



City of Colusa California

STAFF REPORT

DATE: February 7, 2023
TO: City of Colusa Mayor and Council Members
FROM: Fernanda Vanetta, Grant Writer through Jesse Cain, City Manager

AGENDA ITEM: The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program

Recommendation: Council to approve grant application parameters and take public comments on program outline.

BACKGROUND ANALYSIS: The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit, and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated nearly \$12.1 billion for fourteen rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

In each competition, DOT receives hundreds of applications to build and repair critical pieces of our freight and passenger transportation networks. The RAISE program enables DOT to examine these projects on their merits to help ensure that taxpayers are getting the highest value for every dollar invested.

The eligibility requirements of RAISE allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs. RAISE can provide funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies). This flexibility allows RAISE and our traditional partners at the State and local levels to work directly with a host of entities that own, operate, and maintain much of our transportation infrastructure, but otherwise cannot turn to the Federal government for support.

This will be the City of Colusa's second attempt at this grant. In order to be selected for the grant award the application is judged in eight merit criteria and five out of eight have to have a high

score rating in order for the application to be recommended. The criteria for selection are as follows:

1. Safety – Project has clear, direct, data-driven and significant benefits beyond common practice for planning, designing, or building infrastructure that targets a known, documented safety problem by:
 - a. Protecting non-motorized travelers and communities from health and safety risks; or
 - b. Reducing fatalities and/or serious injuries for underserved, overburdened, or disadvantaged communities; or
 - c. Mitigating systemic safety issues.
 - d. *The City of Colusa previously scored a medium in this category.*
2. Environmental Sustainability - Environmental sustainability is an explicit project purpose AND the project has clear, direct, data-driven, and significant benefits beyond common practice for planning, designing, or building infrastructure to:
 - a. Reduce transportation related air pollution and greenhouse gas emissions from uncoordinated land-use decisions; or
 - b. Reduce vehicle miles traveled, or
 - c. Promote energy efficiencies; or
 - d. Support fiscally responsible land use and transportation efficient design; or
 - e. Incorporate electrification or zero emission vehicle infrastructure; or
 - f. Improve the resilience of at-risk infrastructure; or
 - g. Address the disproportionate negative environmental impacts of transportation on underserved, overburdened, or disadvantaged communities.
 - h. *The City of Colusa previously scored a medium in this category.*
3. Quality of Life - Quality of life is an explicit project purpose AND the project has clear, direct, data-driven, and significant benefits beyond common practice for planning, designing, or building infrastructure to:
 - a. Increase accessibility for travelers specifically for underserved, overburdened, or disadvantaged communities; or
 - b. Reduce transportation cost burdens, including through commercial and mixed-income residential development near public transportation along rural main streets, or other walkable neighborhoods; or
 - c. Remove barriers for individuals or communities to transportation, jobs, and business opportunities; or
 - d. Proactively address racial equity or other disparities; or
 - e. Enhance the unique characteristics of the community for underserved, overburdened, or disadvantaged communities.
 - f. *The City of Colusa previously scored a high in this category.*
4. Mobility and Community Connectivity - an explicit project purpose AND the project has clear, direct, data-driven, and significant benefits, beyond common practice for planning, designing, or building infrastructure to:
 - a. Increase affordable transportation choices for underserved, overburdened, or disadvantaged communities; or
 - b. Increase the accessibility for all users of a project, particularly non-motorized travelers (those walking, cycling, rolling, or using transit; or
 - c. Encourage thriving communities for individuals to work, live, and play by creating transportation choices for individuals to move freely with or without a car; or
 - d. Proactively incorporate Universal Design; or
 - e. Increase multimodal freight movement and the movement of supply chains.

- f. *The City of Colusa previously scored a medium in this category.*
- 5. State of Good Repair – An explicit project purpose AND the project has clear, direct, data-driven, and significant benefits beyond common practice for planning, designing, or building infrastructure to:
 - a. Restore and modernize core infrastructure assets; or
 - b. Address current or projected system vulnerabilities for underserved, overburdened, or disadvantaged communities; or
 - c. Maintain assets in a state of good repair.
 - d. *The City of Colusa previously scored a high in this category.*
- 6. Economic Competitiveness and Opportunity - an explicit project purpose AND the project has clear, direct, data-driven, and significant benefits beyond common practice for planning, designing, or building infrastructure to:
 - a. Improve system operations to increase travel time reliability, velocity of goods movement, and multimodal freight mobility, especially for supply chain bottlenecks; or
 - b. Offer significant regional and national improvements in economic strength and opportunity by increasing the economic productivity of land, capital, or labor; creating or expanding high-quality, good-paying jobs; and improving the economic strength of regions and cities; or
 - c. Increase transportation options and system connectivity to revitalize underserved, overburdened, or disadvantaged communities, increase access to jobs and location-efficient affordable housing, or facilitate tourism opportunities; or
 - d. Implement local hire agreements or the use of registered apprenticeship.
 - e. *The City of Colusa previously scored a high in this category.*
- 7. Partnership and Collaboration - Project has, or will, support and engage diverse people and communities beyond common practice by:
 - a. Collaborating with other public and private entities; or
 - b. Ensuring that equity considerations for underserved, overburdened, or disadvantaged communities are meaningfully integrated into planning, development, and implementation of transportation investment; or
 - c. Supporting the creation or expansion of high-quality, good-paying jobs through workforce development programs that incorporate worker representatives and incorporating workforce strategy into project development; or
 - d. Incorporating private sector entities, particularly DBEs, in transportation infrastructure planning, designing, or building
 - e. *The City of Colusa previously scored a low in this category.*
- 8. Innovation - An explicit project purpose AND the project has clear, direct, data-driven, and significant benefits beyond common practice for planning, designing, or building infrastructure for:
 - a. Deploying technologies and other practices that drive safety, equity, climate and resilience, or economic outcomes for underserved, overburdened, or disadvantaged communities or augment workers;
 - b. Using practices that facilitate improved project delivery; or
 - c. Incorporating innovative funding and financing
 - d. *The City of Colusa previously scored a low in this category.*

It is very easy to fix partnership and collaboration by inviting the community to be more involved with the proposed plan and soliciting feedback for the current project. The focus of the current

grant effort is to secure the infrastructure around the City's three main public schools: Burchfield Elementary, Egling Middle and Colusa High.

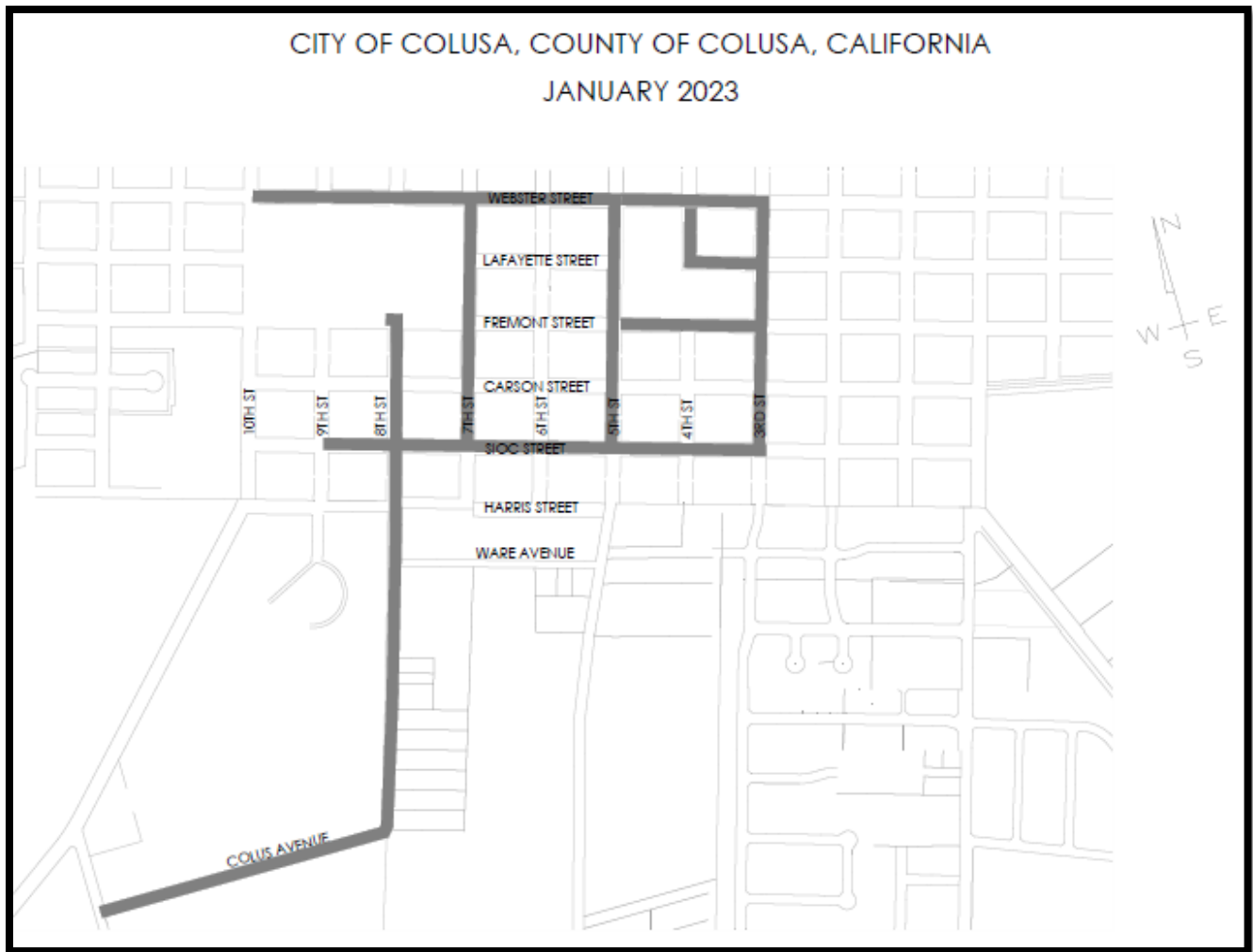
The proposed plan is to repave and apply a complete street overhaul to the following segments of City of Colusa Streets:

Table 1: Complete Streets Project: Proposed Street Segments and Accompanying Road Conditions

Street Name	From	To	Area (Sq yd)	Current PCI	Condition
4th Street	Webster St.	Lafayette St.	1,738	25	Failed
5th Street	Webster St.	Lafayette St.	1,738	46	Poor
5th Street	Lafayette St.	Freemont St.	1,738	26	Failed
5th Street	Freemont St.	Carson St.	1,738	35	Poor
5th Street	Carson St.	Sioc St.	1,738	35	Poor
7th Street	Webster St.	Lafayette St.	1,738	22	Failed
7th Street	Lafayette St.	Freemont St.	1,738	21	Failed
7th Street	Freemont St.	Carson St.	1,738	5	Failed
7th Street	Carson St.	Sioc St.	1,738	15	Failed
8th Street	Freemont St.	Carson St.	1,738	24	Failed
8th Street	Carson St.	Sioc St.	1,738	17	Failed
8th Street	Sioc St.	Harris St.	1,738	17	Failed
8th Street	Harris St.	Ware Ave.	1,400	8	Failed
8th Street	Ware Ave.	Colus Ave.	6,804	9	Failed
Colus Ave.	Will S. Green Ave.	8th St.	7,700	63	Fair
Freemont St.	5th St.	4th St.	2,044	62	Fair
Freemont St.	4th St.	3rd St.	2,044	64	Fair
Lafayette Street	4th St.	3rd St.	2,044	16	Failed
Sioc St.	9th St.	8th St.	2,044	31	Poor
Sioc St.	8th St.	7th St.	2,044	26	Failed
Sioc St.	7th St.	6th St.	2,044	39	Poor
Sioc St.	6th St.	5th St.	2,044	40	Poor
Sioc St.	5th St.	4th St.	2,044	71	Good
Sioc St.	4th St.	3rd St.	2,044	71	Good
Webster St.	10th St.	9th St.	1,917	20	Failed
Webster St.	9th St.	8th St.	2,044	21	Failed
Webster St.	8th St.	7th St.	2,178	19	Failed
Webster St.	7th St.	6th St.	2,044	17	Failed
Webster St.	6th St.	5th St.	2,044	14	Failed
Webster St.	5th St.	4th St.	2,044	33	Poor
Webster St.	4th St.	3rd St.	2,044	68	Fair

The Pavement Condition Index (PCI) referenced above can be found in the City of Colusa 2021 Pavement Management Plan Update (https://cityofcolusa.com/wp-content/uploads/2020/07/Final-Report_Colusa.pdf). Of the roads proposed to be repaved and completed, over 80% are in poor or failed condition.

Below is the proposed map of the project:



The City of Colusa would be seeking \$19.2 Million for this project. The project would not only address the condition of the pavement but would also add or rebuild sidewalks, improve and/or replace water and sewer lines, add or rebuild bike lanes, and add safety crossings around school access points.

The grant writer encourages the city to commit 10% matching funds to the project. While matching funds are not required, it will increase the chances of the project being selected.

BUDGET IMPACT: \$2,000,000 from either the Cannabis Fund or General Funds as determined by City Council

ATTACHMENT: N/A

