



City of Woodland

300 First Street
Woodland, CA 95695

Meeting Agenda

City Council

Tuesday, April 5, 2016

6:00 PM

Council Chambers

JOINT REGULAR CITY COUNCIL/WOODLAND FINANCE AUTHORITY

APRIL 5, 2016

6:00 P.M.

A. CALL TO ORDER

B. ROLL CALL

C. PLEDGE OF ALLEGIANCE

D. COMMUNICATIONS-PUBLIC COMMENT

This is an opportunity for the public to speak to the Council on any item other than those listed for public hearing on this agenda. Speakers are requested to use the microphone in front of the Council and to begin by stating their name, whether they reside in Woodland and the name of the organization they represent if any. The Mayor may impose a time limit on any speaker depending on the number of people wanting to speak and time available for the rest of the agenda. In the event comments are related to an item scheduled on the agenda, speakers may be required to wait to make their comments until that item is considered.

E. COMMUNICATIONS-COUNCIL/STAFF STATEMENTS AND REQUESTS

This is an opportunity for the Council Members and Staff to make comments and announcements, to express concerns, or to request Council's consideration of any items a Council Member would like to have discussed at a future Council meeting.

[16-427](#)

SUBJECT: Long Range Calendar

Recommendation for Action: Staff recommends that the City Council receive the Long Range Calendar for informational purposes only.

Attachments: [Council Long Range Calendar](#)

F. COMMITTEE REPORTS

[16-419](#)

SUBJECT: Commission on Aging Meeting Minutes for February 18, 2016

Recommendation for Action: Staff recommends that the City Council receive the February 18, 2016 Commission on Aging Minutes that were approved on March 17, 2016.

Attachments: [21816 Minutes](#)

G. MINUTES

1. [16-426](#) SUBJECT: Council Meeting Minutes

Recommendation for Action: Staff recommends that the City Council adopt the minutes of the Joint Regular City Council/Woodland Finance Authority/Successor Agency meeting of March 1, 2016 and the Joint Regular City Council/Woodland Finance Authority March 15, 2016.

Attachments: [03-01-16 DRAFT MINUTES FOR APPROVAL](#)

[03-15-16 DRAFT MINUTES FOR APPROVAL](#)

H. PRESENTATIONS

2. [16-433](#) SUBJECT: Proclamation Declaring April 10-16, 2016 National Library Week

Recommendation for Action: Staff recommends that the City Council proclaim April 10-16, 2016 National Library Week

Attachments: [NLW 2016 proclamation](#)

I. CONSENT CALENDAR

3. [16-400](#) SUBJECT: Lower Cache Creek Flood Feasibility Study, CIP 09-15; Approve Contract Amendment for Consulting Services

Recommendation for Action: Staff recommends that the City Council approve Resolution No. _____, approving Amendment #2 with Larsen Wurzel & Associates for Engineering Consulting Services and authorize the City Manager to execute Amendment #2 to the consultant services agreement with Larsen Wurzel & Associates, Inc. (LWA) for the Lower Cache Creek Feasibility Study, CIP 09-15, for an additional amount up to \$50,000.

Attachments: [A - Resolution](#)

[B - Letter](#)

4. [16-417](#) SUBJECT: Approve Subsequent Construction Contingency for Water Transmission Main West, CIP #12-05

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, to authorize subsequent construction contingency for the Water Transmission Main West Project, CIP #12-05, in the amount not to exceed \$40,000.00.

Attachments: [A - Resolution](#)

[B - Map](#)

5. [16-425](#) SUBJECT: Approve Contract Amendment with Psomas for Kentucky Avenue Widening and Complete Streets Project, CIP #04-07

Recommendation for Action: Staff recommends that the City Council approve Resolution No. _____, amending the consultant services agreement with Psomas in the additional amount of \$275,000, for a total agreement amount not to exceed \$1,604,313.94, for the Kentucky Avenue Widening and Complete Street Improvement Project, CIP 04-07; and authorize the City Manager to execute the amendment.

Attachments: [B - Contract Amendment](#)

[A - Resolution](#)

6. [16-418](#) SUBJECT: Increase the Fiscal Year 2015/2016 Vehicle Replacement Budget by \$207,028 and authorize the Purchase of a Hybrid High-Reach Truck for Urban Forestry

Recommendation for Action: Staff recommends that the City Council approve Resolution No. _____, approving an increase to the Fiscal Year 2015/2016 Vehicle Replacement Budget and the Purchase of a Hybrid High-Reach Truck for Urban Forestry.

Attachments: [NJPA_Woodland 313396 3-4](#)

[Resolution](#)

7. [16-243](#) SUBJECT: Sale of Surplus Fire Apparatus

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, approving the Sale of Surplus Fire Apparatus #665 through Fenton Fire Equipment in an amount no less than \$65,000.

Attachments: [Fenton Fire Estimate for #665](#)

[Resolution](#)

8. [16-431](#) SUBJECT: Park Spring Lake Infrastructure Fee - Extend Urgency Resolution

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, to extend the interim Spring Lake Infrastructure Fee increase for an additional thirty days.

Attachments: [SLIF Reso Extending Urgency Update Parks 4-5-16](#)

[2016 SLIF Nexus Study Update - Parks Component](#)

J. REPORTS OF THE CITY MANAGER

9. [16-420](#) SUBJECT: Yolo Rail Realignment Economic Benefits Study

Recommendation for Action: Staff recommends that the City Council:

1. Accept Yolo Rail Realignment Economic Benefits Study (Redevelopment Opportunities, Economic Benefits and Funding Options); and
2. Continue participation in the Yolo Rail Realignment working group (Partnership) and further project consideration.

Attachments: [Map Concept Overview](#)

[AA2 Economic Benefits Final Report \(inc AA1 Redevelopment Opportunities\)](#)

[AA3 Funding Options Final Report](#)

K. ADJOURN

I declare under penalty of perjury that the foregoing Agenda for the Joint Regular City Council/Woodland Finance Authority Regular Meeting of the City of Woodland scheduled for April 5, 2016 was posted on April 1, 2016 in the outside display case at City Hall, 300 First Street, Woodland, CA, and was available to the public during normal business hours.

Ana B. Gonzalez, City Clerk

Upon request, agendas and documents in the agenda packet will be made available in appropriate alternative formats to persons with a disability, as required by law. Any such request must be made in writing to the Office of the City Clerk of the City of Woodland. Requests will be valid for the calendar year in which the request is received, and must be renewed prior to January 1st. Persons needing disability-related modifications or accommodations in order to participate in public meetings, including persons requiring auxiliary aids or services, may request such modifications or accommodations by calling the Office of the City Clerk (530-661-5806) at least 48 hours prior to the meeting.



Legislation Text

File #: 16-427, Version: 1

TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: April 5, 2016

SUBJECT: Long Range Calendar

Recommendation for Action: Staff recommends that the City Council receive the Long Range Calendar for informational purposes only.

Staff Contact

Ana Gonzalez, City Clerk - (530) 661-5806, ana.gonzalez@cityofwoodland.org

Background

This calendar is being provided for planning purposes only and is intended to keep the Council apprised of upcoming agenda items and better plan for upcoming Council items.

Prepared by: Ana Gonzalez, City Clerk

A handwritten signature in black ink, reading "Paul Navazio".

Paul Navazio, City Manager

Attachment

COUNCIL LONG RANGE CALENDAR
Items subject to removal and/or rescheduling

APRIL 19TH

REGULAR MEETING

Presentation

Proclaim May 3, 2016 as BIG Day of Giving
Proclamation for Earth Day
UC Davis Long Range Development Plan

Consent Calendar

CSD Quarterly Report
East Transmission Main Connection to Well #24 and #26, CIP #16-09
Award Construction Contract for 2015/16 ADA Improvement Project, CIP 16-07
Final Acceptance and NOC for WPFC Mechanical Bandscreen Replacment – WPFC Ph 2, CIP #15-18
Appointment to Library Board (vacancy)
Ygrene PACE Program Changes

Regular Calendar

General Plan Monthly Update
Short-Range Transit Report
Homeless Sub-Committee Report
Economic Development Sub-Committee Report
Update of Five-Year Capital Improvement Plan
Measure E Spending Plan Update

MAY 3RD

REGULAR MEETING

Minutes

City Council Minutes of April 5th and April 19th

Presentation

Proclaim the week of May 15 – 21, 2016 as National Police Week
Proclaim the week of May 15 – 21, 2016 as National Public Works Week

Consent Calendar

CDBG Block Grant
ASR Wells #29 and #30 Well Equipping and Building, CIP 15-02

Public Hearing

Prudler

Regular Calendar

Westucky MOU (w/ Yolo County)
Discussion of Process for filling Council vacancy

FY 2016/17 Proposed Budget
Draft Ballot Language – Measure E Extension

MAY 17TH

REGULAR MEETING

Consent Calendar

Regular Calendar

FY 2016/17 Budget Recommendations
Downtown Sub-Committee Report
Digital Freeway Sign(s)

FUTURE AGENDA ITEMS – DATE TO BE DETERMINED:

JPA Housing Agreement
Bail Bonds Downtown Specific Plan Amendment / CUP
Update/Revision of Development Impact Fees
Zoning Ordinance Update – Medical Clinics (Referral)
Beamer/CR 102 Property – ENA
Approve Urban Flood Risk Referral (UFRR) Agreement with DWR
Computer Club – 25 Year Anniversary – June 7th

FUTURE STUDY SESSIONS (TBD):

Lower Cache Creek Flood Control Feasibility Study
General Plan Update -
 Affordable Housing
 Economic Development
 Public Safety

Legislation Text

File #: 16-419, Version: 1

TO: THE HONORABLE MAYOR AND CITY COUNCIL**DATE:** April 5, 2016**SUBJECT:** Commission on Aging Meeting Minutes for February 18, 2016

Recommendation for Action: Staff recommends that the City Council receive the February 18, 2016 Commission on Aging Minutes that were approved on March 17, 2016.

Staff Contact

Dallas Tringali, Community Services Program Manager, 661-2005, Dallas.tringali@cityofwoodland.org

Conclusion

Staff recommends that the City Council receive the February 18, 2016 Commission on Aging Minutes that were approved on March 17, 2016.

Prepared by: Dallas Tringali, Community Services Program Manager

Reviewed by: Christine Engel, Community Services Director



Paul Navazio, City Manager

Attachments: February 18, 2016 Commission on Aging Meeting Minutes



Commission on Aging
Woodland Community & Senior Center, 2001 East Street, Woodland, CA 95776

Regular Meeting Minutes
February 18, 2016

Call to Order

Meeting convened at 3:02 p.m. at the Community & Senior Center, 2001 East Street, Woodland, California;
Chair Campbell presiding.

Roll Call

Commissioners Present: Campbell, Wheeler, Brown, Overholt
Absent
Staff: Tringali, Haynie

Pledge of Allegiance

Consent Item

January 21, 2016 Minutes

Commissioner Brown made the motion to accept the November 19, 2015 as written; Commissioner Wheeler seconded the motion. 4/0

Communications-Commission/Staff Statements and Requests

Commissioners Brown asked the status of a new COA Commissioner.

Regular Calendar

Speaker Series

Commissioner Overholt will get with Tringali to schedule the Important Documents speaker for April.

Handicap parking at front of WC&SC

Commissioner Campbell reviewed the history of the WC&SC for Commissioner Brown.

YCOA (Yolo Commission on Aging) Update-Brown

Commissioner Brown would like this item change to every other month's agenda. March, May, July, September and November.

Woodland Telephone Reassurance Program

Tringali and Tornincasa visited Eskaton, a senior care organization that operates a similar program. Tornincasa is working with SCI, St. Johns, Comfort Keepers, and Eskaton to help operate this new program. Have four volunteers for the new program. Commissioner Campbell asked if Tornincasa could attend the next COA meeting.

Senior Resource Fair May 26, 2016

Tringali reported that all past Vendors had been mailed an invitation to the Senior Resource Fair. Capacity is 70 table spaces for vendors. Staff is receiving vendor RSVP and applications. Meeting will be set in March for the set up meeting.



Commission on Aging

Woodland Community & Senior Center, 2001 East Street, Woodland, CA 95776

Report of the Staff

Senior Center Report

Healthy Living, Conflict Resolutions is looking to add additional programs to their educational speakers. Privacy screen was installed for the Blood Pressure Clinic. Discussed the best time ended up with 9:30-10:30 every other week, starting in March.

Facility Update, Senior Issues

Tringali reported that new letters were installed in the lobby. No new update available for the Solar Project at this time.

Business Items for Next Meeting

Minutes

2016 Work Plan Report to Council

Speaker Series

Handicap parking

YCOA

Woodland Telephone Reassurance Program

Senior Resources Fair May 26, 2016

Senior Center Report

Facilities update

Next Meeting Date March 17, 2016

Adjourn

Commissioner Brown made the motion to adjourn the meeting at 4:05 p.m., Commissioner Wheeler seconded the motion, and motion carried 4/0.

Respectfully submitted,

Cathy Haynie, Administrative Supervisor
Community Services Department



Legislation Text

1.

File #: 16-426, **Version:** 1

TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: April 5, 2016

SUBJECT: Council Meeting Minutes

Recommendation for Action: Staff recommends that the City Council adopt the minutes of the Joint Regular City Council/Woodland Finance Authority/Successor Agency meeting of March 1, 2016 and the Joint Regular City Council/Woodland Finance Authority March 15, 2016.

Staff Contact

Ana Gonzalez, City Clerk - 530-661-5806, ana.gonzalez@cityofwoodland.org

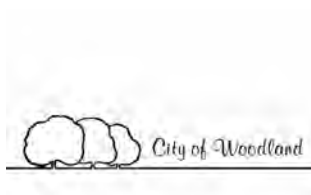
A handwritten signature in black ink, appearing to read "Paul Navazio".

Paul Navazio, City Manager

Attachments

City of Woodland

*300 First Street
Woodland, CA 95695*



Meeting Minutes - Draft

Tuesday, March 1, 2016

6:00 PM

Council Chambers

City Council

**CITY COUNCIL
CLOSED SESSION AGENDA
5:00PM**

A. CALL TO ORDER

B. CLOSED SESSION

**B.1. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED
LITIGATION**

Initiation of litigation pursuant to Government Code section
54956.9(d)(4): 1 case

**B.2. CONFERENCE WITH REAL PROPERTY NEGOTIATORS,
Pursuant to Section 54956.8**

PROPERTY: Approximately 4.7 acres of land located at 1585
East

Gibson Road, Woodland, CA 95776, known generally as the
District's former Willow Spring School site

AGENCY NEGOTIATOR: City Manager, Community
Development

Director and City Attorney

NEGOTIATING PARTIES: Woodland Joint Unified School
District

(WJUSD)

UNDER NEGOTIATIONS: Price and Terms of Payment

JOINT REGULAR CITY COUNCIL/WOODLAND FINANCE AUTHORITY

MARCH 1, 2016

6:00 P.M.

A. CALL TO ORDER

B. ROLL CALL

Present: 5 - Council Member Jim Hilliard, Council Member Sean Denny, Council
Member Angel Barajas, Mayor Tom Stallard and Mayor Pro Tem William
Marble

C. PLEDGE OF ALLEGIANCE

Pledge of Allegiance led by Christine Shumaker.

D. COMMUNICATIONS-PUBLIC COMMENT

None

E. COMMUNICATIONS-COUNCIL/STAFF STATEMENTS AND REQUESTS

Verbal updates provided by Council Members/Staff.

[16-392](#)

SUBJECT: Long Range Calendar

Recommendation for Action: Staff recommends that the City Council receive the Long Range Calendar for informational purposes only.

F. COMMITTEE REPORTS

[16-378](#)

SUBJECT: Planning Commission Meeting Minutes

Recommendation for Action: Staff recommends that the City Council receive the minutes of the following Planning Commission meetings of October 1, 2015, October 15, 2015, Special Meeting of October 26, 2015, November 5, 2015, November 19, 2015, January 7, 2016, January 21, 2016 and February 4, 2016.

Council Members received the Planning Commission Meeting Minutes of the following Planning Commission meetings: October 1, 2015, October 15, 2015, Special Meeting of October 26, 2015, November 5, 2015, November 19, 2015, January 7, 2016, January 21, 2016 and February 4, 2016.

[16-380](#)

SUBJECT: Commission on Aging Meeting Minutes for January 21, 2016

Recommendation for Action: Staff recommends that the City Council receive the January 21, 2016 Commission on Aging Minutes that were approved on February 18, 2016.

Council Members received the Commission on Aging Meeting Minutes of January 21, 2016.

[16-381](#)

SUBJECT: Parks & Recreation Commission Meeting Minutes for January 25, 2016

Recommendation for Action: Staff recommends that the City Council receive the January 25, 2016 Parks & Recreation Commission Minutes that were approved on February 22, 2016.

Council Members received the Parks & Recreation Commission Meeting Minutes of January 25, 2016.

G. MINUTES

1. [16-393](#)

SUBJECT: Council Meeting Minutes

Recommendation for Action: Staff recommends that the City Council adopt the minutes of the Joint Regular City Council/Woodland Finance Authority/Successor Agency meeting of February 2, 2016 and the Joint Regular City Council/Woodland Finance Authority February 16, 2016.

On a motion by Council Member Barajas, seconded by Council Member Denny and carried unanimously, the City Council adopted the Joint Regular City Council/Woodland Finance Authority/Successor Agency meeting of February 2, 2016 and the Joint Regular City Council/Woodland Finance Authority meeting of February 16, 2016.

Ayes: 5 - Council Member Hilliard, Council Member Denny, Council Member Barajas, Mayor Stallard and Mayor Pro Tem Marble

H. PRESENTATIONS

2. [16-348](#) SUBJECT: Proclaim March 19, 2016 as Arbor Day

Recommendation for Action: Staff recommends that the City Council approve a Proclamation declaring March 19th, 2016 as Arbor Day in the City of Woodland.

Mayor Stallard presented the Arbor Day Proclamation to Mark Aulman, Christine Shumaker and Ken Trott.

3. [16-394](#) SUBJECT: Organizational Assessment of the Public Works Department - Receive Presentation from Management Partners, Inc.

Recommendation for Action: Staff recommends that the City Council receive a presentation from Management Partners, Inc. on their recently-concluded organizational review of the Public Works Department.

Council Members received a presentation from Management Partners, Inc. on their recently-concluded organizational review of the Public Works Department.

I. CONSENT CALENDAR

4. [16-357](#) SUBJECT: Treasurer's Investment Report Quarter Ending December 31, 2015

Recommendation for Action: Staff recommends that City Council accept the quarterly Treasurer's Investment Report for the quarter ended December 31, 2015.

Approved the Quarterly Treasurer's Investment Report for the quarter ending December 31, 2015.

5. [16-365](#) SUBJECT: National Mayor's Challenge for Water Conservation

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, supporting participation in the 5th National Mayor's Challenge for Water Conservation.

Adopted Resolution No. 6602, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND IN SUPPORT OF PARTICIPATION IN THE FIFTH NATIONAL MAYOR'S CHALLENGE FOR WATER CONSERVATION.

6. [16-368](#)

SUBJECT: Final Acceptance and Notice of Completion for Annual Water and Sewer Repair and Replacement Project, CIP 15-19

Recommendation for Action: Staff recommends that the City Council approve Resolution No. _____, accepting the Annual Water and Sewer Repair and Replacement Project, CIP 15-19, construction contract as complete and authorize the City Clerk to file a Notice of Completion.

Adopted Resolution No. 6595, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND TO ACCEPT THE ANNUAL WATER AND SEWER REPAIR AND REPLACEMENT PROJECT (CIP 15-19) CONSTRUCTION CONTRACT AS COMPLETE AND AUTHORIZE THE CITY CLERK TO FILE A NOTICE OF COMPLETION.

7. [16-372](#)

SUBJECT: 2015/2016 ADA Improvement Project, CIP 16-07; Approve Plans and Specifications, Authorize Bid Advertisement

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, approving the project plans and specifications for the 2015/2016 ADA Improvement Project, CIP 16-07, and authorizing bid advertisement.

Adopted Resolution No. 6596, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND APPROVING THE PLANS AND SPECIFICATIONS FOR THE 2015/2016 ADA IMPROVEMENT PROJECT, CIP 16-07; AND AUTHORIZING BID ADVERTISEMENT.

8. [16-388](#)

SUBJECT: Second Reading and Adoption of Ordinance No. 1597 approving Medical Marijuana Cultivation Ordinance Amendments

Recommendation for Action: Staff recommends that the City Council adopt Ordinance No. 1597, approving the proposed amendments to Article 21.5 of Chapter 25 of the Municipal Code to prohibit commercial cultivation and provide additional definitions regarding medical marijuana to the Zoning Code. (Attachment A).

Adopted Ordinance No. 1597, AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WOODLAND AMENDING ARTICLE 21.5 OF CHAPTER 25 OF THE CITY OF WOODLAND MUNICIPAL CODE RELATED TO MEDICAL MARIJUANA CULTIVATION.

On a motion by Council Member Hilliard , seconded by Council Member Denny and carried unanimously, Council Members approved Consent Calendar Items No. 4 through 8.

Ayes: 5 - Council Member Hilliard, Council Member Denny, Council Member Barajas, Mayor Stallard and Mayor Pro Tem Marble

J. PUBLIC HEARINGS

9. [16-379](#) **SUBJECT:** 180 West Beamer Street Apartments Project (PLNG13-00079) - Request to Amend the General Plan and Zoning Ordinance to Allow the Construction of an 80-unit Apartment Project on 4.49 acres at 180 West Beamer Street, the site of the Former Yolo General Hospital/Peterson Clinic

Recommendation for Action: Staff recommends that the City Council:

- 1) Conduct a public hearing; and
- 2) Adopt Resolution No. _____, approving the CEQA Mitigated Negative Declaration as the appropriate level of environmental review in accordance with the California Environmental Quality Act (Attachment 1); and
- 3) Adopt Resolution No. _____, amending the City General Plan land use diagram for the 180 West Beamer Street Apartments Project (Attachment 2); and
- 4) Introduce and Waive First Reading of an Ordinance amending the Zoning Code Zoning Map for the 180 West Beamer Street Apartments Project (Attachment 3).

David Rios, who lives on the east side of the project, spoke regarding the need for a 7' fence and Lisa Baker spoke regarding the project.

On a motion by Mayor Pro Tem Marble, seconded by Council Member Barajas and carried unanimously, Council Members adopted Resolution No. 6597, **RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND ADOPTING A MITIGATED NEGATIVE DECLARATION FOR THE 180 WEST BEAMER STREET APARTMENTS PROJECT TO CONSTRUCT 80 APARTMENT UNITS AND A COMMUNITY BUILDING ON 4.4 ACRES AT 180 WEST BEAMER STREET with the additions of the fence.**

Ayes: 5 - Council Member Hilliard, Council Member Denny, Council Member Barajas, Mayor Stallard and Mayor Pro Tem Marble

On a motion by Mayor Pro Tem Marble, seconded by Council Member Denny and carried unanimously, Council Members adopted Resolution No. 6598, **RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND AMENDING THE GENERAL PLAN LAND USE DIAGRAM FOR THE 180 WEST BEAMER STREET APARTMENTS PROJECT.**

Ayes: 5 - Council Member Hilliard, Council Member Denny, Council Member Barajas, Mayor Stallard and Mayor Pro Tem Marble

On a motion by Council Member Hilliard, seconded by Council Member Barajas and carried unanimously, Council Members introduced and waived First Reading of an Ordinance amending the Zoning Code Zoning Map for the 180 West Beamer Street Apartments Project.

Ayes: 5 - Council Member Hilliard, Council Member Denny, Council Member Barajas, Mayor Stallard and Mayor Pro Tem Marble

10. [16-391](#)

SUBJECT: Park Spring Lake Infrastructure Fee Update and Urgency Resolution Extension

Recommendation for Action: Staff recommends that the City Council (1) hold a public hearing; and (2) adopt Resolution No. _____, to increase the Parks and Administrative components of the Spring Lake Infrastructure Fees; and (3) adopt Resolution No. _____, to extend the interim Spring Lake Infrastructure Fee increase for an additional thirty days.

City Attorney Kara Ueda mentioned the need to correct the effective date of the main resolution. Currently the resolution indicates it takes effect immediately upon adoption when in fact it should take effect 60-days from now. .

On a motion by Council Member Denny, seconded by Council Member Hilliard and carried unanimously, Council Members adopted Resolution No. 6599, **RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND MAKING FINDINGS AND ADOPTING A SPRING LAKE INFRASTRUCTURE FEE INCREASE with the correction to the effective date as indicated by the City Attorney.**

Ayes: 5 - Council Member Hilliard, Council Member Denny, Council Member Barajas, Mayor Stallard and Mayor Pro Tem Marble

On a motion by Council Member Denny, seconded by Council Member Hilliard and carried unanimously, Council Members adopted Resolution No. 6600, **AN URGENCY RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND EXTENDING FOR AN ADDITIONAL THIRTY DAYS RESOLUTION 6588 INCREASING SPRING LAKE INFRASTRUCTURE FEES.**

Ayes: 5 - Council Member Hilliard, Council Member Denny, Council Member Barajas, Mayor Stallard and Mayor Pro Tem Marble

K. REPORTS OF THE CITY MANAGER

11. [16-395](#)

SUBJECT: Update on the Surface Water Project and Preparations for Transitioning the City's Water Supply

Recommendation for Action: Staff recommends that the City Council receive a staff presentation on the Surface Water Project and preparations for transitioning our community water supply from groundwater to surface water...

Council Members received a staff presentation on the Surface Water Project and preparations for transitioning our community water supply from groundwater to surface water.

12. [16-358](#)

SUBJECT: Approve Contract Amendment with BSK Associates for

Supplemental Water Quality Testing Services for Testing Services for
Conversion to Treated Surface Water

Recommendation for Action: Staff requests that the City Council: (1) authorize the City Manager to execute Amendment #2 to the agreement with BSK Associates for the Surface Water Project, CIP #08-07, for an additional amount of \$85,500.

On a motion by Council Member Denny, seconded by Council Member Barajas and carried unanimously, Council Members adopted Resolution No. 6601, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND APPROVING AN AGREEMENT WITH BSK ASSOCIATES FOR WATER QUALITY TESTING SERVICES.

Ayes: 5 - Council Member Hilliard, Council Member Denny, Council Member Barajas, Mayor Stallard and Mayor Pro Tem Marble

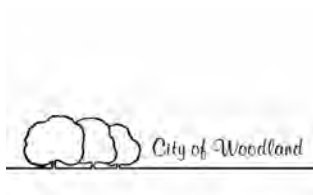
L. ADJOURNED AT 7:52 PM

Respectfully submitted,

Ana B. Gonzalez, City Clerk

City of Woodland

*300 First Street
Woodland, CA 95695*



Meeting Minutes - Draft

Tuesday, March 15, 2016

6:00 PM

Council Chambers

City Council

**CITY COUNCIL
CLOSED SESSION AGENDA
5:00PM**

A. CALL TO ORDER

B. CLOSED SESSION

B.1 CONFERENCE WITH REAL PROPERTY NEGOTIATORS

Properties: Yolo County Assessor's Parcel Numbers 027-340-030, 027-340-011, 027-340-020, 005-720-099, 005-720-021, 005-720-023, 005-720-005, 005-750-003, 005-692-054, 005-692-060, 005-692-002, 005-750-001, 027-340-015, 027-340-017, 027-340-021, 027-340-023, 027-340-025, 027-340-029

Agency Negotiators: City Manager, Community Development Director, City Engineer, City Attorney, City's Right-of-Way Agent Bender Rosenthal, Inc., and City's Project Manager

Negotiating Parties: Pioneer Self Storage, Syar, Bunge Milling, Pacific Gas and Electric, Geraldine R. Ferro & Geraldine R. Ferro Revocable Trust, Thomas W. Canevari & Joan E. Canevari, Nick Canevari & Dorothy Canevari, Elizabeth J. Crum & Elizabeth J. Crum Revocable Trust, Devinder Sahota & Susvir Sahota, Jose Rolon Orozco & Hector M. Gonzalez, Elizabeth Crum, Mark Milton, ICH Inc., North Kentucky Partners II, T&J Rental Investments LLC

Under Negotiation: Price and terms of payment

B.2 CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION

Initiation of litigation pursuant to Government Code Section 54956.9(d)(4):
2 potential cases

**B.3. CONFERENCE WITH REAL PROPERTY NEGOTIATORS,
Pursuant to Section 54956.8**

Property: Approximately 4.7 acres of land located at 1585 East Gibson Road, Woodland, CA 95776, known generally as the District's former Willow Spring School site

Agency Negotiator: City Manager, Community Development Director and City Attorney

Negotiating Parties: Woodland Joint Unified School District (WJUSD)

Under Negotiations: Price and Terms of Payment

**JOINT REGULAR CITY COUNCIL/WOODLAND FINANCE AUTHORITY
MARCH 15, 2016
6:00 P.M.**

A. CALL TO ORDER

B. ROLL CALL

Present: 5 - Council Member Jim Hilliard, Council Member Sean Denny, Council Member Angel Barajas, Mayor Tom Stallard and Mayor Pro Tem William Marble

C. PLEDGE OF ALLEGIANCE

Pledge of Allegiance led by Gary Goodman, District Manager for the Sacramento-Yolo Mosquito & Vector Control District.

D. COMMUNICATIONS-PUBLIC COMMENT

Lora Auteri spoke regarding a hit and run that took place in Woodland involving her daughter.

E. COMMUNICATIONS-COUNCIL/STAFF STATEMENTS AND REQUESTS

Verbal updates provided by Council Members/Staff.

Mayor Pro Tem Marble attended the Water Resources Association (WRA) meeting on March 14th and adopted a Resolution to submit to Department of Water Resources (DWR) a boundary modification for the subbasin to put boundary largely within the County boundary and use the Yolo County Flood Control and Water Conservation District (YCFCWCD) as the vehicle to submit the boundary modification request. This is supported by various entities. The date of the submittal is required to happen prior to March 31st by DWR. Mayor Pro Tem Marble would like the Council to consider an emergency agenda item to adopt a Resolution supporting the boundary modification.

This item needs immediate action, as it came to the City's attention after the agenda was posted.

On a motion by Council Member Denny, seconded by Council Member Hilliard and carried unanimously, Council Members adopted Resolution No. 6608, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND IN SUPPORT OF THE YOLO COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT INTENT TO SUBMIT A BASIN BOUNDARY MODIFICATION REQUEST.

Ayes: 5 - Council Member Hilliard, Council Member Denny, Council Member Barajas, Mayor Stallard and Mayor Pro Tem Marble

[16-414](#)

SUBJECT: Long Range Calendar

Recommendation for Action: Staff recommends that the City Council

receive the Long Range Calendar for informational purposes only.

F. PRESENTATIONS

1. [16-413](#) SUBJECT: Sacramento-Yolo Mosquito & Vector Control District Presentation

Recommendation for Action: Staff recommends that the City Council receive a presentation from Gary Goodman, District Manager for the Sacramento-Yolo Mosquito & Vector Control District to provide the latest update regarding mosquitoes, Zika virus, West Nile, invasive mosquito species, threats to public health and services offered by the Sacramento-Yolo Mosquito & Vector Control District.

G. CONSENT CALENDAR

2. [16-399](#) SUBJECT: General Plan Update Progress Report

Recommendation for Action: Staff recommends that the City Council receive progress report #4 regarding the General Plan Update Project
Received progress report no. 4 regarding the General Plan Update Project.

3. [16-397](#) SUBJECT: Public Works Quarterly Status Report for the period of December 2015 through February 2016

Recommendation for Action: Staff recommends that the City Council accept the Public Works Department's Quarterly Status Report
Accepted the Public Works Department's Quarterly Status Report.

4. [16-375](#) SUBJECT: Approve the addition of a Senior Associate Civil Engineer and deletion of an Associate Civil Engineer in the Community Development Department

Recommendation for Action: Staff recommends that the City Council approve the addition of a Senior Associate Civil Engineer position and deletion of an Associate Civil Engineer position in the Community Development Department

Approved the addition of a Senior Associate Civil Engineer position and deletion of an Associate Civil Engineer position in the Community Development Dept.

5. [16-411](#) SUBJECT: Police Supervisors Association Unit Modification allowing representation of Mid Management Non Sworn Police Employees

Recommendation for Action: Staff recommends that the City Council approve the unit modification to allow the Police Supervisors

Association to represent Mid Management Non Sworn Police employees.

Approved the unit modification to allow the Police Supervisors Association to represent Mid Management Non Sworn Police employees.

6. [16-403](#)

SUBJECT: Adopt Ordinance No. 1598, Approving a Zoning Ordinance Amendment to Allow the Construction of an 80-unit Apartment Project on 4.49 acres at 180 West Beamer Street, the site of the Former Yolo General Hospital/Peterson Clinic

Recommendation for Action: Staff recommends that the City Council conduct the second reading and adopt Ordinance No. 1598, approving an amendment to the Zoning Ordinance Zoning Map for the 180 West Beamer Street Apartments Project (Attachment A).

Adopted Ordinance No. 1598, AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WOODLAND AMENDING THE ZONING CODE ZONING MAP FOR THE 180 WEST BEAMER STREET APARTMENTS PROJECT TO CHANGE THE ZONE FROM SINGLE FAMILY (R-1) TO MULTI-FAMILY (R-M).

7. [16-387](#)

SUBJECT: Adopt Resolution No. _____, a resolution accepting Public Improvements and Authorizing the City Clerk to file the Notice of Completion for Subdivision No. 4818 (Heritage Park Phase 2)

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, accepting the public improvements constructed by Subdivision Map 4818 and authorize the City Clerk to file the Notice of Completion.

Adopted Resolution No. 6603, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND ACCEPTING THE PUBLIC IMPROVEMENTS FOR SUBDIVISION FINAL MAP 4818 BY MERITAGE HOMES OF CALIFORNIA.

8. [16-410](#)

SUBJECT: Memorandum of Understanding (MOU) with Yolo County Regarding Bail Bond Judgments

Recommendation for Action: Staff recommends the City Council adopt Resolution No. _____, approving and authorizing the City Manager to execute the attached Memorandum of Understanding Regarding Bail Bond Judgments concerning the apportionment of costs and fees and related reimbursements between the City and the County of Yolo for bail bond judgments.

Adopted Resolution No. 6604, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND APPROVING A MEMORANDUM OF UNDERSTANDING WITH YOLO COUNTY REGARDING BAIL BOND JUDGMENTS.

On a motion by Mayor Pro Tem Marble, seconded by Council Member Hilliard and carried unanimously, Council Members approved Consent Calendar items No. 2 through 8.

Ayes: 5 - Council Member Hilliard, Council Member Denny, Council Member Barajas, Mayor Stallard and Mayor Pro Tem Marble

H. PUBLIC HEARINGS

9. [16-412](#) **SUBJECT: Downtown Woodland Mixed-Use Hotel Project -
Disposition and Development Agreement and Conditional Use Permit
(APNs 005-645-010, -011, -012, -014 and -015)**

Recommendation for Action: Staff recommends that the City Council:

1. Receive the Staff Report; and
2. Conduct the Public Hearing; and
3. Adopt Resolution No. _____, approving a Conditional Use Permit (CUP), Site Plan and Design Review application (PLNG16-00006) allowing a five-story, 81-room, mixed use hotel project in the Central Business District, Downtown Specific Plan Area, District A4, including a reduction in the number of required on-site parking spaces, and a modification to sign height limit requirements, based on the findings presented and a determination of project consistency with the Downtown Specific Plan; and
4. Adopt Resolution No. _____, authorizing the City Manager to enter into a Disposition and Development Agreement (DDA) with Ganesh Hospitality, LLC, a California limited liability company for the sale of city owned property at 1001 and 1017 Main Street to allow for the development of a mixed-use hotel project.

NOTE: Council Member Hilliard left the Council Chambers for the remainder of the meeting.

On a motion by Council Member Denny, seconded by Council Barajas and carried on a 4 - 1 vote, Council Members adopted Resolution No. 6605, RESOLUTION OF THE OF WOODLAND CITY COUNCIL APPROVING A CONDITIONAL USE PERMIT, SITE PLAN, AND DESIGN REVIEW APPLICATION FOR AN 81-ROOM EXTENDED STAY HOTEL LOCATED AT 1021 MAIN STREET IN THE DOWNTOWN BUSINESS DISTRICT, DOWNTOWN SPECIFIC PLAN AREA – DISTRICT A4 with changes indicated below.

Ayes: 4 - Council Member Denny, Council Member Barajas, Mayor Stallard and Mayor Pro Tem Marble

Absent: 1 - Council Member Hilliard

On a motion by Council Member Denny, seconded by Mayor Pro Tem Marble and carried on a 4 - 1 vote, Council Members adopted Resolution No. 6606, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND AUTHORIZING THE CITY MANAGER TO ENTER INTO A DISPOSITION AND DEVELOPMENT AGREEMENT (DDA) WITH GANESH HOSPITALITY, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY FOR THE SALE OF CITY OWNED PROPERTY AT 1001 AND 1017 MAIN STREET TO ALLOW FOR THE DEVELOPMENT OF A MIXED-USE HOTEL PROJECT with changes as indicated below.

Ayes: 4 - Council Member Denny, Council Member Barajas, Mayor Stallard

and Mayor Pro Tem Marble

Absent: 1 - Council Member Hilliard

The modified language to Condition of Approval #13:

Project shall include not less than 90 parking spaces, but shall strive to provide the minimum required spaces based on use and square footage requirements. Required parking spaces can be provided through a combination of on-site parking and parking secured through shared use agreement(s) with the city and other property owners within 300 feet of the site. Any reduction in parking below the required minimum, based on hotel rooms and retail/restaurant square footage, shall be subject to the Downtown Parking District In-lieu fee payment provision.

A final parking plan, including parking structure, if applicable, and shared use agreement(s), shall be submitted for review and approval by the City Planning Division and Traffic Engineer prior to building permit issuance.

The final amended language for the DDA:

3.12.4 Excluded Environmental Claims. Developer obtained a Phase 1 Environmental Site Assessment prepared by Wallace Kuhl & Associates dated August 31, 2015 ("Phase 1 Report"). The Phase 1 Report identified potential contamination on the City Property described as a discharge of petroleum hydrocarbons, metals and VOCs resulting from prior uses of the property for automotive washing and maintenance purposes and USTs operated by prior businesses located east of the City Property ("Existing Contamination"). Developer is in the process of obtaining a Phase 2 Environmental Site Assessment Report ("Phase 2 Report") in conformance with the recommendations set forth in the Phase 1 Report, which Phase 2 Report shall be provided to the City upon completion. In the event the Phase 2 Report identifies contamination requiring mitigation or remediation measures, the City shall be responsible for all costs and expenses of such mitigation as, or if, may be required in compliance with all applicable laws, provided that City's responsibility to pay such costs and expenses shall not exceed the Purchase Price as set forth herein.

3.12.4.1 Following the completion and delivery of the Phase 2 Report to the City, the City shall, within ninety (90) days of receipt of the Phase 2 Report, obtain and deliver to Developer a third party cost estimate (from no less than two qualified contractors) of the cost of mitigation of the Existing Contamination. The ninety (90) day period for obtaining estimates may be extended by the City as reasonably necessary to complete additional testing or obtain additional information in order to secure accurate cost estimates. In the event that the cost estimate is in excess of the Purchase Price, Developer shall have thirty (30) days to determine whether Developer is willing and able to pay for such excess costs as described above or terminate this Agreement. In the event that Developer desires that the City proceed with the mitigation of such Existing Contamination, Developer shall notify the City in writing, and make a deposit with the City equal to 105% of the estimated cost of the mitigation (which shall be an average of the estimates obtained by such qualified contractors), less the Purchase Price (the "Mitigation Deposit"). The City shall only use the Mitigation Deposit to pay the cost of mitigation after the City has paid mitigation costs equal to the Purchase Price, and any funds remaining

from Developer's deposit upon completion of the mitigation work shall be returned to Developer. In the event that Developer does not provide notice that it desires to proceed along with the required deposit to the City within the thirty (30) day period required hereunder, this Agreement shall automatically terminate, the Deposit and all interest accrued shall be refunded to Developer in its entirety, and the parties shall have no further obligations or liability to each other under this Agreement.

I. REPORTS OF THE CITY MANAGER

10. [16-415](#) SUBJECT: Appointments, Reappointments and Resignations of Board and Commission Members
- Recommendation for Action: Staff recommends that the City Council consider the appointment and reappointment and accept the resignations of members to the various Boards and Commissions.
- On a motion by Mayor Pro Tem Marble, seconded by Council Member Denny and carried on a 4 - 1 vote, Council Members approved the appointment and reappointment and accepted the resignations of members to the various Boards and Commissions.
- Ayes: 4 - Council Member Denny, Council Member Barajas, Mayor Stallard and Mayor Pro Tem Marble
Absent: 1 - Council Member Hilliard
11. [16-401](#) SUBJECT: Award Construction Contract for 2016 Road Maintenance Project, CIP 16-01
- Recommendation for Action: Staff recommends that the City Council:
1. Adopt Resolution No. _____, to award the construction contract in the amount of \$1,667,739.13 for the base bid plus Alternates A and B to Intermountain Slurry Seal, Inc. for the 2016 Road Maintenance Project, CIP 16-01, authorize a contract contingency up to 20%, and authorize the City Engineer to execute the construction contract and change orders; and
 2. Authorize the reallocation of \$150,000 of Water Enterprise Funds from the Water System Leak Detection and Repairs, CIP 09-23, to the 2016 Road Maintenance Project, CIP 16-01, to fund costs associated with water conflicts with the project; and
 3. Appropriate \$110,000 of additional Measure E Funds to the project to fund two bid alternates; and
 4. Approve a consultant services agreement for construction management and inspection services with Associated Engineering Consultants, Inc., in the amount of \$295,250 for the Project and authorize the City Engineer to execute the agreement and amendments as necessary up to 10% of the agreement amount.
- On a motion by Council Member Barajas, seconded by Council Member Denny and carried on a 4-1 vote, Council Members adopted Resolution No. 6607, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND

REALLOCATING \$150,000 OF WATER ENTERPRISE FUNDING,
APPROPRIATING \$110,000 OF ADDITIONAL MEASURE E FUNDING AND
APPROVING A CONSTRUCTION CONTRACT AND CONSULTANT AGREEMENT
FOR THE 2016 ROAD MAINTENANCE PROJECT, CIP 16-01.

Ayes: 4 - Council Member Denny, Council Member Barajas, Mayor Stallard
and Mayor Pro Tem Marble

Absent: 1 - Council Member Hilliard

12. [16-416](#)

SUBJECT: FY 2016/17 SPRING BUDGET WORKSHOP

Recommendation: Staff recommends that the Council receive a presentation on the FY2016/17 Budget and Five-Year Forecast and provide direction to staff to guide refinement of the FY2016/17 budget proposal as well as development of the November ballot measure to extend half-cent sales tax.

Received a presentation on the FY 2016/2017 Budget and Five-year Forecast and provided direction to staff to guide refinement of the FY 2016/2017 budget proposal as well as development of the November ballot measure to extend half-cent sales tax.

J. **ADJOURNED AT 8:18 PM.**

Respectfully submitted,

Ana B. Gonzalez, City Clerk

Legislation Text

2.

File #: 16-433, Version: 1

TO: THE HONORABLE MAYOR AND CITY COUNCIL**DATE:** April 5, 2016**SUBJECT:** Proclamation Declaring April 10-16, 2016 National Library Week**Recommendation for Action:** Staff recommends that the City Council proclaim April 10-16, 2016 National Library Week**Staff Contact**

Greta Galindo, Library and Literacy Services Director - 530-661-5984 greta.galindo@cityofwoodland.org

Report in Brief

The City Council is asked to proclaim April 10-16, 2016, as National Library Week, themed “Libraries Transform.” Staff recommends that the City Council issue a Proclamation declaring April 10-16, 2016, as National Library Week and encourage residents to join the celebration at Woodland Public Library.

Background

The Council has shown their support for National Library Week in the past by issuing a Proclamation. This is the opportunity for the Council to recognize the importance of libraries for free public access to information as well as promoting reading, lifelong learning, and access to technology.

Recommendation for Action

Staff recommends that the City Council issue a Proclamation declaring April 10-16, 2016, as National Library Week and encourage residents to join the celebration at Woodland Public Library.

Prepared by: Greta Galindo, Library and Literacy Services Director



Paul Navazio, City Manager

National Library Week 2016 Proclamation

WHEREAS, libraries are not just about what we have for people, but what we do for and with people;

WHEREAS, libraries have long served as trusted and treasured institutions, and library workers and librarians fuel efforts to better their communities, campuses and schools;

WHEREAS, libraries are evolving in order to serve their communities and to continue to fulfill their role in leveling the playing field for all who seek information and access to technologies;

WHEREAS, libraries and librarians open up a world of possibilities through innovative STEAM programing, Makerspaces, job-seeking resources and the power of reading;

WHEREAS, libraries and librarians are looking beyond their traditional roles and providing more opportunities for community engagement and deliver new services that connect closely with patrons' needs;

WHEREAS, libraries support democracy and effect social change through their commitment to provide equitable access to information for all library users regardless of race, ethnicity, creed, ability, sexual orientation, gender identity or socio-economic status;

WHEREAS, libraries, librarians, library workers and supporters across America are celebrating National Library Week.

NOW, THEREFORE, be it resolved that I (*name, title of official*) proclaim National Library Week, April 10-16, 2016. I encourage all residents to visit the library this week and explore what's new at your library, and engage with your librarian. Because of you, Libraries Transform.

Legislation Text

3.

File #: 16-400, Version: 1

TO: THE HONORABLE MAYOR AND CITY COUNCIL**DATE: March 15, 2016****SUBJECT: Lower Cache Creek Flood Feasibility Study, CIP 09-15; Approve Contract Amendment for Consulting Services**

Recommendation for Action: Staff recommends that the City Council approve Resolution No. _____, approving Amendment #2 with Larsen Wurzel & Associates for Engineering Consulting Services and authorize the City Manager to execute Amendment #2 to the consultant services agreement with Larsen Wurzel & Associates, Inc. (LWA) for the Lower Cache Creek Feasibility Study, CIP 09-15, for an additional amount up to \$50,000.

Staff Contact

Tim Busch, Principal Utilities Civil Engineer, 530-661-5963, tim.busch@cityofwoodland.org

Fiscal Impact

LWA's \$25,000 base contract involved evaluation of financial viability and possibilities for leveraging State and Federal fund sources, as part of the development of a strategic plan for flood control. The contract was subsequently amended to include services for the development of local financing alternatives. Approval of amendment #2 for Project 09-15 will bring the total, not to exceed cost, for the Lower Cache Creek Feasibility Study (LCCFS) consulting services to \$124,000. The amendment covers LWA's services for the California Department of Water Resources Urban Flood Risk Reduction (UFRR) funding agreement.

This project is included in the Capital Budget approved by Council with \$2,450,000 with funding being advanced from the sewer enterprise fund with a future repayment from the storm drain enterprise fund as approved by Council on January 17, 2012 and amended on December 15, 2015. In addition, as part of the long-term financing plan for the project, the team will pursue cost-sharing, including project management services, with public agency and private property stakeholders with an interest in partnering on a flood solution for Lower Cache Creek. Work included in this task is expected to be considered work-in-kind under the UFRR program.

Background

In December of 2013, the City engaged LWA Engineers, under contract authority of the City Manager, to assist with the development and scoping of various flood control alternatives with a focus on funding and financing mechanisms for the Lower Cache Creek Flood Project. A funding request was submitted under the UFRR program and the City was awarded a \$5,000,000 grant. This Contract Amendment is now being presented to Council for the following reasons:

- This amendment provides for continuing financial consulting services to develop the most economically efficient, politically acceptable, and financially feasible methods for funding the delivery of recommended flood risk reduction improvements. Activities include: coordination with project partners, including the Department of Water Resources (DWR), and providing technical advice to the City on various financing mechanisms.
- The scope of work includes any follow up with DWR on the UFRR Program Agreement.
- The scope of work includes the preparation of the In-Kind-Work submittal to DWR, in order to secure credit for eligible expenses incurred by the City prior to execution of the funding agreement with DWR.

Discussion

The City's Lower Cache Creek Flood Project program manager, MBK Engineers, has completed the strategic plan and found that the City has three options for pursuing a flood risk reduction project which include: 1) participating as a joint non-Federal sponsor with DWR in a US Army Corps of Engineers feasibility study; 2) participating in a cooperative feasibility urban flood risk management study with DWR; and/or 3) participate as one of many local sponsors with DWR in a regional flood risk management study. Currently, all three options are being pursued.

The City of Woodland has been awarded a \$5,000,000 matching grant under DWR's UFRR Program for the Lower Cache Creek Basin Woodland Integrated Flood Risk Reduction. The project includes funding to complete the feasibility study and to advance the design of the project to approximately 65%, and include geotechnical and environmental work in a phased approach. DWR is in process of finalizing the UFRR contract. The UFRR contract will be brought to Council when available, likely in May 2016. LWA's contract amendment will provide the City with needed assistance in executing the financial aspects of the project for both the design and potential construction phases of the flood project; including preparation of the In-Kind-Work package for DWR submittal.

The UFRR Agreement covers work completed in advance of the execution of the agreement. The City is eligible for credit on project expenses that are not creditable to the Army Corps of Engineers study (Corps). The UFRR would be conducted in a phased basis. The first phase is to complete a feasibility study building on the Corps study. Work includes detailed analysis of the two alternatives including: sediment transport modeling into the Cache Creek Settling Basin, review of project features, hydraulic modeling, and project cost evaluation. The second part of the first phase is to evaluate the feasibility of a regional project including rail relocation. The second phase is to begin engineering and environmental work up to a 65% level of design which would be the basis for a construction agreement with DWR.

The Corps project has been put on pause during this first phase to allow the DWR and City to evaluate and comment on the proposed alternatives. The pause is expected to be lifted in July 2016. The Corps study schedule will be delayed due to the pause by at least 6 months.

Conclusion

Staff recommends that the City Council approve Resolution No. _____, approving Amendment #2 with Larsen

Wurzel & Associates for Engineering Consulting Services and authorize the City Manager to execute Amendment #2 to the consultant services agreement with Larsen Wurzel & Associates, Inc. (LWA) for the Lower Cache Creek Feasibility Study, CIP 09-15, for an additional amount up to \$50,000.

Prepared by: Tim Busch, Principal Utilities Civil Engineer

Reviewed by: Brent Meyer, City Engineer
Ken Hiatt, Community Development Director

A handwritten signature in cursive script, appearing to read "Paul Navazio".

Paul Navazio, City Manager

ATTACHMENTS:

Attachment A - Resolution

Attachment B - Letter

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
APPROVING AMENDMENT #2 WITH LARSEN WURZEL & ASSOCIATES FOR
ENGINEERING CONSULTING SERVICES**

WHEREAS, the City of Woodland wishes to amend their engineering consulting services agreement with Larsen Wurzel & Associates (LWA) for Engineering Services (“Agreement”); and

WHEREAS, LWA has been working on the Lower Cache Creek Feasibility Study and has assisted the City of Woodland in flood management since 2013; and

WHEREAS, LWA will continue providing financial planning assistance, including coordination with Department of Water Resources and City consultants to advance the feasibility studies that are currently underway; and

WHEREAS, the contract amendment with LWA authorizes an additional contract amount of \$50,000 to cover the scope of work. The current contract amount is \$74,000 and with this amendment, the new contract amount is \$124,000; and

WHEREAS, the City Council wishes to approve the Agreement and authorize its execution through the adoption of this Resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WOODLAND AS FOLLOWS:

Section 1. The City Council hereby authorizes the City Manager to execute the Amendment, subject to City Attorney approval. The City Attorney is hereby authorized to make clarifying and confirming changes so long as the total dollar amount authorized in the Amendment does not change.

Section 2. A copy of the Agreement is attached and made a part of this Resolution.

PASSED AND ADOPTED this 15th day of March 2016, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Tom Stallard, Mayor
ATTEST:

Ana B. Gonzalez, City Clerk

January 11, 2016

Mr. Tim Busch
City of Woodland
300 First Street
Woodland, CA 95695

Subject: City of Woodland Integrated Flood Risk Reduction Project: Amended Scope of Work and Budget for Consulting Services to support City staff administration of a California Department of Water Resources Urban Flood Risk Reduction Funding Agreement (LWA No. 13600)

Dear Tim:

Larsen Wurzel & Associates, Inc. (LWA) appreciates the opportunity to continue to work with the City of Woodland (the City) in support of its flood risk reduction goals. LWA is currently under contract with the City to support its evaluation of local funding sources to fund future flood risk reduction efforts. This letter describes an additional scope of work and estimated budget, pursuant to MBK Engineers request, to support City staff with the administration of a California Department of Water Resources (DWR) Urban Flood Risk Reduction (UFRR) funding agreement.

Background:

LWA's current **Task 2** covered the Preparation of an UFRR Concept Proposal. This work was completed and the City is now prepared to enter into a funding agreement with DWR. LWA completed the following activities under **Task 2**.

Work scoped and completed as outlined in March 20, 2015 LWA proposal:

- Led the development of a design scope and budget to include in the concept proposal.
- Led the development of the project concept proposal.
- Prepared a preliminary Financial Plan and Statement of Financial Capability.
- Prepared a preliminary State Cost Share recommendation.
- Providing strategic guidance on contracting strategies with DWR (on-going).

Work not scoped but completed using remaining budget based on direction from the City Staff and MBK Engineers:

- Prepared the final UFRR application.
- Prepared a local financial plan and Statement of Financial Capability leveraging local credit for work already completed by the City.

- Attended meeting between the City project team and DWR to develop an acceptable scope of work for the State-local led feasibility study.

LWA has assisted local agencies in securing over \$1 billion in Proposition 1E funding for flood risk reduction projects. LWA has extensive expertise administering State funding agreements managed by DWR. LWA coordinated a comprehensive review of the UFRR funding guidelines and coordinated these efforts with prominent flood risk reduction agencies and the California Central Valley Flood Control Association. LWA utilizes our knowledge of DWR funding programs to leverage limited local funding sources and position local agencies to maximize State funding to advance flood risk reduction projects.

Given this experience, MBK Engineers has requested the following additional services to assist the City and the consultant team with the administration of an UFRR funding agreement. LWA's overarching goal will be to coordinate closely with City staff and identify ways for City staff to self-administer the funding agreement while also providing the flexibility to the City to utilize LWA to perform certain administrative tasks on an as needed basis:

Additional Scope of Work & Estimated Budget:

Task 4 – UFRR Funding Agreement Administrative Support

Overall Work Plan – LWA will work with MBK Engineers, City Staff and DWR to develop the overall work plan to accompany the UFRR funding agreement. The State requires the preparation of an overall work plan as an exhibit to the funding agreement.

Credit Request – LWA will use the information provided by the City to develop a local credit request to submit to DWR to secure credit for eligible investments made prior to execution of a funding agreement.

Checklist of Requirements – LWA will develop a checklist of requirements that the City must meet to comply with the UFRR guidelines and terms of the funding agreement. The checklist will be used to assign City staff or consultants that would be responsible for coordinating or completing identified funding agreement administrative tasks.

Quarterly Reporting – The State funding agreement requires funding recipients to submit quarterly reports summarizing the progress and status of the scope, schedule and budget of the project. LWA will work with the City and the consultant team to develop a quarterly reporting format that meets the State requirements. LWA will develop an earned value schedule that tracks the status of the budget in relation to defined milestones as required by the State.

Project Completion Report – LWA will lead development of the Project Completion Report required by the funding agreement to close out the project and secure the State's 10% retention.

Estimated Budget for Task 4

LWA's total budget estimate to provide the above listed scope of services is \$50,000. The estimate assumes that this effort will require 12 months to complete. This is LWA's best estimate of the budget that will be required to perform the above listed scope of services given currently available information. With these types of services however, a moderate level of uncertainty is inherent. The total fee estimate will be very sensitive to the amount of time required to complete the work and the extent to which City staff or other consultant team members are assigned recurring activities required to administer the funding agreement. Consequently, the estimated budget may be in excess of or short of the funds required to perform the requested services.

Professional Staff	Est. Hours/Mo	Est. Months	Hours	Bill Rate	Contract
Derek Larsen - Principal	8.0	12	100	\$185	\$18,500
Felicity Wood – Senior Analyst	16.0	12	190	\$140	\$26,600
Lisa Murphy - Project Assistant	2.0	12	20	\$85	\$1,700
Engineering Intern	4.0	12	50	\$55	\$2,750
Expenses					\$450
Task 4- Sub Total					\$50,000

Summary

LWA charges for services on a direct-cost (hourly billing rates plus direct expenses), not-to-exceed basis; therefore, LWA will bill only for the services completed up to the authorized budget amount. LWA's current hourly rate schedule is attached as **Exhibit A**.

If additional services are required or requested, LWA will request authorization for additional budget with the understanding that terms would be negotiated in good faith. It is expected that this budget may be increased on an as-needed basis through a contract amendment process.

LWA sends requests for payment to the City on a monthly basis after the completion of services.

Request for payment will be sent to the following address:

City of Woodland
Attn: Tim Busch
300 First Street
Woodland, CA 95695

LWA's current contract budget is \$74,000. LWA proposes to amend its current agreement to include this additional scope and fee to complete the work described in **Task 4** above. An amendment of the existing contract from \$74,000 to \$124,000 will cover the additional scope and previously completed of services to date.

Please do not hesitate to contact me with any questions or comments regarding this proposed scope or budget estimate. We appreciate the opportunity to work the City to advance its flood risk reduction efforts.

Sincerely,

Larsen Wurzel and Associates, Inc.



Derek B. Larsen, P.E., MBA, CFM
Vice President
Larsen Wurzel & Associates, Inc.

Attachments:

Exhibit A: Hourly Rate Schedule

Hourly Rate Schedule*

Staff Billing Rates	2016	2017	2018	2019
Principal	\$185.00	\$190.00	\$195.00	\$200.00
Senior Vice President	\$180.00	\$185.00	\$190.00	\$195.00
Vice President	\$175.00	\$180.00	\$185.00	\$190.00
Project Manager	\$160.00	\$165.00	\$170.00	\$175.00
Project Engineer	\$145.00	\$150.00	\$155.00	\$160.00
Senior Analyst	\$140.00	\$145.00	\$150.00	\$155.00
Associate Engineer	\$135.00	\$140.00	\$145.00	\$150.00
Assistant Engineer	\$125.00	\$130.00	\$135.00	\$140.00
Analyst II	\$125.00	\$130.00	\$135.00	\$140.00
CAD Tech	\$115.00	\$120.00	\$125.00	\$130.00
Analyst	\$110.00	\$115.00	\$120.00	\$125.00
Junior Engineer	\$100.00	\$105.00	\$110.00	\$115.00
Project Coordinator	\$90.00	\$95.00	\$100.00	\$105.00
Project Assistant	\$85.00	\$90.00	\$95.00	\$100.00
Technical Editor	\$70.00	\$75.00	\$80.00	\$85.00
Clerical Staff	\$60.00	\$65.00	\$70.00	\$75.00
Engineering Intern	\$55.00	\$55.00	\$60.00	\$60.00

****Rates adjust January 1st of each year.***

Automobile mileage is billed at the federal reimbursement rate.

Professional services provided by others billed through LWA are billed at cost plus a service charge of 5%.

Legislation Text

4.

File #: 16-417, Version: 1

TO: THE HONORABLE MAYOR AND CITY COUNCIL**DATE: April 5, 2016****SUBJECT: Approve Subsequent Construction Contingency for Water Transmission Main West, CIP #12-05**

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, to authorize subsequent construction contingency for the Water Transmission Main West Project, CIP #12-05, in the amount not to exceed \$40,000.00.

Staff Contact

Chris Fong, Senior Associate Civil Engineer - (530) 661-5972, Chris.Fong@cityofwoodland.org

Fiscal Impact

The total project budget as authorized in the Capital Budget is \$4,149,000.00 for the Water Transmission Main West, CIP #12-05. City Council awarded the construction contract for CIP #12-05 to Teichert Construction on January 6, 2015 in the amount of \$2,362,225.00 with a ten percent (10%) construction contingency in the amount of \$236,222.00. On February 2, 2016, the City Council authorized additional contingency of up to \$255,000 (approximately an additional eleven percent (11%) of the base bid price) to address unforeseen project #12-05 items such as the following:

- items related to the tie-in with Water Transmission Main East (CIP #11-14);
- items related to tie-in with 1st Ground Level Tank (CIP #08-33);
- Chrome VI Compliance (Well 16 blending into Water Transmission Main West);
- Address Water Transmission Main alignment to address neighborhood concerns.

Subsequent to the additional contingency authorization, the City performed a normal bid balancing at the end of the project and discovered that there was an underestimate in the bid schedule for the quantity of concrete curb, gutter, and sidewalk repair. The bid balancing resulted in a negotiated additional expenditure of one point seven percent (1.7%) of the base bid price.

Other items that make up the total project budget represent the amount allocated for design, land acquisition, construction contingency, and construction management/inspection. The total cost for CIP#12-05 is expected to remain under budget, even with the additional contingency request.

The Water Transmission Main West Project, CIP 12-05 was approved in the Capital Budget adopted and amended by City Council on June 17, 2014 and June 15, 2015 respectively. It is included in the financing plan

for the local facilities component of the Surface Water Project which is funded through State Revolving Funds to be repaid through the City's Water Enterprise Fund. The underlying funding source for this project is the City's Water Enterprise Fund.

Background

The City has entered into a Joint Powers Agreement with the City of Davis to construct facilities to treat and deliver surface water to the two cities. This is the second phase of a two-part project to convey treated water from the regional water treatment facility to points throughout the City. This project will construct a transmission pipeline from East Street to Ashley Avenue to tie into the new ground-level tank at David Douglass Park. The transmission main would be constructed within City owned property on lands previously occupied by the Yolo County Flood Control & Water Conservation District ditch. See the attached map for the general layout of the west portion of the local transmission pipeline.

Discussion

The total change orders associated with the Teichert Construction Contract is \$491,222.00, which represents approximately a 22% increase over the base bid amount. In the February 2, 2016 request for additional construction contingency, City staff explained that the high construction contingency amount was due to unforeseen non-Water Transmission Main West items. The subsequent construction contingency request (the subject of this communication with the City Council) are Water Transmission West related costs. The following chart shows that the amount of the change orders actually associated with the West Transmission Main Project, CIP #12-05, is within the originally authorized 10% contingency amount.

Change Order Items	Percentage
Water Transmission Main West (CIP #12-05)	7.6%
Water Transmission Main East (CIP #11-14)	0.9%
1st Ground Level Tank (CIP #08-33)	3.5%
Chromium 6 Compliance (Well 16 blending)	5.5%
Addressing Neighborhood Access Issues	4.5%
Total	22.0%

Conclusion

Staff recommends that the City Council adopt Resolution No. _____, to authorize subsequent construction contingency for the Water Transmission Main West Project, CIP #12-05, in the amount not to exceed \$40,000.00.

Prepared by: Chris Fong, Senior Associate Civil Engineer

Reviewed by: Tim Busch, Principal Utilities Civil Engineer
Ken Hiatt, CDD Director

A handwritten signature in black ink, appearing to read "Paul Navazio". The signature is fluid and cursive, with the first name "Paul" and last name "Navazio" clearly distinguishable.

Paul Navazio, City Manager

ATTACHMENTS:

Attachment A - Resolution

Attachment B - Map

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
AUTHORIZING SUBSEQUENT CONSTRUCTION CONTINGENCY WITH
TEICHERT CONSTRUCTION IN THE AMOUNT NOT TO EXCEED \$255,000.00 FOR
CIP #12-05, WATER TRANSMISSION MAIN WEST, SURFACE WATER LOCAL
PROJECT**

WHEREAS the City Council approved the Capital Improvement Budget on June 17, 2014 for construction of the project; and

WHEREAS the City Council awarded the construction contract by Resolution No. 6370, to Teichert Construction on December 17, 2014 in the amount of \$2,362,225.00 with a ten percent contingency in the amount of \$236,222.00.

WHEREAS the City Council approved the Capital Improvement Budget on June 16, 2015 for continued construction of the project; and

WHEREAS the City Council approved an additional construction contingency in the amount of \$255,000.00 with Teichert Construction and authorized its execution through adoption of Resolution No. 6585 on February 2, 2016.

WHEREAS the City Council wishes to approve a subsequent construction contingency in the amount of \$40,000.00 with Teichert Construction, and authorize its execution through adoption of this Resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WOODLAND AS FOLLOWS:

Section 1. The City Council hereby approves the subsequent construction contingency with Teichert Construction in the amount not to exceed \$40,000.00. The City Manager is hereby authorized and directed to execute the contract amendments, subject to City Attorney approval. The City Attorney is hereby authorized to make clarifying and confirming changes so long as the total dollar amount authorized herein does not change.

Section 2. A copy of the construction contract and associated amendments are available and on file in the City Clerk's office, and is incorporated herein by reference and made a part of this Resolution.

PASSED AND ADOPTED this _____ day of _____ 2016, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Tom Stallard, Mayor

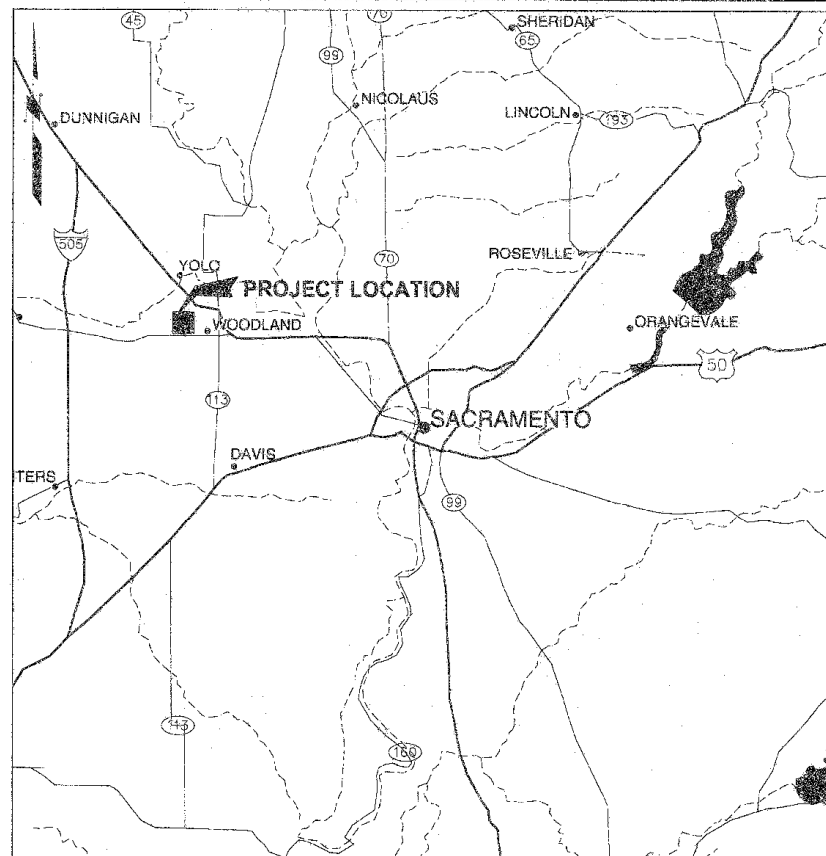
ATTEST:

Ana B. Gonzalez, City Clerk

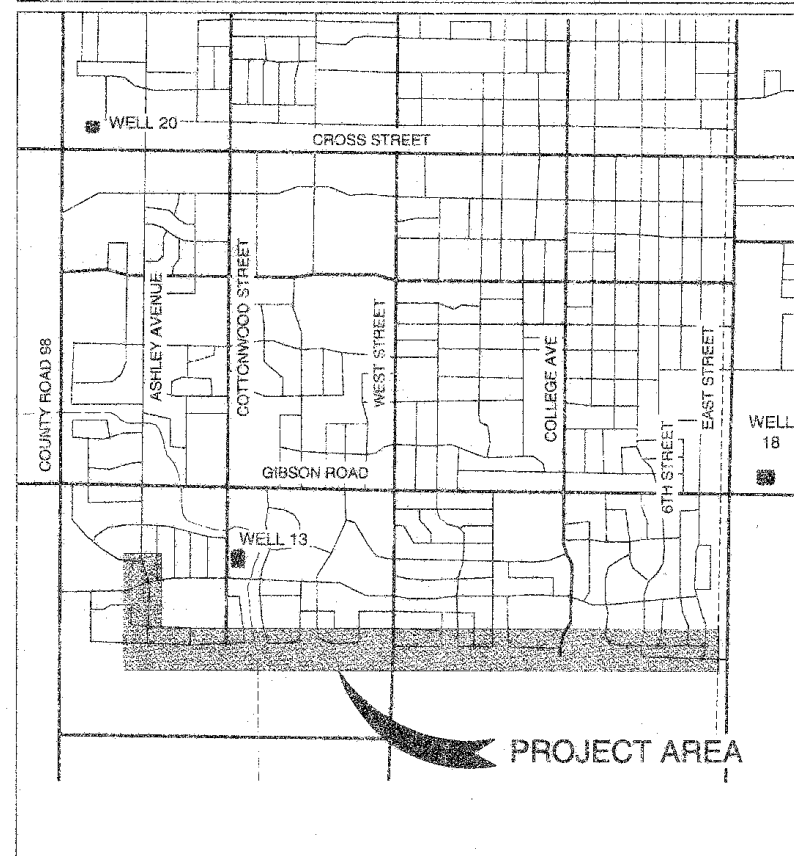
CONTRACT DRAWINGS FOR
CITY OF WOODLAND
WATER TRANSMISSION MAIN WEST -
SURFACE WATER LOCAL PROJECT
CIP No. 12-05

WOODLAND, CALIFORNIA

VICINITY MAP



LOCATION MAP



LIST OF DRAWINGS

GENERAL

- | | | |
|---|----|---|
| 1 | G1 | COVER SHEET |
| 2 | G2 | KEY MAP AND CONTROL POINTS |
| 3 | G3 | SYMBOLS |
| 4 | G4 | UNDERGROUND UTILITY INFORMATION AND GENERAL NOTES |

CIVIL

- | | | |
|----|------|--|
| 5 | C1 | WATER MAIN PLAN AND PROFILE STATION 10+00 TO 15+50 |
| 6 | C2 | WATER MAIN PLAN AND PROFILE STATION 15+50 TO 21+00 |
| 7 | C3 | WATER MAIN PLAN AND PROFILE STATION 21+00 TO 26+50 |
| 8 | C4 | WATER MAIN PLAN AND PROFILE STATION 26+50 TO 32+00 |
| 9 | C5 | WATER MAIN PLAN AND PROFILE STATION 32+00 TO 37+50 |
| 10 | C6 | WATER MAIN PLAN AND PROFILE STATION 37+50 TO 43+00 |
| 11 | C7 | WATER MAIN PLAN AND PROFILE STATION 43+00 TO 48+50 |
| 12 | C8 | WATER MAIN PLAN AND PROFILE STATION 48+50 TO 54+00 |
| 13 | C9 | WATER MAIN PLAN AND PROFILE STATION 54+00 TO 59+50 |
| 14 | C10 | WATER MAIN PLAN AND PROFILE STATION 59+50 TO 65+00 |
| 15 | C11 | WATER MAIN PLAN AND PROFILE STATION 65+00 TO 70+50 |
| 16 | C12 | WATER MAIN PLAN AND PROFILE STATION 70+50 TO 76+00 |
| 17 | C13 | WATER MAIN PLAN AND PROFILE STATION 76+00 TO 81+50 |
| 18 | C14 | WATER MAIN PLAN AND PROFILE STATION 81+50 TO 87+00 |
| 19 | C15 | WATER MAIN PLAN AND PROFILE STATION 87+00 TO 92+50 |
| 20 | C16 | WATER MAIN PLAN AND PROFILE STATION 92+50 TO 98+00 |
| 21 | C17 | WATER MAIN PLAN AND PROFILE STATION 98+00 TO 103+50 |
| 22 | C18 | WATER MAIN PLAN AND PROFILE STATION 103+50 TO 109+00 |
| 23 | C19 | WATER MAIN PLAN AND PROFILE STATION 109+00 TO END |
| 24 | C20 | 8TH ST |
| 25 | C21 | 6TH ST |
| 26 | C22 | DETAILS |
| 27 | C23 | DETAILS |
| 28 | C24 | DETAILS |
| 29 | CP-1 | CATHODIC PROTECTION TABLE 1 AND NOTES |
| 30 | CP-2 | CATHODIC PROTECTION TABLE 2 |
| 31 | CP-3 | CATHODIC PROTECTION DETAILS 1 |
| 32 | CP-4 | CATHODIC PROTECTION DETAILS 2 |
| 33 | CP-5 | CATHODIC PROTECTION DETAILS 3 |
| 34 | CP-6 | CATHODIC PROTECTION DETAILS 4 |
| 35 | CP-7 | CATHODIC PROTECTION DETAILS 5 |
| 36 | CP-8 | CATHODIC PROTECTION DETAILS 6 |

NOT IN CONTRACT

BROWN AND CALDWELL
SACRAMENTO, CALIFORNIA

CITY OF WOODLAND
WATER TRANSMISSION MAIN
WEST - SURFACE WATER
LOCAL PROJECT
CIP No. 12-05
WOODLAND, CALIFORNIA

COVER SHEET

GENERAL

BENCH MARK: CHURCH 2002 MAPS 88-94
ELEVATION: 79.167 DATUM: N.A.V.D. 88

DESCRIPTION:

SEE CONTROL POINT
TABLE ON G2

City of Woodland
APPROVED BY: *[Signature]*
BRENT MEYER, P.E.
CITY ENGINEER

DATE: Nov 8, 2014

PROJECT ENGINEER'S SIGNATURE



BY: 10-31-14

SCALE: NONE

HORIZ. VERT.

DATE:

LINE IS 2 INCHES
AT FULL SIZE
(IF NOT 2" SCALE ACCORDINGLY)

DESIGNED BY: M. HUANG

DRAWN BY: CECIL & CECIL

REVIEWED BY: J. LAWRENCE

FILE: 144346-SF-G-01.DWG

REVISIONS

NO.	DESCRIPTION	BY APPR.	DATE

BID SET

OCTOBER, 2014

G1

SHEET 1 OF 36

DO NOT COPY
EXISTING UTILITIES MAY NOT BE VISIBLE
ON COPIES OF THESE DRAWINGS. PLEASE
USE ORIGINAL PRINTS.



Legislation Text

5.

File #: 16-425, Version: 1

TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: April 5, 2016

SUBJECT: Approve Contract Amendment with Psomas for Kentucky Avenue Widening and Complete Streets Project, CIP #04-07

Recommendation for Action: Staff recommends that the City Council approve Resolution No. _____, amending the consultant services agreement with Psomas in the additional amount of \$275,000, for a total agreement amount not to exceed \$1,604,313.94, for the Kentucky Avenue Widening and Complete Street Improvement Project, CIP 04-07; and authorize the City Manager to execute the amendment.

Staff Contact

Diana Ayon, Senior Associate Civil Engineer, (530) 661-5967, diana.ayon@cityofwoodland.org

Fiscal Impact

The approved Capital Budget includes \$15.3 million in funding for the Project consisting of \$13 million SACOG grant, \$1.7 million Measure E, \$300,000 Water Enterprise and \$300,000 Sewer Enterprise funding. The Project design phase is budgeted in the amount of \$2 million, consisting entirely of federal funding. Measure E funding is anticipated to fund expenses associated with right-of-way acquisition, utility relocation, and railroad crossing improvements.

Background

The Kentucky Avenue Road Widening and Complete Streets Project, CIP 04-07 ("Project") will reconstruct the pavement and widen Kentucky Avenue to 4-lanes from East to College streets. The project will also reconstruct the roadway and make operational improvements from College to West streets. The project will transform this section of Kentucky Avenue into a complete street providing improved facilities for all modes of travel.

Staff completed a qualification based selection process in fall 2012, as required by the grant; and selected Psomas to provide design services for the project.

The Project's design contract was authorized by the City Council on February 5, 2013 to PSOMAS including, among other tasks, right-of-way acquisition services.

The environmental impacts of the Project have been analyzed with an initial study and a mitigated negative declaration. Council approved the Mitigated Negative Declaration on October 21, 2014 and a notice of

determination was filed on or about October 24, 2014. Caltrans approved a Categorical Exclusion pursuant to the National Environmental Policy Act ("NEPA"), as required by Caltrans, on January 21, 2015.

The City sent the affected property owners notices of the City's decision to appraise the properties, the properties were then appraised, and the City made offers to the record owners, pursuant to California Government Code § 7267.2. On November 17, 2015, City Council adopted Resolutions of Necessity for some of the properties that City staff and the City's right-of-way agent, Bender Rosenthal, Inc. ("BRI") had been unsuccessful in negotiating a voluntary purchase of the necessary easement interests. Negotiations are ongoing and further negotiations have not been precluded by the City's adoption of the Resolutions of Necessity.

Discussion

The ongoing utility coordination and right-of-way negotiations with property owners have added extra work under the contract, including but not limited to project redesign, preparing exhibits requested by property owners, additional right-of-way acquisition services and utility coordination and redesign. This authorization is to fund the additional costs associated these tasks and contingency.

Conclusion

Staff recommends that the City Council approve Resolution No. _____, amending the consultant services agreement with Psomas in the additional amount of \$275,000, for a total agreement amount not to exceed \$1,604,313.94, for the Kentucky Avenue Widening and Complete Street Improvement Project, CIP 04-07; and authorize the City Manager to execute the amendment.

Prepared by: Diana Ayon, Senior Associate Civil Engineer

Reviewed by: Brent Meyer, City Engineer
Ken Hiatt, Community Development Director



Paul Navazio, City Manager

ATTACHMENTS:

Attachment A - Resolution

Attachment B - Contract Amendment

ARTICLE 1. PARTIES AND DATE

This First Amendment to the Professional Services Agreement (“First Amendment”) dated as of the 6th day of April, 2016 is entered into by and between the City of Woodland (“City”) and Psomas (“Consultant”).

ARTICLE 2. RECITALS

2.1 City and Consultant entered into that certain Professional Services Agreement dated May 1, 2013 (“Agreement”), whereby Consultant agreed to furnish to the City all labor, materials, tools, equipment, services, and incidental and customary work necessary to fully and adequately supply the professional engineering design consulting services necessary for the Kentucky Avenue Widening and Complete Streets Project (“Services”).

2.2 City and Consultant now desire to amend the Agreement to include additional right-of-way and utility coordination services in accordance with the Consultant’s proposal dated March 7, 2016, attached hereto. The total compensation for the First Amendment shall not exceed \$241,750.84 which includes the fixed fee of \$18,411.94.

ARTICLE 3. TERMS

3.1 Continuing Effect of Agreement. Except as amended by this Amendment, all provisions of the Agreement shall remain unchanged and in full force and effect. From and after the date of this Amendment, whenever the term “Agreement” appears in the Agreement, it shall mean the Agreement as amended by this Amendment.

3.2 Adequate Consideration. The Parties hereto irrevocably stipulate and agree that they have each received adequate and independent consideration for the performance of the obligations they have undertaken pursuant to this Amendment.

3.3 Counterparts. This Amendment may be executed in duplicate originals, each of which is deemed to be an original, but when taken together shall constitute but one and the same instrument.

[SIGNATURES ON FOLLOWING PAGE]

**First Amendment To Professional Services Agreement Between The City Of Woodland
And PSOMAS** **CM# 000231**

City Of Woodland

PSOMAS

By: _____
Paul Navazio
City Manager

By: _____
Tim Hayes
Principal

ATTEST:

Ana B. Gonzalez, City Clerk

CONSULTANT PROPOSAL FOR ADDITIONAL WORK

See attached proposal (15 pages)

March 7, 2016

Ms. Diana Ayón
Community Development Department
City of Woodland
300 First Street
Woodland, CA 95695

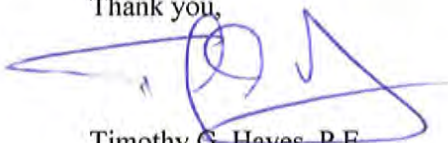
**Subject: Kentucky Avenue Widening and Complete Streets Improvements
Federal Aid No. STPL 5046 (038) - Woodland CIP No. 04-07
Revised Amendment Request No. 1**

Enclosed for your review is our revised amendment request for additional services not included in the original scope for the Kentucky Avenue Widening and Complete Streets Improvements. The services include the following additional work items:

- Task 1 - Project Management - Additional project management and coordination for the extended schedule
- Task 4 - Utility Coordination - Additional utility coordination, including utility potholing by DH and additional utility coordination by Psomas
- Task 7 - Right of Way Engineering - Additional work to prepare the UPRR easements and the individual right of way exhibits and maps
- Task 8 - Final Design Plans, Specifications, and Estimate - Additional design for improvements and services not included in the original scope of work
- Task 9 - Right of Way Appraisal and Acquisition - Additional right of way appraisal and acquisition services by Bender Rosenthal, Inc. (BRI) and Psomas related to TCE's, and support and participation in the Resolution of Necessity and Condemnation Services.

Please contact us with any questions or let us know if you need additional information to process the amendment.

Thank you,



Timothy G. Hayes, P.E.
Project Manager

TH:sr

**Kentucky Avenue Widening and Complete Streets Improvements
Federal Aid No. STPL 5046 (038) - Woodland CIP No. 04-07
Revised Amendment Request No. 1**

In accordance with the professional services agreement between Psomas and the City of Woodland dated May 1, 2013, we are submitting an amendment request as outlined in the tasks below:

Scope of Work

Task 1 – Project Management

Original Scope - The original schedule assumed that project development activities leading up to construction advertisement would be completed within twenty eight months.

Revised Scope – The revised (and current) schedule for project development will extend from twenty eight months to forty months requiring additional management and coordination time for meetings, invoices, progress reports, schedules and other project coordination activities.

Task 4 – Utility Coordination

Original Scope – The original scope didn't include utility potholing nor coordination for any utility potholing. Specifically the original scope states "Potholing is not included and could be added to this task, if necessary."

Revised Scope – The revised scope includes utility potholing and the coordination to be performed for the utility potholing as described below and in the attached Discovery Hydrovac proposals Phase A & B:

The coordination of utility potholing includes the preparation of utility potholing exhibits, office and field meetings with utility companies including PG&E and AT&T and Wave, field meetings with DH to identify pothole locations, and field observations and field changes made during potholing operations.

Psomas will prepare potholing exhibits for the underground PG&E gas main and laterals and underground communication lines of AT&T and Wave. Psomas also will conduct field meetings with DH staff to identify USA markings for the determined pothole locations.

Psomas will continue to perform additional work related to the utility potholing in reviewing DH's report to first review for consistency and comparison against our field notes and observations, second to identify potential conflicts with our design indicating where the existing utilities will have to be relocated i.e. gas laterals, and third to recommend some design modifications that we can implement to avoid the conflicts. After we complete this evaluation, we will meet with the City and then the utility companies to discuss the design changes and required relocations.

Task 7– Right-of-Way Engineering

UPRR Easement Preparation

Original Scope – The original scope didn't include the preparation of separate easement documents for the UPRR crossings.

Revised Scope - Psomas will prepare one metes and bounds legal description and one 8-1/2" x 11" recordable exhibit plat for each UPRR crossing. There are two crossings requiring new easement descriptions. This task also includes coordinating with UPRR to obtain their railroad valuation maps. The schedule for delivery is dependent on how responsive UPRR is to our request. The scope doesn't include laying out the proposed easement line nor any fees associated with obtaining UPRR valuation mapping

Right of Way Exhibits/Maps

Original Scope – The original scope indicated that an overall preliminary right of way map would be prepared which was completed and revised a few times before we begin preparation of the plats and legal descriptions.

Revised Scope – Revised scope includes the preparation of individual right of way maps not included in the original scope. In addition, office and field meetings with owners are included in this revised scope.

Task 8 – Final Design (Plans, Specifications, Estimate)

Original Scope – The original scope included the preparation of final design plans and submittals at the 50%, 90%, and 100% levels based on the improvement shown in the approved preliminary design report.

Revised Scope – Revised scope includes time associated with design changes resulting from right of way discussions and plan review comments that were not anticipated at the time of original contract.

Task 9 – Right-of-Way Appraisal and Acquisition Services

Original Scope – The original scope assumed that BRI would provide right of way appraisal and acquisition services for up to eighteen appraisals and four waiver valuations.

Revised Scope – The scope for BRI has been revised to include additional appraisals and waiver valuations as well as all activities associated with the RON hearing and process which was not included in the original scope. The additional work for BRI is described in detail in their attached additional services request:

Appraisal Services

The number of appraisals necessary for the project reduced from 18 parcels to 14 parcels, while the number of temporary impacts increased the need from Waiver Valuations from 4 to 16. In addition, this amended scope and cost proposal includes appraisal updates to 7 parcels.

The Waiver Valuations will involve estimation of the total rental value of the areas temporarily required for construction of the project (area calculations and mapping to be provided by Client) for a 24-month term beginning May 1, 2016, and terminating April 30, 2018. The proposed valuations will be prepared in a Waiver Valuation format (parcels valued at less than \$10,000 per Caltrans Manual at 7.02.13.00). Waiver Valuations are not considered Appraisals and would require upgrading to a full Narrative Appraisal Report for court and condemnation purposes.

Ms. Diana Ayón
Page 3 of 3

Appraisal Review Services

The number of appraisal reviews necessary for the project reduced from 18 parcels to 14 parcels

Acquisition Services

This Amended Scope increases the number of acquisitions from 22 to 30. It also includes continuing negotiations with the owners of up to 7 parcels beyond the resolution of necessity. This is limited to three additional months of negotiations with the owners of these 7 parcels, and up to 6 contacts.

Relocation Assistance Program

This amendment proposes to reduce the number of relocations from two (2) businesses to one (1) single family residence with the addition of a replacement housing valuation for the tenant of the home.

Resolution of Necessity and Condemnation Services

This is a new task.

The rejection of the offers on seven (7) of the original fourteen (14) core parcels has resulted in the need to initiate condemnation for the rights sought. This process involves preparation and participation in the Resolution of Necessity and Condemnation processes. This task will be performed in accordance with Caltrans policies and guidelines and Client's direction.

Acquisition activities are based on settlement by the Third (3rd) contact either in person or by telephone and/or mail, a recommendation was presented to the Client that the negotiations have reached "*impasse*." Subsequently, condemnation actions are contemplated, resulting in additional support work on the part of BRI which will be chargeable at an hourly rate depending on the nature of the support work, and the person doing the work, with the exception of updated appraisals which are to be done at a flat rate per parcel. No expert witness testimony is anticipated in this Amendment.

Original Scope – The original scope for Psomas did not include any services or performance of any tasks associated with the RON hearing and processes.

Revised Scope – Includes Psomas' services associated with the RON process including meetings, public hearings, and document preparation.

Attachments:

1. Psomas 10-H Form Summarizing Additional Costs
2. BRI Additional Services Request dated 2/12/16, including 10-H
3. Discovery Hydrovac Proposal, dated 12/7/15
4. Discovery Hydrovac Proposal – Phase B, dated 2/10/16

Exhibit 10-H Cost Proposal
(using Example #1)

Date: 2/24/2016

Contract Name **Kentucky Ave Widening
and Complete Streets Project**

Federal Aid Project No. **STPL 5046 (038)**

City of Woodland CIP No. **04-07**

Consultant **PSOMAS**

DIRECT LABOR

<u>Classification</u>	<u>Name</u>	<u>Hours</u>	<u>Hrly Rate</u>	<u>Total</u>	<u>Fully Loaded Rates</u>
Principal		@	\$69.7000	\$0.00	\$217.59
Proj Mgr / Sr Engr	Tim Hayes	164 @	\$60.0000	\$9,840.00	\$187.31
Proj Mgr / Sr Engr	Brian Wright	- @	\$61.6000	\$0.00	\$192.30
Proj Mgr / Sr Engr	Mike Daly	- @	\$53.4000	\$0.00	\$166.70
Proj Mgr / Sr Engr	Frank Martin	- @	\$59.7100	\$0.00	\$186.40
Project Engineer	Paul Gervacio	56 @	\$51.7600	\$2,898.56	\$161.58
Professional Engineer	Austin Prince	- @	\$40.8700	\$0.00	\$127.59
Design Engineer	Cheryl Spatz	396 @	\$27.7100	\$10,973.16	\$86.51
CAD Designer	Craig Custer	- @	\$27.0500	\$0.00	\$84.44
Sr. CAD Designer	June Kashiwada	296 @	\$43.8300	\$12,973.68	\$136.83
Project Administrator	Shannon Ruff	76 @	\$25.0200	\$1,901.52	\$78.11
Prj Mgr/Senior Surveyor	Scott Bryant	@	\$59.4700	\$0.00	\$185.65
Project Surveyor	Mark Carter	@	\$41.5100	\$0.00	\$129.59
Project Surveyor	Adam Foster	31 @	\$46.9000	\$1,453.90	\$146.41
Assistant Surveyor	Justin Lambert	@	\$33.0800	\$0.00	\$103.27
Surveyor	Josie Campbell	- @	\$29.8900	\$0.00	\$93.31
Surveyor	Andriy Buchko	9 @	\$27.7800	\$250.02	\$86.72
Project Assistant	Sarah Dowd	- @	\$33.1000	\$0.00	\$103.33
<u>2-Person Survey Crew below</u>		- @		\$0.00	\$0.00
Party Chief		@	\$37.0900	\$0.00	\$115.79
Instrumentman		@	\$34.0000	\$0.00	\$106.14
		- @		\$0.00	\$0.00

Subtotal Direct Labor Costs \$40,290.84

Anticipated Salary Increases
(attach calculation-see example) \$569.19

Total Direct Labor Costs **\$40,860.03**

Fringe Benefits

Rate 42.70% \$17,447.23

Indirect Costs

Overhead plus General and Administrative

141.10% \$57,653.50

0.00% \$0.00

Total Indirect Costs **\$57,653.50**

FIXED FEE: 10% \$11,596.08

SubTotal Prime (PSOMAS) Labor Costs = \$127,556.84

Other Direct Costs

Discovery Hydrovac - Utility Potholing

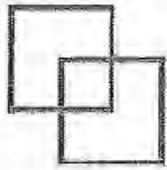
Quantity Unit Rate @ = \$38,589.00

Total Other Direct Costs = \$38,589.00

SubTotal Prime (PSOMAS) Costs = \$166,145.84

Subcontractor Costs (attach detailed cost proposal in the same format as the prime contractor for all subcontractors, including subcontractors of subcontractors) \$75,605.00

Total Costs \$241,750.84



The purpose of this document is to detail the need for a required amendment to the contract between Bender Rosenthal, Inc. (BRI) and Psomas Engineering (Psomas) for Right of Way services for the City of Woodland's (City) Complete Streets Project located on Kentucky Avenue, between East and West Streets, in the City of Woodland California.

The original executed contract for Right of Way services between BRI and Psomas Engineering was signed on April 29, 2013 in the contract amount of \$244,560.

This second amendment includes the following:

- Increase Project Management Support to reflect increase in parcels and increase in time.
- Increase Waiver Valuations from 4 to 16 parcels
- Decrease Appraisal reports from 18 to 14 parcels
- Add Appraisal Updates (MAU) for seven (7) parcels
- Decrease appraisal reviews from eighteen (18) to fourteen (14);
- Increase acquisitions from twenty two (22) to thirty (30);
- Change relocation assistance (RAP) from two (2) businesses to one (1) residential relocation and one (1) Replacement Housing Valuation
- Add Resolution of Necessity / Eminent Domain Support for up to seven (7) parcels

Updated Task 9 scope and deliverables are as follows:

ROW MANAGEMENT

The original schedule for ROW management was for twelve months. The project is anticipated to extend to eighteen months. In addition the scope of services increased from 22 parcels to 30 parcels.

Deliverables:

- Additional Right of Way Management over and above what was contemplated in original contract.
- Delete ten (10) hours of railroad and or utility coordination

APPRAISAL SERVICES

The number of appraisals necessary for the project reduced from 18 parcels to 14 parcels, while the number of temporary impacts increased the need from Waiver Valuations from 4 to 16. In addition, this amended scope and cost proposal includes appraisal updates to 7 parcels.

The Waiver Valuations will involve estimation of the total rental value of the areas temporarily required for construction of the project (area calculations and mapping to be provided by Client) for a 24-month term beginning May 1, 2016, and terminating April 30, 2018. The proposed valuations will be prepared in a Waiver Valuation format (parcels valued at less than \$10,000 per Caltrans Manual at 7.02.13.00). Waiver Valuations are not considered Appraisals and would require upgrading to a full Narrative Appraisal Report for court and condemnation purposes.

Deliverables:

- Decrease Appraisal reports from 18 to 14 parcels
- Add Appraisal Updates (MAU) for seven (7) parcels
- Decrease appraisal reviews from eighteen (18) to fourteen (14);

APPRAISAL REVIEW SERVICES

The number of appraisal reviews necessary for the project reduced from 18 parcels to 14 parcels

Deliverables:

- Decrease Appraisal Review reports from 18 to 14 parcels
- Add Appraisal Review of Appraisal Updates – up to seven (7) parcels.

ACQUISITION SERVICES

This Amended Scope increases the number of acquisitions from 22 to 30. It also includes continuing negotiations with the owners of up to 7 parcels beyond the resolution of necessity. This is limited to three additional months of negotiations with the owners of these 7 parcels, and up to 6 contacts.

Deliverables:

- Increase acquisitions from twenty two (22) to thirty (30);
- Continue negotiations beyond the resolutions of necessity.

RELOCATION ASSISTANCE PROGRAM

This amendment proposes to reduce the number of relocations from two (2) businesses to one (1) single family residence with the addition of a replacement housing valuation for the tenant of the home.

Deliverables:

Delete two (2) business relocations

Add One (1) Single Family Residential Relocation

Add One (1) Replacement Housing Valuation Rent Differential Report

RESOLUTION OF NECESSITY AND CONDEMNATION SERVICES

This is a new task.

The rejection of the offers on seven (7) of the original fourteen (14) core parcels has resulted in the need to initiate condemnation for the rights sought. This process involves preparation and participation in the Resolution of Necessity and Condemnation processes. This task will be performed in accordance with Caltrans policies and guidelines and Client's direction.

Acquisition activities are based on settlement by the Third (3rd) contact either in person or by telephone and/or mail, a recommendation was presented to the Client that the negotiations have reached "*impasse*." Subsequently, condemnation actions are contemplated, resulting in additional support work on the part of BRI which will be chargeable at an hourly rate depending on the nature of the support work, and the person doing the work, with the exception of updated appraisals which are to be done at a flat rate per parcel. No expert witness testimony is anticipated in this Amendment.

Some of the basic steps within the Resolution of Necessity and Condemnation processes are as follows:

1. Review of the project concept and design with Client's staff, other consultants and City;
2. Review of maps of the required parcels with Client to ascertain if modifications are possible;
3. Field review the project with Client, City and Grantor;
4. Preparation of documents such as Notice of Decision to Seek Resolution of Necessity;
5. Meet with property owner(s) and conduct First and Second Level Reviews prior to the Resolution of Necessity Hearing with City Council if required;
6. Prepare Memorandum of Updated Appraisals (MAU's) for Condemnation action;
7. Meet with City Council as needed; and
8. Assist in the preparation of exhibits required for meetings and hearings.

Deliverables:

- Up to eight (8) Notices of Decision to Seek a Resolution of Necessity from each of seven(7) parcels
- Attend up to two (2) meetings with Client, Grantor and City Council.
- Prepare settlement package as needed to continue negotiations after resolution of necessity to reach settlement either by negotiation or through court.

Assumptions:

- This additional RON/Condemnation scope is provided for up to seven (7) parcels.
- Any additional parcels will require additional revised augmentation.
- All work will be invoiced on an hourly basis with appraisal updates invoiced at a flat rate.

Cost Proposal:

A summary of the costs per task is shown below. A man hour estimate is provided in the attached 10-H document.

Task	Description	Total
Project Management	Extend project management and support	\$15,000
	Eliminate Ten Hours of Rail/Utility Coordination	-\$1,500
Appraisal Services	Increase Waiver Valuations from 4 to 16 parcels	\$35,200
	Decrease Appraisal reports from 18 to 14 parcels	-\$19,475
	Add Appraisal Updates (MAU) for seven (7) parcels	\$10,500
	Eliminate 1 Crop Damage Analysis	-\$2,375
Independent Appraisal Review	Decrease Appraisal Reviews from 18 to 14 parcels	-\$5,700
	Add Seven (7) MAU Reviews @ \$750/each	\$5,250
Acquisition Services	Increase acquisitions from twenty two (22) to thirty (30);	\$25,280
	Continue negotiations beyond the resolutions of necessity for 7 parcels @ \$1000/ea	\$7,000
Relocation Assistance Program	Delete two (2) business relocations	-\$11,875
	Add One (1) Single Family Residential Relocation	\$5,000
	Add One (1) Replacement Housing Valuation Rent	\$2,500
	Differential Report	
Resolution of Necessity & Condemnation Services Additional negotiation services over original scope	Up to eight (8) Notices of Decision to Seek a Resolution of Necessity from each of seven (7) parcels	\$1,200
	Attend up to two (2) meetings with Client, Grantor and City Council.	\$1,200
	Prepare settlement package as needed	\$8,400
Total Amendment:		\$75,605
Updated Contract Amount		\$320,165

Following are the assumptions behind this the Second Amended Contract Budget Proposal:

1. The above described services are in addition to (over and above) those contained in the Original Contract with Client.
2. Full documentation to Federal and State standards for all tasks;
3. No expert witness testimony;
4. Meeting attendance on an hourly basis plus mileage;
5. Escrow services to be provided by others, however, BRI proposes to include basic services similar to services performed by Title Companies that will be limited to coordination with the City of Woodland to arrange for checks to be prepared and sent directly to Grantor upon full execution of Right of Way Contract by City and Close of Escrow. This is proposed to be done in place of formal escrow services with a title company and will be limited to no more

than three (3) hours devoted to each parcel as a part of the fee charged for Acquisition Services;

6. The actual costs may differ from task to task, but the overall budget will not exceed the “Total Budget” shown in the above grid;
7. No Coordination with State or Federal right of way departments, other than listed in Original Contract scope;
8. This fee assumes that no significant structures or improvements will be affected or acquired other than a Single Family Residence situated at 621 Kentucky;

COST PROPOSAL

CONTRACT No. Kentucky Ave - Amendment
CONSULTANT Bender Rosenthal, Inc.

Date 24-Feb-16

DIRECT LABOR

Classification	Name	Range	Hours	Initial Hourly Rate	Total
Principal			12.0 @	\$ 80.00	\$ 960.00
ROW Manager			76.0 @	\$ 62.00	\$ 4,712.00
Senior Appraiser			@	\$ 55.00	\$ -
Appraiser			120.0 @	\$ 34.00	\$ 4,080.00
Researcher			120.0 @	\$ 24.00	\$ 2,880.00
Senior Acq. Agent			74.0 @	\$ 60.00	\$ 4,440.00
Acq. Agent			240.0 @	\$ 35.00	\$ 8,400.00
Relocation Agent			@	\$ 50.00	\$ -
Professional Staff			162.0 @	\$ 35.00	\$ 5,670.00
Administration			160.0 @	\$ 20.00	\$ 3,200.00
			@	\$ -	\$ -
			@	\$ -	\$ -
Administrator / Clerical			@	\$ -	\$ -

Subtotal Direct Labor Costs \$ 34,342.00

Total Direct Labor Costs \$ 34,342.00

FRINGE BENEFITS

Fringe Benefits	Rate	Total
	0.00%	\$ -
Total Fringe Benefits		\$ -

INDIRECT COSTS

Overhead/General and Administrative	98.47%	\$ 33,816.57
Total Indirect Costs		\$ 33,816.57

FEE @ 10% \$ 6,815.86

OTHER COSTS

Travel & Per Diem	\$ 630.57
Office Misc. & Reproductions	\$ -

Total Other Costs \$ 630.57

TOTAL COSTS \$ 75,605.00



5737 McHENRY AVE, MODESTO, CA 95356

PREPARED FOR:

PSOMAS

3550 Watt Avenue, Suite 140

Sacramento, CA 95821

REQUESTED BY:

Cheryl Spatz, EIT

916-788-8122

cheryl.spatz@psomas.com

PROJECT: KENTUCKY AVE WIDENING PROJECT- **PHASE A**LOCATION: WOODLAND, CASCOPE OF WORK: (14) POTHOLE INVESTIGATIONS

1. Acquire Permits – City of WOODLAND / Cal Trans
2. Locate and Identify sites to excavate – Mark for USA / GPR
3. Traffic Control with Signs as outlined in TC Plans – if needed
4. Saw cut asphalt / concrete – up to 6" thick (14 LOCATIONS)
 - a. Labor and equipment to cut, remove, and haul off
5. Expose with hydro-vacuum excavator prescribed underground facilities – Pothole type
 - a. Properly dispose / reuse of excavation spoils
6. Measure and Collect data for Final Report
7. Back fill excavation
 - a. Assumes depth no more than 6'
 - b. Backfill – materials and compaction to city, county, or agency standards
8. A/C Restoration - 9 total
9. Submit data report

CONSIDERATIONS ON SCOPE OF WORK (POTENTIAL)

1. Traffic patterns on Kentucky Ave way may require
 - a. Restricted work hours M-F
 - b. Weekend work
2. Vehicle and Foot Traffic in and around businesses and School Zones (Pre-School)
3. City of Woodland Permit, Hydrant(Water) Permit, and Business License requirements
4. 4" AC and 8" AB road thickness

ASSUMPTIONS

Project will be completed in one (1) phase – any phasing will result in additional cost

No work day hour restrictions

No weekend, night, or holiday work unless otherwise agreed upon

Open access to all project proposed sites – access denied for any reason will be charged at standby rates

EXCLUSIONS

Testing of any type

Erosion control or maintenance

Handling / removing spoils created by others or existing spoils

Handling any hazardous materials

Dewatering or water control

Dust control and mitigation

Discovery hydrovac is a CPUC / WBE Certified Company**Gold Shovel Certified**

CITY OF WOODLAND - STREET WIDENING PROJECT - KENTUCKY AVE

ESTIMATE / UNIT COST PRICE LIST FOR POTHOLING SCOPE OF WORK

Reference: PSOMAS SUPPLIED PH EXHIBIT - PHASE A

DISCOVERY HYDROVAC

This is an estimate only, not a contract for services. This estimate is for completing the job as described below. It is based on a project assumptions and does not include materials, price increases, or additional labor which may be required should unforeseen circumstances arise before or after the work has started.

DAYS 2

ITEM	DESCRIPTION	EST'D QTY	UNIT	UNIT COST	TOTAL COST
1	Full mobilization of Contractor's operation and any sub-contractor operation. Including fuel, lodging, per diem,	1	Lump Sum	\$1,065.00	\$1,065.00
2	Full de-mobilization of Contractor's operation and any sub-contractor operation.	1	Lump Sum	\$1,065.00	\$1,065.00
3	Price for Acquiring Permits including City, County, Agency, and / or Cal Trans	1	Lump Sum	\$550.00	\$550.00
4	Price per Pothole 0'-8'0" deep in unpaved location to the top of the UF (Underground Facilities) using a vacuum truck. All costs including, but not limited to, excavation, backfill, and compaction effort.	5	EA	\$535.00	\$2,675.00
5	Price per Pothole 0'-8'0" deep in asphalt paved location to the top of the UF using a vacuum truck. All costs including, but not limited to, saw cutting, excavation, backfill, paving, compaction effort, and re-paving.	9	EA	\$885.00	\$7,965.00
6	Price per Pothole 0'-8'0" deep in concrete paved location to the top of the UF using a vacuum truck. All costs including, but not limited to, saw cutting, excavation, backfill, paving, compaction effort, compaction testing if required and re-paving.		EA		
7	Price to Excavate 8'X8' Bell Hole in dirt area to a depth 2' below bottom of existing UF. All costs including, but not limited to, saw cutting, excavation, shoring (if required), backfill, paving, compaction effort, compaction testing (if required) and re-paving.		EA		
8	Price to Excavate 8'X8' Bell Hole in asphalt area to a depth 2' below bottom of existing UF. All costs including, but not limited to, saw cutting, excavation, shoring (if required), backfill, paving, compaction effort, compaction testing (if required) and re-paving.		EA		
9	Contractor to supply Traffic Control Plan to Contractor with Encroachment Permit. All costs for Contractor to furnish all labor, tools, equipment, material and supplies to implement Traffic Control for the entire project, including all signage.	1	Lump Sum	\$2,970.00	\$2,970.00
10	As-measured dimensions with final red line drawing with mark ups and data collection information, in accordance with the project specific information, complete and approved by PSOMAS representative.(if required)	1	Lump Sum	\$550.00	\$550.00
11	Total Price to perform Ground Penetrating Radar (GPR). All Cost paid by Contractor to perform GPR and provide to PSOMAS all data with Final Written Report	1	Lump Sum	\$1,397.00	\$1,397.00
12	Geotechnical Investigation		EA		
	Total Cost of Base Items				\$18,237.00

Discovery Hydrovac is a CPUC and WBE Certified Company



5737 McHENRY AVE, MODESTO, CA 95356

PREPARED FOR:

PSOMAS
3550 Watt Avenue, Suite 140
Sacramento, CA 95821

REQUESTED BY:

Cheryl Spatz, EIT
916-788-8122
cheryl.spatz@psomas.com

CREATED BY:

Van Mortensen
801-618-6868 mobile
vmortensen@discoveryhydrovac.com

PROJECT: KENTUCKY AVE WIDENING PROJECT – PHASE BLOCATION: WOODLAND, CASCOPE OF WORK: (14) POTHOLE INVESTIGATIONS

1. Acquire Permits – City of WOODLAND / Cal Trans - **EXCLUDED**
2. Locate and Identify sites to excavate – Mark for USA / GPR
3. Traffic Control with Signs as outlined in TC Plans – if needed
4. Saw cut asphalt / concrete – up to 6" thick (13 LOCATIONS)
 - a. Labor and equipment to cut, remove, and haul off
5. Expose with hydro-vacuum excavator prescribed underground facilities – Pothole type
 - a. Properly dispose / reuse of excavation spoils
6. Measure and Collect data for Final Report
7. Back fill excavation
 - a. Assumes depth no more than 6'
 - b. Backfill – materials and compaction to city, county, or agency standards
8. A/C Restoration – 13 total
9. Submit data report

CONSIDERATIONS ON SCOPE OF WORK (POTENTIAL)

1. Traffic patterns on Kentucky Ave way may require
 - a. Restricted work hours M-F
 - b. Weekend work
 - c. 72 HOUR WORK NOTIFICATION SIGNS
2. Vehicle and Foot Traffic in and around businesses and School Zones (Pre-School) - RESOLVED
3. City of Woodland Permit, Hydrant(Water) Permit, and Business License requirements - COMPLETED
4. 4" AC and 8" AB road thickness – CORE DATA RECEIVED

ASSUMPTIONS

Top of Pipe/Utility data to be collected – specific features will result in prospecting and additional cost

Project will be completed in one (1) phase – any phasing will result in additional cost

No work day hour restrictions

No weekend, night, or holiday work unless otherwise agreed upon

Open access to all project proposed sites – access denied for any reason will be charged at standby rates

EXCLUSIONS

Testing of any type

Erosion control or maintenance

Handling / removing spoils created by others or existing spoils

Handling any hazardous materials

Dewatering or water control

Dust control and mitigation

Discovery hydrovac is a CPUC / WBE Certified Company

Gold Shovel Certified

CITY OF WOODLAND - STREET WIDENING PROJECT - KENTUCKY AVE

ESTIMATE / UNIT COST PRICE LIST FOR POTHOLING SCOPE OF WORK

Reference: PSOMAS SUPPLIED PH EXHIBIT - PHASE B

DISCOVERY HYDROVAC

This is an estimate only, not a contract for services. This estimate is for completing the job as described below. It is based on a project assumptions and does not include materials, price increases, or additional labor which may be required should unforeseen circumstances arise before or after the work has started.

DAYS 2

ITEM	DESCRIPTION	EST'D QTY	UNIT	UNIT COST	TOTAL COST
1	Full mobilization of Contractor's operation and any sub-contractor operation. Including fuel, lodging, per diem,	1	Lump Sum	\$1,065.00	\$1,065.00
2	Full de-mobilization of Contractor's operation and any sub-contractor operation.	1	Lump Sum	\$1,065.00	\$1,065.00
3	Price for Acquiring Permits including City, County, Agency, and / or Cal Trans	0	Lump Sum	\$550.00	\$0.00
4	Price per Pothole 0'-8'0" deep in unpaved location to the top of the UF (Underground Facilities) using a vacuum truck. All costs including, but not limited to, excavation, backfill, and compaction effort.	1	EA	\$535.00	\$535.00
5	Price per Pothole 0'-8'0" deep in asphalt paved location to the top of the UF using a vacuum truck. All costs including, but not limited to, saw cutting, excavation, backfill, paving, compaction effort, and re-paving.	13	EA	\$885.00	\$11,505.00
6	Price per Pothole 0'-8'0" deep in concrete paved location to the top of the UF using a vacuum truck. All costs including, but not limited to, saw cutting, excavation, backfill, paving, compaction effort, compaction testing if required and re-paving.		EA		
7	Price to Excavate 8'X8' Bell Hole in dirt area to a depth 2' below bottom of existing UF. All costs including, but not limited to, saw cutting, excavation, shoring (if required), backfill, paving, compaction effort, compaction testing (if required) and re-paving.		EA		
8	Price to Excavate 8'X8' Bell Hole in asphalt area to a depth 2' below bottom of existing UF. All costs including, but not limited to, saw cutting, excavation, shoring (if required), backfill, paving, compaction effort, compaction testing (if required) and re-paving.		EA		
9	Contractor to supply Traffic Control Plan to Contractor with Encroachment Permit. All costs for Contractor to furnish all labor, tools, equipment, material and supplies to implement Traffic Control for the entire project, including all signage.	1	Lump Sum	\$4,235.00	\$4,235.00
10	As-measured dimensions with final red line drawing with mark ups and data collection information, in accordance with the project specific information, complete and approved by PSOMAS representative.(if required)	1	Lump Sum	\$550.00	\$550.00
11	Total Price to perform Ground Penetrating Radar (GPR). All Cost paid by Contractor to perform GPR and provide to PSOMAS all data with Final Written Report	1	Lump Sum	\$1,397.00	\$1,397.00
12	Geotechnical Investigation		EA		
	Total Cost of Base Items				\$20,352.00

Discovery Hydrovac is a CPUC and WBE Certified Company
GOLD SHOVEL CERTIFIED

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
APPROVING AN AMENDMENT WITH PSOMAS FOR DESIGN SERVICES FOR THE
KENTUCKY AVENUE WIDENING AND COMPLETE STREETS IMPROVEMENT
PROJECT, CIP 04-07**

WHEREAS, the Kentucky Avenue Widening and Complete Streets Improvement Project, CIP 04-07 (the “Project”) is fully funded in the Capital Budget to improve the Kentucky Avenue corridor between East and West streets; and

WHEREAS, the City desires to have the design services performed by an experienced consultant that was selected by a qualifications based selection process; and

WHEREAS, the City Council authorized the City Manager on February 5, 2013 to execute a Consultant Agreement with Psomas that includes, among other tasks, design and right-of-way services; and

WHEREAS, the environmental impacts of the Project were previously analyzed with an initial study and mitigated negative declaration, and a notice of determination was filed on or about October 27, 2014; and

WHEREAS, ongoing right-of-way negotiations with property owners have added extra work under Psomas’ contract; and

WHEREAS, the City Council wishes to approve an amendment to the Agreement dated May 1, 2013 and authorize its execution through the adoption of this Resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WOODLAND AS FOLLOWS:

Section 1. The City Council hereby approves the consultant services amendment with Psomas and directs the City Manager to execute amendments not to exceed \$275,000, subject to City Attorney approval. The City Attorney is hereby authorized to make clarifying and confirming changes so long as the total dollar amount authorized in the Agreement does not change.

Section 2. An executed copy of the Amendment to the Agreement will be available and on file in the City Clerk’s office, and is incorporated herein by reference and made a part of this Resolution.

PASSED AND ADOPTED this _____ day of _____ 2016, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Tom Stallard, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk

Legislation Text

6.

File #: 16-418, Version: 1

TO: THE HONORABLE MAYOR AND CITY COUNCIL**DATE:** April 5, 2016**SUBJECT:** Increase the Fiscal Year 2015/2016 Vehicle Replacement Budget by \$207,028 and authorize the Purchase of a Hybrid High-Reach Truck for Urban Forestry

Recommendation for Action: Staff recommends that the City Council approve Resolution No. _____, approving an increase to the Fiscal Year 2015/2016 Vehicle Replacement Budget and the Purchase of a Hybrid High-Reach Truck for Urban Forestry.

Staff Contact

Troy Thompson, Fleet & Facilities Manager, troy.thompson@cityofwoodland.org, 530-661-5956

Council Goal

Maintain City Infrastructure - Ensure appropriate resources in support of City operations.
Fiscal Responsibility - Save at least \$5,000 a year by downsizing vehicles

Fiscal Impact

This purchase will involve downsizing from three trucks to one, resulting in a cost savings of at least \$5,000 a year. General Fund Parks and L&L paid \$25,305.43 in variable and fixed costs in FY15 on the three current trucks. Staff would purchase the new truck outright using the Vehicle Replacement Reserves, applying \$36,000 that was already budgeted in FY15/16 to replace this truck, transferring \$15,000 from the energy funds, and receiving approximately \$47,000 of auction proceeds from the three older trucks. General Fund Parks and L&L would be left with about \$145,000 to pay on over the next 15 years. Given the 3% escalator and assuming about \$3,500/year in variable costs, staff determined that the total annual combined costs of the new truck would amount to \$20,000, thus, the City would be saving at least \$5,000 per year.

Background

Fleet Services conducted a vehicle utilization study with Urban Forestry in November 2014, at which time it was determined that it would more economical to purchase a truck with the capabilities of three trucks currently in the fleet. Staff met with Altec Industries to obtain information about their high reach truck product line and learned that they offer a hybrid model truck that will allow the boom to operate on electricity; this will eliminate the need for the truck to run idle while the boom is in use, thus saving a significant amount of fuel along with wear and tear on the engine. The hybrid model costs \$74,000 more than the conventional truck, but this amount will be offset by utilizing \$15,000 from the City's energy fund. Furthermore, the City will receive a \$32,000 discount from the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project

(HVIP). Purchasing another hybrid vehicle will be another stepping stone towards the City meeting its Climate Action Plan goal.

Discussion

The new hybrid truck will be purchased under the National Joint Powers Alliance (NJPA) contract #031014-ALT. Purchasing the truck under this contract assures that the City is purchasing a product that has gone through the competitive bidding process. Unfortunately, there are no dealerships in Woodland that sell this unique type of truck. Altec Industries specializes in producing trucks made for high reach operations in a cost efficient manner, which is why they were awarded the NJPA contract.

Although the Council approved the budget to replace these vehicles, the purchases themselves require a separate Council action. Per the City's Purchasing Ordinance, all materials, supplies and equipment purchases greater than \$50,000 must be awarded by the City Council. Fleet Services will create a purchase order for the vehicle purchase upon Council approval. The dealership will place the truck on order once the purchase order is received from the City. It will take approximately 6-7 weeks for delivery after the order has been placed. Once the new truck arrives, Fleet Services will need about two weeks to in-process the truck before it is released to their respective programs for use. The older vehicles will be turned in for auction once the new vehicles are fully operational.

Conclusion

Staff recommends that the City Council approve Resolution No. _____, approving an increase to the Fiscal Year 2015/2016 Vehicle Replacement Budget and the Purchase of a Hybrid High-Reach Truck for Urban Forestry.

Prepared by: Troy Thompson, Fleet & Facilities Manager

Reviewed by: Gregor G. Meyer, Public Works Director



Paul Navazio, City Manager

Attachments: NAFG Quote (excluding taxes)
Resolution

Quoted for: City of Woodland

Customer Contact:

Phone: /Fax: /Email:

Quoted by: Rhawnie Kraak

Phone: (707) 693-2578 Email: rhawnie.kraak@altec.com

Altec Account Manager: Don Hildebrandt

REFERENCE ALTEC MODEL

LR760-E70	Overcenter Articulating Aerial Device (Insulated)	\$160,362
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Per NJPA Specifications plus Options below

(A.) NJPA OPTIONS ON CONTRACT (Unit)

1		
2		
3		

(A1.) NJPA OPTIONS ON CONTRACT (General)

1	SPOT3	FOUR (4) POINT STROBE SYSTEM (Recessed, LED)	\$477
2			
3			
4			
5			
6			
7			
8			

NJPA OPTIONS TOTAL: \$160,839

(B.) OPEN MARKET ITEMS (Customer Requested)

1	UNIT		
2	UNIT & HYDRAULIC ACC	Altec JEMS 1820 with Zero RPM HVAC, RDA and 3 Year Extended Warranty	\$74,000
3	BODY	Altec Custom 132" Chip Dump Body with Ladder Rack, Cabguard Railing & Custom Step Bumper at Rear	\$8,457
4	BODY & CHASSIS ACC		
5	ELECTRICAL		
6	FINISHING		
7	CHASSIS	2017 Freightliner ILO 2014 Contracted Chassis	\$5,569
8	OTHER	Regional Build	\$5,163

OPEN MARKET OPTIONS TOTAL: \$93,189

SUB-TOTAL FOR UNIT/BODY/CHASSIS: \$254,028

Delivery to Customer: \$40

Customer Down Payment: -\$36,000

HVIP Voucher (Contingent on available funds through the HVIP program): -\$32,000

TOTAL FOR UNIT/BODY/CHASSIS - to be financed: \$186,068

(C.) ADDITIONAL ITEMS (items are not included in total above)

1		
2		
3		
4		

****Pricing valid for 45 days****

NOTES

PAINT COLOR: White to match chassis, unless otherwise specified

WARRANTY: Standard Altec Warranty - One (1) year parts warranty One (1) year labor warranty Ninety (90) days warranty for travel charges (Mobile Service) Limited Lifetime Structural Warranty. Chassis to include standard warranty, per the manufacturer. (Parts only warranty on mounted equipment for overseas customers)

TO ORDER: To order, please contact the Altec Inside Sales Representative listed above.

CHASSIS: Per Altec Commercial Standard

DELIVERY: No later than 330-360 days ARO, FOB Customer Location

TERMS: Net 30 days

BEST VALUE: Altec boasts the following "Best Value" features: Altec ISO Grip Controls for Extra Protection, Only Lifetime Warranty on Structural Components in Industry, Largest Service Network in Industry (Domestic and Overseas), Altec SENTRY Web/CD Based Training, Dedicated/Direct Gov't Sales Manager, In-Service Training with Every Order.

TRADE-IN: Equipment trades must be received in operational condition (as initial inspection) and DOT compliant at the time of pick-up. Failure to comply with these requirements, may result in customer bill-back repairs.

BUILD LOCATION: Dixon, CA

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND APPROVING
AN INCREASE TO THE FISCAL YEAR 2015/2016 VEHICLE REPLACEMENT BUDGET
AND THE PURCHASE OF A HYBRID HIGH-REACH TRUCK FOR URBAN FORESTRY**

WHEREAS, the City of Woodland staff wishes to increase the Fiscal Year 2015/2016 Vehicle Replacement Fund Budget (Fund 012-084-7841-5545) from a total of \$1,521,366.97 to \$1,728,394.97;

WHEREAS, the City Council acknowledges that the budget increase has been funded from the Vehicle Replacement Reserve and by transferring \$15,000 from the energy fund;

WHEREAS, the City of Woodland wishes to award the purchase of one (1) Hybrid High-Reach truck to Altec Industries under the National Joint Powers Alliance contract #031014-ALT in the amount of \$243,028.00;

WHEREAS, the City Council acknowledges that the new hybrid high-reach truck will replace three existing trucks, resulting in at least a \$5,000 per year savings for the City;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WOODLAND: hereby approves the increase of the Vehicle Replacement Fund (budget code 012-084-7841-5545) from a total of \$1,521,366.97 to \$1,728,394.97, and approves the purchase of one (1) replacement hybrid high-reach truck for Urban Forestry in the amount of \$243,028.00 under NJPA contract #031014-ALT.

PASSED AND ADOPTED by the City Council on this 5th day of April 2016, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Tom Stallard, Mayor

APPROVED AS TO FORM:

Kara K. Ueda, City Attorney

ATTEST:

Ana Gonzalez, City Clerk



Legislation Text

7.

File #: 16-243, Version: 1

TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: April 5, 2016

SUBJECT: Sale of Surplus Fire Apparatus

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, approving the Sale of Surplus Fire Apparatus #665 through Fenton Fire Equipment in an amount no less than \$65,000.

Staff Contact

Troy Thompson, Fleet & Facilities Manager, troy.thompson@cityofwoodland.org, 661-5956

Council Goal

This recommendation is consistent with the City's goal of maintaining fiscal responsibility by ensuring the City receives compensation pursuant to a competitive bid process through the sale of a surplus fire apparatus through the open market.

Fiscal Impact

All sales proceeds will return to the Fire Department's Fleet Reserve fund to be used towards future vehicle replacements.

Background

The City of Woodland Fire Department purchased a new Fire Apparatus in FY2014/2015, resulting in an excess Fire Apparatus #665. Fleet Services sought estimates from fire truck sales vendors to determine the relative value of the apparatus. Staff received estimates from three different vendors to sell the apparatus through their company channels. Fenton Fire Equipment offered the highest estimate of at least \$65,000 based on the apparatus type and year model.

Discussion

The City's Purchasing Ordinance states: "The City Council shall approve by resolution any sale, exchange or trade of materials, supplies and equipment with an estimated value of fifty thousand dollars (\$50,000) or more."

Fenton Fire Equipment advertises used fire equipment online to the open market and charges a 10% fee of the sales price; buyers are responsible for all transportation costs. The City has the ability to reject or accept bid offers

received through the Fenton Fire Equipment website. Staff will accept the highest offer, but may reject any offer less than \$65,000. In the event no offers are received in the amount at least \$65,000, staff may remarket the apparatus until the minimum proposal of \$65,000 is received.

Conclusion

Staff recommends that the City Council adopt Resolution No. _____, approving the Sale of Surplus Fire Apparatus #665 through Fenton Fire Equipment in an amount no less than \$65,000.

Prepared by: Troy Thompson, Fleet & Facilities Manager

Reviewed by: Gregor G. Meyer, Public Works Director

A handwritten signature in dark ink, appearing to read "Paul Navazio". The signature is fluid and cursive, with the first name "Paul" and last name "Navazio" clearly distinguishable.

Paul Navazio, City Manager

Attachments: Fenton Fire Equipment Estimate
Resolution

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND APPROVING
THE SALE OF SURPLUS FIRE APPARATUS #665 THROUGH FENTON FIRE
EQUIPMENT**

WHEREAS, the City of Woodland opened the sale of surplus fire apparatus #665 for competitive bids and received quote estimates from three used equipment vendors; and

WHEREAS, the City received the highest base estimate from Fenton fire Equipment of \$65,000, and

WHEREAS, the City of Woodland wishes to sell the surplus fire apparatus #665 through Fenton Fire Equipment with a target base bid of \$65,000; and

WHEREAS, the City Council wishes to approve the sale;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WOODLAND: hereby approves the sale of surplus fire apparatus #665 through Fenton Fire Equipment with a target base bid of \$65,000.

PASSED AND ADOPTED this 5th day of April 2016, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Tom Stallard, Mayor

APPROVED AS TO FORM:

Kara K. Ueda, City Attorney

ATTEST:

Ana Gonzalez, City Clerk

Legislation Text

8.

File #: 16-431, Version: 1

TO: THE HONORABLE MAYOR AND CITY COUNCIL**DATE: April 5, 2016****SUBJECT: Park Spring Lake Infrastructure Fee - Extend Urgency Resolution**

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, to extend the interim Spring Lake Infrastructure Fee increase for an additional thirty days.

Staff Contact

Kim McKinney, Finance Officer - (530)661-5849, kimberly.mckinney@cityofwoodland.org

Fiscal Impact

Approval of the revised Spring Lake Infrastructure Fees will increase the total Spring Lake Infrastructure Fees by \$555 for a single family home, \$366 for multifamily homes, and \$0.43 per square foot for commercial development. This represents a 7.5% increase in the Park and Administration components of the fee.

Background

In 2004, the City adopted the Spring Lake Infrastructure Fee Program Nexus Study prepared by Economic and Planning Systems, Inc. (EPS), which implemented the fee program specifically for the Spring Lake Specific Plan (SLSP). This Spring Lake Infrastructure Fee (SLIF) is designed to fund backbone and other public infrastructure required in the SLSP.

The SLIF has six components (roadways, water, sewer, drainage, parks and administration), and developers who advance funded infrastructure and receive credits with the City can use these credits to offset all fees except the parks and administrative components. Since its adoption in 2004, the SLIF has been adjusted three times to account for changes in land cost, inflation and changes in backbone infrastructure costs. The majority of fee modifications are handled retroactively through adjustments to the developers' deposit accounts with the City, but because park fees are paid with cash, no retroactive adjustments are possible. That component of the fee needs to be regularly reviewed and updated. The last update to the Park component of the SLIF was in January 2010.

On February 2, 2016 the City Council approved an urgency resolution to adopt the proposed Park and Administrative SLIF as interim fees, effective immediately. The urgency resolution was extended for another thirty days on March 1, 2016, and is required to be extended one more time.

Discussion

There are three remaining parks planned to be built in the SLSP. The City has entered into purchase agreements for two of these parks and has updated the estimated construction costs associated with future park development. Based on the changes in land costs and park facilities, an update to the park component of the SLIF is necessary.

EPS has prepared a Nexus Study specifically for the parks and administrative component of the SLIF. The results of this study show that a 7.5% increase in the park and admin fees is needed. If the fee adjustment is approved, total SLIF will be as follows:

	<u>Current</u>	<u>Proposed</u>	<u>Change</u>
Single Family	\$ 42,362	\$ 42,917	\$ 555
Multi Family	\$ 27,958	\$ 28,324	\$ 366
Commercial (sq ft)	\$ 32.23	\$ 32.63	\$ 0.40

Pursuant to Government Code Section 66001, before the City Council may adopt or impose fees as a condition of development, it must make certain findings describing the purpose and use of the fee, the public facilities to be financed by the fee, the type of development project on which the fee is imposed, the reasonable relationship between the fee's use and the type of development project on which the fee is imposed, the reasonable relationship between the need for the public facility and the type of project on which the fee is imposed and the amount of the fee and cost of the public facilities attributable to development. The attached resolution sets forth these findings, which are based on the Spring Lake Infrastructure Fee Nexus Study and Reconciliation Update and establishes the amount of the parks and administration components of the fees (Table 2 in the Nexus Study).

Under Government Code section 66017, the City Council may adopt an urgency measure by a four-fifths vote as an interim authorization for a fee or charge, or increase in fee or charge, to protect the public health, welfare and safety. To minimize future impact on development and allow for collection of fees, the City has elected to pursue this urgency measure. Upon adoption, the proposed urgency resolution will take effect immediately and remain in effect for thirty (30) days. The City Council may extend the interim urgency resolution for an additional thirty (30) days. Any extension requires a four-fifths vote of the City Council. An urgency resolution was approved by the City Council on March 1, 2106 and staff is recommending a 30 day extension of the resolution.

Conclusion

Staff recommends that the City Council adopt Resolution No. _____, to extend the interim Spring Lake Infrastructure Fee increase for an additional thirty days.

Prepared by: Kim McKinney, Finance Officer

A handwritten signature in cursive script, appearing to read "Paul Navazio".

Paul Navazio, City Manager

Attachments: Resolution
2016 SLIF Nexus Study Update - Parks Component

RESOLUTION NO. _____

AN URGENCY RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
EXTENDING FOR AN ADDITIONAL THIRTY DAYS RESOLUTION 6588 INCREASING
SPRING LAKE INFRASTRUCTURE FEES

WHEREAS, on February 2, 2016 the City Council of the City of Woodland ("City") adopted Resolution No. 6588 to increase the Parks and Administrative components of the Spring Lake Infrastructure Fee (SLIF) for a period of thirty (30) days, effective immediately; and

WHEREAS, in adopting Resolution No. 6588, the City Council made certain findings, which are incorporated herein by reference and restated as if stated herein in full; and

WHEREAS, on March 1, 2016 the City Council adopted Resolution No. 6599 to extend the urgency resolution; and

WHEREAS, because a permanent increase to the SLIF is not yet in effect, there exists an ongoing need to extend Resolution No. 6588 for an additional thirty (30) days in order to preserve the public health, safety, and welfare.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Woodland that:

1. The City Council hereby extends the effective period for Resolution No. 6588 for an additional thirty days.
2. This resolution is hereby declared to be an urgency measure and, based on the authority granted by Government Code Section 66017, shall take effect immediately upon its adoption by at least four-fifths vote of the City Council.

Passed and adopted this 5th day of April, 2016, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN

Tom Stallard, Mayor

ATTEST:

APPROVED AS TO FORM:

Ana B. Gonzalez, City Clerk

Kara Ueda, City Attorney

The Economics of Land Use



Draft Report

2016 SLIF Nexus Study Update— Parks Component

Prepared for:

City of Woodland

Prepared by:

Economic & Planning Systems, Inc.

January 13, 2016

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1. EXECUTIVE SUMMARY

Purpose

The Spring Lake Infrastructure Fee (SLIF) program was established in July 2004 to fund backbone infrastructure and other public facilities required to serve development in the Spring Lake Specific Plan (SLSP) area in the City of Woodland (City). The purpose of this 2016 SLIF Nexus Study Update—Parks Component (Parks SLIF Nexus Study) is to update the Parks and Administration components of the SLIF. All other components of the SLIF will remain unchanged from their current levels.

The Parks component of the SLIF (Parks SLIF) will be updated to account for changes in land acquisition costs, facilities requirements and costs, and bond financing costs. The Administration component of the SLIF is calculated as four percent of all other SLIF components and will be updated to adjust for the change in the Parks SLIF.

Background

The SLIF program was established based on findings in the 2004 Spring Lake Infrastructure Fee Nexus Study (2004 Nexus Study) prepared by Economic & Planning Systems, Inc. (EPS). The SLIF Program allocates the cost of necessary backbone infrastructure and other public facilities to benefiting land uses in the SLSP area. The 2004 Nexus Study established the required nexus between the projected development in the SLSP and the necessary public facilities to be funded by the SLIF program. Initial fee levels were set based on the findings in that 2004 report.

The SLIF development impact fees are collected at building permit issuance from developers of SLSP residential and commercial property. The City administers the SLIF program and collects the SLIF. The SLIF is divided into the following components and subcomponents.

- Infrastructure
 - Roadways
 - Water Facilities
 - Sewer Facilities
 - Drainage Facilities
- Parks
- Administration

Developers who construct backbone infrastructure may use fee credits to partially satisfy payment of the infrastructure component of the SLIF. Developers must pay both the Parks and Administration components of the SLIF at issuance of a building permit, however, and may not use fee credits to satisfy payment of these components. The City is responsible for acquiring all park land, constructing all park facilities, and administering the SLIF program. The developers satisfy their obligation toward these facilities through payment of the SLIF.

SLIF Program Boundaries

The area defined as the SLSP is located in the southeast portion of the City of Woodland approximately 3 miles from the downtown. The 1,097-acre SLSP area is a part of the 1,748-acre Master Plan area that the City identified in its 1996 General Plan as the area where future growth would occur. The SLSP encompasses approximately 63 percent of the acreage in the entire Master Plan area. The other 37 percent is referred to as the Master Plan Remainder Area (MPRA). The SLIF applies only to the SLSP. When the MPRA is ready to develop, a separate financing plan and fee program will be adopted, which will identify public improvements necessary to serve the MPRA and recommend appropriate financing mechanisms.

As shown on **Map 1**, the SLSP is bounded on the north by East Gibson Road, on the west by County Road 101, on the south by County Road 25A, and on the east by County Road 102. The SLSP also includes a 64-acre portion immediately north of the eastern extension of County Road 24C that extends west of State Route 113.

Parks SLIF Update

Table 1 shows the proposed Parks SLIF per dwelling unit, including ongoing administration costs, for each residential land use category in the SLSP. **Table 2** compares the current and proposed Parks SLIF and associated administration costs. The proposed Parks SLIF reflects changes in land acquisition costs, facilities requirements and costs, and bond financing costs.

Structure of the Report

This report is divided into 6 chapters, including this introductory chapter, as described below:

Chapter 2 details the current land use and development assumptions used in the Parks SLIF calculation.

Chapter 3 details the parks land acquisition, facility, and bond financing costs.

Chapter 4 summarizes the cost allocation methodology and calculation of the proposed SLIF.

Chapter 5 provides the legal nexus findings required to implement and collect the Parks SLIF.

Chapter 6 discusses the implementation and administration of the Parks SLIF.



Table 1
2016 SLIF Nexus Study Update - Parks Component
Proposed 2016 Parks SLIF by Land Use

Land Use Category	Base Fee	Administration	Total
Percentage		4%	
Residential		<i>per dwelling unit</i>	
Single-Family (R-3 to R-8 density)	\$ 7,624	\$305	\$ 7,929
Multifamily (R-15 to R-25 density)	\$ 5,032	\$201	\$ 5,233
Commercial	\$ 5.87	<i>per 1,000 bldg. sq. ft.</i>	\$6.11
<i>slif parks</i>			

Table 2
2016 SLIF Nexus Study Update - Parks Component
Comparison of Current and Proposed Parks SLIF

Land Use Category	Percentage	Current Fee (eff. 1/1/16)	Proposed Fee	Difference	Percentage Difference
Single-Family (per Dwelling Unit)					
Parks		\$ 7,091	\$ 7,624	\$ 533	7.5%
Administration [1]	4%	\$284	\$305	\$21	7.5%
Total		\$7,375	\$7,929	\$555	7.5%
Multifamily (per Dwelling Unit)					
Parks		\$ 4,680	\$ 5,032	\$ 352	7.5%
Administration [1]	4%	\$187	\$201	\$14	7.5%
Total		\$ 4,867	\$ 5,233	\$ 366	7.5%
Commercial (per 1,000 bldg. sq. ft.)					
Parks		\$ 5.46	\$ 5.87	\$ 0.41	7.5%
Administration [1]	4%	\$ 0.22	\$0.23	\$ 0.02	7.5%
Total		\$ 5.68	\$ 6.11	\$ 0.43	7.5%

fee comp

[1] The administration fee shown here is for parks administration only and is calculated as 4% of the parks fee. The City will continue to collect one administration fee for all SLIF components, which is calculated as 4% of all Infrastructure and Parks fees combined.

2. LAND USES

This chapter summarizes the total and remaining development projected for the SLSP. **Table 3** shows the projected dwelling units and commercial building square feet at buildout of the SLSP. Currently, a maximum of 4,158 dwelling units are planned for construction in the SLSP at buildout. This number of units has increased from the original estimate of 4,051 units because of City-approved zoning amendments.

In addition, it is projected that there will be a maximum of 75,914 nonresidential building square feet in the SLSP at buildout. This number of building square feet has decreased from the original estimate of 239,580 building square feet because of City-approved zoning amendments and a change in the assumed floor to area ratio (FAR). The original assumed FAR was 0.50. For this update, the City changed the estimated FAR to 0.25 to provide a more realistic commercial development projection.

Because it is anticipated that the maximum amount of development in the SLSP will not occur, a 96 percent density adjustment factor is applied to the remaining development, resulting in a projected 3,992 dwelling units and 72,877 nonresidential building square feet at buildout. Currently, 1,638 dwelling units have been constructed, leaving an estimated 2,354 dwelling units to develop. No commercial development has yet occurred. The actual number of dwelling units and building square feet that will be constructed may be higher or lower depending on various market and development factors.

Table 3
 2016 SLIF Nexus Study Update - Parks Component
 Estimated SLSP Total and Remaining Development

Item	Dwelling Units/Building Square Feet			
	Total	Adjusted Total	Less Permits Issued [1]	Remaining
Density Factor		96%		
Residential Dwelling Units				
Single-Family	3,146	3,020	(1,347)	1,673
Multifamily [2]	1,012	972	(291)	681
Total Dwelling Units	4,158	3,992	(1,638)	2,354
Building Square Feet [3]	75,914	72,877	0	72,877

dev

Source: City of Woodland

[1] Building permits issued through December 15, 2015.

[2] Includes affordable cluster units.

[3] 6.971 remaining commercial acres with an FAR of 0.25

3. PARK COSTS

Summary

This chapter details the planned SLSP park costs. These costs include land acquisition costs, park development costs, and financing costs.

New residential development in the SLSP will generate the need for additional park and recreation services and the associated need for park facilities. The SLSP has an established park standard of 5.0 park acres per thousand population. There are five parks, comprising 70 acres, planned to serve the SLSP area. These parks include three neighborhood parks, a central park, and a Sports Park, as listed below:

- Sports Park: 40 acres¹
- Neighborhood Park 1: 8 acres
- Jack Slaven Park (Neighborhood Park 2): 8 acres
- Neighborhood Park 3: 10 acres
- Spring Lake Central Park: 4 acres

The Sports Park is designed to serve the entire SLSP as well as the remainder of the City. The three neighborhood parks will serve as focal points for each of the individual neighborhoods in the SLSP. The Spring Lake Central Park is proposed to serve as a focal point for the entire SLSP. All parks will be linked by an off-street pedestrian/bicycle loop pathway system constructed in greenbelts or in the right-of-way of identified streets. Further linkages will be provided at the subdivision level with additional trail connections.

The SLIF will fund the cost of all required parks to serve the SLSP. **Table 4** details the SLIF-funded park costs. It shows the total estimated costs, the costs already incurred, and the remaining costs for each park. As shown on **Table 4**, the SLSP has an obligation to fully fund land acquisition and park development for all neighborhood parks and the Spring Lake Central Park but only 28.39 acres of the Sports Park based on the City standard of 5.0 park acres per thousand population.

¹ Only a portion of this land is paid for by the SLIF and is considered a part of the 5.0 acres per thousand population calculation for the SLSP.

Table 4
2016 SLIF Nexus Study Update - Parks Component
Estimated Parks Costs (2015 \$)

Park Description	Land Acquisition Cost		Park Development Cost		Total Cost
	Acres	Cost per Acre	Acres	Cost per Acre	
Total Cost					
Neighborhood Park 1	8.00	\$ 293,750	8.00	\$ 481,250	\$ 6,200,000
Jack Slaven (Neighborhood Park 2)	8.00	\$ 88,607	8.00	\$ 370,407	\$ 3,672,114
Neighborhood Park 3	10.00	\$ 255,000	10.00	\$ 366,000	\$ 6,210,000
Spring Lake Central Park [1]	4.00	\$ 93,012	5.00	\$ 350,000	\$ 2,122,047
Sports Park [2] [3]	28.39	\$ 125,000	NA	NA	\$ 9,786,727
Total Cost (Rounded)	58.39	\$ 9,530,000		\$ 18,461,236	\$ 27,991,000
Less Incurred Cost					
Neighborhood Park 1	0.00	\$ 293,750	0.00	\$ 0	\$ 0
Jack Slaven (Neighborhood Park 2)	8.00	\$ 88,607	6.67	\$ 373,802	(\$ 3,202,114)
Neighborhood Park 3	0.00	\$ 255,000	0.00	\$ 0	\$ 0
Spring Lake Central Park	0.00	\$ 93,012	0.00	\$ 0	\$ 0
Sports Park [3]	28.39	\$ 125,000	NA	NA	(\$ 6,023,454)
Total Incurred Cost	36.39	(\$ 4,257,605)		(\$ 4,967,963)	(\$ 9,225,568)
Remaining Cost					
Neighborhood Park 1	8.00	\$ 293,750	0.00	\$ 0	\$ 6,200,000
Jack Slaven (Neighborhood Park 2)	0.00	-	1.33	\$ 350,000	\$ 470,000
Neighborhood Park 3	10.00	\$ 255,000	0.00	\$ 0	\$ 6,210,000
Spring Lake Central Park	4.00	\$ 93,012	0.00	\$ 0	\$ 2,122,047
Sports Park [3]	0.00	-	0.00	\$ 0	\$ 3,763,274
Subtotal	22.00	\$ 5,272,047		\$ 13,493,274	\$ 18,765,320
Less Parks SLIF Fund Balance					(\$ 2,153,943)
Total Remaining Cost					\$ 16,611,377
Total Remaining Cost (Rounded)					\$ 16,610,000

cost

Source: City of Woodland

[1] Land acquisition cost = \$500,000 payable in 2025 discounted to 2015 dollars. \$500,000 is \$125,000 per acre for 4 acres.

The fifth acre of park development costs is the former fire station site that has been dedicated to the City.

[2] The SLIF funds 28.39 acres of the Sports Park land acquisition costs.

Total Sports Park acreage = 40 acres. 28.39 acres = 83.5% of 34 acres, the Sports Park acreage net of the neighborhood sports fields.

[3] See Table 5 for detail on Sports Park facility costs.

The SLIF-funded cost of park land acquisition and improvements required to serve the development in the SLSP totals an estimated \$28.0 million. This total park cost estimate has increased by approximately 29 percent since the SLIF was established in 2004. The total incurred and remaining SLIF-funded costs are summarized below. The remaining costs include an offset by the current Park SLIF fund balance:

Total Cost	\$ 27.99 Million
Total Incurred Cost	\$ 9.23 Million
Total Remaining Land Acquisition and Development Cost	\$ 18.77 Million
Less Existing Fund Balance	(\$ 2.15) Million
Total Remaining Cost	\$ 16.61 Million

Park Land Acquisition

As shown in **Table 4**, the City has already acquired the land for the Sports Park and the Jack Slaven neighborhood park. It still must acquire the land for the other two neighborhood parks and Spring Lake Central Park. The total future land acquisition cost estimates for these parks were obtained from the City and are expressed in 2015 dollars. The negotiated cost of Spring Lake Central Park is \$500,000 payable in 2025 with no escalation. Consequently, this cost has been discounted to 2015 dollars using a 3 percent annual discount factor. The incurred and remaining land acquisition costs are summarized below:

Incurred Land Acquisition Cost	\$ 4.26 Million
Remaining Land Acquisition Cost	\$ 5.27 Million
Total Land Acquisition Cost	\$ 9.53 Million

Park Development

Summary

Currently, the City has constructed facilities and improvements at the Sports Park and Jack Slaven Park, although both of these parks have remaining development phases. In addition, all of the other SLSP parks remain to be acquired and developed. The City provided all incurred remaining park development cost estimates, as summarized below:

Incurred Park Development Cost	\$ 4.97 Million
Remaining Park Development Cost	\$ 13.49 Million
Total Park Development Cost	\$ 18.46 Million

Sports Park

Summary

The SLIF program is one of several funding sources for the Sports Park land acquisition and development. Other major funding sources include the Major Projects Financing Plan (MPFP) Citywide fee program and the voter-approved Citywide Measure E sales tax revenue. In addition, in 2007, the City issued bonds, referred to hereafter as the 2007 Sports Park Bonds, to help fund the Sports Park and Dance Aerobics Studio development costs. The Sports Park Bond payments and proceeds were split between the MPFP fee program, the SLIF program, and Measure E revenues, using percentages that were established in the 2006 MPFP Nexus Study Update based on the SLSP area's relative demand for Sports Park facilities, as measured by population estimates at the time of the study. Thus, the Sports Park costs include a bond financing component. EPS developed tables to detail the Sports Park costs and to estimate the bond financing costs attributable to the SLIF program. All incurred and remaining SLIF-funded Sports Park costs are detailed in **Table 5** and summarized below.

Incurring Sports Park Costs	\$ 6.02 Million
Remaining Sports Park Costs	\$ 3.76 Million
Total Sports Park Cost	\$ 9.79 Million

Sports Park Land

As detailed in **Table 4** and summarized in **Table 5**, the SLIF program funded 28.39 acres of the 40-acre Sports Park land acquisition at a cost of \$125,000 per acre for a total cost of approximately \$3.5 million. All Sports Park land has been acquired.

Sports Park Development

Phase 1

As shown in **Table 5**, the SLIF-funded Sports Park Phase 1 development costs include both a development cost component and a bond financing component. The SLIF program portion of the 2007 Sports Park bond proceeds were used to fund the Phase 1 costs. Consequently, the Phase 1 costs of approximately \$2.5 million shown in **Table 5** are equal to the SLIF program's portion of the 2007 Sports Park bond proceeds. **Table 6** provides the backup for the allocation of the bond proceeds to the SLIF program, the MPFP fee program, and the Measure E program.

There is an additional estimated bond financing cost of \$0.6 million to bring the total Sports Park Phase 1 development costs to \$3.1 million. Although this amount has already been spent on park development, only the amount paid in debt service to date has been incurred. This incurred amount totals approximately \$2.5 million.

Tables 7 through **9** detail the debt service and bond financing cost estimates. **Table 7** shows the allocation of the 2007 Sports Park Bond debt service between the MPFP fee program, the SLIF program, and the Measure E program. This allocation uses the percentages established in **Table 6**.

Table 5
2016 SLIF Nexus Study Update - Parks Component
Estimated Sports Park Cost (2015 \$)

Description	Cost	Source/Notes
Total SLIF-Funded Portion of Sports Park		
Land Acquisition	\$ 3,548,750	MPFP Nexus Study Update (2008). Acres and cost per acre shown on Table 4.
Phase 1 Park Development		
Park Development Cost	\$2,508,000	2007 Sports Park bond proceeds - Table 6
Bond Financing Cost	\$609,977	Table 9
Subtotal Phase 1 Facilities	\$3,117,977	Table 9 - Total debt service (w/ remaining payments discounted to 2015 \$)
Phase 2 Park Development	\$ 3,120,000	City - December 2015 cost estimate (41% of total Phase 2 facilities cost).
Total	\$ 9,786,727	
Less Amount Incurred		
Land Acquisition	(\$ 3,548,750)	MPFP Nexus Study Update (2008). Acres and cost per acre on Table 4.
Phase 1 Facilities - Debt Service	(\$2,474,704)	Table 9 - Debt service to date
Phase 2 Facilities	\$ 0	
Total	(\$6,023,454)	
Remaining Amount		
Land Acquisition	\$ 0	
Phase 1 Facilities	\$ 643,274	
Phase 2 Facilities	\$ 3,120,000	Table 9 - Remaining debt service (discounted to 2015 \$)
Total	\$ 3,763,274	

sp

Table 6
2016 SLIF Nexus Study Update - Parks Component
2007 Sports Park and Dance Aerobics Bond Allocation

Item	MPFP- Other Future Development	SLIF	Measure E	Total
Sports Park				
Percentage	25.00%	38.00%	37.00%	100.00%
Amount	\$ 1,650,000	\$ 2,508,000	\$ 2,442,000	\$ 6,600,000
Dance Aerobics and Site Improvements				
Percentage	74.27%	0.00%	25.73%	100.00%
Construction Amount	\$ 1,782,480	\$ 0	\$ 617,520	\$ 2,400,000
Total				
Percentage	38.14%	27.87%	33.99%	100.00%
Amount	\$ 3,432,480	\$ 2,508,000	\$ 3,059,520	\$ 9,000,000
2007 Series Bond Principal and Interest				
Percentage	38.14%	27.87%	33.99%	100.00%
Principal	\$ 3,947,352	\$ 2,884,200	\$ 3,518,448	\$ 10,350,000
Interest	\$ 953,958	\$ 697,025	\$ 850,304	\$ 2,501,287
Total	\$ 4,901,310	\$ 3,581,225	\$ 4,368,752	\$ 12,851,287

sp bond pct

Source: City of Woodland

Table 7
2016 SLIF Nexus Study Update - Parks Component
Sports Park and Dance Aerobics Bond Debt Service Allocation (2007 Bonds)

Description	Total Future Development			MPFP -- Other Future Development			SLIF			Measure E		
	Principal	Interest	Total	Principal	Interest	Total	Principal	Interest	Total	Principal	Interest	Total
Percentage [1]												
Total Bond Proceeds			\$ 9,000,000			\$ 3,432,480			\$ 2,508,000			\$ 3,059,520
Total Payments	\$ 10,350,000	\$ 2,501,287	\$ 12,851,287	\$ 3,947,352	\$ 953,958	\$ 4,901,310	\$ 2,884,200	\$ 697,025	\$ 3,581,225	\$ 3,518,448	\$ 850,304	\$ 4,368,752
				38.1%			27.9%			34.0%		
Annual Bond Debt Service												
FY Ending	Percentage * total amount			Percentage * total amount			Percentage * total amount			Percentage * total amount		
2008	\$ 895,000	\$ 247,131	\$ 1,142,131	\$ 341,341	\$ 94,252	\$ 435,594	\$ 249,407	\$ 68,867	\$ 318,274	\$ 304,252	\$ 84,011	\$ 388,264
2009	\$ 765,000	\$ 376,085	\$ 1,141,085	\$ 291,761	\$ 143,434	\$ 435,195	\$ 213,180	\$ 104,802	\$ 317,982	\$ 260,059	\$ 127,849	\$ 387,908
2010	\$ 795,000	\$ 345,485	\$ 1,140,485	\$ 303,202	\$ 131,763	\$ 434,966	\$ 221,540	\$ 96,275	\$ 317,815	\$ 270,258	\$ 117,446	\$ 387,704
2011	\$ 830,000	\$ 313,685	\$ 1,143,685	\$ 316,551	\$ 119,635	\$ 436,186	\$ 231,293	\$ 87,414	\$ 318,707	\$ 282,156	\$ 106,636	\$ 388,792
2012	\$ 865,000	\$ 280,485	\$ 1,145,485	\$ 329,899	\$ 106,973	\$ 436,873	\$ 241,047	\$ 78,162	\$ 319,208	\$ 294,054	\$ 95,350	\$ 389,404
2013	\$ 895,000	\$ 245,885	\$ 1,140,885	\$ 341,341	\$ 93,777	\$ 435,118	\$ 249,407	\$ 68,520	\$ 317,927	\$ 304,252	\$ 83,588	\$ 387,840
2014	\$ 930,000	\$ 211,875	\$ 1,141,875	\$ 354,690	\$ 80,806	\$ 435,496	\$ 259,160	\$ 59,043	\$ 318,203	\$ 316,150	\$ 72,026	\$ 388,177
2015	\$ 965,000	\$ 175,838	\$ 1,140,838	\$ 368,038	\$ 67,062	\$ 435,100	\$ 268,913	\$ 49,000	\$ 317,913	\$ 328,049	\$ 59,775	\$ 387,824
2016	\$ 1,005,000	\$ 138,444	\$ 1,143,444	\$ 383,294	\$ 52,801	\$ 436,094	\$ 280,060	\$ 38,580	\$ 318,640	\$ 341,646	\$ 47,063	\$ 388,710
2017	\$ 1,045,000	\$ 98,244	\$ 1,143,244	\$ 398,549	\$ 37,469	\$ 436,018	\$ 291,207	\$ 27,377	\$ 318,584	\$ 355,244	\$ 33,398	\$ 388,642
2018	\$ 1,085,000	\$ 56,444	\$ 1,141,444	\$ 413,805	\$ 21,527	\$ 435,331	\$ 302,353	\$ 15,729	\$ 318,082	\$ 368,842	\$ 19,188	\$ 388,030
2019	\$ 275,000	\$ 11,688	\$ 286,688	\$ 104,881	\$ 4,457	\$ 109,339	\$ 76,633	\$ 3,257	\$ 79,890	\$ 93,485	\$ 3,973	\$ 97,458
TOTAL	\$ 10,350,000	\$ 2,501,287	\$ 12,851,287	\$ 3,947,352	\$ 953,958	\$ 4,901,310	\$ 2,884,200	\$ 697,025	\$ 3,581,225	\$ 3,518,448	\$ 850,304	\$ 4,368,752

Source: City of Woodland

[1] See Table 6.

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Table 8
2016 SLIF Nexus Study Update - Parks Component
Sports Park and Dance Aerobics Bond Debt Service Allocation (2012 Refunding Bonds)

Description	Total Future Development			MPFP -- Other			SLIF			Measure E		
	Principal	Interest	Total	Principal	Interest	Total	Principal	Interest	Total	Principal	Interest	Total
Percentage [1]												
Total Bond Construction Proceeds			\$ 0			\$ 0			\$ 0			\$ 0
Total Payments	\$ 5,296,700	\$ 297,215	\$ 5,593,915	\$ 2,020,091	\$ 113,354	\$ 2,133,445	\$ 1,476,014	\$ 82,824	\$ 1,558,838	\$ 1,800,596	\$ 101,037	\$ 1,901,633
					38.1%			27.9%			34.0%	
Annual Bond Debt Service												
FY Ending												
2013	\$ 977,400	\$ 78,188	\$ 1,055,588	\$ 372,767	\$ 29,820	\$ 402,587	\$ 272,369	\$ 21,788	\$ 294,157	\$ 332,264	\$ 26,580	\$ 358,844
2014	\$ 977,700	\$ 78,812	\$ 1,056,512	\$ 372,882	\$ 30,058	\$ 402,940	\$ 272,452	\$ 21,962	\$ 294,415	\$ 332,366	\$ 26,792	\$ 359,158
2015	\$ 991,500	\$ 64,045	\$ 1,055,545	\$ 378,145	\$ 24,426	\$ 402,571	\$ 276,298	\$ 17,847	\$ 294,145	\$ 337,057	\$ 21,772	\$ 358,829
2016	\$ 1,011,700	\$ 46,453	\$ 1,058,153	\$ 385,849	\$ 17,716	\$ 403,565	\$ 281,927	\$ 12,945	\$ 294,872	\$ 343,924	\$ 15,791	\$ 359,715
2017	\$ 1,032,200	\$ 25,706	\$ 1,057,906	\$ 393,667	\$ 9,804	\$ 403,471	\$ 287,640	\$ 7,163	\$ 294,803	\$ 350,893	\$ 8,739	\$ 359,632
2018	\$ 306,200	\$ 4,011	\$ 310,211	\$ 116,781	\$ 1,530	\$ 118,310	\$ 85,328	\$ 1,118	\$ 86,446	\$ 104,092	\$ 1,364	\$ 105,455
TOTAL	\$ 5,296,700	\$ 297,215	\$ 5,593,915	\$ 2,020,091	\$ 113,354	\$ 2,133,445	\$ 1,476,014	\$ 82,824	\$ 1,558,838	\$ 1,800,596	\$ 101,037	\$ 1,901,633

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Source: City of Woodland

[1] See Table 6.

Table 9
2016 SLIF Nexus Study Update - Parks Component
Sports Park Bonds Debt Service - SLIF Portion

Item	Debt Service				
	2007 Bond [1]	2012 Refunding Bond [2]	Total	Discounted Total 2015\$	Prior Payments Remaining Payments [3]
Discount Factor				3%	
Debt Service Payments					
<u>FY Ending</u>					
2008	\$ 318,274		\$ 318,274	\$ 318,274	\$ 0
2009	\$ 317,982		\$ 317,982	\$ 317,982	\$ 0
2010	\$ 317,815		\$ 317,815	\$ 317,815	\$ 0
2011	\$ 318,707		\$ 318,707	\$ 318,707	\$ 0
2012	\$ 319,208		\$ 319,208	\$ 319,208	\$ 0
2013		\$ 294,157	\$ 294,157	\$ 294,157	\$ 0
2014		\$ 294,415	\$ 294,415	\$ 294,415	\$ 0
2015		\$ 294,145	\$ 294,145	\$ 294,145	\$ 0
2016		\$ 294,872	\$ 294,872	\$ 286,283	\$ 286,283
2017		\$ 294,803	\$ 294,803	\$ 277,880	\$ 277,880
2018		\$ 86,446	\$ 86,446	\$ 79,110	\$ 79,110
TOTAL	\$ 1,591,987	\$ 1,558,838	\$ 3,150,824	\$ 3,117,977	\$ 643,274
Less Sports Park Construction Proceeds - SLIF Portion [1]				(\$ 2,508,000)	
Financing Cost				\$ 609,977	

ds

Source: City of Woodland and EPS

[1] See Table 7.

[2] See Table 8.

[3] Remaining payments include debt service due on 9/1/15 since the Parks fund balance does not reflect that payment.

In 2012, the City issued refunding bonds, referred to hereafter as the 2012 Refunding Bonds, to pay off the 2007 Sports Park Bonds. **Table 8** shows the allocation of the 2012 Refunding Bond debt service between the MPFP fee program, the SLIF program, and the Measure E program (again using the percentage allocation from **Table 6**).

Table 9 details the SLIF portion of the debt service payments for both the 2007 Sports Park Bonds and the 2012 Refunding Bonds and estimates the associated financing costs. The 2007 Sports Park Bond debt service spans the years from 2008 through 2012 when the bonds were refunded. The 2012 Refunding Bond debt service spans the years from 2013 through 2018 when the bonds will be paid off. Debt service for future years is discounted to 2016 dollars using a discount rate of three percent. The debt service is divided into prior and remaining payments. The sum of the prior payments equals the estimated Sports Park Phase 1 incurred development costs shown in **Table 5**. Likewise, the sum of the remaining payments equals the estimated Sports Park Phase 1 remaining development costs shown in **Table 5**. The financing costs associated with the bond payments is estimated as the total discounted debt service less the SLIF portion of the Sports Park Bond construction proceeds of approximately \$2.5 million (see **Table 6**).

Phase 2

Phase 2 of the Sports Park development is planned but has not yet occurred. The City estimates that the SLIF program will be allocated 41 percent, or \$3.12 million, of the Phase 2 costs. The 41 percent allocation was established in the 2008 MPFP Nexus Study Update and is based on the SLSP area's relative demand for Sports Park facilities, as measured by population estimates at the time of the study.

4. COST ALLOCATION

Introduction

This chapter describes the methodology used to allocate the park land acquisition and development costs (detailed in the previous chapter) to the various land uses based on each land use's relative demand for park facilities. In addition, the City charges an administration fee to administer the fee program. The proposed fees were summarized in **Table 1** in the first chapter.

Cost Allocation and SLIF Update Methodology

The cost allocation methodology used to allocate costs and determine the SLIF by land use was established in the 2004 Nexus Study. This methodology calculates the fees for all SLIF components based on a weighted average cost allocation across facility types. The specific steps in this methodology are outlined below:

1. Determine the costs of all SLIF-funded infrastructure and other public facilities required to serve development in the SLSP.
2. For each facility type, determine the appropriate use factors to use in allocating the costs to each benefitting land use. These use factors, also called dwelling unit equivalent (DUE) factors, represent the level of facility usage generated by each land use as compared to the usage from a single-family unit. There are three fee land uses in the SLIF program: single-family, multifamily, and commercial. For the residential uses, the DUE factors represent the level of facility usage generated by a dwelling unit as compared to a single-family dwelling unit. For the commercial use, the DUE factors represent the level of facility usage generated by 1,000 building square feet as compared to a single-family dwelling unit.
3. For each facility type and land use, multiply the DUE factors from the previous step by the number of dwelling units or 1,000 building square feet to determine the total number of DUEs by land use.
4. For each facility type, determine the percentage of total DUEs attributable to each land use. Multiply this percentage by the total facility cost to determine the facility cost by land use.
5. For each facility type, divide the cost allocated to each land use by the number of dwelling units or nonresidential building square feet to determine a cost per dwelling unit or building square foot by land use.
6. For each land use, sum the costs per dwelling unit or building square foot across facility types.

7. For each land use, determine a weighted average DUE factor as the total cost per dwelling unit or 1,000 building square feet divided by the single-family cost per dwelling unit. The current weighted average DUE factors were established in the 2010 SLIF Nexus Study Update and are shown below:

Land Use	DUE Factor	
Single Family	1.00	per dwelling unit
Multifamily	0.66	per dwelling unit
Commercial	0.77	per 1,000 building square feet

8. Each time the fees are updated, the weighted average DUE factors are used to determine the SLIF by land use. The following steps are taken to calculate the SLIF rates for each facility type and for the administration costs:
- The DUEs by land use are calculated as the number of units or 1,000 building square feet multiplied by the weighted average DUE factor. The DUEs are summed across land uses to determine the total DUEs.
 - The SLIF per DUE is calculated as the facility cost estimate divided by the total DUEs.
 - For each residential land use, the SLIF per dwelling unit is calculated as the SLIF per DUE multiplied by the appropriate weighted average DUE factor.
 - For the commercial land use, the SLIF per building square foot is calculated as the SLIF per DUE multiplied by the commercial weighted average DUE factor and divided by 1,000 (because the DUE factor applies to 1,000 building square feet).

Even though the individual parks cost allocation (described in steps 2 and 3 above) was based on persons per household factors and did not assign any DUEs to commercial development, under the weighted average approach, commercial development is still charged a fee for parks. Using this approach results in multifamily fees that are 0.66 of the single-family fees and commercial fees that are 0.77 of the single-family fees for all facility types, regardless of the different facility cost allocation factors used in developing the weighted average DUE factors. Consequently, even though commercial development is not allocated any parks costs, it is required to pay the Parks SLIF.

Table 10 shows the cost allocation of parks costs to single-family and multifamily uses. The proposed Parks SLIF rates, including the administration component, were summarized in **Table 1** in **Chapter 1**.

Table 10
2016 SLIF Nexus Study Update - Parks Component
Parks Cost Allocation

Land Use	DUE Factor per Unit/1,000 Bldg. Sq. Ft. [1]	Remaining Units/ Bldg. Sq. Ft. [2]	Remaining DUEs	Percentage of DUEs	Remaining Cost [3]	Parks Cost per Unit/ Bldg. Sq. Ft.
<i>Formula</i>	<i>b</i>	<i>c</i>	<i>b*c (resid.) b*c/1,000 (com.)</i>	<i>d</i>	<i>e=d*tot rem cost</i>	<i>e/c</i>
Residential	<i>per unit</i>	<i>units</i>				<i>per unit</i>
Single-Family	1.00	1,673	1,673	77%	\$ 12,755,366	\$7,624
Multifamily	0.66	681	449	21%	\$ 3,426,794	\$5,032
Subtotal		2,354	2,122	97%	\$ 16,182,161	
Commercial	<i>per 1,000 bldg. sq. ft.</i>	<i>bldg. sq. ft.</i>				<i>per bldg. sq. ft.</i>
	0.77	72,877	56	3%	\$ 427,839	\$5.87
Total			2,179	100%	\$ 16,610,000	

cost alloc2

Source: City of Woodland and EPS

[1] Persons per household/single-family persons per household.

[2] See Table 3.

[3] See Table 4.

5. NEXUS FINDINGS

Authority

This report has been prepared to update the Parks SLIF charged to new development in the SLSP in accordance with the procedural guidelines established in AB 1600, which are codified in California Government Code Section 66000 et. seq. These code sections set forth the procedural requirements for establishing and collecting development impact fees. These procedures require that "a reasonable relationship or nexus must exist between a governmental exaction and the purpose of the condition."² The nexus for the SLIF, including the parks component, was established at the time the SLIF program was developed. This Parks Nexus Study updates the information used to calculate the Parks SLIF. This chapter presents the following findings in accordance with the AB 1600 requirements:

- Purpose of the fee.
- Use of the fee.
- Relationship between the use of the fee and the type of development on which the fee is imposed.
- Relationship between the need for the public facility and the type of development on which the fee is imposed.
- Relationship between the amount of the fee and the cost of public facilities attributed to the development on which the fee is imposed.

Purpose of Fees

New development in the SLSP area will increase the demand for parks. The Parks SLIF will fund the acquisition and development of 5.0 acres of park land per thousand residents in the SLSP. The park improvements are described in more detail in **Chapter 3**.

Use of Fees

For each thousand additional residents, the Parks SLIF will be used to acquire and improve 5.0 acres of park land to include turf, landscape, and recreational amenities.

² *Public Needs & Private Dollars*; William Abbott, Marian E. Moe, and Marilee Hanson, page 109.

Relationship between Use of Fees and Type of Development

New development in the SLSP area will generate an additional need for park and recreation services and the associated park and recreation facilities. The Parks SLIF will be used to acquire and develop park land to serve new residents.

Relationship between Need for Facility and Type of Project

Each new development project will generate additional demand for park and recreation services and the associated need for park and recreation facilities. To maintain the City's park standard of 5.0 park acres per thousand residents, the SLSP area must develop the required park acres to serve the population generated by new development.

Relationship between Amount of Fees and Cost of Facility Attributed to Development on which Fee is Imposed

The costs of SLSP park land acquisition and improvements are allocated to new development in the SLSP. Although residents are the primary beneficiaries of parks facilities, employees also benefit from park facilities. Therefore, parks costs are allocated to both residential and nonresidential land uses. The weighted average DUE factors, developed for all SLIF-funded facilities (detailed in Chapter 4) are used to allocate costs to all benefitting land uses. The Parks SLIF rates are calculated based on the cost allocation.

6. IMPLEMENTATION

Parks SLIF Adoption and Updates

Fee Program Adoption and Updates

Unless adopted as an emergency ordinance, the updated 2016 Parks SLIF for the SLSP will become effective 60 days following the City's adoption of this Parks SLIF Nexus Study and adoption of the ordinance authorizing collection of the Parks SLIF. *The Parks SLIF applies only to the SLSP. Projects located in the MPRA will have a separate fee program formed before they can start development.*

The SLIF program (including the Parks component) includes the following three types of updates:

- Annual Automatic Inflation Update.
- Periodic Update for significant adjustments.
- Reconciliation Update before each release of Building Unit Allocations.

The Parks component of the SLIF is not included in the Reconciliation Update, so this update is not discussed in this chapter. The other two updates are discussed in the following sections.

Annual Automatic Inflation Update

The SLIF includes automatic annual adjustments to account for the inflation of public facilities design, construction, installation, and acquisition costs unless there is a Periodic Update that year. In January of each calendar year, the SLIF will be increased by the average of the San Francisco and 20-city CCI as reported in the ENR for the 12-month period ending October of the previous year. This Nexus Study Update contains cost estimates in the year 2016 dollars.

Periodic Update for Significant Adjustments

In addition to the automatic annual inflation adjustments, the City may or will likely need to update the SLIF periodically because of the following factors:

- Changes in land use in the SLSP.
- Changes in public facility requirements.
- Adjustment to development forecasts.
- New cost information based on actual construction costs or updated engineering estimates.
- Additional revenues from public entities for their fair share of costs.
- New funding source data.
- Changes to the methodologies for computing the SLIF.

This Parks SLIF update is the sixth periodic update of the SLIF Program. The previous periodic updates are summarized below:

Date	Reason
September 2004	Park land cost increases
November 2006	Facilities cost increases
March 2007	Park land and facilities cost increases
December 2008	Land use, DUE, and infrastructure cost changes
January 2010	Facilities changes, facilities cost changes, and inflation changes

Beyond those revisions, the City will continually monitor the SLIF program revenue collections and expenditures to ensure that the SLIF is updated as necessary.

For the periodic updates, public facility costs will be based on the actual construction costs for completed projects and estimates of future construction costs adjusted for inflation annually. The following conditions will apply to the cost updates:

- For publicly bid projects, the City will use actual construction costs paid by the City.
- For privately constructed facilities, the City's Public Works Director or designee will evaluate all submittals for reimbursement prepared by developers or developer's engineers. The City Public Work Director, in his or her sole discretion, may accept the developer's statement of eligible construction costs or may make adjustments to the construction cost statement.
- For future projects, the City will update all future infrastructure cost estimates using the best available engineering information at the time of the update.

Fee Components and Collection

The SLIF is collected at building permit issuance from developers of residential and nonresidential property located in the SLSP who do not have fee credits available to use. The City administers the SLIF program and collects the SLIF. The SLIF is collected as one fee and divided by the City into the following three components:

- Infrastructure (Roadways, Water Facilities, Sewer Facilities, Drainage Facilities)
- Parks
- Administration

Average DUE Factors For Future SLIF Updates

To provide a reasonable level of simplicity for the Fee Program administration, the 2004 Nexus Study calculated an average DUE factor across facility types for each land use category in the SLSP. As detailed in **Chapter 4**, average DUE factors are used to establish fees by land use for

all facility types. The average DUE factors were modified for the January 2010 update to be consistent with the DUE factors by facility used for the Citywide MPFP fee program. Average DUE factors to establish fees have been used in all Periodic and Reconciliation SLIF Updates to date.

Eligibility for Fee Credits and Reimbursements

Infrastructure Component

Fee credits and reimbursements are available for developers who construct infrastructure. These fee credits and reimbursements are not detailed in this report because this report proposes an update of the Parks SLIF only.

Parks Component

The Parks component of the SLIF is treated differently than the Infrastructure component. The Parks SLIF is divided into two parts: the sports park portion and the neighborhood parks portion. Both portions are due at the time of the building permit application submittal.

Currently, the City intends to design and build all park facilities in the SLSP. Therefore, the development in the SLSP is required to pay the entire SLIF Parks Component in cash, and no fee credits are available for this component. Should this arrangement change in the future, the City, in its sole discretion, may enter into an agreement with a developer for that developer to construct neighborhood park improvements. Then fee credits would be available for the neighborhood park improvements constructed in accordance with such agreement. These fee credits would only apply to the neighborhood park portion of the SLIF Parks Component. No fee credits will be available for the sports park portion of the Parks Component, which has to be paid in cash.

Available fee credits for the SLIF infrastructure component may not be applied to the Parks Component. This will help to ensure that the park facilities are developed concurrently with the construction of new single and multifamily units in the SLSP.

Administration Component

The Administration component of the SLIF constitutes an additional fraction of the total cost estimates (currently estimated at 4 percent) that is charged by the City to cover the costs related to the ongoing administration of the SLIF. No fee credits may be used for the Administration component of the SLIF. Each parcel is required to pay the Administration component in full at the time of the building permit application submittal regardless of whether or not it is owed any reimbursements.

Legislation Text

9.

File #: 16-420, Version: 1

TO: THE HONORABLE MAYOR AND CITY COUNCIL**DATE: April 5, 2016****SUBJECT: Yolo Rail Realignment Economic Benefits Study****Recommendation for Action:** Staff recommends that the City Council:

1. Accept Yolo Rail Realignment Economic Benefits Study (Redevelopment Opportunities, Economic Benefits and Funding Options); and
2. Continue participation in the Yolo Rail Realignment working group (Partnership) and further project consideration.

Staff ContactWendy Ross, Economic Development Mgr., (530) 661-5921, wendy.ross@cityofwoodland.org**Council Goal**

Economic Development/Job Creation-Provide for a diversified economic base with a range of employment opportunities by supporting growth of existing businesses, and providing expanded opportunities for new businesses through targeted infrastructure investments and leveraging existing community and regional assets.

Infrastructure-Ensure that the City's physical infrastructure is planned, funded and maintained to provide for current and future community needs, in support of commercial, recreational and environmental requirements and standards, while managing the overall cost consistent with available resources.

Fiscal Impact

Fiscal Impact included staff time to participate in the Partnership and administer the (Woodland only portion) Economic Development Administration (EDA) grant. Project consultant costs covered by reimbursement from grant funds (Economic & Planning Systems, Inc. CH2M Hill, Tioga Group Inc., \$90,000, Nossaman, LLP \$30,000). The City of Woodland contributed work completed by flood consultants, Wood Rogers and MBK Engineering, as match to the grant allocation for this project.

Background

Realignment of the Union Pacific/Genessee Wyoming (CalNorthern) shortline running through Davis and Woodland further to the east was raised in recent years as a possible means of improving flood protection in Yolo County while providing multiple benefits including safety, access and economic growth opportunities. In

July 2013 the Yolo County Board of Supervisors authorized staff to form a workgroup with the cities of Davis, West Sacramento, Woodland, and the Sacramento Area Flood Control Agency (SAFCA) to develop and recommend an action plan for pursuing grant funding to study the economic benefits and feasibility of rail relocation in Yolo County. The concept of rail relocation has long been a topic of discussion in Yolo County, as it has the potential to create several benefits, and has garnered renewed attention in recent years because of its connection to flood control improvements and economic development objectives. The Central Valley Flood Protection Board Regional Flood Management Plan identifies rail relocation as a component of improving the capacity of the Yolo Bypass. Extending flood protection for Woodland is included in the analysis. An EDA grant in September 2014 (\$171,180) enabled the group to engage a multidisciplinary consultant team consisting of Economic & Planning Systems, Inc. (EPS); Nossaman, LLP (Nossaman); CH2M Hill; and The Tioga Group, Inc., to complete a Yolo Rail Realignment Economic Benefits Study focusing on three main areas: 1. Redevelopment Opportunities, led by EPS; 2. Economic Benefits, led by EPS, and 3. Funding Sources let by Nossaman. All partner jurisdictions are scheduled to review these Assessment reports by early April 2016.

Analysis/Findings

Rail Realignment Could Generate Substantial Economic Benefit-opportunities within each city enabled by the removal of existing rail lines could generate substantial net new commercial and residential development, long term job creation and economic benefits at full buildout (20-40 years, Attachment 2.B, p.7).

Redevelopment Opportunities:

- Davis-up to 2,230 residential units and 2.43 million square feet of commercial space;
- West Sacramento-up to 7250 residential units and 10.09 million square feet of commercial space;
- Woodland-up to 2,390 residential units and 1.15 million square feet of non-residential space (Att. 2A, pg. 7 and Att. 2B Appendix A pg. 12)

Job Creation Countywide:

- Annual Ongoing at Full Buildout-between 38,700 to 53,200 jobs (Att. 2A pg. 3).

Economic Impacts Countywide:

- Between \$5.9 and \$8.1 billion of output (market value of goods and services, including labor income);
- Between \$2 and \$2.7 billion of labor (Att.2A Table 1 pg. 2).

Project Implementation Will Require a Phased Long Term Process-requiring substantial additional technical analysis, public/stakeholder outreach, and interagency coordination and collaboration.

Estimated Project Costs (\$156-335 million) Will Require Multiple Funding Sources-(Att.2B table 1 pg. 10) Opportunities for significant cost reductions/avoidance could be gained by integrating the rail relocation project with flood control projects under consideration in Yolo and Sacramento Counties. The new rail short line between Woodland and the UPR mainline east of Davis provides an alternate rail connection to West Sacramento. This new connect could eliminate need for the U.S. Army Corps of Engineers (USACE) to build a new rail trestle for the Sacramento Weir and Bypass expansion project now under consideration. Integrating the two projects could generate \$25-30 million in savings which could then be reprogrammed for rail realignment efforts. The new rail alignment could also allow removal of the Fremont Trestle. Additional cost avoidance of \$30-40 million exists with the new rail alignment offering the potential to transport mercury-contaminated soil from the Cache Creek Settling Basin (CCSB) to the landfill by rail. Attachment of the Funding Options Report (Att. 2B) provides a detailed listing of possible funding sources.

Conceptual Rail Realignment Features and Phases

The study evaluates the benefits of replacing the three existing short line rail lines in Yolo County by providing new rail connections in locations that can provide access to new industrial uses aligned with flood protection opportunities. Current phasing concepts for the project include Phase 1a and a four part Phase 2.

Phase 1-New conceptual railroad connection connecting the short-line track east of Woodland to UPRR line near Swingle; including a new crossing under I-5 via existing viaduct, new rail interchange yard to Swingle; and removal of track over the widened Sacramento River Weir (currently being evaluated and proposed as an option for improving flood protection);

Phase 2A-In West Sacramento-it is proposed to remove six at-grade crossings, rail and Lake Washington interchange yard; add new rail between UPRR mainline and the Port of West Sacramento, construct a new rail underpass at I-80; remove the Micon track in West Sacramento and new rail interchange in West Sacramento.

Phase 2B-Remove 12 at-grade crossings, track, rail service and storage yard locations in Woodland and Yolo County; remove 4 at grade crossings and associated track and wye in Davis; “Rails to Trails” opportunity to convert the vacated rail line to Class 1 bike path; Realign short line track to connect to line north of Woodland; and, construct new service and storage yard near Sugarfield north of Woodland;

Phase 2C-Remove Fremont Trestle across Yolo Bypass.

Summary

Implementation of any potential Yolo Rail Realignment project will be a long term project with a 20-40 year buildout period likely to occur before the full economic benefits will be realized. The findings of this study will inform further local and regional consideration of a potential project. They also demonstrate the value gained by working collaboratively, taking a broader, comprehensive view of the major infrastructure project under consideration in the region; and continuing to identify opportunities where project objectives and allocation of public resources can be aligned for greater outcome including increased safety, flood protection and economic benefits.

Other concurrent local and regional flood protection, and planning efforts underway helped to inform the community of project options and the recommended next steps. These include: ongoing study of flood control options from the City of Woodland; required removal of sediment from the CCSB; State Department of Water Resources (DWR) and USACE consideration of widening the Sacramento River Weir and Bypass; proposed Mace Ranch Innovation Center project; and UPRR sharing its desire to close the CR32A rail crossing; near the proposed new north/south rail connection to UPRR. It will be important to maintain awareness and monitor planning efforts related to these projects to ensure that any planning efforts, including any proposed changes at CR32A/105 be integrated with the rail realignment project to ensure that they are compatible with the broader rail realignment project.

As shown on the attached map (Attachment 1) the study evaluates the benefits of replacing the three existing short line rail lines in Yolo County: the rail line running between Woodland and Davis which Union Pacific Railroad (UPRR) leases to California Northern Railroad (CNFR); the Sierra Northern Railway line that runs eastward from Woodland across the Yolo Bypass and through the Elkhorn Basin into the City of West Sacramento; and, the jointly owned Port of West Sacramento and UPRR line that connects the Westgate Yard to the Port of West Sacramento and the surrounding industrial districts with two new alignments.

Conclusion

Staff recommends that the City Council:

1. Accept Yolo Rail Realignment Economic Benefits Study (Redevelopment Opportunities, Economic Benefits and Funding Options); and
2. Continue participation in the Yolo Rail Realignment working group (Partnership) and further project consideration.

Prepared by: Wendy Ross, Economic Development Manager

Reviewed by: Ken Hiatt, Community Development Director

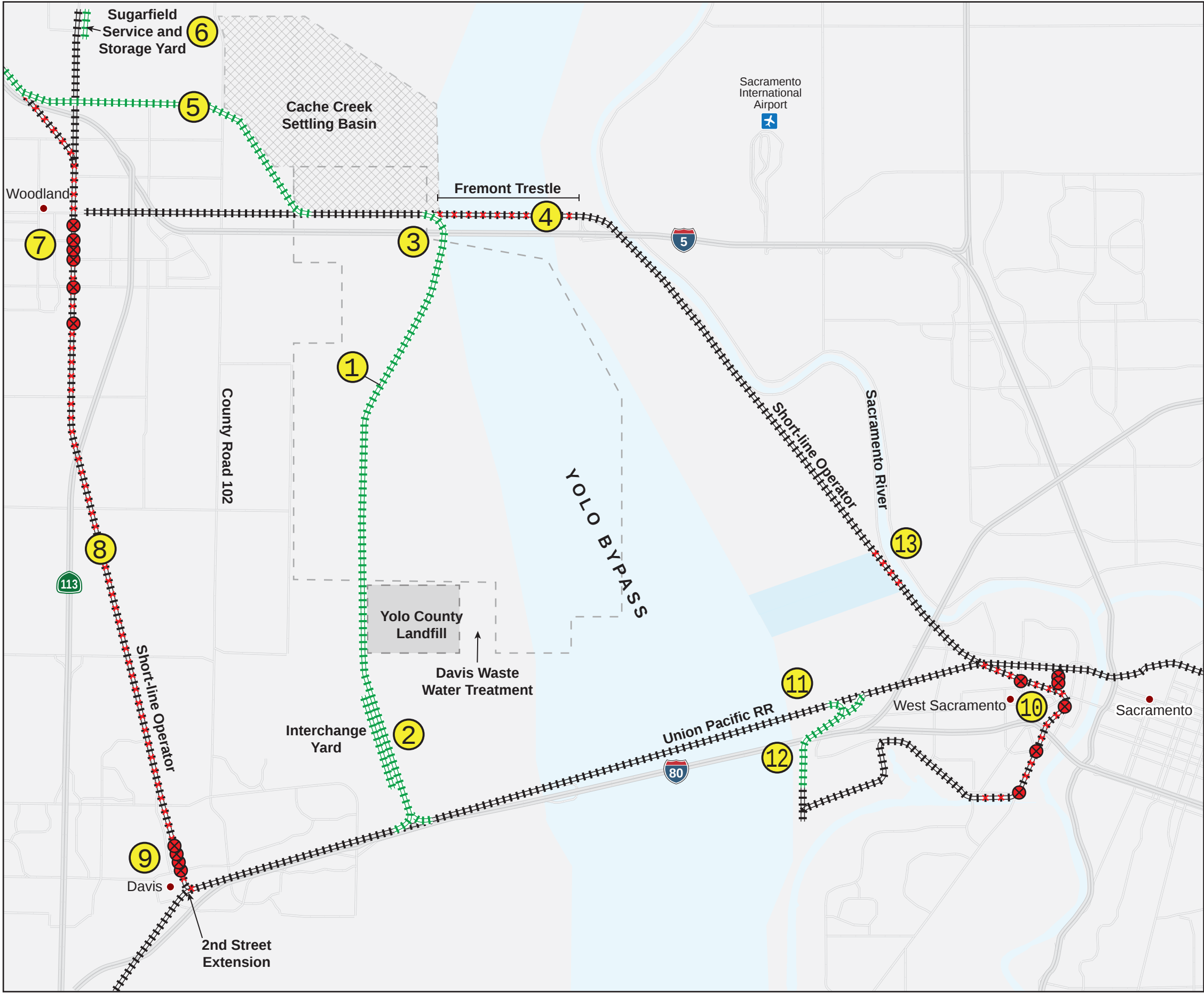


Paul Navazio, City Manager

Attachments:

1. Map--Yolo Rail Realignment Project-Conceptual Overview
2. Yolo Rail Realignment Project Final Reports
 - A. Assessment Area #2-Economic Benefits (Appendix A is Assessment Area #1-Redevelopment Opportunities Assessment
 - B. Assessment Area #3-Funding Options

Yolo Rail Realignment Project - Overview

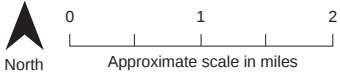


Project Features

- 1 New railroad connecting to the short-line track east of Woodland
- 2 New railcar interchange facility at intersection with UPRR mainline and short-line track
- 3 Railroad underpass beneath Interstate 5 utilizing western end span of the existing viaduct
- 4 Remove Fremont Trestle across the Yolo Bypass
- 5 Realign the short-line track, to connect to the line north of Woodland
- 6 Construct new service and storage yard near Sugarfield north of Woodland
- 7 Remove twelve (12) at-grade railroad crossings and associated track, spur line, and service and storage yard in Woodland
- 8 "Rail to Trails" opportunity to convert the short-line railroad to a Class 1 bike path
- 9 Remove four (4) at-grade railroad crossings and associated track in Davis, and construct 2nd Street extension
- 10 In West Sacramento, remove six at grade rail crossings, associated track, and existing yard at Lake Washington
- 11 Add new rail connection between UPRR mainline and Port of West Sacramento spur rail terminus
- 12 Construct new rail underpass at Interstate 80
- 13 Remove Sacramento Weir trestle and associated track

LEGEND

- Major Highway
- Major Road
- Railroad
- Proposed Track Options
- Track to be Removed
- Remove Train Crossing



Note: Project Features are illustrative only and are not to be used as the basis for design or cost estimating purposes.

The Economics of Land Use



Final Report

Yolo Rail Realignment Assessment Area #2—Economic Benefits

Prepared for:

Yolo Rail Realignment Partnership

Prepared by:

Economic & Planning Systems, Inc. (EPS)

March 2016

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- Appendix B: Detailed Economic Impacts
- Appendix C: Stakeholder Interviews

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EXECUTIVE SUMMARY

Substantial benefits to the Yolo County economy are expected to accrue as a result of removing existing short-line rail infrastructure in Yolo County and relocating it along new alignments. This report evaluates the potential one-time and ongoing economic impacts of the Yolo Rail Realignment project. The economic impact analysis estimates the direct economic contributions of the projects, as well as the associated multiplier or “ripple” effect that could be generated through demand on suppliers of goods and services and employee spending in the economy. While the projects likely would generate regional economic impacts, the analysis focuses exclusively on the Yolo County economy. In addition to the quantitative economic impact analysis, this report also includes a qualitative discussion of several possible benefits that either cannot be quantified at this time or are not applicable for economic impact analysis.

Summary of Results

Table 1 summarizes the total estimated economic impact for the one-time and ongoing activities associated with the Yolo Rail Realignment project.

Low and high estimates, which provide a wide range that can account for variations in project features and outcomes, are used for the economic impact analysis because of the project’s conceptual nature. The economic impact analysis estimates the direct, indirect, and induced impacts (also known as the ripple effect) of the project at buildout.

One-time Construction Activities

The estimated one-time economic impact resulting from the residential and commercial construction, as well as rail realignment activities through buildout of the Yolo Rail Realignment project, equates to the following approximate range of impacts in the Yolo County economy:

- Between 21,000 and 29,400 job years¹ (full- and part-time).
- Between \$3.8 billion and \$5.2 billion of output (market value of goods and services), which includes labor income reported below.
- Between \$1.6 billion and \$2.2 billion of labor income (earnings and benefits).

Construction impacts occur over the timeline of the construction period. If the total construction investment were spent over a period of 20 years, this economic activity would support between about 1,000 to 1,500 jobs over that timeframe.

¹ A job year is a metric that is equal to 1 year of a job worked. For example, an ongoing job that lasts for 10 years would equal 10 job years.

Table 1
Yolo Rail Relocation
Total Economic Impact, Yolo County Economy

Analysis/Measure	Low	High
One-Time Activities [1]		
Employment	21,097	29,419
Output (2015\$)	\$3,757,836,016	\$5,245,925,889
Labor Income (2015\$)	\$1,569,825,682	\$2,195,012,388
Ongoing Activities [2]		
Employment	38,652	53,191
Output (2015\$)	\$5,863,619,532	\$8,078,307,710
Labor Income (2015\$)	\$1,972,740,259	\$2,689,789,679

impact_total

Source: IMPLAN, 2013 Data; EPS.

Note: Labor income is included in output.

- [1] One-time activities include rail realignment plus residential and commercial construction activities that occur over the construction timeline.
- [2] Ongoing activities include household spending and industry employment.

Induced effects are not measured for the one-time construction activities because temporary increases to economic activity are not anticipated to generate new resident employees and related induced expenditures in the local economy.

Ongoing Activities

The establishments operating in the nonresidential space and residents occupying the housing units in the proposed projects will generate an ongoing economic impact, which is estimated in the following range of impacts in the Yolo County economy on an annual basis:

- Between 38,700 and 53,200 jobs.
- Between \$5.9 billion and \$8.1 billion of output, which includes labor income reported below.
- Between \$2.0 billion and \$2.7 billion of labor income.

The economic impact analysis for the ongoing activities is based on buildout conditions for the project and includes economic activities related to establishment operations, demand on suppliers of goods and services, and household spending.

Other Benefits

Additional potential economic benefits of the project were revealed through case-study research and stakeholder interviews, summarized qualitatively below:

- Property values for rail-adjacent residential properties typically are 5- to 10-percent lower than average, a shortfall that rail removal can address.
- Public safety costs would be reduced by the removal of at-grade rail crossings.
- A new rail transfer facility may enable the Yolo County Central Landfill (Central Landfill) to increase its volume, which may allow the Central Landfill to add a container surcharge to its tipping fees, as well as expand its waste-to-energy program.
- The Yolo Rail Realignment project, by providing a transportation option for sediment from the Cache Creek Settling Basin (CCSB) to the Central Landfill to be used as landfill cover, may eliminate the need for the CCSB to truck its excavated material offsite, as well as eliminate the need for the Central Landfill to hold other property for the purpose of excavating for landfill cover.
- There may be potential for industrial sites with rail access to be more competitive than non-rail-served sites; however, the available evidence does not show conclusively increased economic value for rail-served sites associated with the property or specific users.

1. INTRODUCTION

Project Overview

The Yolo Rail Realignment project is an ambitious concept proposing to remove most of the existing short-line rail infrastructure in Yolo County and relocate it along new alignments. The concept has long been a topic of discussion in Yolo County because it has the potential to create several benefits but has garnered renewed attention in recent years because of its connection to flood control improvements and economic development objectives. Several of the public agencies in Yolo County formed an informal partnership to pursue collective action and begin a process of studying the various aspects of the project.

As a first step in advancing the concept, the partnership group obtained grant funding from the Economic Development Administration to study the potential economic benefits of the project and identify possible funding sources for future planning and development activities. The partnership engaged a multidisciplinary consultant team, consisting of Economic & Planning Systems, Inc. (EPS), Nossaman, LLP (Nossaman), CH2M HILL, and The Tioga Group, Inc., to complete assessments in three main areas:

1. Redevelopment Opportunities (led by EPS)
2. Economic Benefit (led by EPS)
3. Funding Sources (led by Nossaman)

Partnership Representatives:

- City of Davis
- City of West Sacramento
- City of Woodland
- Sacramento Area Flood Control Agency
- Yolo County
- Yolo County Transportation District
- Sacramento-Yolo Port District

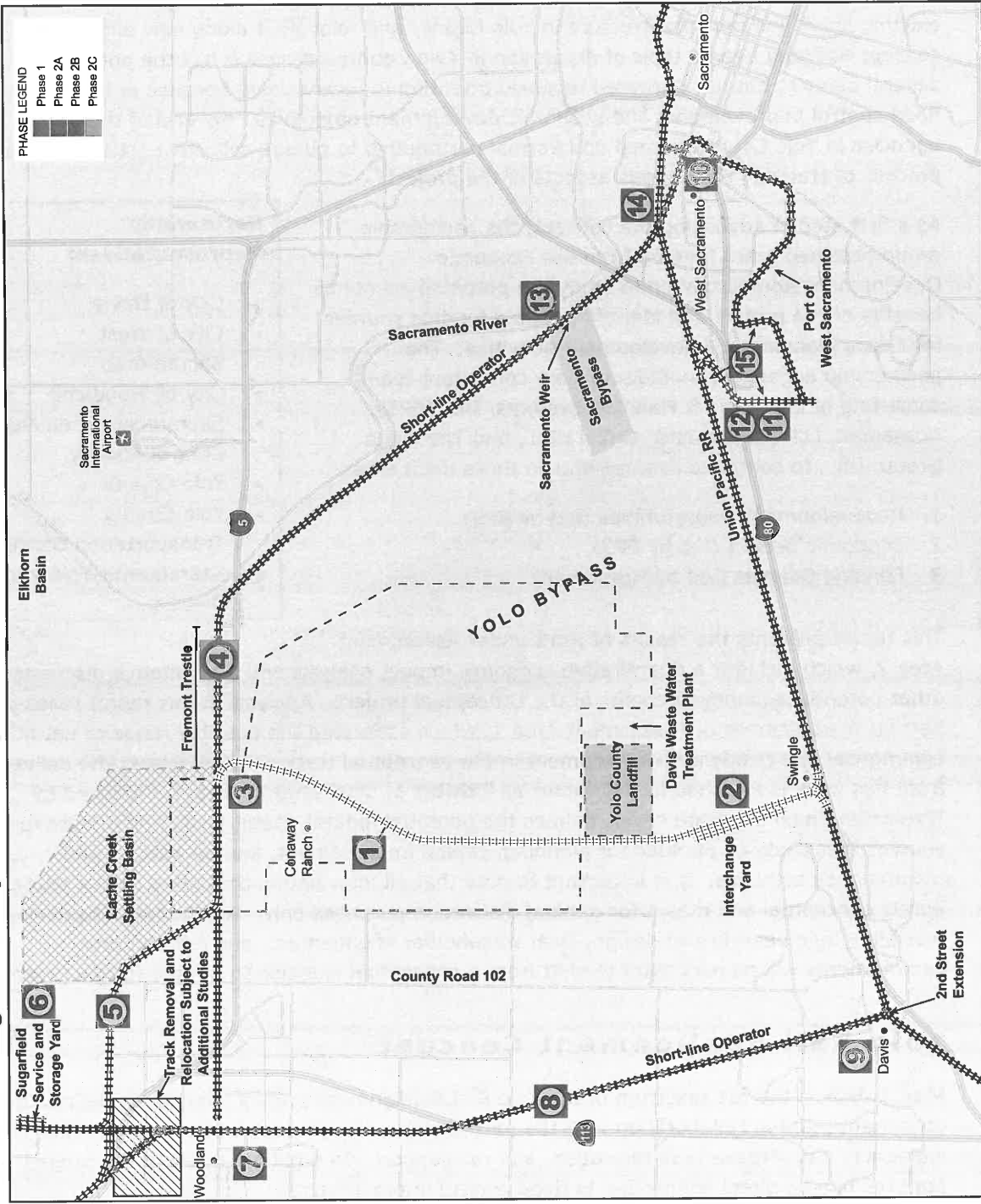
This report presents the results of work under Assessment Area 2, which includes a quantitative economic impact analysis and a qualitative discussion of other potential economic benefits of the conceptual project. Analysis in this report relies in large part on the outcomes of Assessment Area 1, which estimated the possible range of net new commercial and residential development in the conceptual track removal areas; the deliverable from this work is attached to this report as **Exhibit 1**. Assessment Area 3, produced by Nossaman under separate cover, defines the potential federal, state, local, and private funding sources that could be pursued for planning, capital improvement, and operations and maintenance activities. It is important to note that all information presented in this study is purely conceptual and meant for general discussion purposes only. Additional analysis of project feasibility, engineering and design, local stakeholder engagement, and rail operator commitments will be necessary to shift from a conceptual exercise to a more formal process.

Yolo Rail Realignment Concept

Map 1 depicts the full spectrum of the Yolo Rail Realignment project concept as defined by the consultant team in collaboration with the partnership. The concept involves three main elements: rail removal, rail relocation, and rail support. In addition, a few of the project features have a direct connection to flood control improvements.

Yolo Rail Realignment Project - Conceptual Overview - All Phases

Map 1

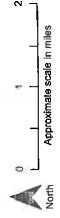


Conceptual Project Features

- 1 New railroad conceptual connection to the short-line track east of Woodland
- 2 New railcar interchange facility at intersection with UPRR mainline and short-line track
- 3 Railroad underpass beneath Interstate 5 utilizing western end span of the existing viaduct
- 4 Remove Fremont Trestle across the Yolo Bypass
- 5 Realign the short-line track, to connect to the line north of Woodland
- 6 Construct new service and storage yard near Sugarfield north of Woodland
- 7 Remove twelve (12) at-grade railroad crossings and associated track, spur line, and service and storage yard in Woodland and Yolo County
- 8 "Rail to Trails" opportunity to convert the short-line railroad to a Class 1 bike path
- 9 Remove four (4) at-grade railroad crossings, associated track, and existing wye in Davis
- 10 In West Sacramento, remove six at grade rail crossings, associated track, and existing yard at Lake Washington
- 11 Add new rail connection between UPRR mainline and Port of West Sacramento spur rail terminus
- 12 Construct new rail underpass at Interstate 80
- 13 Remove track over the Sacramento Weir and remove track to 1,800 ft north of the Weir
- 14 Removal of Mycon track in West Sacramento
- 15 New railcar interchange/storage options in West Sacramento

LEGEND

- Major Highway
- Major Road
- Railroad
- Proposed Track Options
- Track to be Removed
- Conceptual Track Option
- Flood Control Related



All Features Conceptual and Subject to Change

Rail Removal

The project concept calls for removal of rail infrastructure in the Cities of Davis, West Sacramento, and Woodland, as well as the segment that runs between Davis and Woodland in unincorporated Yolo County. In Davis and Woodland, track and equipment would be removed along with several at-grade crossings, the short-line service and storage yard and related infrastructure in Woodland (between Pendegast Street and Lincoln Avenue), and the east spur track along Main Street in Woodland. Removal in West Sacramento would include track and equipment, as well as at-grade crossings and the Canal and Westgate Yards.

Removal of the rail infrastructure will create opportunities for redevelopment in key locations in the three cities (see **Maps 2** through **4**, as well as **Exhibit 1**) and will allow for conversion of the track in the unincorporated areas to an active trail and Class 1 bike path. The areas with redevelopment potential are substantial, covering approximately 109 acres in Davis, 257 acres in West Sacramento, and 276 acres in Woodland. In total, the redevelopment areas could support between 5,000 and 7,800 net new housing units and between 16 million and 21.4 million square feet of net new commercial space.

Realization of the projected level of redevelopment in the three affected cities is anticipated to take many years. Additional market analysis would be necessary to better define the projected development timeline, but full buildout is not expected for 20 to 40 years after rail removal.

The concept also includes removal of the Fremont Trestle and associated track across the Yolo Bypass, which would reduce the water surface level at flood stage by increasing flow capacity of the bypass. In addition, the concept accounts for removal of rail track on and near the Sacramento Weir, which would allow for weir and bypass improvements that would benefit flood control in the area.²

Rail Relocation

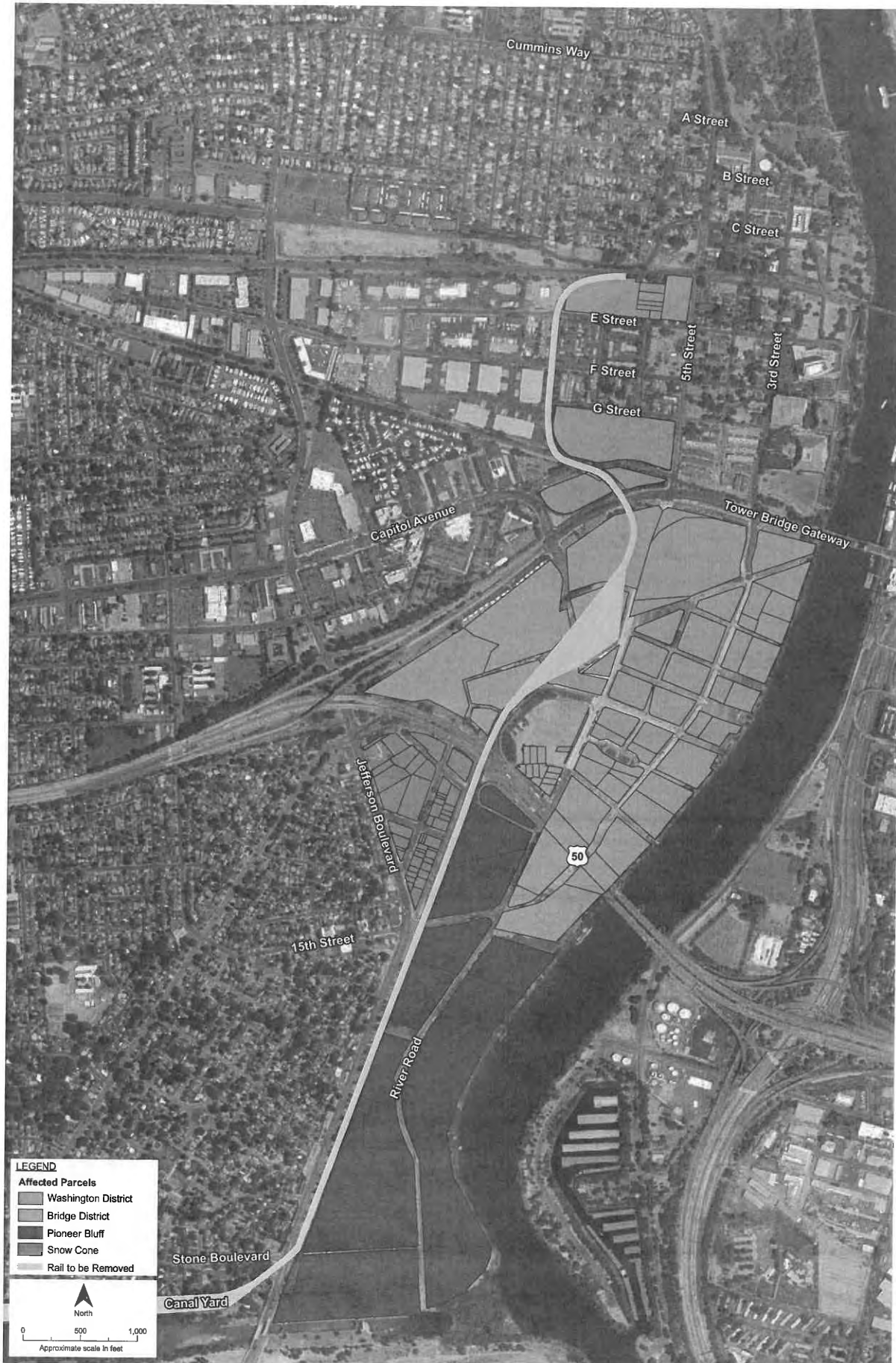
A new north-south rail line would be constructed to replace the infrastructure removed between Davis and Woodland. While engineering and design studies are necessary to define feasible alignment options, a conceptual option is illustrated in **Map 1**, with one end point near the Swingle area east of Davis and connecting the other end point near Interstate 5 west of the Fremont Trestle. This line then would connect to a reconfigured track that would run along the outskirts of Woodland's industrial zone to the north near the CCSB. The conceptual north-south alignment would use the western-end span of the existing viaduct under Interstate 5 and incorporate a new 2,000-foot bridge at County Road 32A. At-grade crossing would be necessary at other road intersection points.

² If the rail infrastructure associated with the Fremont Trestle and Sacramento Weir is removed, then the segment of track that runs between West Sacramento and Interstate 5 to the north would essentially be inoperative. Although it has not been identified as a primary feature in the rail realignment concept, this track segment could present an opportunity for rail-to-trail conversion similar to the track between Davis and Woodland.

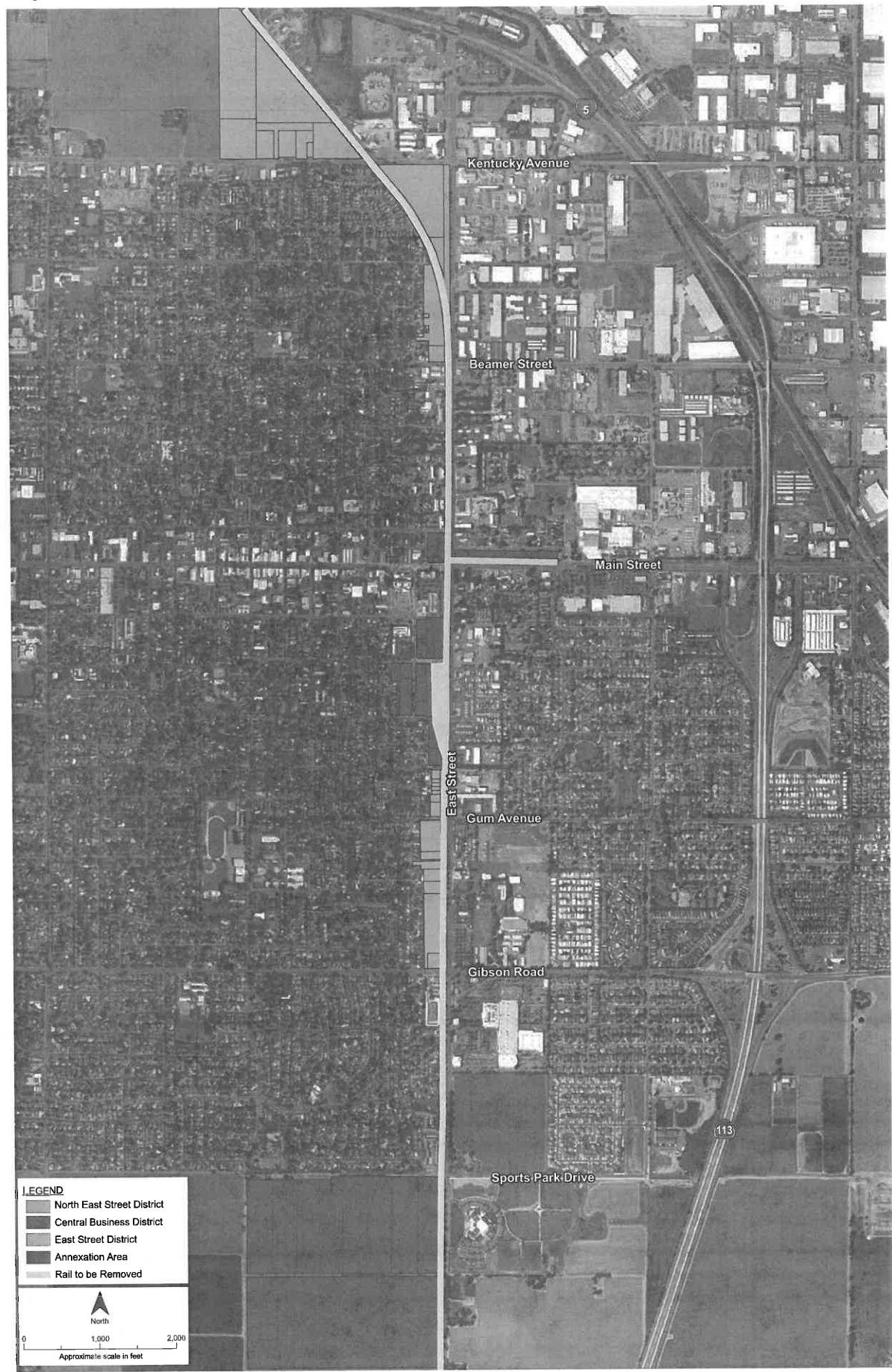
Yolo Rail Relocation – Redevelopment Opportunities City of Davis



**Yolo Rail Relocation – Redevelopment Opportunities
City of West Sacramento**



Map 4
Yolo Rail Relocation – Redevelopment Opportunities
City of Woodland



In West Sacramento, the conceptual track realignment would add a new segment to the west in the existing industrial area along Prospect Slough and connecting to existing track running to the Port of West Sacramento spur rail terminus. This conceptual alignment includes a new underpass at Interstate 80, which would be accomplished through use of a tunnel.³

Rail Support

Three new rail support facilities would be necessary to restore effective functionality to the realigned rail system. First, a new interchange, sorting, storage, and transload facility would be incorporated along the new north-south line, conceptually placed just south of the Central Landfill. Second, the short-line storage and service yard removed from Woodland would be relocated north of the city near the Sugarfield area. Finally, a new interchange, sorting, and storage area would be included along the new track in West Sacramento to replace the function of the two removed yards.

Flood Control Connection

The project concept also includes two features that involve the removal of rail infrastructure but are specifically oriented toward flood control improvements: the Fremont Trestle and a portion of the rail embankment directly north of the Sacramento Weir. Removing these features would facilitate improvements in the flow of floodwater in the Yolo Bypass and, in the case of the Sacramento Weir, would present an alternative to plans for a new Sacramento Trestle to support a planned weir extension accompanying a widened bypass. Alternative flood control solutions consistent with the proposed rail realignment could be more cost effective and simple than currently contemplated.

A large system of flood control improvements still will be necessary to allow for the relocation of the north-south line. The conceptual alignment runs through floodplain areas in and around the City of Woodland that are protected by levee systems along lower Cache Creek and the west side of the Yolo Bypass that do not meet applicable federal and state engineering standards. The most recent locally preferred plan for flood protection along lower Cache Creek includes construction of a new levee along the northern edge of the developed portion of the city that could be configured to form a bypass channel commencing at the southwestern corner of the CCSB and extending east for about 4 miles to the Yolo Bypass. This new levee and bypass channel could protect the relocated rail line from uncontrolled flooding along Cache Creek. Additional improvements would be needed to protect the line from a failure of the Yolo Bypass west levee south of the CCSB. These improvements would consist of strengthening the Yolo Bypass west levee between the CCSB and Interstate 5 and constructing a new levee as part of the Yolo Rail Realignment project extending from the Yolo Bypass west levee at Interstate 5 to high ground near the Central Landfill. These flood control improvements would protect the relocated rail infrastructure and allow for at-grade lines along the landside toe of the new

³ The rail realignment concept in West Sacramento focuses on a tunnel option for the Interstate-80 underpass. This also could be accomplished through a cut-and-cover option; the cost differentials are outlined in **Exhibit 2**.

levee, in a dedicated right-of-way area. Planning and engineering efficiencies could be realized by incorporating the necessary right-of-way for the Yolo Rail Realignment project alongside the levee in the design processes associated with the flood control improvements. **Exhibit 2** offers cost estimates related to a portion of the flood control improvements.

Organization of Report

This **Chapter 1** describes the assumptions and methodology for the economic impact analysis and presents a summary of the related results for the one-time and ongoing activities. It also provides a qualitative discussion of other potential economic benefits. The analysis for Assessment Area 2 is presented in **Chapter 2** of this report.

This report also includes three appendices. **Appendix A** provides a set of tables with information on the background assumptions for the economic impact analysis. **Appendix B** offers detailed tables for the one-time and ongoing economic impacts. **Appendix C** lists the stakeholders that were interviewed as part of the Assessment Area 2 work.

In addition, the memorandum produced for Assessment Area 1, outlining the redevelopment opportunities, is attached as **Exhibit 1**, and the Yolo Rail Realignment project cost estimates prepared by CH2M HILL are included as **Exhibit 2**.

2. *ECONOMIC BENEFITS*

This chapter outlines the potential economic benefits of the conceptual Yolo Rail Realignment project, presented through both quantitative and qualitative analysis. The quantitative analysis focuses on estimating the full range of countywide economic impacts associated with the one-time rail infrastructure and redevelopment construction activities and ongoing residential and commercial economic activities at project completion and buildout. The qualitative analysis covers several possible benefits that cannot be quantified at this point or are not applicable for economic impact analysis. All analysis in this chapter emphasizes benefits that would likely not be present **but for** the Yolo Rail Realignment project. Overall, the project has the potential to generate substantial one-time and ongoing economic impacts in the Yolo County economy and produce other notable benefits related to enhanced property values, public safety, and economic efficiencies.

Economic Impacts

The economic impact analysis estimates the direct economic contributions of the project, as well as the associated multiplier or ripple effects that could be generated through demand on suppliers of goods and services and employee spending in the economy.⁴ While the project likely would generate local and regional economic impacts, the analysis exclusively focuses on the Yolo County economy.

Because of the conceptual nature of the project, low and high estimates are used for the economic impact analysis that employ a range wide enough to account for variations in project features and outcomes. Similarly, the analysis focuses on rail system completion and buildout, irrespective of any potential project phasing.

Economic Activities

Completing the entire system of rail infrastructure removal and relocation and building the net new residential and commercial space associated with the redevelopment opportunities will support temporary, one-time construction activities. As shown in **Table 2**, the total construction costs for the conceptual rail removal, relocation, and support components are estimated to be

⁴ This analysis measures the gross impacts of the Yolo Rail Realignment project using estimated multiplier effects and standard economic variables. It is important to note that this analysis is not intended to measure net impacts or provide a cost-benefit evaluation. Moreover, the analysis does not consider fiscal impacts related to potential public revenues from the project or public-service costs at buildout.

Table 2
Yolo Rail Relocation
Conceptual Rail Realignment Costs (2015\$)

Item	Map 1 Items	Estimated Costs [1]	
		Low	High
Rail Removal [2]			
Davis to Woodland Removal [3]	7	\$2,407,283	\$5,158,463
Davis to Woodland Rail-to-Trail [4]	8	\$18,975,533	\$40,661,856
West Sacramento Removal [5]	10 and 14	\$1,345,880	\$2,884,028
Subtotal Rail Removal Costs		\$22,728,695	\$48,704,346
Rail Relocation			
Yolo County North-South Line [6]	1, 3 and 9	\$69,257,372	\$148,408,655
Woodland Realignment	5	\$14,126,721	\$30,271,544
West Sacramento Realignment [7]	11 and 12	\$39,582,249	\$84,819,104
Subtotal Rail Relocation Costs		\$122,966,341	\$263,499,303
Rail Support			
New Interchange and Transload Facilities [8]	2 and 15	\$6,201,195	\$13,288,275
New Service and Storage Facility	6	\$885,885	\$1,898,325
Subtotal Rail Support Costs		\$7,087,080	\$15,186,600
Total Rail Realignment Costs		\$152,782,116	\$327,390,250

rail_costs

Source: CH2M HILL; EPS.

- [1] Costs are based on AACE Class 4 estimates and include 10% mobilization and 30% contingency factors. See Exhibit 2.
- [2] There are two other projects that have been identified that involve the removal of rail infrastructure, which are not included in the rail removal total because they are specifically oriented toward flood improvements. The Fremont Trestle removal costs are estimated to be between \$3.4 million and \$7.4 million (Map 1 item 4). Removal of track over the Sacramento Weir is estimated to cost between \$76,000 and \$163,000 (Map 1 item 13).
- [3] Includes removal of all track and equipment, 16 at-grade crossings, rail service and storage facility, Woodland east spur track, and existing Davis wye.
- [4] Assumes conversion to Class 1 bike path from Davis to Woodland.
- [5] Includes removal of 4 miles of track and equipment, 2 yards, and 6 at-grade crossings.
- [6] In addition to rail line, connections, and crossings, includes bridge over County Road 32. Includes flood control improvements as this element of the realignment is contingent upon flood protection.
- [7] Configuration based on tunnel under Interstate 80.
- [8] Includes one facility along the new North-South line and one facility along West Sacramento realignment.

between \$128 million and \$274 million.⁵ These costs include all the elements described in the previous chapter but exclude features that are specifically and solely related to flood control improvements (e.g., Fremont Trestle and Sacramento Weir). **Exhibit 2** provides additional details related to the Yolo Rail Realignment project cost estimates.

Table 3 shows the distinct economic activities associated with the redevelopment opportunities.

One-Time Construction Activities

The total construction costs associated with the estimated net new residential development range from \$1.5 billion to \$2.1 billion. Net new commercial development is estimated to support construction costs totaling between \$2.0 billion and \$2.8 billion. Most of the direct residential and commercial construction activity is generated through West Sacramento redevelopment as a result of the inclusion of the Pioneer Bluff and Bridge District areas, which are constrained by the existing rail alignment. Because the redevelopment opportunities in the City of Davis will be maximized with additional infrastructure investment, the commercial construction estimates also include bike crossings, 2nd Street extension and connection work, and a parking structure.

Appendix A provides details on the construction cost assumptions, and **Exhibit 1** outlines the net new development associated with the redevelopment opportunities.

Ongoing Activities

The residents occupying the net new residential units and establishments based in the net new commercial space will support ongoing economic activities, which are measured in two different ways.

Household Expenditures

The new housing in the redevelopment project areas represents fairly unique product types that will attract new residents. The residents living in the housing units will generate household expenditures that flow into establishments throughout the countywide economy. As shown in **Table 3**, the total pool of potential household spending is estimated at between \$251 million and \$348 million. To avoid double-counting the impacts of new households and new commercial uses, adjustments were made to account only for residents that are drawn to the housing products in the redevelopment project areas and are employed outside the local economy. Only the share of household spending that occurs within Yolo County but outside of the

⁵ The wide range reflects AACE Class 4 engineering estimates and provides coverage for variation in project features. AACE Class 4 cost estimates are appropriately used for a conceptual study, where from 1 to 15 percent of the project features are defined, and therefore are presented as a widely variable range. Nevertheless, aspects such as the extent of site contamination, rail configuration decisions, salvage values, and rail operator requirements could push project costs outside this range. As such, these estimates should be used only for conceptual purposes and not for the basis of design or engineering estimating purposes.

Table 3
Yolo Rail Relocation
Redevelopment Summary (2015\$)

Item	Davis		West Sacramento		Woodland		Total	
	Low Density	High Density	Low Density	High Density	Low Density	High Density	Low Density	High Density
Residential Construction Cost [1]								
Share of Total	\$256,184,563 20.4%	\$351,748,064 21.1%	\$861,091,121 68.6%	\$1,039,339,820 62.5%	\$138,540,440 11.0%	\$272,044,329 16.4%	\$1,255,816,124	\$1,563,132,212
Commercial Construction Cost [1]								
Share of Total	\$254,726,916 13.6%	\$567,125,677 21.8%	\$1,549,138,520 82.7%	\$1,915,208,336 73.6%	\$69,222,498 3.7%	\$118,274,376 4.5%	\$1,873,087,935	\$2,600,608,389
Aggregate Household Income [2]								
Share of Total	\$26,324,507 10.5%	\$39,356,091 11.3%	\$197,273,778 78.5%	\$251,380,823 72.3%	\$27,820,095 11.1%	\$56,880,030 16.4%	\$251,418,380	\$347,616,944
Industry Employment [3]								
Share of Total	2,558 9.5%	6,051 16.3%	22,438 83.6%	27,826 75.2%	1,848 6.9%	3,150 8.5%	26,844	37,026
								redevelopment

Source: EPS.

[1] See Table A-1.

[2] See Table A-2.

[3] See Table A-5.

redevelopment project areas is measured.⁶ In addition, household expenditures of residents that are employed in the local economy are excluded because they are captured in the induced impacts of jobs associated with new commercial uses. Further conservative adjustments were made to account only for non-student renter-occupied households in Davis, as students primarily are drawn to the area for the university and, in the absence of the redevelopment projects, related households could be distributed elsewhere in the local economy. To the extent the Yolo Rail Realignment project facilitates student residents that would have otherwise located outside of Davis or Yolo County, there may be additional impacts.

New Commercial Uses/Industry Employment

The establishments operating in the new commercial space will support employment across a wide range of industries to produce goods and provide services. **Table 3** shows the estimated industry employment, with total job counts ranging from 27,000 to 37,000. Similar to the construction activities, a large share of the ongoing activities are associated with West Sacramento redevelopment opportunities. The ongoing impacts account for an additional aspect in West Sacramento. The rail relocation will use an alignment that travels through areas with fewer incompatible residential and commercial land uses, which could allow for growth of rail-based goods movement through the Port of West Sacramento.⁷ Assumptions related to household spending and industry employment also are summarized in **Appendix A**.

Economic Impact Modeling

The economic impact analysis uses an input/output (I/O) modeling framework to estimate the full range of economic effects associated with the one-time and ongoing economic activities of the Yolo Rail Realignment project. Economic impacts are derived through an I/O model by taking a direct activity and adding multipliers to account for the chain of spending and responding that is set in motion by the initial activity. For example, a professional services entity operating in the net new commercial space will purchase goods and services to support its own economic activities. The demand for goods and services will stimulate additional economic activities at other supplier businesses. The impacts expand further when employees of these businesses spend their income and stimulate economic activities at businesses receiving the spending. These various economic effects multiply throughout the economy and, when added to the direct activity, yield the total estimated economic impact.

The I/O modeling framework is premised on the concept that industries in a geographic region are interdependent in the sense that they purchase output from, and supply input to, other industries. This analysis relies on the framework established through IMPLAN (Impact Analysis

⁶ Because the nature of the redevelopment projects varies from jurisdiction to jurisdiction, the percentage of off-site spending varies as well, from 40 percent in West Sacramento, where a mixed-use environment facilitates spending on site, to 90 percent in Woodland, where little on-site retail is available.

⁷ The economic outcome of rail-based goods movement is based on an assumption of capacity for 1 million tons annually with revenue of \$10 per ton. This revenue is translated to low and high industry employment estimated based on IMPLAN output per employee levels in Yolo County goods movement industries.

for Planning) software, an I/O model that draws on data collected by the IMPLAN Group, LLC, from several government sources, including the Bureau of Economic Analysis (BEA), Bureau of Labor Statistics (BLS), and the Census Bureau. The model is used widely for estimating economic impacts across a wide array of industries and economic settings.

The total gross economic impacts reflect the sum of direct, indirect, and induced effects. Indirect and induced effects are derived through multipliers that measure the impact of the direct activity as it ripples throughout the economy:

- The **direct** effect represents the change in output or employment attributable to the specific economic activity being analyzed. In this case, the effect captures construction reflected in estimated costs and establishment operations measured through estimated industry employment.
- The **indirect** effect reflects the economic activities that result from the response to demand on suppliers of goods and services from the direct economic activity. For this analysis, the effect measures the interindustry purchases from the construction activities and establishment operations.
- The **induced** effect captures household purchases of goods and services in the economy tied to employee income supported by the direct and indirect activities.⁸

For this analysis, the three effects are estimated for specifically within the Yolo County economy. IMPLAN generates a model of the industrial structure and household profile for the defined economy for the specific data year, which, in turn, determines the extent to which spending is captured and recirculated in the economy rather than being allowed to leak outside the geographic area. Larger geographic areas generally produce greater economic impacts as spending is recirculated among a larger base of establishments and industries.

The economic impact analysis presents results using three economic measures, which are defined for an annual period:

- **Employment (Jobs)** represents the number of full- and part-time jobs supported by the affected industries.
- **Output** reflects the total market value of goods and services generated by affected industries.
- **Labor Income** accounts for total compensation (i.e., salaries/wages and benefits) associated with Employment. It is important to note that Labor Income is a component of Output and is not an additive economic impact.

⁸ Induced effects are not measured for the one-time construction activities because temporary increases to economic activity are not anticipated to generate new resident employees and related induced expenditures in the local economy. IMPLAN suggests that exclusion of these induced effects prevents overestimation of economic impacts associated with temporary increases in economic activity.

Two important caveats are relevant to the interpretation of the IMPLAN model estimates. First, economic impact estimates are derived based on the most recent available data sets from IMPLAN (2013 at the time of this analysis), which reflect key factors such as interindustry relationships, industry size and structure, and industry production functions. Any significant changes to these static factors could significantly alter the resulting economic impacts. Because the system completion and buildout timeframe of this project could be several decades, it is likely these factors will change. However, these potential changes cannot be modeled based on available data.

Second, the I/O methodology is based on the assumption that new industry demand for goods and services results in a corresponding increase in supply and therefore employment. This implies that key industry suppliers can increase output rather than shift output from one set of consumers or products to another. This assumption may not hold in areas with tight labor or capital markets because companies may find it difficult to obtain these inputs or other resources necessary to expand production. In these cases, accommodating an establishment's demand for labor and other inputs may come at the expense of other establishments in the same or related sectors or may need to be satisfied by increased imports from outside the study area. This phenomenon is often referred to as "crowding out" because the sector being stimulated tends to crowd out other sectors, which can reduce the net economic gain.

One-Time Impacts

Table 4 presents the low and high estimated economic impacts for the residential and commercial construction components, as well as the rail realignment component, of the one-time economic activities.⁹

The one-time economic impact (direct and indirect impacts) resulting from construction activities in the Yolo County economy is estimated to total in the following range:

- Between 21,000 and 29,400 job years.
- Between \$3.8 billion and \$5.2 billion of output, which includes labor income reported below.
- Between \$1.6 billion and \$2.2 billion of labor income.

The midpoint between the low and high estimates of the economic impact lies at:

- 25,000 job years.
- \$4.5 billion of output.
- \$1.9 billion of labor income.

⁹ The Yolo County economy is not able to supply enough construction activity to meet all the demand generated by the project through buildout as reflected in the estimated project construction costs (i.e., construction activity will need to be imported into the local economy). The economic impact analysis accounts for the estimated proportion of total activity demand that can be captured in the local economy (local purchasing percentages).

Table 4
Yolo Rail Relocation
One-Time Activities - Total Economic Impact, Yolo County Economy

Analysis/Measure	Direct and Indirect Impacts	
	Low	High
Residential Construction [1]		
Employment	8,831	11,696
Output (2015\$)	\$1,575,205,976	\$2,086,114,160
Labor Income (2015\$)	\$587,107,022	\$777,531,505
Commercial Construction [2]		
Employment	11,346	15,753
Output (2015\$)	\$2,011,070,770	\$2,792,184,722
Labor Income (2015\$)	\$912,379,456	\$1,266,754,018
Rail Realignment [3]		
Employment	919	1,970
Output (2015\$)	\$171,559,270	\$367,627,007
Labor Income (2015\$)	\$70,339,204	\$150,726,865
Total One-Time Activities		
Employment	21,097	29,419
Output (2015\$)	\$3,757,836,016	\$5,245,925,889
Labor Income (2015\$)	\$1,569,825,682	\$2,195,012,388

one-time_impact

Source: IMPLAN, 2013 Data; EPS.

Note: Labor income is included in output.

One-time activities occur over the construction timeline.

[1] See Table B-2.

[2] See Table B-3.

[3] See Table B-1.

These impacts would occur and would be distributed over the construction timeframe, commensurate with the level of construction activity in a given period. Costs directly attributable to rail removal and relocation account from only 4 percent to 7 percent of the total one-time impact in Yolo County. The estimated one-time impact of the Yolo Rail Realignment project is driven instead by residential and commercial construction costs, with residential construction activity representing 35 percent to 42 percent and commercial construction activity representing 53 percent to 58 percent of the total one-time impact.

Additional details on the one-time impacts are provided in the supporting tables in **Appendix B**.

Ongoing Impacts

The estimated economic impacts associated with ongoing household spending and establishment operations are presented in **Table 5**.¹⁰ The ongoing economic impact generated in the Yolo County economy is estimated to total in the following range:

- Between 38,000 and 52,300 jobs.
- Between \$5.8 billion and \$8.0 billion of output, which includes labor income reported below.
- Between \$2.0 billion and \$2.7 billion of labor income.

The midpoint between the low and high estimates of the economic impact lies at:

- 45,000 jobs.
- \$6.9 billion of output.
- \$2.3 billion of labor income.

Household spending represents fewer than 2 percent of the total ongoing economic impact in Yolo County. Establishment operations are the primary driver of the estimated ongoing economic impact generated from the Yolo Rail Realignment project.

To put the magnitude of these ongoing economic impacts in perspective, IMPLAN model data for 2013 show total employment in the entire Yolo County economy at approximately 123,000 and total output at \$13.7 billion.

Additional information on the household spending and industry employment economic impacts is provided in **Appendix B**.

¹⁰ Economic impacts shown result from estimated net new household spending and industry employment from net new commercial space. Impacts reported are gross economic impacts in that they do not account for potential shifts as existing commercial users vacate current space and move into new space, or new commercial users crowd out existing establishments.

Table 5
Yolo Rail Relocation
Ongoing Activities - Total Economic Impact, Yolo County Economy

Analysis/Measure	Low	High
Household Spending [1]		
Employment	592	866
Output (2015\$)	\$77,719,875	\$113,812,926
Labor Income (2015\$)	\$24,291,396	\$35,562,437
Industry Employment [2]		
Employment	38,060	52,325
Output (2015\$)	\$5,785,899,657	\$7,964,494,784
Labor Income (2015\$)	\$1,948,448,863	\$2,654,227,242
Total Ongoing Activities		
Employment	38,652	53,191
Output (2015\$)	\$5,863,619,532	\$8,078,307,710
Labor Income (2015\$)	\$1,972,740,259	\$2,689,789,679

ongoing_impact

Source: IMPLAN, 2013 Data; EPS.

Note: Labor income is included in output.

[1] See Table B-4.

[2] See Table B-5.

Other Economic Benefits

Case-study research and discussion with stakeholders revealed a few other potential economic benefits that could result from the Yolo Rail Realignment project. These benefits are presented qualitatively because outcomes are tenuous or uncertain or reflect aspects that are not typically measured quantitatively through an economic impact analysis.

Property Values

While residents place value on access to transportation options such as train stations, proximity to a rail track, which is often far removed from the points of access, is not valued in the same way. The housing market perceives freight railroad tracks as a nuisance, primarily because of the noise generated, as well as the potential for accidents. Much of that noise comes from train horns, and while many communities have made efforts to ban horns in residential communities during nighttime hours, such bans have been shown to increase fatalities, creating costs both for residents and rail companies. In one survey of prospective homeowners, respondents rated a train track as one of the least desirable site characteristics to live near, ranking only above a junkyard, a leaking underground storage tank, and a factory. Studies have found that residential properties adjacent to rail tracks are priced 5- to 10-percent lower than average, a value deficit that can be remedied through rail removal.¹¹

Public Safety

The Yolo Rail Realignment project would remove the annual maintenance costs related to 4 at-grade crossings in Davis, 12 in Woodland, and 6 in West Sacramento. Over 10 years, the removal of these crossings is projected to save annual maintenance costs totaling \$400,000 in Davis, \$1 million in Woodland, and \$700,000 in West Sacramento.¹²

In addition to saving on maintenance costs, the removal of at-grade crossings benefits public safety. About 130 collisions occurred at highway-rail grade crossings in California in 2014, resulting in more than 30 deaths, the most fatalities of any state.¹³ The fatality rate for police-reported highway-rail crashes is 10 times as high as the rate for highway crashes.¹⁴

¹¹ Simons, Robert A., and Abdellaziz El Jaouhari. "The Effect of Freight Railroad Tracks and Train Activity on Residential Property Values." *Appraisal Journal* 72.3 (2004): 223-233.

¹² Savings estimates from City of Davis Staff Report, Resolution Supporting Study of Yolo Freight Rail Realignment, July 2, 2013.

¹³ Operation Lifesaver: Rail Safety Education, "Highway-Rail Grade Crossing Collisions," 2014. <http://oli.org/about-us/news/statistics/collisions-by-state>

¹⁴ National Cooperative Highway Research Program, "Comprehensive Costs of Highway-Rail Grade Crossing Crashes", 2013. http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_755.pdf

Central Landfill Operations

The Yolo Rail Realignment project could enable Yolo County to build a solid waste rail transfer facility along the western edge of the Central Landfill, allowing the Central Landfill to receive waste from other communities. The Central Landfill receives between 700 and 900 tons of solid waste daily, and though currently permitted to receive only 1,800 tons daily, the Central Landfill has said it would seek to increase its permitted daily volume if demand exists. As part of the increased volume, the Central Landfill could add a container surcharge to its tipping fees to support rail infrastructure and increase revenue generation. It is important to note, however, that waste-by-rail contracts are extremely competitive, and many public entities are not able to support fees that allow them to compete for major projects.

If the Central Landfill is able to increase volume of delivered waste, it may be able to also expand its waste-to-energy program. While the technology required to convert waste to energy is in its developing stages and has yet to be widely adopted, much potential exists in the three processes: thermochemical, biochemical, and physiochemical. These processes can produce energy in the form of heat, steam, electricity, natural gas, and liquid fuel cells. This offers not only renewable energy generation that has economic value but also could allow the Central Landfill opportunities to partner with businesses and researchers on demonstration projects supported by close proximity to the University of California, Davis.

CCSB Excavation

The CCSB, located at the end of Cache Creek, preserves the floodway capacity of the Yolo Bypass by capturing sediment before it makes its way into the Yolo Bypass. As part of a mercury discharge load requirement, the California Department of Water Resources (DWR) must increase the catchment efficiency of the CCSB by 50 percent by 2020. The current proposed solution involves excavating the CCSB and trucking the excavated material off site. Alternatively, to accomplish this goal, the CCSB sediment could be used as landfill cover for the Central Landfill. The Yolo Rail Realignment project could make this project feasible by providing transportation for the sediment from the CCSB to the Central Landfill. The Central Landfill needs 250,000 cubic yards of landfill each year to meet its needs, which it currently plans to extract from a nearby parcel it acquired specifically with the intention to excavate. The Yolo Rail Realignment project offers additional options to meet the needs of both the CCSB and Central Landfill.

Economic Development

Industrial sites with rail access have the potential to be more competitive relative to non-rail-served sites in the same area because they can attract users that require this transportation infrastructure for goods movement. Moving supplies, intermediate products, and end products by rail can reduce shipping costs depending on the destination, freight load, and logistics arrangements. The Yolo Rail Realignment project could introduce opportunities to expand the rail network and develop new rail-served sites in Woodland and West Sacramento.

However, input from economic development and real estate representatives, as well as case-study analysis shows that this competitive advantage could be minimal, particularly in an area that is not viewed as having a significant presence of logistics-driven industries or established multi-modal options.

A small share of major business location and expansion projects in the state and Sacramento Region involve users that specifically require rail access. In these cases, users tend to focus on established logistics regions and sites with active spur connections. Very few of these users would consider a site that requires additional investment to pull in a rail spur connection. More broadly, when asked, businesses will often say they value the flexibility that rail access provides them, though instead of actually shipping by rail, businesses will often use their rail access as a negotiating tool to lower the rates of trucking companies.

Available evidence is not fully conclusive regarding increased economic value for rail-served sites associated with the property or specific users. While there are specific examples of valuable property and high-value users in rail-served sites, this does not appear to be a universal finding when comparing industrial sites with and without rail access across various submarkets and regions. For instance, measures of business intensity tend to remain in a close range for users in applicable sites in the Sacramento Region. At the national scale, there are even instances of real estate investors removing rail infrastructure in industrial areas.

Key Considerations for Next Steps

As the Yolo Rail Realignment project moves past the initial assessments of economic benefits and funding sources, there are a few considerations on which the partnership should focus in defining the next steps:

- *Leverage flood control*—As discussed above, flood control is both necessary for, and can benefit from, the rail removal and relocation. Because flood control has garnered increased attention related to planning and funding, the partnership should fully leverage this linkage to build additional support for the Yolo Rail Realignment project. It will be important to integrate the Yolo Rail Realignment project concept into associated flood control discussion and planning on the basis of alignment with regional economic development objectives.
- *Conduct planning studies*—The analysis conducted in fulfillment of the Economic Development Administration grant primarily was based on conceptual-level assumptions and estimates. Formal planning studies will be necessary to better define project feasibility, features, costs, and benefits. These studies also should delineate project phasing to allow for prioritization of funding strategies; in addition to feasibility, phasing decisions should consider the types and magnitude of potential economic benefits discussed in this report.
- *Plan for rail-operator engagement*—While the partnership preliminarily has engaged the short-line operators and Union Pacific Railroad at various points in the project, formal discussions will be necessary to move the project forward. Rail-operator input will be necessary to inform the planning studies and future action. A collaborative process will be important to create the conditions for discovering interests and creating positive outcomes.
- *Continue collective leadership*—The concept of rail realignment has been a topic of discussion for many years, but formation of the partnership in pursuit of the Economic Development Administration grant has brought a new level of collective leadership. Continuing and enhancing this leadership will be important to make progress on such a substantial and complex project. As the project moves forward, the partnership should consider expanding its membership to include additional business, rail, and public safety representation.

- *Prioritize future actions*—There are several steps, both complex and straightforward, that will need to be taken to make this project come to fruition. To keep activities focused, the partnership should consider building an action plan to build on priorities and guide activities for the next 12 months. One step that has been discussed by the partnership as a short-term priority is to undertake the process of preliminary engineering and design on the new north-south alignment through Yolo County to build replacement functionality that will allow for track removal and related redevelopment.



APPENDICES:

- Appendix A: Background Assumptions
- Appendix B: Detailed Economic Impacts
- Appendix C: Stakeholder Interviews



APPENDIX A:

Background Assumptions

Table A-1	Redevelopment Construction Costs
Table A-2	Redevelopment Income of New Households
Table A-3	Estimated Davis Student Households
Table A-4	Redevelopment Commercial Building Square Footage by Land Use
Table A-5	Redevelopment Employees by Land Use
Table A-6	Land Use Industry Employment Mix
Table A-7	Redevelopment Employment by Industry—Low Density
Table A-8	Redevelopment Employment by Industry—High Density

Table A-1
Yolo Rail Relocation
Redevelopment Construction Costs (2015\$)

Item	Assumption [1]	Davis [2]		West Sacramento		Woodland		Total	
		Low Density	High Density	Low Density	High Density	Low Density	High Density	Low Density	High Density
Residential									
Projected Net New Assessed Value		\$640,461,409	\$879,370,159	\$2,152,727,803	\$2,598,349,550	\$346,351,099	\$680,110,823	\$3,139,540,311	\$4,157,830,531
Total Residential Construction Costs	40% of assessed value	\$256,184,563	\$351,748,064	\$861,091,121	\$1,039,339,820	\$138,540,440	\$272,044,329	\$1,255,816,124	\$1,663,132,212
Commercial									
Projected Net New Assessed Value		\$366,649,211	\$830,816,466	\$2,383,290,031	\$2,946,474,363	\$106,496,151	\$181,960,579	\$2,856,435,393	\$3,959,251,407
Total Commercial Construction Costs	65% of assessed value	\$254,726,916	\$567,125,677	\$1,549,138,520	\$1,915,208,336	\$69,222,498	\$118,274,376	\$1,873,087,935	\$2,600,608,389

Source: Cities of Davis, West Sacramento, and Woodland; Pedestrian and Bicycle Information Center (PBIC); CH2M HILL; EPS.

[1] Based on residential and commercial industry standard ranges. Applied to Assessed Values of redeveloped parcels from Area 1 analysis.

[2] In addition to Area 1 redevelopment AV assumptions, commercial construction costs include parking structure, 2nd Street connection, four standard bike crossings, and one over/under bike crossing. Parking structure assumes 500 to 700 spaces at \$30,000 per space. 2nd Street Connection based on AACE Class 4 estimates and includes 10% mobilization and 30% contingency factors. Bike crossings based on PBIC published cost ranges.

Bike crossings based on PBIC published cost ranges.

construct cost

Table A-2
Yolo Rail Relocation
Redevelopment Income of New Households (2015\$)

Item	Formula	Davis		West Sacramento		Woodland		Total	
		Low Density	High Density	Low Density	High Density	Low Density	High Density	Low Density	High Density
All Units/Households									
Projected Net New Residential Units	a	1,362	2,226	5,738	7,249	1,249	2,392	8,349	11,867
Share of Households Working Outside Yolo County [1]	b	54%		73%	73%	48%	48%	N/A	N/A
Net New Households Working Outside of Yolo County	$a \cdot b = c$	730	1,193	4,174	5,273	598	1,145	N/A	N/A
Residential Vacancy Rate	d	5%	5%	5%	5%	5%	5%	N/A	N/A
Share of Spending Outside of Redevelopment Project Areas	e	80%	80%	40%	40%	90%	90%	N/A	N/A
Owner-Occupied Households									
Share of Owner-Occupied Households [2]	f	27%	23%	55%	56%	44%	54%	N/A	N/A
Number of Owner-Occupied Households	$c \cdot f = g$	197	279	2,310	2,977	264	613	2,771	3,869
Owner-Occupied Households Less Vacancies	$g - (d \cdot g) = h$	187	265	2,195	2,828	251	583	2,633	3,676
Median Household Income of New Households [2]	i	\$104,201	\$104,201	\$67,227	\$67,227	\$68,673	\$68,673	N/A	N/A
Aggregate Income of New Households	$h \cdot i = j$	\$19,459,304	\$27,591,169	\$147,558,891	\$190,134,360	\$17,245,921	\$40,010,359	\$184,264,116	\$257,735,887
Total Spending Outside of Redevelopment Project Areas	$j \cdot e = k$	\$15,567,443	\$22,072,935	\$59,023,556	\$76,053,744	\$15,521,329	\$36,009,323	\$90,112,328	\$134,136,001
Renter-Occupied Households									
Share of Renter-Occupied Households [2]	l	73%	77%	45%	44%	56%	46%	N/A	N/A
Number of Renter-Occupied Households	$c \cdot l = m$	534	915	1,864	2,296	333	532	2,731	3,743
Renter-Occupied Households Less Vacancies	$m - (d \cdot m) = n$	507	869	1,771	2,181	317	505	2,594	3,555
Median Household Income of New Households [2]	o	\$34,852	\$34,852	\$28,078	\$28,078	\$33,397	\$33,397	N/A	N/A
Non-Student Household Share [3]	p	39%	39%	100%	100%	100%	100%	N/A	N/A
Non-Student Households	$n \cdot p = q$	197	338	1,771	2,181	317	505	2,284	3,024
Aggregate Income of New Households	$o \cdot q = r$	\$6,865,203	\$11,764,922	\$49,714,887	\$61,246,463	\$10,574,174	\$16,869,672	\$67,154,264	\$89,881,057
Total Spending Outside of Redevelopment Project Areas	$r \cdot e = s$	\$5,492,163	\$9,411,938	\$19,885,955	\$24,498,585	\$9,516,757	\$15,182,705	\$34,894,874	\$49,093,228
Total Aggregate Income of New Households Working Outside Yolo County	$j + r = t$	\$26,324,507	\$39,356,091	\$197,273,778	\$251,380,823	\$27,820,095	\$56,880,030	\$251,418,380	\$347,616,944
Total Spending Outside of Redevelopment Project Areas	$k + s = u$	\$21,059,606	\$31,484,872	\$78,909,511	\$100,552,329	\$25,038,085	\$51,192,027	\$125,007,202	\$183,229,229

Income

Source: Cities of Davis, West Sacramento, and Woodland; U.S. Census Bureau, OnTheMap, and LEHD Origin Destination Employment Statistics, 2007-2011 Average; 2013 American Community Survey 3-Year Estimates; EPS.

[1] Share of workers in the City working outside of Yolo County from OnTheMap serves as a proxy for share of households working elsewhere. The spending of households working in the County is captured through the induced impacts of local jobs.

[2] Reflects shares of owner-occupied and renter-occupied units from projected land uses detailed in Appendix C.

[3] See Table A-3. Because the UC Davis student population would otherwise be housed elsewhere, their spending is not counted as an economic impact, only the spending of the remaining renters who might otherwise live elsewhere. This analysis is only applied to Davis, as the impact of student renters in West Sacramento and Woodland is not significant enough to merit such analysis.

Table A-3
Yolo Rail Relocation
Estimated Davis Student Households

Item	Value
Davis Student Households	
Residents Enrolled in Public College or Graduate School [1]	21,423
Persons per Renter-Occupied Household [2]	2.65
Total Davis Student Households	8,084
Total Davis Renter-Occupied Households	13,219
Student Household Share	61%

college_share

Source: 2013 American Community Survey 3-Year Estimates; EPS.

[1] Public college/graduate school students are used as a proxy for UC Davis students.

[2] While not all students are renters, their household size patterns are assumed to align most closely with renter-occupied households. In order to convert student residents into student households, all students are assumed to live only with other students.

Table A-4
Yolo Rail Relocation
Redevelopment Commercial Building Square Footage by Land Use

Item	Land Use Assumptions			Low Density Commercial			High Density Commercial				
	Office	R&D/Flex	Retail	Net New Comm. Sq. Ft.	Office	R&D/Flex	Retail	Net New Comm. Sq. Ft.	Office	R&D/Flex	Retail
Davis											
Downtown Core	50%	0%	50%	629,542	314,771	0	314,771	1,481,439	740,720	0	740,720
Downtown North	50%	0%	50%	406,762	203,381	0	203,381	961,433	480,716	0	480,716
Central Davis	50%	0%	50%	0	0	0	0	0	0	0	0
North Davis	0%	0%	100%	(8,388)	0	0	(8,388)	(8,388)	0	0	(8,388)
Total Davis				1,027,917	518,152	0	509,764	2,434,484	1,221,436	0	1,213,048
West Sacramento											
Washington District	50%	0%	50%	961,000	480,500	0	480,500	1,174,000	587,000	0	587,000
Bridge District	90%	0%	10%	4,791,000	4,311,900	0	479,100	5,885,000	5,296,500	0	588,500
Pioneer Bluff	50%	0%	50%	2,377,500	1,188,750	0	1,188,750	2,917,500	1,458,750	0	1,458,750
Snow Cone	50%	0%	50%	0	0	0	0	108,512	54,256	0	54,256
Total West Sacramento				8,129,500	5,981,150	0	2,148,350	10,085,012	7,396,506	0	2,688,506
Woodland											
Central Business District	50%	0%	50%	335,543	167,771	0	167,771	460,633	230,316	0	230,316
East Street District	50%	0%	50%	77,399	38,699	0	38,699	145,179	72,589	0	72,589
North East Street District	0%	100%	0%	274,241	0	274,241	0	548,481	0	548,481	0
Annexation Area	50%	0%	50%	0	0	0	0	0	0	0	0
Total Woodland				687,182	206,471	274,241	206,471	1,154,293	302,906	548,481	302,906
comm_sqft											

Source: Cities of Davis, West Sacramento, and Woodland; EPS.

Table A-5
Yolo Rail Relocation
Redevelopment Employees by Land Use

Item	Low Density Commercial				High Density Commercial			
	Office	R&D/Flex	Retail	Other	Office	R&D/Flex	Retail	Other
Square Feet per Employee [1]	300	300	500	-	-	300	300	500
Vacancy Rate [2]	8%	10%	5%	-	-	8%	10%	5%
Davis Employees [3]								
Downtown Core	965	0	598	0	1,563	2,272	0	1,407
Downtown North	624	0	386	0	1,010	1,474	0	913
Central Davis	0	0	0	0	0	0	0	0
North Davis	0	0	(16)	0	(16)	0	(16)	0
Total Davis	1,589	0	969	0	2,558	3,746	0	2,305
West Sacramento Employees [3], [4]								
Washington District	1,474	0	913	0	2,386	1,800	0	1,115
Bridge District	13,223	0	910	0	14,133	16,243	0	1,118
Pioneer Bluff	3,646	0	2,259	0	5,904	4,474	0	2,772
Snow Cone	0	0	0	0	0	166	0	103
Port	0	0	0	14	14	0	0	35
Total West Sacramento	18,342	0	4,082	14	22,438	22,683	0	5,108
Woodland Employees [3]								
Central Business District	514	0	319	0	833	706	0	438
East Street District	119	0	74	0	192	223	0	138
North East Street District	0	823	0	0	823	0	1,645	0
Annexation Area	0	0	0	0	0	0	0	0
Total Woodland	633	823	392	0	1,848	929	1,645	576
Total Employees	20,564	823	5,443	14	26,844	27,357	1,645	7,988
								35
								37,026

tu_jobs

Source: Cities of Davis, West Sacramento, and Woodland; IMPLAN, 2013 Data; Costar; EPS.

[1] Based on SACOG Metropolitan Transportation Plan ranges and EPS.

[2] CoStar; EPS.

[3] Based on total square footage calculated in Table A-4.

[4] In addition to redevelopment assumptions, includes increased goods movement at Port. Port goods movement based on City-estimated 1,000,000 ton increased capacity valued at \$10 per ton applied to low and high range of output per employee values in related Yolo County goods movement industries.

Table A-3
Yolo Rail Relocation
Redevelopment Employment by Industry - High Density

Major Industry (NAICS)	Davis					West Sacramento					Woodland					Total				
	R&D/Flex		Retail		Other	R&D/Flex		Retail			R&D/Flex		Retail			Office		R&D/Flex		
	Office				Total	Office				Total	Office				Total					Total
Total Employment [1]	3,746	0	2,305	0	6,051	22,683	0	5,108	35	27,826	929	1,645	576	0	3,150	27,357	1,645	7,988	35	37,026
Employment by Industry [2]																				
Agriculture, Forestry, Fishing and Hunting (11)	0	0	0	0	0	0	0	0	0	0	0	82	0	0	82	0	0	0	0	82
Mining (21)	0	0	0	0	0	0	0	0	0	0	0	82	0	0	82	0	0	0	0	82
Utilities (22)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction (23)	0	0	0	0	0	0	0	0	0	0	0	658	0	0	658	0	0	0	0	658
Manufacturing (31-33)	0	0	0	0	0	0	0	0	0	0	0	82	0	0	82	0	0	0	0	82
Wholesale Trade (42)	0	0	0	0	0	0	0	0	0	0	0	0	292	0	292	0	0	4,477	0	4,477
Retail Trade (44-45)	0	0	1,013	0	1,013	0	0	3,171	0	3,171	0	0	292	0	292	0	0	4,477	0	4,477
Transportation and Warehousing (48-49)	0	0	0	0	0	0	0	0	35	35	0	82	0	0	82	0	0	0	35	117
Information (51)	119	0	0	0	119	1,311	0	0	0	1,311	22	82	0	0	104	1,452	82	0	0	1,534
Finance and Insurance (52)	183	0	0	0	183	1,759	0	0	0	1,759	51	0	0	0	51	1,993	0	0	0	1,993
Real Estate and Rental and Leasing (53)	329	0	0	0	329	1,866	0	0	0	1,866	47	0	0	0	47	2,242	0	0	0	2,242
Professional, Scientific, and Technical Services (54)	533	0	0	0	533	6,453	0	0	0	6,453	56	494	0	0	550	7,042	494	0	0	7,536
Management of Companies & Enterprises (55)	6	0	0	0	6	10	0	0	0	10	0	0	0	0	0	16	0	0	0	16
Administrative and Waste Services (56)	162	0	0	0	162	1,162	0	0	0	1,162	38	82	0	0	121	1,363	82	0	0	1,445
Educational Services (61)	939	0	0	0	939	2,580	0	0	0	2,580	117	0	0	0	117	3,636	0	0	0	3,636
Health Care and Social Assistance (62)	1,120	0	0	0	1,120	2,478	0	0	0	2,478	271	0	0	0	271	3,868	0	0	0	3,868
Arts, Entertainment, and Recreation (71)	0	0	153	0	153	0	0	174	0	174	0	0	30	0	30	0	0	357	0	357
Accommodation and Food Services (72)	0	0	783	0	783	0	0	829	0	829	0	0	132	0	132	0	0	1,743	0	1,743
Other Services (81)	0	0	356	0	356	0	0	934	0	934	0	0	122	0	122	0	0	1,412	0	1,412
Government	353	0	0	0	353	5,065	0	0	0	5,065	328	0	0	0	328	5,746	0	0	0	5,746

Source: EPS.

[1] See Table A-5.

[2] Based on shares of employment in Table A-6.



APPENDIX B:

Detailed Economic Impacts

Table B-1	Rail Infrastructure Construction Impacts
Table B-2	Residential Construction Impacts
Table B-3	Commercial Construction Impacts
Table B-4	Household Income Impacts
Table B-5	Industry Employment Impacts

Table B-1
Yolo Rail Relocation
One-Time Activities - Rail Realignment Economic Impact, Yolo County Economy

Rail Realignment			
Analysis/Measure	Effect		Total Impact
	Direct [1]	Induced [2]	
Low			
Employment	725	194	919
Output (2015\$)	\$145,283,145	\$26,276,125	\$171,559,270
Labor Income (2015\$)	\$61,182,952	\$9,156,253	\$70,339,204
High			
Employment	1,553	417	1,970
Output (2015\$)	\$311,321,026	\$56,305,981	\$367,627,007
Labor Income (2015\$)	\$131,106,325	\$19,620,540	\$150,726,865

Source: IMPLAN, 2013 Data; EPS.

Note: Labor income is included in output.

Rail realignment activities are one-time activities that occur over the construction timeline.

[1] Adjusts for local purchasing percentage of 95.09%, which is the proportion estimated by IMPLAN of total activity demand that can be captured within the local economy.

[2] Excluded because activities are temporary and not expected to generate net new household expenditures in the local economy.

Table B-2
Yolo Rail Relocation
One-Time Activities - Residential Construction Economic Impact, Yolo County Economy

Analysis/Measure	Effect			Total Impact
	Direct [1]	Indirect	Induced [2]	
Low				
Employment	5,738	3,093	0	8,831
Output (2015\$)	\$1,232,513,247	\$342,692,729	\$0	\$1,575,205,976
Labor Income (2015\$)	\$469,106,573	\$118,000,449	\$0	\$587,107,022
High				
Employment	7,599	4,097	0	11,696
Output (2015\$)	\$1,632,271,193	\$453,842,967	\$0	\$2,086,114,160
Labor Income (2015\$)	\$621,258,350	\$156,273,155	\$0	\$777,531,505

res construct_impact

Source: IMPLAN, 2013 Data; EPS.

Note: Labor income is included in output.

Residential construction activities are one-time activities that occur over the construction timeline.

[1] Adjusts for local purchasing percentage of 98.14%, which is the proportion estimated by IMPLAN of total activity demand that can be captured within the local economy.

[2] Excluded because activities are temporary and not expected to generate net new household expenditures in the local economy.

Table B-3
Yolo Rail Relocation
One-Time Activities - Commercial Construction Economic Impact, Yolo County Economy

Analysis/Measure	Effect		Total Impact
	Direct [1]	Induced [2]	
Low			
Employment	9,820	1,527	11,346
Output (2015\$)	\$1,771,535,720	\$239,535,050	\$2,011,070,770
Labor Income (2015\$)	\$829,789,392	\$82,590,064	\$912,379,456
High			
Employment	13,634	2,119	15,753
Output (2015\$)	\$2,459,612,584	\$332,572,138	\$2,792,184,722
Labor Income (2015\$)	\$1,152,085,396	\$114,668,622	\$1,266,754,018

comm construct_impact

Source: IMPLAN, 2013 Data; EPS.

Note: Labor income is included in output.

Commercial construction activities are one-time activities that occur over the construction timeline.

[1] Adjusts for local purchasing percentage of 94.58%, which is the proportion estimated by IMPLAN of total activity demand that can be captured within the local economy.

[2] Excluded because activities are temporary and not expected to generate net new household expenditures in the local economy.

Table B-4
Yolo Rail Relocation
Ongoing Activities - Household Spending Economic Impact, Yolo County Economy

Analysis/Measure	Household Spending		
	Direct	Effect Indirect	Total Impact
Low			
Employment	0	0	592
Output (2015\$)	\$0	\$0	\$77,719,875
Labor Income (2015\$)	\$0	\$0	\$24,291,396
High			
Employment	0	0	866
Output (2015\$)	\$0	\$0	\$113,812,926
Labor Income (2015\$)	\$0	\$0	\$35,562,437

hhld_spend_impact

Source: IMPLAN, 2013 Data; EPS.

Note: Labor income is included in output.

[1] IMPLAN definition applies all household spending changes to induced effects.
 Adjusts for spending patterns, taxes, savings, and estimated leakage.

Table B-5
Yolo Rail Relocation
Ongoing Activities - Industry Employment Economic Impact, Yolo County Economy

Analysis/Measure	Effect		Total Impact	Multiplier Effect [1]
	Direct	Indirect		
Low				
Employment	26,845	6,189	38,060	1.4
Output (2015\$)	\$4,127,866,859	\$1,019,733,603	\$5,785,899,657	1.4
Labor Income (2015\$)	\$1,424,272,451	\$309,002,511	\$1,948,448,863	1.4
High				
Employment	37,026	8,450	52,325	1.4
Output (2015\$)	\$5,701,603,231	\$1,393,124,415	\$7,964,494,784	1.4
Labor Income (2015\$)	\$1,937,769,843	\$423,251,416	\$2,654,227,242	1.4
<i>ind emp_impact</i>				

Source: IMPLAN, 2013 Data; EPS.

Note: Labor income is included in output.

[1] Measures incremental change to direct effect calculated by dividing total impact by direct effect.



APPENDIX C:

Stakeholder Interviews

APPENDIX C: STAKEHOLDER INTERVIEWS

EPS interviewed representatives from the following entities to inform the analysis of economic opportunities in Assessment Area 2:

- California Governor's Office of Business and Economic Development
- City of Davis
- City of West Sacramento
- City of Woodland
- Greater Sacramento Area Economic Council (formerly Sacramento Area Commerce and Trade Organization)
- HDR, Inc.
- Jones Lang LaSalle
- Majestic Realty Co.
- Rubicon Partners, Inc.
- Sacramento Area Flood Control Agency
- University of California, Davis
- Yolo County
- Yolo County Central Landfill



EXHIBITS:

- Exhibit 1:** Yolo Rail Realignment Assessment
Area #1: Redevelopment
Opportunities Memorandum
- Exhibit 2:** Rail Realignment Cost Estimates



EXHIBIT 1:

Yolo Rail Realignment Assessment Area #1: Redevelopment Opportunities Memorandum

MEMORANDUM

To: Yolo Rail Relocation Stakeholders

From: David Zehnder and Amy Lapin

Subject: Yolo Rail Realignment Assessment Area #1: Redevelopment Opportunities; EPS #142135

Date: September 11, 2015

Introduction

The relocation of the north-south rail line through the Cities of Davis and Woodland and the rail realignment affecting portions of West Sacramento has the potential to create several benefits that generate economic value, including flood control, goods movement, public safety, recreation, property reuse, and economic development. The proposed rail line modifications would free up acreage for redevelopment, enhance access to land and sites, and remove several at-grade crossings in Davis, Woodland, and West Sacramento. Construction of the new line also could affect agricultural and industrial uses, the Conway Ranch development in Woodland, the Davis-Woodland Surface water supply project, and landfill operations in unincorporated Yolo County.

The City of Davis, on behalf of the Yolo Rail Realignment Partnership (Partnership), composed of Yolo County (County) and the Cities of Davis, West Sacramento, and Woodland, retained Economic & Planning Systems, Inc. (EPS), in collaboration with CH2M HILL, The Tioga Group, Inc., and Nossaman, LLP, to provide an assessment of redevelopment opportunities resulting from proposed rail line modifications, which will help inform the Partnership's rail realignment effort.

This initial analysis (Assessment Area 1) focuses on the potential low- to high-density land use impacts directly resulting from removal of rail lines in portions of Davis, West Sacramento, and Woodland. EPS consulted with each jurisdiction to identify parcels that could accommodate an intensification of residential and commercial land uses following rail removal. The purpose of this memorandum is to summarize existing development on parcels identified for redevelopment and the potential new land uses that could be accommodated on these parcels. In addition, this memorandum summarizes estimated assessed values associated with potential new land uses, as well as increased assessed value associated with the cessation freight rail activity.

The Economics of Land Use



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Summary of Key Findings

For the purpose of this analysis, each city identified the study area surrounding the proposed rail line modifications, as well as distinct geographic subareas by which to apply future low- and high-density land use assumptions, and individual parcels in subareas identified as having redevelopment potential resulting from rail removal. Refer to **Map 1**, **Map 2**, and **Map 3** for an illustration of the study areas, defined subareas, and identified parcels for Davis, West Sacramento, and Woodland, respectively.

Table 1 summarizes total potential net new land uses on parcels identified as having redevelopment potential by subarea and by city. Jurisdictions identified parcels currently containing development *and* parcels that are designated as city or rail line right-of-way (ROW) that would be available for new residential and commercial development.¹ Net new land uses reflect the gross land uses estimated on affected parcels, net of existing land uses derived from County Assessor records.² The results of net new development by jurisdiction are described below:

- **Davis** estimates net new development will include about 1,360 to 2,230 residential units and 1.02 to 2.43 million square feet of commercial space. The Downtown Core and Downtown North subareas are anticipated to comprise vertical mixed-use development with about 740 to 1,020 residential rental and ownership units, and 1.04 to 2.44 million square feet of ground-floor retail space and potential second-floor office space. The Central Davis and North Davis subareas are anticipated to accommodate 620 to 1,200 multifamily attached rental and ownership units, respectively, and no new commercial space. The small amount of existing commercial space in the North Davis subarea is anticipated to be replaced with residential development.
- **West Sacramento** anticipates net new development will include about 5,740 to 7,250 residential units and 8.13 to 10.09 million square feet of commercial space. All net new residential units will be developed in the Washington District, Bridge District, and Pioneer Bluff subareas and will comprise a combination of ownership and rental units. The Washington District, Bridge District, Pioneer Bluff, and Snow Cone subareas are anticipated to accommodate vertical mixed-use and horizontal retail and office space.
- **Woodland** estimates net new development will comprise about 1,250 to 2,390 residential units and 687,000 to 1.15 million square feet of nonresidential space. The Central Business District and East Street District subareas are estimated to comprise vertical mixed-use development with 450 to 650 multifamily rental units, and 413,000 to 606,000 square feet of ground floor retail and potential second-floor office space. The North East Street District subarea is anticipated to accommodate 190 to 300 single-family detached units and

¹ For some parcels currently designated as city or rail ROW, jurisdictions indicated that all or a portion of the parcel may be developed as a public-use trail. The net new land uses presented in this analysis account for this assumption.

² Some land use information from the County Assessor has been amended, based on information that has been verified to be accurate, as provided by each city. However, not all existing land use information has been verified as accurate or amended.

274,000 to 548,000 square feet of office/research & development (R&D)/flex space. The Annexation Area subarea is estimated to comprise 610 to 1,440 single-family detached and multifamily attached residential units.

Table 2 summarizes potential net new assessed values associated with new low- and high-density land use scenarios. Net new assessed values reflect the estimated assessed values associated with gross future land use scenarios, net of existing Fiscal Year (FY) 2014-15 assessed values derived from County Assessor records. Net new assessed values also include an estimated incremental increase in the values of residential properties not anticipated to redevelop that are located within a 500-foot buffer of the current rail line. The results of net new assessed values by jurisdiction are described below:

- **Davis** is estimated to gain net new assessed values of approximately \$1.01 to \$1.71 billion stemming from future low- and high-density land use scenarios, including about \$4.5 million associated with increased residential values not anticipated to redevelop and located within a 500-foot buffer of the current rail line.
- **West Sacramento** is estimated to gain net new assessed values of approximately \$4.54 to \$5.55 billion stemming from future low- and high-density land use scenarios, including about \$912,000 associated with increased residential values not anticipated to redevelop and located within a 500-foot buffer of the current rail line.
- **Woodland** is estimated to gain net new assessed values of approximately \$455 to \$864 million stemming from future low- and high-density land use scenarios, including about \$1.77 million associated with increased residential values not anticipated to redevelop and located within a 500-foot buffer of the current rail line.

The resulting increases in net new land uses and assessed values will have significant fiscal benefits for each jurisdiction, including notable increases in property tax and sales tax revenues. These revenues are not quantified as part of this analysis but may be studied further in future analyses to understand the magnitude of increased tax revenues.

The following sections offer a more detailed overview of the technical approach, including the assumptions and methodology used to derive the future low- and high-density land uses and assessed values. Detailed technical analysis tables are presented in **Appendices A, B, and C** for Davis, West Sacramento, and Woodland, respectively.

Technical Approach

Estimating Projected Low- and High-Density Land Uses

EPS organized meetings with each of the three jurisdictions to identify the study areas and potential land use scenarios stemming from removal of the rail line. These meetings, which were attended by EPS, city staff, representatives from the County, and other stakeholders identified by staff (e.g., relevant property owners, elected officials), took place during the week of March 16, 2015.

Preceding the meetings with each city, EPS prepared briefing packets comprising project background materials; materials relevant to informing potential study areas and existing market conditions; and relevant literature and case studies related to rail removal, urban trails, and transit-oriented-development (TOD). The briefing packet presented to meeting attendees is available at the following Web address:

<https://www.dropbox.com/s/a409e2t6cs742qr/Briefing%20Packet%2003-16-15.pdf?dl=0>.

An overview of key discussion points from the three jurisdictional meetings and EPS's approach to estimating low- and high-density land use scenarios follows.

Davis

The study area in Davis comprises a long, linear corridor on either side of the rail line and H Street, stretching from the train station on Second Street to the Cannery Park project.

Overall, stakeholders attending the Davis meeting favored maintaining a clear ROW, with possible exploration of a rails-to-trails (or similar) concept. There was discussion regarding the potential use of rail ROW adjacent to the Cannery Project, given existing bike paths and future bike path in the project. The group discussed a range of mixed-use buildings comprising buildout of several key parcels, including completion of a large project at the train station and the possible reconnection of Second Street where the present Amtrak station parking lot is located. In addition, key properties such as Hibbert Lumber and the Davis Food Co-op may wish to explore redevelopment or remodeling concepts.

Density recommendations ranged from 4 to 10 stories, with a preference for higher-density, mixed-use development in the southern portion of the corridor and lower-density development in the northern portion of the corridor. The group recommended re-evaluating a range of policy documents, including the Core Area Specific Plan, as part of the longer-term evaluation of development potential.

EPS worked with Davis staff to finalize the list of affected properties and associated low- and high-density assumptions. Parcels included and excluded as potential redevelopment opportunities initially changed based on stakeholder feedback during the meeting. EPS also worked with Davis staff to identify land use products associated with future development.

West Sacramento

West Sacramento staff identified three subareas in the city's study area: the Washington District, the Bridge District, and Pioneer Bluff. Following the meeting, a fourth subarea labelled the "Snow Cone" was included as having redevelopment potential resulting from rail removal. West Sacramento staff provided direction for targeted land use totals in this subarea. A summary of each subarea is provided below.

Washington District

The Washington District has three major groupings of parcels affected by the removal of rail. These groups of parcels are identified as the Laura sites, Welcome Grove, and the Iron Triangle. As part of West Sacramento's General Plan update, staff conducted parcel-level analysis and determined targeted land use totals for affected parcels in this district.

Based on West Sacramento staff direction, EPS used West Sacramento General Plan buildout targets for affected parcels to estimate low- and high-density scenarios by applying sensitivity factors (e.g., 90 percent for low-density; 110 percent for high-density). West Sacramento staff provided direction on development products, based on West Sacramento General Plan land uses, to estimate assessed values.

Bridge District

The Bridge District is entirely reliant on removal of the rail line, which will provide the ability to build and finance development at densities contemplated by the environmental analysis and public facilities financing plan. Some development could occur absent the removal of rail. However, for the purpose of this analysis, all new development is assumed to be net new development directly resulting from rail removal. This approach is based on the assumption that the amount of development that could occur would be minimal and may not be financially feasibility to pursue.

Based on West Sacramento staff direction, EPS used West Sacramento General Plan buildout targets to estimate low- and high-density scenarios by applying sensitivity factors (e.g., 90 percent for low-density; 110 percent for high-density). West Sacramento staff provided direction on development products, based on West Sacramento General Plan land uses, to estimate assessed values.

Pioneer Bluff

The Pioneer Bluff area quickly is transitioning from industrial to a mixed-use district. The depth of the market is uncertain, given the range of competitive projects along the waterfront, Downtown Sacramento, and the Railyards. A few parcels may be slow to redevelop. The area's value and competitiveness will be enhanced through development of the Broadway Bridge. There is considerable uncertainty regarding the status of levies protecting the bluff, adding uncertainty to the extent of land available for development. The Canal Yard removal and potential new park/recreational use will provide a great amenity to the west of Pioneer Bluff.

Based on West Sacramento staff direction, EPS used West Sacramento General Plan buildout targets to estimate low- and high-density scenarios by applying sensitivity factors (e.g., 90 percent for low-density; 110 percent for high-density). West Sacramento staff provided direction on development products, based on West Sacramento General Plan land uses, to estimate assessed values.

Snow Cone

The Snow Cone area, located between Jefferson Boulevard, Pioneer Bluff, and the Bridge District, comprises low-intensity commercial uses. West Sacramento staff identified this area as having redevelopment potential pending rail removal.

Based on West Sacramento staff direction, EPS estimated the low-density land use scenario as the status quo (i.e., no net new development) and the high-density land use scenario as achieving floor area ratio (FAR) targets based on existing land use designations and West Sacramento's General Plan. West Sacramento staff indicated assumed development products would continue to be commercial in this subarea.

Woodland

Woodland identified the following areas of impact: (1) Central Business District; (2) East Street District; (3) the North East Street District; and (4) the Annexation Area, a large residential development opportunity south of Woodland on East Street in Woodland's Sphere of Influence.

Parcels around the Main/East intersection have significant redevelopment potential, including the Petrovich parcel, which could accommodate a hotel or vertical mixed-use development project. Woodland envisions mixed-use development opportunities, combining residential, retail, and office uses in both the Central Business District and East Street District.

To the north of the Main/East intersection, Woodland staff identified the North East Street District as having potential to accommodate single-family detached residential and a buffer of non-retail commercial uses between existing industrial uses and new residential development.

The Annexation Area subarea presents an opportunity to develop both single-family and higher-density multifamily residential development adjacent to Woodland's southern boundary.

EPS worked with Woodland staff to finalize the list of affected properties and associated low- and high-density assumptions. EPS also worked with Woodland staff to identify land-use products associated with future development.

Estimating Assessed Values

To estimate assessed values associated with future land use scenarios, EPS conducted research on the assessed values of recently constructed projects, lease rates associated with residential and commercial space for rent, and market values associated with residential and commercial space for sale for comparable projects located in the Cities of Davis, West Sacramento, and Woodland. EPS also reviewed comparable projects in other jurisdictions in the Sacramento Region for comparison. EPS used subscription-based databases (e.g., The Gregory Group, LoopNet, CoStar) and the apartment listing Web site, ForRent.com, to determine residential and commercial assessed values. EPS consulted with local real estate professions to affirm estimated values used in the analysis.

In addition, EPS identified residential parcels not identified to redevelop and located within 500 feet of the rail line. Based on an academic literature review, EPS estimated that these residential properties will experience a 5-percent increase in total assessed value upon cessation of freight rail activity.³

Technical Appendices

As noted, detailed technical analysis tables are presented in **Appendices A, B, and C** for Davis, West Sacramento, and Woodland, respectively. Each appendix contains the following nine tables:

³ Refer to the "Effect of Freight Rail Removal on Residential Property" journal article and Sioux Falls Rail Plan Benefits Study Draft Report, provided in the March 15, 2015, Briefing Packet.

- **Table 1: Summary of Existing Land Uses.** Summarizes existing land use information on identified parcels. The table is organized by subarea by land use designation. This table summarizes information presented in **Table 2**.
- **Table 2: Detailed Existing Land Uses.** Provides a listing of all parcels identified as having redevelopment potential, including ROW parcels that may be developed with residential or commercial uses or as a public-use trail. This table provides current acreage, assessed values, and land use details derived from FY 2014-15 County Assessor records.
- **Table 3: Detailed Existing Residential Land Uses Not Expected to Redevelop.** Provides a listing of residential parcels located within 500 feet of the existing rail line that are not expected to redevelop. This table includes information on each parcel's FY 2014-15 assessed value for the purpose of applying a 5-percent increase stemming from rail removal. See **Table 9** for the impacts of the assessed value increase on non-turnover parcels.
- **Table 4: Projected Land Use Assumptions.** Identifies the land use assumptions used to estimate future low- and high-density land use assumptions on affected parcels.
- **Table 5: Gross Projected Low- and High-Density Land Uses.** Summarizes the gross low- and high-density land uses using existing land use information for identified parcels and assumptions provided in **Table 4**.
- **Table 6: Net New Projected Low- and High-Density Land Uses.** Summarizes the net new low- and high-density land use scenarios, which reflect gross land uses shown in **Table 5**, net of existing land uses shown in **Table 1**.
- **Table 7: Projected Land Use Valuation Assumptions.** Provides assessed value assumptions for projected land uses based on assumed product types and density assumptions shown in **Table 4**.
- **Table 8: Projected Gross Assessed Valuation.** Summarizes the estimated gross assessed values associated with projected future low- and high-density land use scenarios, using assessed value assumptions shown in **Table 7**.
- **Table 9: Projected Net New Assessed Valuation.** Summarizes net new assessed values, which reflect gross assessed values for the low- and high-density land use scenarios shown in **Table 7**, net of existing assessed values shown in **Table 1**.

Next Steps

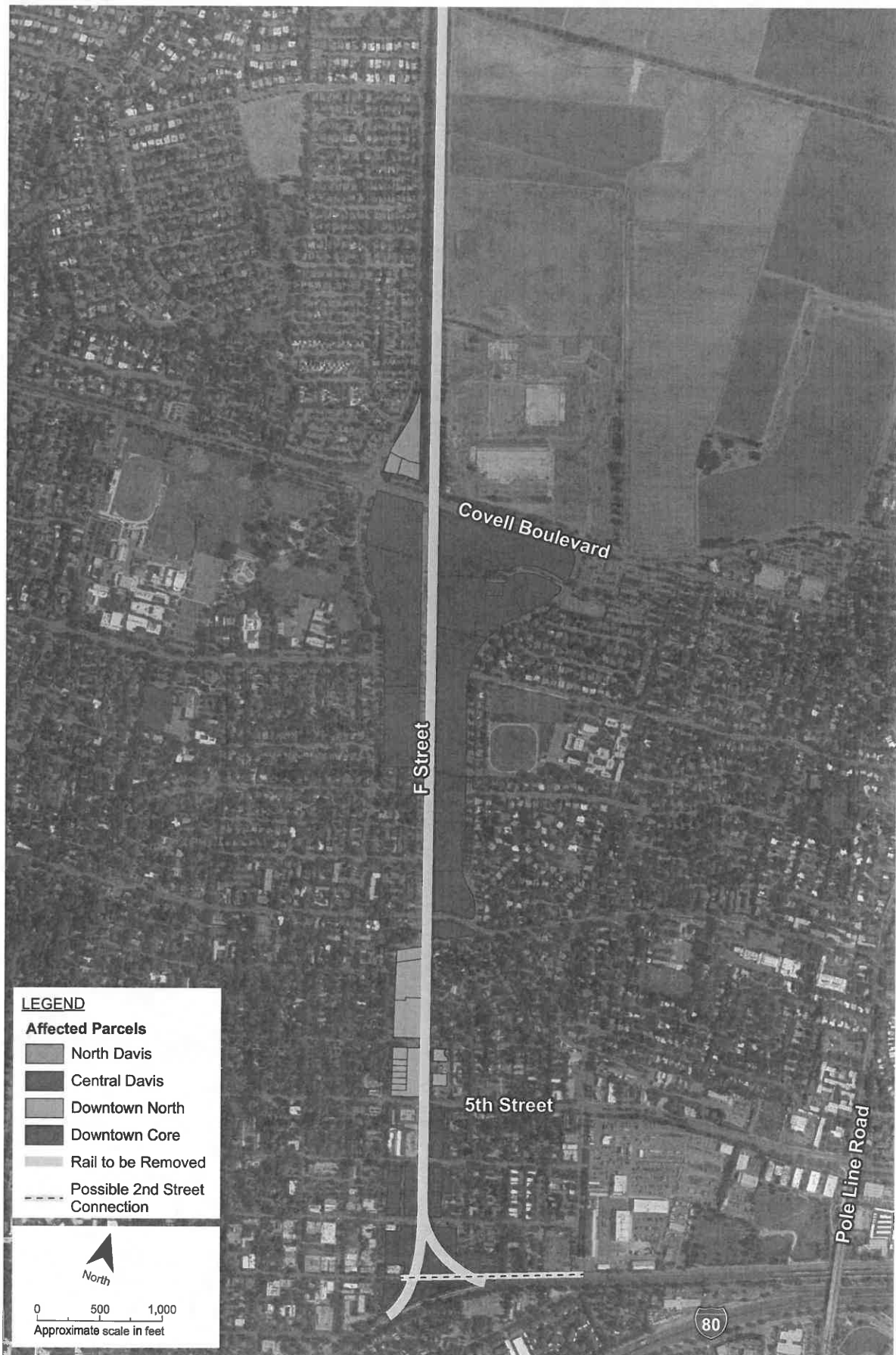
Following the derivation of low- and high-density land use scenarios and assessed values in this first phase of analysis, EPS will complete two additional phases of the project: Assessment Area 2 and Assessment Area 3.

Assessment Area 2 of the project will estimate the economic impacts associated with redevelopment opportunities identified in this memorandum, as well as the major rail infrastructure projects and economic opportunities that could arise from the new rail alignments (e.g., impacts involving the County, landfill operations, and potential land swaps). The economic impact analysis will capture both the one-time activities related to building and infrastructure construction and the ongoing impacts from the net new economic activities resulting from

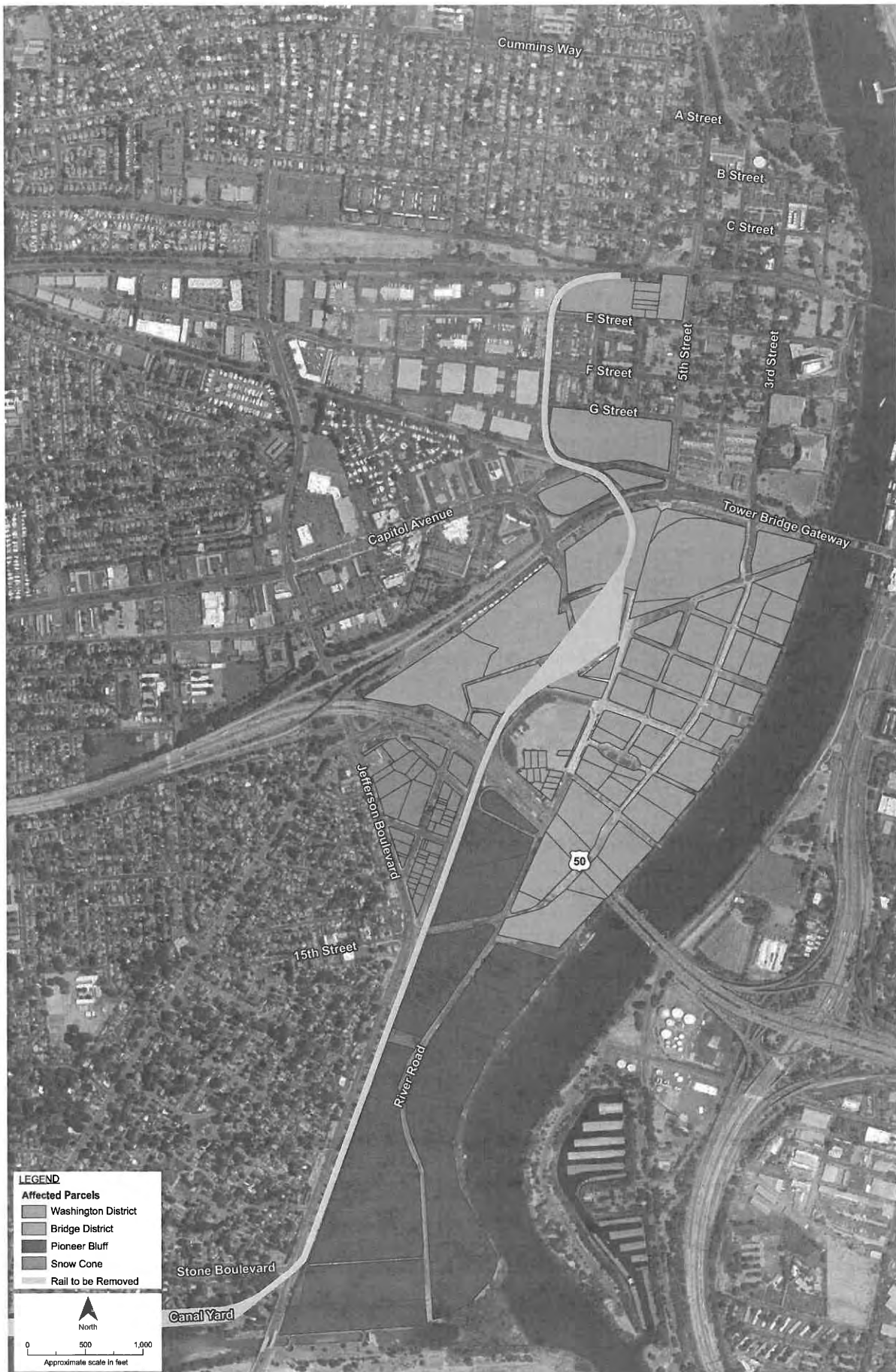
redevelopment and rail realignment. These impacts will be measured in the entire County economy and will be presented using standard economic variables such as employment and output. Assessment Area 2 also will provide a qualitative discussion of other potential benefits arising from rail realignment that cannot be quantified in economic terms or that are conceptual in nature.

In the final phase of this project, Assessment Area 3, EPS will collaborate with Nossaman, LLP, to define the general project funding needs and potential federal, state, local, and private funding sources.

Map 1
Yolo Rail Relocation – Redevelopment Opportunities
City of Davis



Map 2
Yolo Rail Relocation – Redevelopment Opportunities
City of West Sacramento



Map 3

Yolo Rail Relocation – Redevelopment Opportunities
City of Woodland



Table 1
Yolo Rail Relocation
Redevelopment Analysis
Summary of Projected Net New Development

Net New Projected Land Use Scenarios [1]										
Item	Source	Acreage	Low Density			High Density				
			Units	Gross Res. Bldg. Sq. Ft.	Gross. Com. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.	Units	Gross Res. Bldg. Sq. Ft.	Gross. Com. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.
Davis										
Table A-6										
Downtown Core		17.6	506	759,704	629,542	1,389,246	675	1,013,547	1,481,439	2,494,986
Downtown North		11.4	238	424,427	406,762	831,189	348	589,704	961,433	1,551,137
Central Davis		59.7	490	1,602,185	0	1,602,185	1,031	2,414,103	0	2,414,103
North Davis		20.6	129	193,590	(8,388)	185,202	172	258,120	(8,388)	249,732
Total Davis		109.3	1,362	2,979,905	1,027,917	4,007,822	2,226	4,275,474	2,434,484	6,709,958
West Sacramento										
Table B-6										
Washington District		16.9	576	1,047,342	961,000	2,008,342	726	1,272,342	1,174,000	2,446,342
Bridge District		101.0	1,852	2,925,537	4,791,000	7,716,537	2,472	3,855,837	5,885,000	9,740,837
Pioneer Bluff		124.4	3,310	4,965,000	2,377,500	7,342,500	4,050	6,075,667	2,917,500	8,993,167
Snow Cone		14.4	0	0	0	0	0	0	108,512	108,512
Total West Sacramento		256.7	5,738	8,937,879	8,129,500	17,067,379	7,249	11,203,846	10,085,012	21,288,858
Woodland										
Table C-6										
Central Business District		28.2	371	556,436	335,543	891,979	496	744,072	460,633	1,204,705
East Street District		16.7	79	127,601	77,399	205,000	153	230,897	145,179	376,076
North East Street District		72.2	188	415,516	274,241	689,757	301	664,826	548,481	1,213,307
Annexation Area		158.8	611	1,173,357	0	1,173,357	1,442	2,851,085	0	2,851,085
Total Woodland		275.9	1,249	2,272,911	687,182	2,960,093	2,392	4,490,880	1,154,293	5,645,173

Source: Cities of Davis, West Sacramento, and Woodland; EPS.

[1] Refer to the Appendices of this study for assumptions and calculations related to net new projected land uses.

[2] Based on the floor area ratio of total (residential and commercial) gross building square footage.

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Table 2
Yolo Rail Relocation
Redevelopment Analysis
Summary of Projected Net New Assessed Value (2015\$)

Item	Projected Net New Assessed Value				
	Source	Low Density		Residential	Total
		Commercial	Commercial		
Table A-9					
Davis Redevelopment Parcels					
Downtown Core		\$126,636,784	\$223,424,899	\$168,943,948	\$504,550,925
Downtown North		\$128,345,125	\$145,526,071	\$172,419,054	\$328,567,300
Central Davis		\$333,855,499	\$0	\$469,175,157	\$0
North Davis		\$51,624,000	(\$2,301,759)	\$68,832,000	(\$2,301,759)
Total Davis		\$640,461,409	\$66,649,211	\$879,370,159	\$630,816,466
Increased AV Parcels [1]		\$4,537,008	\$0	\$4,537,008	\$0
Total Davis (Incl. Increased AV Parcels)		\$644,998,417	\$66,649,211	\$883,907,167	\$630,816,466
Table B-9					
West Sacramento Redevelopment Parcels					
Washington District		\$146,582,071	\$236,062,388	\$178,082,071	\$289,312,388
Bridge District		\$1,060,163,589	\$1,439,961,555	\$1,308,243,589	\$1,779,101,555
Pioneer Bluff		\$946,660,000	\$706,588,231	\$1,112,701,747	\$847,948,231
Snow Cone		(\$677,857)	\$677,857	(\$677,857)	\$30,112,189
Total West Sacramento		\$2,152,727,803	\$2,383,290,031	\$2,598,349,550	\$2,946,474,363
Increased AV Parcels [1]		\$912,469	\$0	\$912,469	\$0
Total West Sac. (Incl. Increased AV Parcels)		\$2,153,640,272	\$2,383,290,031	\$2,599,262,019	\$2,946,474,363
Table C-9					
Woodland Redevelopment Parcels					
Central Business District		\$66,772,369	\$68,680,203	\$89,288,633	\$93,698,274
East Street District		\$14,840,426	\$8,622,105	\$23,462,531	\$23,417,172
North East Street District		\$75,401,377	\$30,747,884	\$106,149,261	\$66,399,174
Annexation Area		\$189,336,927	(\$1,554,041)	\$441,935,786	(\$1,554,041)
Total Woodland		\$346,351,099	\$106,496,151	\$680,110,823	\$440,381,745
Increased AV Parcels [1]		\$1,768,345	\$0	\$1,768,345	\$0
Total Woodland (Incl. Increased AV Parcels)		\$348,119,444	\$106,496,151	\$681,879,167	\$440,381,745

Source: Cities of Davis, West Sacramento, and Woodland; EPS.

[1] The improved value of residential parcels not identified to redevelop and located within 500 feet of the current rail line to be removed is estimated to increase by 5%, based on a review of academic literature.



APPENDICES:

- Appendix A: Existing and Projected Land Uses and
Assessed Values: Davis
- Appendix B: Existing and Projected Land Uses and
Assessed Values: West Sacramento
- Appendix C: Existing and Projected Land Uses and
Assessed Values: Woodland



APPENDIX A:

Existing and Projected Land Uses and Assessed Values: Davis

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Table A-1
Yolo Rail Relocation
Redevelopment Analysis
Summary of Existing Land Uses: Davis

Subarea / Land Use	Acreage			Assessed Value			Current Land Use				Total Bldg. Sq. Ft.
	Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total	Units	Bldg. Sq. Ft.	Nonres. Bldg. Sq. Ft.	
Downtown Core											
Automotive Uses	0.0	0.9	0.0	0.9	\$240,667	\$299,477	\$540,144	0	0	14,800	14,800
City ROW	0.0	2.9	0.0	2.9	\$0	\$0	\$0	0	0	0	0
Commercial Service	0.0	0.2	0.0	0.2	\$0	\$0	\$0	0	0	1,832	1,832
General Commercial	0.0	0.5	0.0	0.5	\$254,525	\$876,486	\$1,131,011	0	0	6,400	6,400
Industrial	0.0	1.1	0.0	1.1	\$616,085	\$232,485	\$848,570	0	0	5,055	5,055
Office	0.0	0.4	0.0	0.4	\$338,366	\$634,656	\$973,022	0	0	3,980	3,980
Parking Lot	0.0	4.4	0.0	4.4	\$0	\$0	\$0	0	0	0	0
Rail ROW	0.0	2.1	0.0	2.1	\$0	\$0	\$0	0	0	0	0
Residential Apartment	0.0	0.1	0.0	0.1	\$141,326	\$143,381	\$284,707	1	1,225	0	1,225
Resid. Single Family	0.0	0.1	0.0	0.1	\$0	\$0	\$0	1	600	0	600
Restaurant	0.0	0.5	0.0	0.5	\$597,478	\$905,054	\$1,502,532	0	0	12,638	12,638
Retail (Mixed Use)	0.0	0.5	0.0	0.5	\$137,168	\$440,207	\$577,375	0	0	11,825	11,825
Retail Sales	0.0	2.2	0.0	2.2	\$1,857,969	\$4,365,539	\$6,223,508	0	0	26,719	26,719
Second St. ROW	0.0	1.6	0.0	1.6	\$0	\$0	\$0	0	0	0	0
Total Downtown Core	0.0	17.6	0.0	17.6	\$4,183,584	\$7,897,285	\$12,080,869	2	1,825	83,249	85,074
Downtown North											
Automotive Uses	0.0	0.3	0.0	0.3	\$76,088	\$63,127	\$139,215	0	0	2,304	2,304
City ROW	0.0	2.3	0.0	2.3	\$0	\$0	\$0	0	0	0	0
Retail Sales	0.0	4.7	0.0	4.7	\$1,412,061	\$5,164,616	\$6,576,677	0	0	46,408	46,408
Office	0.0	0.4	0.0	0.4	\$428,513	\$382,060	\$810,573	0	0	8,624	8,624
Rail ROW	0.0	1.8	0.0	1.8	\$0	\$0	\$0	0	0	0	0
Residential Apartments	0.0	0.8	0.0	0.8	\$773,596	\$2,359,415	\$3,133,011	89	66,750	0	66,750
Resid. Single Family	0.0	0.5	0.0	0.5	\$398,799	\$344,850	\$743,649	4	4,655	0	4,655
Vacant	0.0	0.5	0.0	0.5	\$99,958	\$0	\$99,958	0	0	0	0
Total Downtown North	0.0	11.4	0.0	11.4	\$3,189,015	\$8,314,068	\$11,503,083	93	71,405	57,336	128,741
Central Davis											
(Blank)	0.0	1.8	0.0	1.8	\$0	\$0	\$0	0	0	0	0
City ROW	0.0	6.4	0.0	6.4	\$0	\$0	\$0	0	0	0	0
Park/Recreation	0.0	5.5	0.0	5.5	\$0	\$0	\$0	0	0	0	0
Public	0.0	0.0	0.0	0.0	\$0	\$0	\$0	0	0	0	0
Rail ROW	0.0	4.7	0.0	4.7	\$0	\$0	\$0	0	0	0	0
Residential Apartments	0.0	41.3	0.0	41.3	\$15,539,953	\$56,563,522	\$72,103,475	1,134	833,569	0	833,569
Total Central Davis	0.0	59.7	0.0	59.7	\$15,539,953	\$56,563,522	\$72,103,475	1,134	833,569	0	833,569
North Davis											
Automotive Uses	0.0	0.9	0.0	0.9	\$756,593	\$932,000	\$1,688,593	0	0	3,748	3,748
City ROW	0.0	11.3	0.0	11.3	\$0	\$0	\$0	0	0	0	0
Retail Sales	0.0	1.6	0.0	1.6	\$215,002	\$398,164	\$613,166	0	0	4,640	4,640
Rail ROW	0.0	6.8	0.0	6.8	\$0	\$0	\$0	0	0	0	0
Total North Davis	0.0	20.6	0.0	20.6	\$971,595	\$1,330,164	\$2,301,759	0	0	8,388	8,388
Total Davis	0.0	109.3	0.0	109.3	\$23,884,147	\$74,105,039	\$97,989,186	1,229	906,799	148,973	1,055,772

davis_exist

Source: City of Davis; EPS.

Table A-2
Yolo Rail Relocation
Redevelopment Analysis
Detailed Existing Land Uses: Davis

Subarea / Assessor Parcel Number	Address	Acreage			Total	Assessed Value		Total	Description	Units	Current Land Use		FAR
		Vacant	Underutilized	Improved		Land	Impr./Other				Res.	Nonres.	
Downtown Core													
070 218 01	302 G ST	0.0	0.1	0.0	\$140,050	\$954,374	\$1,094,424	Retail Sales	-	-	5,000	-	0.95
070 218 02	304 G ST	0.0	0.1	0.0	\$62,470	\$1,482	\$63,952	Parking Lot	-	-	0	-	-
070 218 03	NA	0.0	0.4	0.0	\$0	\$0	\$0	Parking Lot	-	-	0	-	-
070 218 04	330 G ST	0.0	0.3	0.0	\$271,842	\$305,878	\$577,720	Restaurant	-	-	4,951	-	0.44
070 218 05	340 G ST	0.0	0.1	0.0	\$43,704	\$31,635	\$75,339	Office	-	-	1,100	-	0.36
070 218 06	338 G ST	0.0	0.1	0.0	\$27,185	\$48,746	\$75,931	Retail Sales	-	-	1,925	-	0.88
070 218 07	830 4TH ST	0.0	0.5	0.0	\$443,040	\$205,806	\$649,846	Retail Sales	-	-	4,500	-	0.19
070 218 08	240 G ST/3RD ST	0.0	0.5	0.0	\$277,044	\$870,644	\$1,147,688	Retail Sales	-	-	0	-	-
070 252 02	234 G ST	0.0	0.3	0.0	\$325,636	\$599,176	\$924,812	Restaurant	-	-	7,687	-	0.69
070 252 06	130 G ST /802-808 2ND ST	0.0	0.3	0.0	\$568,723	\$1,692,223	\$2,250,946	Retail Sales	-	-	3,700	-	0.26
070 252 15	240 G ST	0.0	0.7	0.0	\$401,927	\$602,746	\$1,004,673	Retail Sales	-	-	11,594	-	0.39
070 311 02	NA	0.0	1.7	0.0	\$0	\$0	\$0	Parking Lot	-	-	0	-	-
070 311 03	215 I ST	0.0	0.2	0.0	\$65,900	\$76,043	\$141,943	Automotive Uses	-	-	1,800	-	0.19
070 311 04	920 3RD ST	0.0	0.7	0.0	\$174,767	\$223,434	\$398,201	Automotive Uses	-	-	13,000	-	0.45
070 312 06	NA	0.0	2.3	0.0	\$0	\$0	\$0	Parking Lot	-	-	0	-	-
070 312 07	214-216 I ST	0.0	0.1	0.0	\$141,326	\$143,361	\$284,707	Residential Apartment	1	1,225	0	7	-
070 312 08	203 J ST	0.0	0.3	0.0	\$294,662	\$603,021	\$897,683	Office	-	-	2,880	-	0.21
070 312 09	209 J ST	0.0	0.2	0.0	\$0	\$0	\$0	Commercial Service	-	-	1,832	-	0.27
070 321 10	912 5TH ST	0.0	0.1	0.0	\$0	\$0	\$0	Resid. Single Family	1	600	0	7	-
070 321 11	907-911 4TH ST	0.0	0.5	0.0	\$254,525	\$876,486	\$1,131,011	General Commercial	-	-	6,400	-	0.29
070 324 01	904 4TH ST	0.0	0.5	0.0	\$415,628	\$30,405	\$446,033	General Commercial	-	-	2,305	-	0.11
070 324 02	901-919 3RD ST	0.0	0.5	0.0	\$137,987	\$200,598	\$338,585	Industrial	-	-	2,750	-	0.13
City ROW	NA	0.0	0.5	0.0	\$137,168	\$440,207	\$577,375	Retail (Mixed Use)	-	-	11,825	-	0.54
City ROW	NA	0.0	0.7	0.0	\$0	\$0	\$0	City ROW	-	-	-	-	-
City ROW	NA	0.0	0.7	0.0	\$0	\$0	\$0	City ROW	-	-	-	-	-
Second St. ROW	NA	0.0	1.5	0.0	\$0	\$0	\$0	City ROW	-	-	-	-	-
Rail ROW	NA	0.0	1.6	0.0	\$0	\$0	\$0	Second St. ROW	-	-	-	-	-
Rail ROW	NA	0.0	0.6	0.0	\$0	\$0	\$0	Rail ROW	-	-	-	-	-
Rail ROW	NA	0.0	0.5	0.0	\$0	\$0	\$0	Rail ROW	-	-	-	-	-
Rail ROW	NA	0.0	1.0	0.0	\$0	\$0	\$0	Rail ROW	-	-	-	-	-
Total Downtown Core		0.0	17.6	0.0	\$4,183,584	\$7,897,285	\$12,080,869		2	1,825	83,249	-	-
Downtown North													
070 166 01	712 G ST	0.0	0.5	0.0	\$99,958	\$0	\$99,958	Vacant	-	-	0	-	-
070 166 03	630-670 G ST	0.0	1.7	0.0	\$330,161	\$791,078	\$1,121,239	Retail Sales	-	-	43,108	-	0.59
070 192 02	620 G ST	0.0	1.8	0.0	\$881,937	\$4,146,447	\$5,028,384	Retail Sales	-	-	0	-	-
070 193 01	536 G ST	0.0	0.3	0.0	\$67,827	\$25,080	\$92,907	Resid. Single Family	1	1,700	-	4	-
070 193 02	526 G ST	0.0	0.1	0.0	\$141,416	\$89,229	\$230,645	Resid. Single Family	1	1,178	-	7	-
070 193 03	522 G ST	0.0	0.1	0.0	\$121,677	\$114,920	\$236,597	Office	-	-	1,200	-	0.20
070 193 04	516 G ST	0.0	0.1	0.0	\$189,556	\$230,541	\$420,097	Resid. Single Family	2	1,777	-	14	-
070 193 05	512 G ST	0.0	0.1	0.0	\$216,916	\$183,171	\$400,087	Office	-	-	1,412	-	0.23
070 193 06	506 G ST	0.0	0.1	0.0	\$47,957	\$15,992	\$63,949	Office	-	-	1,112	-	0.18
070 193 07	500 G ST/5TH ST	0.0	1.2	0.0	\$189,963	\$227,091	\$427,054	Retail Sales	-	-	3,300	-	0.06
070 341 01	549 ROWE PL	0.0	0.0	0.0	\$41,963	\$67,977	\$109,940	Office	-	-	4,900	-	-
070 341 03	911 PENNSYLVANIA PL	0.0	0.3	0.0	\$76,088	\$63,127	\$139,215	Automotive Uses	-	-	2,304	-	0.19
070 361 01	NA	0.0	0.8	0.0	\$773,596	\$2,359,415	\$3,133,011	Residential Apartments	89	66,750	-	109	-
City ROW	NA	0.0	1.6	0.0	\$0	\$0	\$0	City ROW	-	-	-	-	-
City ROW	NA	0.0	0.7	0.0	\$0	\$0	\$0	City ROW	-	-	-	-	-
Rail ROW	NA	0.0	1.3	0.0	\$0	\$0	\$0	Rail ROW	-	-	-	-	-
Rail ROW	NA	0.0	0.5	0.0	\$0	\$0	\$0	Rail ROW	-	-	-	-	-
Total Downtown North		0.0	11.4	0.0	\$3,189,015	\$8,314,068	\$11,503,083		93	71,405	57,336	-	0.12

Table A-2
Yolo Rail Relocation
Redevelopment Analysis
Detailed Existing Land Uses: Davis

Subarea / Assessor Parcel Number	Address	Acreage			Land	Assessed Value		Total	Description	Units	Current Land Use		FAR
		Vacant	Underutilized	Improved		Impr./Other	Res.				Nonres.		
Central Davis													
070 010 04	NA	0.0	0.0	0.0	\$0	\$0	\$0	\$0	Public	-	-	-	-
070 010 05	NA	0.0	5.5	0.0	\$0	\$0	\$0	\$0	Park/Recreation	-	-	-	-
070 010 06	1420 F ST	0.0	8.5	0.0	\$1,105,274	\$6,537,758	\$7,643,032	\$7,643,032	Residential Apartments	200	152,800	-	23
070 110 03	F ST	0.0	0.4	0.0	\$215,172	\$0	\$215,172	\$215,172	Residential Apartments	0	0	-	0
070 110 04	1122-24 F ST	0.0	3.8	0.0	\$2,237,793	\$9,903,378	\$12,141,171	\$12,141,171	Residential Apartments	158	110,769	-	41
070 382 01	801 J ST	0.0	2.3	0.0	\$1,799,500	\$7,422,920	\$9,222,920	\$9,222,920	Residential Apartments	240	188,000	-	103
070 391 01	945-1005 J ST	0.0	2.2	0.0	\$1,652,430	\$6,150,597	\$7,803,027	\$7,803,027	Residential Apartments	0	0	-	0
070 391 02	917-927 J ST	0.0	2.2	0.0	\$1,653,480	\$6,965,282	\$8,618,762	\$8,618,762	Residential Apartments	0	0	-	0
070 410 01	1111 J ST	0.0	7.1	0.0	\$2,545,090	\$7,457,773	\$10,012,863	\$10,012,863	Residential Apartments	160	120,000	-	23
070 410 02	920 CRANBROOK CT	0.0	1.8	0.0	\$0	\$0	\$0	\$0	(Blank)	0	0	-	0
070 410 03	920 CRANBROOK CT	0.0	2.3	0.0	\$442,512	\$1,063,533	\$1,506,045	\$1,506,045	Residential Apartments	0	0	-	0
070 410 04	CRANBROOK CT	0.0	4.1	0.0	\$1,696,318	\$4,284,443	\$5,980,761	\$5,980,761	Residential Apartments	160	120,000	-	39
070 410 05	955 CRANBROOK CT	0.0	8.5	0.0	\$2,192,384	\$6,767,838	\$8,960,222	\$8,960,222	Residential Apartments	216	162,000	-	25
City ROW	NA	0.0	6.4	0.0	\$0	\$0	\$0	\$0	City ROW	-	-	-	-
Rail ROW	NA	0.0	4.7	0.0	\$0	\$0	\$0	\$0	Rail ROW	-	-	-	-
Total Central Davis		0.0	59.7	0.0	\$15,539,953	\$56,563,522	\$72,103,475	\$72,103,475		1,134	833,569	-	-
North Davis													
035 270 05	2020 F ST	0.0	1.6	0.0	\$215,002	\$398,164	\$613,166	\$613,166	Retail Sales	-	-	4,640	0.07
035 270 07	2000 F ST	0.0	0.4	0.0	\$406,593	\$531,740	\$938,333	\$938,333	Automotive Uses	-	-	2,948	0.18
035 270 08	2010 F ST	0.0	0.5	0.0	\$350,000	\$400,260	\$750,260	\$750,260	Automotive Uses	-	-	800	0.04
City ROW	NA	0.0	11.3	0.0	\$0	\$0	\$0	\$0	City ROW	-	-	-	-
Rail ROW	NA	0.0	6.8	0.0	\$0	\$0	\$0	\$0	Rail ROW	-	-	-	-
Total North Davis		0.0	20.6	0.0	\$971,595	\$1,330,164	\$2,301,759	\$2,301,759		-	-	8,388	-
Total Davis		0.0	109.3	0.0	\$23,884,147	\$74,105,039	\$97,989,186	\$97,989,186		1,229	906,799	148,973	-

davis_00502

Source: City of Davis; EPS.

Table A-3
Yolo Rail Relocation
Redevelopment Analysis
Detailed Existing Residential Land Uses Not Expected to Redevelop: Davis [1]

Assessor Parcel Number (APN)	Address	Acreage			Assessed Value			Description
		Vacant	Undeveloped	Improved	Total	Land	Impr./Other	
070-191-018	647 G ST	0.0	0.1	0.0	0.1	\$250,000	\$250,000	Residential, Single Family
070-144-002	805 11TH ST	0.0	0.0	0.0	0.0	\$35,401	\$169,879	Residential, Multi-Family
070-162-004	805/819 H ST/8 ST	0.0	0.4	0.0	0.4	\$433,837	\$1,397,865	Residential, Multi-Family
070-162-003	818 9TH ST/875 H ST	0.0	0.1	0.0	0.1	\$289,955	\$381,453	Residential, Multi-Family
070-163-003	738 G ST	0.0	0.1	0.0	0.1	\$190,000	\$249,000	Residential, Single Family
070-191-014	627 G ST	0.0	0.1	0.0	0.1	\$220,000	\$180,000	Residential, Single Family
035-054-027	2503 AMAPOLA DR	0.0	0.1	0.0	0.1	\$180,000	\$260,000	Residential, Single Family
035-281-039	123 LUZ PL	0.0	0.2	0.0	0.2	\$58,912	\$112,271	Residential, Single Family
035-282-009	101 GRANDE AVE	0.0	0.1	0.0	0.1	\$104,512	\$262,847	Residential, Single Family
035-282-008	103 GRANDE AVE	0.0	0.1	0.0	0.1	\$140,000	\$245,000	Residential, Single Family
035-282-007	109 GRANDE AVE	0.0	0.1	0.0	0.1	\$74,525	\$193,235	Residential, Single Family
070-194-014	533 G ST	0.0	0.0	0.0	0.0	\$184,378	\$267,760	Residential, Single Family
035-292-010	101 JALISCO PL	0.0	0.2	0.0	0.2	\$61,167	\$123,028	Residential, Multi-Family
035-292-011	107 JALISCO PL	0.0	0.1	0.0	0.1	\$57,170	\$124,752	Residential, Single Family
070-351-009	701 BOYER CIR	0.0	0.4	0.0	0.4	\$104,977	\$160,640	Residential, Single Family
070-351-008	643 I ST	0.0	0.2	0.0	0.2	\$15,043	\$54,252	Residential, Single Family
070-351-007	635 I ST	0.0	0.4	0.0	0.4	\$318,950	\$213,405	Residential, Single Family
070-351-006	629 I ST	0.0	0.4	0.0	0.4	\$130,251	\$143,274	Residential, Single Family
070-351-005	623 I ST	0.0	0.4	0.0	0.4	\$14,669	\$40,314	Residential, Single Family
070-351-004	617 I ST	0.0	0.4	0.0	0.4	\$132,894	\$264,394	Residential, Single Family
070-162-002	802-812 9TH ST	0.0	0.9	0.0	0.9	\$359,128	\$1,224,677	Residential, Multi-Family
070-146-002	724-730 10TH ST	0.0	0.0	0.0	0.0	\$22,216	\$88,979	Residential, Multi-Family
070-163-006	815 SWEET BRIAR DR	0.0	0.1	0.0	0.1	\$84,459	\$151,632	Residential, Single Family
070-191-017	641-643 G ST	0.0	0.0	0.0	0.0	\$97,925	\$173,668	Residential, Multi-Family
070-191-015	631 G ST	0.0	0.1	0.0	0.1	\$20,710	\$31,635	Residential, Single Family
035-292-033	111 IPANEMA PL	0.0	0.2	0.0	0.2	\$97,684	\$136,761	Residential, Single Family
035-292-032	117 IPANEMA PL	0.0	0.1	0.0	0.1	\$175,000	\$195,000	Residential, Single Family
035-292-031	123 IPANEMA PL	0.0	0.1	0.0	0.1	\$95,624	\$137,554	Residential, Single Family
035-292-030	129 IPANEMA PL	0.0	0.1	0.0	0.1	\$76,726	\$166,766	Residential, Single Family
035-055-021	135 IPANEMA PL	0.0	0.1	0.0	0.1	\$180,000	\$240,000	Residential, Single Family
035-055-027	119 EL CAJON AVE	0.0	0.1	0.0	0.1	\$125,414	\$282,183	Residential, Single Family
035-055-028	2610 AMAPOLA DR	0.0	0.1	0.0	0.1	\$73,555	\$150,785	Residential, Single Family
035-055-029	2614 AMAPOLA DR	0.0	0.1	0.0	0.1	\$140,000	\$210,000	Residential, Single Family
035-042-009	100 FARO AVE	0.0	0.1	0.0	0.1	\$96,403	\$222,942	Residential, Single Family
035-055-026	103 EL CAJON AVE	0.0	0.2	0.0	0.2	\$39,056	\$53,741	Residential, Single Family
035-292-013	119 JALISCO PL	0.0	0.1	0.0	0.1	\$52,545	\$115,823	Residential, Single Family
035-292-014	125 JALISCO PL	0.0	0.1	0.0	0.1	\$50,993	\$92,891	Residential, Single Family
035-292-026	102 JALISCO PL	0.0	0.2	0.0	0.2	\$110,623	\$258,131	Residential, Single Family
035-292-035	118 IPANEMA PL	0.0	0.1	0.0	0.1	\$34,976	\$99,006	Residential, Single Family
070-145-005	1005/07 H ST	0.0	0.1	0.0	0.1	\$180,000	\$260,000	Residential, Single Family
035-292-036	124 IPANEMA PL	0.0	0.1	0.0	0.1	\$189,537	\$231,656	Residential, Multi-Family
035-292-037	130 IPANEMA PL	0.0	0.1	0.0	0.1	\$160,000	\$200,000	Residential, Single Family
						\$41,768	\$166,272	Residential, Single Family

Table A-3
Yolo Rail Relocation
Redevelopment Analysis
Detailed Existing Residential Land Uses Not Expected to Redevelop: Davis [1]

Assessor Parcel Number (APN)	Address	Acreage			Assessed Value			Description
		Vacant	Underutilized	Improved	Total	Land	Impr./Other	
070-164-004	721 7TH ST	0.0	0.2	0.0	0.2	\$343,251	\$281,773	Residential, Single Family
070-164-003	707-715 G ST	0.0	0.1	0.0	0.1	\$334,435	\$906,334	Residential, Multi-Family
035-054-026	2419 AMAPOLA DR	0.0	0.1	0.0	0.1	\$83,180	\$155,626	Residential, Single Family
035-292-009	100 GRANDE AVE	0.0	0.1	0.0	0.1	\$82,534	\$98,891	Residential, Single Family
035-292-008	106 GRANDE AVE	0.0	0.1	0.0	0.1	\$116,016	\$116,016	Residential, Single Family
035-054-025	2413 AMAPOLA DR	0.0	0.1	0.0	0.1	\$180,000	\$310,000	Residential, Single Family
035-292-007	112 GRANDE AVE	0.0	0.1	0.0	0.1	\$26,800	\$94,640	Residential, Single Family
035-292-006	118 GRANDE AVE	0.0	0.1	0.0	0.1	\$76,726	\$172,643	Residential, Single Family
035-292-005	124 GRANDE AVE	0.0	0.1	0.0	0.1	\$63,938	\$110,615	Residential, Single Family
035-292-004	130 GRANDE AVE	0.0	0.1	0.0	0.1	\$180,000	\$263,000	Residential, Single Family
035-300-054	107 GUAYMAS PL	0.0	0.1	0.0	0.1	\$54,197	\$93,501	Residential, Single Family
035-300-053	109 GUAYMAS PL	0.0	0.1	0.0	0.1	\$140,000	\$260,000	Residential, Single Family
035-282-005	123 GRANDE AVE	0.0	0.2	0.0	0.2	\$185,000	\$275,000	Residential, Single Family
070-312-003	232 1ST	0.0	0.1	0.0	0.1	\$16,236	\$29,679	Residential, Single Family
070-312-010	213 J ST	0.0	0.1	0.0	0.1	\$16,560	\$26,735	Residential, Single Family
035-281-045	101 LUZ PL	0.0	0.1	0.0	0.1	\$29,947	\$116,074	Residential, Single Family
035-281-044	103 LUZ PL	0.0	0.1	0.0	0.1	\$157,572	\$126,057	Residential, Single Family
035-281-043	107 LUZ PL	0.0	0.1	0.0	0.1	\$105,298	\$242,186	Residential, Single Family
035-281-042	109 LUZ PL	0.0	0.1	0.0	0.1	\$53,136	\$139,496	Residential, Single Family
035-281-041	115 LUZ PL	0.0	0.1	0.0	0.1	\$58,804	\$141,974	Residential, Single Family
035-281-040	117 LUZ PL	0.0	0.1	0.0	0.1	\$39,535	\$89,679	Residential, Single Family
070-146-010	821 9TH ST	0.0	0.1	0.0	0.1	\$205,000	\$254,000	Residential, Single Family
035-054-031	2605 AMAPOLA DR	0.0	0.1	0.0	0.1	\$58,912	\$127,484	Residential, Single Family
035-300-052	113 GUAYMAS PL	0.0	0.1	0.0	0.1	\$36,615	\$90,770	Residential, Single Family
070-191-013	623-625 G ST	0.0	0.1	0.0	0.1	\$45,812	\$117,185	Residential, Multi-Family
035-282-010	102 LUZ PL	0.0	0.1	0.0	0.1	\$61,456	\$157,949	Residential, Single Family
035-054-032	2611 AMAPOLA DR	0.0	0.1	0.0	0.1	\$49,361	\$132,974	Residential, Single Family
035-292-012	113 JALISCO PL	0.0	0.1	0.0	0.1	\$75,029	\$96,042	Residential, Single Family
035-054-028	2509 AMAPOLA DR	0.0	0.1	0.0	0.1	\$49,361	\$126,606	Residential, Single Family
070-146-005	917 H ST	0.0	0.2	0.0	0.2	\$385,000	\$715,000	Residential, Multi-Family
035-282-012	108 LUZ PL	0.0	0.1	0.0	0.1	\$43,708	\$110,069	Residential, Single Family
035-282-011	104 LUZ PL	0.0	0.1	0.0	0.1	\$56,415	\$141,046	Residential, Single Family
035-282-013	114 LUZ PL	0.0	0.1	0.0	0.1	\$73,473	\$119,013	Residential, Single Family
035-282-014	120 LUZ PL	0.0	0.2	0.0	0.2	\$38,747	\$106,133	Residential, Single Family
035-292-025	108 JALISCO PL	0.0	0.1	0.0	0.1	\$28,054	\$101,423	Residential, Single Family
035-292-024	114 JALISCO PL	0.0	0.1	0.0	0.1	\$68,268	\$139,762	Residential, Single Family
035-292-023	120 JALISCO PL	0.0	0.1	0.0	0.1	\$150,681	\$288,202	Residential, Single Family
035-292-022	126 JALISCO PL	0.0	0.1	0.0	0.1	\$130,590	\$189,858	Residential, Single Family
035-054-033	2617 AMAPOLA DR	0.0	0.1	0.0	0.1	\$56,842	\$158,936	Residential, Single Family
035-292-034	112 IPANEMA PL	0.0	0.2	0.0	0.2	\$34,943	\$104,935	Residential, Single Family
035-282-006	115 GRANDE AVE	0.0	0.2	0.0	0.2	\$54,412	\$127,516	Residential, Single Family
070-144-001	715-721 11TH ST	0.0	0.5	0.0	0.5	\$114,544	\$103,108	Residential, Multi-Family
035-042-002	106 FARO AVE	0.0	0.1	0.0	0.1	\$83,180	\$117,846	Residential, Single Family

Table A-3
Yolo Rail Relocation
Redevelopment Analysis
Detailed Existing Residential Land Uses Not Expected to Redevelop: Davis [1]

Assessor Parcel Number (APN)	Address	Acreage			Assessed Value			Description
		Vacant	Undertutilized	Improved	Total	Land	Impr./Other	
035-042-003	112 FARO AVE	0.0	0.1	0.0	0.1	\$74,525	\$131,001	Residential, Single Family
035-042-004	118 FARO AVE	0.0	0.1	0.0	0.1	\$75,353	\$142,496	Residential, Single Family
035-055-023	111 EL CAJON AVE	0.0	0.1	0.0	0.1	\$102,463	\$306,876	Residential, Single Family
035-055-022	115 EL CAJON AVE	0.0	0.1	0.0	0.1	\$47,769	\$114,662	Residential, Single Family
070-146-003	802-808 10TH ST	0.0	0.1	0.0	0.1	\$21,838	\$88,556	Residential, Multi-Family
070-164-005	717 7TH ST	0.0	0.1	0.0	0.1	\$215,000	\$264,000	Residential, Single Family
070-144-004	1101 H ST	0.0	0.1	0.0	0.1	\$145,658	\$180,817	Residential, Multi-Family
070-145-006	813-815 10TH ST	0.0	0.1	0.0	0.1	\$21,461	\$80,271	Residential, Multi-Family
035-054-015	2338 AMAPOLA DR	0.0	0.1	0.0	0.1	\$67,601	\$184,378	Residential, Single Family
070-341-007	545 I ST	0.0	0.1	0.0	0.1	\$241,089	\$361,634	Residential, Multi-Family
035-055-015	2410 AMAPOLA DR	0.0	0.1	0.0	0.1	\$49,696	\$79,520	Residential, Multi-Family
035-055-014	2412 AMAPOLA DR	0.0	0.1	0.0	0.1	\$165,749	\$134,608	Residential, Single Family
035-055-013	2414 AMAPOLA DR	0.0	0.1	0.0	0.1	\$105,298	\$242,186	Residential, Single Family
035-055-012	2416 AMAPOLA DR	0.0	0.1	0.0	0.1	\$120,000	\$262,000	Residential, Single Family
070-341-005	505-525 I ST	0.0	0.1	0.0	0.1	\$436,218	\$1,773,699	Residential, Multi-Family
070-191-010	607 G ST	0.0	0.7	0.0	0.7	\$240,000	\$300,000	Residential, Multi-Family
035-144-014	2107 BUENO DR	0.0	0.1	0.0	0.1	\$69,317	\$110,115	Residential, Single Family
035-144-015	2101 BUENO DR	0.0	0.1	0.0	0.1	\$9,399	\$53,496	Residential, Single Family
070-145-009	715 10TH ST	0.0	0.0	0.0	0.0	\$32,766	\$162,481	Residential, Single Family
070-146-008	813-815 9TH ST	0.0	0.1	0.0	0.1	\$210,000	\$257,000	Residential, Multi-Family
070-145-003	806 11TH ST	0.0	0.2	0.0	0.2	\$200,908	\$264,135	Residential, Multi-Family
070-341-006	537 I ST	0.0	0.1	0.0	0.1	\$261,180	\$360,629	Residential, Single Family
070-149-001	708-710 10TH ST	0.0	0.4	0.0	0.4	\$210,000	\$1,027,000	Residential, Multi-Family
070-194-015	716 6TH ST	0.0	0.0	0.0	0.0	\$184,378	\$588,845	Residential, Multi-Family
035-055-025	105 EL CAJON AVE	0.0	0.1	0.0	0.1	\$94,027	\$162,104	Residential, Single Family
035-055-024	107 EL CAJON AVE	0.0	0.1	0.0	0.1	\$48,725	\$104,766	Residential, Single Family
035-055-030	2616 AMAPOLA DR	0.0	0.1	0.0	0.1	\$39,806	\$107,235	Residential, Single Family
035-055-034	2608 AMAPOLA DR	0.0	0.1	0.0	0.1	\$140,000	\$210,000	Residential, Single Family
035-055-033	2606 AMAPOLA DR	0.0	0.1	0.0	0.1	\$140,000	\$210,000	Residential, Single Family
035-292-038	136 IPANEMA PL	0.0	0.1	0.0	0.1	\$125,000	\$245,135	Residential, Single Family
070-145-007	803-809 10TH ST	0.0	0.1	0.0	0.1	\$94,027	\$245,135	Residential, Single Family
070-194-013	527 G ST	0.0	0.0	0.0	0.0	\$33,559	\$19,146	Residential, Multi-Family
035-300-010	101 HUERTA PL	0.0	0.1	0.0	0.1	\$38,808	\$96,959	Residential, Single Family
035-300-009	103 HUERTA PL	0.0	0.1	0.0	0.1	\$125,414	\$156,768	Residential, Single Family
035-300-008	107 HUERTA PL	0.0	0.1	0.0	0.1	\$120,000	\$216,000	Residential, Single Family
035-054-030	2521 AMAPOLA DR	0.0	0.1	0.0	0.1	\$132,406	\$254,521	Residential, Single Family
035-055-032	2604 AMAPOLA DR	0.0	0.1	0.0	0.1	\$61,456	\$129,062	Residential, Single Family
035-055-031	2602 AMAPOLA DR	0.0	0.1	0.0	0.1	\$48,725	\$110,400	Residential, Single Family
035-055-006	2510 AMAPOLA DR	0.0	0.1	0.0	0.1	\$125,000	\$235,000	Residential, Single Family
035-055-005	2512 AMAPOLA DR	0.0	0.1	0.0	0.1	\$140,000	\$210,000	Residential, Single Family
035-055-004	2514 AMAPOLA DR	0.0	0.1	0.0	0.1	\$62,685	\$154,212	Residential, Single Family
035-055-003	2516 AMAPOLA DR	0.0	0.1	0.0	0.1	\$47,769	\$100,805	Residential, Single Family
035-300-007	109 HUERTA PL	0.0	0.1	0.0	0.1	\$85,313	\$133,668	Residential, Single Family

Assessor Parcel Number (APN)	Address	Acreage			Assessed Value			Description	
		Vacant	Underutilized	Improved	Total	Land	Impr./Other		Total
035-300-006	113 HUERTA PL	0.0	0.1	0.0	0.1	\$25,927	\$78,834	\$104,761	Residential, Single Family
035-300-005	115 HUERTA PL	0.0	0.1	0.0	0.1	\$42,927	\$76,495	\$119,422	Residential, Single Family
070-392-001	1001-03 ALICE ST	0.0	0.2	0.0	0.2	\$17,309	\$68,202	\$85,511	Residential, Multi-Family
070-145-008	727-733 10TH ST	0.0	0.1	0.0	0.1	\$86,353	\$209,249	\$295,602	Residential, Multi-Family
035-055-007	2508 AMAPOLA DR	0.0	0.1	0.0	0.1	\$140,000	\$202,000	\$342,000	Residential, Single Family
035-055-008	2506 AMAPOLA DR	0.0	0.1	0.0	0.1	\$84,353	\$179,557	\$263,910	Residential, Single Family
035-055-009	2504 AMAPOLA DR	0.0	0.1	0.0	0.1	\$98,965	\$113,106	\$212,071	Residential, Single Family
035-055-010	2502 AMAPOLA DR	0.0	0.1	0.0	0.1	\$140,000	\$245,000	\$385,000	Residential, Single Family
035-054-021	2302 AMAPOLA DR	0.0	0.1	0.0	0.1	\$65,121	\$130,251	\$195,372	Residential, Single Family
035-054-020	2308 AMAPOLA DR	0.0	0.1	0.0	0.1	\$54,636	\$131,163	\$185,799	Residential, Single Family
035-054-019	2314 AMAPOLA DR	0.0	0.1	0.0	0.1	\$125,000	\$280,000	\$405,000	Residential, Single Family
035-054-018	2320 AMAPOLA DR	0.0	0.1	0.0	0.1	\$62,685	\$162,360	\$225,045	Residential, Single Family
035-054-017	2326 AMAPOLA DR	0.0	0.1	0.0	0.1	\$73,554	\$217,648	\$291,202	Residential, Single Family
035-055-019	2402 AMAPOLA DR	0.0	0.1	0.0	0.1	\$58,604	\$144,189	\$202,793	Residential, Single Family
070-351-015	731 J ST	0.0	0.2	0.0	0.2	\$65,566	\$88,133	\$153,699	Residential, Single Family
070-351-014	922 PENNSYLVANIA PL	0.0	0.2	0.0	0.2	\$89,516	\$51,148	\$140,664	Residential, Single Family
070-351-013	916 PENNSYLVANIA PL	0.0	0.2	0.0	0.2	\$240,000	\$111,000	\$351,000	Residential, Single Family
070-351-012	910 PENNSYLVANIA PL	0.0	0.2	0.0	0.2	\$13,538	\$48,599	\$62,137	Residential, Single Family
070-351-016	723 J ST	0.0	0.3	0.0	0.3	\$15,043	\$44,451	\$59,494	Residential, Single Family
070-351-011	902 PENNSYLVANIA PL	0.0	0.2	0.0	0.2	\$188,122	\$130,640	\$318,762	Residential, Single Family
070-351-018	711 BOYER CIR	0.0	0.4	0.0	0.4	\$79,624	\$37,415	\$117,039	Residential, Single Family
070-351-017	717 I ST	0.0	0.3	0.0	0.3	\$15,043	\$41,062	\$56,105	Residential, Single Family
070-351-010	705 BOYER CIR	0.0	0.4	0.0	0.4	\$303,085	\$109,737	\$412,822	Residential, Single Family
070-351-003	611 I ST	0.0	0.3	0.0	0.3	\$147,116	\$364,078	\$511,194	Residential, Single Family
070-351-002	601 I ST	0.0	0.3	0.0	0.3	\$96,430	\$118,814	\$215,244	Residential, Single Family
070-351-001	549 I ST	0.0	0.4	0.0	0.4	\$78,694	\$137,607	\$216,301	Residential, Single Family
070-352-008	644 I ST	0.0	0.2	0.0	0.2	\$38,662	\$104,018	\$142,680	Residential, Single Family
070-352-007	636 I ST	0.0	0.2	0.0	0.2	\$14,680	\$60,187	\$74,867	Residential, Single Family
035-055-016	2408 AMAPOLA DR	0.0	0.1	0.0	0.1	\$49,696	\$67,803	\$137,499	Residential, Single Family
035-055-017	2406 AMAPOLA DR	0.0	0.1	0.0	0.1	\$7,944	\$130,161	\$178,105	Residential, Single Family
035-055-018	2404 AMAPOLA DR	0.0	0.1	0.0	0.1	\$50,145	\$113,463	\$163,608	Residential, Single Family
035-300-004	119 HUERTA PL	0.0	0.1	0.0	0.1	\$100,000	\$251,000	\$351,000	Residential, Single Family
035-054-029	2515 AMAPOLA DR	0.0	0.1	0.0	0.1	\$49,361	\$136,350	\$185,711	Residential, Single Family
070-144-003	1111 H ST	0.0	0.3	0.0	0.3	\$110,977	\$243,673	\$354,650	Residential, Multi-Family
070-324-007	327 I ST	0.0	0.1	0.0	0.1	\$62,975	\$79,539	\$142,514	Residential, Single Family
035-300-051	115 GUAYMAS PL	0.0	0.1	0.0	0.1	\$56,415	\$114,087	\$170,502	Residential, Single Family
035-300-050	119 GUAYMAS PL	0.0	0.1	0.0	0.1	\$105,048	\$157,572	\$262,620	Residential, Single Family
070-163-007	740 G ST	0.0	0.1	0.0	0.1	\$197,169	\$185,570	\$382,739	Residential, Single Family
070-313-004	214 J ST	0.0	0.1	0.0	0.1	\$210,000	\$137,000	\$347,000	Residential, Single Family
070-312-005	220 I ST	0.0	0.1	0.0	0.1	\$16,560	\$28,620	\$45,180	Residential, Single Family
070-313-009	201-207 K ST	0.0	0.3	0.0	0.3	\$36,795	\$39,501	\$76,296	Residential, Multi-Family
070-322-001	466 I ST	0.0	0.1	0.0	0.1	\$75,222	\$114,087	\$189,309	Residential, Single Family
070-321-008	437 I ST	0.0	0.1	0.0	0.1	\$128,488	\$199,064	\$327,572	Residential, Single Family

Table A-3
Yolo Rail Relocation
Redevelopment Analysis
Detailed Existing Residential Land Uses Not Expected to Redevelop: Davis [1]

Assessor Parcel Number (APN)	Address	Acreage			Assessed Value			Description
		Vacant	Undeveloped	Improved	Total	Land	Impr./Other	
070-393-002	914-916 J ST	0.0	0.2	0.0	0.2	\$27,877	\$106,857	Residential, Single Family
070-393-001	910-912 J ST	0.0	0.0	0.0	0.0	\$17,309	\$63,304	Residential, Multi-Family
035-054-023	2401 AMAPOLA DR	0.0	0.1	0.0	0.1	\$180,000	\$335,000	Residential, Single Family
070-393-003	922-924 J ST	0.0	0.2	0.0	0.2	\$251,801	\$319,899	Residential, Multi-Family
070-312-011	217 J ST	0.0	0.1	0.0	0.1	\$263,246	\$146,395	Residential, Single Family
035-300-012	104 HUERTA PL	0.0	0.1	0.0	0.1	\$140,000	\$202,000	Residential, Single Family
035-300-014	110 HUERTA PL	0.0	0.1	0.0	0.1	\$125,567	\$276,248	Residential, Single Family
070-312-015	233 J ST	0.0	0.1	0.0	0.1	\$179,310	\$224,906	Residential, Single Family
035-300-013	108 HUERTA PL	0.0	0.1	0.0	0.1	\$25,753	\$77,289	Residential, Single Family
035-300-015	114 HUERTA PL	0.0	0.1	0.0	0.1	\$45,915	\$114,871	Residential, Single Family
035-300-016	116 HUERTA PL	0.0	0.1	0.0	0.1	\$140,000	\$202,000	Residential, Single Family
035-300-017	120 HUERTA PL	0.0	0.1	0.0	0.1	\$140,000	\$202,000	Residential, Single Family
035-490-056	3333 F ST	0.0	2.7	0.0	2.7	\$737,094	\$3,175,167	Residential, Multi-Family
035-490-049	242 SANDPIPER DR	0.0	0.2	0.0	0.2	\$130,251	\$201,891	Residential, Single Family
035-490-050	236 SANDPIPER DR	0.0	0.2	0.0	0.2	\$225,000	\$350,000	Residential, Single Family
035-490-051	230 SANDPIPER DR	0.0	0.2	0.0	0.2	\$136,761	\$204,497	Residential, Single Family
035-490-052	224 SANDPIPER DR	0.0	0.2	0.0	0.2	\$132,855	\$282,402	Residential, Single Family
035-490-053	218 SANDPIPER DR	0.0	0.2	0.0	0.2	\$132,855	\$193,309	Residential, Single Family
035-490-054	212 SANDPIPER DR	0.0	0.2	0.0	0.2	\$139,496	\$199,286	Residential, Single Family
035-490-055	206 SANDPIPER DR	0.0	0.2	0.0	0.2	\$200,908	\$421,906	Residential, Single Family
070-321-006	419 I ST	0.0	24.1	0.0	24.1	\$127,913	\$376,944	Residential, Multi-Family
070-312-016	227 J ST	0.0	0.1	0.0	0.1	\$375,000	\$561,000	Residential, Multi-Family
070-312-002	1020-22 3RD ST	0.0	0.1	0.0	0.1	\$49,162	\$157,336	Residential, Multi-Family
070-312-014	239 J ST	0.0	0.1	0.0	0.1	\$179,310	\$224,906	Residential, Single Family
070-312-001	240 I ST	0.0	0.1	0.0	0.1	\$312,897	\$294,862	Residential, Single Family
070-146-009	723-725 9TH ST/803-8 ST	0.0	0.0	0.0	0.0	\$104,605	\$195,949	Residential, Multi-Family
070-342-004	1003 5TH ST	0.0	0.1	0.0	0.1	\$65,942	\$209,056	Residential, Multi-Family
070-146-004	812-814 10TH ST	0.0	0.1	0.0	0.1	\$76,726	\$134,275	Residential, Multi-Family
035-054-024	2407 AMAPOLA DR	0.0	0.1	0.0	0.1	\$180,000	\$260,000	Residential, Single Family
070-313-002	230 J ST	0.0	27.1	0.0	27.1	\$273,231	\$983,258	Residential, Multi-Family
070-146-012	907 H ST	0.0	0.1	0.0	0.1	\$114,479	\$203,269	Residential, Single Family
035-054-016	2332 AMAPOLA DR	0.0	0.1	0.0	0.1	\$106,222	\$177,249	Residential, Single Family
070-145-004	812 11TH ST	0.0	0.2	0.0	0.2	\$110,623	\$207,731	Residential, Single Family
070-162-005	811 E 8TH ST	0.0	0.2	0.0	0.2	\$134,157	\$325,238	Residential, Multi-Family
070-321-007	433 I ST	0.0	0.1	0.0	0.1	\$271,225	\$226,021	Residential, Multi-Family
035-490-048	248 SANDPIPER DR	0.0	0.3	0.0	0.3	\$155,838	\$257,478	Residential, Single Family
070-321-005	417 I ST	0.0	0.1	0.0	0.1	\$17,309	\$35,401	Residential, Single Family
070-321-004	405 I ST	0.0	0.1	0.0	0.1	\$180,817	\$220,998	Residential, Single Family
070-321-003	401-403 I ST	0.0	24.1	0.0	24.1	\$127,913	\$311,952	Residential, Multi-Family
070-324-009	335 I ST	0.0	0.1	0.0	0.1	\$220,000	\$105,000	Residential, Single Family
070-324-008	331 I ST	0.0	0.1	0.0	0.1	\$156,247	\$118,264	Residential, Single Family
070-324-006	323 I ST	0.0	0.1	0.0	0.1	\$224,701	\$157,690	Residential, Single Family
070-324-005	319 I ST	0.0	0.1	0.0	0.1	\$225,000	\$75,000	Residential, Single Family

Table A-3
Yolo Rail Relocation
Redevelopment Analysis
Detailed Existing Residential Land Uses Not Expected to Redevelop: Davis [1]

Assessor Parcel Number (APN)	Address	Acreage			Assessed Value			Description
		Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total
070-324-004	315 I ST	0.0	0.1	0.0	0.1	\$86,039	\$184,378	\$270,417
070-324-010	921 3RD ST	0.0	0.1	0.0	0.1	\$220,000	\$105,000	\$325,000
070-313-006	211 K ST	0.0	0.3	0.0	0.3	\$252,717	\$147,418	\$400,135
070-312-012	223 J ST	0.0	0.1	0.0	0.1	\$129,791	\$222,723	\$352,514
035-490-057	301 SANDPIPER DR	0.0	0.2	0.0	0.2	\$250,000	\$550,000	\$800,000
035-300-060	108 GUAYMAS PL	0.0	0.1	0.0	0.1	\$68,861	\$136,197	\$205,058
035-300-059	106 GUAYMAS PL	0.0	0.1	0.0	0.1	\$42,927	\$79,935	\$122,862
035-300-061	112 GUAYMAS PL	0.0	0.1	0.0	0.1	\$105,298	\$215,861	\$321,159
035-300-062	114 GUAYMAS PL	0.0	0.1	0.0	0.1	\$38,855	\$125,771	\$164,626
070-162-006	801 E 8TH ST	0.0	0.0	0.0	0.0	\$340,991	\$949,512	\$1,290,503
070-313-010	202 J ST	0.0	0.3	0.0	0.3	\$32,195	\$25,267	\$57,462
070-312-004	224 I ST	0.0	0.1	0.0	0.1	\$204,844	\$252,117	\$456,961
070-313-003	218 J ST	0.0	0.1	0.0	0.1	\$32,019	\$47,857	\$79,876
035-300-063	118 GUAYMAS PL	0.0	0.1	0.0	0.1	\$160,724	\$187,511	\$348,235
070-313-007	221-231 K ST	0.0	0.4	0.0	0.4	\$48,133	\$43,131	\$91,264
035-041-004	107 FARO AVE	0.0	0.1	0.0	0.1	\$150,000	\$280,000	\$430,000
035-041-003	113 FARO AVE	0.0	0.1	0.0	0.1	\$134,892	\$158,153	\$293,045
035-041-002	119 FARO AVE	0.0	0.1	0.0	0.1	\$200,846	\$246,926	\$447,772
035-300-011	102 HUERTA PL	0.0	0.1	0.0	0.1	\$71,634	\$126,342	\$197,976
035-300-056	101 GUAYMAS PL	0.0	0.1	0.0	0.1	\$57,546	\$136,831	\$194,377
035-300-055	103 GUAYMAS PL	0.0	0.1	0.0	0.1	\$63,938	\$113,684	\$177,622
035-300-057	100 GUAYMAS PL	0.0	0.1	0.0	0.1	\$140,000	\$210,000	\$350,000
035-300-058	102 GUAYMAS PL	0.0	0.1	0.0	0.1	\$63,938	\$118,288	\$182,226
035-041-007	101 FARO AVE	0.0	0.2	0.0	0.2	\$40,262	\$77,631	\$117,893
070-324-011	923 3RD ST	0.0	0.1	0.0	0.1	\$165,000	\$200,000	\$365,000
035-340-012	2128 BUENO DR #22	0.0	0.0	0.0	0.0	\$31,340	\$104,047	\$135,387
035-340-009	2128 BUENO DR #19	0.0	0.0	0.0	0.0	\$32,478	\$84,459	\$116,937
035-340-010	2128 BUENO DR #20	0.0	0.0	0.0	0.0	\$60,252	\$179,557	\$239,809
035-340-006	2128 BUENO DR #16	0.0	0.0	0.0	0.0	\$75,000	\$175,000	\$250,000
035-340-016	2128 BUENO DR #7	0.0	0.0	0.0	0.0	\$60,000	\$130,000	\$190,000
035-340-019	2128 BUENO DR #10	0.0	0.0	0.0	0.0	\$37,503	\$141,183	\$178,686
035-340-023	2128 BUENO DR #1	0.0	0.0	0.0	0.0	\$60,000	\$130,000	\$190,000
035-340-017	2128 BUENO DR #8	0.0	0.0	0.0	0.0	\$75,000	\$205,000	\$280,000
035-340-005	2128 BUENO DR #15	0.0	0.0	0.0	0.0	\$31,218	\$90,005	\$121,223
035-340-018	2128 BUENO DR #9	0.0	0.0	0.0	0.0	\$75,000	\$205,000	\$280,000
035-340-030	2128 BUENO DR #27	0.0	0.0	0.0	0.0	\$75,000	\$210,000	\$285,000
035-340-036	2128 BUENO DR #33	0.0	0.0	0.0	0.0	\$38,260	\$111,740	\$150,000
035-340-035	2128 BUENO DR #32	0.0	0.0	0.0	0.0	\$76,847	\$204,926	\$281,773
035-340-039	2128 BUENO DR #36	0.0	0.0	0.0	0.0	\$75,000	\$180,000	\$255,000
035-340-038	2128 BUENO DR #35	0.0	0.0	0.0	0.0	\$76,847	\$179,310	\$256,157
035-340-037	2128 BUENO DR #34	0.0	0.0	0.0	0.0	\$75,000	\$180,000	\$255,000
035-340-032	2128 BUENO DR #29	0.0	0.0	0.0	0.0	\$75,000	\$180,000	\$255,000
035-340-031	2128 BUENO DR #28	0.0	0.0	0.0	0.0	\$75,000	\$210,000	\$285,000

Table A-3
Yolo Rail Relocation
Redevelopment Analysis
Detailed Existing Residential Land Uses Not Expected to Redevelop: Davis [1]

Assessor Parcel Number (APN)	Address	Acreage			Assessed Value			Description
		Vacant	Underutilized	Improved	Total	Land	Impr./Other	
035-340-007	2128 BUENO DR #17	0.0	0.0	0.0	0.0	\$40,647	\$117,895	Residential, Multi-Family
035-340-024	2128 BUENO DR #2	0.0	0.0	0.0	0.0	\$33,125	\$61,291	Residential, Multi-Family
035-340-034	2128 BUENO DR #31	0.0	0.0	0.0	0.0	\$75,000	\$210,000	Residential, Multi-Family
035-340-033	2128 BUENO DR #30	0.0	0.0	0.0	0.0	\$75,000	\$140,000	Residential, Multi-Family
035-340-020	2128 BUENO DR #11	0.0	0.0	0.0	0.0	\$55,309	\$213,877	Residential, Multi-Family
035-340-021	2128 BUENO DR #12	0.0	0.0	0.0	0.0	\$75,000	\$205,000	Residential, Multi-Family
035-340-022	2128 BUENO DR #13	0.0	0.0	0.0	0.0	\$30,723	\$100,789	Residential, Multi-Family
035-340-015	2128 BUENO DR #25	0.0	0.0	0.0	0.0	\$84,654	\$104,512	Residential, Multi-Family
035-340-014	2128 BUENO DR #24	0.0	0.0	0.0	0.0	\$76,847	\$122,955	Residential, Multi-Family
035-340-013	2128 BUENO DR #23	0.0	0.0	0.0	0.0	\$39,026	\$84,305	Residential, Multi-Family
035-340-008	2128 BUENO DR #18	0.0	0.0	0.0	0.0	\$95,000	\$200,000	Residential, Multi-Family
035-340-011	2128 BUENO DR #21	0.0	0.0	0.0	0.0	\$32,556	\$91,171	Residential, Multi-Family
035-340-025	2128 BUENO DR #3	0.0	0.0	0.0	0.0	\$33,872	\$123,655	Residential, Multi-Family
035-340-027	2128 BUENO DR #5	0.0	0.0	0.0	0.0	\$31,843	\$65,285	Residential, Multi-Family
035-340-028	2128 BUENO DR #6	0.0	0.0	0.0	0.0	\$33,872	\$71,815	Residential, Multi-Family
035-340-026	2128 BUENO DR #4	0.0	0.0	0.0	0.0	\$43,877	\$131,644	Residential, Multi-Family
070-600-019	435 G ST #205	0.0	0.0	0.0	0.0	\$189,556	\$204,926	Residential, Multi-Family
070-600-022	435 G ST #208	0.0	0.0	0.0	0.0	\$185,000	\$245,000	Residential, Multi-Family
070-600-018	435 G ST #207	0.0	0.0	0.0	0.0	\$189,556	\$230,541	Residential, Multi-Family
070-600-024	435 G ST #204	0.0	0.0	0.0	0.0	\$185,000	\$220,000	Residential, Multi-Family
070-600-020	435 G ST #203	0.0	0.0	0.0	0.0	\$185,000	\$220,000	Residential, Multi-Family
070-600-025	435 G ST #202	0.0	0.0	0.0	0.0	\$150,036	\$176,488	Residential, Multi-Family
070-600-021	435 G ST #201	0.0	0.0	0.0	0.0	\$209,024	\$287,408	Residential, Multi-Family
070-600-023	435 G ST #206	0.0	0.0	0.0	0.0	\$185,000	\$220,000	Residential, Multi-Family
Total Davis		0.0	113.1	0.0	113.1	\$32,207,720	\$58,532,445	\$90,740,165

davis_exist_res

Source: City of Davis; EPS.

[1] Excludes all parcels with no improvement value.

Table A-4
Yolo Rail Relocation
Redevelopment Analysis
Projected Land Use Assumptions: Davis [1]

Subarea [2]	Land Use Description	Pct. of ROW Developed	Target Residential Density		Target Total FAR		Average Gross Sq. Ft. per Unit [3]
			Low Density	High Density	Low Density	High Density	
Downtown Core							
Redevelopment Parcels City/Rail ROW (Dev) City/Rail ROW (Ped)	Res. Mixed-Use	-	30	40	2.00	3.50	1,500
	Res. Mixed-Use	90%	30	40	2.00	3.50	1,500
	Public-Use Trail	10%	-	-	-	-	-
Downtown North							
Redevelopment Parcels City/Rail ROW (Dev) City/Rail ROW (Ped)	Res. Mixed-Use	-	30	40	2.00	3.50	1,500
	Res. Mixed-Use	90%	30	40	2.00	3.50	1,500
	None	10%	-	-	-	-	-
Central Davis							
Redevelopment Parcels City/Rail ROW (Dev) City/Rail ROW (Ped) [2]	Multifamily Res.	-	30	40	-	-	1,500
	Multifamily Res.	50%	30	40	-	-	1,500
	Public-Use Trail	50%	-	-	-	-	-
North Davis							
Redevelopment Parcels City/Rail ROW (Dev) City/Rail ROW (Ped)	Multifamily Res.	-	30	40	-	-	1,500
	Multifamily Res.	10%	30	40	-	-	1,500
	Public-Use Trail	90%	-	-	-	-	-
davis_assump							

davis_assump

Source: City of Davis; EPS.

[1] Projected land use assumptions provided by the City of Davis, June 2015.

[2] Subarea categories indicate parcels identified to be developed or redeveloped as a result of rail removal. ROW is either identified to be developed with private land uses (Dev) or developed as a public-use trail (Ped).

[3] Average gross residential building square feet is 1,500. For MF attached units, this assumes an 85% net-to-gross ratio and an average unit size of 1,300 square feet.

Table A-5
Yolo Rail Relocation
Redevelopment Analysis
Gross Projected Low- and High-Density Land Uses: Davis

Subarea	Existing Acres [1]	Description	Low Density						Gross Projected Land Use Scenarios [2]						Average DU/Acre	Average FAR [3]	Units	High Density			Average DU/Acre	Average FAR [3]	
			Gross Res. Bldg. Sq. Ft.	Gross. Con. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.	Average DU/Acre	Average FAR [3]	Gross Res. Bldg. Sq. Ft.	Gross. Con. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.	Gross Res. Bldg. Sq. Ft.	Gross. Con. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.										
Downtown Core																							
Redevelopment Parcels	11.0	Res. Mixed-Use	493,419	461,840	955,259	30.0	2.00	439	657,892	1,013,811	1,671,703	40.0	3.50										
City/Rail ROW (Dev)	6.0	Res. Mixed-Use	268,110	250,951	519,061	30.0	2.00	238	357,480	550,877	908,357	40.0	3.50										
City/Rail ROW (Ped)	0.7	Public-Use Trail	-	-	-	-	-	-	-	-	-	-	-										
Total Downtown Core	17.6		761,529	712,791	1,474,320	-	-	677	1,015,372	1,564,688	2,580,060	-	-										
Downtown North																							
Redevelopment Parcels	7.3	Res. Mixed-Use	328,162	307,159	635,321	30.0	2.00	292	437,549	674,263	1,111,812	40.0	3.50										
City/Rail ROW (Dev)	3.7	Res. Mixed-Use	167,670	156,939	324,609	30.0	2.00	149	223,560	344,506	568,066	40.0	3.50										
City/Rail ROW (Ped)	0.4	None	-	-	-	-	-	-	-	-	-	-	-										
Total Downtown North	11.4		495,832	464,098	959,930	-	-	441	661,109	1,018,769	1,679,878	-	-										
Central Davis																							
Redevelopment Parcels	48.6	Multifamily Res.	2,185,104	0	2,185,104	30.0	-	1,942	2,913,472	0	2,913,472	40.0	-										
City/Rail ROW (Dev)	5.6	Multifamily Res.	250,650	0	250,650	30.0	-	223	334,200	0	334,200	40.0	-										
City/Rail ROW (Ped)	5.6	Public-Use Trail	-	-	-	-	-	-	-	-	-	-	-										
Total Central Davis	59.7		2,435,754	0	2,435,754	-	-	2,165	3,247,672	0	3,247,672	-	-										
North Davis																							
Redevelopment Parcels	2.5	Multifamily Res.	112,050	0	112,050	30.0	-	100	149,400	0	149,400	40.0	-										
City/Rail ROW (Dev)	1.8	Multifamily Res.	81,540	0	81,540	30.0	-	72	108,720	0	108,720	40.0	-										
City/Rail ROW (Ped)	16.3	Public-Use Trail	-	-	-	-	-	-	-	-	-	-	-										
Total North Davis	20.6		193,590	0	193,590	-	-	172	258,120	0	258,120	-	-										
Total Davis																							
Redevelopment Parcels	69.3		3,118,734	768,999	3,887,734	-	-	2,772	4,158,313	1,688,074	5,846,387	-	-										
City/Rail ROW (Dev)	17.1		686,430	407,890	1,094,320	-	-	610	915,240	895,383	1,810,623	-	-										
City/Rail ROW (Ped)	23.0		-	-	-	-	-	-	-	-	-	-	-										
Total Davis	109.3		3,886,704	1,176,890	5,063,594	-	-	3,455	5,182,273	2,593,457	7,765,730	-	-										

Source: City of Davis - FDS

davis.gov

Source: City of Davis; EPS.

[1] From Table A-1.

[2] Refer to Table A-4 for information regarding projected low and high density land use assumptions.

[3] If the proposed development is assumed to be vertical mixed-use with residential and commercial uses, the floor area ratio is based on total gross building square footage.

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Table A-7
Yolo Rail Relocation
Redevelopment Analysis
Projected Land Use Valuation Assumptions: Davis (2015\$)

Subarea	Land Use Description	Assumed Product Type		Estimated Annual Assessed Value [1]	
		Residential	Nonresidential	Residential	Nonresidential
Downtown Core Redevelopment Parcels City/Rail ROW (Dev) City/Rail ROW (Ped)	Res. Mixed-Use	MU MF Res. Attached For-Rent	MU Retail/Office	per unit \$250,000	per bldg. sq. ft. \$330
	Res. Mixed-Use	MU MF Res. Attached For-Rent	MU Retail/Office	\$250,000	\$330
	Public-Use Trail	MU MF Res. Attached For-Rent	MU Retail/Office	-	-
Downtown North Redevelopment Parcels City/Rail ROW (Dev) City/Rail ROW (Ped)	Res. Mixed-Use	MU MF Res. Attached For-Sale	MU Retail/Office	\$400,000	\$330
	Res. Mixed-Use	MU MF Res. Attached For-Sale	MU Retail/Office	\$400,000	\$330
	None	MU MF Res. Attached For-Sale	MU Retail/Office	-	-
Central Davis Redevelopment Parcels City/Rail ROW (Dev) City/Rail ROW (Ped)	Multifamily Res.	MF Res. For-Rent	None	\$250,000	\$0
	Multifamily Res.	MF Res. For-Rent	None	\$250,000	\$0
	Public-Use Trail	None	None	-	-
North Davis Redevelopment Parcels City/Rail ROW (Dev) City/Rail ROW (Ped)	Multifamily Res.	MF Res. For-Sale	None	\$400,000	\$0
	Multifamily Res.	None	None	\$400,000	\$0
	Public-Use Trail	None	None	-	-

Source: City of Davis; LoopNet; CoStar; Redfin; Forrent.com; EPS.
davis_avassump

[1] Residential values based on comparable for-rent and for-sale data derived through Forrent.com, LoopNet, and Redfin as of June 2015. Nonresidential values based on comparable for-lease and for-sale data collected from LoopNet and CoStar as of March 2015. Estimated values reviewed and affirmed by real estate broker, DTZ.

Table A-8
Yolo Rail Relocation
Redevelopment Analysis
Projected Gross Assessed Valuation: Davis (2015\$)

Subarea	Projected Assessed Value: Low Density		Projected Assessed Value: High Density	
	Residential	Commercial	Residential	Commercial
	Total			Total
Downtown Core				
Redevelopment Parcels				\$444,206,437
City/Rail ROW (Dev)	\$82,236,491	\$152,407,244	\$109,648,655	\$334,557,783
City/Rail ROW (Ped)	\$44,685,000	\$82,813,817	\$59,580,000	\$181,789,304
	\$0	\$0	\$0	\$0
Total Downtown Core	\$126,921,491	\$235,221,061	\$169,228,655	\$685,575,742
Downtown North				
Redevelopment Parcels				\$339,186,470
City/Rail ROW (Dev)	\$87,509,785	\$101,362,585	\$116,679,714	\$173,302,967
City/Rail ROW (Ped)	\$44,712,000	\$51,789,910	\$59,616,000	\$0
	\$0	\$0	\$0	\$0
Total Downtown North	\$132,221,785	\$153,152,494	\$176,295,714	\$512,489,437
Central Davis				
Redevelopment Parcels				\$485,578,632
City/Rail ROW (Dev)	\$364,183,974	\$0	\$485,578,632	\$0
City/Rail ROW (Ped)	\$41,775,000	\$0	\$55,700,000	\$0
	\$0	\$0	\$0	\$0
Total Central Davis	\$405,958,974	\$0	\$541,278,632	\$541,278,632
North Davis				
Redevelopment Parcels				\$39,840,000
City/Rail ROW (Dev)	\$29,880,000	\$0	\$39,840,000	\$0
City/Rail ROW (Ped)	\$21,744,000	\$0	\$28,992,000	\$0
	\$0	\$0	\$0	\$0
Total North Davis	\$51,624,000	\$0	\$68,832,000	\$68,832,000
Total Davis				
Redevelopment Parcels				\$1,308,811,540
City/Rail ROW (Dev)	\$563,810,251	\$253,769,829	\$751,747,001	\$557,064,539
City/Rail ROW (Ped)	\$152,916,000	\$134,603,726	\$203,888,000	\$295,476,271
	\$0	\$0	\$0	\$0
Total Davis	\$716,726,251	\$388,373,555	\$955,635,001	\$1,808,175,811

davis_gav

Source: City of Davis; EPS.

Table A-9
Yolo Rail Relocation
Redevelopment Analysis
Projected Net New Assessed Valuation: Davis (2015\$)

Item	Existing Assessed Value		Total	Projected Net New Assessed Value: Low Density		Total	Projected Net New Assessed Value: High Density		Total
	Residential	Commercial		Residential	Commercial		Residential	Commercial	
Davis Subareas									
Downtown Core	\$284,707	\$11,798,162	\$12,080,869	\$126,636,784	\$223,424,899	\$350,061,683	\$168,943,948	\$504,550,925	\$673,494,873
Downtown North	\$3,876,660	\$7,626,423	\$11,503,083	\$128,345,125	\$145,526,071	\$273,871,197	\$172,419,054	\$328,567,300	\$500,986,354
Central Davis	\$72,103,475	\$0	\$72,103,475	\$333,855,499	\$0	\$333,855,499	\$469,175,157	\$0	\$469,175,157
North Davis	\$0	\$2,301,759	\$2,301,759	\$51,624,000	(\$2,301,759)	\$49,322,241	\$68,832,000	(\$2,301,759)	\$66,530,241
Total Davis	\$76,264,842	\$21,724,344	\$97,989,186	\$640,461,409	\$366,649,211	\$1,007,110,620	\$879,370,159	\$830,816,466	\$1,710,186,625
Increased AV Parcels [1]	\$90,740,165	\$0	\$90,740,165	\$4,537,008	\$0	\$4,537,008	\$4,537,008	\$0	\$4,537,008
Total Davis (incl. Increased AV Parcels)	\$167,005,007	\$21,724,344	\$286,718,537	\$644,998,417	\$366,649,211	\$2,018,758,248	\$883,907,167	\$830,816,466	\$3,424,910,258

Source: City of Davis; EPS.

davis_nav

[1] The improved value of residential parcels not identified to redevelop and located within 500 feet of the current rail line to be removed is estimated to increase by 5%, based on a review of academic literature.



APPENDIX B:

Existing and Projected Land Uses and Assessed Values: West Sacramento

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Table B-1
Yolo Rail Relocation
Redevelopment Analysis
Summary Existing Land Uses: West Sacramento

Subarea / Land Use	Acreage			Assessed Value			Current Land Use				
	Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total	Units	Bldg. Sq. Ft.	Nonres. Bldg. Sq. Ft.	Total Bldg. Sq. Ft.
Washington District											
Miscellaneous	0.1	0.0	0.0	0.1	\$0	\$0	\$0	0	0	0	0
No Parcel	0.0	0.0	0.0	0.0	\$0	\$0	\$0	0	0	0	0
Office	0.0	1.3	0.0	1.3	\$1,200,000	\$1,800,000	\$3,000,000	0	0	0	0
Resid. Mobile/Man. Homes	0.0	7.7	0.0	7.7	\$0	\$0	\$0	121	0	0	0
Resid. Single Family	0.4	0.5	0.0	0.8	\$300,891	\$117,038	\$417,929	3	2,658	0	2,658
Vacant	6.9	0.0	0.0	6.9	\$1,187,612	\$0	\$1,187,612	0	0	0	0
Total Washington District	7.4	9.5	0.0	16.9	\$2,688,503	\$1,917,038	\$4,605,541	124	2,658	0	2,658
Bridge District											
(Blank)	2.1	0.0	0.0	2.1	\$0	\$0	\$0	0	0	0	0
Automotive Uses	4.5	0.0	0.0	4.5	\$567,577	\$1,157,612	\$1,725,189	0	0	0	0
Government	0.9	0.0	0.0	0.9	\$0	\$0	\$0	0	0	0	0
Industrial	23.5	0.0	0.0	23.5	\$10,497,958	\$2,575,288	\$13,073,246	0	0	0	0
Miscellaneous	0.0	0.0	0.0	0.0	\$0	\$0	\$0	0	0	0	0
Office	0.0	0.2	0.0	0.2	\$48,079	\$4,670	\$52,749	0	0	966	966
Recreational	13.3	0.0	0.0	13.3	\$8,599,503	\$39,782,323	\$48,381,826	0	0	0	0
Resid. Multiple Family	0.2	0.0	0.0	0.2	\$87,093	\$0	\$87,093	0	0	0	0
Resid. Single Family	1.0	0.2	6.1	7.3	\$14,335,935	\$33,413,383	\$47,749,318	162	215,866	0	215,866
Residential	0.1	0.0	0.0	0.1	\$0	\$0	\$0	1	1,626	0	1,626
Vacant	48.7	0.2	0.0	48.9	\$22,625,435	\$0	\$22,625,435	1	613	0	613
Total Bridge District	94.2	0.6	6.2	101.0	\$56,761,580	\$76,933,276	\$133,694,856	164	218,105	966	219,071
Pioneer Bluff											
(Blank)	0.0	3.5	0.0	3.5	\$0	\$0	\$0	0	0	0	0
Automotive Uses	0.0	49.7	0.0	49.7	\$7,918,510	\$25,954,390	\$33,872,900	0	0	0	0
Commercial	0.0	7.6	0.0	7.6	\$1,106,293	\$3,044,517	\$4,150,810	0	0	0	0
Industrial	0.0	22.4	0.0	22.4	\$2,602,412	\$3,446,379	\$6,048,791	0	0	30,500	30,500
Miscellaneous	0.0	31.2	0.0	31.2	\$1,227,651	\$1,289,180	\$2,516,831	0	0	22,000	22,000
UP ROW	0.0	8.8	0.0	8.8	\$0	\$0	\$0	0	0	0	0
Vacant	1.3	0.0	0.0	1.3	\$122,437	\$0	\$122,437	0	0	0	0
Total Pioneer Bluff	1.3	123.2	0.0	124.4	\$12,977,303	\$33,734,466	\$46,711,769	0	0	52,500	52,500
Snow Cone											
Automotive Uses	0.0	3.2	0.0	3.2	\$533,287	\$1,692,115	\$2,225,402	0	0	8,318	8,318
Cemetery/Mortuary	0.0	0.4	0.0	0.4	\$62,773	\$563,675	\$626,448	0	0	4,803	4,803
Church	0.0	1.8	0.0	1.8	\$119,968	\$167,182	\$287,150	0	0	0	0
Industrial	0.0	2.9	0.0	2.9	\$592,401	\$1,008,752	\$1,602,153	0	0	11,644	11,644
Medical/Dental/Labs	0.0	0.5	0.0	0.5	\$80,005	\$211,876	\$291,881	0	0	0	0
Office	0.0	0.8	0.0	0.8	\$437,855	\$1,178,489	\$1,616,344	0	0	9,350	9,350
Parking Lot	0.0	0.1	0.0	0.1	\$25,000	\$15,400	\$40,400	0	0	0	0
Recreational	0.0	0.3	0.0	0.3	\$30,576	\$65,911	\$96,487	0	0	0	0
Resid. Apartments	0.0	0.7	0.0	0.7	\$180,763	\$497,094	\$677,857	0	0	0	0
Restaurant	0.0	0.2	0.0	0.2	\$37,263	\$78,673	\$115,936	0	0	0	0
Retail Sales	0.0	0.5	0.0	0.5	\$185,796	\$591,520	\$777,316	0	0	3,360	3,360
Shopping Centers	0.0	0.9	0.0	0.9	\$142,065	\$1,005,378	\$1,147,443	0	0	11,060	11,060
Vacant	2.0	0.0	0.0	2.0	\$353,454	\$0	\$353,454	0	0	0	0
Total Snow Cone	2.0	12.4	0.0	14.4	\$2,781,206	\$7,046,089	\$9,827,295	0	0	48,535	48,535
Total West Sacramento	104.8	145.7	6.2	256.7	\$75,208,592	\$119,630,869	\$194,839,461	288	220,763	102,001	322,764

Source: City of West Sacramento; EPS.

WS exist

Table B-2
Yolo Rail Relocation
Redevelopment Analysis
Detailed Existing Land Uses: West Sacramento

Subarea / Assessor Parcel Number (APN)	Acreage			Assessed Value		Total	Description	Units	Current Land Use		DUAcre	FAR
	Vacant	Underutilized	Improved	Land	Impr./Other				Res.	Nonres.		
058-310-028-000	0.1	0.0	0.0	\$4,547,230	\$0	\$4,547,230	Vacant	-	-	-	-	-
058-310-030-000	0.1	0.0	0.0	\$0	\$0	\$0	Industrial	-	-	-	-	-
058-310-032-000	0.1	0.0	0.0	\$0	\$0	\$0	Vacant	-	-	-	-	-
058-320-014-000	0.9	0.0	0.0	\$1,639,409	\$0	\$1,639,409	Vacant	-	-	-	-	-
058-320-018-000	0.0	0.0	0.0	\$705,466	\$41,266	\$746,732	Industrial	-	-	-	-	-
058-320-019-000	2.2	0.0	0.0	\$798,147	\$0	\$798,147	Vacant	-	-	-	-	-
058-320-024-000	1.9	0.0	0.0	\$1,819,344	\$0	\$1,819,344	Vacant	-	-	-	-	-
058-320-030-000	0.4	0.0	0.0	\$226,761	\$0	\$226,761	Recreational	-	-	-	-	-
058-320-031-000	0.3	0.0	0.0	\$161,968	\$0	\$161,968	Recreational	-	-	-	-	-
058-320-037-000	1.2	0.0	0.0	\$889,232	\$0	\$889,232	Vacant	-	-	-	-	-
058-320-039-000	0.6	0.0	0.0	\$322,173	\$0	\$322,173	Vacant	-	-	-	-	-
058-320-042-000	1.6	0.0	0.0	\$1,600,547	\$0	\$1,600,547	Vacant	-	-	-	-	-
058-320-044-000	0.5	0.0	0.0	\$196,928	\$0	\$196,928	Vacant	-	-	-	-	-
058-320-045-000	3.8	0.0	0.0	\$1,901,770	\$0	\$1,901,770	Industrial	-	-	-	-	-
058-320-051-000	0.4	0.0	0.0	\$394,449	\$0	\$394,449	Vacant	-	-	-	-	-
058-320-052-000	0.6	0.0	0.0	\$0	\$0	\$0	Vacant	-	-	-	-	-
058-320-054-000	0.5	0.0	0.0	\$412,772	\$0	\$412,772	Vacant	-	-	-	-	-
058-320-055-000	0.6	0.0	0.0	\$568,614	\$0	\$568,614	Vacant	-	-	-	-	-
058-320-056-000	0.3	0.0	0.0	\$0	\$0	\$0	Recreational	-	-	-	-	-
058-320-057-000	0.1	0.0	0.0	\$63,807	\$0	\$63,807	Recreational	-	-	-	-	-
058-320-058-000	0.3	0.0	0.0	\$138,250	\$0	\$138,250	Recreational	-	-	-	-	-
058-320-060-000	2.0	0.0	0.0	\$111,289	\$0	\$111,289	Vacant	-	-	-	-	-
058-320-061-000	4.1	0.0	0.0	\$0	\$0	\$0	Vacant	-	-	-	-	-
058-320-062-000	4.3	0.0	0.0	\$3,985,661	\$0	\$3,985,661	Industrial	-	-	-	-	-
058-320-063-000	0.0	0.0	0.0	\$1	\$0	\$1	Industrial	-	-	-	-	-
058-320-064-000	0.5	0.0	0.0	\$2,882,247	\$0	\$2,882,247	Vacant	-	-	-	-	-
058-320-065-000	3.1	0.0	0.0	\$0	\$0	\$0	Industrial	-	-	-	-	-
058-320-066-000	0.2	0.0	0.0	\$0	\$0	\$0	Vacant	-	-	-	-	-
058-320-067-000	10.7	0.0	0.0	\$7,382,504	\$39,782,323	\$47,164,827	Recreational	-	-	-	-	-
058-320-069-000	1.2	0.0	0.0	\$626,213	\$0	\$626,213	Recreational	-	-	-	-	-
058-330-020-000	3.0	0.0	0.0	\$482,808	\$14,642	\$497,450	Industrial	-	-	-	-	-
058-340-005-000	1.8	0.0	0.0	\$771,138	\$0	\$771,138	Vacant	-	-	-	-	-
058-340-010-000	0.8	0.0	0.0	\$46,483	\$0	\$46,483	Vacant	-	-	-	-	-
058-340-011-000	1.7	0.0	0.0	\$0	\$0	\$0	Vacant	-	-	-	-	-
058-350-001-000	5.4	0.0	0.0	\$2,046,763	\$282,000	\$2,328,763	Industrial	-	-	-	-	-
058-350-002-000	3.2	0.0	0.0	\$1,130,305	\$0	\$1,130,305	Vacant	-	-	-	-	-
058-350-003-000	0.9	0.0	0.0	\$362,982	\$0	\$362,982	Vacant	-	-	-	-	-
058-350-004-000	0.3	0.0	0.0	\$111,418	\$0	\$111,418	Vacant	-	-	-	-	-
058-350-007-000	0.6	0.0	0.0	\$200,256	\$0	\$200,256	Vacant	-	-	-	-	-
058-350-008-000	5.1	0.0	0.0	\$927,864	\$152,367	\$1,080,231	Industrial	-	-	-	-	-
058-350-010-000	0.2	0.0	0.0	\$0	\$0	\$0	Vacant	-	-	-	-	-
058-350-017-000	3.1	0.0	0.0	\$1,049,360	\$0	\$1,049,360	Vacant	-	-	-	-	-
058-360-001-000	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,302	-	33	-
058-360-002-000	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,300	-	33	-
058-360-003-000	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,300	-	33	-
058-360-004-000	0.0	0.0	0.0	\$94,061	\$123,324	\$217,385	Resid. Single Family	1	1,300	-	20	-
058-360-005-000	0.0	0.0	0.1	\$105,298	\$178,996	\$284,294	Resid. Single Family	1	1,302	-	20	-
058-360-006-000	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,302	-	25	-

Table B-2
Yolo Rail Relocation
Redevelopment Analysis
Detailed Existing Land Uses: West Sacramento

Subarea / Assessor Parcel Number (APN)	Vacant	Acreage		Total	Land	Assessed Value		Total	Description	Units	Current Land Use		DU/Acre	FAR
		Undeveloped	Improved			Impr/Other					Res.	Nonres.		
058-360-007-000	0.0	0.0	0.0	0.0	\$80,000	\$205,000		\$285,000	Resid. Single Family	1	1,300	-	25	-
058-360-008-000	0.0	0.0	0.0	0.0	\$80,000	\$205,000		\$285,000	Resid. Single Family	1	1,302	-	25	-
058-360-009-000	0.0	0.0	0.0	0.0	\$70,000	\$245,843		\$315,843	Resid. Single Family	1	1,340	-	25	-
058-360-010-000	0.0	0.0	0.0	0.0	\$70,000	\$242,695		\$312,695	Resid. Single Family	1	1,333	-	25	-
058-360-011-000	0.0	0.0	0.0	0.0	\$70,000	\$235,019		\$305,019	Resid. Single Family	1	1,333	-	25	-
058-360-012-000	0.0	0.0	0.1	0.1	\$70,000	\$235,996		\$335,996	Resid. Single Family	1	1,333	-	20	-
058-360-013-000	0.0	0.0	0.0	0.0	\$70,000	\$232,659		\$302,659	Resid. Single Family	-	-	-	-	-
058-360-014-000	0.0	0.0	0.0	0.0	\$70,000	\$229,806		\$299,806	Resid. Single Family	1	1,401	-	25	-
058-360-015-000	0.0	0.0	0.0	0.0	\$70,000	\$232,803		\$302,803	Resid. Single Family	1	1,302	-	25	-
058-360-016-000	0.0	0.0	0.1	0.1	\$70,317	\$248,538		\$318,855	Resid. Single Family	1	1,302	-	20	-
058-360-017-000	0.0	0.0	0.0	0.0	\$41,205	\$62,352		\$103,557	Resid. Single Family	-	-	-	-	-
058-360-018-000	0.0	0.0	0.0	0.0	\$41,205	\$56,921		\$98,126	Resid. Single Family	-	-	-	-	-
058-360-019-000	0.0	0.0	0.0	0.0	\$41,205	\$56,921		\$98,126	Resid. Single Family	-	-	-	-	-
058-360-020-000	0.1	0.0	0.0	0.1	\$45,333	\$62,144		\$107,477	Resid. Single Family	-	-	-	-	-
058-360-021-000	0.0	0.0	0.0	0.0	\$41,205	\$62,089		\$103,304	Resid. Single Family	-	-	-	-	-
058-360-022-000	0.0	0.0	0.0	0.0	\$37,074	\$62,089		\$99,173	Resid. Single Family	-	-	-	-	-
058-360-023-000	0.0	0.0	0.0	0.0	\$37,074	\$62,089		\$99,173	Resid. Single Family	-	-	-	-	-
058-360-024-000	0.0	0.0	0.0	0.0	\$37,074	\$62,352		\$99,426	Resid. Single Family	-	-	-	-	-
058-360-025-000	0.0	0.0	0.0	0.0	\$37,074	\$62,089		\$99,173	Resid. Single Family	-	-	-	-	-
058-360-026-000	0.0	0.0	0.0	0.0	\$37,074	\$62,089		\$99,173	Resid. Single Family	-	-	-	-	-
058-360-027-000	0.0	0.0	0.0	0.0	\$41,205	\$52,655		\$93,860	Resid. Single Family	-	-	-	-	-
058-360-028-000	0.0	0.0	0.0	0.0	\$60,272	\$212,435		\$272,707	Resid. Single Family	1	1,401	-	25	-
058-360-030-000	0.0	0.0	0.0	0.0	\$70,317	\$177,517		\$247,834	Resid. Single Family	1	1,222	-	25	-
058-360-031-000	0.0	0.0	0.0	0.0	\$60,272	\$197,608		\$257,880	Resid. Single Family	1	1,222	-	25	-
058-360-032-000	0.0	0.0	0.0	0.0	\$70,317	\$185,829		\$256,146	Resid. Single Family	1	1,222	-	25	-
058-360-033-000	0.0	0.0	0.0	0.0	\$70,317	\$207,506		\$277,823	Resid. Single Family	1	991	-	50	-
058-360-034-000	0.0	0.0	0.1	0.1	\$60,272	\$200,908		\$261,180	Resid. Single Family	1	1,401	-	20	-
058-360-035-000	0.0	0.0	0.0	0.0	\$80,000	\$193,000		\$273,000	Resid. Single Family	1	1,122	-	20	-
058-360-036-000	0.0	0.0	0.0	0.0	\$73,158	\$97,265		\$170,423	Resid. Single Family	1	991	-	50	-
058-360-037-000	0.0	0.0	0.0	0.0	\$105,298	\$176,816		\$282,114	Resid. Single Family	1	1,471	-	25	-
058-360-038-000	0.0	0.0	0.0	0.0	\$105,298	\$200,056		\$305,354	Resid. Single Family	1	1,560	-	25	-
058-360-039-000	0.0	0.0	0.0	0.0	\$105,298	\$178,354		\$283,652	Resid. Single Family	1	1,471	-	25	-
058-360-040-000	0.0	0.0	0.0	0.0	\$105,298	\$186,322		\$291,620	Resid. Single Family	1	1,560	-	25	-
058-360-041-000	0.0	0.0	0.0	0.0	\$105,298	\$174,426		\$279,724	Resid. Single Family	1	1,471	-	25	-
058-360-042-000	0.0	0.0	0.0	0.0	\$105,298	\$200,056		\$305,354	Resid. Single Family	1	1,790	-	25	-
058-360-043-000	0.0	0.0	0.0	0.0	\$105,298	\$174,783		\$280,081	Resid. Single Family	1	1,471	-	25	-
058-360-044-000	0.0	0.0	0.0	0.0	\$71,724	\$189,545		\$261,269	Resid. Single Family	1	1,471	-	20	-
058-360-045-000	0.0	0.0	0.0	0.0	\$83,609	\$198,561		\$282,170	Resid. Single Family	1	1,560	-	25	-
058-360-046-000	0.0	0.0	0.0	0.0	\$105,298	\$197,978		\$303,276	Resid. Single Family	1	1,790	-	25	-
058-360-047-000	0.0	0.0	0.0	0.0	\$105,298	\$186,483		\$291,781	Resid. Single Family	1	1,560	-	25	-
058-360-048-000	0.0	0.0	0.0	0.0	\$105,298	\$176,009		\$281,307	Resid. Single Family	1	1,471	-	25	-
058-360-049-000	0.0	0.0	0.0	0.0	\$80,363	\$205,880		\$286,243	Resid. Single Family	1	1,237	-	25	-
058-360-050-000	0.0	0.0	0.0	0.0	\$0	\$0		\$0	Residential	1	1,626	-	25	-
058-360-051-000	0.0	0.0	0.0	0.0	\$0	\$0		\$0	Residential	-	-	-	-	-
058-360-054-000	0.0	0.0	0.0	0.0	\$0	\$0		\$0	Residential	-	-	-	-	-
058-370-001-000	0.0	0.0	0.0	0.0	\$80,000	\$245,000		\$325,000	Resid. Single Family	1	1,626	-	25	-
058-370-002-000	0.0	0.0	0.0	0.0	\$80,000	\$205,000		\$285,000	Resid. Single Family	1	1,237	-	25	-
058-370-003-000	0.0	0.0	0.0	0.0										

Table B-2
Yolo Rail Relocation
Redevelopment Analysis
Detailed Existing Land Uses: West Sacramento

Subarea / Assessor Parcel Number (APN)	Acreage		Assessed Value		Land	Total		Current Land Use		DU/Acre	FAR
	Vacant	Underutilized	Improved	Impr./Other		Total	Description	Units	Res.		
058-370-004-000	0.0	0.0	0.0	\$80,000	\$80,000	\$245,000	Resid. Single Family	1	1,826	25	-
058-370-005-000	0.0	0.0	0.0	\$140,635	\$140,635	\$130,580	Resid. Single Family	1	1,237	25	-
058-370-006-000	0.0	0.0	0.0	\$0	\$0	\$0	Residential	-	-	-	-
058-370-007-000	0.0	0.0	0.0	\$61,477	\$61,477	\$112,606	Resid. Single Family	1	1,122	25	-
058-370-008-000	0.0	0.0	0.0	\$73,158	\$73,158	\$116,196	Resid. Single Family	1	991	50	-
058-370-009-000	0.1	0.0	0.0	\$104,512	\$104,512	\$158,753	Resid. Single Family	1	1,560	20	-
058-370-010-000	0.0	0.0	0.0	\$31,912	\$31,912	\$87,658	Resid. Single Family	-	-	-	-
058-370-011-000	0.0	0.0	0.0	\$32,944	\$32,944	\$87,658	Resid. Single Family	-	-	-	-
058-370-012-000	0.0	0.0	0.0	\$81,970	\$81,970	\$180,335	Resid. Single Family	1	1,560	25	-
058-370-013-000	0.0	0.0	0.0	\$60,000	\$60,000	\$200,000	Resid. Single Family	1	1,401	33	-
058-370-014-000	0.0	0.0	0.0	\$70,000	\$70,000	\$234,980	Resid. Single Family	1	1,222	25	-
058-370-015-000	0.0	0.0	0.0	\$71,724	\$71,724	\$179,310	Resid. Single Family	1	1,171	25	-
058-370-016-000	0.0	0.0	0.0	\$71,724	\$71,724	\$184,433	Resid. Single Family	1	1,560	25	-
058-370-017-000	0.0	0.0	0.0	\$71,724	\$71,724	\$174,176	Resid. Single Family	1	1,471	25	-
058-370-018-000	0.0	0.0	0.0	\$60,000	\$60,000	\$109,688	Resid. Single Family	1	983	50	-
058-370-019-000	0.0	0.0	0.0	\$70,000	\$70,000	\$145,000	Resid. Single Family	1	983	33	-
058-370-020-000	0.0	0.0	0.0	\$104,512	\$104,512	\$155,365	Resid. Single Family	1	1,560	25	-
058-370-021-000	0.0	0.0	0.0	\$83,609	\$83,609	\$168,000	Resid. Single Family	1	1,471	25	-
058-370-022-000	0.0	0.0	0.0	\$71,724	\$71,724	\$184,422	Resid. Single Family	1	1,560	25	-
058-370-023-000	0.0	0.0	0.0	\$83,609	\$83,609	\$168,000	Resid. Single Family	1	1,471	25	-
058-370-024-000	0.0	0.0	0.1	\$71,724	\$71,724	\$204,823	Resid. Single Family	1	1,790	20	-
058-370-025-000	0.0	0.0	0.0	\$61,477	\$61,477	\$195,704	Resid. Single Family	1	1,560	25	-
058-370-026-000	0.0	0.0	0.0	\$80,363	\$80,363	\$107,460	Resid. Single Family	1	893	50	-
058-370-027-000	0.0	0.0	0.0	\$80,363	\$80,363	\$103,924	Resid. Single Family	1	983	33	-
058-370-028-000	0.0	0.0	0.0	\$80,363	\$80,363	\$193,640	Resid. Single Family	1	1,123	33	-
058-370-029-000	0.0	0.0	0.0	\$70,317	\$70,317	\$205,142	Resid. Single Family	-	-	-	-
058-370-030-000	0.0	0.0	0.0	\$70,317	\$70,317	\$205,142	Resid. Single Family	1	1,222	33	-
058-370-031-000	0.0	0.0	0.0	\$70,317	\$70,317	\$202,203	Resid. Single Family	1	1,123	25	-
058-370-032-000	0.0	0.0	0.0	\$70,317	\$70,317	\$202,203	Resid. Single Family	1	1,123	25	-
058-370-033-000	0.0	0.0	0.0	\$70,317	\$70,317	\$202,203	Resid. Single Family	1	1,401	25	-
058-370-034-000	0.0	0.0	0.0	\$80,363	\$80,363	\$195,885	Resid. Single Family	-	-	-	-
058-370-035-000	0.0	0.0	0.0	\$80,363	\$80,363	\$200,446	Resid. Single Family	-	-	-	-
058-370-036-000	0.0	0.0	0.0	\$80,363	\$80,363	\$200,446	Resid. Single Family	-	-	-	-
058-370-037-000	0.0	0.0	0.0	\$80,363	\$80,363	\$198,401	Resid. Single Family	1	1,401	20	-
058-370-038-000	0.0	0.0	0.1	\$80,363	\$80,363	\$200,946	Resid. Single Family	1	1,401	13	-
058-370-039-000	0.0	0.0	0.0	\$80,363	\$80,363	\$223,357	Resid. Single Family	1	1,222	25	-
058-370-040-000	0.0	0.0	0.0	\$80,363	\$80,363	\$194,126	Resid. Single Family	1	1,401	25	-
058-370-041-000	0.0	0.0	0.0	\$80,363	\$80,363	\$192,098	Resid. Single Family	1	1,401	25	-
058-370-042-000	0.0	0.0	0.0	\$80,363	\$80,363	\$180,848	Resid. Single Family	1	1,401	25	-
058-370-043-000	0.0	0.0	0.0	\$80,363	\$80,363	\$175,794	Resid. Single Family	1	1,222	25	-
058-370-044-000	0.0	0.0	0.0	\$80,363	\$80,363	\$193,129	Resid. Single Family	1	1,222	25	-
058-370-045-000	0.0	0.0	0.0	\$80,363	\$80,363	\$189,513	Resid. Single Family	1	1,222	25	-
058-370-046-000	0.0	0.0	0.0	\$37,074	\$37,074	\$210,585	Resid. Single Family	1	1,561	33	-
058-370-047-000	0.0	0.0	0.0	\$73,158	\$73,158	\$209,024	Resid. Single Family	1	1,561	33	-
058-370-048-000	0.0	0.0	0.1	\$70,317	\$70,317	\$190,862	Resid. Single Family	1	1,222	20	-
058-370-049-000	0.0	0.0	0.0	\$70,000	\$70,000	\$255,000	Resid. Single Family	1	1,401	25	-
058-370-050-000	0.0	0.0	0.1	\$70,317	\$70,317	\$173,775	Resid. Single Family	1	1,222	20	-
058-370-051-000	0.0	0.0	0.0	\$70,000	\$70,000	\$244,092	Resid. Single Family	-	-	-	-
058-370-052-000	0.0	0.0	0.1	\$70,317	\$70,317	\$244,092	Resid. Single Family	-	-	-	-

Table B-2
Yolo Rail Relocation
Redevelopment Analysis
Detailed Existing Land Uses: West Sacramento

Subarea / Assessor Parcel Number (APN)	Acreage			Assessed Value			Total	Description	Units	Current Land Use			FAR
	Vacant	Underutilized	Improved	Land	Impr/Other	Total				Res.	Nonres.	DU/Acre	
058-370-054-000	0.0	0.0	0.0	\$0	\$0	\$0		Vacant	-	-	-	-	-
058-380-001-000	0.1	0.0	0.0	\$71,724	\$174,495	\$246,219		Resid. Single Family	1	1,560	-	20	-
058-380-002-000	0.0	0.0	0.1	\$71,724	\$185,768	\$257,492		Resid. Single Family	1	983	-	50	-
058-380-003-000	0.0	0.0	0.0	\$70,000	\$124,946	\$194,946		Resid. Single Family	1	983	-	33	-
058-380-004-000	0.0	0.0	0.0	\$70,317	\$122,830	\$193,147		Resid. Single Family	1	1,471	-	25	-
058-380-005-000	0.0	0.0	0.0	\$63,609	\$169,000	\$232,609		Resid. Single Family	1	1,560	-	25	-
058-380-006-000	0.0	0.0	0.0	\$70,317	\$205,890	\$276,197		Resid. Single Family	1	1,626	-	20	-
058-380-007-000	0.0	0.0	0.0	\$126,358	\$190,345	\$316,703		Resid. Single Family	1	1,560	-	20	-
058-380-008-000	0.0	0.0	0.1	\$126,358	\$163,212	\$289,570		Resid. Single Family	1	1,237	-	20	-
058-380-009-000	0.0	0.0	0.1	\$126,358	\$152,682	\$279,040		Resid. Single Family	1	1,333	-	33	-
058-380-010-000	0.0	0.0	0.0	\$70,000	\$238,693	\$308,693		Resid. Single Family	1	1,302	-	33	-
058-380-011-000	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000		Resid. Single Family	1	1,302	-	33	-
058-380-012-000	0.0	0.0	0.0	\$70,317	\$215,976	\$286,293		Resid. Single Family	1	1,222	-	33	-
058-380-013-000	0.0	0.0	0.0	\$60,272	\$211,416	\$271,688		Resid. Single Family	1	1,401	-	33	-
058-380-014-000	0.0	0.0	0.0	\$60,272	\$195,875	\$256,147		Resid. Single Family	1	1,222	-	33	-
058-380-015-000	0.0	0.0	0.0	\$60,272	\$183,170	\$243,442		Resid. Single Family	1	1,401	-	33	-
058-380-016-000	0.0	0.0	0.0	\$60,272	\$193,363	\$253,635		Resid. Single Family	1	1,222	-	33	-
058-380-017-000	0.0	0.0	0.0	\$70,000	\$203,000	\$273,000		Resid. Single Family	1	1,401	-	33	-
058-380-018-000	0.0	0.0	0.0	\$60,272	\$201,857	\$262,129		Resid. Single Family	1	1,401	-	33	-
058-380-019-000	0.0	0.0	0.0	\$60,272	\$199,808	\$260,080		Resid. Single Family	1	1,401	-	33	-
058-380-020-000	0.0	0.0	0.0	\$60,272	\$190,852	\$251,124		Resid. Single Family	1	1,222	-	33	-
058-380-021-000	0.0	0.0	0.0	\$60,272	\$190,862	\$251,134		Resid. Single Family	1	1,401	-	33	-
058-380-022-000	0.0	0.0	0.0	\$66,601	\$194,552	\$261,153		Resid. Single Family	1	1,401	-	33	-
058-380-023-000	0.0	0.0	0.0	\$71,724	\$182,373	\$254,097		Resid. Single Family	1	1,222	-	33	-
058-380-024-000	0.0	0.0	0.0	\$71,724	\$180,323	\$252,047		Resid. Single Family	1	1,222	-	33	-
058-380-025-000	0.0	0.0	0.0	\$71,724	\$184,422	\$256,146		Resid. Single Family	1	1,401	-	33	-
058-380-026-000	0.0	0.0	0.0	\$71,724	\$191,594	\$263,318		Resid. Single Family	1	1,401	-	25	-
058-380-027-000	0.0	0.0	0.0	\$71,724	\$189,013	\$260,737		Resid. Single Family	1	1,401	-	-	-
058-380-028-000	0.0	0.0	0.0	\$0	\$0	\$0		Vacant	-	-	-	-	-
058-380-029-000	0.0	0.0	0.0	\$0	\$0	\$0		Vacant	-	-	-	-	-
058-390-001-000	0.0	0.0	0.1	\$63,609	\$156,768	\$240,377		Resid. Single Family	1	1,300	-	20	-
058-390-002-000	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000		Resid. Single Family	1	1,300	-	33	-
058-390-003-000	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000		Resid. Single Family	1	1,300	-	33	-
058-390-004-000	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000		Resid. Single Family	1	1,300	-	33	-
058-390-005-000	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000		Resid. Single Family	1	1,300	-	25	-
058-390-006-000	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000		Resid. Single Family	1	1,300	-	25	-
058-390-007-000	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000		Resid. Single Family	1	1,300	-	20	-
058-390-008-000	0.0	0.0	0.1	\$71,724	\$163,940	\$235,664		Resid. Single Family	1	1,300	-	20	-
058-390-009-000	0.0	0.0	0.1	\$80,000	\$205,000	\$285,000		Resid. Single Family	1	1,300	-	25	-
058-390-010-000	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000		Resid. Single Family	1	1,300	-	25	-
058-390-011-000	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000		Resid. Single Family	1	1,302	-	25	-
058-390-012-000	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000		Resid. Single Family	1	1,300	-	25	-
058-390-013-000	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000		Resid. Single Family	1	1,302	-	25	-
058-390-014-000	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000		Resid. Single Family	1	1,302	-	20	-
058-390-015-000	0.0	0.0	0.0	\$70,317	\$246,112	\$316,429		Resid. Single Family	1	1,293	-	17	-
058-390-016-000	0.0	0.0	0.1	\$80,000	\$205,000	\$285,000		Resid. Single Family	1	1,293	-	25	-
058-390-017-000	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000		Resid. Single Family	1	1,293	-	25	-
058-390-018-000	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000		Resid. Single Family	1	1,293	-	25	-

Table B-2
Yolo Rail Relocation
Redevelopment Analysis
Detailed Existing Land Uses: West Sacramento

Subarea / Assessor Parcel Number (APN)	Acreage		Total	Assessed Value		Total	Description	Units	Current Land Use		DU/Acre	FAR
	Vacant	Underutilized		Impr./Other	Land				Res.	Nones.		
058-390-019-000	0.0	0.0	0.0	0.0	\$105,298	\$231,645	Resid. Single Family	-	-	-	-	-
058-390-020-000	0.0	0.0	0.0	0.0	\$104,512	\$156,756	Resid. Single Family	1	1,302	-	25	-
058-390-021-000	0.0	0.0	0.0	0.0	\$80,000	\$205,000	Resid. Single Family	1	1,302	-	25	-
058-390-022-000	0.0	0.0	0.1	0.1	\$80,000	\$205,000	Resid. Single Family	1	1,293	-	20	-
058-390-023-000	0.0	0.0	0.1	0.1	\$80,000	\$205,000	Resid. Single Family	1	1,293	-	20	-
058-390-024-000	0.0	0.0	0.0	0.0	\$80,000	\$205,000	Resid. Single Family	1	1,293	-	25	-
058-390-025-000	0.0	0.0	0.0	0.0	\$94,061	\$183,704	Resid. Single Family	1	1,293	-	25	-
058-390-026-000	0.0	0.0	0.0	0.0	\$47,030	\$215,348	Resid. Single Family	1	1,302	-	25	-
058-390-027-000	0.0	0.0	0.0	0.0	\$70,317	\$170,671	Resid. Single Family	1	1,302	-	25	-
058-390-028-000	0.0	0.0	0.1	0.1	\$80,000	\$205,000	Resid. Single Family	1	1,293	-	25	-
058-390-029-000	0.0	0.0	0.1	0.1	\$80,000	\$205,000	Resid. Single Family	1	1,293	-	20	-
058-390-030-000	0.0	0.0	0.0	0.0	\$70,000	\$233,017	Resid. Single Family	1	1,333	-	20	-
058-390-031-000	0.0	0.0	0.0	0.0	\$80,000	\$237,122	Resid. Single Family	1	1,333	-	25	-
058-390-032-000	0.0	0.0	0.0	0.0	\$70,000	\$212,489	Resid. Single Family	1	1,340	-	25	-
058-390-033-000	0.0	0.0	0.0	0.0	\$78,785	\$158,629	Resid. Single Family	1	1,123	-	25	-
058-390-034-000	0.0	0.0	0.0	0.0	\$78,972	\$115,569	Resid. Single Family	1	1,122	-	33	-
058-390-035-000	0.0	0.0	0.1	0.1	\$105,048	\$173,359	Resid. Single Family	1	991	-	50	-
058-390-036-000	0.0	0.0	0.1	0.1	\$105,048	\$157,572	Resid. Single Family	1	1,237	-	20	-
058-390-037-000	0.0	0.0	0.0	0.0	\$105,298	\$174,783	Resid. Single Family	1	1,237	-	20	-
058-390-038-000	0.0	0.0	0.0	0.0	\$105,298	\$202,166	Resid. Single Family	1	1,471	-	25	-
058-390-039-000	0.0	0.0	0.1	0.1	\$70,317	\$100,454	Resid. Single Family	1	1,560	-	20	-
058-390-040-000	0.0	0.0	0.0	0.0	\$70,317	\$111,976	Resid. Single Family	1	983	-	50	-
058-390-041-000	0.0	0.0	0.0	0.0	\$105,298	\$194,749	Resid. Single Family	1	983	-	50	-
058-390-042-000	0.0	0.0	0.0	0.0	\$80,000	\$230,000	Resid. Single Family	1	1,790	-	25	-
058-390-043-000	0.0	0.0	0.0	0.0	\$105,298	\$174,258	Resid. Single Family	1	1,560	-	25	-
058-390-044-000	0.0	0.0	0.1	0.1	\$105,298	\$157,947	Resid. Single Family	1	1,471	-	20	-
058-390-045-000	0.0	0.0	0.0	0.0	\$80,000	\$230,000	Resid. Single Family	1	1,560	-	25	-
058-390-046-000	0.0	0.0	0.1	0.1	\$80,000	\$230,000	Resid. Single Family	1	1,560	-	25	-
058-390-047-000	0.0	0.0	0.0	0.0	\$105,048	\$125,878	Resid. Single Family	1	1,122	-	50	-
058-390-048-000	0.0	0.0	0.0	0.0	\$78,785	\$124,855	Resid. Single Family	1	991	-	33	-
058-390-049-000	0.0	0.0	0.0	0.0	\$105,048	\$192,228	Resid. Single Family	1	1,626	-	25	-
058-390-050-000	0.0	0.0	0.0	0.0	\$105,298	\$189,526	Resid. Single Family	1	1,626	-	25	-
058-390-051-000	0.0	0.0	0.0	0.0	\$105,048	\$157,562	Resid. Single Family	1	1,626	-	25	-
058-390-052-000	0.0	0.0	0.0	0.0	\$105,048	\$193,057	Resid. Single Family	1	1,237	-	25	-
058-390-053-000	0.0	0.0	0.0	0.0	\$85,718	\$160,934	Resid. Single Family	1	1,626	-	25	-
058-390-054-000	0.0	0.0	0.0	0.0	\$80,000	\$162,823	Resid. Single Family	1	1,237	-	25	-
058-390-055-000	0.0	0.0	0.0	0.0	\$80,000	\$135,000	Resid. Single Family	1	1,122	-	33	-
058-390-056-000	0.0	0.0	0.0	0.0	\$80,000	\$245,000	Resid. Single Family	1	991	-	50	-
058-390-057-000	0.0	0.0	0.1	0.1	\$80,000	\$205,000	Resid. Single Family	1	1,626	-	25	-
058-390-058-000	0.0	0.0	0.1	0.1	\$80,000	\$205,000	Resid. Single Family	1	1,237	-	20	-
058-390-059-000	0.0	0.0	0.0	0.0	\$80,000	\$230,000	Resid. Single Family	1	1,432	-	20	-
058-390-060-000	0.0	0.0	0.0	0.0	\$80,000	\$245,000	Resid. Single Family	1	1,560	-	25	-
067-330-018-000	0.9	0.0	0.9	0.0	\$0	\$0	Government	-	-	-	-	-
067-330-020-000	0.3	0.0	0.3	0.0	\$341,276	\$0	Vacant	-	-	-	-	-
067-330-022-000	0.6	0.0	0.6	0.0	\$684,532	\$0	Vacant	-	-	-	-	-
067-330-023-000	0.2	0.0	0.2	0.0	\$0	\$0	Vacant	-	-	-	-	-
067-330-024-000	2.1	0.0	2.1	0.0	\$0	\$0	(Blank)	-	-	-	-	-
Total Bridge District	94.2	0.6	101.0	6.2	\$56,761,580	\$76,933,276		164	218,105			

Table B-2
Yolo Rail Relocation
Redevelopment Analysis
Detailed Existing Land Uses: West Sacramento

Subarea / Assessor Parcel Number (APN)	Vacant	Acreage		Land	Assessed Value		Total	Description	Units	Current Land Use		DU/Acre	FAR
		Undeveloped	Improved		Impr./Other	Total				Res.	Nonres.		
Pioneer Bluff													
058-260-001	0.2	0.0	0.0	\$12,799	\$0	\$12,799		Vacant					
058-260-002	0.0	9.6	0.0	\$878,888	\$402,136	\$1,281,024		Automotive Uses					
058-260-003	0.0	9.6	0.0	\$721,650	\$1,018,541	\$1,740,191		Industrial					
058-260-010	0.0	2.0	0.0	\$391,866	\$0	\$391,866		Industrial					
058-260-012	0.0	0.3	0.0	\$60,252	\$189,812	\$254,064		Industrial					
058-260-013	0.0	0.7	0.0	\$501,112	\$91,180	\$592,292		Automotive Uses					
058-260-015	0.0	2.2	0.0	\$95,989	\$597,463	\$693,452		Automotive Uses					
058-260-016	0.0	4.2	0.0	\$0	\$0	\$0		Miscellaneous					
058-260-017	0.0	3.6	0.0	\$0	\$0	\$0		Miscellaneous					
058-260-018	0.0	1.7	0.0	\$0	\$0	\$0		Miscellaneous					
058-260-019	0.0	5.0	0.0	\$0	\$0	\$0		Miscellaneous					
058-260-020	0.0	0.3	0.0	\$0	\$0	\$0		Miscellaneous					
058-260-021	0.0	3.9	0.0	\$649,226	\$749,383	\$1,398,609		Industrial					
058-260-025	0.0	3.5	0.0	\$753,979	\$313,876	\$1,067,855		Automotive Uses					
058-260-026	0.0	2.2	0.0	\$453,350	\$391,937	\$845,287		Automotive Uses					
058-260-027	0.0	0.7	0.0	\$20,546	\$128,633	\$149,179		Miscellaneous			11,000		
058-260-028	0.0	1.5	0.0	\$41,073	\$245,365	\$286,438		Miscellaneous			11,000		
058-270-001	0.0	4.5	0.0	\$783,842	\$752,488	\$1,536,330		Automotive Uses					
058-270-006	0.0	3.8	0.0	\$1,004,350	\$0	\$1,004,350		Automotive Uses					
058-270-007	0.0	0.3	0.0	\$46,551	\$0	\$46,551		Automotive Uses					
058-270-008	0.0	3.5	0.0	\$627,074	\$637,525	\$1,264,599		Automotive Uses					
058-270-009	0.2	0.0	0.0	\$34,643	\$0	\$34,643		Vacant					
058-270-011	0.0	0.3	0.0	\$0	\$0	\$0		Miscellaneous					
058-270-012	0.0	3.3	0.0	\$597,809	\$10,413,047	\$11,010,856		Automotive Uses					
058-270-014	0.0	3.5	0.0	\$393,618	\$922,265	\$1,315,883		Automotive Uses					
058-270-016	0.0	1.4	0.0	\$214,720	\$287,789	\$502,509		Industrial					
058-270-017	0.0	3.9	0.0	\$567,017	\$0	\$567,017		Automotive Uses					
058-280-003	0.0	4.7	0.0	\$1,166,032	\$915,182	\$2,081,214		Miscellaneous					
058-280-005	0.0	8.9	0.0	\$1,214,931	\$11,432,473	\$12,647,404		Automotive Uses					
058-280-006	0.0	0.5	0.0	\$185,570	\$110,179	\$295,749		Industrial					
058-280-007	0.0	1.1	0.0	\$276,248	\$1,019,608	\$1,295,856		Industrial			30,500		
058-280-001	0.8	0.0	0.0	\$74,995	\$0	\$74,995		Vacant					
058-280-002	0.0	3.6	0.0	\$102,880	\$67,067	\$169,947		Industrial					
058-280-004	0.0	7.6	0.0	\$1,106,293	\$3,044,517	\$4,150,810		Commercial					
058-280-005	0.0	0.9	0.0	\$0	\$0	\$0		(Blank)					
058-300-012	0.0	2.7	0.0	\$0	\$0	\$0		(Blank)					
067-180-001	0.0	1.6	0.0	\$0	\$0	\$0		Miscellaneous					
067-180-004	0.0	7.6	0.0	\$0	\$0	\$0		Miscellaneous					
Rail ROW	0.0	8.8	0.0	\$0	\$0	\$0		UP ROW					
Total Pioneer Bluff	1.3	123.2	0.0	\$12,977,303	\$33,734,466	\$46,711,769					52,500		

Table B-2
Yolo Rail Relocation
Redevelopment Analysis
Detailed Existing Land Uses: West Sacramento

Subarea / Assessor Parcel Number (APN)	Acreage		Assessed Value		Total	Description	Units	Current Land Use		DU/Acre	FAR
	Vacant	Undeveloped	Improved	Total	Land	Impr./Other		Res.	Nonres.		
Snow Cone											
058-033-001-000	0.0	0.1	0.0	0.1	\$40,917	\$62,260	Retail Sales	-	-	-	-
058-033-002-000	0.0	0.3	0.0	0.3	\$279,041	\$721,299	Office	-	-	-	0.34
058-033-003-000	0.0	0.5	0.0	0.5	\$90,005	\$291,881	Medical/Dental Labs	-	-	-	-
058-033-004-000	0.1	0.0	0.0	0.1	\$15,589	\$0	Vacant	-	-	-	-
058-034-001-000	0.0	0.1	0.0	0.1	\$38,935	\$0	Industrial	-	-	-	-
058-034-002-000	0.0	0.1	0.0	0.1	\$78,785	\$225,750	Retail Sales	-	-	-	0.70
058-034-003-000	0.0	0.1	0.0	0.1	\$95,000	\$284,650	Retail Sales	-	-	-	-
058-034-004-000	0.0	0.1	0.0	0.1	\$11,094	\$18,860	Retail Sales	-	-	-	-
058-034-005-000	0.0	0.1	0.0	0.1	\$24,578	\$92,185	Industrial	-	-	-	-
058-034-006-000	0.0	0.1	0.0	0.1	\$45,581	\$114,617	Industrial	-	-	-	0.88
058-034-007-000	0.0	0.1	0.0	0.1	\$26,044	\$0	Vacant	-	-	-	-
058-034-008-000	0.0	0.1	0.0	0.1	\$26,044	\$0	Vacant	-	-	-	-
058-034-009-000	0.0	0.1	0.0	0.1	\$33,143	\$11,613	Industrial	-	-	-	-
058-034-010-000	0.1	0.0	0.0	0.1	\$25,000	\$0	Vacant	-	-	-	-
058-034-011-000	0.0	0.2	0.0	0.2	\$50,000	\$125,000	Industrial	-	-	-	-
058-034-012-000	0.0	0.2	0.0	0.2	\$18,007	\$0	Vacant	-	-	-	-
058-034-013-000	0.0	0.2	0.0	0.2	\$37,263	\$78,673	Restaurant	-	-	-	-
058-034-014-000	0.0	0.2	0.0	0.2	\$36,938	\$111,932	Industrial	-	-	-	-
058-034-015-000	0.0	0.2	0.0	0.2	\$160,867	\$30,738	Industrial	-	-	-	-
058-034-016-000	0.0	0.2	0.0	0.2	\$36,488	\$0	Vacant	-	-	-	-
058-034-017-000	0.0	0.2	0.0	0.2	\$25,000	\$15,000	Parking Lot	-	-	-	0.16
058-034-018-000	0.0	0.2	0.0	0.2	\$79,710	\$49,332	Industrial	-	-	-	-
058-034-019-000	0.7	0.0	0.0	0.7	\$90,000	\$0	Vacant	-	-	-	-
058-034-020-000	0.0	0.7	0.0	0.7	\$180,763	\$497,094	Resid. Apartments	-	-	-	-
058-034-021-000	0.0	0.3	0.0	0.3	\$125,414	\$457,190	Office	-	-	-	-
058-034-022-000	0.0	0.4	0.0	0.4	\$62,773	\$563,675	Cemetery/Mortuary	-	-	-	-
058-034-023-000	0.0	0.9	0.0	0.9	\$142,085	\$1,005,378	Shopping Centers	-	-	-	-
058-034-024-000	0.5	0.0	0.0	0.5	\$75,933	\$0	Vacant	-	-	-	-
058-034-025-000	0.0	1.2	0.0	1.2	\$101,569	\$1,253,798	Automotive Uses	-	-	-	-
058-034-026-000	0.0	1.8	0.0	1.8	\$119,968	\$167,182	Church	-	-	-	-
058-034-027-000	0.2	0.0	0.0	0.2	\$349	\$0	Vacant	-	-	-	-
058-034-028-000	0.0	0.3	0.0	0.3	\$30,576	\$35,335	Recreational	-	-	-	-
058-034-029-000	0.1	0.0	0.0	0.1	\$20,000	\$0	Vacant	-	-	-	-
058-034-030-000	0.1	0.0	0.0	0.1	\$20,000	\$0	Vacant	-	-	-	-
058-034-031-000	0.0	0.1	0.0	0.1	\$33,400	\$0	Office	-	-	-	-
058-034-032-000	0.0	0.2	0.0	0.2	\$35,821	\$80,178	Industrial	-	-	-	-
058-034-033-000	0.0	0.1	0.0	0.1	\$25,336	\$95,057	Industrial	-	-	-	-
058-034-034-000	0.0	0.1	0.0	0.1	\$25,336	\$65,478	Industrial	-	-	-	-
058-034-035-000	0.0	0.1	0.0	0.1	\$35,000	\$85,000	Automotive Uses	-	-	-	-
058-034-036-000	0.0	0.4	0.0	0.4	\$105,000	\$105,000	Automotive Uses	-	-	-	-
058-034-037-000	0.0	0.3	0.0	0.3	\$78,400	\$0	Automotive Uses	-	-	-	-
058-034-038-000	0.0	0.3	0.0	0.3	\$78,328	\$28,317	Automotive Uses	-	-	-	-
058-034-039-000	0.0	0.9	0.0	0.9	\$135,000	\$240,000	Automotive Uses	-	-	-	-
058-034-040-000	0.0	1.0	0.0	1.0	\$36,156	\$233,622	Industrial	-	-	-	-
Total Snow Cone	2.0	12.4	0.0	14.4	\$2,781,206	\$7,046,089		-	48,535	-	-
Total West Sacramento	104.8	145.7	6.2	256.7	\$75,206,592	\$119,630,869	288	220,763	102,001	-	-

Source: City of West Sacramento; EPS.

WE_001512

Table B-3
Yolo Rail Relocation
Redevelopment Analysis
Detailed Existing Residential Land Uses Not Expected to Redevelop: West Sacramento [1]

Assessor Parcel Number (APN)	Address	Acreage			Assessed Value			Land	Description
		Vacant	Underutilized	Improved	Total	Impr./Other	Total		
058-067-010	17 ALAMEDA BLVD	0.0	0.1	0.0	0.1	\$8,748	\$32,724	\$8,748	Residential, Single Family
058-104-002	22 19TH ST	0.0	0.2	0.0	0.2	\$8,748	\$31,936	\$8,748	Residential, Single Family
058-067-019	1576 VERMONT AVE	0.0	0.1	0.0	0.1	\$38,920	\$123,273	\$38,920	Residential, Single Family
058-124-015	1915 ALABAMA AVE	0.0	0.1	0.0	0.1	\$50,227	\$127,676	\$50,227	Residential, Single Family
058-132-016	1957 MARYLAND AVE	0.0	0.1	0.0	0.1	\$28,094	\$114,117	\$28,094	Residential, Single Family
058-135-039	2005 ALABAMA CT	0.0	0.2	0.0	0.2	\$60,000	\$170,000	\$60,000	Residential, Single Family
058-122-006	1935 VERMONT AVE	0.0	0.1	0.0	0.1	\$41,096	\$130,290	\$41,096	Residential, Single Family
058-143-019	1975 PARK BLVD	0.0	0.1	0.0	0.1	\$8,767	\$57,074	\$8,767	Residential, Single Family
058-135-034	2004 ALABAMA CT	0.0	0.1	0.0	0.1	\$60,000	\$135,000	\$60,000	Residential, Single Family
058-054-006	106 CIRCLE CIR	0.0	0.1	0.0	0.1	\$40,985	\$92,728	\$40,985	Residential, Single Family
058-053-013	1507 VIRGINIA AVE	0.0	0.1	0.0	0.1	\$49,162	\$159,785	\$49,162	Residential, Single Family
058-051-009	50 15TH ST	0.0	0.1	0.0	0.1	\$57,913	\$184,271	\$57,913	Residential, Single Family
058-051-008	60 15TH ST	0.0	0.1	0.0	0.1	\$52,256	\$180,284	\$52,256	Residential, Single Family
058-051-007	70 15TH ST	0.0	0.1	0.0	0.1	\$51,231	\$163,940	\$51,231	Residential, Single Family
058-051-002	15 13TH ST	0.0	0.1	0.0	0.1	\$8,335	\$51,919	\$8,335	Residential, Single Family
058-051-003	11 13TH ST	0.0	0.1	0.0	0.1	\$30,723	\$86,032	\$30,723	Residential, Single Family
058-035-003	14 13TH ST	0.0	0.1	0.0	0.1	\$36,724	\$36,724	\$36,724	Residential, Single Family
058-122-005	1941 VERMONT AVE	0.0	0.1	0.0	0.1	\$52,647	\$95,291	\$52,647	Residential, Single Family
058-121-006	1911 CAROLINA AVE	0.0	0.1	0.0	0.1	\$50,227	\$128,329	\$50,227	Residential, Single Family
058-135-015	2005 DELAWARE CT	0.0	0.2	0.0	0.2	\$28,333	\$82,147	\$28,333	Residential, Single Family
058-096-008	1571 VERMONT AVE	0.0	0.1	0.0	0.1	\$60,000	\$125,000	\$60,000	Residential, Single Family
058-143-018	1979 PARK BLVD	0.0	0.2	0.0	0.2	\$63,200	\$163,200	\$63,200	Residential, Multi-Family
058-095-005	1580 VERMONT AVE	0.0	0.1	0.0	0.1	\$25,172	\$73,706	\$25,172	Residential, Single Family
058-123-002	1917 VIRGINIA AVE	0.0	0.1	0.0	0.1	\$29,190	\$89,017	\$29,190	Residential, Single Family
058-104-004	14 19TH ST	0.0	0.1	0.0	0.1	\$36,147	\$109,053	\$36,147	Residential, Multi-Family
058-067-008	25 ALAMEDA BLVD	0.0	0.1	0.0	0.1	\$19,735	\$101,780	\$19,735	Residential, Single Family
058-053-011	1511 VIRGINIA AVE	0.0	0.1	0.0	0.1	\$41,586	\$119,219	\$41,586	Residential, Single Family
058-095-006	1584 VERMONT AVE	0.0	0.1	0.0	0.1	\$49,479	\$138,551	\$49,479	Residential, Single Family
058-132-011	1948 DELAWARE AVE	0.0	0.2	0.0	0.2	\$50,470	\$165,839	\$50,470	Residential, Single Family
058-053-012	1509 VIRGINIA AVE	0.0	0.1	0.0	0.1	\$20,284	\$117,082	\$20,284	Residential, Single Family
058-053-010	1513 VIRGINIA AVE	0.0	0.1	0.0	0.1	\$60,000	\$200,000	\$60,000	Residential, Single Family
058-250-030	0 STONE BLVD	0.0	0.0	0.0	0.0	\$61,943	\$61,943	\$61,943	Residential, Multi-Family
058-250-031		0.0	0.0	0.0	0.0	\$61,943	\$61,943	\$61,943	Residential, Multi-Family
058-250-025	2005 PARK BLVD	0.0	0.3	0.0	0.3	\$22,104	\$68,843	\$22,104	Residential, Multi-Family
058-067-016	1564 VERMONT AVE	0.0	0.3	0.0	0.3	\$112,709	\$174,186	\$112,709	Residential, Multi-Family
058-096-003	1605 VERMONT AVE	0.0	0.2	0.0	0.2	\$35,100	\$158,611	\$35,100	Residential, Single Family
058-121-004	1919 CAROLINA AVE	0.0	0.2	0.0	0.2	\$9,963	\$33,939	\$9,963	Residential, Single Family
058-135-012	2012 DELAWARE CT	0.0	0.2	0.0	0.2	\$7,931	\$52,305	\$7,931	Residential, Single Family

Table B-3
Yolo Rail Relocation
Redevelopment Analysis
Detailed Existing Residential Land Uses Not Expected to Redevelop: West Sacramento [1]

Assessor Parcel Number (APN)	Address	Acreage				Total	Assessed Value			Description
		Vacant	Underutilized	Improved	Total		Land	Impr./Other	Total	
058-063-019	1531 VIRGINIA AVE	0.0	0.2	0.0	0.2		\$70,000	\$225,000	\$295,000	Residential, Multi-Family
058-053-009	1515-17 VIRGINIA AVE	0.0	0.2	0.0	0.2		\$57,698	\$129,822	\$187,520	Residential, Multi-Family
058-067-017	1568 VERMONT AVE	0.0	0.2	0.0	0.2		\$57,678	\$92,292	\$149,970	Residential, Single Family
058-250-026	705-709 STONE BLVD	0.0	0.2	0.0	0.2		\$13,146	\$47,763	\$60,909	Residential, Single Family
058-135-029	2013 STONE CT	0.0	0.2	0.0	0.2		\$7,931	\$63,100	\$71,031	Residential, Single Family
058-135-004	2012 MARYLAND CT	0.0	0.2	0.0	0.2		\$60,000	\$140,000	\$200,000	Residential, Single Family
058-133-008	1932 PENNSYLVANIA AVE	0.0	0.2	0.0	0.2		\$41,776	\$103,628	\$145,404	Residential, Single Family
058-135-020	2012 PENNSYLVANIA CT	0.0	0.2	0.0	0.2		\$31,218	\$87,019	\$118,237	Residential, Single Family
058-098-009	1563 VERMONT AVE	0.0	0.2	0.0	0.2		\$26,423	\$91,837	\$118,260	Residential, Multi-Family
058-122-023	1936 CAROLINA AVE	0.0	0.2	0.0	0.2		\$60,000	\$100,000	\$160,000	Residential, Single Family
058-135-021	2013 PENNSYLVANIA CT	0.0	0.2	0.0	0.2		\$45,013	\$118,808	\$163,821	Residential, Single Family
058-135-036	2012 ALABAMA CT	0.0	0.2	0.0	0.2		\$7,293	\$66,979	\$74,272	Residential, Single Family
058-063-018	1529 VIRGINIA AVE	0.0	0.2	0.0	0.2		\$57,913	\$105,298	\$163,211	Residential, Single Family
058-135-028	2012 STONE CT	0.0	0.2	0.0	0.2		\$7,962	\$35,175	\$43,137	Residential, Single Family
058-134-005	1916 ALABAMA AVE	0.0	0.2	0.0	0.2		\$52,523	\$73,533	\$126,056	Residential, Single Family
058-135-013	2013 DELAWARE CT	0.0	0.2	0.0	0.2		\$50,227	\$130,590	\$180,817	Residential, Single Family
058-135-037	2013 ALABAMA CT	0.0	0.2	0.0	0.2		\$50,227	\$69,313	\$119,540	Residential, Single Family
058-054-001	1506 VIRGINIA AVE	0.0	0.2	0.0	0.2		\$60,000	\$75,000	\$135,000	Residential, Single Family
058-122-015	1908 CAROLINA AVE	0.0	0.2	0.0	0.2		\$9,596	\$36,225	\$45,821	Residential, Single Family
058-063-003	20 ALAMEDA BLVD	0.0	0.2	0.0	0.2		\$41,077	\$83,497	\$124,574	Residential, Single Family
058-135-009	2000 DELAWARE CT	0.0	0.2	0.0	0.2		\$50,492	\$98,546	\$149,038	Residential, Single Family
058-063-015	1523 VIRGINIA AVE	0.0	0.2	0.0	0.2		\$62,862	\$171,023	\$233,885	Residential, Single Family
058-124-010	204-208 STONE BLVD	0.0	0.2	0.0	0.2		\$58,841	\$125,050	\$183,891	Residential, Multi-Family
058-104-018	1721 VERMONT AVE	0.0	0.2	0.0	0.2		\$52,256	\$85,699	\$137,955	Residential, Single Family
058-133-010	1943 DELAWARE AVE	0.0	0.2	0.0	0.2		\$36,869	\$109,394	\$146,263	Residential, Single Family
058-132-010	1944 DELAWARE AVE	0.0	0.2	0.0	0.2		\$60,000	\$75,000	\$135,000	Residential, Single Family
058-063-016	1525 VIRGINIA AVE	0.0	0.2	0.0	0.2		\$36,772	\$139,891	\$176,663	Residential, Single Family
058-096-004	1601 VERMONT AVE	0.0	0.2	0.0	0.2		\$60,000	\$75,000	\$135,000	Residential, Single Family
058-133-007	1928 PENNSYLVANIA AVE	0.0	0.2	0.0	0.2		\$60,000	\$75,000	\$135,000	Residential, Single Family
058-104-013	101 17TH/1701 VERMONT AVE	0.0	0.2	0.0	0.2		\$115,979	\$284,154	\$400,133	Residential, Multi-Family
058-104-019	1725 VERMONT AVE	0.0	0.2	0.0	0.2		\$52,647	\$76,340	\$128,987	Residential, Single Family
058-135-011	2008 DELAWARE CT	0.0	0.2	0.0	0.2		\$7,962	\$104,582	\$112,544	Residential, Single Family
058-067-018	1572 VERMONT AVE	0.0	0.2	0.0	0.2		\$65,000	\$75,000	\$140,000	Residential, Single Family
058-121-005	1915 CAROLINA AVE	0.0	0.2	0.0	0.2		\$20,364	\$37,598	\$57,962	Residential, Single Family
058-135-003	2008 MARYLAND CT	0.0	0.2	0.0	0.2		\$50,000	\$73,000	\$123,000	Residential, Single Family
058-122-028	146-148 STONE BLVD	0.0	0.2	0.0	0.2		\$29,810	\$115,003	\$144,813	Residential, Multi-Family
058-104-001	1733 VERMONT AVE	0.0	0.2	0.0	0.2		\$9,540	\$25,188	\$34,728	Residential, Single Family
058-134-006	1920 ALABAMA AVE	0.0	0.2	0.0	0.2		\$22,191	\$70,645	\$92,836	Residential, Single Family
058-096-005	1585 VERMONT AVE	0.0	0.1	0.0	0.1		\$60,000	\$75,000	\$135,000	Residential, Single Family
058-135-035	2008 ALABAMA CT	0.0	0.2	0.0	0.2		\$31,353	\$73,680	\$105,033	Residential, Single Family
058-132-015	1961 MARYLAND AVE	0.0	0.2	0.0	0.2		\$43,259	\$100,947	\$144,206	Residential, Single Family

Table B-3
Yolo Rail Relocation
Redevelopment Analysis
Detailed Existing Residential Land Uses Not Expected to Redevelop: West Sacramento [1]

Assessor Parcel Number (APN)	Address	Acreage			Assessed Value			Total	Description
		Vacant	Underutilized	Improved	Land	Impr./Other	Total		
058-135-019	2008 PENNSYLVANIA CT	0.0	0.2	0.0	\$52,523	\$35,715	\$88,238	0.2	Residential, Single Family
058-133-009	1947 DELAWARE AVE	0.0	0.2	0.0	\$60,000	\$65,000	\$125,000	0.2	Residential, Single Family
058-122-014	1904 CAROLINA AVE	0.0	0.1	0.0	\$51,231	\$77,871	\$129,102	0.1	Residential, Multi-Family
058-135-027	2008 STONE CT	0.0	0.2	0.0	\$60,000	\$110,000	\$170,000	0.2	Residential, Single Family
058-135-005	2013 MARYLAND CT	0.0	0.2	0.0	\$8,767	\$34,010	\$42,777	0.2	Residential, Single Family
058-250-029	631 STONE BLVD	0.0	0.2	0.0	\$10,791	\$19,790	\$30,581	0.2	Residential, Multi-Family
058-250-028	635 STONE BLVD	0.0	0.2	0.0	\$36,044	\$72,101	\$108,145	0.2	Residential, Single Family
058-122-024	140-144 STONE BLVD	0.0	0.2	0.0	\$29,228	\$77,798	\$107,026	0.2	Residential, Multi-Family
058-135-030	2009 STONE CT	0.0	0.2	0.0	\$60,000	\$75,000	\$135,000	0.2	Residential, Single Family
058-122-022	1934 CAROLINA AVE	0.0	0.2	0.0	\$64,287	\$112,397	\$176,684	0.2	Residential, Single Family
058-104-017	1717 VERMONT AVE	0.0	0.2	0.0	\$39,067	\$93,777	\$132,844	0.2	Residential, Single Family
058-135-022	2009 PENNSYLVANIA CT	0.0	0.2	0.0	\$49,489	\$72,930	\$122,419	0.2	Residential, Single Family
058-096-006	1579 VERMONT AVE	0.0	0.1	0.0	\$31,965	\$70,886	\$102,851	0.1	Residential, Single Family
058-135-014	2009 DELAWARE CT	0.0	0.2	0.0	\$31,340	\$124,273	\$155,613	0.2	Residential, Single Family
058-104-016	1713 VERMONT AVE	0.0	0.2	0.0	\$30,455	\$42,423	\$72,878	0.2	Residential, Single Family
058-135-006	2009 MARYLAND CT	0.0	0.2	0.0	\$50,000	\$65,000	\$115,000	0.2	Residential, Single Family
058-135-038	2009 ALABAMA CT	0.0	0.2	0.0	\$7,951	\$39,105	\$47,056	0.2	Residential, Single Family
058-135-040	2001 ALABAMA CT	0.0	0.2	0.0	\$52,523	\$48,320	\$100,843	0.2	Residential, Single Family
058-135-016	2001 DELAWARE CT	0.0	0.2	0.0	\$60,000	\$110,000	\$170,000	0.2	Residential, Single Family
058-135-025	2000 STONE CT	0.0	0.2	0.0	\$41,804	\$71,903	\$113,707	0.2	Residential, Single Family
058-135-017	2001 PENNSYLVANIA CT	0.0	0.2	0.0	\$57,775	\$152,320	\$210,095	0.2	Residential, Single Family
058-135-032	2001 PENNSYLVANIA CT	0.0	0.2	0.0	\$43,259	\$108,158	\$151,417	0.2	Residential, Single Family
058-054-015	2001 STONE CT	0.0	0.2	0.0	\$38,567	\$82,347	\$120,914	0.2	Residential, Single Family
058-063-020	1516 VIRGINIA AVE	0.0	0.1	0.0	\$51,231	\$102,463	\$153,694	0.1	Residential, Single Family
058-121-003	1943 CAROLINA AVE	0.0	0.2	0.0	\$24,970	\$97,580	\$122,550	0.2	Residential, Multi-Family
058-135-010	2004 DELAWARE CT	0.0	0.2	0.0	\$9,165	\$5,964	\$15,129	0.2	Residential, Single Family
058-124-016	220 STONE BLVD	0.0	0.1	0.0	\$7,174	\$28,660	\$35,834	0.1	Residential, Single Family
058-063-017	1527 VIRGINIA AVE	0.0	0.2	0.0	\$50,227	\$140,535	\$190,762	0.2	Residential, Single Family
058-135-001	2000 MARYLAND CT	0.0	0.2	0.0	\$63,944	\$69,238	\$133,182	0.2	Residential, Single Family
058-123-019	1946 VERMONT AVE	0.0	0.2	0.0	\$36,869	\$121,063	\$157,932	0.2	Residential, Single Family
058-135-033	2000 ALABAMA CT	0.0	0.2	0.0	\$8,767	\$63,878	\$72,645	0.2	Residential, Single Family
058-135-008	2001 MARYLAND CT	0.0	0.2	0.0	\$33,872	\$85,031	\$118,903	0.2	Residential, Single Family
058-123-001	196-200 STONE BLVD	0.0	0.0	0.0	\$7,587	\$93,495	\$101,082	0.0	Residential, Single Family
058-134-008	1921 PENNSYLVANIA AVE	0.0	0.2	0.0	\$20,914	\$86,824	\$107,738	0.2	Residential, Multi-Family
058-104-015	1709 VERMONT AVE	0.0	0.2	0.0	\$30,455	\$55,898	\$86,353	0.2	Residential, Single Family
058-067-011	15 ALAMEDA BLVD	0.0	0.1	0.0	\$60,000	\$140,000	\$200,000	0.1	Residential, Single Family
058-121-009	1903 CAROLINA AVE	0.0	0.1	0.0	\$40,985	\$71,724	\$112,709	0.1	Residential, Single Family
058-104-014	1705 VERMONT AVE	0.0	0.1	0.0	\$50,000	\$96,000	\$146,000	0.1	Residential, Single Family
058-096-007	1575 VERMONT AVE	0.0	0.1	0.0	\$60,000	\$75,000	\$135,000	0.1	Residential, Single Family
058-122-021	1932 CAROLINA AVE	0.0	0.1	0.0	\$17,409	\$66,233	\$83,642	0.1	Residential, Single Family

Table B-3
Yolo Rail Relocation
Redevelopment Analysis
Detailed Existing Residential Land Uses Not Expected to Redevelop: West Sacramento [1]

Assessor Parcel Number (APN)	Address	Acreage			Assessed Value			Description
		Vacant	Underutilized	Improved	Total	Land	Impr./Other	
058-104-003	18 19TH ST	0.0	0.1	0.0	0.1	\$29,238	\$40,382	Residential, Single Family
058-122-027	1914 CAROLINA AVE	0.0	0.1	0.0	0.1	\$45,204	\$98,947	Residential, Single Family
058-122-018	1918 CAROLINA AVE	0.0	0.1	0.0	0.1	\$60,000	\$75,000	Residential, Single Family
058-250-027	701 STONE BLVD	0.0	0.1	0.0	0.1	\$9,248	\$18,695	Residential, Single Family
058-123-020	150 STONE BLVD	0.0	0.1	0.0	0.1	\$36,147	\$96,403	Residential, Single Family
058-134-007	1925 PENNSYLVANIA AVE	0.0	0.2	0.0	0.2	\$60,272	\$95,431	Residential, Single Family
058-135-002	2004 MARYLAND CT	0.0	0.0	0.0	0.0	\$7,174	\$28,354	Residential, Single Family
058-122-026	1912 CAROLINA AVE	0.0	0.1	0.0	0.1	\$35,802	\$95,908	Residential, Single Family
058-122-019	1920 CAROLINA AVE	0.0	0.1	0.0	0.1	\$24,993	\$83,381	Residential, Single Family
058-135-031	2005 STONE CT	0.0	0.1	0.0	0.1	\$33,735	\$81,302	Residential, Single Family
058-096-001	1609 VERMONT AVE	0.0	0.1	0.0	0.1	\$41,804	\$81,989	Residential, Single Family
058-063-013	15 CIRCLE CIR	0.0	0.1	0.0	0.1	\$25,840	\$46,800	Residential, Single Family
058-063-012	11 CIRCLE ST	0.0	0.1	0.0	0.1	\$40,985	\$71,724	Residential, Single Family
058-124-019	1914 VIRGINIA AVE	0.0	0.1	0.0	0.1	\$60,000	\$140,000	Residential, Single Family
058-067-009	21 ALAMEDA BLVD	0.0	0.1	0.0	0.1	\$60,000	\$90,000	Residential, Single Family
058-135-018	2004 PENNSYLVANIA CT	0.0	0.1	0.0	0.1	\$7,174	\$26,769	Residential, Single Family
058-135-026	2004 STONE CT	0.0	0.1	0.0	0.1	\$8,782	\$31,331	Residential, Single Family
058-057-004	101 CIRCLE CIR	0.0	0.1	0.0	0.1	\$60,000	\$31,654	Residential, Single Family
058-122-020	1922 CAROLINA AVE	0.0	0.1	0.0	0.1	\$11,988	\$25,558	Residential, Single Family
058-063-001	28 ALAMEDA BLVD	0.0	0.0	0.0	0.0	\$11,988	\$25,558	Residential, Single Family
058-063-014	1521 VIRGINIA AVE	0.0	0.1	0.0	0.1	\$60,000	\$111,000	Residential, Single Family
058-135-023	2005 PENNSYLVANIA CT	0.0	0.1	0.0	0.1	\$31,340	\$71,459	Residential, Single Family
058-095-007	1588 VERMONT AVE	0.0	0.1	0.0	0.1	\$15,902	\$40,921	Residential, Single Family
058-121-007	1907 CAROLINA AVE	0.0	0.1	0.0	0.1	\$52,523	\$75,633	Residential, Single Family
058-143-016	1970 MARYLAND AVE	0.0	0.1	0.0	0.1	\$40,985	\$35,862	Residential, Single Family
058-132-017	2005 MARYLAND CT	0.0	0.1	0.0	0.1	\$45,945	\$84,828	Residential, Single Family
058-122-013	608 STONE BLVD	0.0	0.1	0.0	0.1	\$60,000	\$75,000	Residential, Single Family
058-095-008	21 19TH ST	0.0	0.1	0.0	0.1	\$50,227	\$55,249	Residential, Single Family
058-132-013	1594 VERMONT AVE	0.0	0.1	0.0	0.1	\$60,000	\$75,000	Residential, Single Family
058-132-014	612 STONE BLVD	0.0	0.1	0.0	0.1	\$60,000	\$75,000	Residential, Single Family
058-096-002	8 17TH ST	0.0	0.1	0.0	0.1	\$60,000	\$75,000	Residential, Single Family
058-143-017	1974 MARYLAND AVE	0.0	0.1	0.0	0.1	\$20,372	\$71,179	Residential, Single Family
Total West Sacramento		0.0	22.6	0.0	22.6	\$6,079,646	\$12,169,732	

Source: City of West Sacramento; EPS.

[1] Excludes all parcels with no improvement value.
 All parcels are in the Pioneer Bluff district. There are no residential parcels in either the Washington District or Bridge District within 500 feet of rail that are not already slated for redevelopment.

Table B-4

Yolo Rail Relocation
Redevelopment Analysis

Projected Land Use Assumptions: West Sacramento

Page 1 of 3

Subarea	Base Land Use Assumptions			Land Use Scenario Factors [1]		
	Description	Acres	Units	Bldg. Sq. Ft.	Low	High
Washington District	Residential	7.1	259	0	90%	110%
	Mixed-Use	7.7	453	697,015	90%	110%
	Mixed-Use	0.7	63	354,061	90%	110%
	Commercial	1.3	0	16,500	90%	110%
	Total Washington District	16.9	775	1,067,576		
Bridge District	Mixed-Use	101.0	3,082	5,468,989	90%	110%
Pioneer Bluff	Mixed-Use	115.7	3,422	2,509,499	90%	110%
	Mixed-Use	8.8	260	190,501	90%	110%
	Total Pioneer Bluff	124.4	3,682	2,700,000		
Snow Cone	Retail Sales	0.1	0	-	[2]	[3]
	Office	0.3	0	5,058	5,058	1,307
	Medical/Dental/Labs	0.5	0	-	-	5,184
	Vacant	0.1	0	-	-	7,928
	Industrial	0.1	0	-	-	653
	Retail Sales	0.1	0	3,360	3,360	1,568
	Retail Sales	0.1	0	-	-	1,198
	Retail Sales	0.1	0	-	-	1,198
	Industrial	0.1	0	2,304	2,304	1,198
	Industrial	0.1	0	-	-	1,045
	Vacant	0.1	0	-	-	1,917
	Vacant	0.1	0	-	-	653
	Vacant	0.1	0	-	-	653
	Industrial	0.3	0	-	-	5,924
	Vacant	0.1	0	-	-	653
	Industrial	0.2	0	-	-	2,962
	Vacant	0.1	0	-	-	1,198
058-034-016-000	Restaurant	0.2	0	-	-	1,851

Table B-4
Yolo Rail Relocation
Redevelopment Analysis
Projected Land Use Assumptions: West Sacramento

Subarea	Description	Base Land Use Assumptions		Land Use Scenario Factors [1]		
		Acres	Units	Bldg. Sq. Ft.	Low	High
058-034-027-000	Industrial	0.2	0	-	-	4,008
058-034-028-000	Industrial	0.3	0	2,190	2,190	5,576
058-034-029-000	Vacant	0.2	0	-	-	1,851
058-034-030-000	Parking Lot	0.1	0	-	-	0
058-034-031-000	Industrial	0.2	0	-	-	4,008
058-014-001-000	Vacant	0.7	0	-	-	7,514
058-014-002-000	Resid. Apartments	0.7	0	-	-	7,514
058-014-003-000	Office	0.3	0	4,292	4,292	5,132
058-014-004-000	Cemetery/Mortuary	0.4	0	4,803	4,803	4,803
058-014-005-000	Shopping Centers	0.9	0	11,060	11,060	10,335
058-014-006-000	Vacant	0.5	0	-	-	5,118
058-014-007-000	Automotive Uses	1.2	0	1,118	1,118	13,493
058-014-008-000	Church	1.8	0	-	-	0
058-014-009-000	Vacant	0.2	0	-	-	1,634
058-015-001-000	Recreational	0.3	0	-	-	0
058-015-002-000	Vacant	0.1	0	-	-	653
058-015-003-000	Vacant	0.1	0	-	-	653
058-015-004-000	Office	0.1	0	-	-	1,750
058-015-006-000	Industrial	0.2	0	2,400	2,400	2,962
058-015-007-000	Industrial	0.1	0	2,375	2,375	2,000
058-015-008-000	Industrial	0.1	0	2,375	2,375	2,000
058-015-009-000	Automotive Uses	0.1	0	-	-	1,250
058-015-010-000	Automotive Uses	0.4	0	-	-	4,356
058-015-011-000	Automotive Uses	0.3	0	-	-	3,125
058-015-012-000	Automotive Uses	0.3	0	-	-	3,125
058-300-001-000	Automotive Uses	0.9	0	7,200	7,200	10,019
058-300-002-000	Industrial	1.0	0	-	-	17,076
Total Snow Cone		14.4	0	48,535	48,535	157,047

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Source: Yolo County Assessor; City of West Sacramento; EPS.

Subarea	Base Land Use Assumptions			Land Use Scenario Factors [1]	
	Description	Acres	Units	Bldg. Sq. Ft.	Low High

- [1] Except where noted otherwise, low and high density factors (percentages) are applied to base land use assumptions (residential units and commercial building square feet) to derive projected gross development totals. Base land uses from the city's General Plan (Washington and Bridge Districts) and from the Pioneer Bluff Transition Plan for Pioneer Bluff.

[2] The low density scenario does not assume any net new development. Existing development information obtained through Yolo County Assessor.

[3] Project development under the high density scenario based on the following Floor Area Ratio assumptions:
- Land Use Category

FAR

Retail (Includes "Retail Sales," "Vacant," "Restaurant," "Resid. Apartments," "Automotive" and "Shopping Centers")

0.25

Office (Includes "Office" and "Medical/Dental/Labs")

0.35

Industrial

0.40

Excludes new development in the following land use categories: "Parking Lot," "Church," and "Recreational."

Assumes the "Cemetery/Mortuary" land use remains unchanged.

Table B-5
Yolo Rail Relocation
Redevelopment Analysis
Gross Projected Low- and High-Density Land Uses: West Sacramento

Subarea	Existing Acres [1]	Description	Projected Land Use Scenarios [2]						High Density					
			Low Density											
			Units	Gross Res. Bldg. Sq. Ft. [3]	Gross Com. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.	Average DU/Acre	Average FAR [4]	Units	Gross Res. Bldg. Sq. Ft. [3]	Gross Com. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.	Average DU/Acre	Average FAR [4]
Pioneer Bluff														
Redevelopment Parcels	115.7	Mixed-Use	3,080	4,620,000	2,259,000	6,879,000	26.6	1.37	3,765	5,646,991	2,760,000	8,406,991	32.5	1.67
Rail ROW (Dev)	8.8	Mixed-Use	230	345,000	171,000	516,000	26.2	1.35	286	428,675	210,000	638,675	32.5	1.67
Total Pioneer Bluff	124.4		3,310	4,965,000	2,430,000	7,395,000	26.6	1.36	4,050	6,075,667	2,970,000	9,045,667	32.5	1.67
Snow Cone	14.4	Mixed Com.	0	0	48,535	48,535	-	0.08	0	0	157,047	157,047	-	0.25
Total West Sacramento	256.7		6,780	10,170,000	8,361,535	18,531,535	26.4	0.75	8,291	12,435,967	10,317,047	22,753,013	32.3	0.92

Source: City of West Sacramento; EPS.

[1] From Table B-1.

[2] Refer to Table B-4 for information regarding projected low and high density land use assumptions

[3] Average gross residential building square feet is 1,500 per unit. For MF attached units, this assumes an 85% net-to-gross ratio and an average unit size of 1,300 square feet, consistent with recently-constructed units in the Bridge District

[4] If the proposed development is assumed to be vertical mixed-use with residential and commercial uses, the floor area ratio is based on total gross building square footage

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Table B-6
Yolo Rail Relocation
Redevelopment Analysis
Net New Projected Low- and High-Density Land Uses: West Sacramento

Subarea	Acres	Existing Land Uses			Net New Projected Land Use Scenarios					
		Res. Units	Bldg. Sq. Ft.	Gross Res. Bldg. Sq. Ft.	Low Density			High Density		
					Res. Units	Gross Res. Bldg. Sq. Ft.	Gross Com. Bldg. Sq. Ft.	Res. Units	Gross Res. Bldg. Sq. Ft.	Gross Com. Bldg. Sq. Ft.
Washington District										
Redevelopment Parcels	16.9	124	2,658	0	576	1,047,342	961,000	726	1,272,342	1,174,000
Rail ROW (Dev) [2]	0.0	0	0	0	0	0	0	0	0	0
Total Washington District	16.9	124	2,658	0	576	1,047,342	961,000	726	1,272,342	1,174,000
Bridge District										
Existing Development [1]	101.0	918	1,229,463	131,000	1,852	2,925,537	4,791,000	2,472	3,855,837	5,885,000
Rail ROW (Dev) [2]	0.0	0	0	0	0	0	0	0	0	0
Total Bridge District	101.0	918	1,229,463	131,000	1,852	2,925,537	4,791,000	2,472	3,855,837	5,885,000
Pioneer Bluff										
Redevelopment Parcels	115.7	0	0	52,500	3,080	4,620,000	2,206,500	3,765	5,646,991	2,707,500
Rail ROW (Dev)	8.8	0	0	0	230	345,000	171,000	286	428,675	210,000
Total Pioneer Bluff	124.4	0	0	52,500	3,310	4,965,000	2,377,500	4,050	6,075,667	2,917,500
Snow Cone										
Redevelopment Parcels	14.4	0	0	48,535	0	0	0	0	0	108,512
Rail ROW (Dev)	0.0	0	0	0	0	0	0	0	0	0
Total Snow Cone	14.4	0	0	48,535	0	0	0	0	0	108,512
Total West Sacramento										
Redevelopment Parcels	247.9	1,042	1,232,121	232,035	5,508	8,592,879	7,958,500	6,963	10,775,171	9,875,012
Rail ROW (Dev)	8.8	0	0	0	230	345,000	171,000	286	428,675	210,000
Total West Sacramento	256.7	1,042	1,232,121	232,035	5,738	8,937,879	8,129,500	7,249	11,203,846	10,085,012

Source: City of West Sacramento; EPS.

[1] Existing residential and commercial land uses do not match those shown in the summary of existing land uses (Table B-1). These units, constructed to date but not reflected in the County Assessor data, were estimated
City of West Sacramento staff and will be assumed to benefit from rail removal in the form of increased assessed values, as shown in Table B-7
[2] Rail ROW acreage has not been calculated. However, projected new land uses, as provided by City staff, include development on Rail ROW

ws_rproj

Table B-7
Yolo Rail Relocation
Redevelopment Analysis
Projected Land Use Valuation Assumptions: West Sacramento (2015\$)

Subarea	Land Use Description	Assumed Product Type		Estimated Annual Assessed Value [1]	
		Residential	Nonresidential	Residential	Nonresidential
Washington District Redevelopment Parcels Rail ROW (Dev)	Res. Mixed-Use	MU MF Res. Attached For-Rent	MU Retail/Office	<i>per unit</i> \$210,000	<i>per bldg. sq. ft.</i> \$250
	Res. Mixed-Use	MU MF Res. Attached For-Rent	MU Retail/Office	\$210,000	\$250
Bridge District Redevelopment Parcels Rail ROW (Dev)	Res. Mixed-Use	MU MF Res. Attached For-Sale	MU Retail/Office	\$400,000	\$310
	Res. Mixed-Use	MU MF Res. Attached For-Sale	MU Retail/Office	\$400,000	\$310
Pioneer Bluff Redevelopment Parcels/Rail ROW (Dev) [2] Redevelopment Parcels/Rail ROW (Dev) [2]	Urban Waterfront	MU MF Res. Attached For-Sale	MU Retail/Office	\$400,000	\$310
	Urban Waterfront	MU MF Res. Attached For-Rent	MU Retail/Office	\$210,000	\$310
Snow Cone Redevelopment Parcels Rail ROW (Dev)	Commercial	None	Retail/Office	-	\$250
	NA	None	None	-	-

ws_avassump

Source: City of West Sacramento; LoopNet; CoStar; The Gregory Group; Redfin; Forrent.com; EPS.

[1] Residential values based on comparable for-rent and for-sale data derived through The Gregory Group, Forrent.com, LoopNet, and Redfin as of June 2015. Nonresidential values based on comparable for-lease and for-sale data collected from LoopNet and CoStar as of March 2015. Estimated values reviewed and affirmed by real estate broker, DTZ.

[2] 40% of projected development is estimated to be residential attached ownership product, while 60% of projected development is estimated to be residential attached rental product.

Table B-8
Yolo Rail Relocation
Redevelopment Analysis
Projected Gross Assessed Valuation: West Sacramento (2015\$)

Subarea	Projected Assessed Value: Low Density			Projected Assessed Value: High Density		
	Residential	Commercial	Total	Residential	Commercial	Total
Washington District						
Redevelopment Parcels	\$147,000,000	\$240,250,000	\$387,250,000	\$178,500,000	\$293,500,000	\$472,000,000
Rail ROW (Dev)	\$0	\$0	\$0	\$0	\$0	\$0
Total Washington District	\$147,000,000	\$240,250,000	\$387,250,000	\$178,500,000	\$293,500,000	\$472,000,000
Bridge District						
Redevelopment Parcels	\$1,108,000,000	\$1,525,820,000	\$2,633,820,000	\$1,356,080,000	\$1,864,960,000	\$3,221,040,000
Rail ROW (Dev)	\$0	\$0	\$0	\$0	\$0	\$0
Total Bridge District	\$1,108,000,000	\$1,525,820,000	\$2,633,820,000	\$1,356,080,000	\$1,864,960,000	\$3,221,040,000
Pioneer Bluff						
Redev. Parcels/Rail ROW (Dev) (MU Res. Own.) [1]	\$529,600,000	\$301,320,000	\$830,920,000	\$602,345,747	\$342,240,000	\$944,585,747
Redev. Parcels/Rail ROW (Dev) (MU Res. Rental) [1]	\$417,060,000	\$451,980,000	\$869,040,000	\$510,356,000	\$552,420,000	\$1,062,776,000
Total Pioneer Bluff	\$946,660,000	\$753,300,000	\$1,699,960,000	\$1,112,701,747	\$894,660,000	\$2,007,361,747
Snow Cone						
Redevelopment Parcels	\$0	\$9,827,295	\$9,827,295	\$0	\$39,261,627	\$39,261,627
Rail ROW (Dev)	\$0	\$0	\$0	\$0	\$0	\$0
Total Snow Cone	\$0	\$9,827,295	\$9,827,295	\$0	\$39,261,627	\$39,261,627
Total West Sacramento						
Redevelopment Parcels	\$1,784,600,000	\$2,077,217,295	\$3,861,817,295	\$2,136,925,747	\$2,539,961,627	\$4,676,887,373
Rail ROW (Dev)	\$417,060,000	\$451,980,000	\$0	\$0	\$552,420,000	\$0
Total West Sacramento	\$2,201,660,000	\$2,529,197,295	\$4,730,857,295	\$2,647,281,747	\$3,092,381,627	\$5,739,663,373

WS_dev

Source: City of West Sacramento; EPS.

[1] 40% of projected development is estimated to be residential attached ownership product, while 60% of projected development is estimated to be residential attached rental product.
Nonresidential development is proportionately allocated.

Table B-9
Yolo Rail Relocation
Redevelopment Analysis
Projected Net New Assessed Valuation: West Sacramento (2015\$)

Item	Existing Assessed Value			Projected Net New Assessed Value: Low Density			Projected Net New Assessed Value: High Density		
	Residential	Commercial	Total	Residential	Commercial	Total	Residential	Commercial	Total
West Sacramento Subareas									
Washington District	\$417,929	\$4,187,612	\$4,605,541	\$146,582,071	\$236,062,388	\$382,644,459	\$178,082,071	\$289,312,388	\$467,394,459
Bridge District	\$47,836,411	\$85,858,445	\$133,694,856	\$1,060,163,589	\$1,439,961,555	\$2,500,125,144	\$1,308,243,589	\$1,779,101,555	\$3,087,345,144
Pioneer Bluff	\$0	\$46,711,769	\$46,711,769	\$946,660,000	\$706,588,231	\$1,653,248,231	\$1,112,701,747	\$847,948,231	\$1,960,649,978
Snow Cone	\$677,857	\$9,149,438	\$9,827,295	(\$677,857)	\$677,857	\$0	(\$677,857)	\$30,112,189	\$29,434,332
Total West Sacramento	\$48,932,197	\$145,907,264	\$194,839,461	\$2,152,727,803	\$2,383,290,031	\$4,536,017,834	\$2,598,349,550	\$2,946,474,363	\$5,544,823,912
Increased AV Parcels [1]	\$18,249,378	\$0	\$18,249,378	\$912,469	\$0	\$912,469	\$912,469	\$0	\$912,469
Total W. Sac (incl. Increased AV Parcels)	\$67,181,575	\$145,907,264	\$407,928,300	\$2,153,640,272	\$2,383,290,031	\$9,072,948,137	\$2,599,262,019	\$2,946,474,363	\$11,090,560,294

Source: City of West Sacramento; EPS.

[1] The improved value of residential parcels not identified to redevelop and located within 500 feet of the current rail line to be removed is estimated to increase by 5%, based on a review of academic literature.

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APPENDIX C:

Existing and Projected Land Uses and Assessed Values: Woodland

Table C-1	Summary of Existing Land Uses: Woodland	C-1
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Table C-1
Yolo Rail Relocation
Redevelopment Analysis
Summary Existing Land Uses: Woodland

Subarea / Land Use	Acreage			Total	Assessed Value			Total	Units	Current Land Use		Nonres. Bldg. Sq. Ft.
	Vacant	Underutilized	Improved		Land	Impr./Other	Res. Bldg. Sq. Ft.					
Central Business District												
(Blank)	0.0	2.4	0.0	2.4	\$0	\$0	\$0	\$0	0	0	0	0
Automotive Uses	0.0	0.8	0.0	0.8	\$413,419	\$856,383	\$1,269,802	\$1,269,802	0	0	0	0
Commercial	0.0	0.8	0.0	0.8	\$74,226	\$104,443	\$178,669	\$178,669	0	0	0	0
Industrial	0.0	0.7	0.0	0.7	\$122,923	\$135,208	\$258,131	\$258,131	0	0	0	0
Miscellaneous	0.1	1.7	0.0	1.7	\$0	\$0	\$0	\$0	0	0	0	0
Office	0.0	0.3	0.0	0.3	\$271,322	\$327,878	\$599,200	\$599,200	0	0	0	0
Rail ROW (Dev)	0.0	14.0	0.0	14.0	\$0	\$0	\$0	\$0	0	0	0	0
Rail ROW (Ped)	0.0	3.4	0.0	3.4	\$0	\$0	\$0	\$0	0	0	0	0
Retail Sales	0.0	1.5	0.0	1.5	\$418,049	\$1,614,715	\$2,032,764	\$2,032,764	0	0	0	35,415
Vacant	2.5	0.0	0.0	2.5	\$1,172,752	\$0	\$1,172,752	\$1,172,752	0	0	0	0
Total Central Business District	2.6	25.6	0.0	28.2	\$2,472,691	\$3,038,627	\$5,511,318	\$5,511,318	0	0	0	35,415
Total Excluding Rail ROW (Ped)	2.6	22.2	0.0	24.8	\$2,472,691	\$3,038,627	\$5,511,318	\$5,511,318	0	0	0	35,415
East Street District												
Agricultural	0.0	4.6	0.0	4.6	\$702,984	\$4,982,407	\$5,685,391	\$5,685,391	1	795	0	0
Industrial	0.0	4.0	0.0	4.0	\$1,366,038	\$1,293,793	\$2,659,831	\$2,659,831	1	1,281	13,868	0
Rail ROW (Ped)	0.0	6.1	0.0	6.1	\$0	\$0	\$0	\$0	0	0	0	0
Resid. Multiple Family	0.0	0.1	0.0	0.1	\$6,756	\$7,138	\$13,894	\$13,894	0	0	0	0
Resid. Single Family	0.0	1.7	0.0	1.7	\$218,269	\$240,305	\$458,574	\$458,574	4	5,597	0	0
Vacant	0.1	0.0	0.0	0.1	\$47,000	\$0	\$47,000	\$47,000	0	0	0	0
Total East Street District	0.1	16.6	0.0	16.7	\$2,341,047	\$6,523,643	\$8,864,690	\$8,864,690	6	7,673	13,868	0
Total Excluding Rail ROW (Ped)	0.1	10.5	0.0	10.6	\$2,341,047	\$6,523,643	\$8,864,690	\$8,864,690	6	7,673	13,868	0
North East Street District												
Agricultural	14.5	0.0	0.0	14.5	\$761,621	\$0	\$761,621	\$761,621	0	0	0	0
Automotive Uses	0.0	3.5	0.0	3.5	\$460,778	\$589,222	\$1,050,000	\$1,050,000	0	0	0	0
City-Owned	5.2	0.0	0.0	5.2	\$0	\$0	\$0	\$0	0	0	0	0
Commercial	1.0	4.1	0.0	5.1	\$1,075,787	\$3,350	\$1,079,137	\$1,079,137	0	0	0	0
Industrial	0.0	0.3	0.0	0.3	\$86,344	\$250,610	\$336,954	\$336,954	0	0	0	0
Rail ROW (Ped)	9.2	0.0	0.0	9.2	\$0	\$0	\$0	\$0	0	0	0	0
Resid. Single Family	0.0	1.5	0.0	1.5	\$23,976	\$123,047	\$147,023	\$147,023	1	0	0	0
Retail Sales	0.0	5.5	0.0	5.5	\$248,461	\$37,258	\$285,719	\$285,719	0	0	0	0
Vacant	27.3	0.0	0.0	27.3	\$1,389,975	\$0	\$1,389,975	\$1,389,975	0	0	0	0
Total North East Street District	57.2	15.0	0.0	72.2	\$4,046,942	\$1,003,487	\$5,050,429	\$5,050,429	1	0	0	0
Total Excluding Rail ROW (Ped)	48.0	15.0	0.0	63.0	\$4,046,942	\$1,003,487	\$5,050,429	\$5,050,429	1	0	0	0
Annexation Area												
Agricultural	0.0	114.4	0.0	114.4	\$1,172,914	\$381,127	\$1,554,041	\$1,554,041	2	3,834	0	0
Rail ROW (Ped)	0.0	4.8	0.0	4.8	\$0	\$0	\$0	\$0	0	0	0	0
Residential	0.0	39.6	0.0	39.6	\$1,661,063	\$1,094,170	\$2,755,233	\$2,755,233	3	4,915	0	0
Total Annexation Area	0.0	158.8	0.0	158.8	\$2,833,977	\$1,475,297	\$4,309,274	\$4,309,274	5	8,749	0	0
Total Excluding Rail ROW (Ped)	0.0	153.9	0.0	153.9	\$2,833,977	\$1,475,297	\$4,309,274	\$4,309,274	5	8,749	0	0
Total Woodland												
Total Excluding Rail ROW (Ped)	60.0	215.9	0.0	275.9	\$11,694,657	\$12,041,054	\$23,735,711	\$23,735,711	12	16,422	49,283	0
Total Excluding Rail ROW (Ped)	50.7	201.5	0.0	252.2	\$11,694,657	\$12,041,054	\$23,735,711	\$23,735,711	12	16,422	49,283	0

Source: City of Woodland; EDS woodland exist

Source: City of Woodland; EPS.

[1] Assumes half of acreage associated with APN 039-200-099-000 is allocated to the East Street District and half is allocated to the Annexation Area.

Table C-2
Yolo Rail Relocation
Redevelopment Analysis
Detailed Existing Land Uses: Woodland

Subarea / Assessor Parcel Number (APN)	Address	Acreage			Total	Land	Assessed Value		Total	Description	Units	Current Land Use		DU/Acre	FAR
		Vacant	Undeveloped	Improved			Impr./Other	Res.				Nonres.			
Central Business District															
005-643-015-000	NA	0.0	1.5	0.0	\$1,614,715	\$418,049	\$2,032,764	Retail Sales	-	-	-	-	35,415	-	0.53
005-644-011-000	NA	0.5	0.0	0.0	\$0	\$0	\$0	Vacant	-	-	-	-	-	-	-
005-644-015-000	NA	0.0	0.3	0.0	\$327,878	\$271,322	\$599,200	Office	-	-	-	-	NA	-	-
005-644-016-000	NA	1.3	0.0	0.0	\$0	\$670,000	\$670,000	Vacant	-	-	-	-	-	-	-
005-644-017-000	NA	0.6	0.0	0.0	\$0	\$473,844	\$473,844	Vacant	-	-	-	-	-	-	-
006-143-004-000	1120 LINCOLN AVE	0.2	0.0	0.0	\$0	\$28,908	\$28,908	Vacant	-	-	-	-	-	-	-
006-143-005-000	525 SIXTH ST	0.0	0.8	0.0	\$0	\$0	\$0	(Blank)	-	-	-	-	-	-	-
006-225-001-000	625 SIXTH ST	0.0	1.5	0.0	\$0	\$0	\$0	(Blank)	-	-	-	-	-	-	-
006-264-001-000	1152 CROSS ST	0.0	0.8	0.0	\$0	\$124,051	\$124,051	Automotive Uses	-	-	-	-	-	-	-
006-264-002-000	1111 PENDEGAST ST	0.0	0.8	0.0	\$104,443	\$178,659	\$178,659	Commercial	-	-	-	-	-	-	-
006-079-001-000	1229-33 E MAIN ST & 333 EAST ST	0.0	0.0	0.0	\$856,383	\$289,368	\$1,145,751	Automotive Uses	-	-	-	-	-	-	-
006-222-010-000	NA	0.1	0.0	0.0	\$0	\$0	\$0	Miscellaneous	-	-	-	-	NA	-	-
006-222-011-000	NA	0.0	0.7	0.0	\$135,208	\$122,923	\$258,131	Industrial	-	-	-	-	-	-	-
006-222-012-000	NA	0.0	1.7	0.0	\$0	\$0	\$0	Miscellaneous	-	-	-	-	-	-	-
006-260-099-000	0 NO ADDRESS	0.0	1.8	0.0	\$0	\$0	\$0	Rail ROW (Ped)	-	-	-	-	-	-	-
006-644-099-000	0 NO ADDRESS	0.0	0.5	0.0	\$0	\$0	\$0	Rail ROW (Dev)	-	-	-	-	-	-	-
006-643-099-000	0 NO ADDRESS	0.0	0.3	0.0	\$0	\$0	\$0	Rail ROW (Dev)	-	-	-	-	-	-	-
006-143-099-000	0 NO ADDRESS	0.0	1.1	0.0	\$0	\$0	\$0	Rail ROW (Dev)	-	-	-	-	-	-	-
006-143-099-000	0 NO ADDRESS	0.0	1.8	0.0	\$0	\$0	\$0	Rail ROW (Dev)	-	-	-	-	-	-	-
006-143-099-000	0 NO ADDRESS	0.0	1.6	0.0	\$0	\$0	\$0	Rail ROW (Dev)	-	-	-	-	-	-	-
006-220-099-000	0 NO ADDRESS	0.0	5.3	0.0	\$0	\$0	\$0	Rail ROW (Dev)	-	-	-	-	-	-	-
006-070-099-000	1 NO ADDRESS	0.0	2.8	0.0	\$0	\$0	\$0	Rail ROW (Dev)	-	-	-	-	-	-	-
006-070-099-000	1 NO ADDRESS	0.0	2.2	0.0	\$0	\$0	\$0	Rail ROW (Dev)	-	-	-	-	-	-	-
Total Central Business District		2.6	25.6	0.0	\$3,038,627	\$2,472,691	\$5,511,318		-	-	-	-	35,415	-	-
East Street District															
006-462-022-000	1020 EAST ST	0.0	4.6	0.0	\$4,982,407	\$702,984	\$5,685,391	Agricultural	1	795	-	0	-	-	-
006-462-023-000	1107-1111 GIBSON RD	0.0	0.9	0.0	\$154,423	\$208,401	\$362,824	Industrial	-	-	-	-	-	-	-
006-534-003-000	813 PACIFIC ST	0.0	0.1	0.0	\$21,008	\$31,513	\$52,521	Resid. Single Family	1	1,506	-	7	-	-	-
006-534-004-000	821 PACIFIC ST	0.1	0.0	0.0	\$0	\$47,000	\$47,000	Vacant	-	-	-	-	-	-	-
006-534-005-000	823 PACIFIC ST	0.0	0.1	0.0	\$7,138	\$6,756	\$13,894	Resid. Multiple Family	-	-	-	-	-	-	-
006-534-006-000	829 PACIFIC ST	0.0	0.1	0.0	\$125,662	\$27,037	\$152,699	Resid. Single Family	1	1,611	-	7	-	-	-
006-534-007-000	835 PACIFIC ST	0.0	0.3	0.0	\$24,096	\$78,326	\$102,422	Industrial	1	1,281	-	3	-	-	-
006-534-008-000	1121 AB-1123 GUM AVE	0.0	0.6	0.0	\$76,340	\$210,597	\$286,937	Industrial	-	-	-	-	-	-	-
006-534-009-000	1120 / 1122 PENDEGAST ST	0.0	0.3	0.0	\$466,561	\$78,231	\$544,792	Industrial	-	-	-	-	-	-	-
006-551-001-000	1110-1120 GUM AVE	0.0	0.0	0.0	\$411,283	\$399,159	\$800,442	Industrial	-	-	-	-	-	-	-
006-551-012-000	945 1/2 SIXTH ST	0.0	0.7	0.0	\$50,179	\$74,347	\$124,526	Resid. Single Family	1	1,440	-	1	-	-	-
006-551-014-000	1006 EAST ST	0.0	0.9	0.0	\$99,286	\$200,662	\$299,948	Industrial	-	-	-	-	960	-	0.02
006-551-015-000	0 NO ADDRESS	0.0	1.0	0.0	\$41,804	\$200,662	\$242,466	Industrial	-	-	-	-	12,908	-	0.30
006-551-016-000	949 SIXTH ST	0.0	0.8	0.0	\$43,456	\$85,372	\$128,828	Resid. Single Family	1	1,040	-	1	-	-	-
006-550-099-000	0 NO ADDRESS	0.0	2.9	0.0	\$0	\$0	\$0	Rail ROW (Ped)	-	-	-	-	-	-	-
006-530-099-000	0 NO ADDRESS	0.0	1.0	0.0	\$0	\$0	\$0	Rail ROW (Ped)	-	-	-	-	-	-	-
006-530-099-000	0 NO ADDRESS	0.0	2.2	0.0	\$0	\$0	\$0	Rail ROW (Ped)	-	-	-	-	-	-	-
Total East Street District		0.1	16.6	0.0	\$6,523,643	\$2,341,047	\$8,864,690		6	7,673	-	-	13,868	-	0.02

Assessor Parcel Number (APN)	Address	Acreage			Total	Land	Assessed Value Impr./Other	Total	Description
		Vacant	Undeveloped	Improved					
005-740-027	258 ARLINGTON CIR	0.0	0.1	0.0	0.1	\$40,181	\$170,771	\$210,952	Residential, Single Family
005-740-021	246 ARLINGTON CIR	0.0	0.1	1.0	1.1	\$13,538	\$55,762	\$69,300	Residential, Single Family
006-551-017	953 6TH ST	0.0	0.0	2.0	2.0	\$21,165	\$40,805	\$61,970	Residential, Single Family
005-740-017	1164 LEXINGTON CT	0.0	0.1	3.0	3.1	\$41,804	\$182,896	\$224,700	Residential, Single Family
066-013-004	405 JOHNSTON ST	0.0	0.1	4.0	4.1	\$60,000	\$50,000	\$110,000	Residential, Single Family
005-740-029	1047 ARLINGTON CIR	0.0	0.2	5.0	5.2	\$70,000	\$185,000	\$255,000	Residential, Single Family
005-740-025	254 ARLINGTON CIR	0.0	0.1	6.0	6.1	\$70,330	\$113,174	\$183,504	Residential, Single Family
005-740-023	250 ARLINGTON CIR	0.0	0.1	7.0	7.1	\$80,912	\$154,107	\$235,019	Residential, Single Family
005-031-030	1109 WOODLAND AVE	0.0	0.1	8.0	8.1	\$55,000	\$130,000	\$185,000	Residential, Single Family
005-124-042	1021 CLOVER ST	0.0	0.1	10.0	10.1	\$84,037	\$72,377	\$156,414	Residential, Single Family
005-740-059	981 LEXINGTON WAY	0.0	0.1	11.0	11.1	\$70,000	\$185,000	\$255,000	Residential, Single Family
005-740-051	257 ARLINGTON CIR	0.0	0.1	12.0	12.1	\$80,912	\$180,884	\$261,796	Residential, Single Family
005-740-057	989 LEXINGTON WAY	0.0	0.1	13.0	13.1	\$70,000	\$205,000	\$275,000	Residential, Single Family
005-740-028	260 ARLINGTON CIR	0.0	0.1	14.0	14.1	\$70,675	\$127,834	\$198,509	Residential, Single Family
006-533-023	1113 GUM AVE	0.0	0.2	15.0	15.2	\$36,579	\$127,504	\$164,083	Residential, Single Family
006-533-024	1111 GUM AVE	0.0	0.1	16.0	16.1	\$56,415	\$75,873	\$132,288	Residential, Single Family
005-740-049	261 ARLINGTON CIR	0.0	0.2	17.0	17.2	\$75,222	\$147,943	\$223,165	Residential, Single Family
005-740-026	256 ARLINGTON CIR	0.0	0.1	18.0	18.1	\$79,316	\$198,348	\$277,664	Residential, Single Family
005-740-035	987 ARLINGTON CIR	0.0	0.2	19.0	19.2	\$76,242	\$183,802	\$260,044	Residential, Single Family
005-031-027	1101 WOODLAND AVE	0.0	0.2	20.0	20.2	\$8,272	\$57,652	\$65,924	Residential, Single Family
005-740-076	801 SHILOH CT	0.0	0.2	21.0	21.2	\$70,330	\$100,386	\$170,716	Residential, Single Family
005-740-075	841 SHILOH CT	0.0	0.1	22.0	22.1	\$79,316	\$158,635	\$237,951	Residential, Single Family
005-740-074	881 SHILOH CT	0.0	0.1	23.0	23.1	\$68,953	\$137,912	\$206,865	Residential, Single Family
005-740-073	921 SHILOH CT	0.0	0.1	24.0	24.1	\$40,985	\$138,325	\$179,310	Residential, Single Family
005-740-081	961 SHILOH CT	0.0	0.2	25.0	25.2	\$77,758	\$151,991	\$229,749	Residential, Single Family
005-740-079	1001 SHILOH CT	0.0	0.2	26.0	26.2	\$62,707	\$156,663	\$219,370	Residential, Single Family
005-740-047	980 ARLINGTON CIR	0.0	0.1	27.1	27.1	\$70,000	\$185,000	\$255,000	Residential, Single Family
005-740-048	1000 ARLINGTON CIR	0.0	0.1	28.0	28.1	\$65,818	\$130,390	\$196,208	Residential, Single Family
005-740-070	1120 SHILOH CT	0.0	0.3	29.0	29.3	\$75,222	\$227,640	\$302,862	Residential, Single Family
005-740-013	1080 LEXINGTON WAY	0.0	0.1	30.0	30.1	\$40,181	\$216,980	\$257,161	Residential, Single Family
005-740-014	1100 LEXINGTON CT	0.0	0.1	31.0	31.1	\$79,894	\$172,086	\$251,980	Residential, Single Family
005-740-015	1116 LEXINGTON CT	0.0	0.1	32.0	32.1	\$80,912	\$173,892	\$254,804	Residential, Single Family
005-740-016	1132 LEXINGTON CT	0.0	0.1	33.0	33.1	\$52,647	\$192,695	\$245,342	Residential, Single Family
005-740-016	1148 LEXINGTON CT	0.0	0.1	34.0	34.1	\$65,818	\$134,782	\$200,600	Residential, Single Family
006-462-021	1001 6TH ST	0.0	0.2	35.0	35.2	\$30,738	\$113,734	\$144,472	Residential, Single Family
006-462-008	1305 6TH ST	0.0	0.1	36.0	36.1	\$41,804	\$93,015	\$134,819	

Table C-3
Yolo Rail Relocation
Redevelopment Analysis
Detailed Existing Residential Land Uses Not Expected to Redevelop: Woodland [1]

Assessor Parcel Number (APN)	Address	Vacant	Acreage		Total	Land	Assessed Value		Total	Description
			Underutilized	Improved			Impr./Other			
005-740-052	251 ARLINGTON CIR	0.0	0.2	44.0	44.2	\$68,953	\$125,376		\$194,329	Residential, Single Family
005-740-022	248 ARLINGTON CIR	0.0	0.2	45.0	45.2	\$70,000	\$185,000		\$255,000	Residential, Single Family
006-533-034	1034 PENDEGAST ST	0.0	0.2	46.0	46.2	\$10,289	\$2,089		\$12,378	Residential, Single Family
006-533-033	1032 PENDEGAST ST	0.0	0.1	47.0	47.1	\$41,804	\$94,061		\$135,865	Residential, Single Family
006-533-032	1030 PENDEGAST ST	0.0	0.2	48.0	48.2	\$171,438	\$107,149		\$278,587	Residential, Single Family
005-031-028	1105 WOODLAND AVE	0.0	0.1	49.0	49.1	\$26,128	\$120,189		\$146,317	Residential, Single Family
005-031-026	1107 WOODLAND AVE	0.0	0.1	50.0	50.1	\$6,378	\$35,023		\$41,401	Residential, Single Family
005-031-024	1111 WOODLAND AVE	0.0	0.2	51.0	51.2	\$60,000	\$102,000		\$162,000	Residential, Multi-Family
005-060-033	1003 BEAMER ST	0.0	0.1	52.0	52.1	\$10,150	\$31,398		\$41,548	Residential, Single Family
005-740-018	1180 LEXINGTON CT	0.0	0.2	53.0	53.2	\$80,000	\$185,000		\$265,000	Residential, Single Family
005-740-069	1080 SHILOH CT	0.0	0.2	54.0	54.2	\$50,227	\$230,039		\$280,266	Residential, Single Family
005-740-065	920 SHILOH CT	0.0	0.1	55.0	55.1	\$70,000	\$185,000		\$255,000	Residential, Single Family
005-740-066	960 SHILOH CT	0.0	0.1	56.0	56.1	\$52,647	\$190,063		\$242,710	Residential, Single Family
005-740-067	1000 SHILOH CT	0.0	0.1	57.0	57.1	\$63,027	\$177,426		\$240,453	Residential, Single Family
005-740-068	1040 SHILOH CT	0.0	0.1	58.0	58.1	\$71,634	\$106,801		\$178,435	Residential, Single Family
005-740-055	1047 LEXINGTON WAY	0.0	0.1	59.0	59.1	\$74,388	\$133,396		\$207,784	Residential, Single Family
006-533-022	830 PACIFIC ST	0.0	0.4	60.0	60.4	\$26,121	\$21,677		\$47,798	Residential, Multi-Family
005-740-050	259 ARLINGTON CIR	0.0	0.1	61.0	61.1	\$70,000	\$185,000		\$255,000	Residential, Single Family
006-533-021	1103-07 GUM AVE	0.0	0.5	62.0	62.5	\$120,000	\$24,000		\$544,000	Residential, Multi-Family
006-533-006	1108 PENDEGAST ST	0.0	0.2	66.0	66.2	\$73,748	\$71,289		\$145,037	Residential, Single Family
005-060-046	136 SUTTER ST	0.0	0.2	68.0	68.2	\$60,000	\$129,000		\$189,000	Residential, Multi-Family
006-551-005	917 6TH ST	0.0	0.1	69.0	69.1	\$72,116	\$67,257		\$139,373	Residential, Single Family
006-462-004	1321 6TH ST	0.0	0.1	70.0	70.1	\$65,121	\$62,106		\$127,227	Residential, Single Family
039-204-002	1601 SHERMAN ST	0.0	0.2	71.0	71.2	\$10,904	\$45,584		\$56,488	Residential, Single Family
039-213-006	1722 6TH ST	0.0	0.2	72.0	72.2	\$68,953	\$101,551		\$170,504	Residential, Multi-Family
005-060-027	1015 BEAMER ST	0.0	0.1	73.0	73.1	\$85,062	\$101,603		\$186,665	Residential, Single Family
005-740-034	997 ARLINGTON CIR	0.0	0.1	75.0	75.1	\$70,000	\$185,000		\$255,000	Residential, Single Family
005-740-033	1007 ARLINGTON CIR	0.0	0.1	76.0	76.1	\$74,525	\$149,061		\$223,586	Residential, Single Family
066-013-005	409 JOHNSTON ST	0.0	0.1	77.0	77.1	\$7,512	\$26,362		\$33,874	Residential, Single Family
039-204-016	1415 6TH ST	0.0	0.2	78.0	78.2	\$11,278	\$33,143		\$44,421	Residential, Single Family
039-213-014	1727 ARCHER DR	0.0	0.2	79.0	79.2	\$81,302	\$102,984		\$184,286	Residential, Single Family
039-204-015	1419 6TH ST	0.0	0.2	81.0	81.2	\$11,278	\$36,237		\$47,515	Residential, Single Family
006-462-016	1201 6TH ST	0.0	0.1	82.0	82.1	\$42,119	\$56,859		\$98,978	Residential, Single Family
006-462-019	1009 6TH ST	0.0	0.2	83.0	83.2	\$70,000	\$150,000		\$220,000	Residential, Single Family
039-196-006	1623 SHERMAN ST	0.0	0.2	84.0	84.2	\$32,560	\$98,224		\$130,784	Residential, Single Family
039-204-012	1509 6TH ST	0.0	0.2	85.0	85.2	\$11,278	\$30,507		\$41,785	Residential, Single Family
006-551-008	931 6TH ST	0.0	0.1	86.0	86.1	\$67,751	\$83,223		\$150,974	Residential, Single Family
005-163-015	1027 ELLIOT ST	0.0	0.2	87.0	87.2	\$108,454	\$433,837		\$542,291	Residential, Multi-Family
005-163-024	1033-35 ELLIOT ST	0.0	0.2	88.0	88.2	\$12,785	\$105,411		\$118,196	Residential, Single Family
005-163-012	1037 ELLIOT ST	0.0	0.0	89.0	89.0	\$25,615	\$40,985		\$66,600	Residential, Multi-Family
006-551-010	941 6TH ST	0.0	0.1	90.0	90.1	\$68,071	\$145,825		\$213,896	Residential, Single Family
039-213-007	1726 6TH ST	0.0	0.2	91.0	91.2	\$70,000	\$148,000		\$218,000	Residential, Multi-Family

Table C-3
Yolo Rail Relocation
Redevelopment Analysis
Detailed Existing Residential Land Uses Not Expected to Redevelop: Woodland [1]

Assessor Parcel Number (APN)	Address	Acreage			Total	Land	Assessed Value		Total	Description
		Vacant	Underutilized	Improved			Impr./Other			
039-213-005	1720 6TH ST	0.0	0.2	92.0	92.2	\$11,658	\$56,891	\$68,549	Residential, Multi-Family	
039-213-013	1731 ARCHER DR	0.0	0.2	93.0	93.2	\$76,242	\$128,920	\$205,162	Residential, Single Family	
006-462-015	1205 6TH ST	0.0	0.1	94.0	94.1	\$70,000	\$115,000	\$185,000	Residential, Single Family	
006-551-004	913 6TH ST	0.0	0.1	95.0	95.1	\$63,634	\$230,372	\$294,006	Residential, Single Family	
039-213-004	1716 6TH ST	0.0	0.2	96.0	96.2	\$68,767	\$79,514	\$148,281	Residential, Multi-Family	
006-551-011	945 6TH ST	0.0	0.1	97.0	97.1	\$41,539	\$55,927	\$97,466	Residential, Single Family	
039-212-006	912 DONNER WAY	0.0	0.2	98.0	98.2	\$79,894	\$151,089	\$230,983	Residential, Single Family	
005-740-024	252 ARLINGTON CIR	0.0	0.1	99.0	99.1	\$60,000	\$195,000	\$255,000	Residential, Single Family	
005-740-032	1017 ARLINGTON CIR	0.0	0.1	100.0	100.1	\$70,000	\$185,000	\$255,000	Residential, Single Family	
005-740-031	1027 ARLINGTON CIR	0.0	0.1	101.0	101.1	\$80,912	\$228,791	\$309,703	Residential, Single Family	
005-740-030	1037 ARLINGTON CIR	0.0	0.1	102.0	102.1	\$50,227	\$153,694	\$203,921	Residential, Single Family	
006-462-007	1309 6TH ST	0.0	0.1	103.0	103.1	\$105,048	\$54,623	\$159,671	Residential, Single Family	
039-202-012	1406 6TH ST	0.0	0.2	104.0	104.2	\$75,000	\$127,000	\$202,000	Residential, Single Family	
039-204-017	1409 6TH ST	0.0	0.2	105.0	105.2	\$30,247	\$65,285	\$95,532	Residential, Single Family	
006-551-002	1104 GUM AVE	0.0	0.1	106.0	106.1	\$52,523	\$75,633	\$128,156	Residential, Single Family	
006-551-003	1108 GUM AVE	0.0	0.1	107.0	107.1	\$19,704	\$184,880	\$204,584	Residential, Single Family	
006-462-006	1313 6TH ST	0.0	0.1	108.0	108.1	\$42,018	\$81,937	\$123,955	Residential, Single Family	
039-213-003	1710 6TH ST	0.0	0.2	109.0	109.2	\$78,146	\$92,475	\$170,621	Residential, Multi-Family	
006-551-009	935 6TH ST	0.0	0.1	110.0	110.1	\$9,399	\$54,368	\$63,767	Residential, Single Family	
006-551-007	925 6TH ST	0.0	0.1	111.0	111.1	\$9,399	\$32,042	\$41,441	Residential, Single Family	
006-462-009	1301 6TH ST	0.0	0.1	112.0	112.1	\$42,119	\$90,555	\$132,674	Residential, Single Family	
006-462-011	1221 6TH ST	0.0	0.1	113.0	113.1	\$10,150	\$21,461	\$31,611	Residential, Single Family	
039-196-005	1621 SHERMAN ST	0.0	0.2	114.0	114.2	\$105,298	\$121,092	\$226,390	Residential, Single Family	
006-462-001	1001 GIBSON RD	0.0	0.1	115.0	115.1	\$63,178	\$73,708	\$136,886	Residential, Single Family	
039-204-011	1511 6TH ST	0.0	0.1	116.0	116.1	\$11,278	\$31,635	\$42,913	Residential, Single Family	
039-204-008	1523 6TH ST	0.0	0.2	117.0	117.2	\$63,938	\$75,446	\$139,384	Residential, Single Family	
039-204-005	1009 SHERMAN ST	0.0	0.1	118.0	118.1	\$76,242	\$93,567	\$169,809	Residential, Single Family	
039-204-004	1011 SHERMAN ST	0.0	0.2	119.0	119.2	\$82,516	\$57,758	\$140,274	Residential, Single Family	
039-204-003	1015 SHERMAN ST	0.0	0.3	120.0	120.3	\$39,026	\$73,371	\$112,397	Residential, Single Family	
039-204-007	1001 SHERMAN ST	0.0	0.2	121.0	121.2	\$11,658	\$31,635	\$43,293	Residential, Single Family	
039-213-002	1706-08 6TH ST	0.0	0.2	122.0	122.2	\$11,278	\$58,406	\$69,684	Residential, Multi-Family	
039-228-002	1005 CARSON ST	0.0	0.1	123.0	123.1	\$105,298	\$73,708	\$179,006	Residential, Single Family	
039-228-003	1009 CARSON ST	0.0	0.2	124.0	124.2	\$75,000	\$135,000	\$210,000	Residential, Single Family	
039-196-007	1627 SHERMAN ST	0.0	0.2	125.0	125.2	\$85,822	\$253,156	\$338,978	Residential, Single Family	
039-204-010	1515 6TH ST	0.0	0.2	126.0	126.2	\$76,791	\$139,172	\$215,963	Residential, Single Family	
039-204-018	1405 6TH ST	0.0	0.2	127.0	127.2	\$11,278	\$35,781	\$47,059	Residential, Single Family	
039-205-003	1601 6TH ST	0.0	0.1	128.0	128.1	\$11,278	\$37,678	\$48,956	Residential, Single Family	
039-205-002	1004 SHERMAN ST	0.0	0.1	129.0	129.1	\$34,337	\$70,254	\$104,591	Residential, Single Family	
039-205-001	1008 SHERMAN ST	0.0	0.2	130.0	130.2	\$88,835	\$82,041	\$170,876	Residential, Single Family	
006-462-020	1005 6TH ST	0.0	0.2	131.0	131.2	\$38,591	\$77,036	\$115,627	Residential, Multi-Family	
039-202-011	1402 6TH ST	0.0	0.2	133.0	133.2	\$70,000	\$150,000	\$220,000	Residential, Single Family	
039-204-019	1002 GIBSON RD	0.0	0.2	134.0	134.2	\$75,029	\$81,367	\$156,396	Residential, Single Family	

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Yolo Rail Relocation
Redevelopment Analysis
Detailed Existing Residential Land Uses Not Expected to Redevelop: Woodland [1]

Assessor Parcel Number (APN)	Address	Vacant	Acreage		Total	Land	Assessed Value		Total	Description
			Underutilized	Improved			Impr/Other			
039-229-002	1635 SHERMAN ST	0.0	0.2	135.0	135.2	\$133,936	\$71,924		\$205,860	Residential, Single Family
039-228-001	1631 6TH ST	0.0	0.2	136.0	136.2	\$75,000	\$205,000		\$280,000	Residential, Single Family
039-204-013	1505 6TH ST	0.0	0.2	137.0	137.2	\$11,278	\$32,010		\$43,288	Residential, Single Family
006-462-005	1317 6TH ST	0.0	0.1	138.0	138.1	\$85,121	\$40,372		\$105,493	Residential, Single Family
039-195-010	1623 6TH ST	0.0	0.1	139.0	139.1	\$56,202	\$90,550		\$146,752	Residential, Single Family
039-195-007	1624 SHERMAN ST	0.0	0.1	140.0	140.1	\$10,904	\$61,600		\$72,504	Residential, Single Family
006-462-003	1325 6TH ST	0.0	0.1	141.0	141.1	\$27,145	\$93,666		\$120,811	Residential, Single Family
039-196-003	1615 SHERMAN ST	0.0	0.2	142.0	142.2	\$36,615	\$97,835		\$134,450	Residential, Single Family
039-213-012	1733 ARCHER DR	0.0	0.2	143.0	143.2	\$65,295	\$95,431		\$160,726	Residential, Single Family
039-213-008	1730-32 6TH ST	0.0	0.2	144.0	144.2	\$79,894	\$139,282		\$218,176	Residential, Multi-Family
039-229-007	1637 6TH ST	0.0	0.2	145.0	145.2	\$68,953	\$89,630		\$158,583	Residential, Single Family
039-229-006	1004 CARSON ST	0.0	0.2	146.0	146.2	\$11,278	\$45,209		\$56,487	Residential, Single Family
039-229-005	1008 CARSON ST	0.0	0.2	147.0	147.2	\$78,326	\$137,377		\$215,703	Residential, Single Family
039-196-004	1619 SHERMAN ST	0.0	0.2	148.0	148.2	\$73,287	\$93,468		\$166,755	Residential, Single Family
039-227-003	908 EL DORADO DR	0.0	0.2	149.0	149.2	\$71,724	\$87,605		\$159,329	Residential, Single Family
039-204-001	1605 SHERMAN ST	0.0	0.2	150.0	150.2	\$29,281	\$55,661		\$84,942	Residential, Single Family
039-195-012	1615 6TH ST	0.0	0.1	151.0	151.1	\$65,000	\$115,000		\$180,000	Residential, Single Family
039-195-005	1618 SHERMAN ST	0.0	0.1	152.0	152.1	\$80,272	\$105,476		\$165,748	Residential, Single Family
039-196-001	1607 SHERMAN ST	0.0	0.2	153.0	153.2	\$105,298	\$125,304		\$230,602	Residential, Single Family
039-229-001	1633 SHERMAN ST	0.0	0.2	154.0	154.2	\$80,363	\$184,835		\$265,198	Residential, Single Family
039-229-003	1016 CARSON ST	0.0	0.2	155.0	155.2	\$68,953	\$84,855		\$163,808	Residential, Single Family
039-196-002	1611 SHERMAN ST	0.0	0.2	156.0	156.2	\$10,895	\$70,995		\$81,890	Residential, Single Family
039-195-014	1609 6TH ST	0.0	0.1	157.0	157.1	\$10,904	\$38,075		\$48,979	Residential, Single Family
039-195-003	1610 SHERMAN ST	0.0	0.1	158.0	158.1	\$66,198	\$121,369		\$187,567	Residential, Single Family
039-213-011	1737 ARCHER DR	0.0	0.2	159.0	159.2	\$75,000	\$135,000		\$210,000	Residential, Single Family
039-213-010	915 DONNER WAY	0.0	0.2	160.0	160.2	\$11,658	\$36,907		\$48,565	Residential, Single Family
039-195-001	1605 6TH ST	0.0	0.1	161.0	161.1	\$62,685	\$95,282		\$157,967	Residential, Single Family
039-195-013	1611 6TH ST	0.0	0.1	162.0	162.1	\$68,953	\$94,795		\$163,748	Residential, Single Family
039-195-004	1614 SHERMAN ST	0.0	0.1	163.0	163.1	\$65,295	\$125,585		\$194,880	Residential, Single Family
039-195-011	1619 6TH ST	0.0	0.1	164.0	164.1	\$73,158	\$63,752		\$136,910	Residential, Single Family
039-195-006	1622 SHERMAN ST	0.0	0.1	165.0	165.1	\$10,904	\$53,123		\$64,027	Residential, Single Family
039-195-009	1627 6TH ST	0.0	0.1	166.0	166.1	\$70,000	\$140,000		\$210,000	Residential, Single Family
039-195-008	1628 SHERMAN ST	0.0	0.1	167.0	167.1	\$10,904	\$39,930		\$50,834	Residential, Single Family
039-214-002	1737 6TH ST	0.0	0.2	168.0	170.1	\$592,664	\$1,581,149		\$2,173,813	Residential, Multi-Family
005-740-054	243 ARLINGTON CIR	0.0	0.2	169.0	169.2	\$50,227	\$226,021		\$276,248	Residential, Single Family
005-740-020	244 ARLINGTON CIR	0.0	0.1	170.0	170.1	\$80,912	\$175,733		\$256,645	Residential, Single Family
005-060-034	1013 BEAMER ST	0.0	0.1	171.0	171.1	\$10,150	\$42,568		\$52,718	Residential, Single Family
005-124-044	1011 CLOVER ST	0.0	0.2	172.0	172.2	\$9,061	\$5,269		\$14,330	Residential, Multi-Family
039-195-002	1606 SHERMAN ST	0.0	0.1	173.0	173.1	\$10,902	\$102,946		\$113,848	Residential, Single Family
068-013-003	403 JOHNSTON ST	0.0	0.0	174.0	174.0	\$76,242	\$85,389		\$161,631	Residential, Single Family
006-462-002	1329 6TH ST	0.0	0.1	175.0	175.1	\$10,150	\$22,216		\$32,366	Residential, Single Family
006-462-017	1123 6TH ST	0.0	0.1	176.0	176.1	\$20,827	\$98,715		\$119,542	Residential, Single Family

Table C-3
Yolo Rail Relocation
Redevelopment Analysis
Detailed Existing Residential Land Uses Not Expected to Redevelop: Woodland [1]

Assessor Parcel Number (APN)	Address	Acreage		Total	Assessed Value		Description
		Vacant	Underutilized		Land	Impr./Other	
039-212-007	916 DONNER WAY	0.0	0.2	177.2	\$84,037	\$99,794	Residential, Single Family
039-212-008	920 DONNER WAY	0.0	0.2	178.2	\$74,525	\$104,339	Residential, Multi-Family
005-164-004	1020 ELLIOT ST	0.0	0.3	179.3	\$12,175	\$21,042	Residential, Multi-Family
005-164-005	1024 ELLIOT ST	0.0	0.3	180.3	\$49,306	\$40,011	Residential, Multi-Family
005-164-006	1028 ELLIOT ST	0.0	0.3	181.3	\$31,997	\$33,775	Residential, Single Family
005-164-007	1032 ELLIOT ST	0.0	0.5	182.5	\$191,274	\$586,670	Residential, Multi-Family
039-204-014	1501 6TH ST	0.0	0.2	183.2	\$34,337	\$74,624	Residential, Single Family
006-462-012	1217 6TH ST	0.0	0.1	184.0	\$72,116	\$63,523	Residential, Single Family
006-462-010	1225 6TH ST	0.0	0.1	185.0	\$10,159	\$34,596	Residential, Single Family
039-204-006	1005 SHERMAN ST	0.0	0.1	186.0	\$70,000	\$130,000	Residential, Single Family
039-196-008	1629 SHERMAN ST	0.0	0.2	187.0	\$32,361	\$64,599	Residential, Single Family
006-462-018	1119 6TH ST	0.0	0.2	188.2	\$52,523	\$63,027	Residential, Single Family
006-462-014	1209 6TH ST	0.0	0.1	189.0	\$10,150	\$27,493	Residential, Single Family
039-214-001	1711 6TH ST	0.0	1.7	191.7	\$488,457	\$1,041,237	Residential, Multi-Family
006-462-013	1213 6TH ST	0.0	0.1	191.0	\$77,758	\$52,527	Residential, Single Family
039-204-009	1519 6TH ST	0.0	0.2	192.2	\$70,000	\$130,000	Residential, Single Family
039-203-007	924 ARCHER DR	0.0	0.2	193.2	\$33,208	\$75,603	Residential, Single Family
039-229-004	1012 CARSON ST	0.0	0.2	194.2	\$11,287	\$56,146	Residential, Single Family
006-533-029	812 PACIFIC ST	0.0	0.2	195.2	\$103,416	\$145,558	Residential, Single Family
039-213-009	1736 6TH ST/919 DONNER W ST	0.0	0.2	196.2	\$72,301	\$144,609	Residential, Multi-Family
005-163-021	1007 ELLIOT ST	0.0	0.2	197.2	\$32,792	\$73,224	Residential, Multi-Family
005-163-022	1011-15 ELLIOT ST	0.0	0.2	198.2	\$82,204	\$89,534	Residential, Multi-Family
Total Woodland		0.0	33.9	19,138.9	\$11,630,265	\$23,736,632	

woodland_exist_res

Source: City of Woodland; EPS.

[1] Excludes all parcels with no improvement value.

Table C-4
Yolo Rail Relocation
Redevelopment Analysis
Projected Land Use Assumptions: Woodland [1]

Subarea [2]	Land Use Description	Acreage Split [3]		Vertical Mixed-Use Split		Residential Density		FAR [4]		Avg. Gross Sq. Ft. per Unit [5]
		SF Res.	MU/MF Res.	Commercial	Residential	Low	High	Low	High	
Central Business District										
Redevelopment Parcels Rail ROW (Dev) Rail ROW (Ped)	Res. Mixed-Use	0%	100%	0%	60%	40%	15.0	20.0	0.86	1,500
	Res. Mixed-Use	0%	100%	0%	60%	40%	15.0	20.0	0.86	1,500
	Public-Use Trail	-	-	-	-	-	-	-	-	-
East Street District										
Redevelopment Parcels Rail ROW (Dev) Rail ROW (Ped)	Res. Mixed-Use	0%	100%	0%	60%	40%	8.0	15.0	0.46	1,500
	None	-	-	-	-	-	-	-	-	-
	Public-Use Trail	-	-	-	-	-	-	-	-	-
North East Street District										
Redevelopment Parcels Redevelopment Parcels Rail ROW (Dev) Rail ROW (Ped)	SF Res.	60%	0%	40%	-	-	5.0	8.0	-	2,200
	Office/R&D/Flex	60%	0%	40%	-	-	-	-	0.25	-
	None	-	-	-	-	-	-	-	0.50	-
	Public-Use Trail	-	-	-	-	-	-	-	-	-
Annexation Area										
Redevelopment Parcels Redevelopment Parcels Rail ROW (Dev) Rail ROW (Ped)	SF Res.	80%	20%	0%	-	-	3.0	8.0	-	2,200
	MF Res.	80%	20%	0%	-	-	8.0	15.0	-	1,500
	None	-	-	-	-	-	-	-	-	-
	Public-Use Trail	-	-	-	-	-	-	-	-	-
woodland assumption										

woodland_assump

Source: City of Woodland; EPS.

[1] Projected land use assumptions provided by the City of Woodland, June 2015.

[2] Subarea categories indicate parcels identified to be developed or redeveloped as a result of rail removal. ROW is either identified to be developed with private land uses (Dev) or developed as a public-use trail (Ped).

[3] Acreage split between SF Residential (SF Res.), Mixed-Use or Multifamily Residential (MUMF Res.), and Commercial land uses.

[4] If the proposed development is assumed to be vertical mixed-use with residential and commercial uses, the floor area ratio is based on total gross building square footage.

[5] Average gross residential building square feet is 1,500. For MF attached units, this assumes an 85% net-to-gross ratio and an average unit size of 1,300 square feet.

Table C-5
Yolo Rail Relocation
Redevelopment Analysis
Gross Projected Low- and High-Density Land Uses: Woodland

Subarea	Existing Acres [1]	Description	Low Density				High Density				Average FAR [3]	Average DU/Acre	Average FAR [3]		
			Units	Gross Res. Bldg. Sq. Ft. [3]	Gross. Com. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.	Average DU/Acre	Average FAR [3]	Units	Gross Res. Bldg. Sq. Ft. [3]				Gross. Com. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.
Central Business District															
Redevelopment Parcels	10.7	Res. Mixed-Use	161	240,755	160,503	401,259	15.0	321,940	214,627	536,567	20.0	1.15			
Rail ROW (Dev)	14.0	Res. Mixed-Use	210	315,681	210,454	526,135	15.0	422,132	281,421	703,553	20.0	1.15			
Rail ROW (Ped)	3.4	Public-Use Trail	-	-	-	-	-	-	-	-	-	-			
Total Central Business District	28.2		371	556,436	370,958	927,394	-	744,072	496,048	1,240,120	-	-			
East Street District															
Redevelopment Parcels	10.6	Res. Mixed-Use	85	127,607	85,072	212,679	8.0	238,570	159,047	397,617	15.0	0.86			
Rail ROW (Dev)	0.0	None	-	-	-	-	-	-	-	-	-	-			
Rail ROW (Ped)	6.1	Public-Use Trail	-	-	-	-	-	-	-	-	-	-			
Total East Street District	16.7		85	127,607	85,072	212,679	8.0	238,570	159,047	397,617	-	-			
North East Street District															
Redevelopment Parcels	37.8	SF Res.	189	415,516	0	415,516	5.0	664,826	0	664,826	8.0	-			
Redevelopment Parcels	25.2	Commercial	0	0	274,241	274,241	-	0	548,481	548,481	-	0.50			
Rail ROW (Dev)	0.0	None	-	-	-	-	-	-	-	-	-	-			
Rail ROW (Ped)	9.2	Public-Use Trail	-	-	-	-	-	-	-	-	-	-			
Total North East Street District	72.2		189	415,516	274,241	689,757	5.0	664,826	548,481	1,213,307	-	-			
Annexation Area															
Redevelopment Parcels	123.1	SF Res.	369	812,698	0	812,698	3.0	2,167,194	0	2,167,194	8.0	-			
Redevelopment Parcels	30.8	MF Res.	246	369,408	0	369,408	8.0	692,640	0	692,640	15.0	-			
Rail ROW (Dev)	0.0	None	-	-	-	-	-	-	-	-	-	-			
Rail ROW (Ped)	4.8	Public-Use Trail	-	-	-	-	-	-	-	-	-	-			
Total Annexation Area	158.8		616	1,182,106	0	1,182,106	11.0	2,859,834	0	2,859,834	-	-			
Total Woodland															
Redevelopment Parcels	182.2		804	1,596,576	245,575	1,842,152	-	3,392,530	373,674	3,766,204	-	-			
Rail ROW (Dev)	14.0		210	315,681	210,454	526,135	-	422,132	281,421	703,553	-	-			
Rail ROW (Ped)	23.6		-	-	-	-	-	-	-	-	-	-			
Total Woodland	275.9		1,261	2,281,666	730,270	3,011,936	-	4,507,302	1,203,576	5,710,878	-	-			

Source: City of Woodland; EPS.

[1] From Table A-1.

[2] Refer to Table A-2 for information regarding projected low- and high-density land use assumptions.

[3] If the proposed development is assumed to be vertical mixed-use with residential and commercial uses, the floor area ratio is based on total gross building square footage.

Table C-7
Yolo Rail Relocation
Redevelopment Analysis
Projected Land Use Valuation Assumptions: Woodland (2015\$)

Subarea	Land Use Description	Assumed Product Type		Estimated Annual Assessed Value [1]	
		Residential	Nonresidential	Residential	Nonresidential
Central Business District Redevelopment Parcels Rail ROW (Dev) Rail ROW (Ped)	Res. Mixed-Use	MU MF Res. Attached For-Rent	MU Retail/Office	per unit \$180,000	per bldg. sq. ft. \$200
	Res. Mixed-Use	MU MF Res. Attached For-Rent	MU Retail/Office	\$180,000	\$200
	Public-Use Trail	None	None	-	-
East Street District Redevelopment Parcels Rail ROW (Dev) Rail ROW (Ped)	Res. Mixed-Use	MU MF Res. Attached For-Rent	MU Retail/Office	\$180,000	\$200
	None	NA	NA	-	-
	Public-Use Trail	None	None	-	-
North East Street District Redevelopment Parcels Redevelopment Parcels Rail ROW (Dev) Rail ROW (Ped)	SF Res.	SF Detached For-Sale	None	\$400,000	-
	Commercial	None	Office/R&D/Flex	-	\$130
	None	NA	NA	-	-
	Public-Use Trail	None	None	-	-
Annexation Area Redevelopment Parcels Redevelopment Parcels Rail ROW (Dev) Rail ROW (Ped)	SF Res.	SF Detached For-Sale	None	\$400,000	-
	MF Res.	MF Attached For-Rent	None	\$180,000	-
	None	NA	NA	-	-
	Public-Use Trail	None	None	-	-
Source: City of Woodland; LoopNet; CoStar; The Gregory Group; Redfin; Forrent.com; EPS.				woodland_avassump	

[1] Residential values based on comparable for-rent and for-sale data derived through The Gregory Group, Forrent.com, LoopNet, and Redfin as of June 2015. Nonresidential values based on comparable for-lease and for-sale data collected from LoopNet and CoStar as of March 2015. Estimated values reviewed and affirmed by real estate broker, DTZ.

Table C-8
Yolo Rail Relocation
Redevelopment Analysis
Projected Gross Assessed Valuation: Woodland (2015\$)

Item	Projected Assessed Value: Low Density			Projected Assessed Value: High Density		
	Residential	Commercial	Total	Residential	Commercial	Total
Central Business District						
Redevelopment Parcels	\$28,890,626	\$32,100,695	\$60,991,321	\$38,632,813	\$42,925,348	\$81,558,162
Rail ROW (Dev)	\$37,881,743	\$42,090,826	\$79,972,569	\$50,655,819	\$56,284,244	\$106,940,063
Rail ROW (Ped)	\$0	\$0	\$0	\$0	\$0	\$0
Total Central Business District	\$66,772,369	\$74,191,521	\$140,963,890	\$89,288,633	\$99,209,592	\$188,498,225
East Street District						
Redevelopment Parcels	\$15,312,894	\$17,014,327	\$32,327,221	\$28,628,454	\$31,809,394	\$60,437,848
Rail ROW (Dev)	\$0	\$0	\$0	\$0	\$0	\$0
Rail ROW (Ped)	\$0	\$0	\$0	\$0	\$0	\$0
Total East Street District	\$15,312,894	\$17,014,327	\$32,327,221	\$28,628,454	\$31,809,394	\$60,437,848
North East Street District						
Redevelopment Parcels (SF Res.)	\$75,548,400	\$0	\$75,548,400	\$120,877,440	\$0	\$120,877,440
Redevelopment Parcels (Commercial)	\$0	\$35,651,290	\$35,651,290	\$0	\$71,302,580	\$71,302,580
Rail ROW (Dev)	\$0	\$0	\$0	\$0	\$0	\$0
Rail ROW (Ped)	\$0	\$0	\$0	\$0	\$0	\$0
Total North East Street District	\$75,548,400	\$35,651,290	\$111,199,690	\$120,877,440	\$71,302,580	\$192,180,020
Annexation Area						
Existing Development (SF Res.)	\$147,763,200	\$0	\$147,763,200	\$394,035,200	\$0	\$394,035,200
Existing Development (MF Res.)	\$44,328,960	\$0	\$44,328,960	\$50,655,819	\$0	\$50,655,819
Rail ROW (Dev)	\$0	\$0	\$0	\$0	\$0	\$0
Rail ROW (Ped)	\$0	\$0	\$0	\$0	\$0	\$0
Total Annexation Area	\$192,092,160	\$0	\$192,092,160	\$444,691,019	\$0	\$444,691,019
Total Woodland						
Existing Development	\$311,844,080	\$49,115,022	\$360,959,102	\$632,829,727	\$74,734,742	\$707,564,469
Rail ROW (Dev)	\$37,881,743	\$42,090,826	\$79,972,569	\$50,655,819	\$56,284,244	\$106,940,063
Rail ROW (Ped)	\$0	\$0	\$0	\$0	\$0	\$0
Total Woodland	\$349,725,823	\$91,205,848	\$440,931,671	\$683,485,547	\$131,018,986	\$814,504,532

woodland_gav

Source: City of Woodland; EPS.

Table C-9
Yolo Rail Relocation
Redevelopment Analysis
Projected Net New Assessed Valuation: Woodland (2015\$)

Item	Existing Assessed Value		Projected Net New Assessed Value: Low Density		Projected Net New Assessed Value: High Density	
	Residential	Commercial	Total	Residential	Commercial	Total
Woodland Subareas						
Central Business District	\$0	\$5,511,318	\$5,511,318	\$66,772,369	\$68,680,203	\$135,452,572
East Street District	\$472,468	\$8,392,222	\$8,864,690	\$14,840,426	\$8,622,105	\$23,462,531
North East Street District	\$147,023	\$4,903,406	\$5,050,429	\$75,401,377	\$30,747,884	\$106,149,261
Annexation Area	\$2,755,233	\$1,554,041	\$4,309,274	\$189,336,927	(\$1,554,041)	\$187,782,886
Total Woodland	\$3,374,724	\$20,360,987	\$23,735,711	\$346,351,099	\$106,496,151	\$452,847,250
Increased AV Parcels [1]						
	\$35,366,897	\$0	\$35,366,897	\$1,768,345	\$0	\$1,768,345
Total Woodland (incl. Increased AV Parcels)	\$38,741,621	\$20,360,987	\$59,102,608	\$348,119,444	\$106,496,151	\$454,615,593

Source: City of Woodland; EPS.

[1] The improved value of residential parcels not identified to redevelop and located within 500 feet of the current rail line to be removed is estimated to increase by 5%, based on a review of academic literature.



EXHIBIT 2:
Rail Realignment Cost Estimates



Sacramento Office
2485 Natomas Park Dr, Suite 600
Sacramento, CA 95835

Yolo Rail Relocation Project - Cost Roll Up (Tunnel Under I-80 Option)

Project Name: Yolo Rail Relocation
Job Number: 659389.A2.02
Date: 2/26/2016
By: R. Coomes

Rail Removal

Item Description	Estimated Quantity	Unit of Measure	Unit Price	Item Total
Davis to Woodland Removal	76,620	LF	\$29.34	\$2,247,850
Davis to Woodland Track Removal*	76,620	LF	\$20.00	\$1,532,400
Davis to Woodland No. 10 Cross Over Removal	16	EA	\$4,600.00	\$73,600
Davis to Woodland Signal Removals	48	EA	\$13,000.00	\$624,000
Removal and repaving of crossings (mainline)	12	EA	\$1,487.50	\$17,850
Woodland Storage Yard Removal	3,265	LF	\$48.09	\$157,028
Track Removal	3,265	LF	\$20.00	\$65,300
Cross Street Pavement Removal	53	CY	\$30.00	\$1,589
Oak Ave Pavement Removal (220' west of intersection)	34	CY	\$30.00	\$1,011
Oak Ave Pavement Removal (290' west of intersection)	43	CY	\$30.00	\$1,300
West Depot Track Ballast Removal @ Oak Ave	926	CY	\$20.00	\$18,519
East Depot Track Ballast Removal @ Oak Ave	926	CY	\$20.00	\$18,519
Platform Depot Track Ballast Removal @ Oak Ave	370	CY	\$20.00	\$7,407
Connecting Track (3 into 1) up to crossing Ballast Removal	167	CY	\$20.00	\$3,333
New HMA: Cross Street	109	TON	\$150.00	\$16,350
New HMA: Oak Ave (220' west of intersection)	69	TON	\$150.00	\$10,350
New HMA: Oak Ave (290' west of intersection)	89	TON	\$150.00	\$13,350
Davis to Woodland Rails to Trails Project **	58,438	LF	\$324.39	\$18,956,576
Construction Staking	58,438	LF	\$1.00	\$58,438
Traffic Control	1	LS	\$660,000.00	\$660,000
Site Clearing	66	ACRE	\$2,000.00	\$131,400
Temporary Erosion and Sediment Control/ SWPPP	1	LS	\$500,000.00	\$500,000
Ballast Removal	61,424	CY	\$20.00	\$1,228,481
Pavement Removal	1,623	CY	\$30.00	\$48,678
Intersection - Traffic Signals (New)	3	EA	\$150,000.00	\$450,000
Intersection - Traffic Signal Modification	7	EA	\$75,000.00	\$525,000
Intersection - Signage	12	EA	\$10,000.00	\$120,000
Import Material	14,779	CY	\$35.00	\$517,249
Ground Excavation	43,443	CY	\$10.00	\$434,433
Off-Haul and Disposal of Contaminated Material (Class 2)	30,410	CY	\$50.00	\$1,520,515
Material Reused and Salvaged on-site within Shoulders	13,033	CY	\$20.00	\$260,660
Hot Mix Asphalt Pavement including AB (4" AB and 8" AB)	1	LS	\$3,760,847.31	\$3,760,847
Hot Mix Asphalt 2' Full Depth Pavement (Crossings)	3,330	TON	\$100.00	\$333,000
Gravel 2" Bike Path Shoulder Cap	706	CY	\$94.00	\$66,401
Sidewalk	20,640	SF	\$5.00	\$103,200
Concrete Curb	2,260	LF	\$30.00	\$67,800
Concrete Bike Ramp/Curb Ramp	44	EA	\$1,500.00	\$66,000
Bike Lane Striping (Shoulders and Centerline)	171,654	LF	\$0.60	\$102,992
Bike Trail Signage	110	EA	\$500.00	\$55,000
Fence	114,436	LF	\$16.00	\$1,830,976
Offset Gates at Each Intersection	44	EA	\$1,000.00	\$44,000
Landscaping and Irrigation	1,932,168	SF	\$3.00	\$5,796,504
Bridge Railing and Cushions	550	LF	\$500.00	\$275,000
West Sacramento Removal	54,425	LF	\$24.70	\$1,344,535
West Sacramento Track Removal	54,425	LF	\$20.00	\$1,088,500
Removal and repaving of crossings (mainline)	6	EA	\$1,605.83	\$9,635
West Sacramento No. 10 Turn Out Removal	35	EA	\$4,600.00	\$161,000
West Sacramento No. 10 turnout and Restore Parent Track	2	EA	\$27,700.00	\$55,400
West Sac. Remove Crossing Diamonds and Restore Parent Track	2	EA	\$15,000.00	\$30,000
Fremont Trestle Removal	8,122	LF	\$423.84	\$3,442,400
Fremont Track Removal	9,680	LF	\$20.00	\$193,600
Fremont Trestle Removal	8,122	LF	\$400.00	\$3,248,800
Sacramento Weir Track Removal	3,800	LF	\$20.00	\$76,000
Sacramento Weir Track Removal	3,800	LF	\$20.00	\$76,000

*Includes removal of mainline only (track in Davis, track in Woodland, and track between). Does not include ballast or crossing removal.

**Assumes only track and ties removed. Trails project to remove crossings, remove ballast, remediate soil, and create trail along old RR mainline.

Rail Relocation

Item Description	Estimated Quantity	Unit of Measure	Unit Price	Item Total
New Yolo County N-S Line (Swingle to Conaway)	48,795	LF	\$541.72	\$26,433,225
New Track	48,795	LF	\$295.00	\$14,394,525
Retire/Remove Wood Tie Track (to install #11 TO at Swingle)	270	LF	\$20.00	\$5,400
Raise Surface and Align Track	3,000	PF	\$4.10	\$12,300
Furnish and install Modular Precast Conc. Grade Xing	280	LF	\$1,400.00	\$392,000
Furnish and install Rubber/Asphalt Grade Crossing	400	LF	\$392.00	\$156,800
42" RC Pipe Culv, Class IV (Railroad)	13,650	LF	\$200.00	\$2,730,000
Furnish and install No. 11 TO in Existing Track (Timber Ties)	3	EA	\$187,500.00	\$562,500
Furnish and install No. 20 crossover (Timber Ties)	2	EA	\$288,900.00	\$577,800
Furnish and install Signal Power Access & Distribution	1	LS	\$23,900.00	\$23,900
Furnish and install Comms Equipment	1	LS	\$51,000.00	\$51,000
Furnish and install Traffic Control & Dispatching System	1	LS	\$20,400.00	\$20,400
Furnish and install Grade Crossing Active Warning System	7	EA	\$178,500.00	\$1,249,500
Furnish and install Wayside signals	5	EA	\$117,200.00	\$586,000
Furnish and install Universal XO Interlocking	2	EA	\$1,370,700.00	\$2,741,400
Furnish and install End of Siding Interlocking	1	EA	\$565,200.00	\$565,200
Cutovers	1	LS	\$32,500.00	\$32,500
Utility Relocations	1	LS	\$1,700,000.00	\$1,700,000
Furnish and install Crossbucks at Private Crossings	8	SET	\$4,000.00	\$32,000
Railroad Flagging	1	LS	\$600,000.00	\$600,000
Bridge over Rail @ County Road 32A in Davis	1	LS	\$18,000,000.00	\$18,000,000
2nd Street Connection in Davis	1	LF	\$329,200.00	\$329,200
Parking Lot Reconfiguration at Davis Amtrack Station	1	LS	\$100,000.00	\$100,000
New Roadway section (2nd Street in Davis)	28,800	SF	\$4.00	\$115,200
Sidewalk along new portion of 2nd St in Davis	1,600	LF	\$40.00	\$64,000
Signing and Striping at 2nd and H Street	1	LS	\$20,000.00	\$20,000
Signing and Striping at 2nd and J Street	1	LS	\$20,000.00	\$20,000
Landscaping along new portion of 2nd St in Davis	1	LS	\$10,000.00	\$10,000
Woodland Relocation (Conaway to End of Project)	36,705	LF	\$384.49	\$14,112,608
New Track	36,705	LF	\$295.00	\$10,827,975
Removal of Track: Conaway to CR 22 (For Section Rehab)	8,635	LF	\$20.00	\$172,700
Raise Surface and Align Track	4,325	PF	\$4.10	\$17,733
Furnish and install Modular Precast Conc. Grade Xing	110	LF	\$1,400.00	\$154,000
Furnish and install Rubber/Asphalt Grade Crossing	400	LF	\$392.00	\$156,800
42" RC Pipe Culv, Class IV (Railroad)	2,300	LF	\$200.00	\$460,000
Furnish and install No. 11 TO in Existing Track (Timber Ties)	4	EA	\$187,500.00	\$750,000
Furnish and install Traffic Control & Dispatching System	1	LS	\$20,400.00	\$20,400
Furnish and install Crossbucks at Private Crossings	7	SET	\$4,000.00	\$28,000
Furnish and install Grade Crossing Active Warning System	5	EA	\$178,500.00	\$892,500
Cutovers	1	LS	\$32,500.00	\$32,500
Utility Relocations	1	LS	\$500,000.00	\$500,000
Railroad Flagging	1	LS	\$100,000.00	\$100,000
Levee Construction to Protect Rail	1	LS	\$64,208,652.73	\$64,208,653
Levee Segment 1	1	LS	\$24,425,759.03	\$24,425,759
Levee Segment 2	1	LS	\$24,059,372.64	\$24,059,373
Levee Segment 3	1	LS	\$8,875,575.77	\$8,875,576
Levee Segment 4	1	LS	\$2,733,651.30	\$2,733,651
Levee Segment 5	1	LS	\$1,214,635.89	\$1,214,636
Levee Segment 6	1	LS	\$876,775.60	\$876,776
Levee Segment 7	1	LS	\$1,187,513.49	\$1,187,513
Levee Segment 8	1	LS	\$835,369.01	\$835,369
West Sacramento I-80 Tunnel (Includes Flood Protection)	1	LS	\$33,589,556.00	\$33,589,556
Underpass Structure	430	LF	\$44,120.82	\$18,971,953
Excavation	67,900	CY	\$11.44	\$776,776
Retaining Walls	1	LS	\$12,666,511.00	\$12,666,511
Drainage	1	LS	\$504,075.00	\$504,075
Utilities	1	LS	\$670,241.00	\$670,241
West Sacramento Relocated Lines	1	LS	\$5,953,150.00	\$5,953,150
42" RC Pipe Culv, Class IV (Railroad)	300	LF	\$200.00	\$60,000
Furnish and install No. 11 TO in Existing Track (Timber Ties)	8	EA	\$187,500.00	\$1,500,000
Construct track, wood ties, 136RE TLM	13,890	TF	\$295.00	\$4,097,550

Furnish and install rubber/asphalt grade crossing	200	TF	\$392.00	\$78,400
Raise, Surface and Align track	12,000	PF	\$4.10	\$49,200
Miscellaneous Signal Removals	12	EA	\$13,000.00	\$156,000
Furnish and install Crossbucks at Private Crossings	3	SET	\$4,000.00	\$12,000

Rail Support

Item Description	Estimated Quantity	Unit of Measure	Unit Price	Item Total
Rail Interchange/Sorting, Storage, Transload East of Davis	15,000	LF	\$295.00	\$4,425,000
Track	15,000	LF	\$295.00	\$4,425,000
Rail Interchange/Sorting, Storage, Transload @ Sugarfield	3,000	LF	\$295.00	\$885,000
Track	3,000	LF	\$295.00	\$885,000
Rail Interchange/Sorting, Storage, Transload @ West Sacramento	6,000	LF	\$295.00	\$1,770,000
Track	6,000	LF	\$295.00	\$1,770,000

Sub-Total	\$195,930,780
Mobilization (10%)	\$21,770,086
Sub-Total	\$217,700,866
Contingency (30%)	\$ 65,310,260
TOTAL	\$283,011,126

*Does not include cost for environmental approvals, engineering, right of Way, construction management, permitting, railroad overhead, or agency overhead

Cost Range	
+50%	-30%
\$424,516,689	\$198,107,788

Yolo Rail Relocation Project - Cost Roll Up (Cut and Cover at I-80 Option)



Sacramento Office
2485 Natomas Park Dr, Suite 600
Sacramento, CA 95835

Project Name: Yolo Rail Relocation
Job Number: 659389.A2.02
Date: 2/26/2016
By: R. Coomes

Rail Removal

Item Description	Estimated Quantity	Unit of Measure	Unit Price	Item Total
Davis to Woodland Removal	76,620	LF	\$29.34	\$2,247,850
Davis to Woodland Track Removal*	76,620	LF	\$20.00	\$1,532,400
Davis to Woodland No. 10 Cross Over Removal	16	EA	\$4,600.00	\$73,600
Davis to Woodland Signal Removals	48	EA	\$13,000.00	\$624,000
Removal and repaving of crossings (mainline)	12	EA	\$1,487.50	\$17,850
Woodland Storage Yard Removal	3,265	LF	\$48.00	\$157,028
Track Removal	3,265	LF	\$20.00	\$65,300
Cross Street Pavement Removal	53	CY	\$30.00	\$1,589
Oak Ave Pavement Removal (220' west of intersection)	34	CY	\$30.00	\$1,011
Oak Ave Pavement Removal (290' west of intersection)	43	CY	\$30.00	\$1,300
West Depot Track Ballast Removal @ Oak Ave	926	CY	\$20.00	\$18,519
East Depot Track Ballast Removal @ Oak Ave	926	CY	\$20.00	\$18,519
Platform Depot Track Ballast Removal @ Oak Ave	370	CY	\$20.00	\$7,407
Connecting Track (3 into 1) up to crossing Ballast Removal	167	CY	\$20.00	\$3,333
New HMA: Cross Street	109	TON	\$150.00	\$16,350
New HMA: Oak Ave (220' west of intersection)	69	TON	\$150.00	\$10,350
New HMA: Oak Ave (290' west of intersection)	89	TON	\$150.00	\$13,350
Davis to Woodland Rails to Trails Project	58,438	LF	\$324.39	\$18,956,576
Construction Staking	58,438	LF	\$1.00	\$58,438
Traffic Control	1	LS	\$660,000.00	\$660,000
Site Clearing	66	ACRE	\$2,000.00	\$131,400
Temporary Erosion and Sediment Control/ SWPPP	1	LS	\$500,000.00	\$500,000
Ballast Removal	61,424	CY	\$20.00	\$1,228,481
Pavement Removal	1,623	CY	\$30.00	\$48,678
Intersection - Traffic Signals (New)	3	EA	\$150,000.00	\$450,000
Intersection - Traffic Signal Modification	7	EA	\$75,000.00	\$525,000
Intersection - Signage	12	EA	\$10,000.00	\$120,000
Import Material	14,779	CY	\$35.00	\$517,249
Ground Excavation	43,443	CY	\$10.00	\$434,433
Off-Haul and Disposal of Contaminated Material (Class 2)	30,410	CY	\$50.00	\$1,520,515
Material Reused and Salvaged on-site within Shoulders	13,033	CY	\$20.00	\$260,660
Hot Mix Asphalt Pavement including AB (4" AB and 8" AB)	1	LS	\$3,760,847.31	\$3,760,847
Hot Mix Asphalt 2' Full Depth Pavement (Crossings)	3,330	TON	\$100.00	\$333,000
Gravel 2" Bike Path Shoulder Cap	706	CY	\$94.00	\$66,401
Sidewalk	20,640	SF	\$5.00	\$103,200
Concrete Curb	2,260	LF	\$30.00	\$67,800
Concrete Bike Ramp/Curb Ramp	44	EA	\$1,500.00	\$66,000
Bike Lane Striping (Shoulders and Centerline)	171,654	LF	\$0.60	\$102,992
Bike Trail Signage	110	EA	\$500.00	\$55,000
Fence	114,436	LF	\$16.00	\$1,830,976
Offset Gates at Each Intersection	44	EA	\$1,000.00	\$44,000
Landscaping and Irrigation	1,932,168	SF	\$3.00	\$5,796,504
Bridge Railing and Cushions	550	LF	\$500.00	\$275,000
West Sacramento Removal	54,425	LF	\$24.70	\$1,344,535
West Sacramento Track Removal	54,425	LF	\$20.00	\$1,088,500
Removal and repaving of crossings (mainline)	6	EA	\$1,605.83	\$9,635
West Sacramento No. 10 Turn Out Removal	35	EA	\$4,600.00	\$161,000
West Sacramento No. 10 turnout and Restore Parent Track	2	EA	\$27,700.00	\$55,400
West Sac. Remove Crossing Diamonds and Restore Parent Track	2	EA	\$15,000.00	\$30,000
Fremont Trestle Removal	8,122	LF	\$423.84	\$3,442,400
Fremont Track Removal	9,680	LF	\$20.00	\$193,600
Fremont Trestle Removal	8,122	LF	\$400.00	\$3,248,800
Sacramento Weir Track Removal	3,800	LF	\$20.00	\$76,000
Sacramento Weir Track Removal	3,800	LF	\$20.00	\$76,000

*Includes removal of mainline only (track in Davis, track in Woodland, and track between). Does not include ballast or crossing removal.

**Assumes only track and ties removed. Trails project to remove crossings, remove balast, remediate soil, and create trail along old RR mainline.

Rail Relocation

Item Description	Estimated Quantity	Unit of Measure	Unit Price	Item Total
New Yolo County N-S Line (Swingle to Conaway)	48,795	LF	\$541.72	\$26,433,225
New Track	48,795	LF	\$295.00	\$14,394,525
Retire/Remove Wood Tie Track (to install #11 TO at Swingle)	270	LF	\$20.00	\$5,400
Raise Surface and Align Track	3,000	PF	\$4.10	\$12,300
Furnish and install Modular Precast Conc. Grade Xing	280	LF	\$1,400.00	\$392,000
Furnish and Install Rubber/Asphalt Grade Crossing	400	LF	\$392.00	\$156,800
42" RC Pipe Culv, Class IV (Railroad)	13,650	LF	\$200.00	\$2,730,000
Furnish and Install No. 11 TO in Existing Track (Timber Ties)	3	EA	\$187,500.00	\$562,500
Furnish and install No. 20 crossover (Timber Ties)	2	EA	\$288,900.00	\$577,800
Furnish and install Signal Power Access & Distribution	1	LS	\$23,900.00	\$23,900
Furnish and install Comms Equipment	1	LS	\$51,000.00	\$51,000
Furnish and install Traffic Control & Dispatching System	1	LS	\$20,400.00	\$20,400
Furnish and Install Grade Crossing Active Warning System	7	EA	\$178,500.00	\$1,249,500
Furnish and install Wayside signals	5	EA	\$117,200.00	\$586,000
Furnish and Install Universal XO Interlocking	2	EA	\$1,370,700.00	\$2,741,400
Furnish and Install End of Siding Interlocking	1	EA	\$565,200.00	\$565,200
Cutovers	1	LS	\$32,500.00	\$32,500
Utility Relocations	1	LS	\$1,700,000.00	\$1,700,000
Furnish and install Crossbucks at Private Crossings	8	SET	\$4,000.00	\$32,000
Railroad Flagging	1	LS	\$600,000.00	\$600,000
Bridge over Rail @ County Road 32A in Davis	1	LS	\$18,000,000.00	\$18,000,000
2nd Street Connection in Davis	1	LF	\$329,200.00	\$329,200
Parking Lot Reconfiguration at Davis Amtrack Station	1	LS	\$100,000.00	\$100,000
New Roadway section (2nd Street in Davis)	28,800	SF	\$4.00	\$115,200
Sidewalk along new portion of 2nd St in Davis	1,600	LF	\$40.00	\$64,000
Signing and Striping at 2nd and H Street	1	LS	\$20,000.00	\$20,000
Signing and Striping at 2nd and J Street	1	LS	\$20,000.00	\$20,000
Landscaping along new portion of 2nd St in Davis	1	LS	\$10,000.00	\$10,000
Woodland Relocation (Conaway to End of Project)	36,705	LF	\$384.49	\$14,112,608
New Track	36,705	LF	\$295.00	\$10,827,975
Removal of Track: Conaway to CR 22 (For Section Rehab)	8,635	LF	\$20.00	\$172,700
Raise Surface and Align Track	4,325	PF	\$4.10	\$17,733
Furnish and install Modular Precast Conc. Grade Xing	110	LF	\$1,400.00	\$154,000
Furnish and Install Rubber/Asphalt Grade Crossing	400	LF	\$392.00	\$156,800
42" RC Pipe Culv, Class IV (Railroad)	2,300	LF	\$200.00	\$460,000
Furnish and Install No. 11 TO in Existing Track (Timber Ties)	4	EA	\$187,500.00	\$750,000
Furnish and install Traffic Control & Dispatching System	1	LS	\$20,400.00	\$20,400
Furnish and install Crossbucks at Private Crossings	7	SET	\$4,000.00	\$28,000
Furnish and Install Grade Crossing Active Warning System	5	EA	\$178,500.00	\$892,500
Cutovers	1	LS	\$32,500.00	\$32,500
Utility Relocations	1	LS	\$500,000.00	\$500,000
Railroad Flagging	1	LS	\$100,000.00	\$100,000
Levee Construction to Protect Rail	1	LS	\$64,208,652.73	\$64,208,653
Levee Segment 1	1	LS	\$24,425,759.03	\$24,425,759
Levee Segment 2	1	LS	\$24,059,372.64	\$24,059,373
Levee Segment 3	1	LS	\$8,875,575.77	\$8,875,576
Levee Segment 4	1	LS	\$2,733,651.30	\$2,733,651
Levee Segment 5	1	LS	\$1,214,635.89	\$1,214,636
Levee Segment 6	1	LS	\$876,775.60	\$876,776
Levee Segment 7	1	LS	\$1,187,513.49	\$1,187,513
Levee Segment 8	1	LS	\$835,369.01	\$835,369
West Sacramento I-80 Cut and Cover (Includes Flood Protection)	1	LS	\$20,496,115.64	\$20,496,116
Underpass Structure	430	LF	\$5,185.74	\$2,229,868
Excavation	51,700	CY	\$11.44	\$591,448
Backfill	2,000	CY	\$14.30	\$28,600
Retaining Walls	1	LS	\$8,508,643.00	\$8,508,643
Drainage	1	LS	\$471,900.00	\$471,900
Detour	1	LS	\$8,084,791.00	\$8,084,791
Utilities	1	LS	\$580,866.00	\$580,866
West Sacramento Relocated Lines	1	LS	\$5,953,150.00	\$5,953,150
42" RC Pipe Culv, Class IV (Railroad)	300	LF	\$200.00	\$60,000

Furnish and Install No. 11 TO in Existing Track (Timber Ties)	8	EA	\$187,500.00	\$1,500,000
Construct track, wood ties, 136RE TLM	13,890	TF	\$295.00	\$4,097,550
Furnish and install rubber/asphalt grade crossing	200	TF	\$392.00	\$78,400
Raise, Surface and Align track	12,000	PF	\$4.10	\$49,200
Miscellaneous Signal Removals	12	EA	\$13,000.00	\$156,000
Furnish and install Crossbucks at Private Crossings	3	SET	\$4,000.00	\$12,000

Rail Support

Item Description	Estimated Quantity	Unit of Measure	Unit Price	Item Total
Rail Interchange/Sorting, Storage, Transload East of Davis	15,000	LF	\$295.00	\$4,425,000
Track	15,000	LF	\$295.00	\$4,425,000
Rail Interchange/Sorting, Storage, Transload @ Sugarfield	3,000	LF	\$295.00	\$885,000
Track	3,000	LF	\$295.00	\$885,000
Rail Interchange/Sorting, Storage, Transload @ West Sacramento	6,000	LF	\$295.00	\$1,770,000
Track	6,000	LF	\$295.00	\$1,770,000

Sub-Total	\$182,837,339
Mobilization (10%)	\$20,315,260
Sub-Total	\$203,152,599
Contingency (30%)	\$ 60,945,780
TOTAL	\$264,098,379

*Does not include cost for environmental approvals, engineering, right of Way, construction management, permitting, railroad overhead, or agency overhead

Cost Range	
+50%	-30%
\$396,147,569	\$184,868,865

Final Report

Assessment Area #3: Funding Concepts

Prepared for:
Yolo Rail Realignment Partnership

Prepared by:
Nossaman, LLP, and Economic & Planning Systems, Inc. (EPS)

March 1, 2016

EPS #142135

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Abstract

Plans to realign and relocate three key railways in Yolo County will require a multiphased strategy to align related flood control projects, redevelopment opportunities, and available funding sources. Initial efforts are focused on securing funding for the first phase of rail realignment to facilitate funding sources for initial and subsequent phases. For the first phase, the Yolo Rail Relocation Partnership proposes to partner with state and federal government entities to accomplish rail realignment in concert with federal and state flood control objectives. Phase 1 therefore relies on identifying planned flood protection projects for which a rail relocation-compatible alternative can be identified and securing federal and state funding participation for those elements. This approach has the additional advantage of bringing federal authority related to freight rail operations to bear in support of rail realignment objectives.

Accomplishing initial phases will further redevelopment of key opportunity areas, namely in the City of West Sacramento. Public revenues associated with new development activity (e.g., sales and property tax revenues) then may be leveraged to fund future phases and elements of rail realignment in concert with other sources of funds discussed in this report.

This report is the third part of three areas of analysis supported by a Yolo Rail Realignment Economic Development Assistance Grant, including assessment of redevelopment opportunities, economic impacts, and funding strategies. This report outlines a preliminary Yolo Rail Realignment phasing and funding concept based on the above-described elements. This document sets the context for a financing strategy and engineering analysis, integrated with more detailed planning efforts, to be conducted in concert with establishing various interagency and public/private partnerships needed to further rail realignment objectives in Yolo County.

1. INTRODUCTION

The Yolo Rail Realignment project is an ambitious concept to remove most of the existing short-line rail infrastructure in Yolo County and relocate it along new alignments. The concept has long been a topic of discussion in Yolo County, as it has the potential to create several benefits, but has garnered renewed attention in recent years because of its connection to flood control improvements and economic development objectives. Several of the public agencies in Yolo County formed an informal partnership to pursue collective action and begin a process of studying the various aspects of the Yolo Rail Realignment project.

Partnership Representatives:

- City of Davis
- City of West Sacramento
- City of Woodland
- Sacramento Area Flood Control Agency
- Yolo County
- Yolo County Transportation District
- Sacramento-Yolo Port District

As a first step in advancing the concept, the partnership group obtained grant funding from the Economic Development Administration to study the potential economic benefits of the project and identify possible funding sources for future planning and development activities. The partnership engaged a multidisciplinary consultant team, consisting of Economic & Planning Systems, Inc. (EPS); Nossaman, LLP (Nossaman); CH2M HILL; and The Tioga Group, Inc., to complete assessments in three main areas:

1. Redevelopment Opportunities (led by EPS)
2. Economic Benefit (led by EPS)
3. Funding Sources (led by Nossaman)

For this Assessment Area #3, Nossaman and EPS worked with the Yolo Rail Realignment Partnership (Partnership), composed of Yolo County; the Cities of Davis, West Sacramento, and Woodland; the Sacramento Area Flood Control Agency (SAFCA); the Yolo County Transportation District; and the Sacramento-Yolo Port District, to develop an initial phasing concept for the Rail Realignment project, identify potential funding opportunities, and outline concepts for accessing funding to accomplish the project. Supplemental planning, engineering, environmental, and financial analysis will be needed to further specify the feasibility of the project and to determine more specific new rail alignments, phasing concepts, associated project costs, and funding sources.

Analysis in this report relies in large part on the outcomes of Assessment Area #1, which estimated the possible range of net new commercial and residential development in the conceptual track removal areas, and Assessment Area #2, which included a quantitative economic impact analysis and a qualitative discussion of other potential economic benefits of the conceptual project. Assessment Area #1 and Assessment Area #2 were produced by EPS under separate cover.

This report describes a conceptual phasing and funding strategy for the Rail Realignment project, offering an initial funding concept that may be used by the Partnership to further rail realignment objectives and to secure the necessary interagency partnerships to continue these efforts.

In addition to this **Chapter 1: Introduction**, this report includes the following chapters:

- **Chapter 2:** Yolo Rail Realignment Concept
- **Chapter 3:** Project Phasing Approach
- **Chapter 4:** Phase 1 Detail and Funding Concept
- **Chapter 5:** Phase 2 Detail and Funding Concept
- **Chapter 6:** Implementation Measures and Next Steps

It is important to note that all information presented in this study is conceptual and is meant for general discussion, project planning, and coordination purposes only. More detailed and comprehensive financing strategies should be developed as the Rail Realignment project concept is further defined; participation from key stakeholders is secured; and additional engineering, environmental, design, cost, and feasibility studies are conducted.

Successful implementation of the project will depend on a series of interrelated events and contingencies and the number of hurdles the Partnership will need to overcome. The funding concept is founded on the notion that the Partnership can secure sufficient state and federal flood control funds (likely a long and difficult process), that buy-in and cooperation from key stakeholders (i.e., rail operators and property owners) can be secured, and the Partnership can execute a multijurisdictional funding strategy that provides priority funding to each phase of the Rail Realignment project. These essential elements must be in place to successfully execute the phased implementation strategy contemplated herein.

2. YOLO RAIL REALIGNMENT CONCEPT

The Yolo Rail Realignment concept contemplates the removal and relocation of three separate and distinct rail lines located in the Cities of Davis, West Sacramento, and Woodland. The current configuration and operation of each line is summarized below and shown in **Map 1**, with the relocation concept documented in further detail in the sections to follow:

1. Union Pacific Railroad (UPRR) leases the rail line running between Woodland and Davis to California Northern Railroad—Genesee & Wyoming (CNFR). Railcars connect to the UPRR mainline at an interchange yard in Davis and run north through Woodland and beyond into the Sacramento Valley.
2. Sierra Northern Railway (SERA) operates a freight rail operation, as well as recreational rail excursions, originating in Woodland and West Sacramento. The SERA line runs eastward from Woodland across the Yolo Bypass and through the Elkhorn Basin into the City of West Sacramento. Under a joint-use agreement with UPRR, SERA's freight traffic originating in Woodland crosses UPRR tracks south of the Sacramento Weir to reach UPRR's transfer station (Westgate Yard) in West Sacramento. SERA's freight cars then are transferred onto UPRR's main line for shipment to destinations east and west of Westgate Yard. Sacramento River Train rail excursions run along the same approximately 16-mile line between West Sacramento and Woodland.
3. The third line, owned by the Port of West Sacramento and UPRR, connects the Westgate Yard to the Port of West Sacramento and the surrounding industrial districts. Both UPRR and SERA operate on this line, running daily trains to various rail shippers.

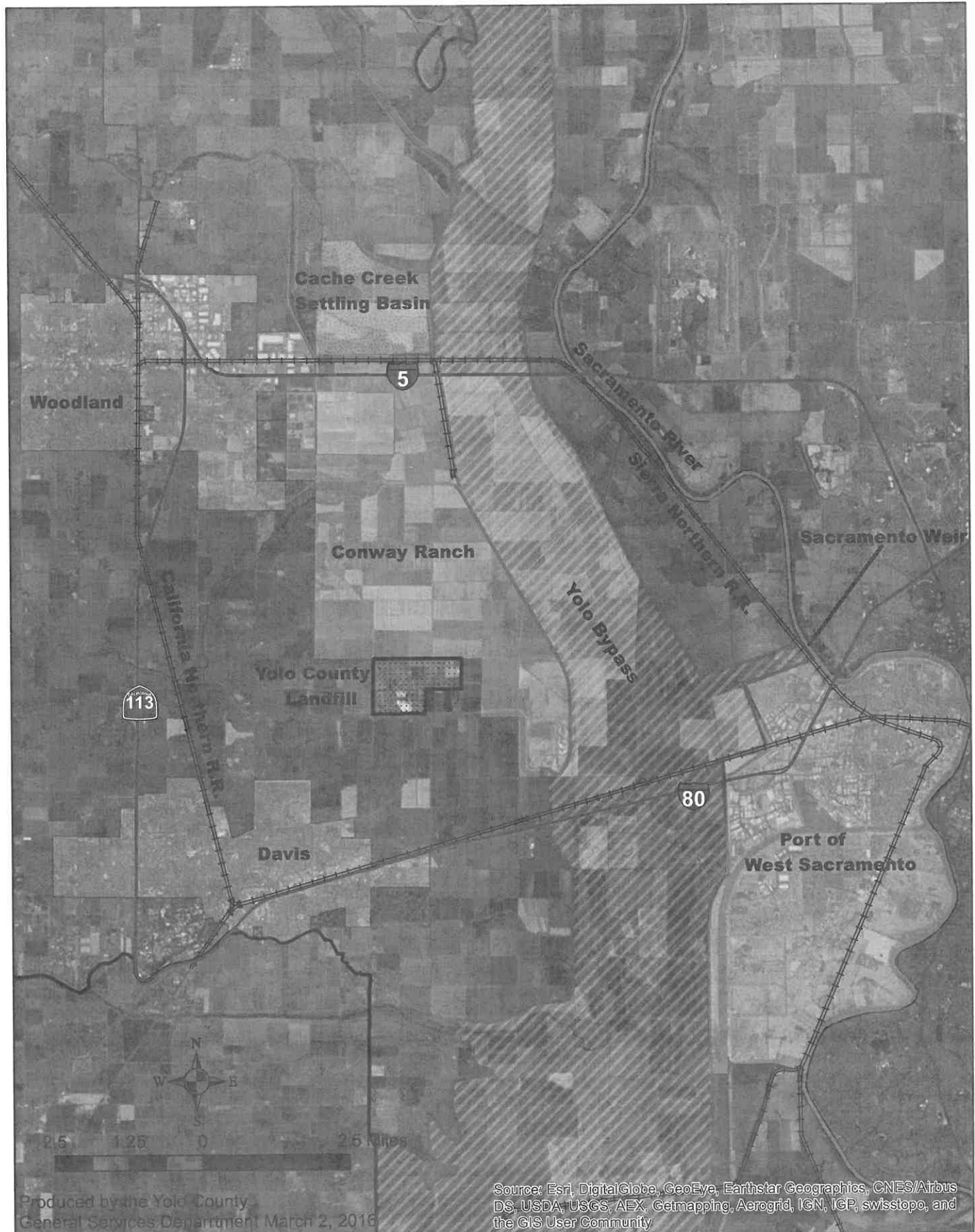
The Partnership is evaluating the feasibility of replacing these three alignments with two new alignments. One new line would extend along the northern perimeter of Woodland around the southwesterly edge of the Cache Creek Settling Basin (CCSB), through Conaway Ranch and the area west of the Yolo Bypass, and connect to the UPRR main line at Swingle, east of Davis. This line would be available for joint use by UPRR and SERA and would allow abandonment of the UPRR/CNFR line through Woodland and Davis and the SERA line through the Elkhorn Basin and West Sacramento.

The second new line would extend from the westerly edge of the City of West Sacramento northward under Interstate 80 to connect with the UPRR main line at a new interchange yard. This line would allow abandonment of the Westgate Yard and the line connecting the yard to the city's industrial districts and the Port of West Sacramento from the east.

Map 1 offers an illustration of existing conditions, identifying the current rail alignment relative to key flood control features and transportation infrastructure. **Map 2** depicts the full spectrum of the Yolo Rail Realignment project concept as defined by the consultant team in collaboration with the Partnership. A detailed discussion of the concept, broken into its constituent elements—rail removal and associated redevelopment opportunities, rail relocation, rail support, and flood control—follows.

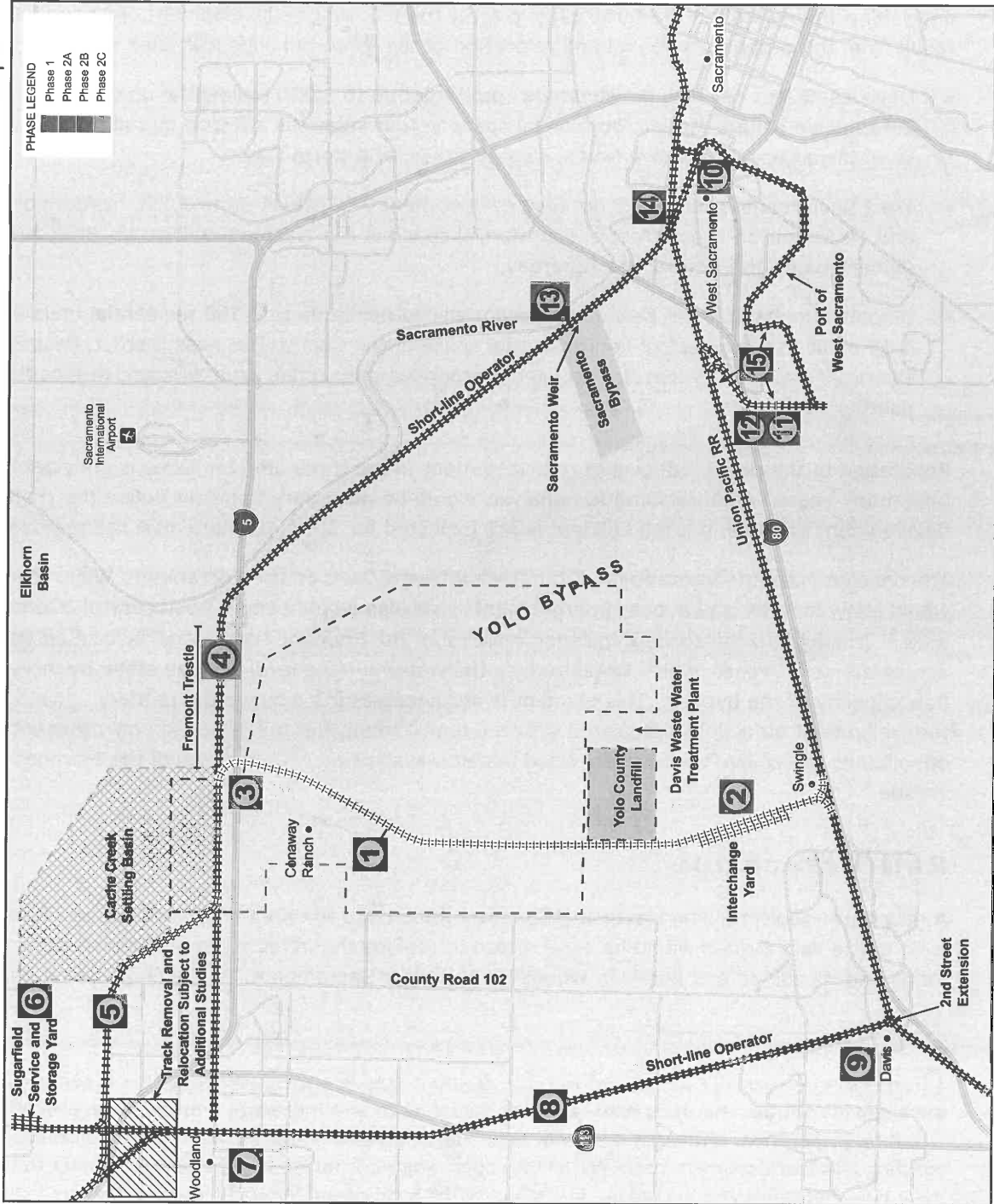
Yolo County Rail Relocation Base Conditions

Map 1



Yolo Rail Realignment Project - Conceptual Overview - All Phases

Map 2

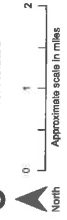


Conceptual Project Features

- ① New railroad conceptual connection to the short-line track east of Woodland
- ② New railcar interchange facility at intersection with UPRR mainline and short-line track
- ③ Railroad underpass beneath Interstate 5 utilizing western end span of the existing viaduct
- ④ Remove Fremont Trestle across the Yolo Bypass
- ⑤ Realign the short-line track, to connect to the line north of Woodland
- ⑥ Construct new service and storage yard near Sugarfield north of Woodland
- ⑦ Remove twelve (12) at-grade railroad crossings and associated track, spur line, and service and storage yard in Woodland and Yolo County
- ⑧ "Rail to Trails" opportunity to convert the short-line railroad to a Class 1 bike path
- ⑨ Remove four (4) at-grade railroad crossings, associated track, and existing wye in Davis
- ⑩ In West Sacramento, remove six at grade rail crossings, associated track, and existing yard at Lake Washington
- ⑪ Add new rail connection between UPRR mainline and Port of West Sacramento spur rail terminus
- ⑫ Construct new rail underpass at Interstate 80
- ⑬ Remove track over the Sacramento Weir and remove track to 1,800 ft north of the Weir
- ⑭ Removal of Mycon track in West Sacramento
- ⑮ New railcar interchange/storage options in West Sacramento

LEGEND

- Major Highway
- Major Road
- Railroad
- Proposed Track Options
- Track to be Removed
- Conceptual Track Option
- Flood Control Related



All Features Conceptual and Subject to Change

Rail Removal and Redevelopment Opportunities

The project concept calls for removal of rail infrastructure, including track, equipment, at-grade crossings, and service and storage yards along the rail alignment in the Cities of Davis, West Sacramento, and Woodland, as well as the segment that runs between Davis and Woodland in unincorporated Yolo County. Removal of the rail infrastructure will create opportunities for redevelopment in key locations in the three cities. As specified in the Assessment Area #1 analysis, planning staff in the three cities project the following redevelopment opportunities could result from the proposed removal and relocation of the three rail lines identified above:

- Davis estimates net new development could total up to 2,230 residential units and 2.43 million square feet of commercial space in four subareas affected by rail removal: the Downtown Core, Downtown North, Central Davis, and North Davis.
- West Sacramento anticipates net new development will include up to 7,250 residential units and 10.09 million square feet of commercial space in the Washington District, Bridge District, Pioneer Bluff, and Snow Cone subareas.
- Woodland estimates net new development will comprise up to 2,390 residential units and 1.15 million square feet of nonresidential space in the Central Business District, East Street District, North East Street District, and a proposed annexation area adjacent to Woodland's southern boundary.

Realization of the projected level of redevelopment in the three affected cities is anticipated to take many years. Additional market analysis would be necessary to better define the projected development timeline, but full buildout is not expected for 20 to 40 years after rail removal.

The concept accounts for removal of rail track infrastructure on the Sacramento Weir, which would allow for weir and bypass improvements that also would benefit flood control efforts in the area.¹ In addition, the concept includes removal of the Fremont Trestle and associated track across the Yolo Bypass, which would reduce the water surface level at flood stage by increasing flow capacity of the bypass. This element is not necessary to achieve the primary redevelopment objectives associated with rail realignment, but rail relocation may present an opportunity to achieve the ancillary flood benefits associated with removal of the Fremont Trestle.

Rail Relocation

A new north-south rail line traversing Conaway Ranch and the area south of Conaway Ranch west of the Yolo Bypass would be constructed to replace the infrastructure removed between Davis and Woodland and between Woodland and West Sacramento. While engineering and

¹ If the rail infrastructure associated with the Fremont Trestle and Sacramento Weir is removed, then the segment of track that runs between West Sacramento and Interstate 5 to the north essentially would be inoperative. Although it has not been identified as a primary feature in the rail realignment concept, this track segment could present an opportunity for rail-to-trail conversion similar to the track between Davis and Woodland, if desired by the local community and decision makers.

design studies are necessary to define feasible alignment options, a conceptual option is illustrated in **Map 2**, with one end point near the Swingle area east of Davis, connecting to the other end point near Interstate 5, west of the Fremont Trestle. This line then would connect to a reconfigured track that would run along the outskirts of Woodland's industrial zone to the north near the CCSB. The conceptual north-south alignment would use the western-end span of the existing viaduct under Interstate 5 and incorporate a new 2,000-foot grade-separated crossing at County Road 32A. At-grade crossings also would be necessary at other road intersection points.

In West Sacramento, the conceptual track realignment would add a new segment to the west in the existing industrial area along the Yolo Bypass east levee and connecting to existing track running to the Port of West Sacramento spur rail terminus. This conceptual alignment includes a new underpass at Interstate 80, which would be accomplished through use of a tunnel.²

Rail Support

Three new rail support facilities would be necessary to restore effective functionality to the realigned rail system. First, a new interchange, sorting, storage, and transload facility would be incorporated along the new north-south line, conceptually placed just south of the Yolo County Central Landfill. Second, the short-line storage and service yard removed from Woodland would be relocated north of Woodland near the Sugarfield area. Finally, a new interchange, sorting, and storage area would be included along the new track in West Sacramento. These new facilities would replace the function of the removed yards in West Sacramento, Davis, and Woodland. Optimal designs and locations for these new service yards will require further analysis as part of future project phases.

Flood Control Connection

The project concept also includes two features that involve the removal of rail infrastructure but are specifically oriented toward flood control improvements: the Fremont Trestle and a portion of the rail embankment directly north of the Sacramento Weir. Removing these features would facilitate improvements in the flow of floodwater in the Yolo Bypass and, in the case of the Sacramento Weir, would present an alternative to plans for a new Sacramento Trestle to support a planned weir extension accompanying a widened bypass. Alternative flood control solutions consistent with the proposed rail realignment could be more cost effective and simple than currently contemplated.

A large system of flood control improvements will still be necessary to allow for relocation of the north-south line. The conceptual alignment runs through floodplain areas in and around the City of Woodland that are protected by levee systems along lower Cache Creek and the west side of the Yolo Bypass that do not meet applicable federal and state engineering standards. The most recent locally preferred plan for flood protection along lower Cache Creek includes construction of a new levee along the northern edge of the developed portion of the city that could be configured

² The rail realignment concept in West Sacramento focuses on a tunnel option for the Interstate 80 underpass. This also could be accomplished through a cut-and-cover option; the cost differentials are outlined in **Exhibit 2**.

to form a bypass channel commencing at the southwestern corner of the CCSB and extending east for about 4 miles to the Yolo Bypass. This new levee and bypass channel could protect the relocated rail line from uncontrolled flooding along Cache Creek. Additional improvements would be needed to protect the line from a failure of the Yolo Bypass west levee south of the CCSB. These improvements would consist of strengthening the Yolo Bypass west levee between the CCSB and Interstate 5 and constructing a new levee as part of the Rail Realignment project, extending from the Yolo Bypass west levee at Interstate 5 to high ground near the Yolo County Central Landfill. These flood control improvements would protect the relocated rail infrastructure and allow for at-grade lines along the landside toe of the new levee in a dedicated right-of-way area. Planning and engineering efficiencies could be realized by incorporating the necessary right-of-way for the rail realignment alongside the levee in the design processes associated with the flood control improvements.

Yolo Rail Realignment Conceptual Cost Estimates

Based on the above-described project concept, CH2M HILL produced a conceptual cost estimate documenting the estimated costs of the Yolo Rail Realignment project by component. Distributed into these component pieces, the total estimated costs of the Yolo Rail Realignment project is anticipated to range from \$156.0 million to \$335.0 million (see **Table 1**). It is important to note that these costs estimates are preliminary and conceptual only, designed to provide an order-of-magnitude estimate of the costs of the Yolo Rail Realignment project for future project planning purposes.

Given the cost burden associated with the entire project, the Partnership proposes a phased implementation of the project, designed to achieve relocation of short-line rail alignments in Davis, West Sacramento, and Woodland in stages. Early stages are focused on leveraging state and federal funds and achieving substantial benefits in terms of redevelopment opportunities that will facilitate later stages of the realignment project. The next chapter describes the phasing strategy in further detail, with a description of the preliminary funding concept for each phase in the sections to follow.

Table 1
Yolo Rail Realignment
Assessment Area #3: Funding Concepts
Estimated Rail Realignment Costs (2015\$)

Item	Map 1 Items	Construction	Mobilization & Contingency	Total	Estimated Costs	
					Low	High
<i>Percentage</i>			[1]		-30%	50%
Rail Removal						
Davis to Woodland Removal [2]	7 and 9	\$2,247,850	\$966,576	\$3,214,426	\$2,250,098	\$4,821,638
Woodland Storage Yard Removal	7	\$157,028	\$67,522	\$224,550	\$157,185	\$336,825
Davis to Woodland Rails to Trail Project [3]	8	\$18,956,576	\$8,151,328	\$27,107,904	\$18,975,533	\$40,661,856
West Sacramento Removal [4]	10 and 14	\$1,344,535	\$578,150	\$1,922,685	\$1,345,880	\$2,884,028
Subtotal Rail Removal Costs		\$22,705,989	\$9,763,575	\$32,469,564	\$22,728,695	\$48,704,346
Rail Relocation						
New Yolo County N-S Line (Swingle to Conaway) [5]	1 and 3	\$50,858,984	\$21,869,363	\$72,728,347	\$50,909,843	\$109,092,521
Bridge Over Rail at County Road 32A in Davis	1	\$18,000,000	\$7,740,000	\$25,740,000	\$18,018,000	\$38,610,000
Woodland Relocation (Conaway to End of Project) [6]	5	\$14,112,608	\$6,068,421	\$20,181,029	\$14,126,721	\$30,271,544
West Sacramento I-80 Tunnel (Includes Flood Protection)	12	\$33,589,556	\$14,443,509	\$48,033,065	\$33,623,146	\$72,049,598
West Sacramento Relocated Tracks	11	\$5,953,150	\$2,559,855	\$8,513,005	\$5,959,103	\$12,769,507
Removal of Rail Wye and 2nd Street Connection in Davis	9	\$329,200	\$141,556	\$470,756	\$329,529	\$706,134
Subtotal Rail Relocation Costs		\$122,843,498	\$52,822,704	\$175,666,202	\$122,966,341	\$263,499,303
Rail Support						
Rail Interchange/Sorting, Transload East of Davis	2	\$4,425,000	\$1,902,750	\$6,327,750	\$4,429,425	\$9,491,625
Rail Interchange/Sorting, Storage, Transload at West Sacramento	15	\$1,770,000	\$761,100	\$2,531,100	\$1,771,770	\$3,796,650
Rail Interchange/Sorting, Transload at Sugarfield	6	\$885,000	\$380,550	\$1,265,550	\$885,885	\$1,898,325
Subtotal Rail Support Costs		\$7,080,000	\$3,044,400	\$10,124,400	\$7,087,080	\$15,186,600
Flood Improvements						
Fremont Trestle Removal	4	\$3,442,400	\$1,480,232	\$4,922,632	\$3,445,842	\$7,383,948
Sacramento Weir Embankment/Track Removal	13	\$76,000	\$32,680	\$108,680	\$76,076	\$163,020
Subtotal Flood Improvements		\$3,518,400	\$1,512,912	\$5,031,312	\$3,521,918	\$7,546,968
Grand Total		\$156,147,887	\$67,143,591	\$223,291,478	\$156,304,035	\$334,937,218

Source: CH2M HILL; EPS.

[1] Includes 10% mobilization and 30% contingency factors. See Exhibit 2.

[2] Includes removal of all track and equipment, 16 at-grade crossings, Woodland east spur track, and existing Davis wye.

[3] Assumes conversion to Class 1 bike path from Davis to Woodland.

[4] Includes removal of 4 miles of track and equipment, 2 yards, and 6 at-grade crossings.

[5] Levee construction costs for the new north-south alignment are included, as the realignment is contingent upon flood protection.

[6] Levee construction costs adjusted to exclude costs to protect SERRA realignment in Woodland, as a flood control solution north of Woodland is needed absent rail relocation.

realign_costs

3. PROJECT PHASING APPROACH

The relocations of the north-south rail line through the Cities of Davis and Woodland and the rail realignment affecting portions of West Sacramento have the potential to create several benefits that generate economic value, including flood control, goods movement, public safety, recreation, property reuse, and economic development. Considering the cost burden associated with the project, and based on initial reviews of available funding sources, it is evident that a phased approach to project implementation, coordinated with flood control improvements, substantially will improve the likelihood of successful project implementation.

Working with the Partnership, Nossaman and EPS established a phasing strategy that focuses initial efforts on those rail relocation elements that will generate the greatest economic value in terms of unlocking redevelopment opportunities. In addition, this phasing strategy considers those project elements that could be partially funded by state and federal agencies as part of larger regional flood control projects, providing an early-stage infusion of capital to initiate the Yolo Rail Realignment project. Initial phases of the project will complement redevelopment activities, potentially catalyzing additional growth and redevelopment that will generate public revenues that could be used for future stages of rail relocation.

Distribution of Economic Benefits of the Yolo Rail Realignment Project

The Yolo Rail Realignment project will facilitate redevelopment of currently underutilized real estate in Davis, West Sacramento, and Woodland. The Assessment Area #2 report documented economic benefits occurring in the Yolo County economy as a result of the Yolo Rail Realignment project. New economic and redevelopment activity was measured in terms of the estimated value of new residential and nonresidential development, the aggregate income of new households located in the redeveloped areas, and new jobs generated by new commercial uses in the redeveloped areas.

Shown in **Table 2**, the proposed rail line modification benefits are concentrated in the City of West Sacramento, where rail realignment is expected to facilitate substantial residential and commercial redevelopment, representing at least \$2.4 billion in new assessed value, or roughly 77 percent of the total new value that may be created by the Yolo Rail Realignment project. West Sacramento redevelopment activity also is expected to generate roughly 80 percent of the total commercial employment resulting from the Yolo Rail Realignment project (between 22,000 and 28,000 jobs associated with redevelopment project uses).³

³ Implementation measures providing flood protection for northern Woodland could enable increased industrial development in an existing 873-acre industrial area with commensurate potential economic benefits.

Table 2
Yolo Rail Realignment
Assessment Area #3: Funding Concepts
Summary of Estimated Redevelopment Benefits (2015\$)

Item	Davis		West Sacramento		Woodland [1]		Total	
	Low Density	High Density	Low Density	High Density	Low Density	High Density	Low Density	High Density
Construction Costs (Residential and Nonresidential)								
Share of Total	\$510,911,480 16%	\$918,873,740 22%	\$2,410,229,641 77%	\$2,954,548,156 69%	\$207,762,938 7%	\$390,318,705 9%	\$3,128,904,059 100%	\$4,263,740,601 100%
Aggregate Household Income								
Share of Total	\$26,324,507 10%	\$39,356,091 11%	\$197,273,778 78%	\$251,380,823 72%	\$27,820,095 11%	\$56,880,030 16%	\$251,418,380 100%	\$347,616,944 100%
Industry Employment								
Share of Total	2,558 10%	6,051 16%	22,438 84%	27,826 75%	1,848 7%	3,150 9%	26,844 100%	37,026 100%

Source: EPS.

[1] Flood protection options under study in Woodland combined with rail realignment could result in additional future development and associated economic impacts.

redevelopment

Again, it should be noted that realization of these economic benefits will depend on the pace and timing of redevelopment activities. Full redevelopment of these areas is not anticipated for between 20 and 40 years following rail removal.

Proposed Project Phasing

Given the concentration of economic benefits in West Sacramento, Nossaman and EPS worked with the Partnership to establish a phased implementation strategy that initially focuses on facilitating the redevelopment activities in West Sacramento and leverages the potential to redirect state and federal funds for flood control projects to facilitate rail relocation activities. Later phases then could leverage funding from property tax increment streams or other sources of public monies generated by redevelopment in West Sacramento. The key to a successful phased implementation will be to demonstrate that the rail relocation concept is viable and the joint use of the new alignment by various rail operators is feasible and bears potential benefits for all parties:

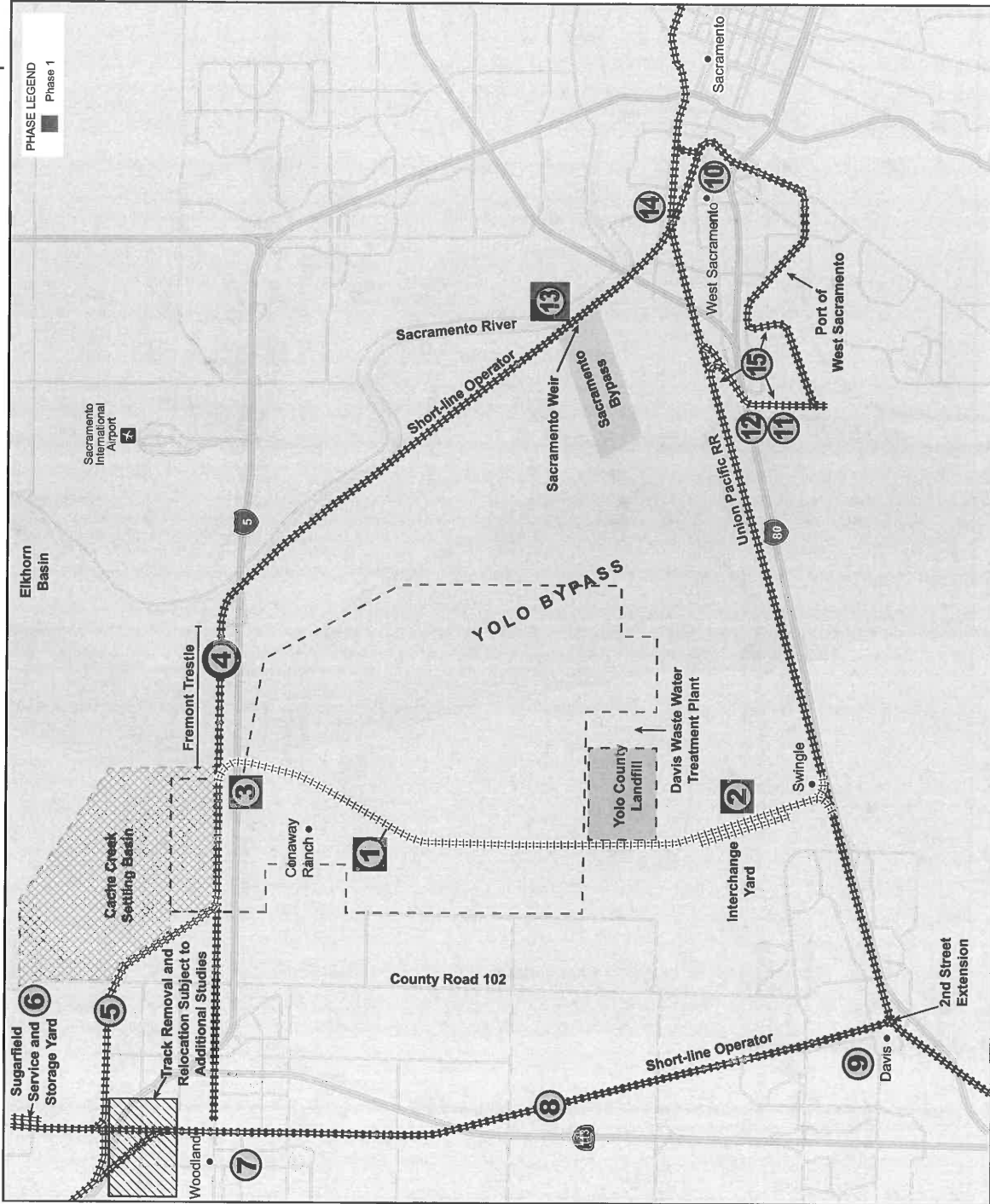
- **Phase 1** of the Yolo Rail Realignment project would focus on removing and rerouting SERA traffic from Woodland out of West Sacramento to permit removal of the rail embankment directly north of the Sacramento Weir, facilitating West Sacramento redevelopment. Under the current configuration, SERA traffic travels from Woodland through West Sacramento and transfers to UPRR at the Westgate interchange in West Sacramento. With **Phase 1** improvements, SERA traffic from Woodland instead would use the proposed new alignment through Conaway Ranch and areas south to connect to the UPRR line at the Swingle Crossing, including a new grade-separated crossing at County Road 32A near Davis.

Removing a portion of the rail embankment directly north of the Sacramento Weir will provide the opportunity to redirect state and federal funding for planned flood control projects to accomplish both flood control and rail relocation objectives, providing a critical infusion of capital for the Rail Realignment project. In addition, rerouting SERA through-traffic out of West Sacramento via the new north-south alignment will reduce train activity in that portion of West Sacramento, improving redevelopment prospects for that area and potentially providing a funding base for future rail relocation projects. Specific elements of **Phase 1** are discussed in more detail in the chapter to follow and are identified in **Map 3**.

- The next phase, **Phase 2A**, (see **Map 4**) would continue to facilitate and complement redevelopment of the West Sacramento project areas by removing the Westgate Yard and rerouting West Sacramento freight traffic out of the eastern portions of West Sacramento. This traffic would access the Port of West Sacramento via the UPRR mainline east of Davis, using a new rail connection between the UPRR mainline and the Port of West Sacramento spur rail terminus, which would include construction of a new rail underpass at Interstate 80. This would permit the removal of six at-grade rail crossings and associated track in the eastern portion of the city, as well as the existing Canal and Westgate Interchange Yards.

Yolo Rail Realignment Project - Conceptual Overview - Phase 1

Map 3



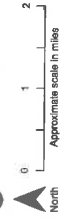
All Features Conceptual and Subject to Change

Conceptual Project Features

- ① New railroad conceptual connection to the short-line track east of Woodland
- ② New railcar interchange facility at intersection with UPRR mainline and short-line track
- ③ Railroad underpass beneath Interstate 5 utilizing western end span of the existing viaduct
- ④ Remove Fremont Trestle across the Yolo Bypass
- ⑤ Realign the short-line track, to connect to the line north of Woodland
- ⑥ Construct new service and storage yard near Sugarfield north of Woodland
- ⑦ Remove twelve (12) at-grade railroad crossings and associated track, spur line, and service and storage yard in Woodland and Yolo County
- ⑧ "Rail to Trails" opportunity to convert the short-line railroad to a Class 1 bike path
- ⑨ Remove four (4) at-grade railroad crossings, associated track, and existing wye in Davis
- ⑩ In West Sacramento, remove six at grade rail crossings, associated track, and existing yard at Lake Washington
- ⑪ Add new rail connection between UPRR mainline and Port of West Sacramento spur rail terminus
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- ⑬ Remove track over the Sacramento Weir and remove track to 1,800 ft north of the Weir
- ⑭ Removal of Mycon track in West Sacramento
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LEGEND

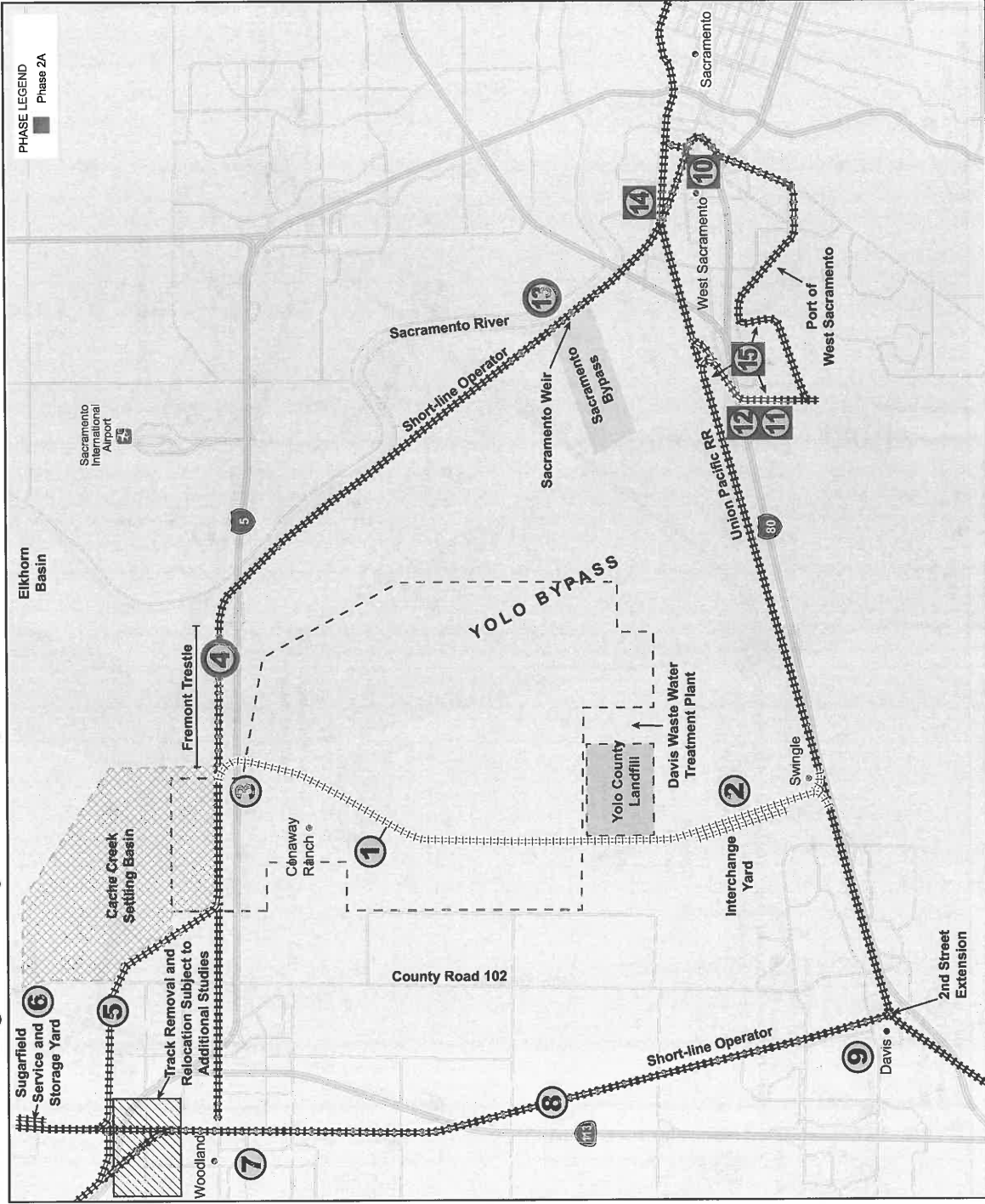
- Major Highway
- Major Road
- Railroad
- Proposed Track Options
- Track to be Removed
- Conceptual Track Option
- Flood Control Related



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Yolo Rail Realignment Project - Conceptual Overview - Phase 2A

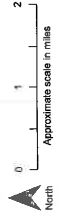
Map 4



Conceptual Project Features

- 1 New railroad conceptual connection to the short-line track east of Woodland
- 2 New railcar interchange facility at intersection with UPRR mainline and short-line track
- 3 Railroad underpass beneath Interstate 5 utilizing western end span of the existing viaduct
- 4 Remove Fremont Trestle across the Yolo Bypass
- 5 Realign the short-line track, to connect to the line north of Woodland
- 6 Construct new service and storage yard near Sugarfield north of Woodland
- 7 Remove twelve (12) at-grade railroad crossings and associated track, spur line, and service and storage yard in Woodland and Yolo County
- 8 "Rail to Trails" opportunity to convert the short-line railroad to a Class 1 bike path
- 9 Remove four (4) at-grade railroad crossings, associated track, and existing wye in Davis
- 10 In West Sacramento, remove six at grade rail crossings, associated track, and existing yard at Lake Washington
- 11 Add new rail connection between UPRR mainline and Port of West Sacramento spur rail terminus
- 12 Construct new rail underpass at Interstate 80
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- 14 Removal of Mycon track in West Sacramento
- 15 New railcar interchange/storage options in West Sacramento

- LEGEND**
- Major Highway
 - Major Road
 - Railroad
 - Proposed Track Options
 - Track to be Removed
 - Conceptual Track Option
 - Flood Control Related



All Features Conceptual and Subject to Change

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- Relocating Woodland and Davis rail traffic would be accomplished via **Phase 2B** improvements, which would comprise those elements needed to reroute SERA and CNFR traffic from the existing line to the new alignment through Conaway Ranch. This new line would connect to a reconfigured track that would run along the outskirts of Woodland's industrial zone to the north near the CCSB. The new configuration would permit removal of the existing rail infrastructure in the Cities of Davis and Woodland. It is important to note that because the new connection would be located in the Cache Creek floodplain, reconfiguration of this track will be contingent on completing flood control projects protecting the northern portions of Woodland. Funding for these flood control projects is not anticipated for a minimum of 7 to 10 years.

As an optional element, **Phase 2B** also includes the potential construction of a Class 1 bike path between the Cities of Davis and Woodland, should the two communities and local decision makers determine this is a desirable use of the former rail right-of-way. These costs instead may be included as part of a later project phase.

- **Phase 2C** comprises the remaining elements of the Yolo Rail Realignment project, namely the removal of the Fremont Trestle and associated track across the Yolo Bypass, which would reduce the water surface level at flood stage by increasing flow capacity of the bypass.

Map 5 identifies both the **Phase 2B** and **Phase 2C** elements, and **Map 6** shows the entire conceptual realignment with all phases depicted.

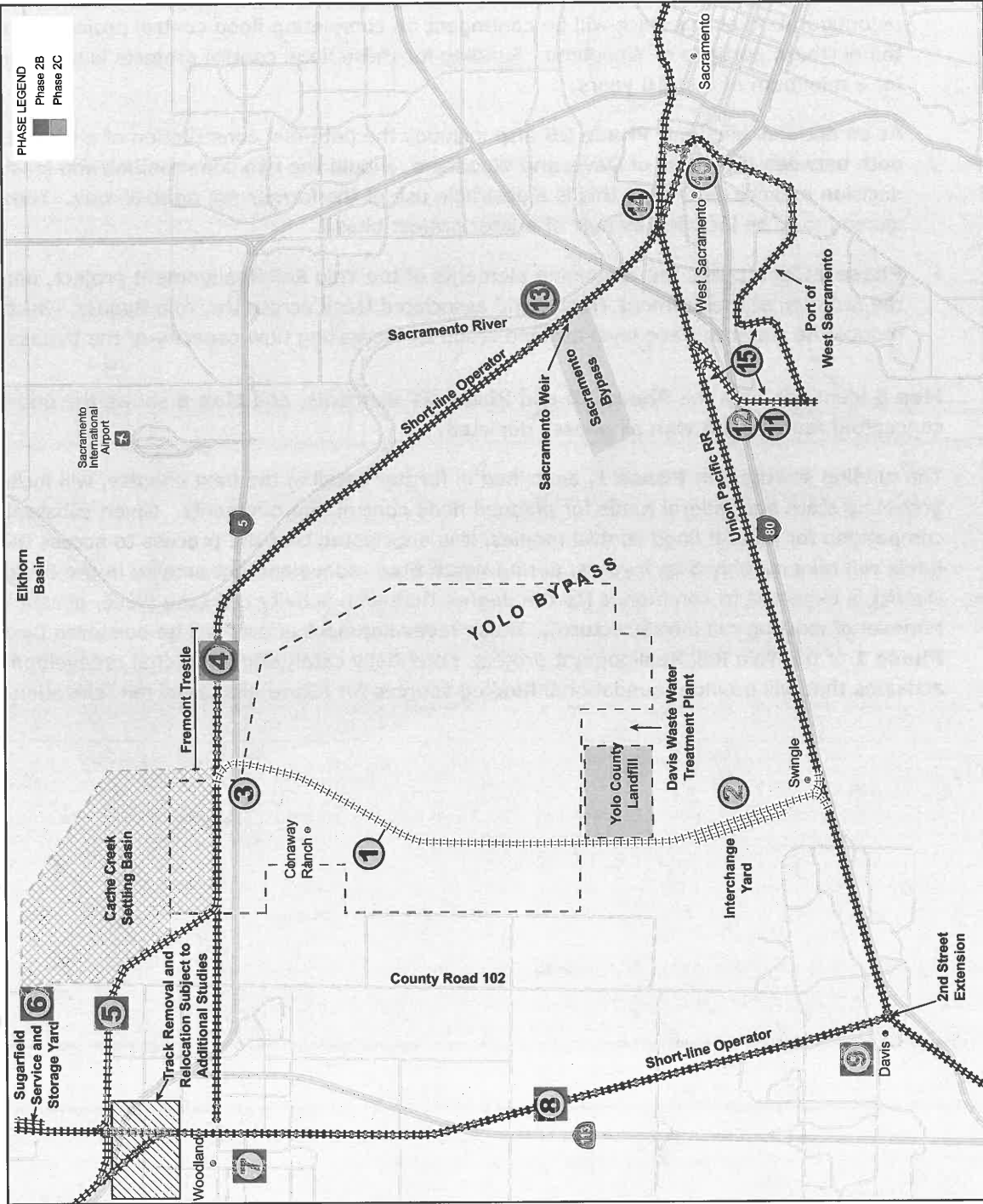
The funding strategy for **Phase 1**, described in further detail in the next chapter, will include accessing state and federal funds for planned flood control improvements. Given substantial competition for federal flood control monies, it is anticipated that the process to access these funds will take roughly 5 to 7 years, during which time redevelopment activity in the Bridge District is expected to commence (to the degree that such activity can take place, absent the removal of existing rail infrastructure). These redevelopment efforts will be bolstered by **Phase 1** of the Yolo Rail Realignment project, potentially catalyzing additional redevelopment activities that will provide foundational funding sources for future phases of rail relocation.

Yolo Rail Realignment Project - Conceptual Overview - Phases 2B/C

Map 5

Conceptual Project Features

- ① New railroad conceptual connection to the short-line track east of Woodland
- ② New railcar interchange facility at intersection with UPRR mainline and short-line track
- ③ Railroad underpass beneath Interstate 5 utilizing western end span of the existing viaduct
- ④ Remove Fremont Trestle across the Yolo Bypass
- ⑤ Realign the short-line track, to connect to the line north of Woodland
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- ⑫ Construct new rail underpass at Interstate 80
- ⑬ Remove track over the Sacramento Weir and remove track to 1,800 ft north of the Weir
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- ⑮ New railcar interchange/storage options in West Sacramento



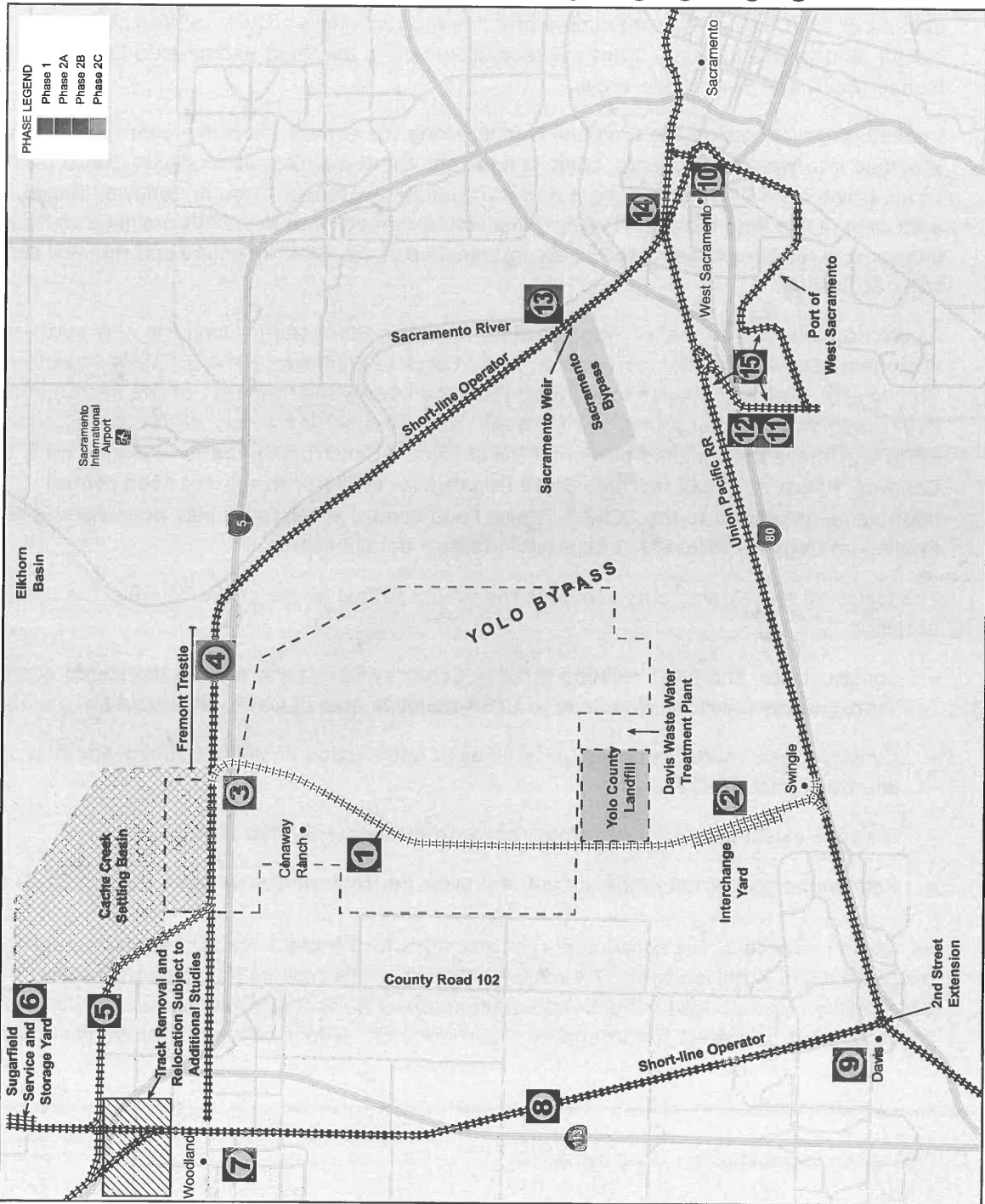
All Features Conceptual and Subject to Change



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Yolo Rail Realignment Project - Conceptual Overview - All Phases

Map 6



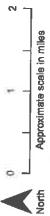
All Features Conceptual and Subject to Change

Conceptual Project Features

- 1 New railroad conceptual connection to the short-line track east of Woodland
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LEGEND

- Major Highway
- Major Road
- Railroad
- Proposed Track Options
- Track to be Removed
- Conceptual Track Option
- Flood Control Related



ch2m

4. PHASE 1 DETAIL AND FUNDING CONCEPT

As described in the previous chapter, the **Phase 1** project elements are intended to reroute SERA traffic traveling from Woodland to West Sacramento on a proposed new alignment through Conaway Ranch and a portion of Yolo County south of Conaway Ranch. This will reduce the amount of train traffic in West Sacramento, limiting remaining activity to West Sacramento freight, and facilitating early stages of redevelopment in the West Sacramento Bridge District, Pioneer Bluff, and Snow Cone areas.

Instead of traveling over the Fremont Trestle, along the current short line over the Sacramento Weir and into West Sacramento, connecting to the UPRR mainline at Westgate, SERA trains would travel from Woodland along a new north-south alignment through Conaway Ranch and the area west of the Yolo Bypass. The new line would connect with the UPRR mainline via new interchange facilities constructed at the intersection of the UPRR mainline and the new short-line track at Swingle.

As discussed further in the following section, rerouting SERA traffic along the new north-south alignment also will simplify current U.S. Army Corps of Engineers (USACE) plans to widen the Sacramento Weir and Bypass to increase the flood conveyance capacity of the Sacramento Bypass. Without the rerouting, USACE would have to construct a new trestle to elevate the SERA line above the widened portion of the bypass.⁴ Construction of the realigned track through Conaway Ranch also may facilitate State Department of Water Resources flood control improvements related to the CCSB.⁵ These flood control alternatives play an integral role in the funding strategy for **Phase 1**, discussed in further detail below.

The following **Map 1** elements comprise the proposed first phase of the Yolo Rail Realignment project:

- Construct new short-line railroad through Conaway Ranch and area to the south, connecting short-line track east of Woodland to UPRR mainline east of Davis (Map ID #1).
- Construct new railcar interchange facilities at intersection of UPRR mainline and new short-line track (Map ID #2).
- Improve existing railroad underpass beneath Interstate 5 (Map ID #3).
- Remove portion of rail embankment and track north of the Sacramento Weir (Map ID #13).

As shown in **Table 3**, the conceptual cost estimates for **Phase 1** rail relocation improvements range from \$73.4 million to \$157.4 million. Note that this cost includes approximately \$24.4 million (base costs) in flood protection improvements that could be part of a larger flood control project to protect the Interstate-5 corridor and portions of the City of Woodland exposed

⁴ Based on information provided by SAFCA.

⁵ Ibid.

Table 3
Yolo Rail Realignment
Assessment Area #3: Funding Concepts
Phase 1 Conceptual Project Costs

Item	Construction	Mobilization & Contingency	Total	Estimated Costs		% of Total
				Low	High	
Percentage						
Phase 1 - Reroute SERA Traffic						
Sacramento Weir Embankment/Track Removal	\$76,000	\$32,680	\$108,680	\$76,076	\$163,020	
New Yolo County N-S Line (Swingle to Conaway) [2]	\$50,858,984	\$21,869,363	\$72,728,347	\$50,909,843	\$109,092,521	
Grade-Separated Crossing at County Road 32A in Davis	\$18,000,000	\$7,740,000	\$25,740,000	\$18,018,000	\$38,610,000	
Rail Interchange/Sorting, Transload East of Davis	\$4,425,000	\$1,902,750	\$6,327,750	\$4,429,425	\$9,491,625	
Subtotal Phase 1	\$73,359,984	\$31,544,793	\$104,904,777	\$73,433,344	\$157,357,166	47%
Levee Construction to Protect Rail	\$0	\$0	\$0	\$0	\$0	0%
Total Phase 1	\$73,359,984	\$31,544,793	\$104,904,777	\$73,433,344	\$157,357,166	47%
Phase 2A - West Sacramento Rail Relocation						
West Sacramento I-80 Tunnel (Includes Flood Protection)	\$33,589,556	\$14,443,509	\$48,033,065	\$33,623,146	\$72,049,598	
West Sacramento Removal	\$1,344,535	\$578,150	\$1,922,685	\$1,345,880	\$2,884,028	
West Sacramento Relocated Tracks	\$5,953,150	\$2,559,855	\$8,513,005	\$5,959,103	\$12,769,507	
Rail Interchange/Sorting, Storage, Transload at West Sacramento	\$1,770,000	\$761,100	\$2,531,100	\$1,771,770	\$3,796,650	
Total Phase 2A	\$42,657,241	\$18,342,614	\$60,999,855	\$42,699,898	\$91,499,762	27%
Phase 2B - Woodland/Davis Rail Relocation						
Rail Interchange/Sorting, Transload at Sugarfield	\$885,000	\$380,550	\$1,265,550	\$885,885	\$1,898,325	
Woodland Storage Yard Removal	\$157,028	\$67,522	\$224,550	\$157,185	\$336,825	
Woodland Relocation (Conaway to End of Project)	\$14,112,608	\$6,068,421	\$20,181,029	\$14,126,721	\$30,271,544	
Davis to Woodland Removal	\$2,247,850	\$966,576	\$3,214,426	\$2,250,098	\$4,821,638	
Removal of Rail Wye and 2nd Street Connection in Davis	\$329,200	\$141,556	\$470,756	\$329,529	\$706,134	
Subtotal Phase 2B	\$17,731,686	\$7,624,625	\$25,356,311	\$17,749,418	\$38,034,466	11%
Woodland/Davis Rails to Trail Project (Optional)	\$18,956,576	\$8,151,328	\$27,107,904	\$18,975,533	\$40,661,856	12%
Total Phase 2B	\$36,688,262	\$15,775,953	\$52,464,215	\$36,724,950	\$78,696,322	23%
Phase 2C						
Fremont Trestle Removal	\$3,442,400	\$1,480,232	\$4,922,632	\$3,445,842	\$7,383,948	
Total Phase 2C	\$3,442,400	\$1,480,232	\$4,922,632	\$3,445,842	\$7,383,948	2%
Grand Total	\$156,147,887	\$67,143,591	\$223,291,478	\$156,304,035	\$334,937,218	100%
						removal costs

Source: CH2M HILL; EPS.

[11] Includes 10% mobilization and 30% contingency factors. See Exhibit 2.

[2] Includes flood protection.

to flooding from a failure of the Yolo Bypass west levee. Protection for other portions of the City of Woodland exposed to flooding from Cache Creek could be a longer term prospect. However, increased protection along the Yolo Bypass could be advanced in concert with the first phase of rail relocation and therefore is included as a **Phase 1** cost estimate.

Phase 1 Funding Concept

The **Phase 1** funding concept primarily focuses on identifying opportunities for mutually beneficial flood control and rail relocation outcomes and securing associated state and federal funding participation. Other private- and public-sector financing mechanisms also may be identified and deployed to fund certain elements of **Phase 1** (see **Appendix A**).

Link to Flood Control Projects and Needs

Protection from flooding in the region is provided by a comprehensive system of levees, overflow weirs, and flood bypass systems managed by the USACE in partnership with the California Department of Water Resources (DWR) and the Central Valley Flood Protection Board (CVFPB). This flood control system extends throughout the Sacramento Valley and protects hundreds of thousands of acres of highly productive agricultural land and numerous small rural communities, as well as the metropolitan areas in the region.

As discussed above, there are features of the Yolo Rail Realignment project that could contribute to flood control solutions planned by DWR or USACE. With the existing rail alignments through Woodland and the Elkhorn Basin, these flood control solutions may be more complex and costly, while project alternatives to derive mutually beneficial outcomes from rail realignment and flood control exist. To the extent the Partnership can execute a coordinated approach to flood control and rail realignment, the Partnership may be able to secure funding participation from the state and federal government.

The discussion to follow identifies several planned flood control improvements that may be compatible with Yolo Rail Realignment project elements and describes cost-avoidance opportunities that may provide funding sources to effect completion of **Phase 1**.

Sacramento Weir and Bypass

During flood events in the lower Sacramento and American Rivers, the Sacramento Weir and Bypass are designed to carry American River flows into the Yolo Bypass, leaving the flows in the Sacramento River channel upstream and downstream of the American River essentially unchanged. The SERA line currently crosses the Sacramento Weir north of West Sacramento and transitions to an embankment at the northerly end of the weir. As documented in the USACE's General Reevaluation Report for the American River Common Features Project (USACE GRR), the recommended plan for reducing flood damages along the lower Sacramento River anticipates the Sacramento Weir will be extended for up to 1,800 feet to the north along the Sacramento River, while the Sacramento Bypass is widened an equal amount to increase conveyance of flood waters through the weir and bypass.

To accomplish this widening, the SERA line would need to be elevated through construction of a new trestle structure that would allow flood waters to be conveyed under the rail line once the weir and bypass are extended.

Yolo Rail Relocation-Compatible Alternative: The suggested alternative to this approach would be to remove the SERA line from the Sacramento Weir and nearby levee and relocate the line, consistent with the Yolo Rail Realignment project plans and the **Phase 1** improvements described herein.

Cost-Avoidance Opportunity: The USACE GRR estimates that elevating and rebuilding the SERA line that runs across the Sacramento Weir would cost between \$25 million and \$30 million. As part of the Yolo Rail Realignment project, the Partnership could work with the USACE to use those funds to relocate the rail line instead. USACE regulations may allow the owner of the rail line to perform the necessary relocation and be reimbursed by USACE for an amount not to exceed USACE's estimated cost to widen the bypass and construct the elevated trestle instead.

Process and Timing Considerations: The USACE GRR, which includes the Sacramento Weir and Bypass project, will be transmitted to Congress in 2016.

Substantial demand for federal flood control funding exists, however, and authorization of the improvements recommended in the USACE GRR, including the Sacramento Weir and Bypass widening, is contingent on inclusion of the USACE GRR in a package of recommended USACE projects authorized by Congress through the Water Resources Development Act (WRDA). This is expected to occur as early as 2017 or as late as 2021, given competition for funds and Congress' recent pattern of WRDA authorizations (since 2000, there have been only two WRDA authorizations—in 2007 and 2014).

Once Congressional authorization of the project is secured, additional negotiations between the USACE and SERA, to substitute rail relocation for the Sacramento Weir and Bypass widening and to establish procedures for reimbursement to SERA, likely would occur over a 2- to 3-year timeframe.

Cache Creek Settling Basin

The CCSB originally was built as a sediment catchment basin to preserve the conveyance capacity of the Yolo Bypass. It was expanded 20 years ago and is now reaching capacity. The sediment entering and retained in the basin contains mercury. In October 2011, the Regional Water Quality Control Board adopted a mercury Total Maximum Discharge Load (TMDL) requirement for the CCSB. Under this requirement, the state is directed to increase the catchment efficiency of the CCSB by 50 percent (from a current baseline of 50-percent efficiency to a new level of 75-percent efficiency commencing in 2020).

Currently, the state plans to meet this requirement by acquiring land adjacent to the CCSB and removing sediment from the basin for stockpiling on the acquired land.

Yolo Rail Realignment-Compatible Alternative: The Yolo County Central Landfill, located just east of the proposed new alignment through Conaway Ranch, needs approximately 13 million cubic yards of sediment to meet its long-term landfill cover needs (250,000 cubic yards per year at current annual waste volumes). To accommodate this need, sediment could be excavated from the CCSB and moved via the relocated rail line to the Yolo County Central Landfill to be used as landfill cover. This operation would replace the current plan to meet its landfill needs by excavating material from a 320-acre parcel directly west of the facility that was recently acquired for this purpose.

Cost-Avoidance Opportunity: The state could address the TMDL requirement by covering a portion of the capital cost of the flood/rail project (roughly \$30.0 million to \$40.0 million), which would include the cost of the infrastructure to allow sediment to be excavated from the CCSB and transported to the Yolo County Central Landfill for use as landfill cover. The state's capital investment would be made in exchange for the Partnership and the Solid Waste facilities, assuming all or partial responsibility for the annual transfer of materials, estimated to cost between \$2.0 million and \$2.5 million annually.

Working in concert with the Solid Waste Facility, the Partnership will need to identify a funding source for the annual costs of excavating and transporting this material to the facility. It is anticipated that the Yolo County Central Landfill could fund a portion of the costs (roughly equivalent to the projected annual costs of Yolo County Central Landfill's alternative plans for excavation and transport of material for landfill cover). The Partnership would need to work with the state to identify viable alternatives for the remaining annual cost.

Process and Timing Considerations: The Partnership should coordinate with the DWR to evaluate the viability of state participation in the Yolo Rail Realignment project and to identify mechanisms by which the state's participation can be secured. It is anticipated the DWR will be willing to participate in capital costs in exchange for the Partnership assuming annual costs, as these costs are difficult for the state to fund, given the state appropriation process. Future planning and financing strategy efforts need to identify these annual costs and viable annual funding sources.

Other Phase 1 Funding Sources

Developer Funding

The new rail line and associated flood improvements will provide partial flood protection within the City of Woodland's urban limit line, east of County Road 102. Currently this land, like other areas of Woodland, is exposed to flooding from levee failures along the lower Cache Creek and the Yolo Bypass. Providing flood protection to this area could generate increased land values that may be leveraged for rail realignment purposes.

Process and Timing Considerations: Potential revenue sources generated by the increased development value of this area would have to be secured through development agreement negotiations between the City of Woodland and interested land developers, contingent on current flood protection plans and land use entitlement requirements.

Development-Related Revenue Sources

Redevelopment activity in the Cities of Davis, West Sacramento, and Woodland will generate public revenues in the form of sales, property, and other tax revenues that may be leveraged to accomplish elements of the Rail Realignment project. **Phase 1** improvements will reduce rail traffic in West Sacramento by eliminating the Woodland freight interchange in the Westgate Yard and will improve redevelopment prospects in West Sacramento by improving property owner and developer confidence that rail relocation will be realized. To the extent that **Phase 1** improvements catalyze additional development, related revenues could be leveraged to accomplish future phases.

Public revenue sources related to redevelopment activity include the following mechanisms, detailed in **Appendix A**:

- Infrastructure Financing District/Enhanced Infrastructure Financing District (IFD/EIFD)
- Community Revitalization Investment Authority (CRIA)
- Mello-Roos Community Facilities District (CFD)
- Increased sales and use taxes generated by new development
- Development Impact Fees
- Other Fees and Exactions
- Flood Benefit Assessment District

The primary candidate to secure funding resources resulting from redevelopment activity is the property tax increment streams generated via implementation of an IFD or EIFD. IFDs and EIFDs may be formed over noncontiguous geographies and can capture incremental increases in property tax revenue from future development that would otherwise accrue to the local jurisdiction's General Fund. These tax increment revenues can be used to finance public capital facilities or other specified projects of communitywide significance but cannot be used for operations or maintenance of those facilities. IFD/EIFD revenues may be pledged to support the issuance of municipal bonds.

West Sacramento already has formed IFD No. 1 in the east area of the city, bounded on the south by US Highway 50, on the north and west by West Capitol Avenue, and on the east by the Sacramento River. West Sacramento also is considering implementation of additional citywide EIFDs.

Realizing substantial tax increment revenues relies on achieving substantial levels of redevelopment to increase property values and realize new property tax revenues. Revenue streams sufficient to support the issuance of debt materialize commensurately with redevelopment in the EIFD geography, likely 5 to 7 years after project initiation. Use of other public financing mechanisms, such as a Mello-Roos CFD, as a bridge or gap financing mechanism, may accelerate the ability to issue debt.

Process, Timing, and Other Considerations for Future Analysis: Future phases of the Yolo Rail Realignment project should further evaluate the available redevelopment-related public financing mechanisms. Considerations would include identifying how much redevelopment could occur in West Sacramento (1) without the Yolo Rail Realignment project and (2) with all or certain elements of the Yolo Rail Realignment to ascertain estimates of tax increment revenues. The Partnership should work with the City of West Sacramento to identify the capacity to use IFD/EIFD revenues for Yolo Rail Realignment purposes, considering the numerous competing demands for those funds. The degree to which other sources of public revenues (e.g., sales and use taxes) might be available for rail relocation purposes also should be evaluated as part of future, more detailed financing strategy work.

Note that should the Partnership consider formation of an EIFD over all of the redevelopment opportunity areas identified as a part of this process, timing considerations will be of utmost importance. EIFD formation should occur early enough in the redevelopment process that value increases associated with redevelopment activity can be captured but also must consider the limited timeframe over which debt may be issued (30 years).

Other Public Revenues

Other public revenues could be deployed to accomplish **Phase 1**, but may be limited by political, fiscal, or other considerations. Other public revenue sources that could be used theoretically include General Fund contributions, revenue bonds, municipal lease financing mechanisms, and voter-approved tax measures. These public revenue sources are not anticipated to play a major role in accomplishing **Phase 1** of the Yolo Rail Realignment project.

Grant Funding Opportunities

Various local, state, and federal grant programs could provide funding for infrastructure projects such as the proposed Yolo Rail Realignment project. Grant funds are available both for planning (e.g., design, engineering, and feasibility studies), as well as capital construction costs. Key opportunities are summarized below, with additional detail attached as **Appendix A**:

- Key local grant funding opportunities include corporate philanthropy (e.g., Wells Fargo Community Development Grant Program and Pacific Gas & Electric [PG&E] Economic Vitality Grant Program), targeting projects and programs that improve economic vitality and strengthen local communities. The Sacramento Area Council of Governments (SACOG) provides regional funding for bicycle and pedestrian improvements and other active transportation projects that improve the region's active transportation system, air quality, and overall quality of life. The Yolo-Solano Air Quality Management District Clean Air Funds Program funds projects designed to reduce emissions, including bicycle and pedestrian improvements.
- Likely sources of state grant funds include the Recreational Trails Program, Land and Water Conservation Fund, River Parkways Program, Environmental Enhancement and Mitigation Program, Affordable Housing and Sustainable Communities Program, Active Transportation Program, Wildlife Conservation Board Public Access Program, and Caltrans Transportation Planning Grant.
- Key federal grant funding opportunities include Safe Routes to School; Community Development Block Grants; Rivers, Trails, and Conservation Assistance Program; Outdoor Legacy Recreation Partnership Program; and Economic Development Administration.

Note that a key grant funding source for transportation-related projects is the Transportation Investment Generating Economic Recovery (TIGER) grant program administered by the federal Department of Transportation. Requisite findings regarding the ratio of project benefits to costs may be difficult to make for **Phase 1** of the Yolo Rail Realignment project; therefore, this mechanism is discussed in more detail in the next chapter as a funding mechanism for **Phase 2**.

Table 4
Yolo Rail Realignment
Assessment Area #3: Funding Concepts
Summary of Phase 1 Funding Opportunity - Conceptual Estimates

Capital Funding Opportunity	Conceptual Amount	Notes/Other Considerations
Sacramento Weir and Bypass	\$25,000,000	
Cache Creek Settling Basin	\$30,000,000	Funding source for estimated annual cost of roughly \$2.5 M to excavate and transport material to solid waste facility not yet identified.
Developer Funding	\$20,000,000	Placeholder Estimate
Total	\$75,000,000	

Source: EPS and Nossaman LLP. *cost avoid*

5. PHASE 2 DETAIL AND FUNDING CONCEPT

Phase 2 of the Yolo Rail Realignment project will build on the prior phase, using public financing mechanisms made available by early stages of redevelopment, as well as available grant funds to further the realignment project. **Phase 2** is split into several subphases, defining discrete components that could be completed at different intervals as funding is available and agreement from all affected parties (i.e., rail operators, property owners) is secured.

Phase 2A would complete the West Sacramento rail realignment, shifting rail access to the west side of the City of West Sacramento. Specific elements would include the following components as depicted on **Map 1**:

1. Remove six at-grade rail crossings, associated track, and existing yard at Lake Washington (Map ID #10).
2. Add new rail connection between UPRR mainline and Port of West Sacramento spur rail terminus (Map ID #11).
3. Construct new rail underpass at Interstate 80 (Map ID #12).
4. Remove Mycon track in West Sacramento (Map ID #14).
5. Construct new railcar interchange facility at West Sacramento (Map ID #15).

As shown in **Table 3**, conceptual costs for **Phase 2A** are anticipated to range from roughly \$43.0 million to \$91.0 million.

Phase 2B would complete the rail relocation elements in the Cities of Davis and Woodland, including removing UPRR track between the two cities, rerouting CNFR traffic through Conaway Ranch, and realigning the SERA track to the northern section of Woodland. Specific elements would include the following components:

1. Realign the short-line track to connect with the line north of Woodland (Map ID #5).
2. Construct new service and storage yard near Sugarfield, north of Woodland (Map ID #6).
3. Remove nine at-grade railroad crossings and associated track, spur line, and service and storage yard in Woodland and remove three at-grade railroad crossings and associated track in Yolo County (Map ID #7).
4. Optional Rails-to-Trails opportunity between Davis and Woodland (Map ID #8).
5. Remove four at-grade railroad crossings, associated track, and existing wye in Davis (Map ID #9).⁶

⁶ Davis portion also could include a potential Second Street connection.

Excluding the optional Rails-to-Trails element, which could be completed at a later stage, **Phase 2B** conceptual costs are estimated to total between \$18.0 million and \$38.0 million. The Rails-to-Trails component conceptually is estimated to cost from \$19.0 million to \$41.0 million.

The final element of Yolo Rail Realignment project is represented by **Phase 2C** and would include removal of the Fremont Trestle across the Yolo Bypass at an estimated cost of \$3.4 million to \$7.4 million (Map ID #4). This element is not crucial for rail relocation purposes but would be made possible by the Rail Realignment project and would have salutary flood protection effects.

Accomplishing the initial stages of rail relocation will complement early stages of development of the West Sacramento parcels, potentially unlocking funding sources (i.e., property tax increment revenues) that could accommodate **Phase 2** of the Yolo Rail Realignment project. Use of public revenues generated by redevelopment would be subject to substantial additional analysis, as well as interagency discussions and agreement. These are the primary sources of funding that may be available to accomplish **Phase 2** of the Yolo Rail Realignment project. Additional funds also may be obtained from various grant funding programs. A key element to accomplishing **Phase 2** also will include coordination with the rail operators and property owners, as rerouting of train traffic will require their cooperation and consent.

Funding Concept

Because of the highly conceptual nature of the Yolo Rail Realignment project phasing strategy, estimated costs, and additional coordination that needs to occur between all parties involved, establishing more than a conceptual funding strategy is premature. This section offers a brief, high-level overview as an outline of elements and concepts to explore as part of future planning and financing strategy efforts. Additional analysis will be necessary to establish specific elements of a funding strategy and should be addressed as part of subsequent phases of Yolo Rail Realignment project planning efforts.

Development-Related Revenues

As West Sacramento redevelopment proceeds, the tax-increment revenues generated by the existing IFD No. 1 and the future citywide EIFDs may be available to fund **Phase 2A**. Accessing tax increment funds for **Phase 2B** will be more difficult, unless an interagency agreement between the Cities of Davis, West Sacramento, and Woodland can be established to leverage tax increment monies generated from West Sacramento to fund the **Phase 2B** elements. Once **Phase 2B** is accomplished, redevelopment occurring in Davis and Woodland also will generate tax-increment revenues that could be used to “reimburse” West Sacramento or to fund the proposed Rails-to-Trails project between Woodland and Davis.

Grant Funding

The local, state, and federal grant funding opportunities outlined in the previous chapter also would be applicable for planning and capital construction costs related to **Phase 2**. As discussed, a key **Phase 2** grant funding opportunity with implications for future planning efforts is the federally administered TIGER program. Key elements of that program are detailed below.

TIGER Grant Funding Detail

National Infrastructure Investments, or TIGER Discretionary Grants, originally were funded through the American Recovery and Reinvestment Act of 2009. More recently, they have been funded annually through the appropriations process. Funds for the Fiscal Year (FY) 2015 TIGER Program, the most recent year for which funds were available, will be awarded on a competitive basis for road, rail, transit, bicycle/pedestrian, port, and multi-modal projects that will have a significant impact on the nation, a metropolitan area, or a region. FY 2015 applications were due June 5, 2015.

Eligible project sponsors include any public entity, including municipalities, counties, port authorities, tribal governments, Metropolitan Planning Organizations, or others. Projects may be multijurisdictional. Priority is given to projects that “demonstrate strong collaboration among a broad range of participants, integration of transportation with other public service efforts, or projects that are the product of a robust planning process.”

These were the FY 2014 rail projects funded, for which both planning and construction grants were awarded:

- New England Central Railroad Freight Rail Project in Connecticut—\$8,183,563 for construction.
- Providence Streetcar in Rhode Island—\$13 million for construction.
- M-1 Fixed Rail Streetcar Project in Michigan—\$12.2 million for construction.
- St. Paul Rail to Multimodal Corridor Plan in Minnesota—\$100,000 in planning.
- MRC Railroad Reconstruction in South Dakota—\$12.6 million in construction.
- Willowbrook/Rosa Parks Station Master Plan Implementation Project in California—\$10.25 million for construction.

TIGER grant applications are highly competitive, but it is anticipated the Yolo Rail Realignment project would be a candidate for funding. One key to a successful application for TIGER construction funds is documenting that the proposed project generates a benefit-cost ratio exceeding 1.0, in accordance with benefit categories identified by the Federal Department of Transportation. Eligible, quantifiable benefits associated with the proposed Yolo Rail Realignment project may include these:

- Increased property value, net of developer investment, which can be linked directly to the proposed project and supported by peer-reviewed literature.
- Safety benefits associated with removing at-grade crossings.
- Reduced long-term maintenance costs associated with replacing old infrastructure.
- Saving travel time.
- Reduced noise.

- Environmental sustainability—reduced greenhouse gas emissions.
- Saving operating costs, potentially related to road maintenance and CCSB sediment removal.

Grant Application Process and Considerations: Upon the appropriation of funds, the federal government will issue a Notice of Funding Availability (NOFA). Preapplications typically are due within 3 to 4 weeks, with full applications for funding due roughly 8 weeks after NOFA issuance. The benefit-cost analysis element can be a time-consuming and costly element of applications for construction funds. To be prepared for potential grant opportunities, engaging economic and transportation consultants to evaluate viability of the project in meeting benefit-cost analysis ratio requirements should be considered as part of project next steps.

Other Funding Sources

The Fremont Trestle across the Yolo Bypass parallel to Interstate 5 is a flood flow impediment and could be removed to enhance conveyance capacity. If the new rail line is constructed, the track and trestle would no longer be needed to provide access to West Sacramento from Woodland. Removal of the Fremont Trestle is not, however, a critical element of the Yolo Rail Realignment project, in that it does not generate substantial redevelopment opportunities. Therefore, this element likely will be funded by a combination of DWR and USACE monies as part of implementing larger flood control projects.

Other Phase 2 Considerations

It is important to note that successful implementation of **Phase 2** will require demonstrating to UPRR and CNFR that rerouting CNFR traffic out of Davis and Woodland on a line shared with SERA traffic is a viable and cost-effective alternative. Key incentives for UPRR and CNFR will have to be identified and may include opportunities to serve additional industrial users in Woodland, as well as potential partnerships with the Yolo County Central Landfill for waste-by-rail or waste-to-energy opportunities.

Future phases of Yolo Rail Realignment project efforts will need to examine these elements further to determine if these opportunities present sufficient incentives for cooperation between the various rail operators.

6. IMPLEMENTATION MEASURES AND NEXT STEPS

The preceding chapters outlined a conceptual phasing and funding concept for the Yolo Rail Realignment project; a more formal additional planning and feasibility analysis is needed as an immediate next step. Each phase and element of the proposed Rail Realignment project hinges on several related items, as summarized by **Table 5**. Key short-term (i.e., over the next 1 to 5 years) and ongoing implementation elements on which the Partnership should focus include the following action items:

- 1. Seek to secure additional grant funding to conduct additional planning, feasibility, and funding studies.** Additional planning and feasibility analysis will be necessary to further the efforts of the Partnership. The Partnership should seek additional planning grant funds to continue the work conducted to date, focusing on additional Economic Development Administration and other grant programs to secure additional rounds of funding for planning purposes.
- 2. Work with the USACE to establish terms and processes to use funds programmed for the Sacramento Weir and Trestle widening for SERA Rail Relocation.** The Partnership, with SAFCA acting in the lead, should establish contact with USACE staff to determine the process to shift funds from the proposed Sacramento Weir and Trestle widening project to the rail relocation-compatible alternative.
- 3. Work with DWR and the Yolo County Central Landfill to establish terms for transfer of CCSB sediment to the landfill.** The Partnership should initiate contact with DWR staff to determine if there is potential for the state to participate in the capital costs associated with rail relocation in exchange for the Partnership providing an annual funding source to transfer CCSB sediment. Yolo County staff should work with the Yolo County Central Landfill to determine if this approach is viable from their perspective and ascertain what level of cost participation could be secured from the Yolo County Central Landfill. Finally, a funding strategy for the remaining annual costs needs to be established and may be established as part of the additional financing analysis discussed below.
- 4. Coordinate with Railroad Operators to determine terms needed for their support of the proposed Yolo Rail Realignment project.** The Partnership should continue to meet with SERA, UPRR, and CNFR representatives to ascertain key terms needed to secure their cooperation and participation in the Yolo Rail Realignment project. Commencement of **Phase 1** will require SERA and UPRR buy-in, while later stages will be contingent on incentives to secure UPRR and CNFR agreement.
- 5. Prepare a detailed financing strategy to program funds both for capital improvements and annual costs of CCSB material transfer.** Evaluate viability of financial partnership between local jurisdictions, likely considering economic benefits each jurisdiction receives from relocation. Interagency partnerships will be critical to securing the necessary funds for Yolo Rail Realignment project elements. The Partnership should evaluate the viability of a cross-jurisdictional funding strategy, likely hinging on implementation of an

Table 5
Yolo Rail Realignment
Assessment Area #3: Funding Concepts
Summary of Phasing and Funding Concept

Item	Phase 1	Phase 2A	Phase 2B	Phase 2C
ELEMENTS	Reroute SERA traffic out of West Sacramento 1. Remove and reroute SERA traffic from Woodland out of West Sacramento via new alignment through Conaway Ranch and area west of Yolo Bypass. 2. Remove rail line and embankment north of Sacramento Weir.	Complete Rail Realignment in West Sacramento 1. Construct new rail line between UPRR mainline and Port of West Sacramento spur rail terminus, shifting rail access to west side of the Port. 2. Remove 6 at-grade crossing and associated track as well as yard at Lake Washington.	Rail Realignment in Woodland and Davis 1. Remove at-grade crossings, associated track, and support facilities in Woodland and Davis. Reroute rail traffic through new north-south alignment. 2. Realign SERA track through outskirts of Woodland's north industrial zone to the CCSB to connect to new north-south alignment. 3. Optional rails to trails conversion of former rail ROW between Davis and Woodland.	Fremont Trestle 1. Remove Fremont Trestle.
COST RANGE	\$73.0 M - \$157.0 M	\$43.0 M - \$91.0 M	\$37.0 M - \$79.0 M	\$3.0 M - \$7.0 M
FUNDING SOURCES	Flood Control Connection USACE Cost Avoidance - Sacramento Weir and Trestle State DWR Cost Avoidance - CCSB Sediment Transfer Private Developer Participation Property Tax Increment - West Sacramento Grant Funding	West Sacramento tax increment revenues. Other development-related revenues. Grant Funding	Tax increment revenues from Davis, Woodland, and West Sacramento. Other development-related revenues. Grant Funding	USACE/State DWR Flood Control Funds
CONTINGENCIES	WRDA Authorization. USACE agreement to substitute rail relocation compatible alternative for construction of new rail trestle over widened Sacramento Weir. STATE DWR agreement to substitute rail relocation compatible alternative for current plans to address CCSB TMDL requirements. Development negotiations to secure Developer contributions.	Sufficient scale of redevelopment activity in W. Sacramento.	Woodland flood protection solution. Interagency agreement to utilize revenues generated by West Sacramento. UPRR and SERA agreement to share new north-south line.	
Sources: EPS and Nossaman LLP				
Phasing				

EIFD over the affected redevelopment opportunity areas. The capacity for EIFD tax increment and associated bonding capacity should be evaluated in more detail, with consideration given to likely phasing and absorption of new development and the associated timing of anticipated revenues.

6. Conduct preliminary benefit-cost analysis as part of the planning process to complement future TIGER grant applications for project construction.

The Partnership may consider conducting preliminary benefit-cost analysis to ascertain the viability of securing future TIGER grant revenues. The TIGER benefit-cost analysis can be a time-consuming and intensive undertaking. Because the grant application timeframe is relatively narrow, and because grant funding is contingent on demonstrating that project benefits outweigh costs, it would be ideal to conduct preliminary analysis in concert with the project planning process to ensure the project meets TIGER eligibility criteria.

7. Ensure ongoing coordination with City of Woodland flood protection plans.

Realignment of the SERA line in the northern section of the City of Woodland is contingent on a flood control solution for the city. The Partnership should remain engaged in these discussions to ensure that plans for flood protection consider and accommodate Yolo Rail Realignment project objectives.



APPENDIX A:

Other Financing Mechanisms and Grant Funding Opportunities

Table A-1	Summary of Potential Local, State, Federal Government, and Private-Sector Funding Mechanisms by Expenditure Category	A-1
Table A-2	Local, State, Federal Government, and Private-Sector Funding Options Detail—Project Planning (6 pages)	A-2
Table A-3	Local, State, Federal Government, and Private-Sector Funding Finance Options Detail—Capital Improvements (7 pages)	A-8
Table A-4	Local Government and Private-Sector Funding Finance Options Detail—Operations and Maintenance	A-15

Table A-1
Yolo Rail Realignment
Assessment Area #3: Funding Concepts
Summary of Potential Local, State, Federal Government and Private-Sector Funding Mechanisms by Expenditure Category

Expenditure Category	LOCAL, STATE, FEDERAL GOVERNMENT AND PRIVATE SECTOR FUNDING/FINANCING SOURCES																			
	Business			Municipal			Disposition of			Private			Federal							
	Mello-Roos	Revenue	Bonds	Improvement	District	Contributions/	Lease	Financing	Voter Approved	Tax Measures	Public	Land/Assets		Development	Impact Fees	Other Fees	Exactions	Capital	Grant	Programs
	EIFD	CFD																		
PROJECT PLANNING COSTS																				
Redevelopment Areas																				
Rail Removal [1]																				
Rail Relocation [2]																				
Rail Support [3]																				
CAPITAL IMPROVEMENT COSTS																				
Redevelopment Areas																				
Rail Removal [1]																				
Rail Relocation [2]																				
Rail Support [3]																				
OPERATIONS & MAINTENANCE/PUBLIC SERVICES																				
Redevelopment Areas (Public ROW)																				
Rail Removal [1]																				
Rail Relocation [2]																				
Rail Support [3]																				

LEGEND

●

= Primary funding source.

○

= Potential, but secondary and/or limited funding source.

- [1] Rail removal includes removal of all track, equipment and ancillary facilities and the conversion of the existing ROW between Davis and Woodland to a Class 1 bike path.
 [2] Rail relocation includes the Yolo County North-South Line, Woodland Realignment, and West Sacramento Realignment.
 [3] Rail support includes the new interchange and transload facility, and new service and storage facility.

matrix

Project Planning

Table A-2
Yolo Rail Realignment
Assessment Area #3: Funding Concepts
Local, State, Federal Government and Private-Sector Funding Options Detail - Project Planning

Mechanism	Description	Implementation
General Fund Contributions/Dedications	A dedication of General Fund property or sales tax revenue, low interest loans, one-time contributions, and other discretionary financial contributions.	General Fund contributions are part of local agency annual budget appropriations process and must be approved by the governing body. (does not require voter approval).
Development Impact Fees	One-time fees charged to new development to cover "fair share" infrastructure or planning cost needed to accommodate growth. Often a source of local "matching" funds.	Approved by the governing body vote (does not require property owner approval).
Other Fees & Exactions (including "in-lieu" fees)	There are a number of other mechanisms such as project-specific fees and exactions that could be used as funding mechanisms.	These can be negotiated on a case-by-case basis (e.g., Development Agreement) or approved generally for areas within the local jurisdiction, subject to a number of requirements.
Private Capital/Developer Equity	Developers may fund portion of infrastructure and facilities with private capital and/or commercial lending. A portion of such investment may be subject to reimbursement.	Developers raise and organize private financing. Development Agreement(s) will specify terms of credits or reimbursement for such investments.
Local Grant Program: Wells Fargo Community Development Grant Program	Wells Fargo offers grants in three primary areas: Community Development, Education, and Human Services.	The applicant must be a nonprofit organization. This funding could be used for community development planning. Applications will be accepted January 3 through September 30. Only one grant or sponsorship per calendar year per agency will be considered. It is important to work with the local community affairs representative while applying for this funding.

Project Planning

Table A-2
Yolo Rail Realignment
Assessment Area #3: Funding Concepts
Local, State, Federal Government and Private-Sector Funding Options Detail - Project Planning

Mechanism	Description	Implementation
Local Grant Program: PG&E Economic Vitality Grant Program	PG&E's Economic Vitality Grant Program invests in programs designed to boost local job creation and promote economic opportunity throughout their service area. Grants of up to \$20,000 will be awarded for programs in the following four general categories: - Business attraction, retention or expansion - Workforce training - Business development, incubation, or acceleration - Other innovative programs supporting job creation The Economic Vitality Grant Program is funded entirely by PG&E's shareholders. The competitive grant program determines funding based upon the extent to which an applicant's project or program demonstrates the ability to generate jobs and other economic impacts. The community need for job creation and economic opportunity will be a strong factor when considering grant applications.	Organizations located within PG&E's service area that are eligible to apply include: 501(c)(3) nonprofit organizations - Educational institutions - Local government organizations This funding could be used for economic development planning related to business attraction.

Project Planning

Table A-2
Yolo Rail Realignment
Assessment Area #3: Funding Concepts
Local, State, Federal Government and Private-Sector Funding Options Detail - Project Planning

Mechanism	Description	Implementation
Local Grant Program: Sacramento Area Council of Governments (SACOG) Funding	SACOG has several regional funding programs for planning, including: Regional Active Transportation Program, Bicycle & Pedestrian Funding Program, and the Community Design Funding Program. The Regional Active Transportation Program and the Bicycle & Pedestrian Funding Program targets projects that increase walking/biking, improve safety, and benefit disadvantaged communities. Together, the programs strive to improve the region's active transportation system, air quality, and overall quality of life. The maximum non-infrastructure award is \$50,000 per application. The Community Design Funding Program funds physical implementation of Blueprint principles. There are three award categories: 1) Conventional: \$300,000 to \$4 million; Pre-construction \$150,000-\$500,000. 2) Complete Streets focus: \$1.5 million-\$4 million. 3) Non-Competitive: max \$100,000.	Yolo County is an eligible geography to apply for these funds, including all cities within the County. The deadlines vary year-to-year. It is important to work with SACOG staff during the application process. There is an 11.47% match required for all funding programs.

Project Planning

Table A-2
Yolo Rail Realignment
Assessment Area #3: Funding Concepts
Local, State, Federal Government and Private-Sector Funding Options Detail - Project Planning

Mechanism	Description	Implementation
State Grant Funding Program: Active Transportation Program	The ATP consolidates various transportation programs, including the federal Transportation Alternatives Program, state Bicycle Transportation Account, and federal and state Safe Routes to School programs into a single program to: - Increase the proportion of biking and walking trips, - Increase safety for non-motorized users, - Increase mobility for non-motorized users, - Advance the efforts of regional agencies to achieve greenhouse gas reduction goals, - Enhance public health, including the reduction of childhood obesity through the use of projects eligible for Safe Routes to Schools Program funding. - Ensure disadvantaged communities fully share in program benefits (25% of program), and - Provide a broad spectrum of projects to benefit many types of active transportation users. This funding can be used to create an Active Transportation Plan in disadvantaged communities, including bike, pedestrian, safe routes to schools, or comprehensive active transportation plans.	Eligible applicants include local, regional, or state agencies, Caltrans, transit agencies, schools, tribal governments, and nonprofits. There are no matching funds required. The minimum request for Active Transportation Program funds that will be considered is \$250,000. This minimum does not apply to non-infrastructure projects, Safe Routes to Schools projects, Recreational Trails projects, and plans. There is no maximum grant award request.
State Grant Funding Program: Caltrans Sustainable Transportation Planning Grant Program	California Department of Transportation (Caltrans) Sustainable Transportation Planning Grants are intended to strengthen the economy, promote equity, and protect the environment. The results of these grants should improve mobility and lead to the programming and implementation of transportation improvement projects. Along with a strong focus on transportation, these projects should also emphasize safety, jobs, housing, sustainable communities, and public participation.	Grants are awarded for strategic partnerships and sustainable communities. The funding available fluctuates each year. Projects range from \$100,000 - \$500,000. There is a match required of 11.47%.

Project Planning

Table A-2
Yolo Rail Realignment
Assessment Area #3: Funding Concepts
Local, State, Federal Government and Private-Sector Funding Options Detail - Project Planning

Mechanism	Description	Implementation
Federal Grant Funding Program: Safe Routes to School	Originally a five year program, extensions through continuing resolution have been enacted by Congress allowing the program to remain funded for the purpose of: 1) enabling and encouraging students in kindergarten through eighth grade (K-8), including students with disabilities, to safely walk and bicycle to school, 2) making walking and bicycling to school a more appealing mode choice, and 3) facilitating the planning, design, and implementation of projects that will improve safety, environment, and overall quality of life. Consistent with other federal-aid programs, each State Department of Transportation is held responsible for developing and implementing the program. Some expected outcomes of the program include: • Increased pedestrian and bicycle traffic safety around schools • More children walking and bicycling to and from schools • Decreased vehicular traffic congestion around schools • Reduced childhood obesity • Improved air quality, community safety and security, and community involvement • Improved partnerships among schools, local agencies, parents, and other stakeholders	Any local or regional agency is eligible to apply for SRTS funds. Projects are defined as either infrastructure or non-infrastructure. After successful applicants are notified that their project has been selected for funding, that project must first be programmed into a Federal Transportation Improvement Program (FTIP). The FTIP is managed by the Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA) in their region. Funding needs to be allocated by Congress each year, and fluctuates. Funding can be used for planning.

plan detail

Source: EPS and Nossaman LLP

Table A-3
Yolo Rail Realignment
Assessment Area #3: Funding Concepts
Local, State, Federal Government and Private-Sector Funding Finance Options Detail - Capital Improvements

Table A-3
Yolo Rail Realignment
Assessment Area #3: Funding Concepts
Local, State, Federal Government and Private-Sector Funding Finance Options Detail - Capital Improvements

Capital Improvements

Mechanism	Description	Implementation	Other Considerations
Revenue Bond	Allows local agencies to issue bonds supported by enterprise revenues (rates charged to customers for enterprise utilities or services). Generally limited to enterprise infrastructure (e.g. water, sewer, parking); could be a source of area-specific financing using a local rate surcharge.	Articulation of enterprise improvements and precise cost estimates and related rate-setting decisions. Local agency adopts resolution to form district, conducts financing plan, and develops rate and method of apportionment.	Proposition 218 limits use of ratepayer funds to fund infrastructure and facilities benefitting new development. If based on an area surcharge, revenue will be available proportional to development.
Municipal Lease Financing	An agreement to lease a public facility, with shares in the flow of lease revenue sold as a means of generating upfront revenue for the facility.	Lease payments would come from the local agency annual budget and must be approved by the local agency (does not require voter approval).	Requires identification of public asset to be pledged.
Local Grant Funding Program: Yolo-Solano Air Quality Management District Clean Air Funds	Yolo-Solano AQMD's Clean Air Funds Program has allowed private business, non-profit organizations and public agencies to apply for grants for projects designed to reduce emissions from motor vehicles. Projects awarded Clean Air Funds include replacing or retrofitting diesel trucks and off-road equipment that do not qualify for other regional programs, new electric vehicles, construction of pedestrian and bicycle facilities, transit projects and public information and education programs.	Proposals can be made in one of three categories: clean technologies and low-emission vehicles, alternative transportation, transit, and public education. Yolo-Solano AQMD staff evaluates project proposals based on a number of criteria and makes recommendations to two Board committees: the Yolo Clean Air Funds Committee and the Solano Transportation Authority (STA) Clean Air Funds Committee. The two committees are required due to the differing fund sources and levels.	
State Grant Funding Program: Recreational Trails Program	The Recreational Trails Program (RTP) provides funds to the States to develop and maintain Recreational Trails and trail-related facilities for both non-motorized and motorized Recreational Trail uses.	Those committees then make recommendations to the full Board, with a final vote typically taking place in June. Funds are then allocated for the following fiscal year. Applicants awarded Clean Air Funds are required to submit a final report to the District one year after project completion.	
State Grant Funding Program: Land and Water Conservation Fund	On February 14, 1963, President Kennedy's Administration proposed legislation to establish a "Land and Water Conservation Fund" to assist States in planning, ACQUISITION, and DEVELOPMENT of recreation lands. Examples of projects include: development of a new park, expand existing parks, renovate existing or create new outdoor facilities, provide community spaces for healthy lifestyles, engage community residents during the project concept and design process, and increase the inventory of California Wetlands under federal protection that also meet public outdoor recreation needs.	There is no maximum or minimum award limit. Cities, counties, districts, state agencies, federal agencies, and nonprofit organizations with management responsibilities over public lands are eligible. There is a 12% match required. Applications are usually due late Summer each year. Cities, Counties, JPAs, park districts, and special districts are eligible applicants. The maximum award amount is \$2 million, however the State Parks Department typically only receives \$3-4 million annually for the whole State. There is a 50% match requirement, and the land must be held in perpetuity.	

Table A-3

Mechanism	Description	Implementation	Other Considerations
State Grant Funding Program: Active Transportation Program	The ATP consolidates various transportation programs, including the federal Transportation Alternatives Program, state Bicycle Transportation Account, and federal and state Safe Routes to School programs into a single program to: - Increase the proportion of biking and walking trips. - Increase safety for non-motorized users. - Increase mobility for non-motorized users. - Advance the efforts of regional agencies to achieve greenhouse gas reduction goals. - Enhance public health, including the reduction of childhood obesity through the use of projects eligible for Safe Routes to Schools program funding. - Ensure disadvantaged communities fully share in program benefits (25% of program), and - Provide a broad spectrum of projects to benefit many types of active transportation users.	Eligible applicants include local, regional, or state agencies, Caltrans, transit agencies, schools, tribal governments, and nonprofits. There are no matching funds required. The minimum request for Active Transportation Program funds that will be considered is \$250,000. This minimum does not apply to non-infrastructure projects, Safe Routes to Schools projects, Recreational Trails projects, and Plans. There is no maximum grant award request.	
State Grant Funding Program: Wildlife Conservation Board Public Access Program	Project Criteria •Projects must be supported by an existing or demonstrated wildlife-oriented public access need in the area. •Project improvements must be opened to the public during normal operation hours, in most cases daylight hours, sunrise to sunset. •Projects must be ADA accessible, when applicable. •Project Proponents must demonstrate an ability to maintain and operate the improvements over the management term (25 years). •Projects must be reviewed and supported by the California Department of Fish and Wildlife. •Project Improvements should be designed to ensure long-term life, with minimal repairs, maintenance and upkeep. Desirable Features •Projects that accommodate multiple wildlife-oriented public access uses. •Projects with matching funds, with 50% being the preferred amount. •Projects where all CEQA, designs and permitting are, or will be, completed prior to WCB funding the project; in these cases the cost to complete these tasks can be accounted for as project proponent match.	Grant funding applications for public access are accepted on a year-round basis. The WCB meets four times each year, normally in February, May, August, and November to consider approval of funding for projects. While applications may be submitted throughout the year, WCB may need up to six months to review, prepare, and present proposals to the Board for funding consideration. Upon receipt of a project application, WCB staff will review the application for completeness and qualifications based on program criteria. The WCB will also assess the project in terms of funding sources, to determine if there are sufficient and appropriate fund available for the project. The WCB will communicate its determination back to the contact listed on the application, as to, if and when the project will be scheduled for Board consideration.	

Table A-3
Yolo Rail Realignment
Assessment Area #3: Funding Concepts
Local, State, Federal Government and Private-Sector Funding Options Detail - Capital Improvements

Capital Improvements

Mechanism	Description	Implementation	Other Considerations
State Grant Funding Program: River Parkways Program	Projects must involve natural creeks, streams and/or rivers, even if they flow only during the rainy season, or channelized or culverted creeks, streams and/or rivers. Projects must meet at least two of the following five statutory conditions: • Recreation - Provide compatible recreational opportunities, including trails for strolling, hiking, bicycling and equestrian uses along rivers and streams. • Habitat - Protect, improve, or restore riverine or riparian habitat, including benefits to wildlife habitat and water quality. • Flood Management - Maintain or restore the open space character of lands along rivers and streams so that they are compatible with periodic flooding as part of a flood management plan or project. • Conversion to River Parkways - Convert existing developed riverfront land into uses consistent with river parkways. • Conservation and Interpretive Enhancement - Provide facilities to support or interpret river or stream restoration or other conservation activities.	There is no funding left for this Program, however the annual State Budget and/or the State Legislature may allocate funding in the future for this Program, as was done in the 2015/16 Budget. In previous rounds, the grant award was capped at \$500,000 per application. Only one application was allowed per entity.	
State Grant Funding Program: Environmental Enhancement and Mitigation Program	The EEM Program was established by the Legislature in 1989 and amended on September 26, 2013. It offers \$7 million each fiscal year for grants to state, local, federal and nonprofit organizations. Eligible projects must be directly or indirectly related to the environmental impact of the modification of an existing transportation facility or construction of a new transportation facility. The EEM Program encourages projects that produce multiple benefits which reduce greenhouse gas emissions, increase water use efficiency, reduce risks from climate change impacts, and demonstrate collaboration with local, state and community entities. Grants are awarded in the following categories: Urban Forestry Projects are designed to offset vehicular emissions of carbon dioxide through the planting of trees and other suitable plants. Resource Lands Projects are for the acquisition, restoration, or enhancement of resource lands (watersheds, wildlife habitat, wetlands, forests, or other significant natural areas) to mitigate the loss of or detriment to such lands within or near the right of way for transportation improvements. Mitigation Projects Beyond the Scope of the Lead Agency responsible for assessing the environmental impact of the proposed transportation improvement.	Public Agencies are eligible to apply. Applications are due each summer, typically in July. Only one development application can be submitted per entity. Environmental review must be complete in order to submit an application. Grants are generally limited to a \$500,000 award amount.	

Capital Improvements

Table A-3
Yolo Rail Realignment
Assessment Area #3: Funding Concepts
Local, State, Federal Government and Private-Sector Funding Finance Options Detail - Capital Improvements

Mechanism	Description	Implementation	Other Considerations
State Grant Funding Program: Affordable Housing and Sustainable Communities Program	The AHSC Program will provide grants and/or loans to projects that will achieve GHG reductions and benefit Disadvantaged Communities through increasing accessibility of affordable housing, employment centers and key destinations via low-carbon transportation resulting in fewer vehicle miles traveled (VMT) through shortened or reduced vehicle trip length or mode shift to transit, bicycling or walking. Three project prototypes have been identified to implement this strategy: 1) Transit Oriented Development (TOD) Project Areas, or 2) Integrated Connectivity Project (ICP) Project Areas, or 3) Rural Innovation Project Areas (RIPA).	Local governments are eligible applicants. Eligible uses include: Affordable Housing Developments, Housing Related Infrastructure, Sustainable Transportation Infrastructure, Transportation-Related Amenities, and Programs. The maximum award is \$20 million and the minimum award is \$1 million for TOD projects and \$500,000 for ICP and RIPA Project Areas.	
Federal Grant Funding Program: River, Trails, and Conservation Assistance Program	The Rivers, Trails and Conservation Assistance program extends and expands the benefits of the National Park Service throughout the nation to connect all Americans to their parks, trails, rivers, and other special places. Staff helps community groups, National Parks, nonprofits, state and local governments, tribes plan parks and trails, conserve and improve access to rivers and natural areas, and create recreation opportunities through locally led partnerships. The program provides a National Park Service employee to help organize, strategize, build public participation, and help implement a conservation and/or recreation project that is important to the community.	Project applications are due annually on August 1st. It is important to work closely with the National Park Service prior to submitting an application. Rivers, Trails and Conservation Assistance program does not award monetary grants or loans. Instead, our staff with extensive experience in community-based outdoor recreation and conservation will work with an applicant to get the project on the ground. If funding is necessary to achieve project goals, the National Park Service can often assist partners in identifying and securing sources of financial assistance.	
Federal Grant Funding Program: Economic Development Administration	Specifically, under the Economic Development Assistance programs (EDAP) Federal Funding Opportunity (FFO) announcement, EDA will make construction, non-construction, and revolving loan fund investments under the Public Works and Economic Adjustment Assistance (EAA) Programs. Grants made under these programs will leverage regional assets to support the implementation of regional economic development strategies designed to create jobs, leverage private capital, encourage economic development, and strengthen America's ability to compete in the global marketplace. Through the EDAP FFO, EDA solicits applications from rural and urban communities to develop initiatives that advance new ideas and creative approaches to address rapidly evolving economic conditions.	Local governments are eligible applicants. The maximum award is \$3 million and the minimum award is \$100,000. It is important to work with the Regional EDA Representative on the development of the application.	
Federal Grant Funding Program: Fixing America's Surface Transportation Act (FAST)	On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act." It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation, meaning States and local governments can move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have a Federal partner over the long term. - See more at: https://www.transportation.gov/fastact#shash.OQSVall.dpuf	The US Department of Transportation is still working on the implementation of the Act and more information will be available about the programs and funding areas later in 2016.	

Table A-3
Yolo Rail Realignment
Assessment Area #3: Funding Concepts
Local, State, Federal Government and Private-Sector Funding Finance Options Detail - Capital Improvements

Capital Improvements			
Mechanism	Description	Implementation	Other Considerations
Federal Grant Funding Program: TIGER	National Infrastructure Investments, or TIGER Discretionary Grants, originally were funded through the American Recovery and Reinvestment Act of 2009. More recently, they have been funded annually through the appropriations process. Funds for the FY 2015 TIGER Program, the most recent year for which funds were available, will be awarded on a competitive basis for road, rail, transit, bicycle/pedestrian, port, and multi-modal projects that will have a significant impact on the nation, a metropolitan area, or a region.	Eligible project sponsors include any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others. Projects may be multi-jurisdictional. Priority is given to projects that "demonstrate strong collaboration among a broad range of participants, integration of transportation with other public service efforts, or projects that are the product of a robust planning process." Upon the appropriation of funds, the Federal Government will issue a Notice of Funding Availability (NOFA). Pre-applications typically are due within 3-4 weeks, with full applications for funding due roughly 8 weeks subsequent to NOFA issuance. The benefit-cost analysis element can be a time consuming and costly element of applications for construction funds.	
Federal Grant Funding Program: Outdoor Legacy Recreation Partnership Program	This is a new grant program funding through the Land and Water Conservation Fund. These funds will help acquire and/or develop land for public parks and other outdoor recreation spaces in disadvantaged neighborhoods. The first and last round was funded in 2014, however this program could be funded in the future.	Local governments are eligible applicants. This is a highly competitive program, as there was only \$3 million available nation wide last round. Matching 1:1 grants will be awarded in amounts between \$250,000 and \$500,000 federal share.	

capital

Table A-4

Yolo Rail Realignment

Assessment Area #3: Funding Concepts

Local Government and Private-Sector Funding Finance Options Detail - Operations and Maintenance

Operations & Maintenance

Mechanism	Description	Implementation
Mello-Roos Community Facilities District (CFD)	Allows local agencies to create assessment districts and raise funds through special property taxes. Provides financing for public capital investment and operating improvements within the district through tax-exempt bonds sponsored by a public agency.	Requires a 2/3 rd approval in a resident (or land owner) vote to allow CFD special taxes to be collected.
Benefit Assessment District	Benefit Assessment Districts allow cities, counties, or special districts to finance the costs of needed services by assessing area property owners.	The governing body must generate a detailed professional engineer's report outlining the proposed assessment area, proposed project costs, annual cost to each property, and the benefit formula used to determine each property's share of the cost. Requires a greater than 50 percent ballot approval that is weighted based on the financial obligation of each property owner. Benefit assessments cannot be based on property value. Each assessment district includes a benefit formula and each parcel in the service area is assessed according to the specific benefit it receives from the services and improvements.
General Fund Contributions/Dedications	A dedication of General Fund property or sales tax revenue, low interest loans, one-time contributions, and other discretionary financial contributions.	General Fund contributions are part of local agency annual budget appropriations process and must be approved by the governing body (does not require voter approval). These can be negotiated on a case-by-case basis (e.g., Development Agreement) or approved generally for areas within the local jurisdiction, subject to a number of requirements.
Other Fees & Exactions (including "in-lieu" fees)	There are a number of other mechanisms, such as project-specific fees and exactions, that could be used as funding mechanisms.	
Private Capital (Track Maintenance)	Rail operators would fund operations and maintenance of relocated rail line.	
Voter Approved Tax Measures	Voters can approve parcel or sales tax increases for a specific purpose or general revenue purposes.	Requires 2/3 rd voter approval for special tax and majority approval for general tax.
Source: EPS.		<i>o&m detail</i>