTY, AZ: ARIZONA

PLANNING

RURAL

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$2,057,500

Project Description: This planning project will complete the preliminary engineering and National Environmental Policy Act (NEPA) planning for an approximate 22-mile segment of Davis Road, a major East-West connector between SR-80 and US-191.

Project Benefits: The project demonstrates positive benefits in almost all merit criteria. The project seeks to mitigate safety incidences related to vehicles, pedestrians, and local wildlife along the corridor, and will incorporate specific actions from the National Highway Safety Council. The project will solve the flooding issues on Davis Road and eliminate unnecessary vehicle hours spent idling waiting for the roadway to clear, thus reducing total vehicle emissions, in addition to bringing the roadway into a state of good repair. Additionally, environmental justice will be explicitly incorporated into the NEPA process. The project will bring significant benefits to intermodal and multimodal transportation movements in the area by increasing reliability and safety on a major thoroughfare in Cochise County, particularly during times of heavy rainfall.



BRIGHTLINE WEST HIGH-SPEED INTERCITY PASSENGER RAIL SYSTEM - HIGH DESERT STATIONS PROJECT

SAN BERNADINO COUNTY TRANSPORTATION AUTHORITY

SAN BERNARDINO COUNTY, CA: CALIFORNIA

CAPITAL

RURAL

RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will fund the final design and construction of two intercity passenger rail stations and associated facilities in Hesperia and Victor Valley on the Brightline West high-speed rail corridor.

Project Benefits: The project is strong in mobility and community connectivity. It will improve system-wide connectivity with access to transit, micro-mobility, and mobility on-demand. Each of the stations will be designed and built as a multimodal hub allowing travelers to transfer to other non-rail modes of transportation easily. The stations will be fully accessible, ADA compliant, and include surface parking lots, bus pick-up/drop-off areas, and kiss and ride areas. The stations are also key parts of local mobility plans which were derived from community input.



PALOMAR STREET GRADE SEPARATION PROJECT: IMPROVING SAFETY, ACCESS, AND CIRCULATION

SAN DIEGO ASSOCIATION OF GOVERNMENTS

CITY OF CHULA VISTA, CA: CALIFORNIA

CAPITAL

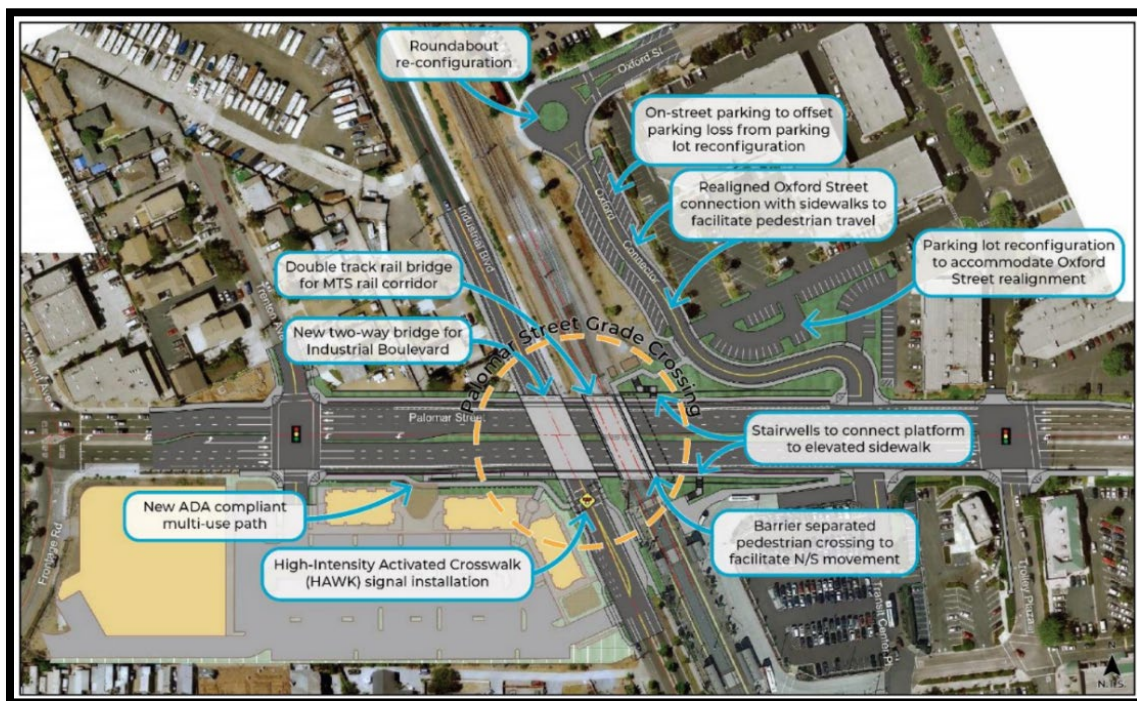
URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$21,510,491

Project Description: The project will grade separate an existing street from a rail corridor that serves passenger and freight rail capacity, including the right-of-way acquisitions and utilities relocation.

Project Benefits: The project is strong in safety, environmental sustainability, mobility and community connectivity, state of good repair, partnership and collaboration and innovation. The project will reduce emissions by reducing vehicle idling while rail vehicles pass. The improved pedestrian and bicycle features will also make the Palomar Transit Center more accessible.



FRESNO HIGH-SPEED RAIL STATION HISTORIC DEPOT RENOVATION AND PLAZA ACTIVATION

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CITY OF FRESNO, CA: CALIFORNIA

CAPITAL

URBAN

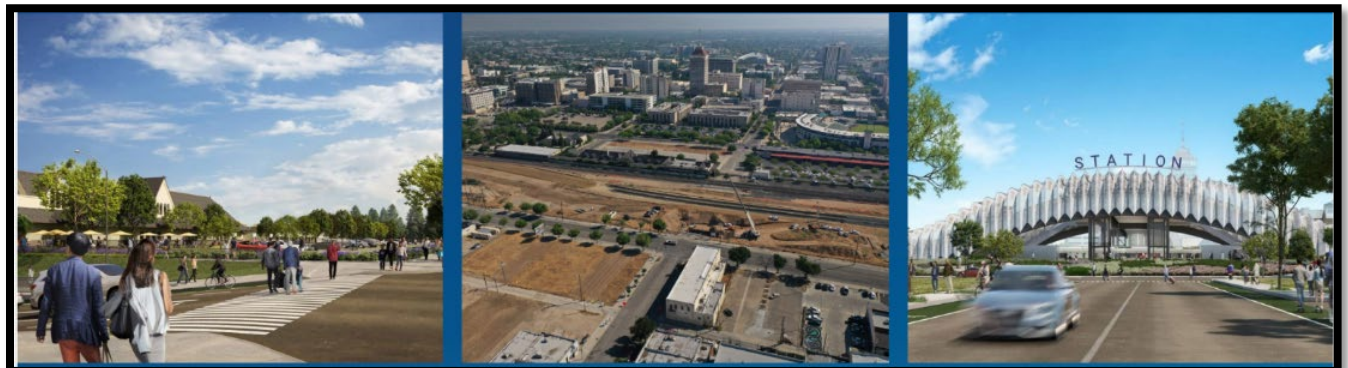
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$20,000,000

Project Description: The project will renovate, modernize, and preserve the Fresno High-Speed Rail Station, a historic passenger depot building. The project will also provide electric vehicle charging infrastructure and space for future transit charging in anticipation of the future California high-speed rail multimodal station.

Project Benefits: The project is strong in environmental sustainability, quality of life, mobility and community connectivity, state of good repair, and partnerships and collaboration. The historic depot structures, which have seen a lack of investment for 50 years, will be returned to a state of good repair. The project will improve and draw increased economic and social activity to an underutilized area next to Fresno's city core by better connecting Chinatown and Downtown Fresno. The project will provide environmental benefits by encouraging modal shift to transit and active transportation modes, as well as provide electric infrastructure for electric vehicles and battery-electric buses. The project will mitigate urban heat island intensities and will better protect the health of at-risk residents, outdoor workers, and others by lowering surrounding temperatures.



BAYVIEW CONNECTIONS: PHASE 1 HARNEY WAY BRT AND CYCLETRACK

CITY & COUNTY OF SAN FRANCISCO

CITY OF SAN FRANCISCO, CA: CALIFORNIA

CAPITAL

URBAN

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$20,000,000

Project Description: The project will construct transit and active transportation improvements in the Bayview neighborhood including the following components: 1) widen Harney Way between Arellious Walker Drive and Executive Park East; 2) extend Harney Avenue right-of-way north to Ingerson Avenue; 3) extend Arellious Walker Drive north to connect to Gilman Avenue; 4) add bus lanes, both dedicated and shared infrastructure; 5) implement cycle tracks and bike lane infrastructure; and 6) expand the pedestrian network.

Project Benefits: The project demonstrates positive benefits in almost all the merit criteria areas. The project will protect non-motorized travels from safety risks and increase affordable transportation options by incorporating complete streets, bicycle lanes and cycle tracks, and Bus Rapid Transit (BRT) lanes. The project addresses the environmental impacts of transportation by reducing exposure to elevated levels of air and noise pollution. The project will improve systemwide connectivity with access to transit and will promote long term economic growth and other broader economic and fiscal benefits by advancing the revitalization and redevelopment of the area. The project's plans have been developed through a local community resident group and are consistent with DOT's Promising Practices for Meaningful Public Involvement in Transportation Decision-Making Guide.



CALEXICO INTERMODAL TRANSPORTATION CENTER (ITC)

IMPERIAL COUNTY TRANSPORTATION COMMISSION

CITY OF CALEXICO, CA: CALIFORNIA

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$12,887,507

Project Description: This project will fund construction activities for a new intermodal transportation center in the City of Calexico's downtown and will consolidate public and private transportation providers into one facility. The new facility will include a ticket booth, CCTV security cameras, security office, restrooms, approximately nine 40-foot bus parking bays, canopies over the bus waiting areas, benches, public parking spaces, a section reserved for taxis and farm laborer buses and trailers, bicycle racks, lighting and landscaping throughout the facility, and pedestrian sidewalk and crossing improvements.

Project Benefits: The project demonstrates positive benefits for almost all merit criteria. The project is expected to significantly reduce vehicle miles traveled and increase annual passenger ridership which will reduce emissions specifically by encouraging modal shift. Access to daily destinations will be significantly improved by providing one single transportation center that links multiple modes of public and private transportation, demonstrating system-wide connectivity and increasing transportation choices. Physical barriers to transportation options will be removed by making selected improvements to sidewalks and crossing locations, which will include ADA features. This project includes an extensive and robust public engagement process with the residents and community-based organizations which details a three-tiered process that gathered input from stakeholders, community leaders and organizations, and transit riders.



CHESTER AVENUE CONNECTIVITY AND CLIMATE ADAPTATION PROJECT

CITY OF BAKERSFIELD

CITY OF BAKERSFIELD, CA: CALIFORNIA

CAPITAL

URBAN

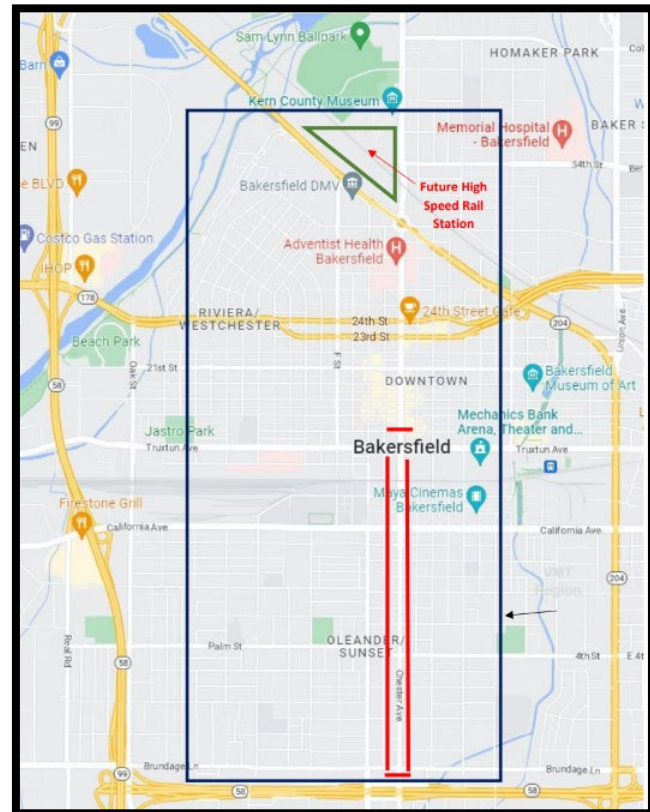
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$10,000,000

Project Description: The project will redevelop approximately 1.4 miles of Chester Avenue between Brundage Lane and Truxtun Avenue with complete streets enhancements, ADA accessible sidewalks, Class II bike lanes, roadway improvements, and related infrastructure improvements including lighting, and stormwater drainage.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. It will create a multimodal transportation corridor that will provide much needed connectivity between the Downtown Bakersfield High Speed Rail Station and surrounding underserved neighborhoods and businesses. Improved multimodal connectivity concurrent with the project area being rezoned for mixed-use development is expected to promote economic development. The proposal also states improvement in the area will promote tourism opportunities. The bus route on this corridor has the highest usage of bike racks and wheelchair lifts, demonstrating a need for the many bike racks and ADA curb ramps that will be installed as part of this project. The project will improve the community's resiliency from more intense storm and heat events by integrating best practices for receiving, filtering, and storing stormwater and groundwater recharge efforts as well as by converting streetlighting to energy efficient LED, dark sky compliant fixtures.



RAISE UP WATTS: CATALYZING CONNECTIVITY THROUGH ACTIVE TRANSPORTATION

HOUSING AUTHORITY OF THE CITY OF LOS ANGELES

CITY OF LOS ANGELES, CA: CALIFORNIA

CAPITAL

URBAN

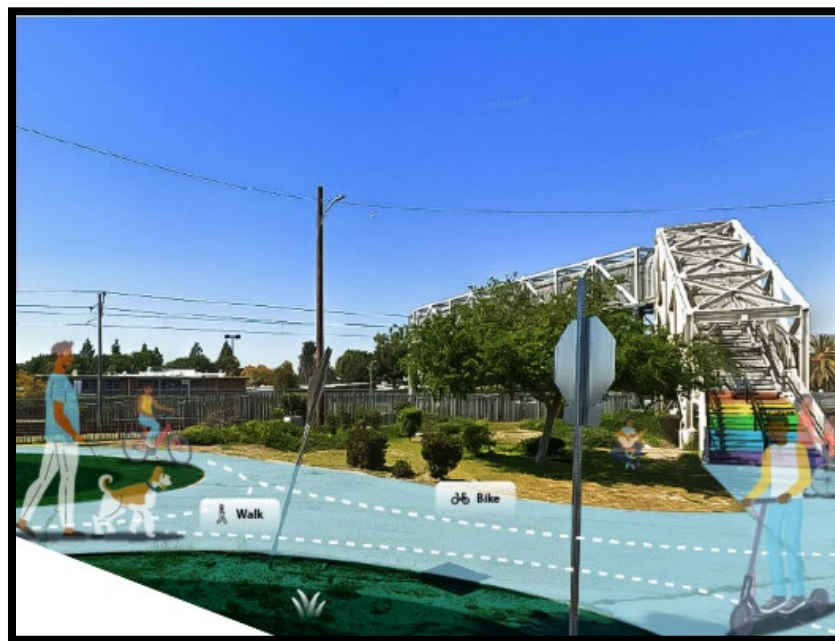
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$6,967,923

Project Description: This project will fund the planning and construction of improvements to the Wilmington Avenue Corridor. The project includes the following elements: replacement of Rainbow Bridge, a pedestrian bridge that connects to the Watts Cultural Trail; and Vision Zero strategies including intersection improvements, traffic calming measures, landscaping, sidewalks, public art, wayfinding signage, bulb-outs, utility relocation, and ADA ramps.

Project Benefits: The project is strong in safety, quality of life, mobility and community connectivity, state of good repair, partnership and collaboration, and innovation. The project will transform the neighborhood by promoting active transportation and will improve access to the Watts Tower and Cultural Crescent, the local middle school, healthcare facilities and the Watts Cultural Trail; a critical link in the regional active transportation network. The approach incorporates significant feedback developed over long-standing collaborative engagements with local community organizations, as demonstrated by the Watts Rising Collaborative.



BUILDING BRIDGES TO TRANSIT PROJECT

CITY OF ANAHEIM

CITY OF ANAHEIM, CA: CALIFORNIA

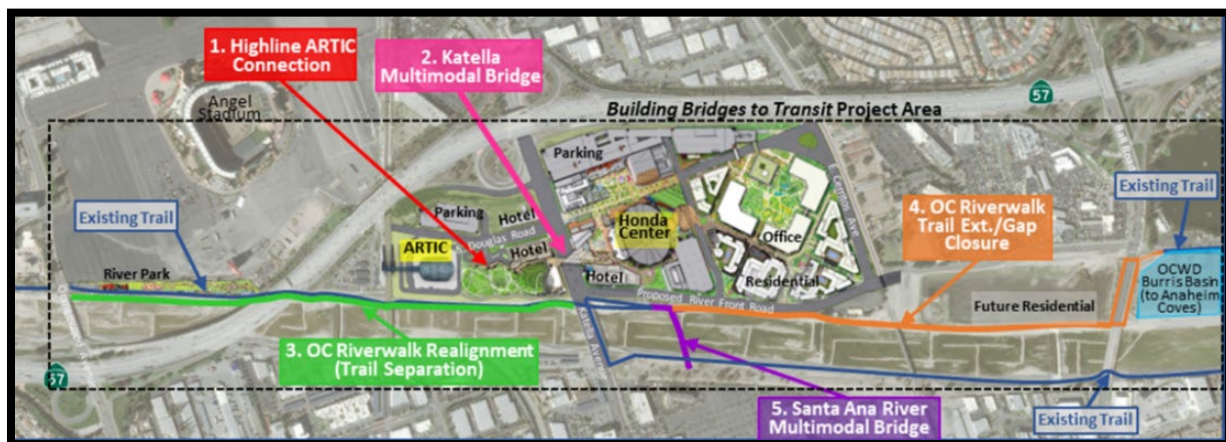
PLANNING

URBAN

RAISE GRANT FUNDING: \$5,066,500

Project Description: This project will develop final design and construction documents for five high-impact and high-visibility active transportation connections to the regional rail/bus transit center in Anaheim: two non-motorized multi-modal bridges; an elevated “highline” trail; a major regional trail extension; and the realignment of an engineered riverbank to separate high-speed bicycle and pedestrian traffic.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The project will significantly reduce fatalities and serious injuries for underserved communities and incorporates activities identified in the Department’s National Roadway Safety Strategy plan. The project will promote modal shift to transit and active transportation connections to mixed-use development, essential services, and recreation.



CO 119 DIAGONAL HIGHWAY MOBILITY IMPROVEMENT PROJECT

BOULDER COUNTY

BOULDER COUNTY, CO: COLORADO

CAPITAL

RURAL

RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will construct multimodal improvements including intersection safety improvements, construct a regional bikeway and implement Bus Rapid Transit (BRT) along CO 119 between Boulder and Longmont.

Project Benefits: The project is strong in safety, mobility and community connectivity, partnerships and collaboration, and innovation. The project's Safe System Approach of diagonal intersection improvements, new bikeway connections, and transit enhancements will decrease the crash rate and improve safety. Community connectivity and mobility will increase by addressing public transit network gaps and incorporating Universal Design to eliminate access point barriers. The project will deploy innovative elements to enhance safety and mobility across all modes, such as Adaptive Signal Controls and AI cameras to monitor pedestrian and bicycle usage. The project also has strong collaboration with stakeholders and will conduct meaningful public engagement strategies.



DELTA REVITALIZING MAIN STREET PROJECT

CITY OF DELTA

CITY OF DELTA, CO: COLORADO

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$13,196,356

Project Description: The project will reconstruct Delta's Main Street utilizing a complete streets approach, including ADA-accessible sidewalks, and dedicated bicycle lanes from 13th Street to 1st Street.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and partnership and collaboration. The project will create a vibrant, walkable downtown area that incorporates multimodal transportation elements and improved streetscapes, which will have a positive impact on the local economy and improve quality of life. The planned approach incorporates feedback from a wide variety of community organizations, including elderly communities that rely on the local public transit network, a local library branch adjacent to the project area, and downtown business with storefronts adjacent to improvement areas.



FOOTHILLS TRANSIT STATION AND ROUNDABOUT

CITY OF FORT COLLINS

CITY OF FORT COLLINS, CO: COLORADO

CAPITAL

RURAL

RAISE GRANT FUNDING: \$10,713,570

Project Description: This project will fund the construction of the new Foothills Transit Station in the West Elizabeth transit corridor and a roundabout at the intersection of Overland Trail and West Elizabeth.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, and innovation. The new transit station is anticipated to generate high amounts of walking and biking trips as it is in a densely populated area that currently does not have a transit hub. It will also provide the groundwork for expanding battery-electric buses and the local Bus Rapid Transit system. This project includes inclusive economic development by having a Disadvantaged Business Enterprise goal of more than 3 percent. The project will both deploy technologies that are new to the community, such as overhead pantograph chargers to assist with on-route charging of electric buses, and will use innovative financing through donated right-of-way from a university.



IDAHO SPRINGS DOWNTOWN MOBILITY PLAN

CITY OF IDAHO SPRINGS

CITY OF IDAHO SPRINGS, CO: COLORADO

PLANNING

RURAL

RAISE GRANT FUNDING: \$2,410,000

Project Description: The project will complete the planning and design of a mobility hub and associated infrastructure in downtown Idaho Springs, including a roundabout at Exit 240 of Interstate 70 in Colorado. Pedestrian and bicycle infrastructure will be incorporated in the area around Exit 240, including a connection to the Clear Creek Greenway.

Project Benefits: The project is strong in safety, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The mobility hub will seek to remedy current congestion issues within Idaho Springs, while enhancing access to transit and active transportation to try and reduce emissions and improve quality of life for residents. The project also includes the introduction of a rotary at a particularly dangerous intersection, and complete streets designs to separate pedestrian and cyclists from vehicles. A public engagement task force was developed to seek input from local businesses, project partners, and to provide quality employment opportunities.



CORTEZ COMMUNITY RAISE PROJECT

CITY OF CORTEZ

CITY OF CORTEZ, CO: COLORADO

PLANNING

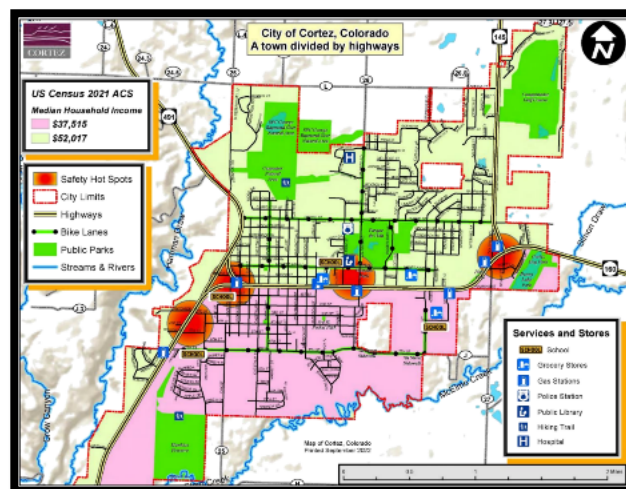
RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$825,300

Project Description: The project will fund a comprehensive plan, spread across three phases, to evaluate and reform the city's interstate corridors, including a corridor assessment and public engagement strategy, engineering and technical design, and a feasibility study, including benefit-cost analysis.

Project Benefits: The project demonstrates positive benefits in almost all the merit criteria areas. The project targets a known and documented safety problem by protecting non-motorized and motorized travelers from historic safety risks through safety counter measures that will modernize existing roadways. This project will also address the disproportionately negative environmental impacts of transportation on the underserved and will enable transportation-efficient land use and design that complements the local history. Through the comprehensive planning process the project will identify solutions that improve resident's access and connectivity to daily destinations through active transportation and modernizing existing infrastructure to a state of good repair. The Plan will also promote long-term economic growth and greater public and private investments in land-use productivity, helping to drive revitalization of the historic downtown. In addition, the project will support and engage diverse groups and communities by engaging residents and community-based organizations to ensure equity considerations for underserved populations are meaningfully integrated throughout the lifecycle of the project.



MOVE NEW HAVEN ON-STREET BUS RAPID TRANSIT SYSTEM

CONNECTICUT DEPARTMENT OF TRANSPORTATION

NEW HAVEN COUNTY, CT: CONNECTICUT

CAPITAL

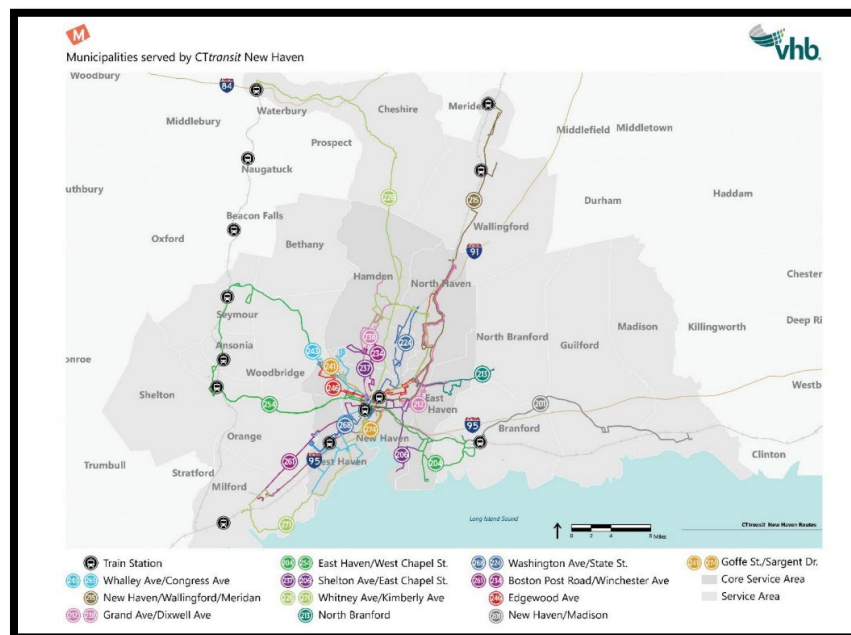
URBAN

AREA OF PERSISTENT POVERTY: YES

RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will construct approximately 11 miles of on-street bus rapid transit (BRT) system corridor overlays along 4 heavily traveled transit corridors. The project establishes approximately 18 on-street BRT stops and 4 mini-hubs with shelters, seating, and real-time passenger information. The project also includes procurement of approximately 15 battery- electric buses, bus-only lanes and queue jumps, and Transit Signal Priority.

Project Benefits: The project is strong in environmental sustainability, quality of life, mobility and community connectivity, and partnerships and collaboration. The project will induce modal shift, thereby reducing VMT and greenhouse gas emissions. The project will increase affordable transportation choices and mobility by significantly reducing vehicle dependence through the improved transit system. The implementation of a BRT system is anticipated to increase transit ridership, as well as move more people in shorter times. Connecting existing routes to the proposed 'mini-hubs' will enable travelers to avoid long trips into the center of the city, substantially increasing the attractiveness of transit as an alternative commuting option. The project has engaged residents and community-based organizations to ensure equity considerations are meaningfully integrated throughout the lifecycle of the project.



DOWNTOWN NEW LONDON MULTIMODAL UTILIZATION IMPROVEMENTS PROJECT

CITY OF NEW LONDON

CITY OF NEW LONDON, CT: CONNECTICUT

CAPITAL

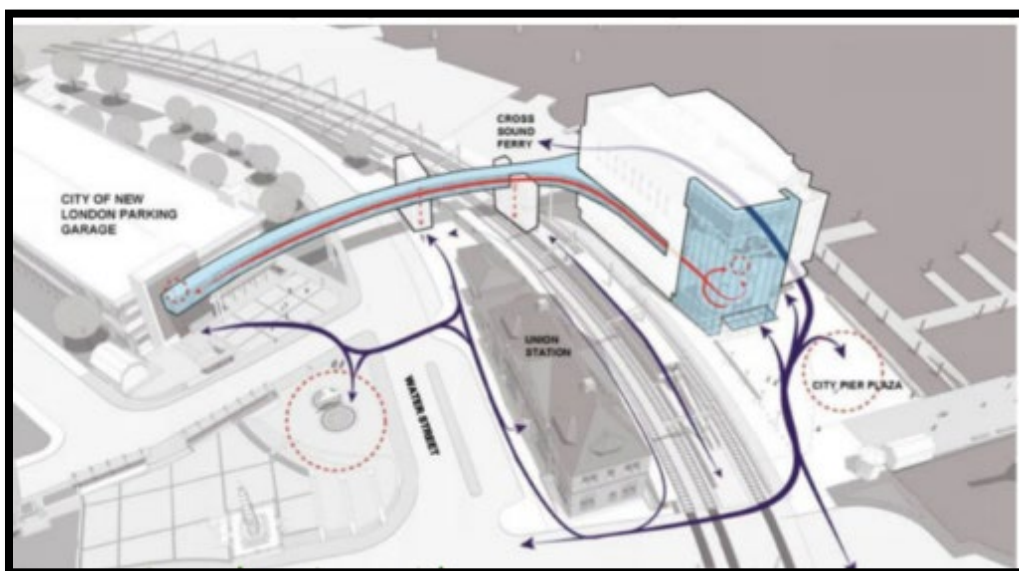
URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$17,000,000

Project Description: This project will fund the construction of five components: 1) Expansion of the Water Street Public Parking Garage, 2) Transit Hub, 3) National Coast Guard Museum Association Pedestrian Bridge and Public Access, 4) High-Speed Ferry Terminal, 5) Union Train Station Restoration and Renovation.

Project Benefits: The project is strong in safety and partnership and collaboration. The project will protect non-motorized travelers by constructing a pedestrian bridge that will connect downtown New London to the waterfront attractions. The resultant bridge will prevent pedestrians from crossing Water Street and an at-grade rail line where significant crashes have occurred and no direct pedestrian link exists. The project will be delivered through formal public-private partnership between the United State Coast Guard, State of Connecticut, City of New London, National Coast Guard Museum Association, and Cross Sound Ferry Services that promises to incorporate a diverse group of stakeholder voices.



MAIN STREET NORTH STREETScape IMPROVEMENTS PROJECT

CITY OF HARTFORD

CITY OF HARTFORD, CT: CONNECTICUT

CAPITAL

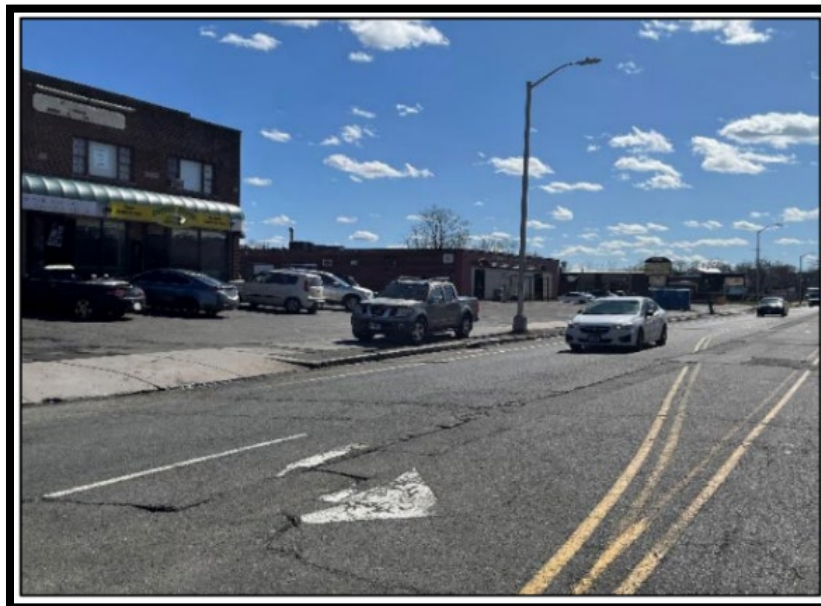
URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$19,000,000

Project Description: The project will construct streetscape improvements in the Northeast neighborhood of Hartford utilizing a complete streets approach. The project focuses on the portion of North Main Street from just south of Naugatuck Street to just north of Tower Avenue.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. It serves a neighborhood that was historically cut off from the city by an interstate highway. Slower speeds from the road diet, high visibility crosswalks, and mid-block crossings with RRFBs are expected to reduce or eliminate bicycle and pedestrian safety issues, which include multiple fatalities in recent years. The multimodal improvements increase transportation options for an underserved community with low income and low vehicle ownership to access essential services and daily destinations. The project is coordinated with economic development initiatives through the City of Hartford Economic Development Division and it includes a commitment to utilize Minority/Women Business Enterprises on 15% of contracts.



WESTERN CONNECTICUT REGIONAL TRAIL BICYCLE AND PEDESTRIAN PLANNING

WESTERN CONNECTICUT COUNCIL OF GOVERNMENTS
 FAIRFIELD AND LITCHFIELD COUNTIES, CT: CONNECTICUT
 PLANNING
 RURAL

RAISE GRANT FUNDING: \$4,528,000

Project Description: The project will complete planning and engineering work for numerous sections of an approximately 55-mile multi-use trail between Norwalk, Wilton, Redding, Ridgefield, Danbury, Brookfield, and New Milford.

Project Benefits: The project is strong in mobility and community connectivity, quality of life, safety, environmental sustainability, economic competitiveness and opportunity, state of good repair, and partnership and collaboration. The trail system will directly benefit underserved communities connecting urban and rural areas, shorelands and forest, and pedestrian and bicycle transportation to park, schools, and community centers. The project will serve as a major catalyst for economic development in Western Connecticut, both by facilitating tourism and also by connecting underserved communities to employment opportunities. As the project spans seven jurisdictions, it is engaging with local and regional stakeholders, including local municipalities, state legislators, chambers of commerce, and community and non-profit organizations. The project will create a steering committee for stakeholder outreach, and will encourage Disadvantaged Business Enterprise (DBE) participation.



WHEELER ROAD SE SAFETY PROJECT

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION

DISTRICT OF COLUMBIA, DC: DISTRICT OF COLUMBIA

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$20,000,000

Project Description: The project will fund design and construction activities for vehicle, bicycle, and pedestrian infrastructure improvements on approximately one mile along Wheeler Road from Alabama Avenue to Southern Avenue. The project includes medians, sidewalk widening, ADA improvements, turning lanes, shared-use path, pedestrian islands, curb extensions, bus stop relocation, bicycle lanes, signage and pavement markings, high visibility crosswalks, and traffic signal upgrades.

Project Benefits: The project is strong in safety. This project will incorporate several strategies to improve safety that are consistent with DOT's Safe Systems Approach to reduce injuries and fatalities. Traffic calming measures will improve the safety around schools along the roadway, as well as improve school drop-off and pick-up circulation.



CONNECTING COMMUNITIES: GEORGETOWN TO LEWES RAIL WITH TRAIL

DELAWARE DEPARTMENT OF TRANSPORTATION

CITY OF GEORGETOWN, DE: DELAWARE

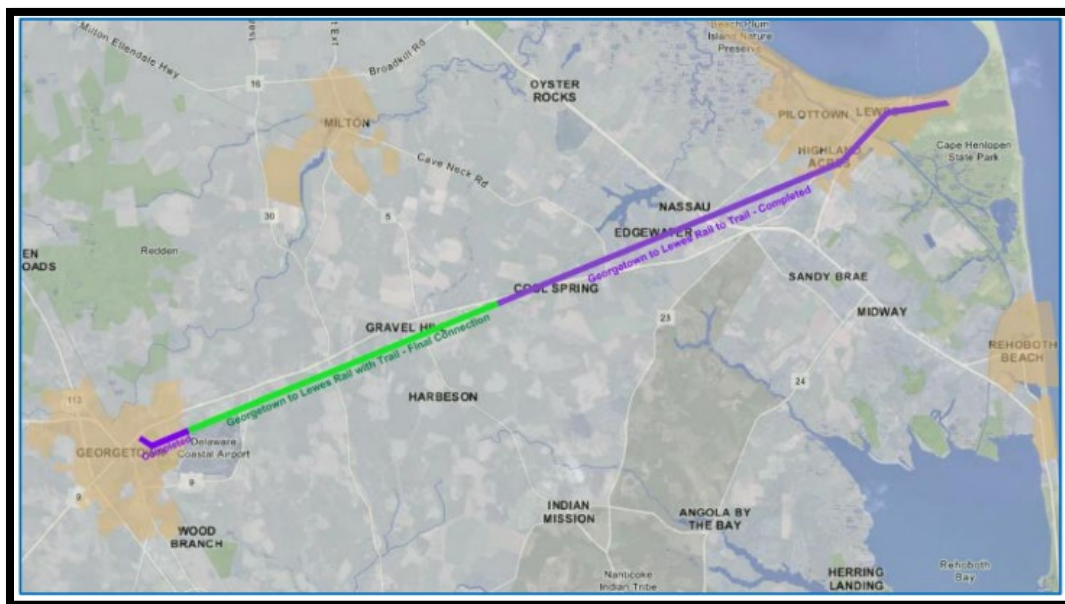
CAPITAL

RURAL

RAISE GRANT FUNDING: \$21,000,000

Project Description: The project will fund construction for the final phase of an approximately 17-mile multi-use, off alignment path that will connect the Town of Georgetown to the City of Lewes. The final phase includes the installation of approximately 6 miles of a 10-foot to 12-foot-wide shared use path along the railroad corridor.

Project Benefits: The project is strong in mobility and community connectivity, quality of life, safety, environmental sustainability, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. It will provide safe, non-motorized means of transportation, which will connect residents to job, utilities, public facilities, and business districts and will improve the quality of life and economic opportunity of the region. This innovative project will be the first trail in Delaware to utilize a video detection system that automatically activates a rectangular rapid flashing beacon to provide drivers, pedestrians, and cyclists advance notice of their approach at a trail intersection. There will be on-the-job training specifically for women, people of color, and those with convictions, after which participants can transition to registered apprenticeships.



NEWPORT RIVER TRAIL

NEW CASTLE COUNTY

NEW CASTLE COUNTY, DE: DELAWARE

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$23,000,000

Project Description: The project will fund the construction of an approximate 2-mile, ADA-accessible, shared-use path connection between the Town of Newport and the Jack A. Markell Trail in Wilmington.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, state of good repair, and partnership and collaboration. The new path will improve safety by creating a safe connection that separates bicyclists and pedestrians from high traffic volumes and vehicles speeds. Environmental sustainability is addressed by creating a viable transportation alternative that encourages a modal shift from driving to active transportation. The project also improves quality of life by investing in infrastructure that reduces the need to own a vehicle. Mobility and community connectivity is improved by creating an active transportation connection between Wilmington, the largest city in Delaware, and the Town of Newport. The project also has future plans to extend the connection westward to Newark. Earlier phases of the project have demonstrated robust public engagement and support from a diverse group of communities and stakeholders.



TALLAHASSEE CONNECTION: SUSTAINABLE SOUTHSIDE TRANSIT CENTER

CITY OF TALLAHASSEE

CITY OF TALLAHASSEE, FL: FLORIDA

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$15,000,000

Project Description: The project will construct a transit center that will have approximately eight bus bays, each equipped with electric charging, located on the northwest corner of Orange Avenue and Meridian Street. The project will also include bicycle/scooter racks, micro-mobility and ride share spaces, ticketing and waiting areas, along with solar panels for self-sustaining energy.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, and partnerships and collaboration. Clear and safe access points from the road network surrounding the transit center will be established to minimize conflict with vehicles and will improve the safety of motorized and non-motorized travelers. The expansion of battery-electric buses will reduce mobile source emissions and improve air quality. Also heat islands will be mitigated by using design features such as rooftop solar panels and shaded landscaping. Active transportation will be encouraged by enhancing bicycle and pedestrian connections in the area, as well as improving system wide connectivity. In addition, the project has connected with many stakeholders and community organizations, and has strong community support.



WEST PALM BEACH ON THE RISE

CITY OF WEST PALM BEACH

CITY OF WEST PALM BEACH, FL: FLORIDA

CAPITAL

URBAN

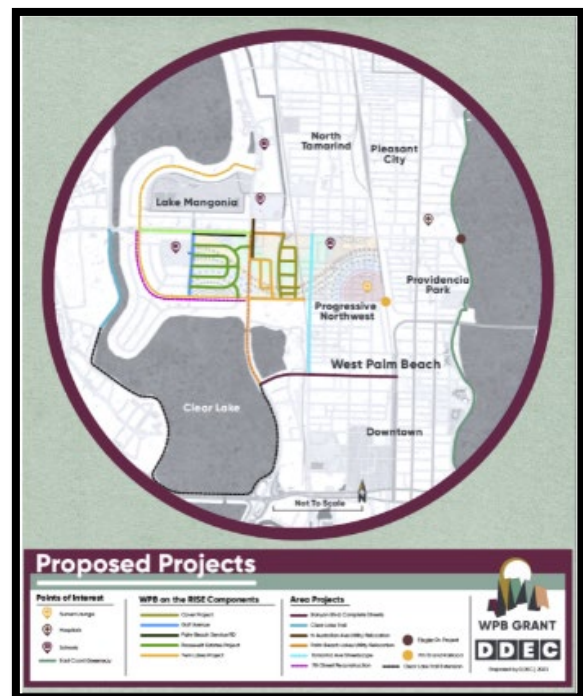
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$8,135,909

Project Description: The project will fund the construction activities for street improvements that will be made to five different areas. Improvements include traffic calming measures, bicycle boulevards, sidewalks and crosswalks enhancements, access management, street lighting, transit stops, pedestrian bridges, traffic signal, signage and striping, as well as stormwater drainage.

Project Benefits: The project is strong in environmental sustainability, quality of life, mobility and community connectivity, state of good repair, partnerships and collaboration, and innovation. The project will improve stormwater management, mitigate flooding issues, and add more shade trees to reduce heat island effects. The project will provide the neighborhoods with improved access to transit and active transportation modes to reduce vehicle dependence and increase affordable transportation choices, as well as provide better connectivity to jobs, recreation, retail, and other daily services. The infrastructure investments will revitalize and modernize both surface and underground infrastructure assets to a state of good repair. The project will also use innovative low-carbon materials in the construction and will incorporate carbon-trapping materials in the concrete. In addition, the project engages with stakeholders, residents, and community-based organizations to ensure equity considerations are meaningfully integrated throughout the lifecycle of the project.



PORTMIAMI NET ZERO PROGRAM: CARGO SUPPLY CHAIN MASTER PLAN

MIAMI-DADE COUNTY

MIAMI-DADE COUNTY, FL: FLORIDA

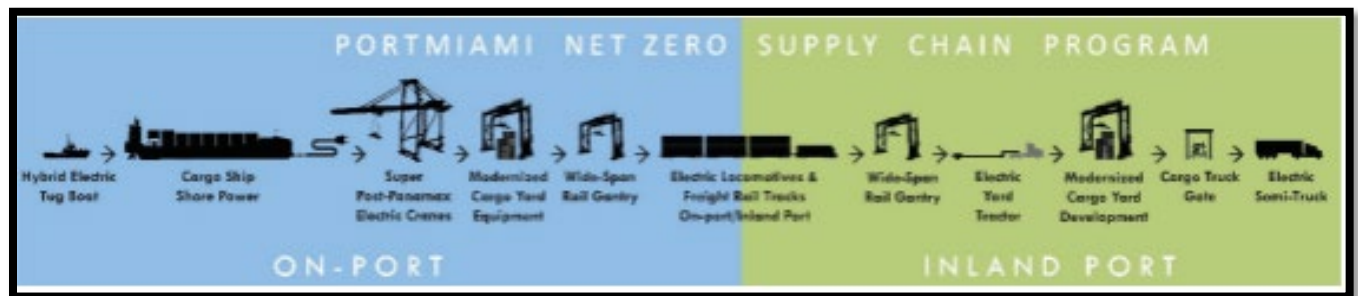
PLANNING

URBAN

RAISE GRANT FUNDING: \$5,000,000

Project Description: The project will complete portions of a Master Plan that include the planning and design studies for carbon neutralization of on-port operations, the development of two inland cargo centers, and the development of further strategies for on- and off-port sites.

Project Benefits: The project is strong in environmental sustainability, economic competitiveness and opportunity, and innovation. This planning project will include both on-port and off-port planning and a design for an optimized sequence of services from seaport to and from inland ports. The project will have design studies to achieve carbon neutralization of on-port operations, development of two inland cargo centers to handle 50% more cargo volume, and deploy innovative technologies, including radio-frequency identification and the electrification of supply chain movements, which will reduce the use of fossil fuel.



VILLAGE GREEN DRIVE CORRIDOR PLANNING PROJECT

CITY OF PORT ST. LUCIE

CITY OF PORT ST. LUCIE, FL: FLORIDA

PLANNING

URBAN

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$2,000,000

Project Description: The project will plan, design, and conduct community outreach for improvements to approximately 1.65 miles of the Village Green Drive corridor, to include roundabouts, intersection improvements, traffic calming features, 5-foot separated bike lanes, 6- to 10-foot sidewalks, the addition of a median between SE Walton Road and SE Tiffany Avenue, and an enhanced/relocated Wood Stork Trail.

Project Benefits: The project is strong in mobility and community connectivity, quality of life, safety, environmental sustainability, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The Village Green Drive corridor was identified as the top priority among 137 corridors in need of Complete Street improvements by the St. Lucie Transportation Planning Organization. The City has conducted significant public outreach and formed partnerships with community-based organizations, including neighborhood associations, Treasure Coast Black Chamber of Commerce, and Latin American Chamber of Commerce, among multiple others. The project will improve accessibility from the Sandhill Crossing neighborhood to the planned City Center community hub, for which there are currently inadequate sidewalks, bike lanes, and transit service. The green infrastructure improvements will address stormwater runoff polluting the St. Lucie River and the urban heat island effect.



10TH STREET COMPLETE STREETS PROJECT: PHASE I

CITY OF ST. CLOUD

CITY OF ST. CLOUD, FL: FLORIDA

PLANNING

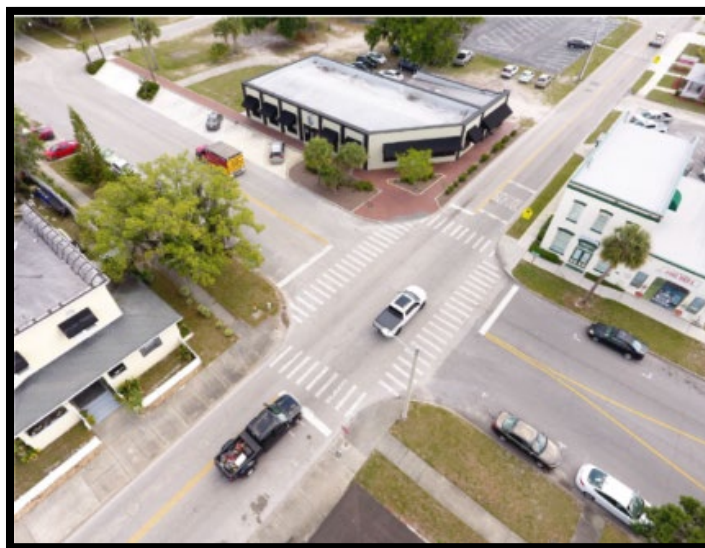
URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$1,200,000

Project Description: This project will fund Project Development and Environmental (PD&E) activities for the reconstruction of approximately 4-miles of 10th Street from US 192 to Narcoossee Road with a multimodal complete streets design.

Project Benefits: The project demonstrates positive benefits in all merit criteria areas. The project targets a known and documented safety problem, by protecting non-motorized and motorized travelers through implementation of specific objectives from DOT's National Road Safety Strategy Plan, including controlling speed limits through design, crosswalk improvements, and pedestrian refuge islands. The project considers climate change and environmental justice by reducing vehicle miles traveled through modal shift to active transportation and transit by addressing known factors that negatively affect the use of these alternative modes including safety, comfort, and accessibility. The project will improve system-wide connectivity to transit and accessibility for non-motorized travelers by providing access to the LYNX transit system, trails on the Citywide Masterplan, and other multimodal connection points using a Complete Streets approach. In addition, the complete streets design will facilitate tourism opportunities and promote long-term economic growth and other broader economic and fiscal benefits through enhancing the appeal and state of good repair of the historical downtown district for shoppers and other visitors.



TRAILS TO TRANSIT: RECONNECTING ATLANTA COMMUNITIES

CITY OF ATLANTA

CITY OF ATLANTA, GA: GEORGIA

CAPITAL

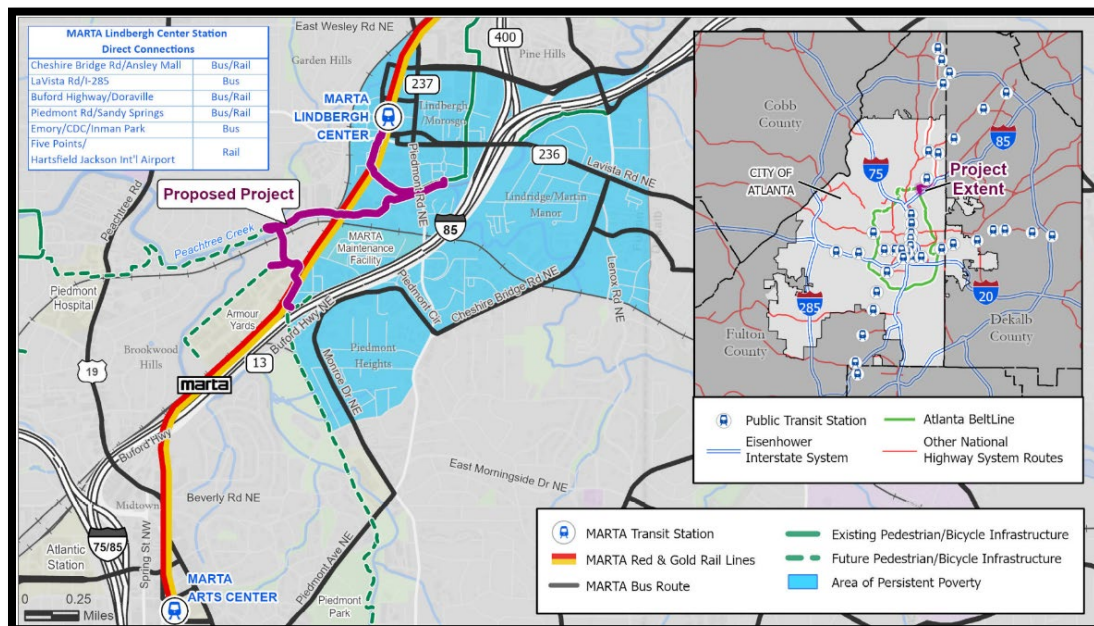
URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$25,000,000

Project Description: This project will construct Segment 3 and Connector Trails 1-3 of the Atlanta BeltLine Northeast Trail totaling approximately 2.7 miles of 14-foot wide mainline trail and approximately 2.1 miles of 12-foot wide spur trails. Construction includes ADA-accessible ramps, crosswalks and signals, lights and security cameras, environmental remediation, utility relocations, stormwater infrastructure, retaining walls, new and improved bridge structures, and landscaping.

Project Benefits: The project is strong in environmental sustainability, quality of life, mobility and community connectivity, state of good repair, partnership and collaboration, and innovation. The project provides new connection to MARTA transit service and improves bicycle and pedestrian access to daily destinations. A key objective of the project is to address housing cost burdens, with approximately 5,000 affordable housing units within walking distance of the project area. The project incorporates universal design; it will address gaps in existing network, remove physical barriers for individuals, and improve system-wide connectivity. This project supports the larger BeltLine project, has partnered with minority owned businesses and women owned businesses, and includes workforce development strategies.



GWINNETT PLACE TRANSIT CENTER

GWINNETT COUNTY

GWINNETT COUNTY, GA: GEORGIA

CAPITAL

URBAN

RAISE GRANT FUNDING: \$20,000,000

Project Description: This project will replace the existing Gwinnett Place Transit Center located near I-85 at Pleasant Hill Road, with a modern 2-story building that will accommodate county-wide expansion of transit service. The new Transit Center will increase the number of bus bays to approximately 12, offer modern amenities to transit riders, include electric bus charging stations, provide access to a future bus rapid transit (BRT), new sidewalks, a multi-use trail, kiss-and-ride facility, park-and-ride facility with electric vehicle charging stations, and integrated multi-modal connections to bicycle, pedestrian and trail, and ride-sharing infrastructure.

Project Benefits: The project is strong in safety, quality of life, and partnerships and collaboration. The new transit center will facilitate Ride Gwinnett to expand its service network, which will improve access for transit riders to daily destinations such as jobs, healthcare, higher education, and grocery stores. The project will improve the safety of motorized travelers and non-motorized travelers through the improvements to vehicular circulation around the station and the designated drop-off/pick-up sites, as well as through the added bicycle and pedestrian facilities. The applicant will also install signage and buffers between circulation areas, as well as lighting and security cameras to improve safety and security around the station.



OCONEE HEIGHTS STREETScape AND SAFETY IMPROVEMENTS

BALDWIN COUNTY

BALDWIN COUNTY, GA: GEORGIA

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$4,973,368

Project Description: This project will add shared-use paths throughout the Oconee Heights neighborhood and complete sidewalk connections on the exterior streets to ensure connectivity. Approximately 13,500 linear feet of two-lane roads will be converted into a one-lane road, approximately 2,900 linear feet of new five-foot side walks will be added, along with the installation of approximately 234 new solar-powered lighting fixtures and the replacement of three failing culverts.

Project Benefits: The project demonstrates positive benefits for almost all merit criteria. By implementing Complete Streets approaches and widening vehicle travel lanes to a 10-foot minimum standard the project will reduce the rates of pedestrian crashes in an area that currently experiences ten times the statewide average. The project will implement transportation-efficient land use and design, such as drawing on the features of historic towns and villages that had a mix of land uses, compact and walkable development patterns, accessible green space, and neighborhood centers and will reduce vehicle miles traveled through modal shift to walking. The project also can improve public health by adding new facilities that promote walking, biking, and other forms of active transportation, particularly in a low-income area with low labor-force participation and more than one-third of households having a person with a disability. The project sponsor has developed unique and innovative partnerships, including an epidemiologist at Georgia College and State University (GCSU) to do in-depth research on community priorities in this underserved area, and that research fed directly into the plans for this project. The project has also participated in a non-DOT capacity building program, the Georgia Initiative for Community Housing.



Photo 3: Bell Avenue, at Edwards Street, looking eastward, ca. April 2022 by Google Maps

THOMASVILLE MULTIMODAL TRANSPORTATION PLAN

CITY OF THOMASVILLE

CITY OF THOMASVILLE, GA: GEORGIA

PLANNING

RURAL

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$175,000

Project Description: The project will develop a multimodal transportation plan for the City of Thomasville to provide Complete Streets, address economic development needs, and improve connectivity.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, economic competitiveness and opportunity, and state of good repair. It will plan for a multimodal design of the City's roadways and substantial changes to the community's land use. The project includes an official road safety audit, considers climate change and environmental justice by implementing transportation-efficient land use and design, focuses on improved accessibility for pedestrians and bicyclists, and promotes greater investment in land-use productivity. Ultimately, the project will lead to the creation of new infrastructure in a remote community that will be maintained in a state of good repair.



ALA WAI BRIDGE

CITY AND COUNTY OF HONOLULU

CITY OF HONOLULU, HI: HAWAII

CAPITAL

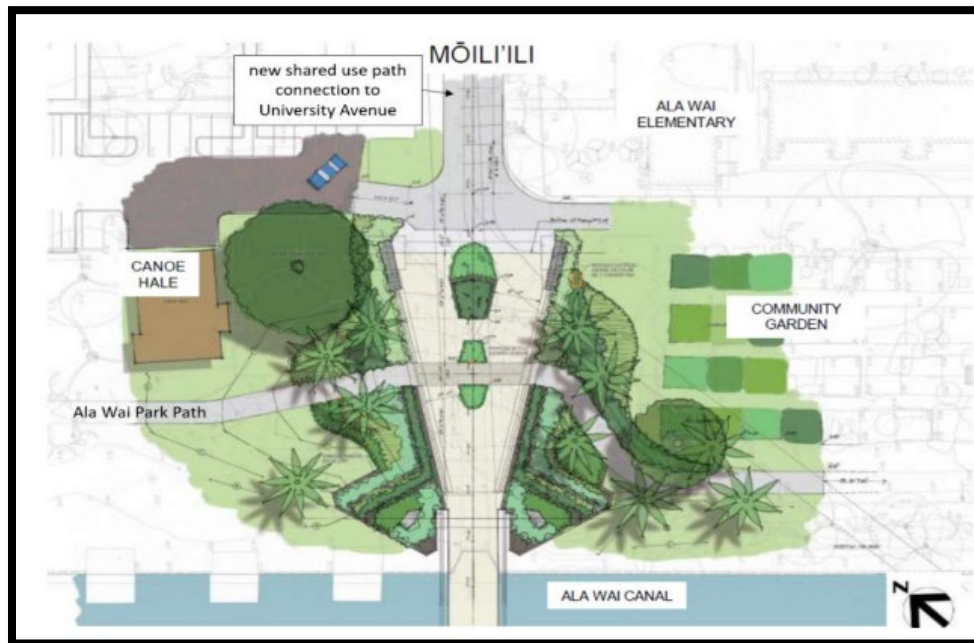
URBAN

RAISE GRANT FUNDING: \$25,000,000

ESTIMATED TOTAL PROJECT COST: \$63,382,265

Project Description: This project will construct an approximately 300-foot pedestrian and bicycle crossing of the Ala Wai Canal that features an asymmetrical concrete cable-stayed bridge.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, economic competitiveness and opportunity, and partnership and collaboration. This iconic bridge will connect many of the neighborhoods, businesses, parks, schools, and recreational activities north of the canal with Waikiki. The project will also reduce emissions and emphasize decarbonization by promoting modal shift to active transportation.



LĪLOA DRIVE EXTENSION PHASE 1

MAUI COUNTY

MAUI COUNTY, HI: HAWAII

CAPITAL

RURAL

RAISE GRANT FUNDING: \$25,000,000

Project Description: This project will extend Liloa Drive and its integrated shared-use path by approximately 2,900 lineal feet. The extension consists of a two-lane roadway with curbs, gutters, sidewalks, shared-use path, retaining walls, streetlights, related utility system improvements, landscaping, and a new bridge crossing. Roundabouts will be constructed at intersections with Kūlanihāko'i Street and Waipu'ilani Road.

Project Benefits: The project is strong in environmental sustainability and quality of life. The project will establish redundancy and will provide an alternative route away from climate hazard areas. It promotes a modal shift to active transportation and significantly reduces vehicle dependence in a community with low vehicle ownership. Quality of life will be improved due to increased access to daily destinations such as healthcare, grocery stores, schools, places of worship, and recreation.



Existing Liloa Drive Shared Use Path

REBUILDING BRIDGES: BUILDING BLOCKS OF ECONOMIC AND COMMUNITY PROGRESS

CLAY COUNTY

CLAY, LUCAS, CRAWFORD, LEE, POTTAWATTAMIE, WRIGHT, PAGE, HENRY, AND MITCHELL COUNTIES, IA: IOWA

CAPITAL

RURAL

RAISE GRANT FUNDING: \$24,760,000

Project Description: This project will replace approximately nine bridges in poor condition across nine rural Iowa counties.

Project Benefits: The project is strong in quality of life, mobility and community connectivity, economic competitiveness and opportunity, and state of good repair. The bridge replacements will bring these assets to a state of good repair and will improve freight mobility, especially for supply chain bottlenecks, on these farm-to-market roadway networks. The bridge replacements will also ensure continued connectivity for residents who otherwise would have an increased travel burden to reach daily destinations. In addition, some of the bridges will include added active transportation facilities for non-motorized travelers, thereby increasing affordable transportation options and providing added connectivity.



MODERNIZING THE MAIN STREET CORRIDOR

CITY OF CEDAR FALLS

CITY OF CEDAR FALLS, IA: IOWA

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$10,000,000

Project Description: The project will reconstruct Main Street between University Avenue and 6th Street to include complete streets enhancements, dedicated on-street bike lanes, ADA accessible sidewalks and trails, mid-block crossings, transit stops, lighting, and underground utility improvements.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. It includes new bicycle/pedestrian infrastructure, and enhances vehicle safety with roundabouts, as well as traffic signals, better lighting and improved transit stops. This project will replace a 60-year old street design with a modern multimodal infrastructure and nine new transit stops. The application describes community outreach, coordination, and partnership with organizations including the Cedar Valley Bicycle and Pedestrian Advisory committee, the Cedar Falls Downtown District, Community Main Street, Iowa DOT, Black Hawk County, MET, Cedar Falls Utilities, and four private utility companies.



4TH AVENUE SOUTH MULTIMODAL CORRIDOR PLANNING PROJECT

CITY OF CLEAR LAKE

CITY OF CLEAR LAKE, IA: IOWA

PLANNING

RURAL

RAISE GRANT FUNDING: \$300,000

Project Description: The planning project includes community engagement, a corridor study, alternatives analysis, final design, and environmental review for a project to evaluate the 4th Avenue South corridor. The project will evaluate approaches to modernize infrastructure connecting downtown Clear Lake and I-35, including the deployment of electric vehicle charging infrastructure and further development of the regional trail network.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, and innovation. It is expected to substantially improve bicycle and pedestrian infrastructure and fill gaps in the network, improving mobility and community connectivity.



NORTH PORTNEUF CROSSING

CITY OF POCATELLO

CITY OF POCATELLO, ID: IDAHO

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$7,750,000

Project Description: This project will signalize and make traffic safety improvements at the intersection of North Kraft Road and North Main Extension. This project will also remove a hazardous intersection, include new and updated bicycle and pedestrian facilities, relocate and upgrade of a public transit facility, and complete stormwater infrastructure near the intersection.

Project Benefits: The project is strong in safety, quality of life, and innovation. The project improves safety and encourages active transportation by adding non-motorized travel paths, crosswalks, and enhanced medians. The Bannock Transportation Planning Organization's Master Transit Plan's Market Assessment showed the area to be extremely reliant on transit. The project facilitates movement of people and freight; it will improve connections to recreational facilities and also includes the deployment of technology for real time monitoring and freight priority.



MCCALL SH55 AND DEINHARD-BOYDSTUN CORRIDOR DESIGN

IDAHO DEPARTMENT OF TRANSPORTATION

VALLEY COUNTY, ID: IDAHO

PLANNING

RURAL

RAISE GRANT FUNDING: \$2,877,512

Project Description: The project will complete planning and design of roadway, drainage, utility and multi-modal improvements along the existing Idaho State Highway 55 route and Deinhard Lane/Boydston Street corridors to reroute traffic around downtown McCall.

Project Benefits: The project is strong in environmental sustainability, economic competitiveness and opportunity, state of good repair, and innovation. The project aims to avoid adverse environmental impacts to water quality by relocating the roadway out of a critical watershed area and reducing emissions in the downtown area by redirecting traffic around the city. The redirecting of traffic will help make downtown McCall more walkable and bikeable which is anticipated to lead to increased tourism opportunities. The project provides a new connection to a remote community and will also enhance the environment for electric, connected, and automated vehicles and by using low-carbon materials.



The lack of stormwater facilities in the project area creates flooding during heavy rain or rapid snow melt and compromises water quality.



Pedestrians navigating a portion of the existing SH55 corridor without sidewalk.

CURTIS ROAD GRADE SEPARATION AND COMPLETE STREETS PROJECT

VILLAGE OF SAVOY

VILLAGE OF SAVOY, IL: ILLINOIS

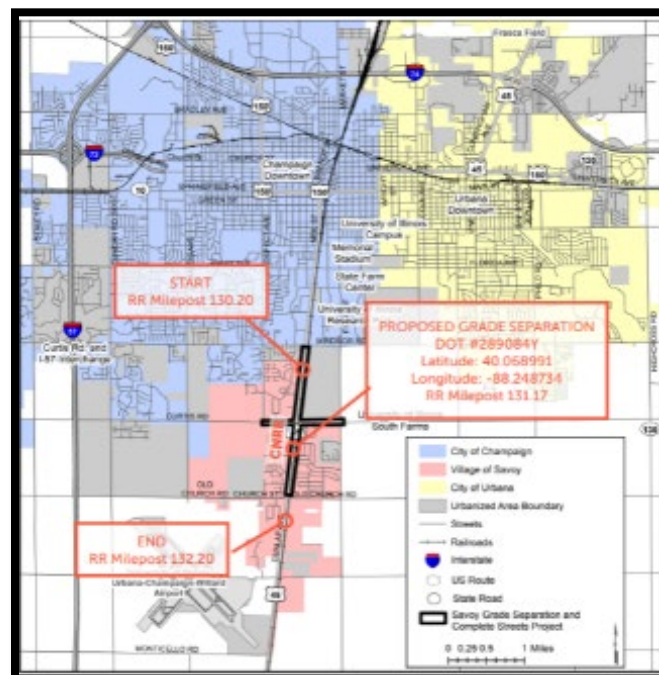
CAPITAL

RURAL

RAISE GRANT FUNDING: \$22,683,587

Project Description: The project will create a new railroad grade separation and approximately two miles of railroad improvements from Windsor Road to Old Church Road by relocating the railroad track and embankment. The tracks will be raised approximately 15 feet and Curtis Road lowered approximately 5 feet in order to achieve the roadway underpass. Additionally, the project will reconstruct approximately one mile of Curtis Road with two additional vehicular lanes, new on-street bicycle lanes, modernized traffic signals with pedestrian countdown signals, drainage improvements, and enhanced transit stops. A railroad bridge will be constructed to span the new Curtis Road width.

Project Benefits: The project is strong in safety, environmental sustainability, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and innovation. It improves safety by using automated pedestrian detection devices and grade separating a rail crossing. Connectivity to the University of Illinois campus and downtown areas of Champaign and Urbana will be improved. Environmental sustainability was explicitly considered in project planning, through the use of the Champaign County Regional Environmental Framework (REF). The project incorporates solar lighting, automated pedestrian detection, and conduit for future fiber optic broadband deployment.



PACE PULSE HALSTED LINE

PACE SUBURBAN BUS DIVISION OF THE RTA

COOK COUNTY, IL: ILLINOIS

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$20,000,000

Project Description: The project will implement bus rapid transit (BRT) service along an approximate 9-mile corridor, serving four Chicago South Side neighborhoods and three south suburban communities. The Project's northern terminus is the CTA Red Line 95th/Dan Ryan station and southern terminus is the Pace/Metra Harvey Transportation Center, providing BRT connections to subway, commuter rail, and many bus routes. The project will construct approximately 14 intermediate stations, bus lanes, queue jumps, enhanced pedestrian ADA access, and new buses.

Project Benefits: The project is strong in safety, mobility and community connectivity, economic competitiveness and opportunity, and partnerships and collaboration. The new BRT line will improve bus speed and reliability and will increase service frequency with shorter headways. These improvements will reduce mobility barriers in the Chicago metropolitan area and will offer a significant improvement to the current level of service. The improved travel time reliability is also expected to have a significant impact on the ability to attract quality employees and business development in the area. In addition, the modal shift and new right-of-way infrastructure, curb extensions, and improved signage will improve the safety of motorized and non-motorized travels with expected reductions in serious injuries, fatalities, and property damage. The project also demonstrates extensive partnership with multiple stakeholders and the community, as well as interagency collaboration at the city, county, and state level.



WABASH RIVER GREENWAY PHASE 2

TIPPECANOE COUNTY

TIPPECANOE COUNTY, IN: INDIANA

CAPITAL

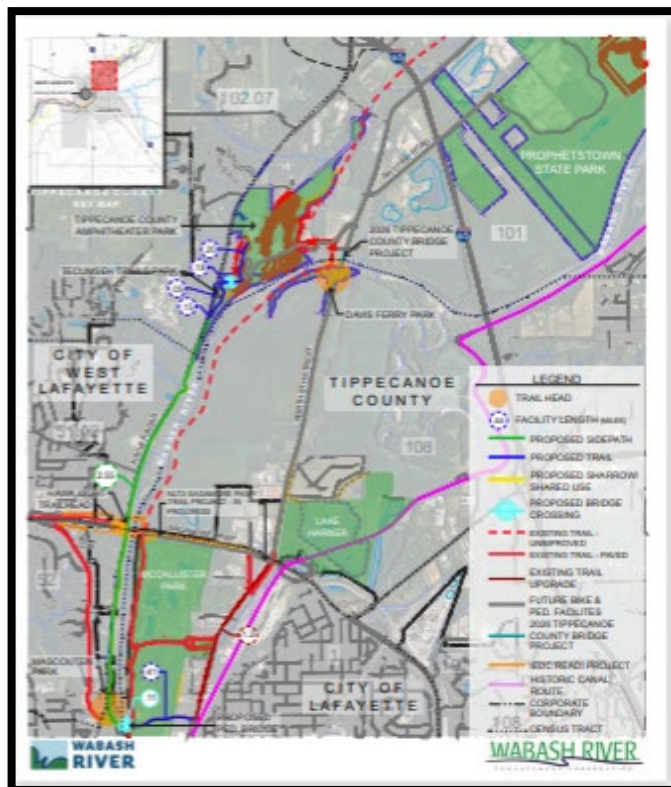
RURAL

RAISE GRANT FUNDING: \$25,000,000

Project Description: This project will fund environmental, design, and construction activities for an approximately 5 mile active transportation route along the Wabash River. This project includes approximately 2.1 miles of new side paths, 0.5 miles of boardwalk, 1-mile of new trail facilities, a dedicated bicycle-pedestrian bridge over the Wabash river, one trail bridge, 1.2 miles of upgrades to existing side path sections, approximately 20 new park n' ride spaces, and approximately 5 bus stop connections.

Project Benefits: The project demonstrates positive benefits in almost all merit criteria areas. The project will improve the safety non-motorized travelers that are vulnerable to bicycle and pedestrian injuries, as well as provide affordable transportation access to essential services and

daily destinations for community residents. The project's active transportation facilities will promote a modal shift and reduction in vehicle miles traveled, thereby reducing greenhouse gas emissions. The project will also incorporate green infrastructure to address stormwater management and ecosystem restoration. The improvements will provide economic benefit to the larger region by improving low-cost transportation access to major employment centers, providing new access to emerging job opportunities, and by becoming a tourist destination for the active transportation and recreational amenities. In addition, the project will engage residents and community-based organizations to ensure equity considerations for underserved communities are meaningfully integrated throughout the lifecycle of the project.



DOWNTOWN ONE-WAY TO TWO-WAY STREET CONVERSIONS

CITY OF INDIANAPOLIS

CITY OF INDIANAPOLIS, IN: INDIANA

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will convert four pairs of one-way streets to two-way streets using a complete streets approach that includes the addition of a bike lane, multi-use paths, and sidewalk improvements.

Project Benefits: The project is strong in safety, quality of life, and mobility and community connectivity. Safety will be addressed through the signalization of intersections, addition of turn lanes, traffic calming, and the addition of bicycle lanes and shared-use paths. Quality of life will be addressed by increasing access to affordable transportation choices through the construction of bicycle lanes. Additionally, the transition from one-way to two-way roadways improves access to daily destinations through both a more efficient roadway design and increased access to transit systems. Mobility and community connectivity is addressed via wider sidewalk, ADA improvements to curb ramps, new bike lanes, and new separated multi-use paths.



RAIL ADDED CAPACITY ENHANCEMENT (RACE) PROJECT

PERRY COUNTY PORT AUTHORITY

PERRY AND SPENCER COUNTIES, IN: INDIANA

CAPITAL

RURAL

RAISE GRANT FUNDING: \$11,575,000

Project Description: The project will fund the final design and construction to replace approximately 14 miles of 120 year old 75-pound rail, with 115-pound rail in areas of defect along the Hoosier Southern Railroad (HOS) to support the industry standard 286,000 pound freight car.

Project Benefits: The project is strong in safety and state of good repair. Repairing and upgrading the rail line will address the line's vulnerabilities, reduce maintenance concerns, and bring the railroad to a condition where it can operate at full performance and capacity. The improvements to the rail line will improve safety by minimizing the threat of derailments, which could result in severe safety risks including serious or fatal injuries. In addition, the state of good repair improvements will reduce the risk of damage to equipment and property.



CHURCH STREET COMMUNITY CONNECTIVITY AND MULTIMODAL ENHANCEMENTS PROJECT

CITY OF EUDORA

CITY OF EUDORA, KS: KANSAS

CAPITAL

RURAL

RAISE GRANT FUNDING: \$21,250,660

Project Description: The project will fund the reconstruction of approximately one mile of road from 20th Street to 28th Street, converting the existing two-lane road to a three-lane road with a center turn lane, new shared-used paths, realignment of the 20th Street intersection, installation of roundabouts, new stormwater infrastructure and connection to future shared-use improvements.

Project Benefits: The project is strong in mobility and community connectivity, quality of life, safety, environmental sustainability, economic competitiveness and opportunity, state of good repair, and partnership. The City of Eudora is currently bisected by the K-10 highway, creating a significant physical barrier between the northern and southern sections of the community. Project improvements would overcome this barrier and increase access to daily destinations, particularly the middle and high schools. The shared use paths and complete streets approach will provide safer access to the schools and other daily destinations, in addition to making ADA improvements. The City plans to utilize the Kansas Department of Commerce Minority Business Directory, with a goal of utilizing 10% Disadvantaged Business Enterprises for this Project.



PRAIRIE BAND POTAWATOMI NATION ROAD REPAIR AND REHABILITATION PROJECT

PRAIRIE BAND POTAWATOMI NATION

PRAIRIE BAND POTAWATOMI NATION, KS: KANSAS

CAPITAL

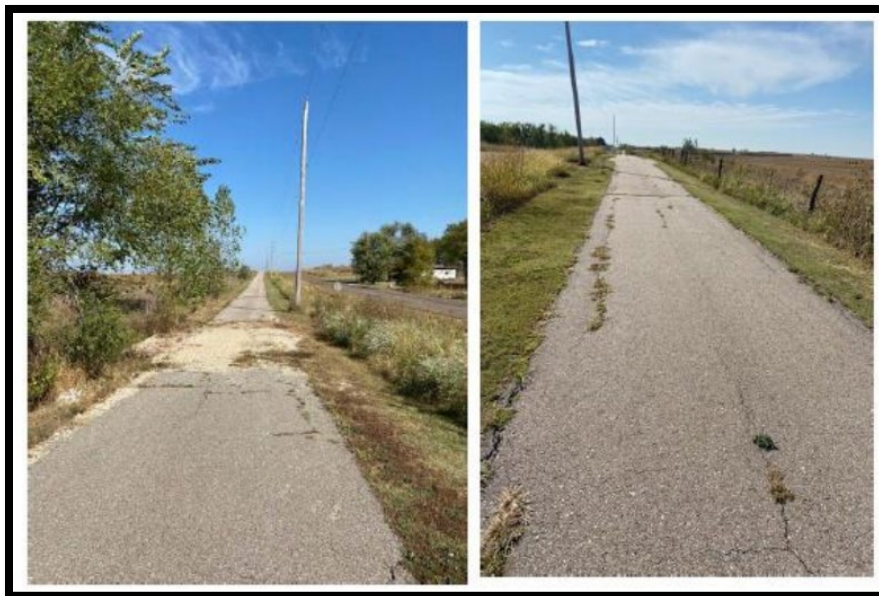
RURAL

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$17,104,882

Project Description: This project will patch, repair, and overlay approximately 27-miles of roadway pavement within the Prairie Band Potawatomi Nation (PBPN). Road construction activities also include cleaning and regrading ditches, replacing culverts, adding shoulders to existing roads, re-seeding, and adding new signage. The project will also repair approximately 3.1-miles (17,500 linear feet) of existing multi-use paths.

Project Benefits: The project demonstrates positive benefits in mostly all the merit criteria areas. The roadway improvements bring the pavement to a state of good repair and will improve safe driving conditions and reduce the opportunity for crashes. These safety improvements will improve accessibility are consistent with DOT's National Roadway Safety Strategy Plan. The repairs to the multi-use paths will encourage a modal shift to nonmotorized travel, which will reduce greenhouse gases emissions and improve air quality, as well as provide health benefits with increased used of active transportation. The pavement improvements will increase the mobility of freight by improving the reliability of the roadway. The Nation demonstrates strong collaboration through the implementation of public hearings to discuss resident concerns with the roadway improvements.



PANBOWL LAKE CORRIDOR PROJECT

CITY OF JACKSON

CITY OF JACKSON, KY: KENTUCKY

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$21,153,600

Project Description: The project will construct corridor improvements that includes widening KY 15 from just west of KY 30 to just east of KY 1812, adding a lane in each direction along KY 15, adding a sidewalk and shared use path along KY 15, replacing the flap gate structure, and installing a new additional sluice gate under Washington Avenue.

Project Benefits: The project demonstrates positive benefits in almost all merit criteria areas. The construction of bike lanes and sidewalks in an area where there currently are none would allow for safe, low-cost transportation choices. Widening the corridor will improve freight mobility for a road designation as part of the National Truck Network and on an important coal freight corridor for the region, improving the movement of goods and overall travel time reliability. The project will also incorporate multiple strategies that align with USDOT's Promising Practices for Meaningful Public Involvement in Transportation Decision-Making to engage with residents and community-based organizations to ensure equity considerations for underserved communities are integrated.



RECONNECTING NORTHLAND-ARLINGTON

KENTUCKY TRANSPORTATION CABINET (KYTC)

CITY OF LEXINGTON, KY: KENTUCKY

CAPITAL

URBAN

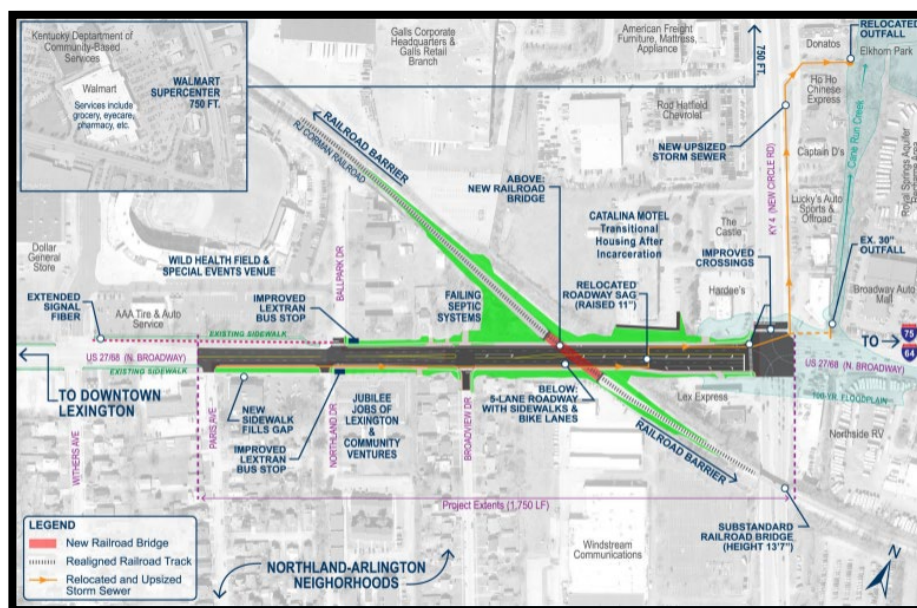
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$8,120,000

Project Description: The project replaces a railroad bridge overpass to allow for ADA accessible sidewalks and bicycle facilities, as well as improved sidewalks, accessible transit stops, and stormwater collection.

Project Benefits: The project is strong in mobility and community connectivity, quality of life, safety, environmental sustainability, state of good repair, and partnership. It addresses state of good repair by replacing an 86-year-old structure that has damage from strikes and increasing vertical clearance for freight traffic to more directly access downtown instead of using local roads. The project will implement a 2018 Bike and Pedestrian Master Plan based on community participation that identified gaps in the existing network related to bike and pedestrian infrastructure. Particularly, it will extend the sidewalk along the east side of the roadway to fill in the missing sidewalk and better connect the community to the transit route in an area with significantly higher-than-average pedestrian safety issues.



NORTHERN KENTUCKY RIVERFRONT COMMONS

CITY OF BELLEVUE

CITY OF BELLEVUE, KY: KENTUCKY

PLANNING

URBAN

RAISE GRANT FUNDING: \$3,774,940

Project Description: The project will fund the planning and designing of an approximately 20-mile multimodal transportation corridor along the Ohio River in Northern Kentucky, between Ludlow and Melbourne.

Project Benefits: The project is strong in mobility and community connectivity, quality of life, safety, environmental sustainability, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. A primary focus of this project is to reduce vehicle dependence and vehicle miles traveled by extending the multimodal trail to more suburban and rural areas. It will improve safety by reducing conflicts between non-motorized users and vehicles and installing wayfinding/conflict detection technology. The trail is expected to facilitate economic development, by attracting tourism and employers. The planning effort also considers a robust maintenance plan for the future of the trail.

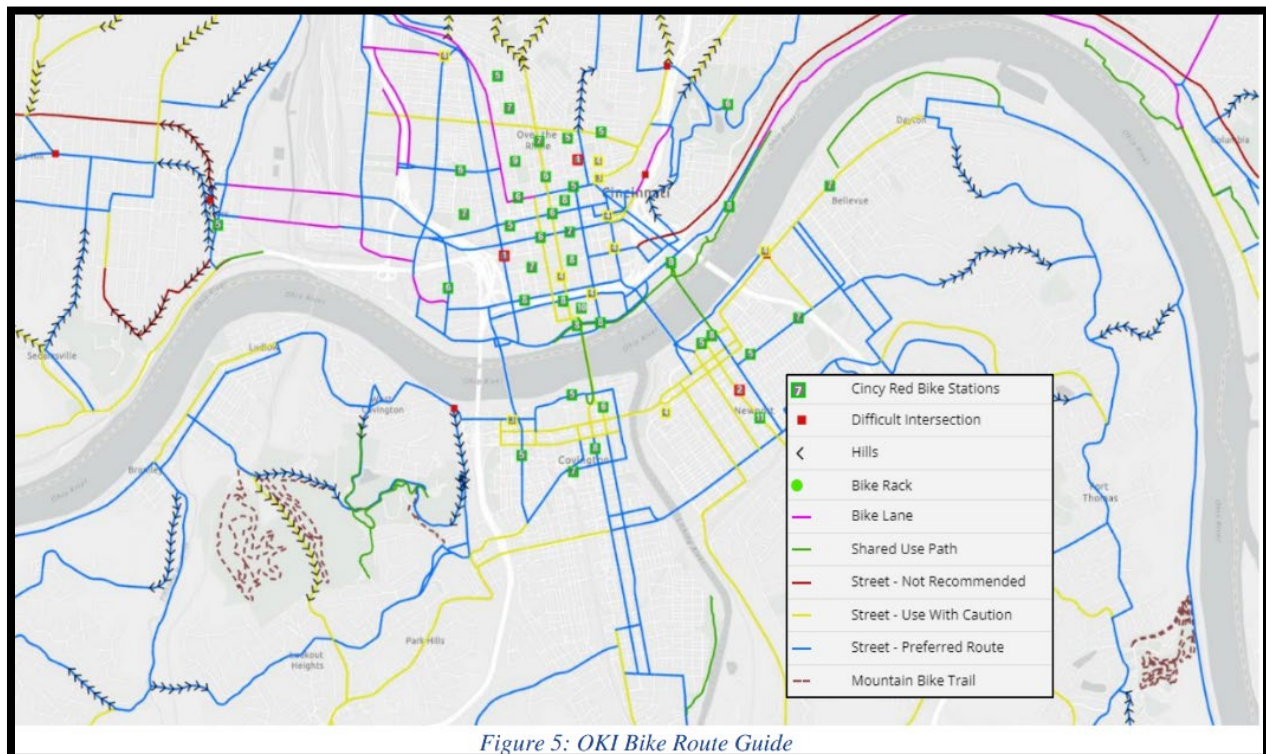


Figure 5: OKI Bike Route Guide

COMMUNITY CONNECTIONS: A REGIONAL PLANNING EFFORT

BARREN RIVER AREA DEVELOPMENT DISTRICT

SOUTH CENTRAL KENTUCKY, KY: KENTUCKY

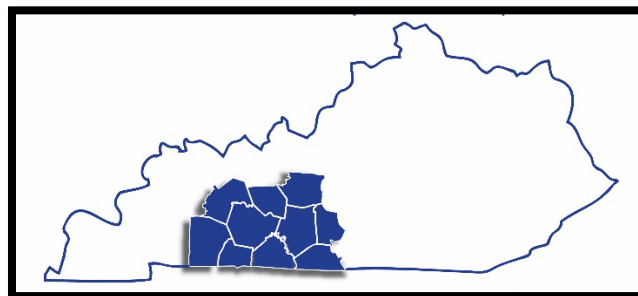
PLANNING

RURAL

RAISE GRANT FUNDING: \$600,000

Project Description: This planning project will: 1) inventory bike/pedestrian facilities within 10 counties of the Barren River Area Development District, 2) explore the feasibility of an interconnected greenway system for the region as an alternative to motor vehicle travel, and 3) develop complete streets plans in five cities (Franklin, Scottsville, Glasgow, Russellville, and Tompkinsville).

Project Benefits: The project is strong in mobility and community connectivity, quality of life, environmental sustainability, safety, and innovation. It promotes a modal shift away from vehicle use to active modes of transportation, promoting public health and reducing emissions. The project will develop a GIS-based inventory of infrastructure assets and conduct "walkability audits," which will help the region measure the success of the project. The complete streets plans will also address increased congestion and pedestrian safety concerns in five cities.



NEW ORLEANS DOWNTOWN TRANSIT CENTER AND CONNECTING CORRIDORS

NEW ORLEANS REGIONAL TRANSIT AUTHORITY

CITY OF NEW ORLEANS, LA: LOUISIANA

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$24,826,905

Project Description: The project will fund construction of a Downtown Transit Center (DTC) for the New Orleans Regional Transit Authority (RTA)'s bus and streetcar network, including multimodal improvements to the corridor that connects to the DTC.

Project Benefits: The project is strong in mobility and community connectivity, quality of life, safety, environmental sustainability, economic competitiveness and opportunity, and state of good repair. The new facility will provide enhanced connections for transit riders while making data-driven safety improvements at targeted intersections with a history of pedestrian-involved crashes. Those improvements include high visibility sidewalks, security cameras, call boxes, lights, protected bike lanes, and shorter crossing distances. Project design is also influenced by a BRT feasibility study, bikeway blueprint, transportation action plan, and complete streets policy. The project will enhance bus service in underserved communities and focus on connections to jobs, healthcare, schools, and grocery stores. Given the proximity of this project to cultural attractions, the project will also enhance tourist access to the city, and provide economic benefits.



EXTENSION OF CC BEL ROAD

COUSHATTA TRIBE OF LOUISIANA

ALLEN PARISH, LA: LOUISIANA

CAPITAL

RURAL

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$11,416,689

Project Description: The project will fund the engineering design, environmental compliance, right-of-way, and construction to upgrade and extend approximately 2.5-miles of CC Bel Road with a complete streets approach, which is currently a dirt and gravel roadway in portions on the Coushatta Tribe of Louisiana Reservation. The roadway will be designed to meet the 25-year flood plain standard, include an approximate 1-mile realignment in the middle portion, a new bridge crossing over Bayou Blue, and an 8-foot wide bicycle and pedestrian pathway.

Project Benefits: The project is strong in quality of life, economic competitiveness and opportunity, and state of good repair. The improved condition of the roadway will bring it to a state of good repair, especially elevating it above the flood zone. The upgraded roadway will improve economic development opportunities, encourage investments in the area, as well as promote long-term economic growth and job creation. The proposed improvements will also help residents access the training programs and work opportunities, while also allowing potential opportunities to develop in the project area. The project will improve the quality of life for area resident's with improve access to daily destinations, especially with the new bicycle and pedestrian path. This project will also increase affordable transportation and improve public health with the new active transportation facilities.



OUACHITA RIVER AND LA HWY 165 MULTIMODAL CONNECTIVITY AND SAFETY PROJECT

COLUMBIA PORT COMMISSION

CALDWELL PARISH, LA: LOUISIANA

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$10,537,798

Project Description: The project will fund the land acquisition and construction activities for a Truck Parking Facility located near the inland Port of Columbia, Ouachita River, and LA State Highway 165. This includes surface parking for approximately 50 commercial trucks, 100 cars, and 12 electric vehicle (EV) charging stations.

Project Benefits: The project is strong in environmental sustainability, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and innovation. The Truck Parking Facility (TPF) will increase multimodal freight movement and reduce supply chain bottlenecks, as truck parking is vital to goods movement operations and logistics. The TPF will create a truck transportation hub at the Inland Port, which will improve the Port's ability to service barge and rail operations by having the opportunity to move cargo freely between water, rail, and highway. The project incorporates energy efficient investments by providing electric vehicle charging stations designed to provide auxiliary power units to power commercial truck cab's heating and cooling systems without having to run the engine, while also recharging the trucks. In addition, the TPF will be retained in a state of good repair and will offer Truck Parking Availability Systems, an ITS application that assists drivers in locating available parking spaces in real-time.



DOWNTOWN BROCKTON INFRASTRUCTURE IMPROVEMENT PROJECT

CITY OF BROCKTON

CITY OF BROCKTON, MA: MASSACHUSETTS

PLANNING

URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$7,843,750

Project Description: The project will fund the preliminary design and engineering work to reconstruct approximately 5.2-miles of roadway on approximately 20 streets in downtown Brockton, replace traffic signals, convert one-way roadways to two-way, replace water and sewer lines, replace storm water systems, and install approximately 5-miles of fiber optics within the project limits.



Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and partnership and collaboration. Safety is addressed through the inclusion of separated bicycle and pedestrian facilities, traffic calming measures, and a transition from one-lane roadways to two-lanes. The project area experiences frequent accidents and the improvements will mitigate many of the causes of the accidents, particularly for active transportation users. Environmental sustainability will be addressed through the inclusion of charging stations for electric vehicles and solar streetlights. Quality of life will be addressed by designing transit stops to be universally accessible and by the investment in an underserved community. The project improves mobility and community connectivity by focusing on system-wide connectivity with improved access to transit via walking and biking. The project will add multimodal access to historic sites, attractions, and other points of interest in the downtown area to improve economic competitiveness and opportunity. The project will modernize water, sewer, and storm water systems, some of which are over 100 years old. The project will host multiple engagement meetings at various locations within the city in order to provide opportunities for all residents, especially those without vehicle access, to attend and contribute to project development.

BLUE LANE WORKING WATERFRONT CONNECTOR

CITY OF NEW BEDFORD

CITY OF NEW BEDFORD, MA: MASSACHUSETTS

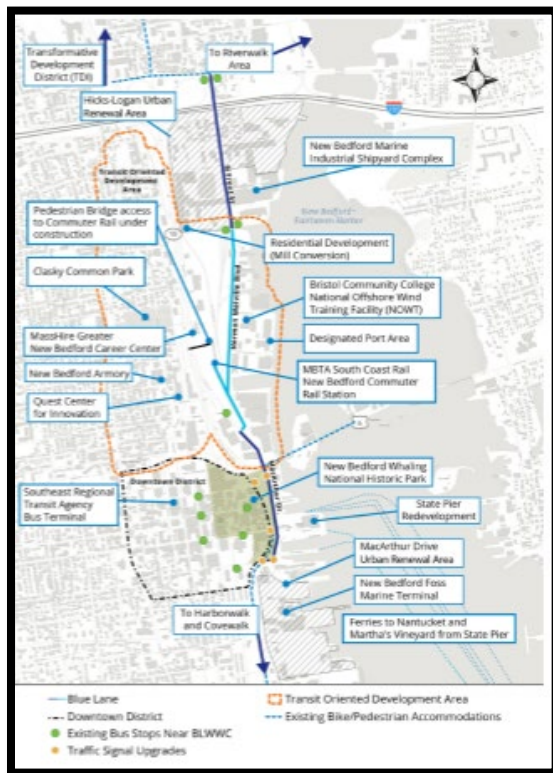
PLANNING

RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$1,749,360

Project Description: The project will fund pre-construction activities including topographic survey, engineering design, environmental permitting, benefit-cost analysis, and public outreach for an approximately 1.76-mile complete streets roadway rehabilitation project.



Project Benefits: The project is strong in mobility and community connectivity, quality of life, safety, environmental sustainability, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The project will complete a city-wide recreational pathway, enhancing non-motorized travel in and around New Bedford, including to areas of high job concentration, tourist destinations, and other transit connections like a commuter rail station and seasonal ferry service. These new and improved connections are expected to serve as a catalyst for other urban renewal projects. It includes green infrastructure elements such as rain gardens, infiltration basins, underground storage, and porous asphalt pavement to improve the resiliency of the infrastructure, and also includes innovative technology such as Smart Traffic Signals, other Intelligent Transport Systems (ITS) infrastructure, and Rectangular Rapid Flashing Beacons (RRFBs).

CREATING EQUITABLE CONNECTIONS ON THE CAPITAL TRAILS NETWORK

MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

DISTRICT OF COLUMBIA, MD: MARYLAND

CAPITAL

URBAN

RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will fund the rehabilitation and construction of six multi-use paths to fill gaps in the bicycle and pedestrian network in the Washington, DC metropolitan area. The multi-use path improvements include approximately seven miles of new construction, approximately eight miles of trail rehabilitation, and safety improvements at intersections and at-grade crossings.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, and partnership and collaboration. Safety will be addressed through protected paths that separate bicyclists and pedestrians from high traffic arterials, improvements to at-grade crossings, installation of high visibility crosswalks at intersections, and modern safety countermeasure. Environmental sustainability will be addressed by creating a modal shift away from vehicles and towards biking, walking, and mass transit. This project aligns with the Maryland and Washington D.C. emission reduction and clean energy plans. The project also implements stormwater management best practices which will help the Chesapeake Bay's ecosystem. Quality of life is addressed by improving access to daily destinations like jobs, stores, and recreation. The application estimates that once the Capital Trails Network is completed it will help approximately 540,000 working age adults get to their destinations in an affordable and healthier way. Partnership and collaboration is addressed through extensive community outreach and partnerships with several community organizations.



MONDAWMIN TRANSIT HUB PROJECT

MDOT - MARYLAND TRANSIT ADMINISTRATION

BALTIMORE COUNTY, MD: MARYLAND

CAPITAL

URBAN

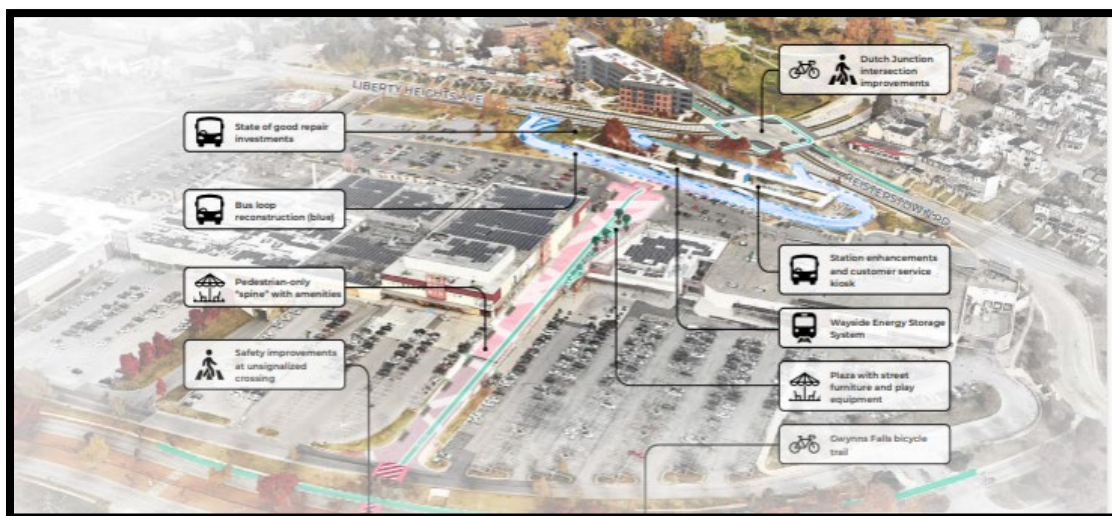
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$20,000,000

Project Description: The project will fund state of good repair investments at Mondawmin Transit Station, make station enhancements, reconstruct approximately nine intersections with complete streets enhancements, construct a dedicated bicycle trail, improve pedestrian-only right-of-way, safety enhancements for pedestrian infrastructure ADA upgrades, energy storage generation and stormwater management infrastructure improvements.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, state of good repair, partnership and collaboration, and innovation. It will improve safety for underserved non-motorized travelers by improving connections to transit stations and will reduce crashes by creating protected pedestrian infrastructure and revising intersections to slow traffic and reduce pedestrian-car conflict points. The project also includes installation of electric vehicle chargers and conversion of hard infrastructure to green bioretention facilities. The benefits of the pedestrian and cycling infrastructure will help the surrounding community and provide active transportation options for people to access key destinations.



NORTH WINDHAM MOVES

MAINE DEPARTMENT OF TRANSPORTATION

TOWN OF NORTH WINDHAM, ME: MAINE

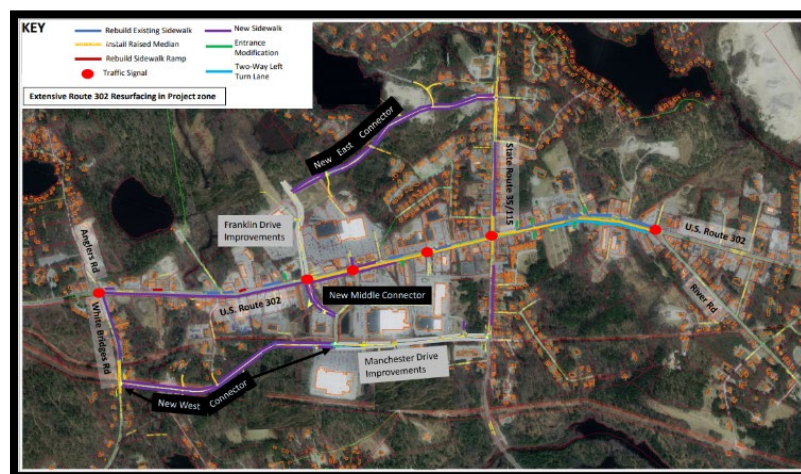
CAPITAL

URBAN

RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will fund the reconstruction of approximately 1.6-miles of US 302 from River Road north to White Bridges Road. The project will include construction of raised center median, turning lanes, utility relocation, right-of-way (ROW) widening to accommodate bicycle lanes, access management measures, new sidewalks on both sides of the roadway, pavement mill and fill overlay, signalized intersections, street lighting, ADA accommodations, crosswalks, and drainage improvements. The project will also include the construction of three new connector roadways, East Connector Road, Middle Connector Road, and West Connector Road behind the regions commercial center to address access management issues and congestion on US 302. In addition, the project includes active transportation, safety, and circulation improvements to State Routes 35 and 115 from Basin Road to Sabbady Point Road.

Project Benefits: The project is strong in safety, quality of life, state of good repair, and partnerships and collaboration. The project will increase the safety of motorized and non-motorized travelers by constructing sidewalks and multi-use paths, consolidating access points, and updating traffic signals. The project increases affordable transportation choices by improving and expanding active transportation facilities. The project modernizes, through a complete streets approach, the existing core infrastructure assets that have met their useful life by replacing deteriorated roads, outdated and noncompliant safety features such as turn lanes, sidewalks, crosswalks, signage, traffic lights. The project also engages residents and community-based organizations with meaningful integration and consideration of equity throughout the project lifecycle.



EASTERN TRAIL EXPANSION - NORTH BERWICK, WELLS AND KENNEBUNK

MAINE DEPARTMENT OF TRANSPORTATION

YORK COUNTY, ME: MAINE

CAPITAL

RURAL

RAISE GRANT FUNDING: \$4,000,000

Project Description: The project will build approximately 2.7-miles of off-road trail that continues the expansion of the Eastern Trail in Southern Maine.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, partnership and collaboration, and innovation. Safety will be addressed by providing a protected trail and connection for bicyclists and pedestrians that is separated from high traffic arterials. The project aims to address environmental sustainability by investing in active transportation to promote a modal shift from driving. Quality of life will be improved as the trail connects employment and affordable housing opportunities. The trail also improves mobility and community connectivity by connecting to destinations in North Berwick, Wells, and Kennebunk, which is also estimated to result in an increase in tourism each year.



PIKE STREET CLINTON RIVER TRAIL CONNECTOR

CITY OF PONTIAC

CITY OF PONTIAC, MI: MICHIGAN

CAPITAL

URBAN

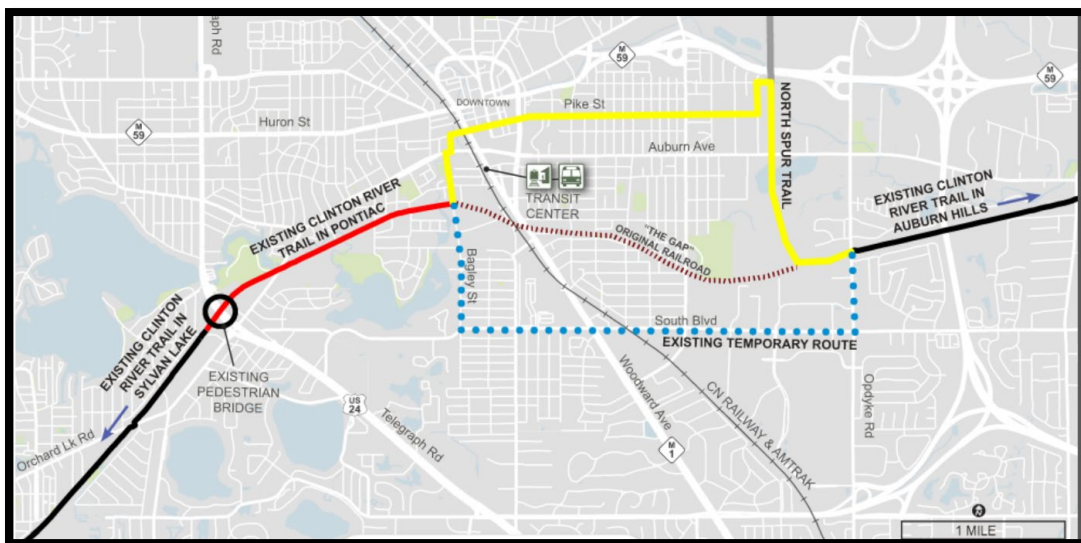
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$16,328,000

Project Description: This project will make pedestrian improvements along approximately four miles of road in Pontiac and will install the North Spur Trail (NST) along the former Grand Trunk-Belt Line Railroad right-of-way. Improvements will be made on the primary corridor of Pike St. and the key connecting roads of Front St., Eastway Dr, and Bagley St.

Project Benefits: The project demonstrates positive benefits in all merit criteria areas. The project aims to decrease safety risks and reduce transportation-related air pollution in an underserved community by providing pedestrian improvements along the corridor. The project will increase accessible transportation choices and eliminate gaps in the existing bicycle and pedestrian network through ADA and universal design improvements, as well as improve connectivity to a variety of destinations including jobs, parks, and neighborhoods.



TRUCK STOP OF THE FUTURE INITIATIVE

MICHIGAN DEPARTMENT OF LABOR AND ECONOMIC OPPORTUNITY

WAYNE COUNTY, MI: MICHIGAN

CAPITAL

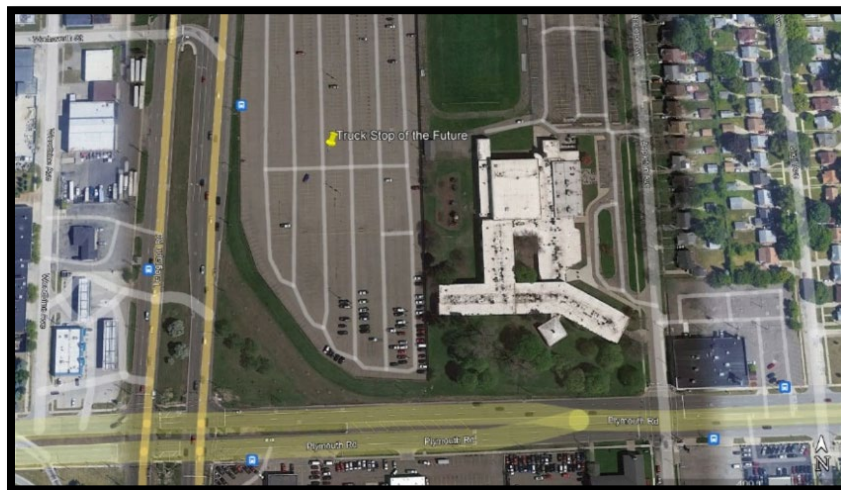
URBAN

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$8,500,000

Project Description: The project will construct electric vehicle charging infrastructure in Redford, Michigan for vehicle classes 1 to 8. The project will include multiple Direct Current Fast Chargers (DCFCs), solar canopies, and battery energy storage systems.

Project Benefits: The project is strong in environmental sustainability and innovation. Underserved communities within a nonattainment area would be directly benefited by reduced greenhouse gas emissions due to the clean energy investments that align with the state's decarbonization plan. The project uses innovative technologies such as a solar roof and waste reduction strategies, and also serves as a prototype for the region's transition to zero-emission electric vehicles.



MLK CORRIDOR REIMAGINED

CITY OF JACKSON

CITY OF JACKSON, MI: MICHIGAN

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$6,785,245

Project Description: This project will reconstruct approximately 1-mile of Martin Luther King Jr. (MLK) Drive from South Street to Morrell Street. Improvements include modification from a three-lane cross-section with one parking lane to a two-lane cross-section with parking lanes on both sides of the road, installation of a ten-foot shared use path, sidewalk reconstruction, full depth pavement replacement, signal modernization and optimization, midblock crossing upgrades, installation of bump-outs at all intersections, turning lanes, new street lighting, tree planting, stormwater infrastructure, and other street improvements.

Project Benefits: The project is strong in safety, economic competitiveness and opportunity, state of good repair, and innovation. The upgrades and improvements will resolve the corridor's existing vulnerabilities including outdated infrastructure and gaps in non-motorized travel networks that affect safety, mobility, and connectivity. The project will also reduce congestion and travel times, especially through the incorporation of advance sign controls.



TH 65 IMPROVEMENTS PROJECT: 97TH AVE TO 117TH AVE

CITY OF BLAINE

CITY OF BLAINE, MN: MINNESOTA

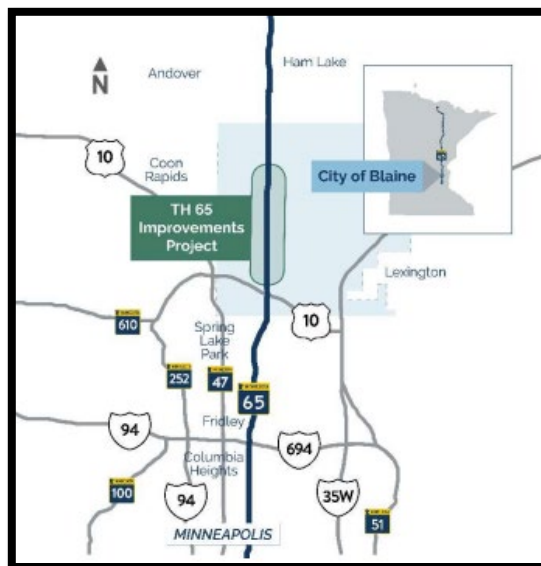
CAPITAL

URBAN

RAISE GRANT FUNDING: \$20,000,000

Project Description: The project will fund the final design, right-of-way acquisition, and construction on TH 65 from its intersection at 97th Avenue to north of its intersection with 117th Avenue through central parts of the city. The project features several interchange improvements, added frontage roads, and safety improvements for pedestrians and bicyclists.

Project Benefits: The project is strong in the areas of safety, environmental sustainability, quality of life, mobility and community connectivity, partnerships and collaboration, and innovation. The project will implement strategic safety improvements that will reduce the crash rate occurrence and crash severity. The intersection improvements, added roundabouts, and grade separation will reduce congestion and idling along the corridor leading to a reduction in greenhouse gas emissions. The active transportation facilities will increase the mobility of non-motorized travelers, as well as provide an affordable transportation option that will improve users' health. The project will utilize FHWA's innovative Planning and Environmental Linkages (PEL) collaborative approach to transportation decision making that will enable adjustments to the design concept and streamlines the environmental approval process, saving project delivery time. In addition, the project team has engaged residents and community-based organizations to ensure equity considerations are meaningfully integrated throughout the lifecycle of the project.



COMPLETING THE MISSISSIPPI RIVER GREENWAY

DAKOTA COUNTY

DAKOTA COUNTY, MN: MINNESOTA

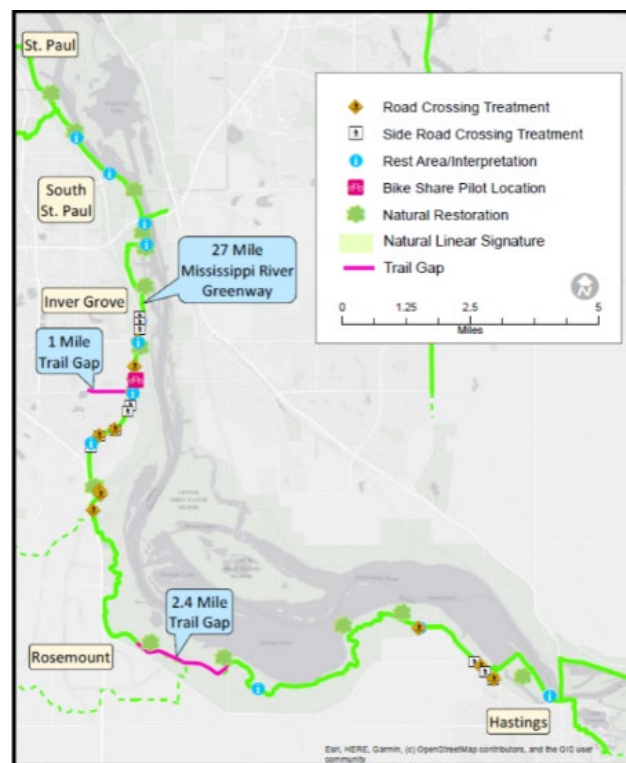
CAPITAL

RURAL

RAISE GRANT FUNDING: \$8,800,000

Project Description: The project will complete an approximate 2.4-mile gap of trail along the 27-mile Mississippi River Greenway. The project will also include safety improvements at road and rail crossings, wayfinding, natural resource restoration, and complete a gap that connects a local trail to the Mississippi River Greenway.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. Safety will be addressed through improvements to multiple road and rail crossings. Environmental sustainability will be addressed by the restoration of approximately 60 acres of natural plantings along the trail. Mobility and community connectivity will be addressed by completing the 2.4-mile gap within the Mississippi River Greenway, as well as a gap that connects to a local trail. Improvements to the trail are also estimated to result in increases to employment and tourism.



COASTAL TRANSPORTATION INFRASTRUCTURE REHABILITATION PROJECT

CITY OF DULUTH

CITY OF DULUTH, MN: MINNESOTA

CAPITAL

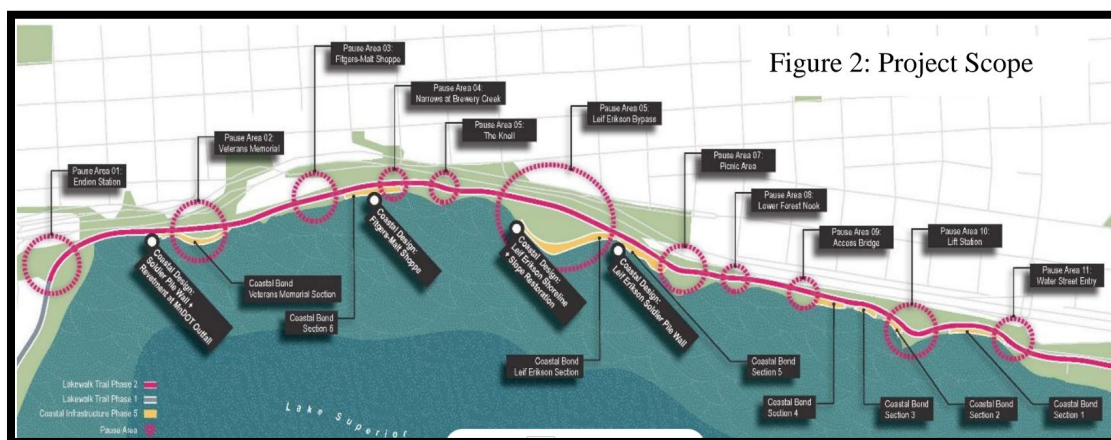
RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$8,196,234

Project Description: The project will rehabilitate a separated multimodal trail, increase connections to that trail, and complete revetment of the coastal barrier that protects the community.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. Safety will be addressed by widening the trail and separating users to improve flow and safety, such as a bike path that is separated through the use of a raised pedestrian boardwalk. Separating users also improves quality of life by reducing the level of stress various modes feel when utilizing the trail. Environmental sustainability will be addressed by repairing the coastal barrier to mitigate potential damage caused by frequent storm events. Mobility and community connectivity will be improved by addressing barriers such as deteriorating surfaces, widths and slopes that are not ADA compliant, and congestion. Investments in the trail are anticipated to benefit the hundreds of small business along the Lakewalk. The project will also address vulnerabilities stemming from the construction of the current coastal barrier.



WARSAW DOWNTOWN MARINA DISTRICT TRANSPORTATION PROJECT

CITY OF WARSAW

CITY OF WARSAW, MO: MISSOURI

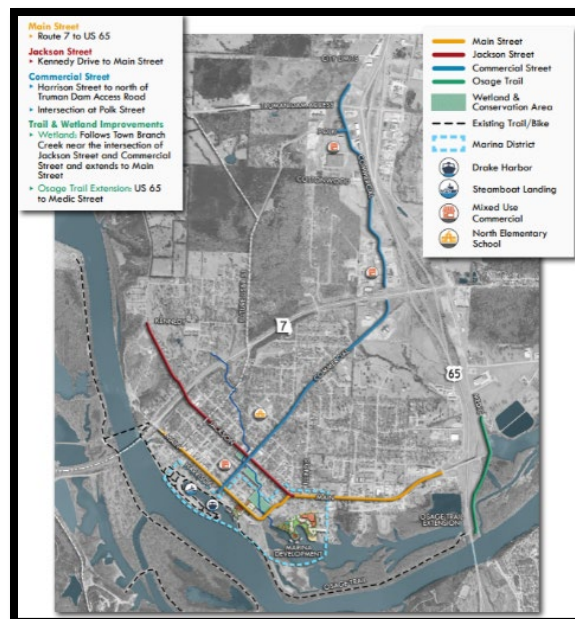
CAPITAL

RURAL

RAISE GRANT FUNDING: \$24,997,004

Project Description: This project has three components: 1) complete street and intersection enhancements on Main Street (approximately 1.46 miles), Jackson Street (approximately 1.01 miles), and Commercial Street (approximately 2.13 miles); 2) Osage trail extension from US 65 to the City of Warsaw Industrial Parks; and 3) a stormwater mitigation wetland near the Jackson-Commercial Street intersection.

Project Benefits: The project is strong in mobility and community connectivity, quality of life, safety, environmental sustainability, economic competitiveness and opportunity, and partnership. The project creates more efficient connections to the Marina District of Warsaw from the two major highways, will connect the growing commercial districts to residential areas of the community, will expand active transportation options for residents and visitors, and connects to the future United States Bike Route (USBR) 51. According to a recent survey, 42% of residents in the area walk to daily destinations, including school children without bus service. For environmental sustainability, the project will implement green stormwater infrastructure practices on donated right-of-way along Main Street, Commercial Street, and Jackson Street within the Town Branch Creek watershed.



COMO TRANSPORTATION CENTER PROJECT

CITY OF COLUMBIA

CITY OF COLUMBIA, MO: MISSOURI

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$23,179,173

Project Description: The project will construct three transit improvements that include remodeling the transit maintenance and parking facility, the addition of an upgraded time point located at the City's new Opportunity Center, and upgraded bus stops along current routes.

Project Benefits: The project is strong in environmental sustainability and state of good repair. Environmental sustainability will be addressed via electrical system improvements that allow for battery-electric buses to be incorporated into the transit fleet, with the goal of having an all-electric fleet by 2032. State of good repair will be addressed by improving transit facilities that are beyond their useful life and in need of restoration and modernization, which will reduce maintenance burdens.



UNITING KANSAS CITY THROUGH TRANSIT

KANSAS CITY AREA TRANSPORTATION AUTHORITY

KANSAS CITY, MO: MISSOURI

PLANNING

URBAN

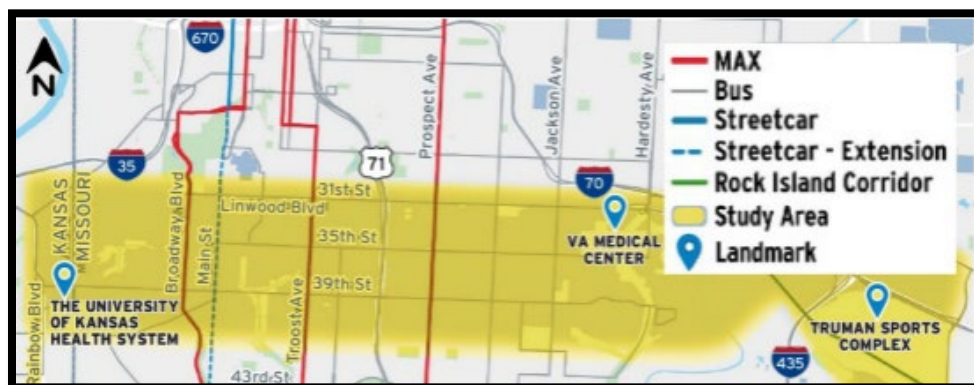
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$4,500,000

Project Description: The planning project will evaluate an east-west, high-capacity transit connection and complete streets enhancement between the University of Kansas Health System and Rock Island Corridor/Truman Sports Complex (Kauffman Stadium and Arrowhead Stadium).

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. Planning will analyze safety improvements such as the inclusion of medians and pedestrian refuge islands, road diets, lighting, and backplates. The project aims to create a modal shift from personal vehicles to active transportation or transit in an effort to reduced green house gas emissions. Affordable transportation choices will be established as the new transit corridor will be zero-fare. The project involves collaboration amongst the City of Kansas City, the Unified Government of Wyandotte County, UK Health System, KC Area Transportation Authority, and RideKC Streetcar. The project incorporates innovative technologies such as the Mobileye Shield and the Advanced Pedestrian Announcement System.



FIRST STREET/HIGHWAY 46 CORRIDOR PLANNING

CITY OF MARYVILLE

CITY OF MARYVILLE, MO: MISSOURI

PLANNING

RURAL

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$1,329,600

Project Description: This project will plan complete streets improvements along the First Street/Highway 46 Corridor. The scope of work includes data collection and analysis, community outreach activities, development of planning documents such as feasibility studies, environmental analysis, and 30% designs.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, partnership and collaboration, and innovation. The project will complete a planning study to address key transportation challenges in this corridor will improve safety, particularly for non-motorized travelers who lack access to sufficient infrastructure. The project will make improvements to operations of the existing infrastructure, and consider ways to connect residents to new opportunities using active transportation. It will utilize project delivery methods like design/build and other contracting techniques and will consider using innovative materials to reduce carbon footprint and reduce timelines for construction.



ROUTE 310 MOUNT TAPOCHAO ROAD AND DRAINAGE IMPROVEMENT

CNMI DEPARTMENT OF PUBLIC WORKS

SAIPAN, MP: NORTHERN MARIANA ISLANDS

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$12,069,935

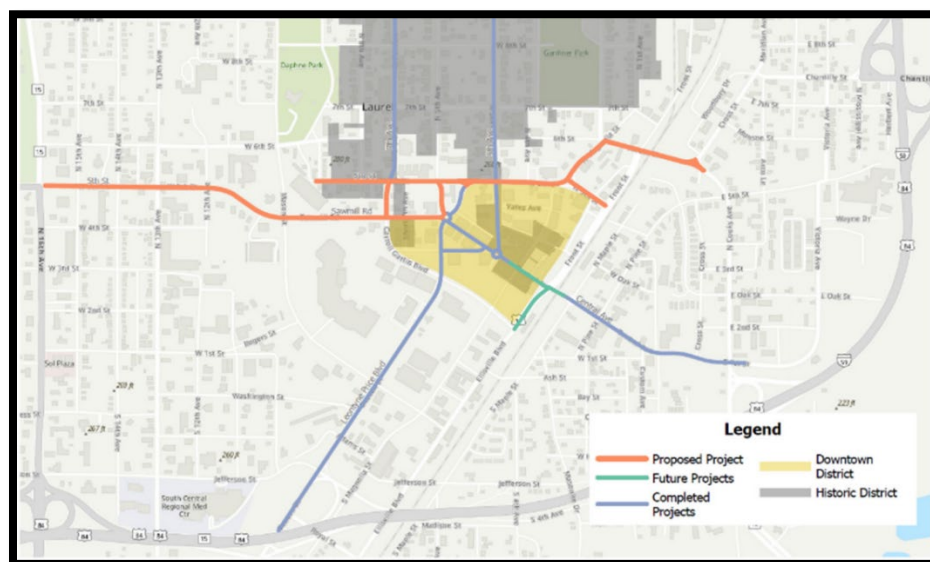
Project Description: The project will pave and widen the gravel Route 310 Mount Tapochao Road to provide enough travel surface for vehicles traveling in opposite direction to pass each other. Additional improvements will include installing a sidewalk, warning signs, striping and pavement delineation devices, new barriers, and an improved drainage system.

Project Benefits: The project is strong in partnership and collaboration, which will be addressed by partnering with historically underrepresented community groups to develop workforce strategies. The project will also partner with Minority Business Enterprises, Minority Owned Businesses, Veteran Owned business, Office of Planning and Development, Department of Public Lands, Land Claims Division, Bureau of Environmental and Coastal Quality, Division of Environmental Quality, Department of Community and Cultural Affairs, Historic Preservation Office, Coastal Resources Management, and Department of Land and Natural Resources, Fish and Wildlife Division. The project will also address safety by designing the road to reduce vehicle speed when entering the village and by installing pavement markings.



RAISE GRANT FUNDING: \$24,882,500

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, and state of good repair. The project will address a safety issue related to confusion at a lane drop, include traffic calming, and convert a signalized intersection to a roundabout to reduce points of conflict. Environmental sustainability and state of good repair will be addressed through flood mitigation efforts on Teresa Street that will prevent the closure of the rail underpass every time a National Weather Service flood warning is issued, which on averages occurs 19 times per year. Mobility and community connectivity will be addressed by improving pedestrian crossings along 5th Street and Sawmill Road to provide better access to the post office and other downtown destinations. The application anticipates that the improvements to walkability will facilitate tourism and promote wealth building for downtown businesses.



COMPLETING NORTH HILLS STREET

CITY OF MERIDIAN

CITY OF MERIDIAN, MS: MISSISSIPPI

PLANNING

RURAL

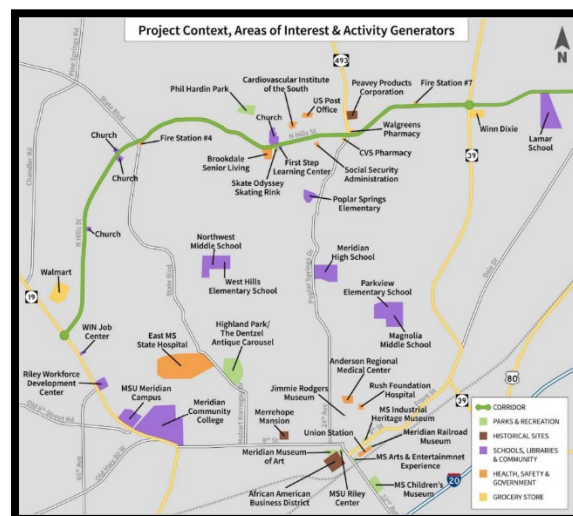
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$3,500,000

Project Description: The project will complete planning for North Hills Street that will include road widening, adding pedestrian and bicycle facilities, adding turn lanes, reconfiguring and realigning existing intersections, installing traffic signals, rehabilitating the existing pavement, and providing retaining walls.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, state of good repair, and partnership and collaboration. The project will include several roadway improvements aimed at reducing fatalities and serious injuries below state averages. Environmental sustainability will be addressed by decreasing congestion and idling in an effort to lower emissions. The project will also focus on providing stormwater improvements, particularly around existing brownfield sites and areas where recent flooding has occurred. Quality of life will be improved by reducing reliance on cars, and making walking and biking more attractive alternatives. Mobility and community connectivity will be addressed through planning efforts for transit connections and through increased connectivity for pedestrians and bicycles. This planning effort will also include targeted outreach to underserved residents.



DOWNTOWN SAFETY AND MOBILITY PROJECT

CITY OF MISSOULA

CITY OF MISSOULA, MT: MONTANA

CAPITAL

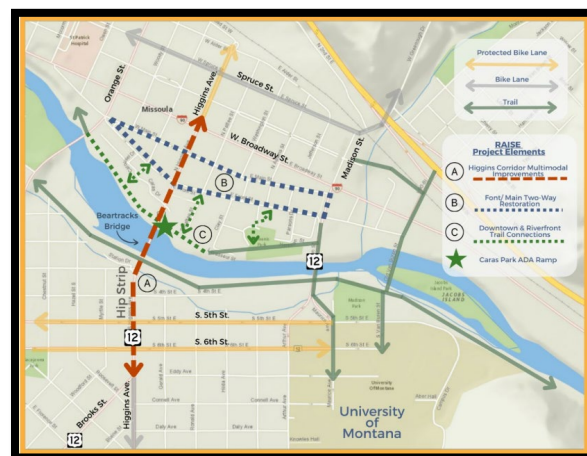
RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$24,535,398

Project Description: The project will construct a multi-modal transportation network on three corridors in Missoula's downtown core. Front and Main Streets will be restored to two-way operations with intersection safety improvements and protected nonmotorized facilities. Higgins Avenue will be reconfigured from four lanes to three, allowing dedicated left-turn lanes, protected bike lanes, intersection improvements, enhanced transit stops, wide sidewalks, and ADA upgrades. The Riverfront Trail will also be widened to commuter path standards and universally accessible connections will be provided between the trail and downtown, including an ADA-compliant ramp between Beartracks Bridge and Caras Park.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and partnership and collaboration. Safety will be addressed by reducing the total number of travel lanes, providing dedicated turn lanes, and adding protected bike lanes. The added bike lanes and improved bus stop access promote a reduction in vehicle miles traveled through a modal shift to active transportation and transit. Quality of life will also be addressed by the addition of the new active transportation facilities, as well as by the inclusion of green landscaping to create shade and mitigate urban heat islands. Mobility and community connectivity will be addressed by removing physical barriers such as gaps in walking trails and bike lanes. The project promotes increased economic competitiveness and opportunity by improving access to downtown and facilitating freight deliveries to businesses.



MILL CREEK HIGHWAY SAFETY PROJECT

ANACONDA-DEER LODGE COUNTY

ANACONDA-DEER LODGE COUNTY, MT: MONTANA

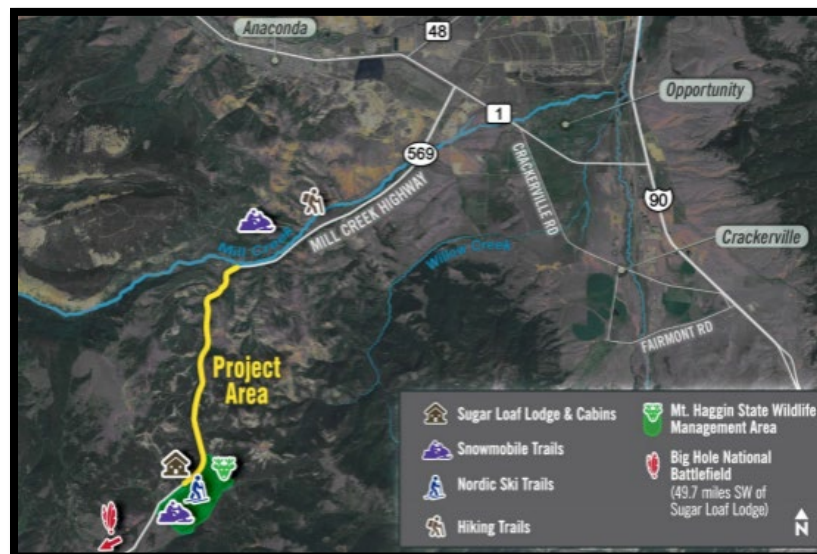
CAPITAL

RURAL

RAISE GRANT FUNDING: \$19,326,506

Project Description: This project will fund the reconstruction of approximately 5-miles of Highway 569 North with increased travel lane and shoulder widths. The project will also address curved radii, steep elevations, and correctable slopes, as well as install guardrails, culvert and stormwater facilities, rumble strips, safety and wildlife crossing signage, and upgraded pavement markings.

Project Benefits: The project is strong in safety, environmental sustainability, state of good repair, partnerships and collaboration, and innovation. The project will improve safety by reducing crashes including slide-off-the-road and roll-overs by reconstructing the clear zones, correcting dangerous slopes to current design standards, providing wider travel lanes, adding shoulders, and the installation of guardrails. The project will improve the state of good repair by reconstructing the roadway subsurface and utilizing innovative polymers that expand and contract with extreme weather to prevent cracking. In addition, the project will increase the resilience of at-risk infrastructure by replacing culverts to improve the passage of aquatic species, particularly the native fish in the region. This will also avoid adverse environmental impacts to water quality, wetlands, and endangered species from road runoff and sliding hazards.



MARCUS STREET MULTIMODAL PLANNING AND DESIGN STUDY

CITY OF HAMILTON

CITY OF HAMILTON, MT: MONTANA

PLANNING

RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$877,275

Project Description: This project will complete planning, design, and environmental analysis for an approximate 1.5-mile section of the Marcus Street/SR 269 corridor to improve conditions for non-motorized users.

Project Benefits: The project demonstrates positive benefits in all merit criteria areas. The project will protect non-motorized travelers from safety risks by adding bicycle and pedestrian infrastructure along a main roadway in the city. The active transportation facilities will encourage modal shift and reduced vehicle miles traveled, which will in turn reduce greenhouse gas emissions and improve air quality. The facilities will also increase the mobility of non-motorized travelers, as well as provide an affordable transportation option that will improve users' health. The project will improve access and open land around the county airport for industrial and commercial development by realigning local roads. The project will modernize and bring to a state of good repair the roadway and active transportation infrastructure through the implementation of road diets, improved crossing infrastructure, and intersection reconfiguration. The project will also incorporate innovative solutions including electric vehicle charging stations, rapid flashing beacons, and Intelligent Transport Systems (ITS) technology. In addition, the project team will conduct a robust community engagement and collaboration effort with the public, specifically to those who may have barriers to participation.



THE ECUSTA TRAIL

CITY OF BREVARD

CITY OF BREVARD, NC: NORTH CAROLINA

CAPITAL

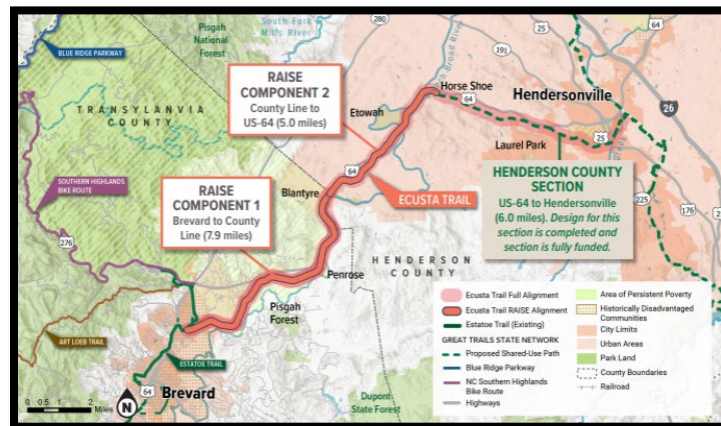
RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$24,559,469

Project Description: This project will construct approximately 18.9-miles of shared-use path along a rail corridor and include repair or replacement of approximately 11 former railroad trestles for bicycle and pedestrian use.

Project Benefits: The project is strong in mobility and community connectivity, quality of life, state of good repair, environmental sustainability, and safety. It repurposes an unused railroad bed to provide a safe, environmentally-friendly active transportation option to the region as it transitions to a tourism-based economy. It provides a safer alternative for bicycles and pedestrians sharing narrow winding mountain roads with vehicle traffic, and reduces vehicle dependence.



WEST SUGAR CREEK MOBILITY CORRIDOR

CITY OF CHARLOTTE

CITY OF CHARLOTTE, NC: NORTH CAROLINA

CAPITAL

URBAN

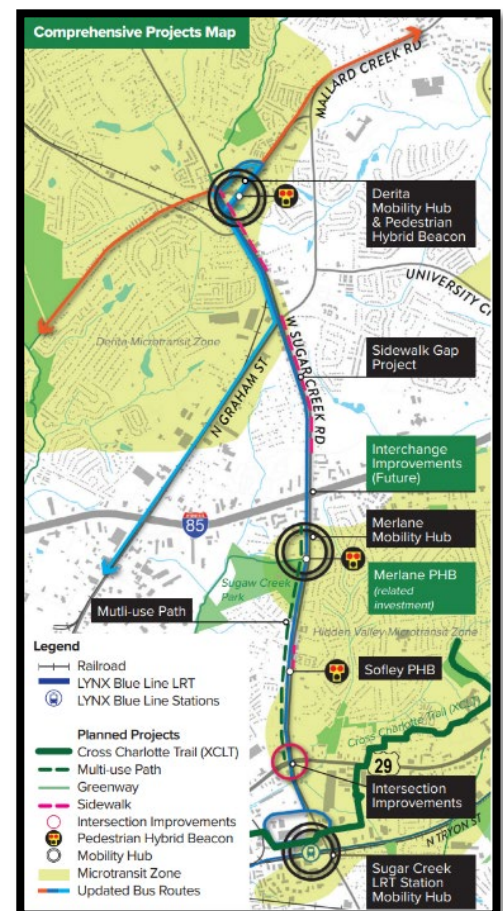
AREA OF PERSISTENT POVERTY: YES

HISTORICALLY DISADVANTAGED COMMUNITY: YES

RAISE GRANT FUNDING: \$12,000,000

Project Description: This project will fund the engineering, right-of-way, and construction of three mobility hubs with electric vehicle charging stations, improved pedestrian crossings, intersection improvements, smart lighting, a multi-use path, and new sidewalk along approximately 3.5 miles of West Sugar Creek Road.

Project Benefits: The project demonstrates positive benefits in all merit criteria areas. The project will protect non-motorized travelers from safety risks by adding bicycle and pedestrian infrastructure. The project implements a multiuse path for non-motorized users and electric vehicle (EV) charging facilities, which aligns with state and local carbon reduction plans and supports modals shifts to transit and active transportation options, reducing vehicle miles traveled and greenhouse gas emissions. The facilities will also increase the mobility of non-motorized travelers, as well as provides an affordable transportation option that will improve users' health and provide better connections to commercial centers and employment opportunities. The project restores and modernizes outdated infrastructure within the existing footprint to bring it into a state of good repair. The mobility hubs will incorporate a variety of innovative technologies including EV charging stations, on-demand micro-transit, and smart grid technology. In addition, the project includes collaboration with many public and private entities and has a wide base of support.



GORALEIGH AND GOWAKE ACCESS OPERATIONS AND MAINTENANCE FACILITY

CITY OF RALEIGH

CITY OF RALEIGH, NC: NORTH CAROLINA

CAPITAL

URBAN

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$9,965,663

Project Description: This project will construct a new joint operations and maintenance facility to support growing paratransit and coordinated human services transportation for the City of Raleigh and Wake County.

Project Benefits: The project is strong in environmental sustainability, mobility and community connectivity, and state of good repair. The project will include efficient performance in energy use, and dramatically reduce city-wide green house gas emissions by 2050. By revitalizing the operations and maintenance facility, the project will remove barriers for individuals with mobility issues, including the majority of GoRaleigh Access customers who are mobility impaired and are disconnected from their community. The project will address several current system vulnerabilities bringing the facility into a state of good repair.



WALK NC: CREATING SAFER CROSSINGS

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

DAVIDSON, GRANVILLE, ROWAN, VANCE, HALIFAX, WILSON, ROBESON, CHATHAM, BEAUFORT, JOHNSTON, LENOIR, RICHMOND COUNTIES, NC: NORTH CAROLINA

CAPITAL

RURAL

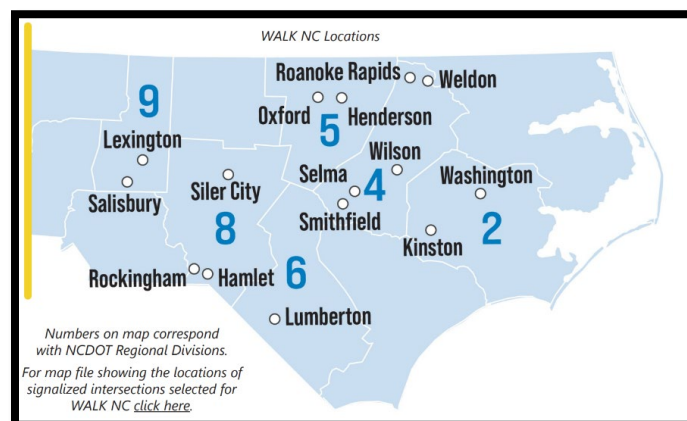
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$9,000,000

Project Description: This project will add pedestrian countdown signal heads, crosswalks, and accessible routes at signalized intersections in 15 communities across North Carolina. This project will also include signal timing improvements and address sidewalk gaps at select locations.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. This project outlines a state-wide program to institute pedestrian safety improvements in a group of towns identified by their current poor pedestrian safety records. Additional affordable and healthy transportation choice will significantly reduce vehicle dependence, create improved access to daily destinations like jobs and healthcare, and reduce vehicle miles traveled and greenhouse gas emissions. The project fills in gaps in the network by adding infrastructure, increases accessibility by making ADA/Universal Design improvements, and connects non-motorized travelers to transit, micro-mobility and mobility on demand. This project prioritizes disadvantaged business enterprises and could revitalize rural downtowns by increasing connections to retail and employment opportunities. Current system vulnerabilities will be addressed through the pedestrian safety improvements. The project will continue to deploy a robust outreach plan and incorporates innovation by installing modern traffic signal controllers and supporting future implementation of connected and automated vehicles.



SAFER ACCESS FOR EVERYONE

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

CITY OF LUMBERTON, NC: NORTH CAROLINA

CAPITAL

RURAL

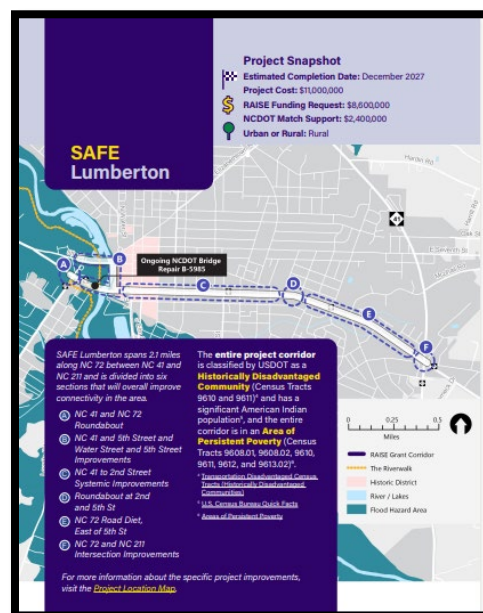
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$8,600,000

Project Description: This project will fund the construction engineering, right-of-way, environmental documentation, and construction of multimodal complete streets improvements along approximately 2.1-miles of 2nd Street (NC 72) between NC 41 and NC 211. Improvements include two roundabouts, new crossings at pedestrian refuge islands, pedestrian safety improvements at multiple signalized intersections, road diet, culvert/drainage improvements, sidewalk repairs, lighting, and other intersection safety improvements.

Project Benefits: The project is strong in the areas of safety, quality of life, mobility and community connectivity, and state of good repair. The project will provide a complete streets corridor for safer walking, crossings, and driving for all travelers along the roadway. The project will provide improved non-motorized travel access to daily destinations including the Public Library, Greyhound Bus Station, Lumberton Health Center, businesses, and government offices through active transportation facilities for residents. In addition, the corridor will be brought to a state of good repair, replacing aging infrastructure with a modernized design which utilizes complete streets and road diet principles.



EVERYWHERE TO EVERYWHERE GREENWAYS

TOWN OF CHAPEL HILL

TOWN OF CHAPEL HILL, NC: NORTH CAROLINA

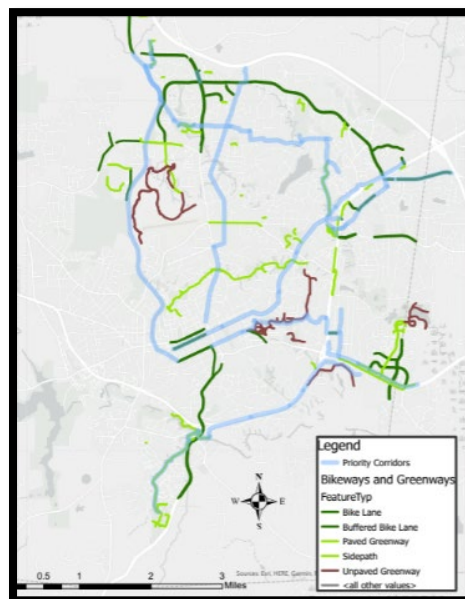
PLANNING

URBAN

RAISE GRANT FUNDING: \$1,000,000

Project Description: This project will complete a feasibility study, including alignment alternatives, 15% conceptual design, and public engagement for approximately 25-miles of proposed greenways, off-road bicycle, and pedestrian facilities.

Project Benefits: The project is strong in the areas of safety, environmental sustainability, quality of life, mobility and community connectivity, state of good repair, and partnerships and collaboration. The feasibility study will identify safety solutions to better protect vulnerable roadway users. The project will increase access to active transportation, non-motorized travel that will decrease vehicle miles traveled and in turn decrease greenhouse gas emissions and improve air quality. The facilities will also increase the mobility of non-motorized travelers, as well as provide an affordable transportation option that will improve users' health. The project will repair fractured community connections, expands the reach of Chapel Hill's fare-free public transit system, and increases access to the future bus rapid transit route. In addition, the project team will enhance existing and catalyze new working relationships with municipal and community partners to ensure considerations for underserved communities are meaningfully integrated and in alignment with DOT's Promising Practices for Meaningful Public Involvement in Transportation Decision-Making Guide.



ROUTE 6 RECONSTRUCTION AND PRESERVATION

STANDING ROCK SIOUX TRIBE

STANDING ROCK INDIAN RESERVATION, ND: NORTH DAKOTA

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$18,572,895

Project Description: This project will reconstruct and resurface BIA 6 from the intersection of ND 6 to ND 24/1806 on the Standing Rock Indian Reservation.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, economic competitiveness and opportunity, state of good repair, and partnership and collaboration. The project seeks to reduce fatalities and serious injuries to bring them below the state-wide average for the Standing Rock Indian Reservation by improving the road infrastructure, as well as incorporates activities identified in the Department's National Roadway Safety Strategy. The project improves the resilience of at-risk infrastructure to withstand extreme weather events and natural disasters caused by climate change by including new pavement surface to reduce hydroplaning, ensure efficient storm runoff, improve ditches to minimize potential erosion, and extend culverts for proper drainage under the roadway. The project will facilitate tourism by providing a safe and efficient connection to hunting, fishing, two casinos, as well as various historic sites on tribal lands. Additionally, the project will improve access to daily destinations including education, health services, everyday goods and groceries that otherwise would require a long detour and increased cost without the improvements of this project given the direct east/west connection for residents that BIA-6 provides. The project supports and engages diverse people and communities, and will partner with high-quality workforce development programs with supportive services to help train, place, and retain underrepresented communities in good-paying jobs related to every part of the improvements of BIA-6.



NORTH DAKOTA TRIBAL TRAIL CONNECTIONS

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

BENSON, RAMSEY, AND ROLETTE COUNTIES, ND: NORTH DAKOTA

CAPITAL

RURAL

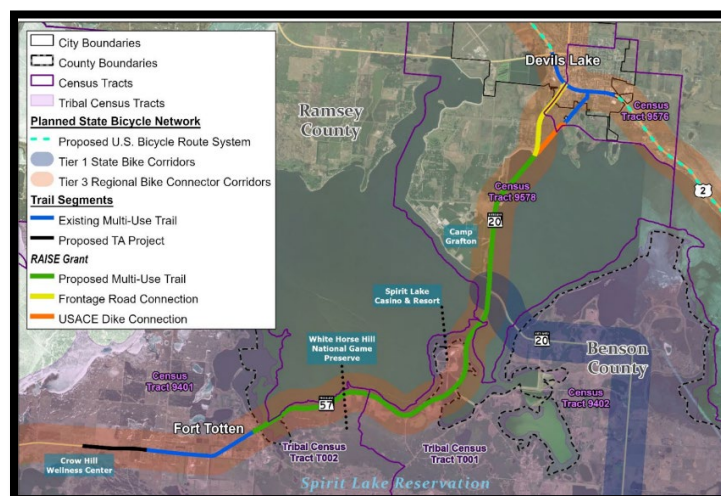
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$9,850,000

Project Description: This project will fund the right-of-way acquisition and construction of two multi-use trails and crossing enhancements including along ND 20/ND 57 from Fort Totten to Devils Lake, in Benson and Ramsey Counties and along US 281 from Belcourt to Sky Dancer Casino & Resort in Rolette County, including a connection to a high school. The project also includes a new pedestrian and bicycle bridge along ND 57 and the rehabilitation of existing trails that connect to the proposed trails, as well as added lighting and guardrails.

Project Benefits: The project is strong in the areas of safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, and partnerships and collaboration. The new multi-use trails will improve the safety of non-motorized users by adding dedicated active transportation facilities. These facilities will improve public health by promoting active transportation modes, as well as increases the mobility and connectivity to the community on both sides of the channel crossing. The project will encourage modal shift to accessible active transportation options, reducing VMT and greenhouse gas emissions. The new multi-use paths will also facilitate tourism opportunities, which is important to the area's local economy. In addition, the project will meaningfully integrate tribal communities into the scale and scope of the project providing opportunities to be involved and engaged throughout the entire process.



OMAHA TRANSPORTATION PLANNING

OMAHA TRIBE OF NEBRASKA

THURSTON COUNTY, NE: NEBRASKA

PLANNING

RURAL

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$2,064,396

Project Description: This project will complete planning and final design for fifteen transportation improvements focused on vehicle and pedestrian safety, ADA compliance, connectivity, water runoff, erosion mitigation, and economic and housing access.

Project Benefits: The project is strong in state of good repair, partnership and collaboration, and innovation. The project seeks to improve existing vulnerabilities evident in the failing pavement and gravel roads by reconstructing and repairing the transportation infrastructure in this community. The project demonstrates exceptional collaboration with community partners and plans to include a public involvement process designed to identify critical gaps in the transportation network and address issues faced by resident. Innovation is demonstrated through the planned use of solar lighting and warm-mix asphalt to help reduce carbon emissions.



AMES AVENUE SAFE MOBILITY RECOVERY PLAN

CITY OF OMAHA

CITY OF OMAHA, NE: NEBRASKA

PLANNING

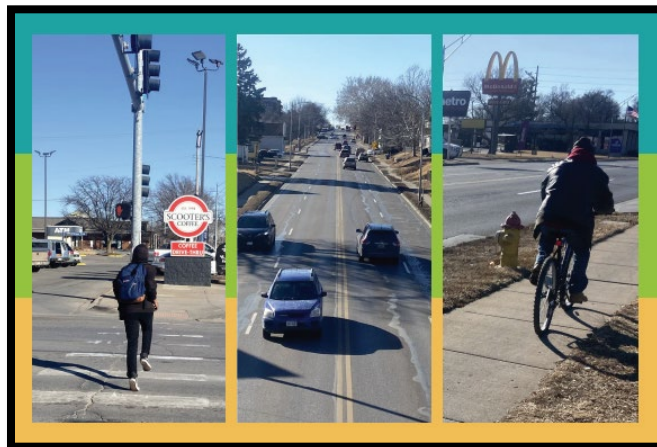
URBAN

AREA OF PERSISTENT POVERTY: YES

RAISE GRANT FUNDING: \$2,000,000

Project Description: This project will complete a planning study for Ames Avenue, from 72nd St to Florence Blvd, to identify multi-modal safety improvements.

Project Benefits: The project is strong in safety, partnership and collaboration, and innovation. The project will seek to establish a plan to immediately address the safety deficiencies for all modes of transportation to eliminate all traffic-related roadway injuries and fatalities on one of the most dangerous intersections in the area. The project includes robust community engagement, and will deploy the innovative Planning and Environmental Linkages (PEL) project delivery mechanism to streamline the environmental clearances and reduce the overall project delivery timelines.



GENERAL SULLIVAN BRIDGE BICYCLE AND PEDESTRIAN CROSSING

NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION

ROCKINGHAM AND STRAFFORD COUNTIES, NH: NEW HAMPSHIRE

CAPITAL

RURAL

RAISE GRANT FUNDING: \$20,000,000

Project Description: The project will replace the General Sullivan Bridge with a new two-girder superstructure to re-open the multi-use path across Little Bay that provides a link between Newington and Dover.

Project Benefits: The project is strong in environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, partnership and collaboration, and innovation. Environmental sustainability will be addressed by promoting new active transportation trips. Without the bridge, pedestrians and bicyclists are forced to take a 25 mile detour to avoid the closure. Mobility and community connectivity, as well as quality of life, will also be improved through the removal of the significant barrier to active transportation, which will enable additional transportation choices for the community. The project anticipates the return in active transportation trips due to the replacement of the bridge will enhance economic activity within the communities.



TONNELLE AVENUE BRIDGE AND UTILITY RELOCATION PROJECT

GATEWAY DEVELOPMENT COMMISSION

HUDSON COUNTY, NJ: NEW JERSEY

CAPITAL

URBAN

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will fund the utility relocation and construction of a new approximately 100-foot road bridge to carry Tonnelle Avenue over a new railroad right-of-way for the new Hudson River Tunnel in North Bergen.

Project Benefits: The project is strong in safety, environmental sustainability, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and innovation. Safety will be improved for pedestrians crossing Tonnelle Avenue with a new signalized intersection. A focus of the project is to achieve environmental sustainability by reducing idling and traffic delays in an effort to lower greenhouse gas emissions. Tonnelle Avenue provides freight trucks access to local communities, which will improve movement of goods to those communities. The project addresses state of good repair by reducing constructing and maintenance burdens of the larger project through efficient and well-integrated design. Lastly, the project will aim to use innovative project delivery practices to accelerate project delivery.



LINK TRAIL, SEGMENTS 1A-2, 1A-3, AND 3

COUNTY OF CAMDEN

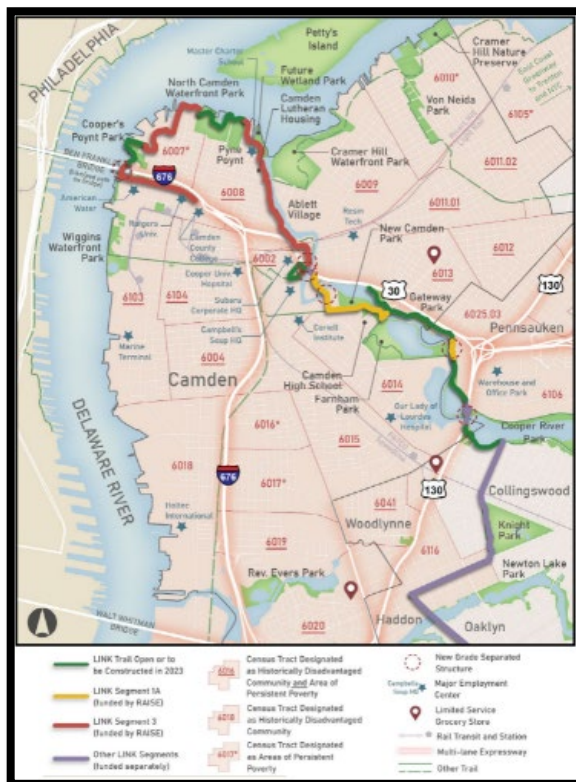
CAMDEN COUNTY, NJ: NEW JERSEY

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$19,000,000



Project Description: The project will fund the construction segments 1A-2, 1A-3, and 3 of the LINK trail. The construction work includes approximately 3.8 miles of a new shared-use path. The project will also include the construction of three pedestrian bridges, retrofitting one existing roadway bridge, crosswalk enhancements crosswalks, and on-street protected bicycle lanes.

Project Benefits: The project demonstrates positive benefits in mostly all the merit criteria areas. The new multi-use trail segments will improve the safety of non-motorized users by adding dedicated active transportation facilities. These facilities will improve public health by promoting active transportation modes, as well as increases the mobility and connectivity to the region. The project will encourage modal shift to accessible active transportation options, reducing VMT and greenhouse gas emissions. The

project will contribute to the completion of the 34-mile paved trail that connects counties across the region and travelers to downtown amenities that will enhance the user experience and attract visitors and tourists. The project will utilize innovative project delivery practices that facilitate accelerated delivery including single contractor design-build arrangements. In addition, this project is the result of years of collaboration with multiple partners and agencies.

MANVILLE GRADE CROSSING FEASIBILITY STUDY

BOROUGH OF MANVILLE

BOROUGH OF MANVILLE, NJ: NEW JERSEY

PLANNING

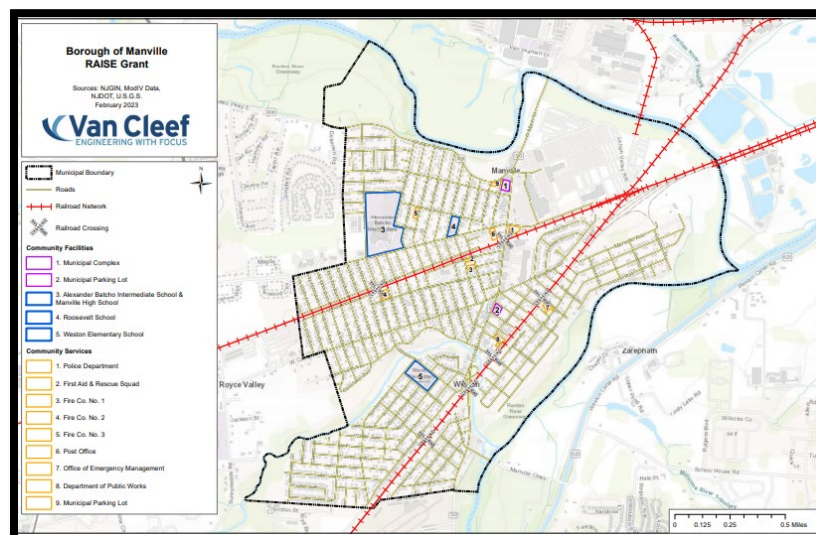
URBAN

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$48,000

Project Description: The project will fund a feasibility study to collect data and identify solutions for several at-grade rail crossings. The project will focus on pedestrian mobility, blocked and unsafe roads, areas of congestion, and areas susceptible to flooding.

Project Benefits: The project is strong in quality of life which will be addressed by planning for new facilities that promote walking, biking, and other forms of active transportation. The project will plan improvements focused on pedestrian mobility which is currently restricted due to at-grade rail crossings. The project will also address safety by evaluating treatments to reduce trespassing and vehicular violations, and to improve emergency vehicle access when at-grade rail crossings are blocked. The project will also address mobility and community connectivity by evaluating pedestrian overpasses and tunnels. The project will also evaluate travel time reliability for vehicles that often experience delays because of the at-grade crossings.



UPTOWN CONNECT: THE UPTOWN TRANSIT CENTER JOINT DEVELOPMENT

CITY OF ALBUQUERQUE

CITY OF ALBUQUERQUE, NM: NEW MEXICO

CAPITAL

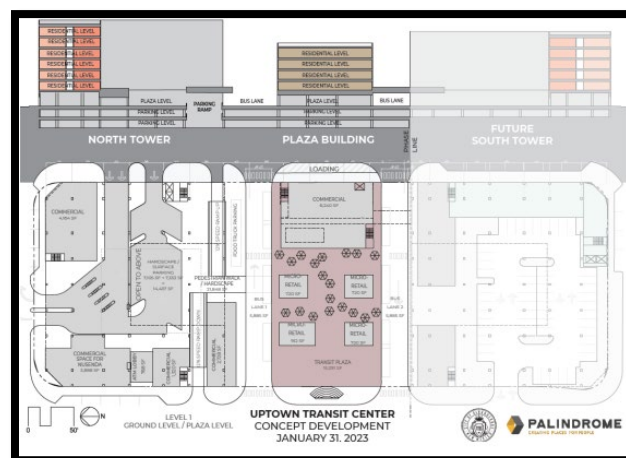
URBAN

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$25,000,000

Project Description: This project will fund architectural, engineering, permitting, right-of-way, and reconstruction of an existing 25-foot wide bus platform with an approximately 110 feet-wide transit plaza located on America's Parkway, between Uptown Boulevard NE and Indian School Road NE. The transit plaza will include approximately six bus docks with protected waiting areas, signage, security features, lighting, two levels of underground parking with approximately 402 parking spaces, as well as entertainment and retail uses.

Project Benefits: The project is strong in mobility and community connectivity, quality of life, safety, environmental sustainability, economic competitiveness and opportunity, partnership and collaboration, and innovation. The project involves efficient use of land to create transit oriented development to increase access to transit services. It makes improvements in accordance with the National Roadway Safety Strategy plan, such as lighting, pavement markings, and high-visibility crosswalks, in an area with a high number of pedestrian/bicycle injuries. By improving access to transit, this project also reduces vehicle miles traveled and reliance upon personal vehicles. The project will be delivered through a formal public-private partnership via a Joint Development led by ABQ RIDE, Albuquerque's Transit Department, and a private developer.



THE HOZHOJI PROJECT: REBUILDING THE COMMUNITY LIFELINE

RAMAH NAVAJO CHAPTER

RAMAH NAVAJO INDIAN RESERVATION, NM: NEW MEXICO

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$21,424,232

Project Description: The project will fund the reconstruction of approximately 6.5-miles of BIA Route Number (RN) 125, a section of road that serves as the main connection for the Ramah Navajo Reservation. The reconstructed roadway feature two-lanes, shoulders, pedestrian facilities, and one deceleration lane at the intersection of BIA Route 125 and Route 144.

Project Benefits: The project is strong in safety, quality of life, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. This project will support a vital connection to the Ramah Navajo community while enhancing pedestrian safety and providing transportation options. The existing facility does not have pedestrian amenities, shoulders, sight distance is a problem, and the pavement is severely deteriorated leading to safety hazards and multiple pedestrian fatalities in recent years. The project will promote walking and biking, particularly to access employment and educational facilities. It will also facilitate tourism with increased access to local attractions such as trails, national monuments, fair and rodeos. The roadway is vital for many farms and ranches in the area to move agricultural products from the farm to market.



LEMMON DRIVE TRAFFIC IMPROVEMENTS AND RESILIENCY PROJECT

REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY

WASHOE COUNTY, NV: NEVADA

CAPITAL

RURAL

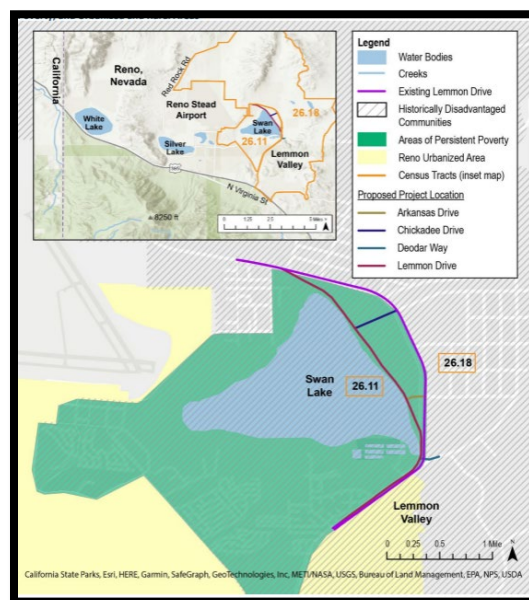
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will fund the reconstruction and realignment of approximately 3.7-miles of Lemmon Drive between Fleetwood Drive and Ramsey Way. The project will also raise the roadway above the 100-year floodplain and incorporate multimodal and active transportation improvements.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and partnership and collaboration. Safety will be addressed by reconfiguring the roadway to remove safety risks caused by flooding. The project will also address crashes related to driveway access. Environmental sustainability and state of good repair benefits are achieved by raising the road so that it is able to withstand extreme weather events and flooding. The project improves access to daily destinations by avoiding detours and encouraging active transportation. Economic competitiveness and opportunity will be addressed through the promotion of greater public and private investments in land-use productivity, including a mixed-use development project that is planned on Lemmon Drive.



ELY DOWNTOWN INFRASTRUCTURE AND COMPLETE STREETS PROJECT

NEVADA DEPARTMENT OF TRANSPORTATION

CITY OF ELY, NV: NEVADA

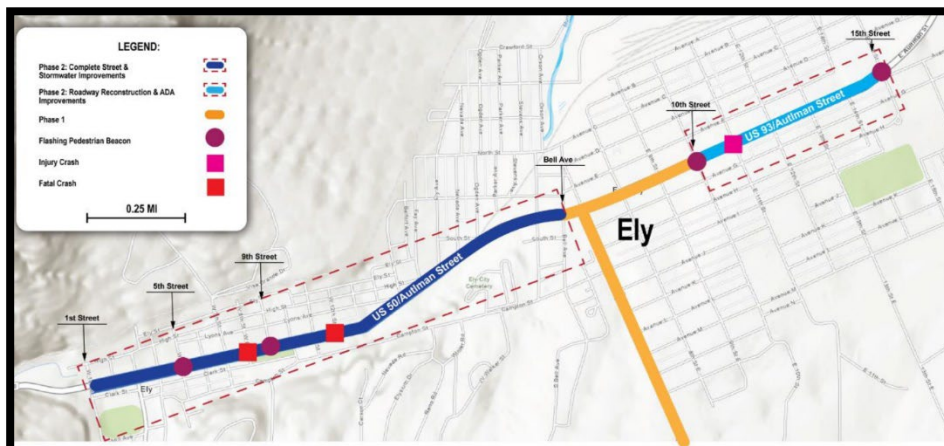
CAPITAL

RURAL

RAISE GRANT FUNDING: \$24,009,830

Project Description: The project will fund design, environmental clearance, right-of-way acquisition, and construction to reconstruct US-50/West Aultman Street from 1st Street to Bell Avenue and US-93/East Aultman Street from East 10th Street to East 15th Street in downtown Ely. Improvements on the west segment include expansion of a stormwater culvert, replacement water and sewer lines, reconstruction of the highway, and Complete Street elements for safety and pedestrian and bicycle use. The east segment includes reconstruction of the highway and ADA ramps.

Project Benefits: The project demonstrates positive benefits in all merit criteria areas. The project will provide complete streets improvements that will improve the safety of motorized and non-motorized travelers by reducing crashes including those with involving serious or fatal injuries. The project will reduce transportation-related air pollution and greenhouse gas emissions through the promotion of active transportation. This project will improve public health and increase mobility by providing safe and reliable active transportation facilities to non-motorized travelers to access daily destinations without a vehicle. The revitalization of the corridor will promote greater public and private investments in land-use development and economic productivity. The project will also create new infrastructure in a remote community in terms of water pipes, sewer, utilities, and fiber optics, as well as address current system vulnerabilities due to flooding and asset deterioration. In addition, the project team has engaged community-based organizations to ensure equity considerations are meaningfully integrated throughout the lifecycle of the project.



CHARLESTON BOULEVARD HIGH-CAPACITY TRANSIT PLANNING

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

CLARK COUNTY, NV: NEVADA

PLANNING

URBAN

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$5,861,631

Project Description: This project will fund the planning alternatives analysis, preliminary design engineering, and environmental for an approximate 17-mile high capacity transit line along Charleston Boulevard between Pavilion Center Drive in Summerlin and Nellis Boulevard in East Las Vegas. The study will also include the redesign of Charlestown Boulevard which will be transformed into a complete streets corridor to accommodate a variety of roadway users.

Project Benefits: The project demonstrates positive benefits in all merit criteria areas. This project will provide high-capacity transit in a densely populated and high transit ridership area by introducing a Bus Rapid Transit (BRT) line. The improved transit service will be accompanied by complete street enhancements such as reduced travel lanes, raised medians, buffered sidewalks, dedicated bicycle lanes, and streetscaping which will improve the safety of motorized and non-motorized travelers. Once constructed, the project will induce a modal shift towards transit, thereby decreasing vehicle miles traveled and greenhouse gas emissions and spurring economic development along the corridor. The project will also restore and modernize core infrastructure using a complete streets approach and will improve the long term condition of the roadway pavement. In addition, the project is informed by the feedback from multiple resident committees and will incorporate strategies from DOT's Promising Practices for Meaningful Public Involvement in Transportation Decision Making Guide.



SAFE ACCESS FOR ELECTRIC MICROMOBILITY (SAFEMICROMOBILITY)

NEW YORK CITY HOUSING AUTHORITY

CITY OF NEW YORK, NY: NEW YORK

CAPITAL

URBAN

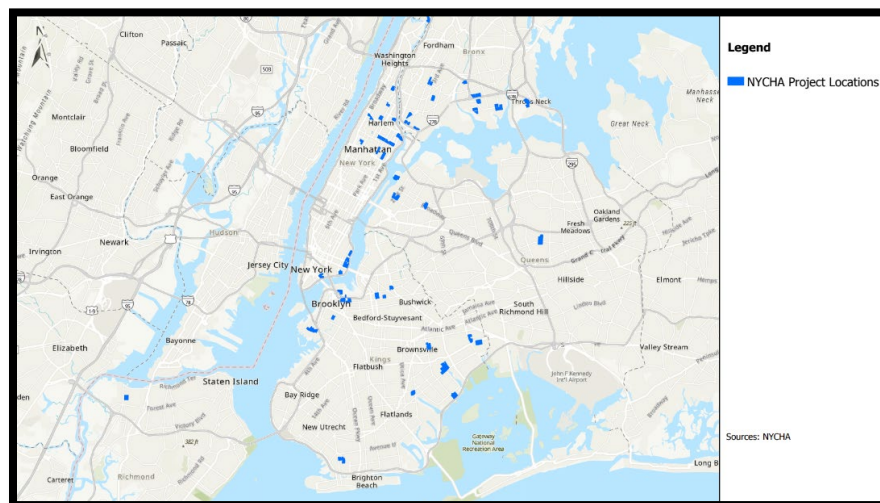
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will fund the engineering and installation of infrastructure for approximately 173 electric micro mobility charging and storage stations at 53 outdoor New York City Housing Authority sites. Engineering and construction aspects include electrical supply, utilities, drainage, fire safety requirements, security, safety, lighting, and accessibility.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, and partnerships and collaboration. The project supports the advancement of energy efficient infrastructure to increase the use of zero emission transportation modes, which will reduce the greenhouse gas emissions in the area while also increasing resident's micro-mobility. The project will encourage more livable communities by encouraging alternative transportation choices and providing greater equity in access to e-scooter and e-bike charging facilities. The project will also engage residents and community-based organizations to ensure considerations for underserved communities are meaningfully integrated throughout the lifecycle of the project and is in alignment with USDOT's Promising Practices for Meaningful Public Involvement in Transportation Decision-Making Guide. In addition, the project will protect non-motorized travelers and residents from the safety risks associated with the lithium-ion batteries of e-scooters and e-bikes.



KINGSTON WEAVING THE WATERFRONT TRANSPORTATION PROJECT

CITY OF KINGSTON

CITY OF KINGSTON, NY: NEW YORK

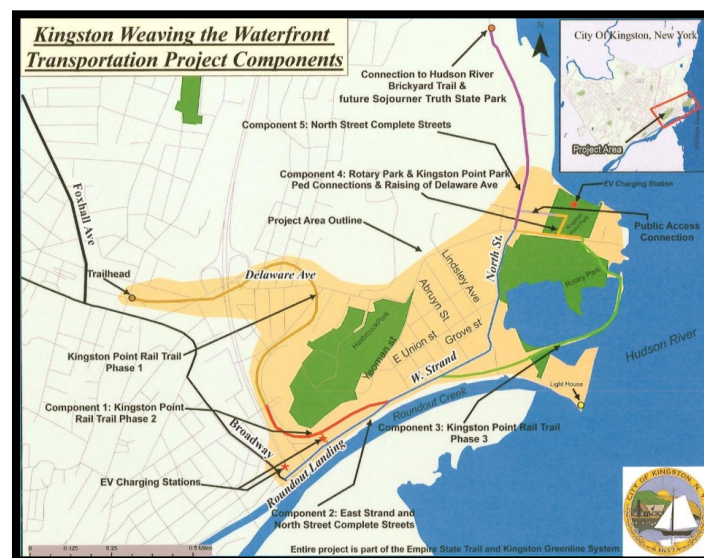
CAPITAL

RURAL

RAISE GRANT FUNDING: \$21,767,756

Project Description: This project will fund the design and construction of multi-modal and active transportation connections on trails and roadways along the Rondout Creek and Hudson River area. Project components include the Kingston Point Rail Trail - Phase 2, East Strand and North Street complete streets, Kingston Point Rail Trail - Phase 3 Trolley Trail, Rotary Park and Kingston Point Park Pedestrian Connections/ Raising of Delaware Avenue, and North Street complete streets.

Project Benefits: The project is strong in safety, quality of life, mobility and community connectivity, economic competitiveness and opportunity, and state of good repair. The project will expand active transportation travel within the Waterfront District by connecting and improving multimodal pathways that connect users to cultural, recreational, and historical destinations, as well as everyday services, places of employment, and retail sites. The active transportation improvements will improve safety and reduce the risk of non-motorized travelers. In addition, the project will implement DOT's National Roadway Safety Strategy Plan's "safe people" approach to educate the public on roadway safety and the new configurations within the project area. The multimodal transportation improvements will increase tourism and revitalize the waterfront business district. The project will also restore and modernize East Strand and North Streets, which have met their useful life by installing complete street infrastructure and design.



BROADWAY JUNCTION STREETSCAPES IMPROVEMENT PROJECT

NEW YORK CITY DEPARTMENT OF SMALL BUSINESS SERVICES

NEW YORK CITY, NY: NEW YORK

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$20,000,000

Project Description: This project will fund design and construction of streetscape improvements focusing on two roadway segments in and around Broadway Junction: 1) Van Sinderen and 2) Broadway between Truxton Street and Jamaica Avenue. Improvements include lighting, redesign of intersections, repaving of sidewalks and roadways, landscaping, wayfinding, and installation of green infrastructure.

Project Benefits: This project demonstrates positive benefits in all merit criteria. The project will use a number of Complete Streets design tactics to mitigate dangerous safety issues in one of Brooklyn's Vision Zero Priority Corridors. The improvements are designed to encourage modal shift to non-motorized transportation options, thereby reducing the air quality and greenhouse gas impacts on the nearby community. The project will enhance connectivity both for travelers passing through the Broadway Junction MTA station and by enhancing access to the East New York Industrial Business Zone (IBZ) for freight and other shippers. This project will restore and modernize the streetscape and the pedestrian facilities and will also improve connectivity through enhancements to the elevated transit underpasses. The project is committed to reusing construction materials and using low-carbon materials for native concrete and other elements in the design, and is also considering the design-build project delivery method for more efficient project implementation.



SOUTHERN TIER TRAIL PLANNING AND DESIGN PROJECT

COUNTY OF CATTARAUGUS

ERIE COUNTY, NY: NEW YORK

PLANNING

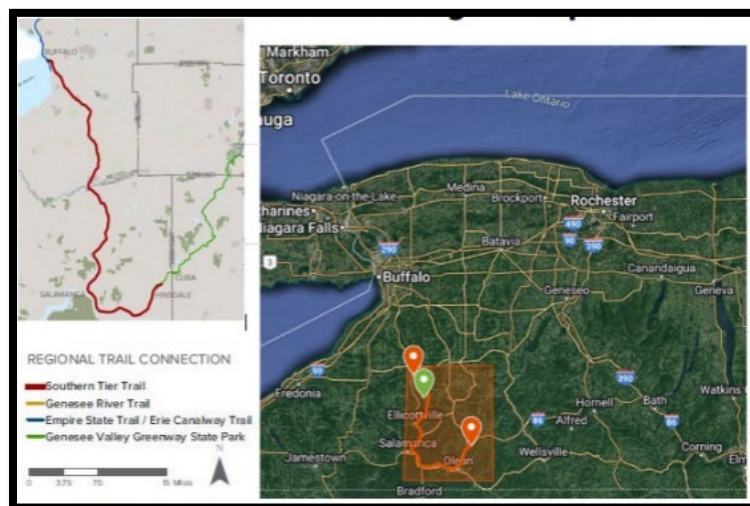
RURAL

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$7,044,971

Project Description: This project will complete the planning, environmental, design, and permitting for the construction of an approximate 52 mile trail that will connect the Erie / Cattaraugus Rail Trail in Erie County with the Genesee Valley Greenway in Allegany County.

Project Benefits: The project demonstrates positive benefits in all merit criteria. The project is particularly strong in mobility and community connectivity as it creates a trail system through eleven municipalities connecting communities and businesses. The trail will also provide a safer alternative to travel on roads where bicycle and pedestrian crashes represent more than 10% of all crashes. By promoting modal shift to active transportation, the project promotes environmental sustainability and works towards the New York State Climate Leadership and Community Protection Act goal of reducing 85% emissions by 2050. Furthermore, the trail will pass through various underserved communities that do not currently have bike and pedestrian infrastructure and also have low vehicle ownership. The project is strong in partnership as it was developed in collaboration with more than 40 trail organizations, many public and private stakeholders, and the non-profit GObike.



LONG ISLAND GREENWAY EAST (PHASE II) PLANNING AND DESIGN

SUFFOLK COUNTY

SUFFOLK COUNTY, NY: NEW YORK

PLANNING

RURAL

RAISE GRANT FUNDING: \$3,815,000

Project Description: The project will fund a feasibility study, preliminary and final design, and construction-ready documentation for the approximately 50-mile Long Island Greenway-East (LIG-E) trail. This trail will utilize a combination of off-road utility corridor rights-of-way and protected on-road facilities to maximize protection for bicyclists and pedestrians.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The project will address the safety issues through a combination of off-road trails and on-road complete streets enhancements, with the goal of lowering the significantly high number of bicycle and pedestrian injuries and fatalities that have occurred within half a mile of the project. Environmental sustainability is achieved by promoting a modal shift towards active transportation and quality of life benefits will be realized as the trails will improve access to daily destinations. Mobility and community connectivity is improved by adding ADA-compliant components. Additionally, the project will facilitate tourism and improve economic development by promoting long-term economic growth and other broader monetary benefits.



CONNECTING TOLEDO NEIGHBORHOODS TO OPPORTUNITY

CITY OF TOLEDO

CITY OF TOLEDO, OH: OHIO

CAPITAL

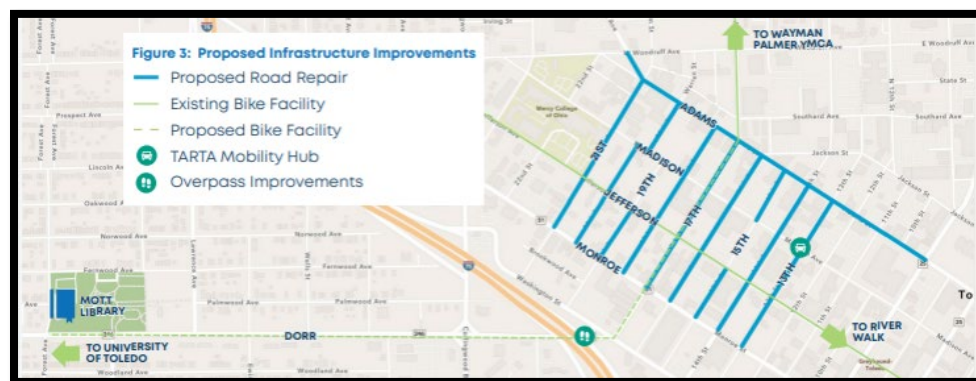
URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$20,000,000

Project Description: The project will add a protected sidewalk to the Dorr Street overpass of Interstate 75 and add a new 10-foot-wide multi-use path that will extend approximately 0.75 miles into the Junction neighborhood. It will also make approximately 4.4 miles of complete streets enhancements including ADA-compliant sidewalks, on-street protected bike lanes, LED lighting, artistic crosswalks, street trees, landscaping, seating, bike shelters, and a public transit mobility hub.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The project is focused on a variety of safety improvements as pedestrian and bicycle involved crashes in the corridor are higher than city wide averages. In addition to creating new pedestrian and bicycle facilities, the project will reduce speeds exceeding 40 miles per hour to lower serious injury crashes. Environmental sustainability will be addressed by increasing tree canopy cover by up to 40 percent. Tree coverage will also provide air quality and storm water management benefits. Quality of life benefits are addressed by the projects focus on providing safe, user friendly active transportation access to jobs, retail, healthcare, and area resources. The project will address the negative impacts of the construction of I-75 in the 1960s that created physical barriers, limited roadway connections, isolation, and detachment between communities. State of good repair will be addressed by upgrading failing water, sanitary, and roadway infrastructure that is within the existing right-of-way.



EAST MAIN STREET CORRIDOR IMPROVEMENTS

CITY OF KENT

CITY OF KENT, OH: OHIO

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$5,250,000

Project Description: The project will reconstruct a five-lane road to a four-lane road that includes a landscaped center median, sidewalk, multi-use trail, two roundabouts, bus pullouts, and pedestrian amenities.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and partnership and collaboration. Safety will be addressed by adding a raised median, traffic signal modifications, two roundabouts, and transit pull-offs. The project will also enhance non-motorized users safety by adding a buffered multi-use path, improved lighting, high-visibility mid-block crosswalks, and pedestrian refuge islands. The project aims to reduce on-road emissions in the corridor by implementing traffic calming measures, improving traffic flow, and encouraging non-motorized transportation. The addition of a separated path for pedestrians and improved transit options combine to provide better access to jobs, shopping, medical facilities, and Kent State University. Mobility and community connectivity is addressed by filling gaps in the regional trail network and improving first and last mile connections. The project's investment complements Kent State's long-term economic development plans and helps the university attract faculty and students.



LEVERAGING INFRASTRUCTURE FOR TRANSPORTATION (LIFT)

WESTERN RESERVE TRANSIT AUTHORITY

CITY OF YOUNGSTOWN, OH: OHIO

PLANNING

URBAN

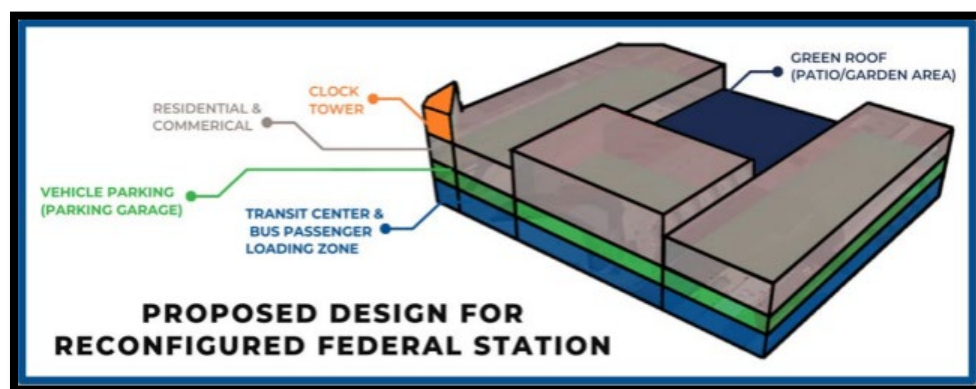
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$2,940,480

Project Description: The project will complete engineering and final design for the reconstruction of WRTA's Federal Station transit hub into a mixed-use transit-oriented facility that includes a sheltered passenger terminal, parking garage, electric vehicle charging stations, and amenities.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and partnership and collaboration. Safety will be addressed through the redesign of the station which will reduce conflict points between pedestrians and buses by separating rider boarding areas from the pathways bus use to enter and exit the facility. Environmental sustainability will be addressed through the inclusion of electric bus charging infrastructure which will facilitate a transition to using zero emissions buses. The project will provide quality of life improvements for riders who will now have indoor waiting spaces and basic amenities while waiting for buses. The project features a multi-modal approach to provide transit users with connections to e-bikes, rideshare services, and upgraded active transportation infrastructure. The project promotes long-term economic growth through a focus on planning for transit-oriented development and revitalizing the downtown area. State of good repair will be addressed by reimagining a facility that has met its useful life and providing a modernized version that incorporates multi-modal considerations, mixed-use space including retail, and affordable housing.



CINCINNATI WESTWOOD NORTHERN BOULEVARD CORRIDOR PLAN

CITY OF CINCINNATI

CITY OF CINCINNATI, OH: OHIO

PLANNING

URBAN

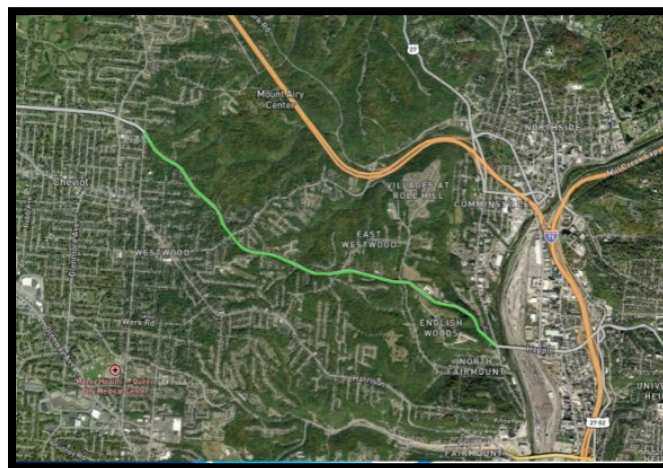
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$2,275,000

Project Description: The project will study and develop conceptual design alternatives for improvements to the Northern Boulevard Corridor that are focused on pedestrians, bicycles, transit, and climate resiliency.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, state of good repair, partnership and collaboration, and innovation. The project aims to protect non-motorized travelers and communities from safety risks by reducing fatalities and serious injuries to bring them below the state-wide average. Environmental sustainability will be addressed by reducing exposure to air and noise pollution through infrastructure redesign and incorporation of pedestrian and bicycle accommodations. The project addresses quality of life and mobility and community connectivity by improving system-wide connectivity in an effort to provide better access to daily destinations. The project will aim to incorporate low-carbon building materials and carbon-absorbing pavement.



PROJECT ILHKOLI FALUMMI

CHOCTAW NATION OF OKLAHOMA

CHOCTAW NATION RESERVATION, OK: OKLAHOMA

CAPITAL

RURAL

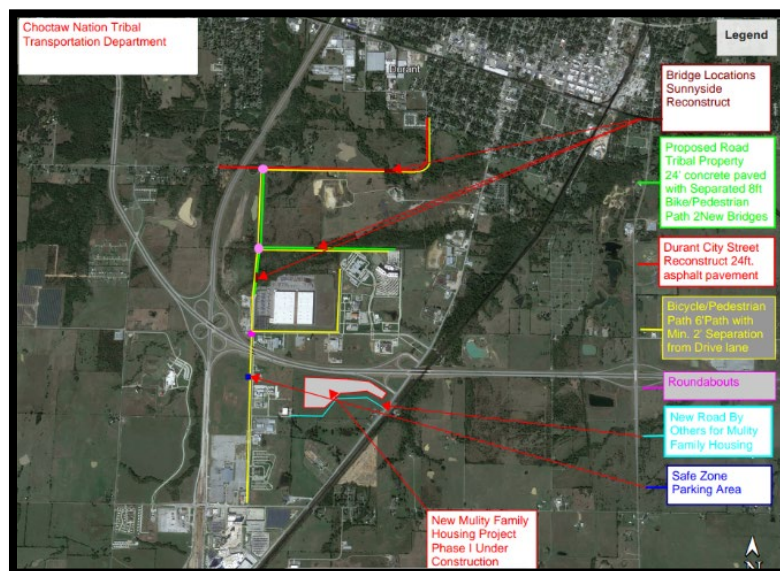
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will construct roadways and shared use paths that connect to new residential developments. The roadways will be designed using a Complete Streets approach.

Project Benefits: The project is strong in quality of life, mobility and community connectivity, economic competitiveness and opportunity, partnership and collaboration, and innovation. Quality of life will be addressed by increasing the affordable transportation choices in an underserved community. This would be accomplished via approximately 3 miles of bicycle lanes that could be accessed by 3,000 residents. The increase in non-motorized transportation options could improve the health of the community which received poor ratings from the state's health report. Mobility and community connectivity will be addressed by the addition of the bicycle lanes that will provide connections for the residential developments to daily destinations. Economic competitiveness and opportunity is addressed through the investment in transportation facilities that support the larger promotion of land use productivity, including equitable commercial and low-income housing developments. The project also promotes innovation through the decision to use recycled asphalt.



OKC MOVES FACILITIES IMPLEMENTATION

CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY

OKLAHOMA CITY, OK: OKLAHOMA

PLANNING

URBAN

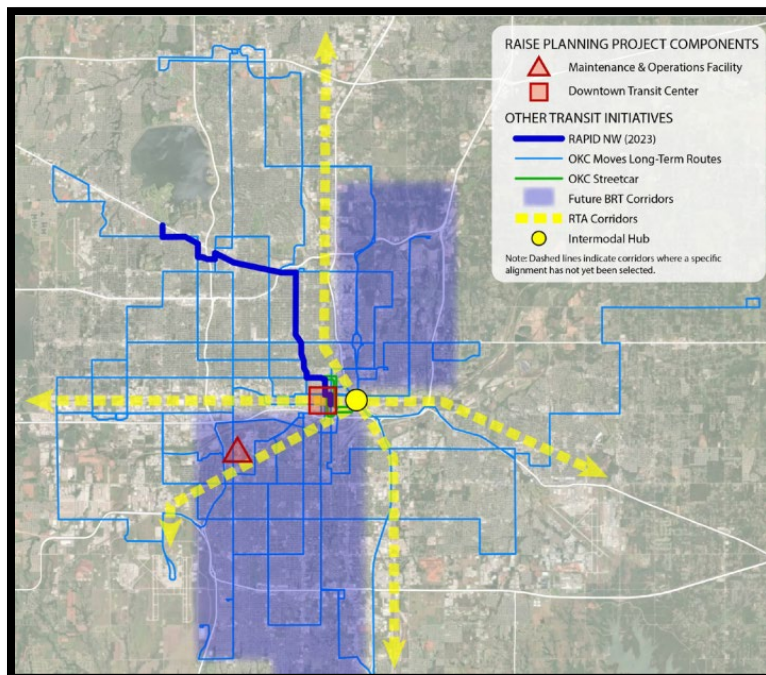
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$5,840,000

Project Description: This project will fund planning and design activities for transit operations and passenger infrastructure necessary to support the growth of Oklahoma City's transit network. Specific components of this project include: 1) Preliminary and final design services for expanding EMBARK's Maintenance and Operating Facility; 2) Planning and preliminary design services for improvements to EMBARK's Downtown Transit Center.

Project Benefits: The project is strong in safety and partnership and collaboration. The project includes planning upgrades to crosswalks, adding bicycle lanes, and completing a safety risk assessment. Improvements to these facilities near the transit center will prepare Embark's transit service to service future demand and utilize a zero-emission fleet.



RECONNECTING BROKEN ARROW: PLANNING FOR MULTIMODAL IMPROVEMENTS

CITY OF BROKEN ARROW

CITY OF BROKEN ARROW, OK: OKLAHOMA

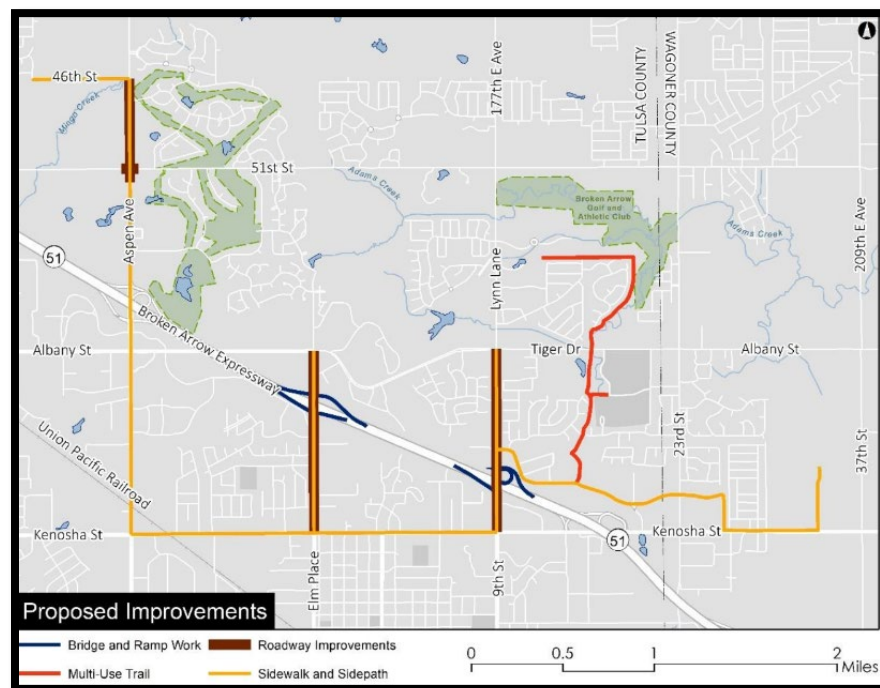
PLANNING

URBAN

RAISE GRANT FUNDING: \$5,840,000

Project Description: The project will complete planning and engineering for multimodal improvements along several interconnected corridors that are currently divided by an urban freeway (Broken Arrow Expressway). Improvements will include new multi-use trails, paths, and bridge and highway interchange reconstructions.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, and state of good repair. Safety, as well as mobility and community connectivity, will be addressed by closing gaps in the sidewalk network and constructing wide side paths or trails. These improvements will promote safety, comfort, and mobility of the most vulnerable users of the transportation system. The project supports a modal shift towards active transportation by including more available, more accessible, and safer facilities. The additional active transportation facilities and reconstructed interchanges will aid travelers in reaching their daily destinations. The project anticipates that streetscaping, complete streets, and connectivity improvements will attract businesses and investments.



OR99: GLENWOOD ROAD - MATT LOOP

OREGON DEPARTMENT OF TRANSPORTATION

JACKSON COUNTY, OR: OREGON

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$21,686,400

Project Description: The project will redesign a portion of Oregon 99 from Glenwood Road to Matt Loop with a complete streets approach, including improvements to the roadway, sidewalks, drainage, bike lanes, ADA ramps, continuous two-way left turn lane, and pedestrian beacons.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, state of good repair, and innovation. The corridor is within the 99th percentile in Bicycle and Pedestrian prioritization in the ODOT Active Transportation Needs Inventory. The project will construct bike lanes, sidewalks and other infrastructure to address the significant safety concerns documented along the corridor through the use of conflict detection and mitigation technologies and Rectangular Rapid Flashing Beacon (RRFB) at pedestrian crossings. The project aligns with the state's decarbonization plan by promoting modal shift to active transportation, and it incorporates Transit Signal Priority connected vehicle technology. The project addresses environmental sustainability in an area that faces flooding and high intensity fires, by upsizing culverts to address storm water and flood risks, using heat-resilient pavements, raising the roadway to reduce damage and travel delays or closures from flooding, and subsurface saturation.



HAWTHORNE AVENUE PEDESTRIAN AND BICYCLIST OVERCROSSING

CITY OF BEND

CITY OF BEND, OR: OREGON

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$19,560,000

Project Description: The project will fund construction of a new pedestrian and bicyclist crossing over US 97 and the BNSF railroad along Hawthorne Avenue in the City of Bend.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The project aims to attract bicycle and pedestrian traffic by building a bridge over a highway, mitigating accidents and fatalities and removing that physical barrier between the east and west sides of Bend. By promoting active transportation, the project also reduces vehicle dependence and miles traveled. The project will support economic development in the Bend Central District, and is important for increasing connectivity between new housing and new employment opportunities. The project addresses flooding in the area and will utilize electronic signage to provide real-time updates.



PLANNING FOR SAFE AND RELIABLE BIKE, PED & TRANSIT ACCESS FOR HOOD RIVER-WHITE SALMON BRIDGE

PORT OF HOOD RIVER

HOOD RIVER OREGON AND WHITE SALMON WASHINGTON, OR: OREGON AND WA: WASHINGTON

PLANNING

RURAL

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$3,600,000

Project Description: The project will fund the planning, preliminary engineering, and design for pedestrian and bicycle amenities on the replacement bridge between Hood River Oregon and White Salmon Washington. First it will develop 10% preliminary engineering plans of planned pedestrian and bicycle improvements, then will advance to complete the 60% design, in consultation with the community.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. This bridge is the only connection for over 40 miles between Cascade Locks and the Dalles, and is important for residents and businesses operating on both sides of the river. The project would also improve systemwide connectivity to transit, as it is working with the two local transit agencies to improve service. The project will bring bicycle and pedestrian access to the bridge where it is prohibited, thereby increasing connectivity and reducing emissions. The project partners with minority-owned businesses and it will use an innovative project delivery mechanism through progressive design-build.



NORTH PHILADELPHIA SCHOOL ZONES TRAFFIC SAFETY PROJECT

CITY OF PHILADELPHIA

CITY OF PHILADELPHIA, PA: PENNSYLVANIA

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$25,000,000

Project Description: This project will construct multimodal, accessibility, mobility improvements around six schools and high injury corridors. The work includes raised crosswalks at Neighborhood Slow Zone gateways, redesigned Slow Zone advisory signage for drivers, curb extensions at key community locations and hazardous crossings, installation of continental crosswalks, ADA ramps, pavement resurfacing, and traffic signals and communications upgrades.

Project Benefits: The project is strong in safety, quality of life, state of good repair, and partnerships and collaboration. The project will improve the safety of motorized and non-motorized travelers, especially students with the added safety counter measures. The improvements will restore and modernize existing infrastructure assets that are beyond their useful life and will reduce future burdens through efficient and well-integrated design. The project will also provide affordable and safe transportation options, which is critical to households that do not have access to a vehicle. In addition, the city will utilize strategies identified in DOT's Promising Practices for Meaningful Public Involvement in Transportation Decision Making guide to ensure residents are informed and involved in project implementation.



SOUTHWEST PHILADELPHIA TROLLEY MODERNIZATION AND COMPLETE STREETS PROJECT

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

CITY OF PHILADELPHIA, PA: PENNSYLVANIA

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will implement trolley modernization and complete streets improvements on approximately 3.85 miles of streets. The complete streets portion of the proposed project will be implemented over a 1.5-mile corridor that spans from the intersection of South 49th Street and Woodland Avenue along South 49th Street to the intersection of South 61st Street and Lindbergh Boulevard as well as South 51st and 56th Streets from Grays Avenue and Lindbergh Boulevard eastward. The trolley modernization portion will be implemented on an approximately 2.75-mile corridor from South 49th Street and Woodland Avenue along South 49th Street, Grays Avenue, Lindbergh Boulevard, and Elmwood Avenue until the intersection of Elmwood and Island Avenues as well as a portion of South 51st Street east of Grays Avenue.

Project Benefits: The project is strong in safety, state of good repair, and partnership and collaboration. The project focuses on reducing crashes where roadways and trolleys meet and multiple fatalities have occurred in recent years. Lighting will also be installed as a deterrence from criminal activity in hopes to further enhance safety. State of good repair will be addressed by completely renovating aging streets to addressing system vulnerabilities. Significant partnership and collaboration efforts are demonstrated in this project, as it is a collaboration between the SEPTA, the City of Philadelphia, and the Philadelphia Industrial Development Corporation. The project is also partnering with the Lower Schuylkill Biotechnology Campus to enhance connections for travelers and allow access to medical and economic institutions. Engagement within the community is evident as planning was based on a study, which synthesized input from the community to prioritize designs.



PITTSTON PAIR BRIDGE BUNDLE

COMMONWEALTH OF PENNSYLVANIA

CITY OF PITTSTON, PA: PENNSYLVANIA

CAPITAL

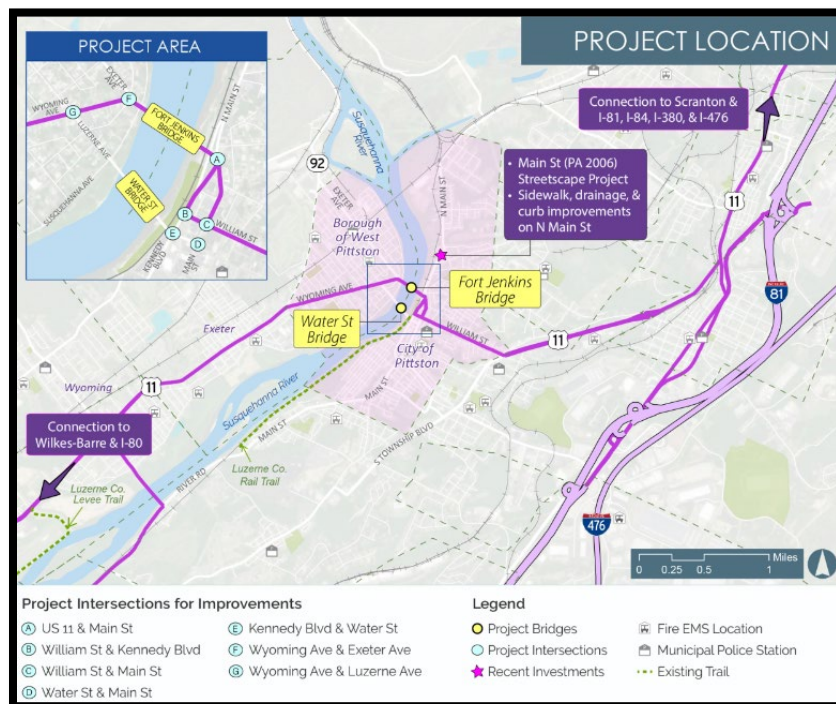
URBAN

RAISE GRANT FUNDING: \$19,000,000

Project Description: This project will fund the design, right-of-way, utilities, and construction for the replacement of the Fort Jenkin Bridge and the Water Street Bridge, including on-street bicycle and pedestrian infrastructure improvements. The project will also include the modernization of seven adjacent intersections to include ADA accommodations, traffic signal reflectivity, retiming, pedestrian interval considerations at approach intersections, and dedicate turning lanes where warranted.

Project Benefits: The project is strong in the areas of safety, environmental sustainability, quality of life, mobility and community connectivity, and partnerships and collaboration. The project will protect non-motorized travelers from safety risks with the added facilities for bicycle and pedestrians and the complete streets design approach. The project will reduce the bridge structures' vulnerability to flood damage by employing modern hydraulic design to improve water flow and reduce the potential for debris and ice jams to back up at the piers. Restoring the direct access between Pittston and West Pittston will improve access to daily destinations including places of employment, shopping, service, recreation, and community. In

addition, this project has strong coordination and collaboration among the City of Pittston, West Pittston Borough, Luzerne County, the MPO, PennDOT, the Luzerne and Susquehanna Railroad, as well as community organizations, residents, and businesses.



AVENUE C PROJECT

PUERTO RICO PORTS AUTHORITY

SAN JUAN COUNTY, PR: PUERTO RICO

PLANNING

URBAN

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$3,000,000

Project Description: This planning project will fund a feasibility study, environmental risk review, and community involvement program for improvements to Avenue C, the only access roadway serving the Port's eastern eight wharves. In addition to roadway rehabilitation, the study will consider construction of water distribution, fire suppression, storm sewer, and sanitary sewer systems; rehabilitation of perimeter fencing and illumination systems; and signage, signalization, and active transportation improvements.

Project Benefits: The project is strong in environmental sustainability, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and innovation. The project will plan a more resilient roadway for port access, particularly during natural disasters, and will bring the roadway into a state of good repair. The design will specifically focus on improving the operational efficiency by allowing modern container sizes and will assess opportunity for solar lighting and cool pavement technologies to help mitigate the effects of urban heat islands.



RIGHT-SIZING ROUTE 37: IMPROVING COMMUNITY CONNECTIVITY

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

KENT AND PROVIDENCE COUNTIES, RI: RHODE ISLAND

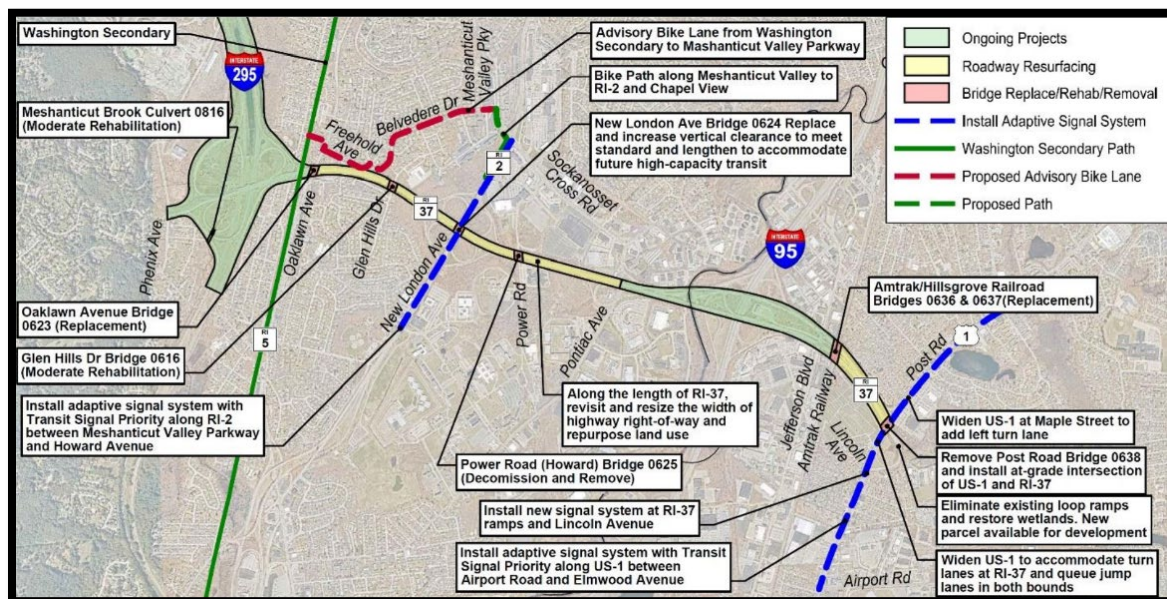
CAPITAL

URBAN

RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will fund multimodal improvements on RI Route 37 including the replacement and rehabilitation of approximately six bridges, decommission of two bridges, replacement of an overbuilt loop-ramp with an at-grade interchange, building a new structure for high-capacity transit, installing Transit Signal Priority (TSP) at approximately eight locations and queue jump lanes for buses, and constructing a new bicycle separated path.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, state of good repair, partnership and collaboration, and innovation. The project will implement a complete streets segment and a signalized crossing specifically for pedestrians, which is expected to improve safety. It will also make storm water improvements and restore wetlands that have eroded over time since original construction in the 1960s. The project improves connections to transit, implements transit signal priority, and will better position the area to support future light rail and/or bus transit, increasing affordable transportation choices. The project will also deploy dynamic signaling, conflict detection and mitigation, Work Zone Data Exchange features, and special friction surface materials.



RIPTA RAPID BUS NETWORK EXPANSION PLANNING

RHODE ISLAND PUBLIC TRANSIT AUTHORITY

PROVIDENCE (RI), KENT (RI), AND BRISTOL (MA) COUNTIES, RI: RHODE ISLAND AND MA: MASSACHUSETTS

PLANNING

URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$8,492,000

Project Description: The project will complete planning, project development, and engineering for an expanded Rapid Bus Network. The expanded Rapid Bus Network will upgrade an existing R-Line Rapid Bus route and will transform seven additional high-ridership routes into a faster, more frequent, and more reliable network.

Project Benefits: The project is strong in environmental sustainability, quality of life, mobility and community connectivity, and partnership and collaboration. Environmental sustainability will be addressed through a reduction in greenhouse gas emissions. The application estimates a 63 percent increase in Rapid Bus ridership as a result of a modal shift from single occupancy vehicles. Quality of life and mobility and community connectivity will be improved from the increased availability of transit in economically disadvantaged areas and better connections between six communities and downtown Providence. The project will host public workshops and "pop-ups" at bus stops to offer information and seek input from the public.



RAILROAD CORNER REDEVELOPMENT

CITY OF ORANGEBURG

CITY OF ORANGEBURG, SC: SOUTH CAROLINA

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$22,755,600

Project Description: The project will construct a pedestrian bridge over two state highways and a railroad, and a multimodal transit hub including a new public transit stop, charging infrastructure for electric vehicles and bicycles, and a public parking structure.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, state of good repair, partnerships and collaboration, and innovation. The project will better connect residential neighborhoods and the campuses of South Carolina State University and Claflin University to the downtown Orangeburg business district and new transit hub. The project will improve pedestrian safety, provide equitable access to the City's public transit system, improve access to cultural assets and institutions of higher learning, and provide an electric vehicle charging facilities to support alternative fueling. These improvements will yield a higher quality of life for existing and future residents by attracting new businesses, industries, and tourism to the area.



US 18/SD 407 PINE RIDGE SAFETY AND COMMUNITY ACCESSIBILITY PROJECT

SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION

PINE RIDGE INDIAN RESERVATION, SD: SOUTH DAKOTA

CAPITAL

RURAL

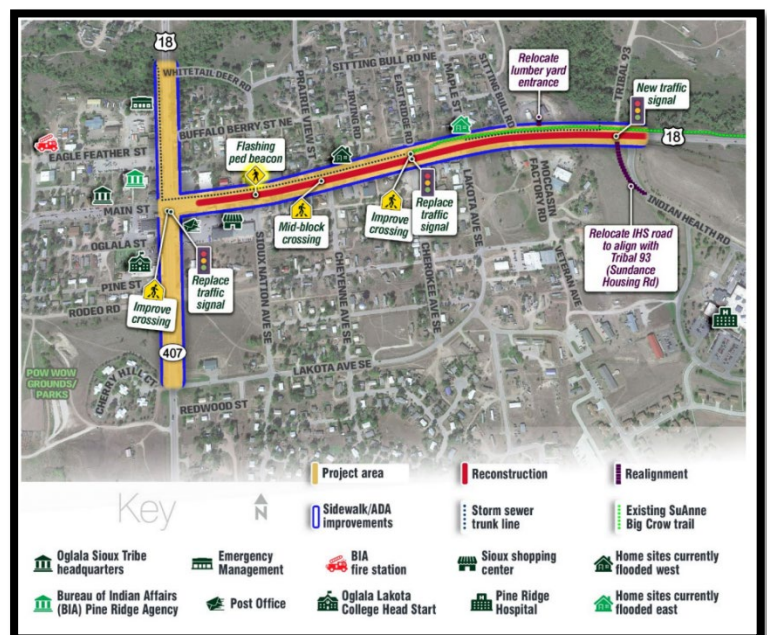
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$10,142,320

Project Description: The project will fund the reconstruction of approximately 1 mile of US 18 and 0.25 miles of SD 407 on the Pine Ridge Indian Reservation in Oglala. The roadway reconstruction will include pavement resurfacing, curb and gutter improvements, stormwater upgrades, access management, and wider lanes to accommodate bicycle traffic. The project will also include complete street enhancements including turning lanes, ADA accessible sidewalks, enhanced pedestrian crossings, and improved street lighting and traffic signals.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and partnership and collaboration. The project will improve safety by implementing a road diet from four to three lanes, radar speed limit signs, and instituting turn lanes. The multimodal improvements will significantly reduce vehicle dependence for short trips, particularly in the underserved community of Pine Ridge Village. The project both facilitates tourism opportunities to historic Sioux trails and scenic areas along US18 and improves connectivity for residents of an underserved community to access essential services and daily destinations. By partnering with the Tribal Employment Rights Office, the project provides good-paying jobs and workforce development training to the Tribal community.



EAGLE BUTTE STREETS AND COMMUNITY CONNECTIVITY PROJECT

CHEYENNE RIVER SIOUX TRIBE

CHEYENNE RIVER SIOUX RESERVATION, SD: SOUTH DAKOTA

PLANNING

RURAL

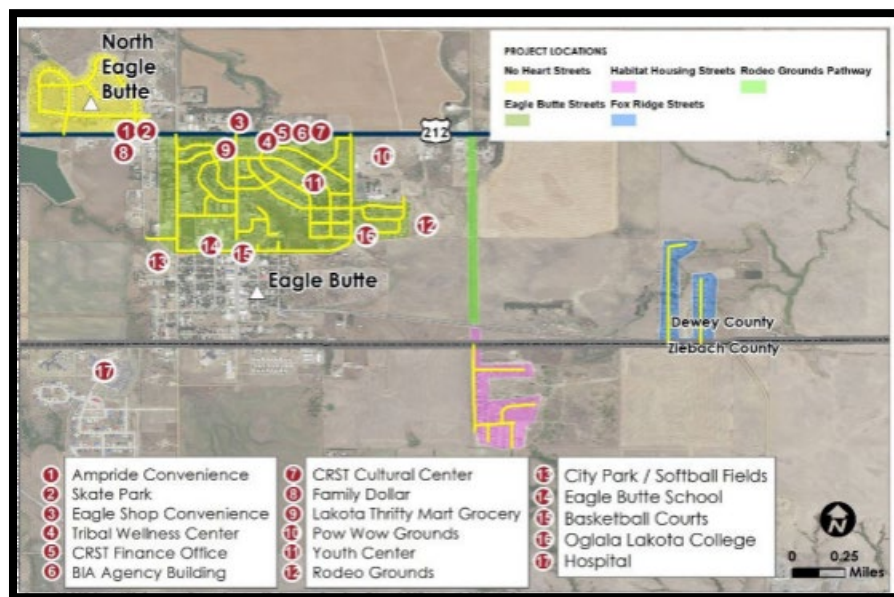
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$4,156,833

Project Description: The project will fund the planning and preconstruction activities to address transportation issues with aging infrastructure, limited pedestrian access, lack of ADA accessibility, and inefficient stormwater drainage on the Cheyenne River Sioux Reservation.

Project Benefits: The project is strong in safety, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and partnership and collaboration. The project will greatly improve safety for pedestrians, bicyclists, and vehicles, in addition to improving access to transit. In addition to addressing deteriorating roadways and gaps in the transportation network, it plans stormwater improvements to address the drainage issues that currently cause severe flooding in the area. Economic competitiveness will be improved by facilitating access to employment centers and by utilizing the employment rights ordinance during construction, in an area where the unemployment rate is 24%.



CROSSTOWN CORRIDOR SAFETY AND MULTI-MODAL ENHANCEMENT PROGRAM

MEMPHIS AREA TRANSIT AUTHORITY

SHELBY COUNTY, TN: TENNESSEE

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$25,000,000

Project Description: This project will fund complete streets improvements and Bus Rapid Transit service along an approximately 26-mile corridor. Improvements include sidewalks, enhanced bus stations, intersection improvements and signalization, traffic signal prioritization (TSP), and ADA enhancements.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and partnership and collaboration. The project implements transit-oriented development that benefits residents and businesses, low-income and disadvantaged communities, and minimizes displacement with the expanded transit and active transportation network along the Crosstown Corridor. It provides transit access to medical centers, jobs and regions where mobility on-demand is available which increases employment opportunities for these communities. The planning efforts involved MATA's Disadvantaged Business Enterprise office to ensure proactive inclusion of these businesses in the project development and transit jobs opportunities.



ELIMINATING BARRIERS ON NORTH WATKINS (PROJECT ELBOW)

TENNESSEE DEPARTMENT OF TRANSPORTATION

SHELBY COUNTY, TN: TENNESSEE

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$13,200,000

Project Description: This project will fund the design and reconstruction of the bridge over the Wolf River, which will be upgraded to seismic standards and more accessible during emergency and evacuation events. The project also includes approximately 3.3 miles of complete streets multimodal infrastructure elements, including a separated bicycle lane, mid-block crossings, ADA improvements, and sidewalk improvements on the North Watkins Street corridor at Delano Avenue to North Parkway.

Project Benefits: The project is strong in safety, environmental sustainability, mobility and community connectivity, economic competitiveness and opportunity, and partnership and collaboration. The project will provide enhanced bicycle and pedestrian connections from North Memphis through the addition of sidewalks, bike lanes, multi-use paths, and high visibility crossings. It also provides direct access to transit, which will reduce vehicle dependence. The project includes dedicated time for community engagement during planning and a DBE goal of 12-15%.



DART COTTON BELT /SILVER LINE RAIL SHARED-USE TRAIL

DALLAS AREA RAPID TRANSIT

COLLIN COUNTY, TX: TEXAS

CAPITAL

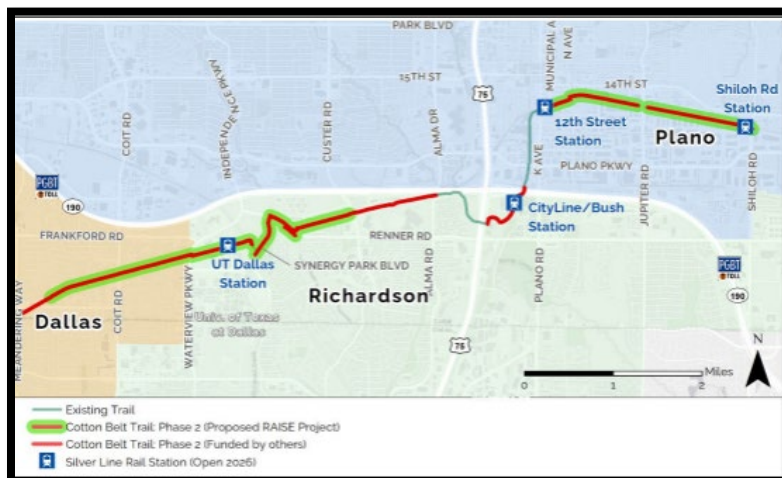
URBAN

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will fund the construction of approximately 5.2 miles of shared-use trail, including safety treatments will be built from Meandering Way in Dallas to Shiloh Road in Plano and will directly connect to several Silver Line rail station platform.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. Safety will be addressed by providing safe and convenient bicycle and pedestrian access to commuter rail stations. Currently, non-motorists need to travel alongside four to six lane roads with no dedicated facilities. The project aligns with the local climate and air quality plans which support bicycle and pedestrian infrastructure. Quality of life is addressed by allowing residents and visitors to reduce their car trips and switch to active transportation modes that improve their health and reduce transportation cost burdens. Mobility and community connectivity, as well as economic competitiveness and opportunity, are addressed as the project estimates that it will better connect individuals to transit stations and provide non-motorized connections to jobs that are located along the trail.



SH 130 ADVANCED COMMERCIAL TRUCK TRAVEL PLAZA

CALDWELL COUNTY

CALDWELL COUNTY, TX: TEXAS

CAPITAL

RURAL

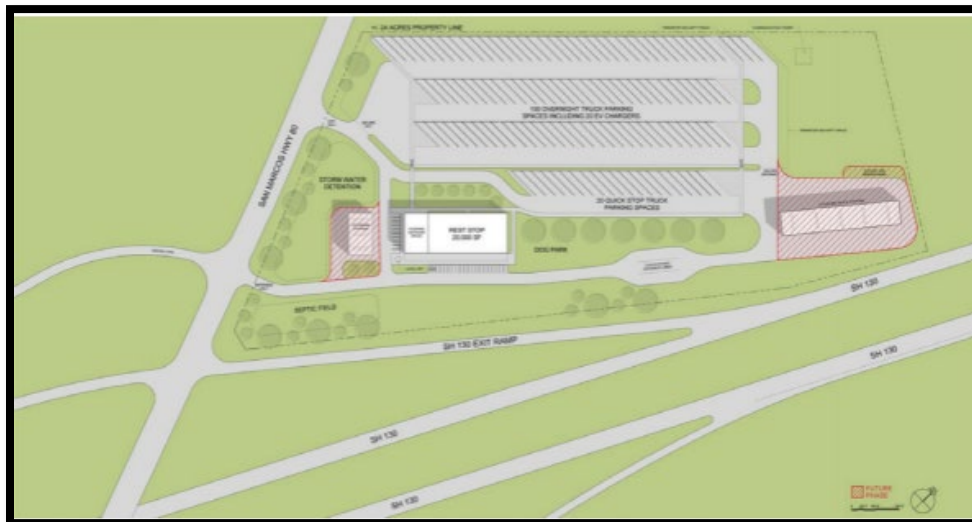
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$22,942,500

Project Description: The project will fund the design and construction of a commercial truck parking plaza in the northwest quadrant of SH 130 and San Marcos Highway/SH 80 intersection. The plaza will include approximately 20 short-term and 100 long-term truck parking spaces, entry/ exit gate control, lighting, fencing, a rest stop with restrooms and showers, and amenities, all with 24-hour monitored security.

Project Benefits: The project is strong in safety and innovation. Safety will be addressed by constructing truck parking that will help reduce crashes and fatalities involving trucks parked in unauthorized locations. The project also aims to encourage truck drivers to use SH 130 rather than I-35 to diversify the traffic load and reduce crashes on the interstate. Innovation was addressed throughout the development of a mobile application to help truck drivers find and reserve available parking at a safe facility.



EAST LANCASTER AVENUE COMPLETE STREETS AND TRANSIT TECHNOLOGY PROJECT

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

CITY OF FORT WORTH, TX: TEXAS

CAPITAL

URBAN

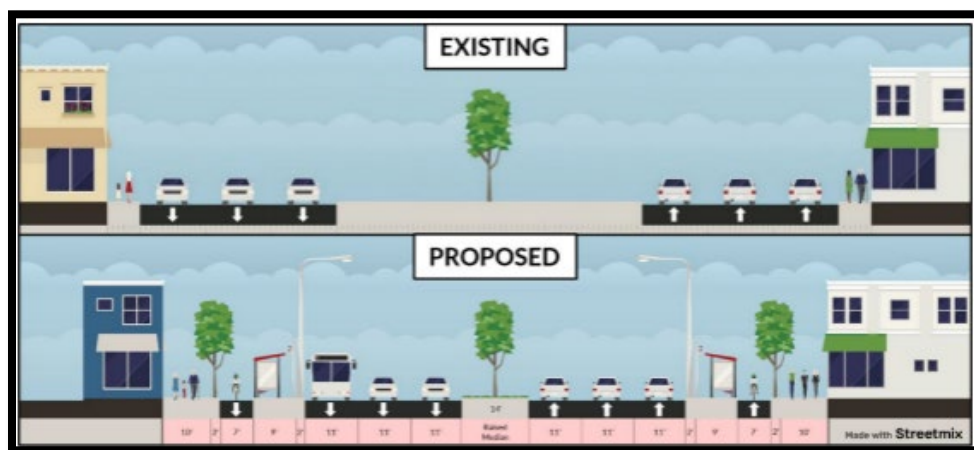
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$20,000,000

Project Description: This project will fund the design, right-of-way, environmental, and reconstruction of approximately 6.5 miles of East Lancaster Avenue between Pine Street and Interstate 820 into a multimodal corridor, with accommodations for an integrated high-capacity bus transit service. The project will include dedicated bicycle lanes, sidewalks landscaped separators between the travel lane and bicycle lane, transit shelters, and street lighting.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness, state of good repair and innovation. The project will replace a functionally obsolete, deteriorating roadway facility with new intersection improvements, drainage, and great access to multimodal facilities. The project will reduce travel times for bus service along the corridor and provide lower cost transportation options in an underserved community by making available transit, walking, and biking opportunities safer and more available. The combination of deployment of electric vehicle buses and modal shift to active transportation will significantly reduce emissions in an underserved area. The project will also utilize virtual construction management technology, transit signal prioritization, and slow lanes.



DOUBLE TRACKING FOR COMMUTER RAIL OPTIMIZATION

CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY

CITY OF AUSTIN, TX: TEXAS

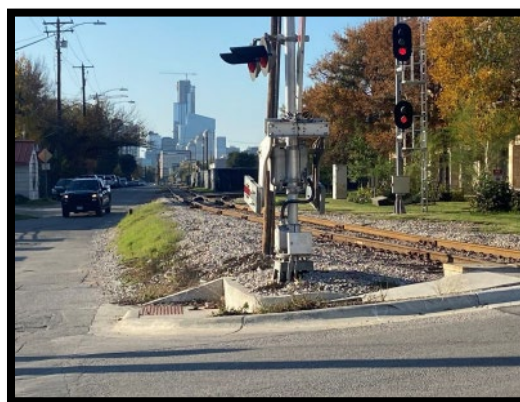
CAPITAL

URBAN

RAISE GRANT FUNDING: \$18,000,000

Project Description: The project will fund the design, engineering, and construction of double tracks along the existing Red Line from Onion Street in the west to E. Timbes in the east. The project also includes a second station platform at Plaza Saltillo, signalization, positive train control (PTC) modifications, safer railroad crossings at five locations, construction of new active transportation infrastructure between Chicon and Pedernales, and the reconfiguration of 5th Street.

Project Benefits: The project is strong in environmental sustainability, quality of life, economic competitiveness and opportunity, and partnership and collaboration. Environmental sustainability is addressed by reducing greenhouse gas emissions and air pollution. This is accomplished through the improved operations of commuter rail that result from the construction of the double tracks and the additional stations along the corridor. Quality of life will be addressed by increasing the affordability of transportation options through the improved reliability and frequency of the commuter rail. Vehicle dependency is also expected to be reduced as a result of roadway improvements that will result in reconfigured sidewalks, bike paths, and signage to engage in transportation methods other than a personal vehicle. The project will also promote long-term economic growth and other economic investments by improving travel time reliability along the red line to downtown and University of Texas - Austin, as well as many small businesses within half a mile of the new stations. The project also demonstrates partnership with significant stakeholders and organizations, in particular the Transit Empowerment Fund, which helps ensure that low-income and transit-dependent residents have access to transportation.



FIVE MILE CREEK TRAIL

CITY OF DALLAS

CITY OF DALLAS, TX: TEXAS

PLANNING

URBAN

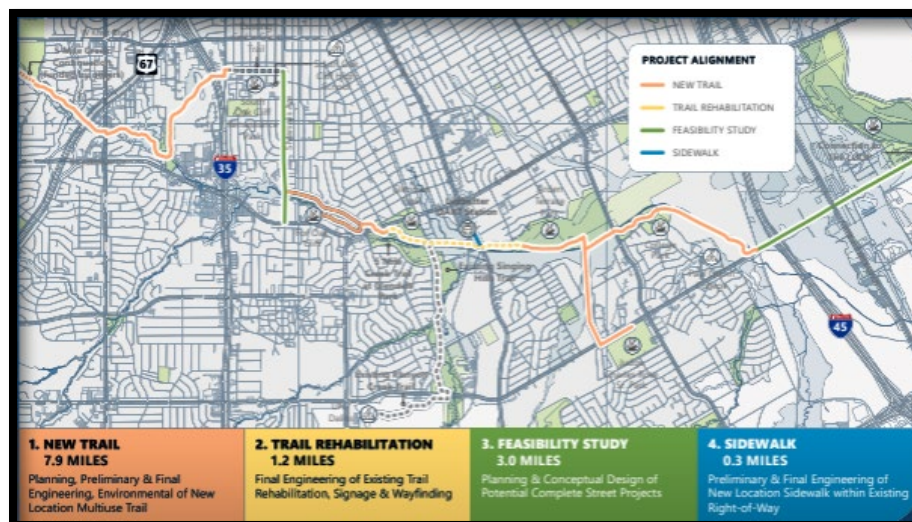
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$6,436,263

Project Description: The project will fund the planning, design, and engineering for approximately 12.9-miles of multi-use paths and trails. The project will complete the environmental review for approximately 7.9 miles of new trail; final engineering for approximately 1.2 miles of trail rehabilitation; preliminary and final engineering for approximately 0.3 miles of new sidewalk; and planning and conceptual design of complete streets improvements on approximately 3 miles of roadways in the Oak Cliff neighborhood.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The project connects communities within the region that are separated by a river. It is expected to reduce injuries and fatalities by reducing vehicle-pedestrian conflicts within the corridor. Additionally, the project incorporates real-time trail counters and other innovative technology.



SMART CORRIDOR NETWORK PLAN FOR WACO

CITY OF WACO

CITY OF WACO, TX: TEXAS

PLANNING

RURAL

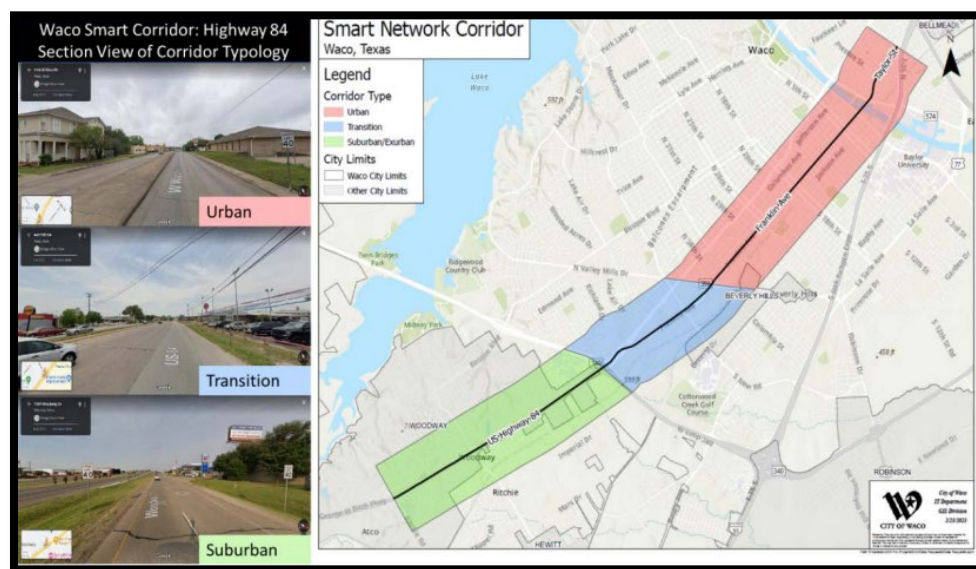
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$4,800,000

Project Description: This project will plan, design and engineer a smart mobility network corridor in Waco. It will assess current state of infrastructure; conduct a legal and regulatory assessment; evaluate equity considerations; define future state typologies; define preliminary multimodal, transit, and freight plans; define partnership models; and develop the smart corridor network planning framework.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The planning project aims to collect safety data on near-miss events, test design interventions, and incorporate the results to address the high fatality, crashes, and serious injuries in the project area. The project will also consider and recommend interventions to reduce vehicle miles traveled and therefore reduce emissions by enhancing access to public transportation. It will improve state of good repair by promoting system-wide connectivity with access to transit, implementation of plans based on data that addresses gaps in the existing network, for vehicles, freight, pedestrians, and transit users.



FIRST/LAST MILE CONNECTIONS: IMPROVING COMMUNITIES' QUALITY OF LIFE

UTAH DEPARTMENT OF TRANSPORTATION

WASATCH FRONT METROPOLITAN AREA, UT: UTAH

CAPITAL

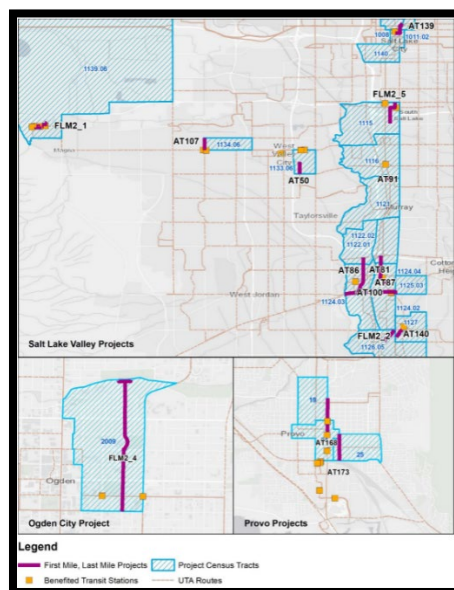
URBAN

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$24,494,147

Project Description: The project will construct active transportation infrastructure at approximately 10 light rail stops and approximately 13 bus stops in the Wasatch Front metropolitan area.

Project Benefits: The project is strong in environmental sustainability as the active transportation improvements will reduce emissions and air pollution in accordance with the Utah Department of Transportation's Climate Action Plan. The project also addresses mobility and community connectivity by constructing wider sidewalks, wider shoulders, and bicycle accommodations that improve first and last mile connections to transit. The bicycle and pedestrian improvements also serve as safety treatments in an area with multiple fatalities in recent years.



SPINE THROUGH THE HEART OF UTAH

SPRING CITY CORPORATION

SANPETE COUNTY, UT: UTAH

PLANNING

RURAL

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$750,000

Project Description: The project will complete a feasibility study, benefit-cost analysis, environmental review and 30% design for approximately 47 miles of multi-use trails in Sanpete County.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, and innovation. The project will reduce fatalities and injuries by providing safe dedicated facilities, which are separate from the main highway as well as incorporate actions from US DOT's National Roadway Safety Strategy Plan. The project will reduce transportation related air pollution and greenhouse gas emissions by shifting users to forms of active transportation as well as reduce exposure to elevated levels of air, water, and noise pollution. The project will improve system-wide connectivity with access to a protected bike path by address gaps in the existing trail network. The project will facilitate tourism through bicycle specific infrastructure and promote long-term economic growth by promoting significant job creation and supporting high paying jobs, and will promote greater public and private investments through equitable land use investments.



EASTERN SHORE OF VIRGINIA RAIL TRAIL

ACCOMACK-NORTHAMPTON PLANNING DISTRICT COMMISSION

NORTHAMPTON AND ACCOMACK COUNTIES, VA: VIRGINIA

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$23,251,485

Project Description: This project will convert an approximately 16.8-mile segment of the abandoned Bay Coast Railroad to a 10-foot shared-use path starting at the Town of Nassawadox and connecting to several historic towns until its terminus in the Town of Olney. The project will include the construction of right-turn lanes at approximately four intersections on US-13. In three trailhead locations, park and ride facilities will be installed along with bus shelters, benches, and trash receptacles.

Project Benefits: The project is strong in mobility and community connectivity, quality of life, safety, environmental sustainability, economic competitiveness and opportunity, state of good repair, partnership, and innovation. The project will introduce safe pedestrian facilities, promote safer speeds with proven incident countermeasures, and reduce fatalities and serious injuries through intersection improvements to reduce the high number of rear end collisions in the project area. It reduces vehicle dependence, promotes active transportation, and supports tourism in the region. The project will restore and repurpose abandoned buildings, prioritizing the enhancement of existing infrastructure and has the innovative approach of maintaining the improved facilities by leveraging the Rail Trail for future funding.



DOWNTOWN HARRISONBURG STREETSCAPE AND MOBILITY TRANSFORMATION PROJECT

CITY OF HARRISONBURG

CITY OF HARRISONBURG, VA: VIRGINIA

CAPITAL

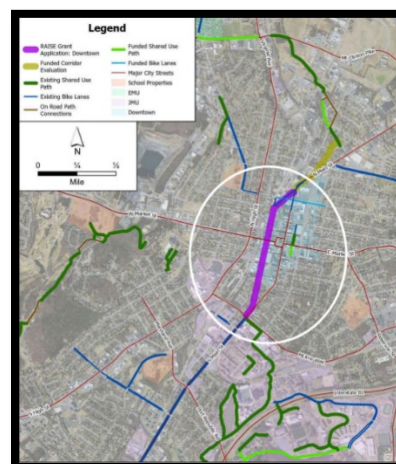
RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$14,368,180

Project Description: The project will convert a lane of US-11 (Liberty Street and Noll Drive) to a two-way separated bicycle facility between the intersections of Main Street and Noll Drive and Grattan Street and Liberty Street. A shared use path will also be constructed along Main Street between Grattan Street and Martin Luther King Jr. Way. The project will also include additional pedestrian, bicycle, and intersection improvements.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, and economic competitiveness and opportunity. Safety will be addressed by protecting non-motorized travelers through the implementation of a road diet, creation of a separated bicycle facility, and improvement of intersections. Quality of life will be addressed by increasing affordable transportation options and reducing vehicle dependence in an underserved community that has very low vehicle ownership. The new bicycle and pedestrian facilities are anticipated to have environmental sustainability benefits as a result of the increase in active transportation. The new bicycle and pedestrian facilities also have mobility and community connectivity benefits as they increase access to transit that operates along Liberty Street. The improvements will also complement economic development and growing employment opportunities in the area.



IMPROVING ACCESS AND SAFETY FOR THE MEADOWDALE- MEADOWBROOK COMMUNITY

CHESTERFIELD COUNTY

CHESTERFIELD COUNTY, VA: VIRGINIA

PLANNING

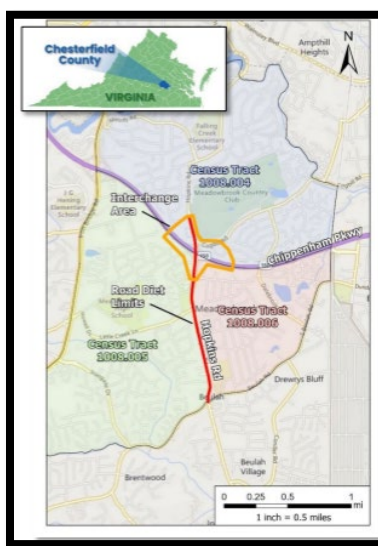
URBAN

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$3,600,000

Project Description: This planning project will fund the initial feasibility studies, NEPA documentation, 60 percent construction plans, and public engagement for the Hopkins Interchange and Road Diet. The project includes three core elements: (1) a road diet for approximately 0.9 miles of Hopkins Road from Beulah Road to Meadowdale Boulevard, (2) the Chippenham Parkway and Hopkins Road interchange improvements, and (3) implementation of micro-transit in the Meadowbrook community.

Project Benefits: The project demonstrates positive benefits in all merit criteria areas. The project will implement a road diet consistent with USDOT's National Roadway Safety Strategy plan to improve safety, reduce the number of travel lanes from five to three, reduce traffic speeds, and create more space for pedestrian facilities. Additionally, proposed improvements remove physical barriers for individuals by providing a continuous network of sidewalk infrastructure. The project will reduce vehicle miles traveled specifically through modal shift to transit and active transportation, as well as and assess the use of low carbon materials such as recycled pavement. The planning project will incorporate minority and Disadvantaged Business Enterprise (DBE) goals into consultant contracts.



TOWN OF HERNDON 2050 COMPREHENSIVE PLAN

TOWN OF HERNDON

*TOWN OF HERNDON, VA: VIRGINIA***PLANNING****URBAN**

RAISE GRANT FUNDING: \$720,000

Project Description: The project will develop a plan to redevelop the town's land use and development policies, transportation network parity and enhancement, and economic and housing development policies.

Project Benefits: The project is strong in environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness, partnership and collaboration, and innovation. The project will develop goals and metrics related to reducing vehicle emissions, improving air quality, reducing energy consumption, implementing stormwater management best practices, and improving resiliency. The project will prioritize incorporating or enhancing active transportation modes, as well as coordinating transportation and housing decisions. This plan will also focus on job diversification and inclusive economic development opportunities for sustainable, long-term growth that will support local underserved communities. The project intends to incorporate strategies included in DOT's Promising Practices for Meaningful Public Involvement in Transportation Decision-Making for robust collaboration with community members and project partners.



RECONNECTING DOWNTOWN BURLINGTON

CITY OF BURLINGTON

CITY OF BURLINGTON, VT: VERMONT

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$22,384,000

Project Description: This project will fund final design and construction activities to rebuild Bank Street, Cherry Street, and sections of Pine Street and St Paul Street, including workforce development activities.

Project Benefits: The project is strong in safety, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration. The project focuses on providing safer and more accessible streets for pedestrians, bicyclists, and other non-motorized users, while aligning with National Roadway Safety Strategy Plan for Safer Roads and municipal design standards for "Great Streets" in the downtown area. The project includes a workforce development component to provide multiple pathways for residents to learn the right skills and provide support for youth development and opportunities. The project will make improvements to sidewalks and pavement that has exceeded their useful life. Additionally, the project will continue to implement a robust public engagement plan to guide public involvement throughout the next phases of the project and during the construction phase.



BIG QUILCENE RIVER BRIDGE REPLACEMENT PROJECT

JAMESTOWN S'KLALLAM TRIBE

JEFFERSON COUNTY, WA: WASHINGTON

CAPITAL

RURAL

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will replace the Big Quilcene River bridge on Linger Longer Road. The new bridge will have pedestrian infrastructure and will also replace flood-prone segments of Linger Longer Road.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The project protects non-motorized travelers and communities from safety risks by building a new bridge replacing an obsolete bridge and a regularly severely flood prone road that connects several communities. The project builds new bridge that will span the floodplains, eliminating the river's failing levee system, and replacing it with a natural river channel.



SHOALWATER BAY INDIAN TRIBE - UPLAND VILLAGE RELOCATION ROAD PROJECT

SHOALWATER BAY INDIAN TRIBE OF THE SHOALWATER BAY INDIAN RESERVATION

CITY OF TOKELAND, WA: WASHINGTON

CAPITAL

RURAL

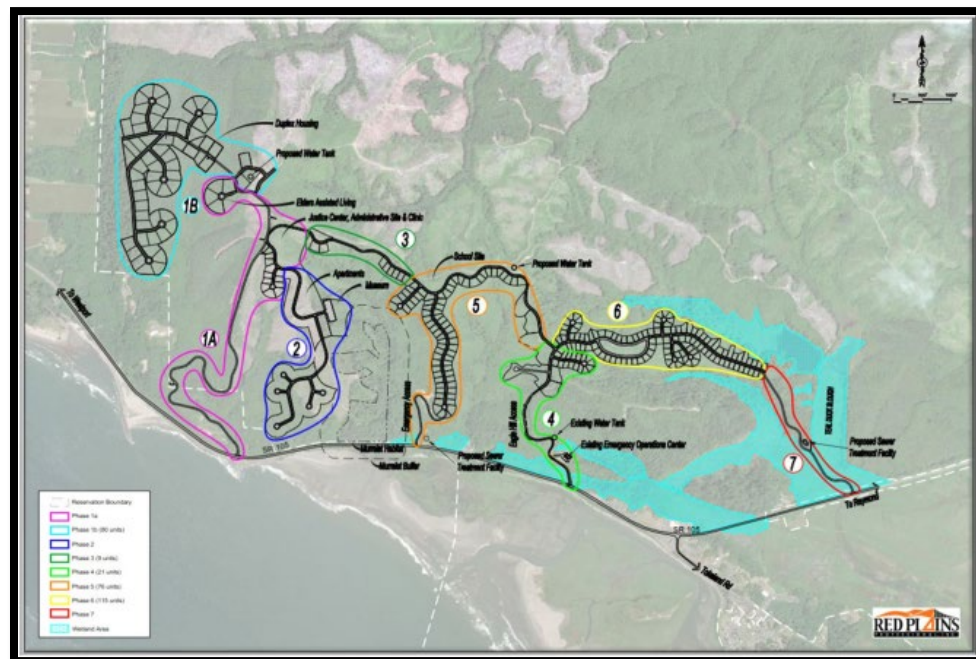
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$24,981,221

Project Description: The project will provide an approximately 3.87-mile ingress/egress loop road for the Tribe's Upland Village Relocation efforts.

Project Benefits: The project is strong in safety, quality of life, economic competitiveness and opportunity, state of good repair and partnership and collaboration. The project will enable the relocation of the Tribal community, which will bring a variety of economic and social benefits to the area. Additionally, it will improve multimodal connectivity, provide an emergency route, and increase tourism. The project includes a commitment to community engagement and has worked with a variety of stakeholders, including multiple government and private entities.



AIRPORT DRIVE AND SPOTTED ROAD SAFETY AND MULTIMODAL IMPROVEMENTS

SPOKANE AIRPORT BOARD

CITY OF SPOKANE, WA: WASHINGTON

CAPITAL

RURAL

RAISE GRANT FUNDING: \$22,800,000

Project Description: This project will construct an overpass interchange over Airport Drive and relocate Spotted Road outside the Runway Protection Zone at the Spokane Airport.

Project Benefits: The project is strong in mobility and community connectivity, quality of life, economic competitiveness and opportunity, partnership and collaboration, safety, and environmental sustainability. Overall, the project will resolve a safety and access issue that impacts the existing airport operations and economic capacity, providing safer routes to the approximately 3,000 employees supported by the airport, many of which live in underserved and impoverished areas.



WEST SIDE TRANSFORMATION: MULTIMODAL CONNECTIONS TO THE SHORELINE SOUTH REGIONAL TRANSIT HUB

CITY OF SHORELINE

CITY OF SHORELINE, WA: WASHINGTON

CAPITAL

URBAN

RAISE GRANT FUNDING: \$20,000,000

Project Description: This project will fund a series of multimodal improvements including a bicycle and pedestrian bridge across Interstate 5, ADA sidewalks and curb ramps on 145th Street, roadway geometry modifications on 145th Street, ITS improvements, and a series of bicycle boulevards on low-stress streets.

Project Benefits: The project demonstrates positive benefits in mostly all the merit criteria areas. The project will improve safety for non-motorized travelers by widening sidewalks, improving accessibility, creating bicycle infrastructure, and improving intersection signals. The project consider climate change by incorporating several resiliency measures including permeable concrete to improve stormwater management and planting native trees to further improve stormwater drainage and reduce the urban heat island effect. The project will improve access and connectivity to daily destinations, and improve public health by adding new facilitates that promote active transportation. The project will reduce congestion delay and increase the movement of freight on the 145th Street Corridor, a Washington State Freight and Goods Transportation System T-3 corridor. The project will engage residents and community-based organizations to ensure equity considerations are meaningfully integrated throughout the project lifecycle. The project will also incorporate innovative accelerated project delivery methods.



PUGET SOUND TO PACIFIC PLANNING FOR MULTI-USE TRAIL

CITY OF PORT ANGELES

KITSAP, JEFFERSON, AND CLALLAM COUNTIES, WA: WASHINGTON

PLANNING

RURAL

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$16,130,000

Project Description: This project will plan and design approximately 34 active transportation components, addressing approximately 100 miles of gaps, community connections and safety improvements for multi-use trails connecting Bainbridge Island on Puget Sound to the Pacific Coast Ocean at La Push.

Project Benefits: The project demonstrates positive benefits in all merit criteria areas. The project will provide a key transportation alternative to non-motorists, while removing physical barriers, limited roadway connections, isolation, and detachment between trails. The project will bridge the connection between trails by improving system-wide connectivity, promoting a healthier lifestyle, adding walkable and bicycle accessibility, connecting communities, and attracting tourism. The project demonstrates innovation project delivery through the use of a public-private partnership approach for a cross-jurisdictional project.



BELL ROAD-BNSF RAILWAY GRADE SEPARATION

CITY OF BLAINE

CITY OF BLAINE, WA: WASHINGTON

CAPITAL

RURAL

RAISE GRANT FUNDING: \$9,500,000

Project Description: This project will complete 30 percent design, NEPA compliance, and right-of-way acquisition for replacement of the at-grade crossing of BNSF's Bellingham Subdivision main line with Bell Road (State Route 548). The replacement will be a grade-separated facility that integrates I-5 ramp realignment, including replacement of the SR 548 Dakota Creek Bridge, construction of a dedicated multiuse path parallel to Bell Road, as well as related transit, flooding, and aquatic habitat improvements within the project boundaries.

Project Benefits: The project demonstrates strong benefits in all merit criteria by improving safety, access, and travel time reliability for vehicles and commercial trucks connecting to I-5, as well as provides connectivity for bicyclists, pedestrians, and other non-motorized travelers to nearby recreational areas. The local economy stands to benefit from increased tourism related to cycling. The project will utilize innovative approaches, including low-carbon materials and enhanced stormwater treatment techniques, and design-build project delivery.



PORT ORCHARD BREAKWATER REPLACEMENT

PORT OF BREMERTON

CITY OF PORT ORCHARD, WA: WASHINGTON

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$9,400,000

Project Description: This project will replace a 48-year-old, approximately 1,500-foot-long, public breakwater that is damaged and at risk of failure.

Project Benefits: The project is strong in environmental sustainability, state of good repair, partnerships and collaboration, and innovation. The project will improve the resilience of at-risk infrastructure to withstand extreme weather events and natural disasters caused by climate change. The project will also incorporate the electrical pedestals and specifications necessary to re-charge the growing electric Kitsap Transit foot ferry fleet, resulting in greenhouse gas emissions reductions. The project sponsor intends to collaborate with other public and private entities, and has a long-standing partnership with the Suquamish Tribe, which includes an agreement giving the tribe exclusive use of 240 linear feet of the new facility.



PLANNING FOR LOW-EMISSION NEIGHBORHOODS

CITY OF SEATTLE

CITY OF SEATTLE, WA: WASHINGTON

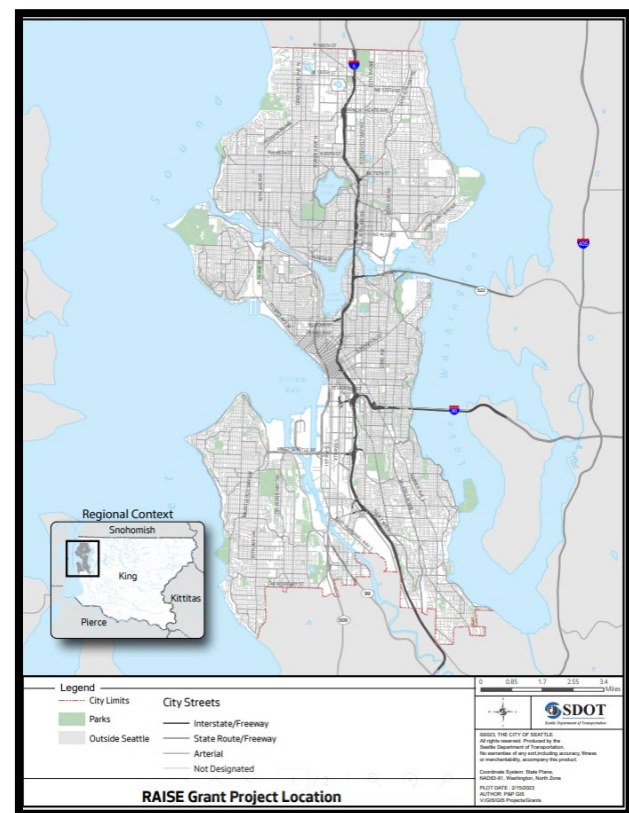
PLANNING

URBAN

RAISE GRANT FUNDING: \$1,200,000

Project Description: This planning project will develop a funding and implementation plan for "Low-Emission Neighborhood" across the City of Seattle. Using a data-driven, community-centered approach and engaging industry partners, zero-and low-emission transportation projects and programs will be defined for at least three (3) low-emission neighborhoods.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, and state of good repair. The project will consider climate change and environmental justice, by reduce transportation-related air pollution and greenhouse gas emissions by recommending regulatory and infrastructure measures for reducing vehicle-miles traveled and increasing low- and zero-emission transportation trips in areas where the City has completed substantial transit investments. The project targets a known and documented safety problem by protecting non-motorized travelers and communities from safety risks through specific activities identified in the Department's National Roadway Safety Strategy plan for pedestrians and bicyclists. The project will also increase affordable transportation choices and mobility through improving and expanding active transportation facilities. In addition, the project will reduce construction and maintenance burdens through efficient and well-integrated design that promotes lighter weight vehicles, biking, and walking.



I-41 ZOO FREEWAY: BURLEIGH STREET TO SILVER SPRING DRIVE

WISCONSIN DEPARTMENT OF TRANSPORTATION

MILWAUKEE COUNTY, WI: WISCONSIN

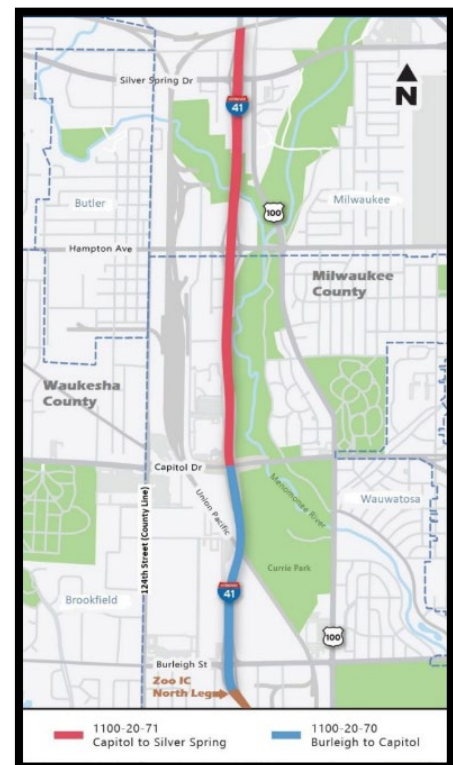
CAPITAL

URBAN

RAISE GRANT FUNDING: \$15,000,000

Project Description: The project will rehabilitate pavement and approximately 11 bridges on an approximately 3.67-mile corridor of I-41 from Burleigh Street to Silver Spring Drive. The project will also add auxiliary lanes between on/off ramps from Burleigh Street to Capitol Drive and from Capitol Drive and Hampton Avenue, widen two bridges over the Union Pacific Railroad to accommodate the added auxiliary lanes, apply high friction surface treatments, construction and reconstruction of noise barriers in designated areas, install and replace stormwater and sewer drainage structures, add guardrails, and add new Dynamic Message Signs (DMS).

Project Benefits: The project is strong in the areas of environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, and partnerships and collaboration. The project will reduce transportation-related air pollution and greenhouse gas emissions by providing auxiliary lanes to increase capacity. The project will incorporate new noise barriers to better shield adjacent neighborhoods from highway noise. The Project directly increases freight movement by addressing a freight bottleneck by improving the exit and ramps at Capital Drive. The Project facilitates tourism opportunities by decreasing delays for accessing recreation and tourism destinations including the nearby zoo, professional sports venues, an annual aircraft show, and outdoor recreation sites. The Project prioritizes improvement of the condition and safety of existing transportation infrastructure within the existing footprints by modernizing the roads, ramps, drainage, and bridges. The Project engaged residents and community-based organizations to ensure equity is meaningfully integrated throughout the lifecycle of the project by partnering with local, state, federal entities, as well as hosting meaningful meetings to encourage local public involvement.



REIMAGINING VILLARD AVENUE

CITY OF MILWAUKEE

CITY OF MILWAUKEE, WI: WISCONSIN

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$14,300,000

Project Description: This project will make complete streets improvements on approximately 1.5 miles of W Villard Avenue from N Sherman Boulevard to the Oak Leaf Trail and 20th Street Powerline Trail at N 20th Street, including raised bike lanes, raised intersections, curb extensions, bus bulbs, lighting and signal improvements, a pedestrian plaza, and other streetscaping enhancements.

Project Benefits: The project is strong in the areas of environmental sustainability, quality of life, mobility and community connectivity, state of good repair, partnerships and collaboration, and innovation. The project will reduce vehicle miles traveled and in turn, transportation related greenhouse gas emissions with the installation of bicycle and pedestrian facilities. This project will improve public health, including asthma prevalence, and increase mobility by providing safe and reliable active transportation facilities to non-motorized travelers to access daily destinations. The project will also improve connections for non-motorized travelers utilizing the Milwaukee County Transit System, bike lanes, off-street trails, and designated on-street bicycle routes. The corridor will be brought to a state of good repair and will fulfill the community's vision, which has been an ongoing planning and public engagement effort for 15 years. In addition, the project used an innovative project delivery method by implementing interim safety improvements using temporary materials to test traffic calming designs.



KENOSHA COUNTY BICYCLE TRAIL

CITY OF KENOSHA

CITY OF KENOSHA, WI: WISCONSIN

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$5,580,000

Project Description: The project will design and construct an extension to the Kenosha County Bicycle Trail from 35th Street to 52nd Street including two bridges to cross arterial streets.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, and state of good repair. The project will provide safe crossings exclusively for pedestrians, bicyclists and other non-motorized transportation modes at Washington Road, which does not have any crossings that are not major arterial streets and across a former railroad which divides the community. The trail is also important for connecting to Gateway Technical College and Edward Bain School of Language and Art, new planned development, US Bicycle Route 73, and to hundreds of miles of regional trail network.



WV-14 IMPROVEMENTS

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

CITY OF PARKERSBURG, WV: WEST VIRGINIA

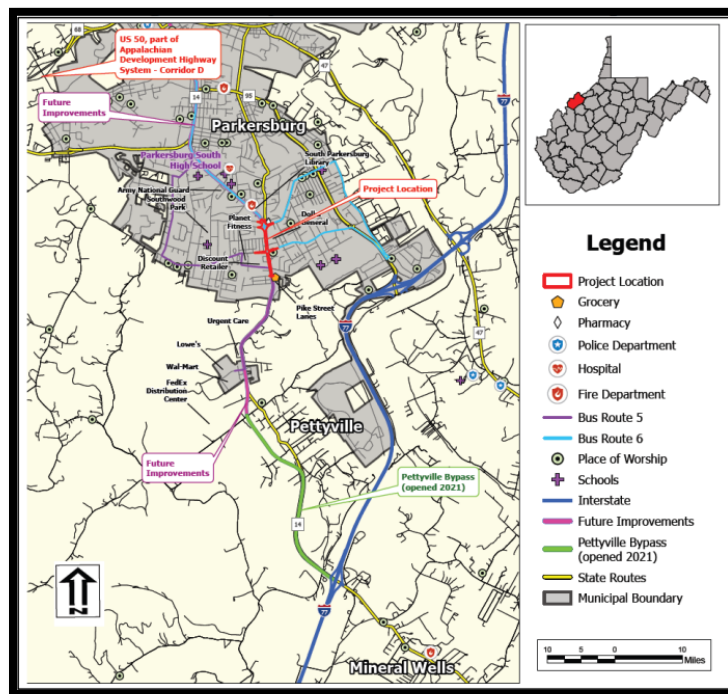
CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$10,960,000

Project Description: This project will construct and widen approximately 0.49 miles of WV-14 (Pike Street) from three to five lanes from Blizzard Drive to 26th Avenue, convert the Blizzard Drive intersection to a 5-legged roundabout, add turning lanes to Gihon Road intersection, add sidewalk capacity throughout, ADA accessible sidewalks, crosswalks, crossing signals, stormwater improvements, and lightening improvements throughout.



Project Benefits: The project is strong in the areas of safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, and state of good repair. The project will improve safety and decrease the crash rate by installing safety countermeasures including a roundabout, new sidewalks, crosswalks, and improved signage and lighting. The project will encourage a mode shift to walking and includes energy-efficient investments with LED lighting installation. The project improves access to daily destinations and the new pedestrian infrastructure is

expected to improve public health in an area with a high level of inactivity and other poor health indicators. These pedestrian improvements will also increase accessibility along the corridor and are expected to bring additional customers and foot traffic to the corridor's retail destinations. This project will restore and modernize a corridor that currently experiences significant congestion delay and insufficient infrastructure for pedestrians.

EASTERN PANHANDLE RURAL MULTIMODAL TRANSIT CENTER

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

BERKELEY COUNTY, WV: WEST VIRGINIA

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$10,322,107

Project Description: The project will construct a multimodal transit center in Martinsburg, which will include a transfer center, administrative building, fuel station, maintenance and storage facilities, storm water improvements, ADA compliance, bicycle parking, and charging infrastructure for electric buses and personal vehicles.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, and state of good repair. Safety will be addressed by constructing a multimodal transit center to facilitate safe access to transit, as bus transfers are currently made in uncontrolled commercial retail parking lots. Environmental sustainability will be addressed by the introduction of storage facilities that will decrease the amount of time vehicles will have to idle when warming up, thus lowering emissions. The project will also provide charging stations for four battery-electric buses. Quality of life will be improved as the project will be located in a dense, walkable neighborhood to provide increased access to public transit. Mobility and community connectivity is improved as the new facility will connect riders to a network of walkable streets, a bike trail, and nearby scooter access. State of good repair will be addressed by reducing maintenance burdens through the addition of improved bus storage.



POTOMAC HIGHLANDS HYDROGEN FUEL INITIATIVE

WEST VIRGINIA DIVISION OF PUBLIC TRANSIT

GRANT COUNTY, WV: WEST VIRGINIA

PLANNING

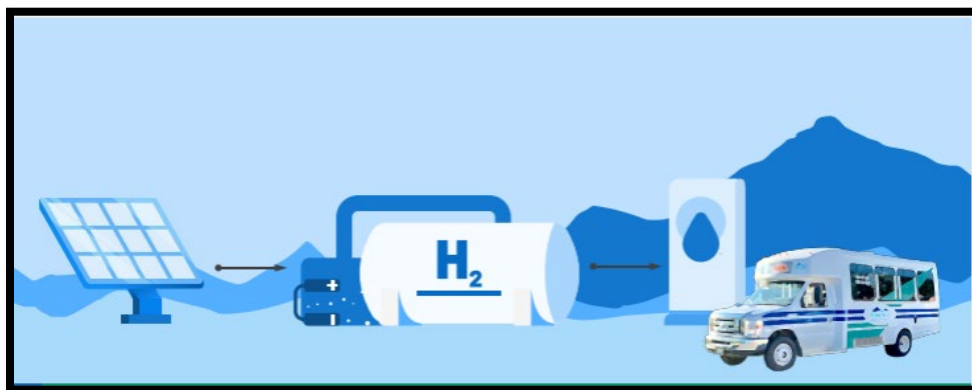
RURAL

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$4,570,000

Project Description: This planning project will design a solar-powered hydrogen fuel plant. The final design will include two main phases: Phase I, the construction of a Photovoltaic Array to provide the electricity for an Electrolysis Hydrogen Production Plant; and Phase II, the development of facilities that will support the compression and storage of hydrogen on site and its delivery to onsite stations for hydrogen fuel cell powered transit vehicles.

Project Benefits: The project is strong in environmental sustainability, economic competitiveness and opportunity, state of good repair, and innovation. The project incorporates energy efficient investments such as electrification or zero emission vehicle infrastructure by designing a solar powered hydrogen fuel plant. The project will complete planning for an innovative hydrogen production facility that will allow Potomac Valley Transit Authority's to transition their fleet from a carbon-based system to a clean hydrogen fuel. The project includes economic benefits for investing in the safe, clean and resilient generation of alternative fuels in the area, in addition to creating high quality paying job at the hydrogen production plant. The Potomac Valley Transit Authority plans to engage the community college to provide training to enhance the skills of employees, contributing to overall workforce development. The project includes innovative technology and project delivery by implementing a hydrogen fuel plant responsible for producing the energy need to fuel its fleet.



I-80/I-25 INTERCHANGE DESIGN

WYOMING DEPARTMENT OF TRANSPORTATION

CITY OF CHEYENNE, WY: WYOMING

PLANNING

RURAL

RAISE GRANT FUNDING: \$13,000,000

Project Description: This project will complete final design plans for the interchange reconstructions of Interstate 80 (I-80) and Interstate 25 (I-25) and adjacent I-25/US Highway 30 interchange in Cheyenne.

Project Benefits: The project is strong in safety, economic competitiveness and opportunity, and state of good repair. The project seeks to reduce fatalities and serious injuries to bring them below the state-wide average through roadway redesigns, and restore and modernize infrastructure that are in poor condition and have met the useful life. The project will improve economic competitiveness by facilitating tourism opportunities through improved access to Frontier Park and historic attractions.





City of Colusa California

STAFF REPORT

DATE: February 6, 2024
TO: Mayor and Members of Council
FROM: Jesse Cain, City Manager

AGENDA ITEM: City of Colusa Events 2024, Spring/Summer

Recommendation: Council to approve a budget and spending plan for City Events, hosted and sponsored, for the Spring and Summer of 2024.

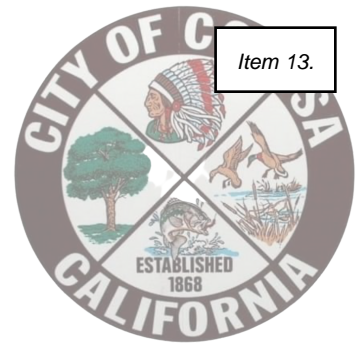
BACKGROUND ANALYSIS: During COVID, a renewed sense of community has been explored with City Events. In 2022, City Council approved an Event Schedule and detailed budget for three events (4th of July, Taco Fest, and Bikes & Brews).

In 2023, the City hosted a live firework show at Levee Park and was the Presenting Sponsor of the Levitt AMP Colusa series.

BUDGET IMPACT: up to \$55,000.00

STAFF RECOMMENDATION: Council to review and discuss events and proposed total budget spend and advise staff on approved events which will have a detailed spending plan created and presented to council for approval.

ATTACHMENT:
Colusa Events 2024 Single Sheet



EVENT	2023	2024	SOURCE
COMMUNITY SAKE GRANT	\$15,000	\$15,000	ARPA
LEVITT AMP COLUSA	\$15,000	\$15,000	GENERAL
4TH OF JULY	\$20,000	\$20K - \$40K	GENERAL

Community Sake Grant - Council approved an allocation of \$15,000 for two fiscal years to support our NP and Community Organizations. Events through June 2024 include: Virginia Yerxa Community Read Day (April) and Founders Day (June)

Levitt AMP Colusa - Council approved an allocation of \$15,000 for the Summer Concert Series in 2023 which offered 10 Free concerts at Veterans Memorial Park. 2021/22 spending on the series averaged \$9K, with only 7 concerts and a max attendance of 100. The Levitt AMP averaged 350 for each of the 10 shows, and brought several NP's back into the park to offer dinner.

4th of July- Council approved a spend of \$20K for a firework show at Levee Park. For 2023 no other activities for a larger event were offered. City published a survey, and found most residents wanted more than just a fire work show (music, food, kids activities). For 2024, City Staff received two proposals for fireworks. 1) \$20K, same as last year and 2) \$23K, larger finale. To add aditonal actives to event, suggested max budget is \$40K



City of Colusa California

STAFF REPORT

DATE: February 6, 2024
TO: Mayor and Members of the Council
FROM: Jesse Cain, City Manager

AGENDA ITEM: Application Period for New Cannabis Permits

Recommendation:

Council to adopt a Resolution to open the application period or refraining of application window pertaining to new cannabis businesses permits for 2024.

The approval of the application period notes specifics of the total of permits available for issuance, upon approval, for each Cannabis Business category. It does not limit the total number of applications the city will accept.

Approval of forgoing the 2024 application window will not allow the city to accept cannabis applications for any type of Cannabis Business, but will allow for any permit renewals held currently.

BACKGROUND ANALYSIS: In November of 2023, Council approved amendments to local Zone Planning Articles and City Ordinances, including but not limited to, creating a streamlined application processes for potential new permits for all Cannabis Businesses. The opening of this application acceptance window will be approved by Resolution each year, with a specified number of total permits available each year.

BUDGET IMPACT: None

STAFF RECOMMENDATION: Council to review both resolutions and approve as seen fit for 2024.

ATTACHMENT:

Resolution A – Open Application Period 2024
Resolution B – Forgo Application Period 2024

RESOLUTION NO. 24-__**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COLUSA TO OPEN THE APPLICATION PERIOD FOR NEW CANNABIS BUSINESS PERMITS FOR 2024**

WHEREAS, the City Council of the City of Colusa will open the application period for new cannabis business permits for 2024 for the set dates of February 15, 2024-March 14, 2024.

WHEREAS, the City Council of the City of Colusa will accept applications for possible approval of one (1) dispensary or micro-business, and up to three (3) for cultivation, nursery, manufacturing, or lab/testing permits.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF COLUSA DOES HEREBY RESOLVE:

1. Recitals. The foregoing recitals are true and correct and made part of this Resolution.
2. Effective Date. This Resolution shall be effective immediately.

The City Clerk shall certify the passage and adoption of this Resolution and enter it into the book of original resolutions.

Passed and adopted this 6th day of February 2024 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

DANIEL VACA, MAYOR

ATTEST:

SHELLY KITTLE, CITY CLERK

RESOLUTION NO. 24-____**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COLUSA TO FORGO THE APPLICATION PERIOD FOR NEW CANNABIS BUSINESS PERMITS FOR 2024**

WHEREAS, the City Council of the City of Colusa will forgo the application period for new cannabis business permits for 2024.

WHEREAS, the City Council of the City of Colusa will recognize that the required annual renewal of current Cannabis Businesses will not be subject to the application period, and will be administered by city staff

WHEREAS, the City Council of the City of Colusa will not accept applications for new cannabis business permits until the 2025 Application Period is opened by council approval.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF COLUSA DOES HEREBY RESOLVE:

1. Recitals. The foregoing recitals are true and correct and made part of this Resolution.
2. Effective Date. This Resolution shall be effective immediately.

The City Clerk shall certify the passage and adoption of this Resolution and enter it into the book of original resolutions.

Passed and adopted this 6th day of February 2024 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

DANIEL VACA, MAYOR

ATTEST:

SHELLY KITTLE, CITY CLERK



City of Colusa California

STAFF REPORT

DATE: February 6, 2024
TO: Mayor and Members of Council
FROM: Jesse Cain, City Manager and Sadie Ash, Grants

AGENDA ITEM: Refresh, Revitalize, Rejuvenate Colusa Parks RGA

Recommendation: Council to approve City Manager Cain to sign the Restricted Grant Agreement (RGA) for the Clean California Local Grant Program Award.

BACKGROUND ANALYSIS: In April of 2023, the City of Colusa submitted two grant applications for park improvement projects. In October, we were notified that our application for the project titled "Refresh, Revitalize, Rejuvenate Colusa Parks" was awarded, allotting the City \$381,000 to make needed improvements to four parks. Improvements included new ADA Water Fountains with dog bowls, replacing tables and lighting, and improving bathrooms. Parks included: Sankey/Elmwood, Will S. Green, Leland Taylor, and Veterans Memorial.

The project was built from the PRT Commission's list of park needs and included added improvements and community events required to match the spirit of the grant. These events include Community Clean Up Days and an outreach plan to keep our shared spaces clean from trash and waste often left behind in public spaces.

The grant requires a match of 12.5%, or \$48,000.00. City Staff advises the utilization of Measure B funds dedicated to our Parks. The match was determined by our Census Tract qualifications of Median Income and Population. The total project value will be \$429,200.00.

BUDGET IMPACT: \$48,000.00

STAFF RECOMMENDATION: Council to approve City Manager Cain to sign RGA, allowing staff to begin the formal planning and execution of the project.

ATTACHMENT: Resolution

RESOLUTION 24-__

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COLUSA AUTHORIZING THE CITY MANAGER TO ENTER A CONTRACT WITH CALTRANS ON BEHALF OF THE AGENCY TO EXECUTE AGREEMENTS WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR THE CITY OF COLUSA, REFRESH, REVITALISE, REJUVENATE COLUSA PARKS

WHEREAS, the City Council of the City of Colusa is eligible to receive Federal and/or State funding for certain transportation planning-related plans, through the California Department of Transportation;

WHEREAS, a Restricted Grant Agreement is needed to be executed with the California Department of Transportation before such funds can be claimed through the Clean California Local Grant Program;

WHEREAS, the City of Colusa wishes to delegate authorization to execute these agreements and any amendments thereto;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Colusa, authorize the City Manager to enter a contract with Caltrans on behalf of the City of Colusa, or designee, to execute all Restricted Grant Agreements and any amendments thereto with the California Department of Transportation.

APPROVED AND PASSED this 6th day of February, 2024.

Daniel Vaca, Mayor

ATTEST:

Shelly Kittle, City Clerk



City of Colusa California

STAFF REPORT

DATE: February 6, 2024
TO: Mayor and Members of the City Council
FROM: Jesse Cain, City Manager

AGENDA ITEM:

Consideration of a Resolution of the City Council of the City of Colusa approving the use of ARPA funds for the cash match to Colusa County Partnership

Recommendation: Council to adopt the Proposed Resolution approving the use of ARPA Funds to support the Colusa County Partnership Program.

BACKGROUND ANALYSIS:

On January 2, 2024, the Colusa County Partnership made a request to the City Council for a \$2,500 cash match for a grant that they are applying for to increase their chances of receiving that grant.

The Colusa County Partnership is a Community Development Organization that helps provide technical assistance services to Colusa County businesses. The grant that they are applying for if received will allow them to continue the technical assistance services to Colusa County business.

BUDGET IMPACT:

Up to \$2,500 of ARPA Funding

STAFF RECOMMENDATION:

Approve Resolution 24-
Letter from the Colusa County Partnership

RESOLUTION NO. _____**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COLUSA APPROVING THE
USE OF ARPA FUNDS TO SUPPORT THE COLUSA COUNTY PARTNERSHIP
PROGRAMS**

WHEREAS, on February 6, 2024, the City of Colusa City Council approves the use of ARPA funds; and

WHEREAS, the City of Colusa City Council wishes to support the efforts of the Colusa County Partnership programs

**NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF COLUSA DOES HEREBY
RESOLVE:**

1. Recitals. The foregoing recitals are true and correct and made part of this Resolution.
2. Approval. The City of Colusa City Council approves the resolution to use ARPA funds to the Colusa County Partnership, and:
3. Effective Date. This Resolution shall be effective immediately.

The City Clerk shall certify the passage and adoption of this Resolution and enter it into the book of original resolutions.

Passed and adopted this sixth day of February 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

DANIEL VACA, MAYOR

Shelly Kittle, City Clerk



January 15, 2024

Jesse Cain, City Manager
City of Colusa
425 Webster Street
Colusa, CA 95932

RE: Colusa County Partnership

Dear Mr. Cain,

Thank you for your response to my email enquiry. This letter serves as a follow-up to my presentation to the Colusa City Council on January 2, 2024.

As mentioned during my presentation, the Colusa County Partnership is reaching out in an effort to garner support for our technical assistance program. Over the past several years, we have provided over \$400,000 in technical assistance services to Colusa County businesses, including many within the city limits. We have an opportunity to submit an application for funding to USDA Rural Development to continue providing these valuable services. The application is due by February 29, 2024.

Our intent is to apply for a grant in the amount of \$65,000 to continue technical assistance services. The requested funds from the City of Colusa in the amount of \$2,500 would serve as a match to our application. A local match will strengthen the application and increase our chances of approval.

My appreciation to you and the City Council Members for allowing me the time to present information on the Colusa County Partnership. We are grateful to the council for their support and look forward to continuing to bring technical assistance to the business community.

Please contact me should you have any questions or need additional information.

Thank you.



Lora Ceccon
Manager
530-520-6724

(City Letterhead)

January 4, 2024

Maria Gallegos Herrera, State Director
USDA Rural Development
430 G Street, #4169
Davis, CA 95616-4169

RE: Colusa County Partnership RBDG Application

Dear Mrs. Gallegos Herrera,

The City of Colusa supports the application to the United States Department of Agriculture, (USDA) for Rural Business Development Grant (RBDG) funding being submitted by the Colusa County Partnership (CCP) to provide technical assistance to small businesses throughout Colusa County.

The City of Colusa will contribute \$2,500.00 to the CCP to be used as local match for this application to continue to provide these much-needed services. The USDA is an important partner in our efforts to provide businesses with technical assistance and financing and we look forward to continued collaboration.

Thank you,

Jesse Cain,
City Manager