



City of Woodland

Meeting Agenda

City Council

City Hall
Council Chambers
300 First Street
Woodland, CA 95695

April 7, 2026
6:00 PM

JOINT REGULAR CITY COUNCIL/WOODLAND FINANCE AUTHORITY MEETING 6:00 PM

A. CALL TO ORDER

B. ROLL CALL

C. PLEDGE OF ALLEGIANCE

Land Acknowledgment Statement - *The City of Woodland acknowledges the land on which we live and work. For thousands of years, this land has been the home of Patwin people. Today, there are three federally recognized Patwin tribes: Cachil DeHe Band of Wintun Indians of the Colusa Indian Community, Kletsel Dehe Wintun Nation, and Yocha Dehe Wintun Nation. The Patwin people have remained committed to the stewardship of this land over many centuries. It has been cherished and protected, as elders have instructed the young through generations. We are honored and grateful to be here today on their traditional lands.*

D. COMMUNICATIONS - PUBLIC COMMENT

This is an opportunity for the public to speak to the Council on any item other than those listed 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. The option to submit a public comment via voicemail is no longer available. Written Public Comments Members of the public are welcome to submit written comments prior to the meeting. Comments should be submitted by email to CouncilMeetings@cityofwoodland.gov. Written Comments received at least two (2) hours prior to the scheduled start time of the City Council meeting will be provided to the City Council and posted to the City website as part of the official record of the meeting but will not be read into the record. Written Comments received within two (2) hours of the scheduled start time of the City Council meeting and during the City Council meeting will be provided to the City Council the day following the City Council meeting. If you are submitting written comments on a particular item on the agenda, please identify the agenda item number and letter. If you are submitting written comments on an item not listed on the agenda, please identify your e-mail/comment as a General Public Comment. Note: Public comments at special meetings are limited to items on the agenda only.

1. SUBJECT: General Public Comments

WRITTEN COMMUNICATIONS: This section is reserved for "General" Public Comments emailed within two (2) hours prior to the Council Meeting. These comments will be provided to the City Council and incorporated into the meeting minutes. Any other written communications submitted for items specific to this agenda will be attached as a file to the associated agenda item.

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.

2. SUBJECT: Long Range Calendar

RECOMMENDATION FOR ACTION: Staff recommends that the City Council receive the Long Range Calendar for informational purposes only.

F. CONSENT CALENDAR

3. SUBJECT: Proclaim April as Child Abuse Prevention Month

RECOMMENDATION FOR ACTION: Staff recommends that the City Council proclaim April as Child Abuse Prevention month.

4. SUBJECT: Proclamation Recognizing Sexual Assault Awareness and Prevention in Woodland

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt a proclamation recognizing sexual assault awareness and prevention in Woodland.

5. SUBJECT: Proclamation Declaring April 19–25, 2026 as "National Volunteer Week"

RECOMMENDATION FOR ACTION: Staff recommends the City Council adopt a Proclamation declaring April 19 – 25, 2026 as National Volunteer Week.

6. SUBJECT: Proclamation Declaring April 12 – 18, 2026 as "National Public Safety Telecommunications Week"

RECOMMENDATION FOR ACTION: Staff recommends the City Council declare April 12 – 18, 2026 as "National Public Safety Telecommunications Week" and recognize the Yolo Emergency Communications Agency (YECA) for its outstanding service to the residents of Woodland and all of Yolo County.

7. SUBJECT: Approve Consultant Agreement for WPCF Emergency Detention Basin Alternatives Analysis, CIP 26-11

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____ to:

- 1.) Approve the reallocation of \$300,000 of Sewer Enterprise Funds from WPCF Asset Replacement Project, CIP 14-02 to Water Pollution Asset Replacement (WPCF) Emergency Detention Basin Alternatives Analysis Project, CIP 26-11 for a total budget of \$300,000; and
- 2.) Authorize the City Manager to execute the consultant agreement with Robertson – Bryan, Inc. (RBI) in the amount of \$262,867 for the WPCF Emergency Detention Basin Alternatives Analysis Project, CIP 26-11.

8. SUBJECT: Woodland Avenue Alley Abandonment

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, approving a Summary Vacation of the alley within the property lines of 414 Woodland Avenue and authorize the City Manager to execute a quit claim deed for excess right of way.

9. SUBJECT: Approval of an Employment Agreement for a Retired Annuitant and Exception to the CalPERS 180-Day Wait Period

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, approving an employment agreement and exception to the CalPERS 180-Day wait period for retired annuitant Omar Flores.

10. SUBJECT: Approval of Memorandum of Understanding Regarding Fire Services and Authorization to Execute Agreement for Provision of Fire Protection Services in the Elkhorn Fire Protection District Area

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, approving a Memorandum of Understanding (MOU) between the City of Woodland, Springlake Fire Protection District, County of Yolo, and the City of West Sacramento regarding the provision of fire protection services associated with the reorganization of the Elkhorn Fire Protection District; and authorize the City Manager and City Attorney to make minor edits, as necessary, and to execute the MOU and all related agreements, including the Agreement for the Provision of Fire Protection Services in the Elkhorn Fire Protection District service area.

11. SUBJECT: 2026 Reappointment of Staff to Yolo County Waste Advisory Committee

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____ approving the appointment of Rosie Ledesma as the City of Woodland's representative on the Yolo County Waste Advisory Committee for the next four-year term.

12. SUBJECT: Parks and Recreation Commission Meeting Minutes for February 2026

RECOMMENDATION FOR ACTION: Staff recommends that the City Council receive the minutes from the February 23, 2026, Parks and Recreation Commission Meeting.

13. SUBJECT: Prohousing Incentive Program Application Authorizaiton

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, authorizing an application for, and receipt of, Prohousing Incentive Program funds.

14. SUBJECT: Approve the Plans, Specifications, and Bid Authorization for the 2026 Road Maintenance Project, CIP 26-01

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, approving the project plans and specifications for the 2026 Road Maintenance Project, CIP 26-01 and authorizing the bid advertisement.

15. SUBJECT: Fire Station #4 (CIP 16-10) – Award Design-Build Contract for Phase 1 Pre-construction services to CORE West, Inc.

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____ to authorize the City Manager to execute a contract with CORE West, Inc. for phase 1 pre-construction design services for the Fire

Station #4 progressive design-build project, CIP 16-10, for an amount not to exceed \$356,800 and approve a contract contingency of 10% (\$35,680).

16. SUBJECT: Reallocation of Previously Approved Affordable Housing Funds to Support the Yolano Donnelly Choice Neighborhoods Planning Project

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____,

1) Approving the reallocation of up to \$400,000 from the City's previously approved \$1,500,000 affordable housing funding commitment for Tupelo Family Apartments to support completion of the Yolano Donnelly Choice Neighborhoods Planning Project ("Project");
2) Directing that the remaining balance of the previously approved commitment, up to \$1,500,000, remain available to support Tupelo Family Apartments, subject to the terms and conditions previously approved by the City Council, as outlined in Resolution 8551 (Attachment 2); and
3) Authorizing the City Manager to execute a Grant Agreement with the Housing Authority of the County of Yolo (Yolo County Housing) in an amount up to \$400,000 for the Yolano Donnelly Choice Neighborhoods Planning Project in a form prepared and approved by the City Attorney and take such other actions and execute such documents as necessary to make the City grant and ensure completion of the Project.

17. SUBJECT: Authorization for the City's Participation in SACOG 2026 Federal Funding Programs

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____,

1) Authorizing the City to apply for grant funding through the Sacramento Area Council of Governments (SACOG) 2026 Federal Funding Programs;
2) Authorizing Community Development staff to establish and submit the City of Woodland's application priorities for the SACOG 2026 Federal Funding Programs; and
3) Authorizing the City Manager to execute all necessary grant documents and ensure timely compliance with project delivery requirements.

18. SUBJECT: City Council Meeting Minutes of March 3, 2026 and March 17, 2026.

RECOMMENDATION FOR ACTION: Staff recommends the City Council adopt the minutes of the Joint Regular City Council/Woodland Finance Authority Meetings of March 3, 2026 and March 17, 2026.

19. SUBJECT: Support for Budget Request from GGRF for Sustainable Food Biomanufacturing

RECOMMENDATION FOR ACTION: Staff recommends that the City Council submit a letter of support for Assembly Member Ash Kalra's budget request from the Greenhouse Gas Reduction Fund (GGRF) to establish a research and development grant program for sustainable food and ingredient biomanufacturing in California.

G. REPORTS OF THE CITY MANAGER

20. SUBJECT: Yolo Active Transportation Corridors Plan

RECOMMENDATION FOR ACTION: Staff recommends that the City Council:
1) Receive a presentation from Yolo Transit District staff regarding the Yolo Active Transportation Corridors (YATC) Plan, and
2) Provide feedback and comments to Yolo Transit District regarding the YATC Plan.

21. SUBJECT: SB707 Policy Relating to Disruption of Remote Access Services During Public Meetings

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. ____, approving a policy relating to disruption of remote access services during public meetings.

H. ADJOURN

I declare under penalty of perjury that the foregoing Agenda for the Joint Regular Meeting of the Woodland Finance Authority/ City Council of the City of Woodland scheduled for April 7, 2026 was posted on April 2, 2026 in the outside display case at City Hall, 300 First Street, Woodland, CA, and was available to the public during normal business hours.

Marissa Kersey
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 requests 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.



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: April 7, 2026
ITEM #: D.1
SUBJECT: General Public Comments

This section is reserved for "General" Public Comments emailed within two (2) hours prior to the Council Meeting. These comments will be provided to the City Council and incorporated into the meeting minutes. Any other written communications submitted for items specific to this agenda will be attached as a file to the associated agenda item.



Ken Hiatt
City Manager

Attachments:

None



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: April 7, 2026
ITEM #: E.2
SUBJECT: Long Range Calendar

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



Ken Hiatt
City Manager

Attachments:

1. Council Long Range Calendar

CITY COUNCIL LONG RANGE CALENDAR

April 14th

SPECIAL MEETING

FY27 Budget Workshop

April 21st

(Capital to Capital) NO REGULAR MEETING

May 5th

REGULAR MEETING

Closed Session – Gibson Road Improvement Project
Proclamation – Older Americans Month
Proclamation - Woodland Senior Center, Inc. 50th Anniversary
Proclamation – Public Works Week
Surplus Lands Act Determination
Military Equipment Use Annual Report
Aquatics Facilities Use Agreement with WJUSD
Presentation from Yolo County HHS on HR 1 Impacts
Presentation from Yolo County on Youth Empowerment Summit

May 19th

REGULAR MEETING

Presentation – Sacramento-Yolo Mosquito & Vector Control District
FY27 Measures R and F Spending Plans
FY27 Capital Budget
Housing Element Annual Report
General Plan Urban Limit Line Language Amendment - Final SEIR

June 2nd

REGULAR MEETING

Receive report on the 2026 Urban Water Management Plan, CIP 25-06 – Public Hearing
Woodland Hotel Business Improvement District – Resolution of Intent to Levy Annual Assessment
Public Hearing – Employee Vacancies and Recruitment/Retention Efforts (AB 2561)
Introduce FY27 Budget

June 16th

REGULAR MEETING

Woodland Hotels Business Improvement District Annual Assessment – Public Hearing
Lighting & Landscaping Districts – Resolution of Intent to Levy Annual Assessments
FY 26 Budget Adoption

Future Topics / Study Sessions:

City Solar Arrays – Madison Energy PPA Buyout (TBD) Sewer and Water Rate Adjustment – 218 Hearing (TBD) Library Eave and Roof Replacement Project - Approve Plans and Authorize Bid (TBD) YoloTD Short Range Transit Plan Presentation (TBD)

Updated 4/2/2026



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: April 7, 2026
ITEM #: F.3
SUBJECT: Proclaim April as Child Abuse Prevention Month

Recommendation for Action: Staff recommends that the City Council proclaim April as Child Abuse Prevention month.



Ken Hiatt
City Manager

Attachments:

1. Proclamation - Child Abuse Prevention Month

Woodland

PROCLAMATION

DECLARING APRIL AS “CHILD ABUSE PREVENTION MONTH” IN WOODLAND

WHEREAS, child abuse and neglect continue to pose serious threats to our nation’s children; and

WHEREAS, April is dedicated to raising awareness and taking action to prevent child abuse and neglect. Every child deserves to grow up in a safe, nurturing, and stable environment, yet child abuse remains a widespread issue in our communities. However, it is preventable. Each April, communities join the national movement for Child Abuse Prevention (CAP) Month to raise awareness about the preventability of child abuse and take action to support children and families; and

WHEREAS, in 2025, Yolo County Child Welfare Services investigated allegations of suspected child abuse and/or neglect involving 725 children. While not every allegation was substantiated, 125 Yolo County children entered foster care in 2025, underscoring the ongoing challenges families face. Of particular concern, despite making up only 2.5% of Yolo County’s child population, Black children ages 0–5 accounted for 15% of entries into foster care in 2025, highlighting the urgent need for intentional, culturally responsive prevention efforts; and

WHEREAS, preventing child abuse and neglect is a collective responsibility that requires a community-wide effort. Research shows that strong, supportive relationships can serve as a protective factor against childhood trauma. This year’s CAP Month theme, “Strong Families, Safe Futures,” and tagline, “When We Care Together, Families Thrive,” reflect what the Yolo County Child Abuse Prevention Council (CAPC) knows to be true: the most effective way to keep children safe is to strengthen the families and communities around them before a crisis ever occurs. Thriving children require connection, collective responsibility, and a community that shows up; and

WHEREAS, the Child Abuse Prevention Council (CAPC) of Yolo County, a Yolo County Children’s Alliance (YCCA) program, coordinates the community’s efforts to prevent and respond to child abuse and neglect. The CAPC provides a forum for interagency cooperation in the prevention, detection, intervention, treatment, and legal processing of child abuse; promotes public awareness of abuse, neglect, and available resources; connects professionals to training; recommends improvements to family services; and mobilizes community support for child abuse prevention programs. Its members include representatives from Child Welfare Services, the criminal justice system, prevention and treatment services, and the broader community; and

WHEREAS, Yolo County residents are encouraged to support child abuse prevention efforts by participating in local activities and initiatives that promote strong, healthy families. The “Strong Families, Safe Futures” campaign invites the entire community to take action this April: wearing blue on April 10 — Wear Blue Day — in solidarity with children and families; visiting Pinwheel Gardens across the county as a symbol of the bright futures every child deserves; participating in the Community Art Project to share a vision of a Yolo County where all families thrive; and amplifying prevention messages throughout the month. We each have a role to play in creating a future free from child abuse and neglect; and

WHEREAS, in Yolo County, over 20 agencies and community organizations are collaborating in their efforts to prevent child abuse and neglect through the YCCA Yolo Family Strengthening Network; and

WHEREAS, providing community-based prevention services can strengthen families and reduce the likelihood of child abuse and neglect. YCCA family strengthening programs include evidence-based home visiting, Family Resource Centers, safety net services, parenting classes and education, developmental screening, subsidized child care, and the Volunteer Income Tax Assistance program (VITA), which returns critical resources directly to families.

NOW THEREFORE BE IT PROCLAIMED that the City Council of the City of Woodland hereby declares the month of April 2026 to be “Child Abuse Prevention Month” in Woodland.

DATED: April 7, 2026



Tom Stallard, Mayor

Mayra Vega, Mayor Pro Tempore

David Moreno, Council Member

Tania Garcia-Cadena, Council Member

Rich Lansburgh, Council Member



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: April 7, 2026
ITEM #: F.4
SUBJECT: Proclamation Recognizing Sexual Assault Awareness and Prevention in Woodland

SUBJECT: Proclamation Recognizing Sexual Assault Awareness and Prevention in Woodland

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt a proclamation recognizing sexual assault awareness and prevention in Woodland.



Ken Hiatt
City Manager

Attachments:

1. Proclamation Recognizing Sexual Assault Awareness and Prevention in Woodland

Woodland

PROCLAMATION

RECOGNIZING SEXUAL ASSAULT AWARENESS AND PREVENTION IN WOODLAND

WHEREAS, Sexual violence is an urgent public health and human rights issue that harm individuals, is preventable when communities come together with courage, compassion, and commitment and the City of Woodland believes prevention requires not only intervention after an act of sexual assault occurs, but also proactive, community-driven approaches that address the root causes of violence; and

WHEREAS, Community members, families, neighborhoods, and peer leaders/Promotores all play a vital role in shaping environments where healthy, respectful, and equitable relationships can thrive. Empower Yolo has long been a leader in providing critical services to survivors and its Rape Prevention and Education Promotores Program plays a powerful role, engaging trusted community leaders to uplift cultural strengths, foster prevention at the neighborhood level, and help build bridges to safety and healing; and

WHEREAS, When we strengthen the economic outcomes of girls and women, we increase independence, opportunity, and resilience, creating pathways that protect against violence and expand choices for the future. When we transform gender norms and nurture values of respect, equality, and shared responsibility amongst genders, we create conditions where violence is less likely to occur and equity becomes the standard; and

WHEREAS, The City of Woodland affirms prevention is strongest when rooted in community engagement, culturally relevant education, and partnerships that value the leadership and knowledge of those most impacted; and the City of Woodland recognizes that by investing in community-driven approaches, uplifting survivors, and centering prevention strategies, we can break cycles of harm and foster communities where all people can thrive.

NOW THEREFORE BE IT PROCLAIMED that the City of Woodland does hereby recognize April 2026 as Sexual Assault Awareness and Prevention Month, and commits to a strength-based, community-wide approach that affirms:

1. Sexual assault and violence are preventable, and every person and community has a role in building a safer future;
2. Promotores are leaders and are essential partners in prevention, engagement, and education,
3. Economic empowerment of girls and women strengthens families and reduces the risk of violence; and
4. Transforming gender norms toward equity, respect, and dignity creates healthier communities for all.

DATED: April 7, 2026

Tom Stallard, Mayor

Mayra Vega, Mayor Pro Tempore

David Moreno, Council Member

Tania Garcia-Cadena, Council Member

Rich Lansburgh, Council Member





TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: April 7, 2026
ITEM #: F.5
SUBJECT: Proclamation Declaring April 19–25, 2026 as
"National Volunteer Week"

Recommendation for Action: Staff recommends the City Council adopt a Proclamation declaring April 19 – 25, 2026 as National Volunteer Week.

Staff Contact:

Victoria Danzl, Police Lieutenant, (530) 661-7860, victoria.danzl@cityofwoodland.gov

Discussion:

The City encourages all residents to recognize and thank the volunteers who improve our community.

A handwritten signature in black ink, appearing to read "Ken Hiatt", is written over a light blue horizontal line.

Ken Hiatt
City Manager

Attachments:

1. Proclamation - National Volunteer Week

Woodland

PROCLAMATION

DECLARING APRIL 19 – 25, 2026 AS “NATIONAL VOLUNTEER WEEK” WITH SPECIAL RECOGNITION TO POLICE SERVICES VOLUNTEERS

WHEREAS, National Volunteer Week was established in 1974 with a presidential executive order, and has continued with every sitting U.S. president issuing a proclamation each year urging Americans to give their time to community outreach organizations; and

WHEREAS, volunteers dedicate their time and talents to a wide range of activities, from supporting local organizations to assisting neighbors in need; and

WHEREAS, the spirit of volunteerism fosters a sense of civic pride, strengthens community bonds, and promotes a more inclusive and compassionate society; and

WHEREAS, the City of Woodland is committed to supporting and recognizing the efforts of its dedicated volunteers in different organizations throughout the community; and

WHEREAS, the Volunteer In Policing Program provides volunteer support staff to aid sworn and professional personnel in effectively delivering services to the community. Volunteers supplement existing Police Department services, freeing paid employees to perform their necessary duties; and

WHEREAS, the Woodland Police Department’s Volunteers In Policing Program are a valued team of trained citizen volunteers who have been assisting the Woodland Police Department since 2006; and

WHEREAS, in 2025, Volunteers in Police Services donated a total of 1,600 hours of service, assisting in community outreach events, department support, car washes, vehicle abatement, graffiti abatement, neighborhood watch meetings, National Night Out, and conducting vacation home checks; and

WHEREAS, the City of Woodland recognizes the invaluable contributions of Volunteers in Policing to the strength, dedication, and well-being of our community.

NOW, THEREFORE, BE IT PROCLAIMED that the City Council of the City of Woodland does hereby declare April 19 – 25, 2026 as National Volunteer Week. The City encourages all residents to recognize and thank the volunteers who improve our community.

DATED: April 7, 2026

Tom Stallard, Mayor

Mayra Vega, Mayor Pro Tempore

David Moreno, Council Member

Tania Garcia-Cadena, Council Member

Rich Lansburgh, Council Member





TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: April 7, 2026
ITEM #: F.6
SUBJECT: Proclamation Declaring April 12 – 18, 2026 as "National Public Safety Telecommunications Week"

Recommendation for Action: Staff recommends the City Council declare April 12 – 18, 2026 as "National Public Safety Telecommunications Week" and recognize the Yolo Emergency Communications Agency (YECA) for its outstanding service to the residents of Woodland and all of Yolo County.

Staff Contact:

Dallas Hyde, Deputy Chief of Police, (530) 661-7868, dallas.hyde@cityofwoodland.gov

Discussion:

City staff recognize the Yolo Emergency Communications Agency (YECA) for its outstanding service to the residents of Woodland and all of Yolo County, and extend its appreciation to all YECA staff for their dedication, professionalism, and service to our community.

A handwritten signature in black ink, appearing to read "Ken Hiatt", written in a cursive style.

Ken Hiatt
City Manager

Attachments:

1. Proclamation-National Public Safety Telecommunications Week

Woodland

PROCLAMATION

PROCLAMATION DECLARING APRIL 12 – 18, 2026 AS “NATIONAL PUBLIC SAFETY TELECOMMUNICATIONS WEEK” HONORING THE YOLO EMERGENCY COMMUNICATIONS AGENCY (YECA)

WHEREAS, National Public Safety Telecommunicators Week is recognized from April 12 – 18, 2026; and

WHEREAS, public safety communications professionals are the vital link between our residents and emergency services, serving with dedication, professionalism, and compassion; and

WHEREAS, the Yolo Emergency Communications Agency (YECA) has provided exceptional emergency dispatch and communications services to the residents and public safety agencies of Yolo County since its establishment in 1988; and

WHEREAS, YECA serves as the primary Public Safety Answering Point (PSAP) for Yolo County, providing critical dispatch services to multiple public safety agencies, including the Woodland Police Department, Woodland Fire Department, West Sacramento Police Department, West Sacramento Fire Department, Winters Police Department, Winters Fire Department, Yocha Dehe Fire Department, and the Yolo County Sheriff’s Office, ensuring that help is dispatched swiftly and efficiently in times of emergency; and

WHEREAS, the dedicated professionals at YECA respond to thousands of 9-1-1 and non-emergency calls each year with calm under pressure, accuracy in response, and an unwavering commitment to the safety and well-being of the public and first responders alike; and

WHEREAS, the City of Woodland is especially proud of its strong and ongoing partnership with YECA, whose work enhances public safety and saves lives in our community every day; and

WHEREAS, in recognition of the critical role that YECA plays in our regional emergency response system, and in celebration of National Public Safety Telecommunicators Week, we wish to express our deepest gratitude and appreciation for their outstanding service;

NOW THEREFORE BE IT PROCLAIMED that the City Council of the City of Woodland does hereby declare April 12 – 18, 2026 as “National Public Safety Telecommunicators Week” and commends the Yolo Emergency Communications Agency for its outstanding service to the residents of Woodland and all of Yolo County, and extends its appreciation to all YECA staff for their dedication, professionalism, and service to our community.

DATED: April 7, 2026

Tom Stallard, Mayor

Mayra Vega, Mayor Pro Tempore

David Moreno, Council Member

Tania Garcia-Cadena, Council Member

Rich Lansburgh, Council Member





TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: April 7, 2026
ITEM #: F.7
SUBJECT: Approve Consultant Agreement for WPCF
Emergency Detention Basin Alternatives Analysis,
CIP 26-11

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____ to:

- 1.) Approve the reallocation of \$300,000 of Sewer Enterprise Funds from WPCF Asset Replacement Project, CIP 14-02 to Water Pollution Asset Replacement (WPCF) Emergency Detention Basin Alternatives Analysis Project, CIP 26-11 for a total budget of \$300,000; and
- 2.) Authorize the City Manager to execute the consultant agreement with Robertson – Bryan, Inc. (RBI) in the amount of \$262,867 for the WPCF Emergency Detention Basin Alternatives Analysis Project, CIP 26-11.

Staff Contact:

Tim Busch, Utilities Engineering Manager, (530) 661-5963, tim.busch@cityofwoodland.gov

Fiscal Impact:

The City has an ongoing capital project, CIP 14-02, Water Pollution Asset Replacement Project, for the repair and replacement of major components of the City’s Water Pollution Control Facility (WPCF). The current project budget for the Water Pollution Asset Replacement Project is approximately \$1,400,000, in CIP 14-02. The CIP 14-02 budget includes funding for planned replacement and rehabilitation of assets at the WPCF. The initial project budget for the WPCF Emergency Detention Basin Alternatives Analysis Project is \$300,000. The design contract in the amount of \$262,867 with RBI is fully funded through CIP 26-11.

Staff estimates the total project cost may be in the range of \$13 million and \$14 million, depending on the results of this evaluation. The evaluation will inform the work needed to meet regulatory requirements. The budget will be updated after this evaluation is completed. At that time, any necessary additional funds would be included in the next sewer rate study. CIP 14-02 is fully funded out of the sewer enterprise fund.

Background:

The WPCF operates under a National Pollution Discharge Elimination System (NPDES) permit administered through the Central Valley Regional Water Quality Control Board (RWQCB). The NPDES permit is renewed every 5 years. Erskine Pond is a 40-acre pond that has served as an emergency detention basin for several decades. If there is an upset to the wastewater treatment process or another event that may affect treatment, screened untreated wastewater can be discharged to the pond. This occurs a few times each year and generally occurs for less than 1 hour per event. The 2020 NPDES permit reclassified this activity as a new discharge to land because the untreated wastewater is not returned into the WPCF for treatment and the permit required the City to address the issue or construct a proper emergency detention basin by 2030. The RWQCB is concerned with the potential for groundwater contamination because the untreated wastewater remains in the pond. The City conducted a pilot test of a treatment process that would allow the pond water to be returned for treatment. The pilot test did not work due to high levels of algae in the pond. Staff has a cost estimate for an emergency detention pond that would cost around \$13 million and

include construction of a concrete-lined pond, groundwater pump station, untreated sewage pump station and a pressure wash system. Staff is proposing that our consultant investigate other alternatives to see if there is a less expensive option.

The NPDES permit was due for renewal in 2025 and Staff have spent the past year working with the RWQCB on the new permit. The new NPDES permit was adopted on February 27, 2026. The requirements for Erskine Pond were modified to allow for an alternatives analysis to be completed and delayed completion of construction of an emergency detention basin to 2036. The alternative analysis will evaluate utilizing the existing clay soils as the liner material and a few other options in an effort to reduce the cost of compliance with the NPDES requirements.

Discussion:

RBI was selected for the project through a quality-based selection process and is on the City’s on-call list for regulatory compliance work at the WPCF. RBI has engaged in similar work at the WPCF in recent years and has expertise in wastewater treatment pond systems and groundwater regulatory compliance activities. RBI has recently engaged in the studies and analyses, along with Luhdorff & Scalmanini, to prove that the solids handling ponds and Erskine Pond at the WPCF are not contaminating groundwater with nitrates as part of the CVSALTS program.

The scope of work generally includes geotechnical investigations around the perimeter of Erskine Pond to determine whether the existing clays already reduce the seepage to groundwater to less than what is required in the NPDES permit or if the clay can be recompacted to achieve the requirement. The elevation of the existing pond bottom and therefore water depth in the pond is not known and there have been decades of sediment buildup in the pond. The scope includes a bathymetric survey to understand the elevation of the pond bottom and depth of accumulated sediment. The alternatives analysis will evaluate several options to achieve the required seepage rate and sizing options for the emergency detention basin and remainder of Erskine Pond.

Conclusion:

Staff recommends that the City Council adopt Resolution No. _____ to:

- 1.) Approve the reallocation of \$300,000 of Sewer Enterprise Funds from WPCF Asset Replacement Project, CIP 14-02 to Water Pollution Asset Replacement (WPCF) Emergency Detention Basin Alternatives Analysis Project, CIP 26-11 for a total budget of \$300,000; and
- 2.) Authorize the City Manager to execute the consultant agreement with Robertson – Bryan, Inc. (RBI) in the amount of \$262,867 for the WPCF Emergency Detention Basin Alternatives Analysis Project, CIP 26-11.

Prepared by: Tim Busch, Utilities Engineering Manager

Reviewed by: Brent Meyer, City Engineer / Community Development Director



Ken Hiatt
City Manager

Attachments:

1. FNL - Woodland WPCF EDB Alts Analysis Proposal 20251212
2. Proposed Resolution - CIP 26-11

December 12, 2025

Mr. Tim Busch, P.E.
Principal Utilities Civil Engineer
City of Woodland
300 First Street
Woodland, CA 95695

**Subject: Proposal to Provide Professional Services to the City of Woodland for an
Emergency Detention Basin Alternatives Analysis**

Dear Mr. Busch:

As requested, please accept this proposal for Robertson-Bryan, Inc. (RBI) to provide engineering and consulting services to the City of Woodland (City) for an alternatives analysis for an emergency detention basin (EDB) to be constructed at the City's Water Pollution Control Facility (WPCF).

The City is currently in the process of renewing the WPCF's National Pollutant Discharge Elimination System (NPDES) permit. This renewed NPDES permit is expected in early 2026. The City has received a draft of the renewed NPDES permit that contains requirements associated with construction of an EDB with a liner that meets a 10^{-6} cm/s hydraulic conductivity requirement for sewage pond liners. The EDB is to be used for emergency and maintenance diversions, for which the WPCF's Erskine Pond is currently used. Erskine Pond is an unlined wastewater storage pond that receives peak and emergency flows from the WPCF and is also used for algae production to assist with sludge stabilization. Water in Erskine Pond is typically a combination of untreated wastewater, rainwater, and secondary effluent. The hydraulic conductivity of the existing Erskine Pond bottom is currently unknown. The draft NPDES permit states that the City will construct the EDB by 2036, which allows time for completing an alternatives analysis, engineering design, securement of funding for the project, and construction.

Construction of a lined EDB is a significant undertaking for the City that likely has a substantial capital cost. As such, the City desires to investigate EDB configuration and lining alternatives, such that the EDB solution chosen for construction is both effective for operational needs and capital cost. This proposal is for RBI to conduct an alternatives analysis for the NPDES permit-required EDB, which will involve a sizing analysis for the EDB and analysis of various EDB configuration and lining options. A geotechnical investigation of the existing Erskine Pond to determine its ability to meet the NPDES permit-specified hydraulic conductivity requirements will be performed by our geotechnical subconsultant, Crawford & Associates, Inc. (Crawford). Lastly, a bathymetric survey of Erskine Pond will be performed by our surveying subconsultant, Sierra Land Surveying.

The scope of work for these proposed efforts is provided below.

I. SCOPE OF WORK

TASK 1: REVIEW EXISTING DOCUMENTATION

Under this task, RBI will review available documentation pertaining to the Erskine Pond to inform RBI's efforts conducted under subsequent tasks of this scope of work. Our review will include pond construction documents, soil maps, groundwater information, and Erskine Pond operational data. Additionally, RBI may discuss historical operations of Erskine Pond with WPCF operators and other City staff. Budget under this task is provided for RBI staff to perform one (1) site visit to the WPCF to obtain/review pond documentation, discuss pond operations with WPCF staff, and document existing pond conditions needed to facilitate additional project efforts.

TASK 2: EDB SIZING ANALYSIS

Under this task, RBI will perform an analysis to size the EDB to meet both the NPDES permit's specified capacity requirements and the WPCF's operational needs. To do this, RBI will request, review, and analyze operational data associated with wastewater flows to Erskine Pond, weather data for the WPCF site, and discuss emergency diversion and maintenance diversion frequencies and flow with WPCF operations staff. RBI will also discuss EDB storage capacity goals with WPCF staff to determine if additional storage capacity is desired by the City. Using this information, RBI will prepare a water balance for the EDB to develop the optimal EDB volume. This EDB volume will be used for the EDB alternatives development and analysis performed under Task 4 of the scope. This deliverable will be included as an appendix to the final Technical Memorandum (TM) produced under Task 5.

Deliverable: EDB Sizing Water Balance

TASK 3: GEOTECHNICAL INVESTIGATION AND BATHYMETRIC SURVEY

Under this task, RBI will oversee and direct our geotechnical engineer subconsultant, Crawford, on soil sampling on the Erskine Pond levees and laboratory testing. This testing has two primary goals: 1) identify soil characteristics in and around Erskine Pond that may impact EDB alternatives development (i.e., soil characteristics that may influence alternatives development and/or construction activities), and 2) identify if the existing pond bottom material currently meets the hydraulic conductivity requirement (10^{-6} cm/s to a depth of two or more feet) or if it can be engineered (i.e., compacted) to meet this requirement. This sampling/testing will evaluate whether the pond bottom is consistent throughout or if the pond contains a discontinuous bottom (i.e., different soil characteristics within different areas of the pond). Laboratory testing of the soil samples will include sieve analysis with hydrometer, organic content, moisture content, Atterberg limits, compaction, laboratory hydraulic conductivity on the relatively undisturbed samples, and laboratory hydraulic conductivity on samples remolded at three relative compactions and moisture contents. Crawford will also perform sludge depth measurements throughout Erskine Pond to inform potential sludge removal needs for future EDB construction.

To provide the most cost-effective geotechnical investigation to the City, the geotechnical investigation performed under this scope will primarily serve the needs of the alternatives analysis. The geotechnical investigation will be limited to the Erskine Pond levees and no water-based borings will be performed within Erskine Pond.

Additional geotechnical investigation beyond that completed under this scope will be needed for the specific purposes of design and construction of the EDB. At the City's request, RBI considered whether this could be completed within the alternatives analysis, but recommends completing it in the design phase of the project. The reasoning for this is that the design/construction geotechnical investigation will be focused within the footprint of the EDB to be constructed so that a thorough understanding of site soil conditions is achieved within the construction area. It is not cost-effective to perform this thorough geotechnical investigation under this scope because the exact design and footprint of the EDB is not yet known and only a conceptual design will be achieved through the efforts of this scope. However, information gathered from the geotechnical investigation conducted under this scope will provide value during the design/construction efforts and likely offset some aspects of the geotechnical investigation to be conducted at that later time.

RBI's efforts performed under this task will include coordination with Crawford and City staff on soil sample collection, overseeing sample collection, review of soil sampling test results, review of reports produced from geotechnical investigation activities, and directing project staff on next steps.

Additionally, the City desires to conduct a bathymetric survey of Erskine Pond to determine the pond's operational depth and estimate sludge accumulation within the pond. It is RBI's understanding that a bathymetric survey of Erskine Pond has not been conducted in several decades; therefore, this information will be useful in future developments regarding the fate of Erskine Pond. This survey will be conducted by RBI's surveying subconsultant, Sierra Land Surveying. The outcome of this surveying effort will be a CAD file (.dwg file extension) and PDF of the Erskine Pond bathymetry. Budget is provided for RBI to facilitate the bathymetric survey of the pond.

Deliverables:

- *Geotechnical report (by Crawford)*
- *Erskine Pond Bathymetry Files (CAD and PDF)*

TASK 4: EDB ALTERNATIVES DEVELOPMENT AND ANALYSIS

Using the information gathered from Tasks 1–3 of this scope, RBI will develop alternatives for the EDB. These alternatives are expected to include various EDB configurations, liner materials, inlet and outlet locations, necessary flow monitoring, and return infrastructure options for conveying water within the EDB back to the plant for treatment. Input from City staff will be sought during this process to ensure that alternatives developed are consistent with City staff goals for the EDB.

The EDB is likely to be constructed within the footprint of the existing Erskine Pond; however, it is anticipated that the ultimate EDB will be substantially smaller than Erskine Pond (40 acres). The City has expressed interest in constructing a partitioned pond, in which water first enters a smaller pond for solids settling prior to entering a larger pond that provides the majority of required storage. Various configurations within this framework are likely to exist. Additionally, there are several different liner materials that can meet the 10^{-6} cm/s hydraulic conductivity requirement (e.g., concrete, HPDE, compacted clay, etc.) that should be evaluated for their suitability to the site, plant operations/maintenance impacts, and achievement of the primary purpose of the EDB. Further, the geotechnical investigation may reveal that either the native pond bottom or amendment of native material can meet the hydraulic conductivity requirement, which may present cost benefits to the City. Lastly, conveyance of wastewater to and from the EDB can be achieved through various means (i.e., gravity or pumped flow), for which RBI will develop alternatives.

For each of the alternatives, RBI will develop metrics to evaluate each alternative in the following assessment categories:

- Constructability
- Operational requirements
- Maintenance requirements
- Reliability
- Environmental sustainability/benefits
- Cost (20-year net present value analysis)
 - o Operational/maintenance costs
 - o Capital cost (materials and construction)

It is anticipated that each alternative will be scored/ranked in the assessment categories and then given an overall score, which may be weighted based on priority of each assessment category (e.g., maintenance requirements may have higher priority than environmental sustainability). RBI will then prepare a detailed outline and conceptual layout drawing(s) for each alternative to facilitate discussion with City staff.

Upon completing the initial evaluation of each alternative, RBI will meet with City staff to discuss the alternatives, review the layout drawings, and review the preliminary scoring. RBI will then revise, where applicable, the scoring of each alternative based on feedback from City staff. The detailed outlines, layout drawings, and evaluation of alternatives completed under this task will be utilized in the TM produced under Task 5 of this scope.

Deliverables: Alternatives Outline, Layout Drawing(s), and Evaluation

TASK 5: TECHNICAL MEMORANDUM

The work completed within Tasks 1–4 of this scope will be summarized in a TM to communicate the results of the alternatives analysis. The TM will provide a detailed description of each EDB alternative and the alternatives evaluation conducted. The TM will also present a summary of the findings from the geotechnical investigation performed by Crawford. Finally, the TM will provide a recommended alternative to construct. This

recommendation will be based on the analysis performed and City feedback. A draft of the TM will be provided to the City for review and discussion. RBI will finalize and issue the TM upon receipt of the City's review.

Deliverables: Technical Memorandum

TASK 5: PROJECT MANAGEMENT

This task primarily provides hours for RBI's project management team to oversee and direct RBI staff and subconsultant efforts on each task, to hold key conversations with City staff and agency staff when needed, and to review interim work products. In addition, this task provides time for project coordination by phone, email, and video conference with other project team members, budget and schedule tracking, invoicing, and other duties to coordinate/administer the project.

II. ASSUMPTIONS: WATER-BASED GEOTECHNICAL BORINGS

The geotechnical investigation conducted under this scope will be limited to the Erskine Pond levees and no water-based borings will be performed. It is anticipated that the levee-based borings will provide the information necessary to meet the goals of this scope. If it is later determined that additional information is needed from water-based borings to complete the alternatives analysis, RBI will discuss the need for this additional geotechnical investigation with the City, prepare a budget augmentation request for the effort, and receive written authorization from the City to proceed with the work.

III. SCHEDULE

RBI can begin providing professional services associated with the tasks defined herein upon receipt of a signed contract or written authorization to proceed.

IV. CONTRACT AND BILLING ARRANGEMENT

RBI will complete the scope of work defined herein on a time-and-materials basis, with an authorized budget as shown in **Attachment 1**. RBI will not exceed the authorized budget amount without written approval. RBI will invoice the City monthly according to the fee schedule in **Attachment 2** for all RBI work activities completed in the prior month. Crawford's and Sierra Land Surveying's letter proposals to serve as RBI's subconsultants are provided in **Attachments 3 and 4**, respectively, and are incorporated into RBI's budget provided in Attachment 1.

If you have any questions regarding this proposal, please do not hesitate to contact me at (916) 224-6271. We look forward to assisting the City with this important project.

Sincerely,



Paul Bedore, M.S.
Director of Wastewater &
Stormwater Regulatory Services



Cyle Moon, M.S., P.E.
Senior Engineer &
Project Manager

- Attachment 1: RBI Budget
- Attachment 2: 2026 Fee Schedule
- Attachment 3: Crawford & Associates, Inc. Letter Proposal
- Attachment 4: Sierra Land Surveying Letter Proposal

ATTACHMENT 1

RBI BUDGET

Woodland WPCF Emergency Detention Basin Alternatives Analysis

Robertson-Bryan, Inc.								
	Partner	Principal Engineer	Resource Director (Wastewater Services)	Resource Director (Engineering)	Senior Engineer II	Project Engineer II	Staff Engineer II	Subtotal
	Art O'Brien, P.E.	Bryan Buchanan, P.E.	Paul Bedore, M.S.	Ben Giudice, Ph.D., P.E.	Cyle Moon, M.S., P.E.	Kelly Valencia, M.S., E.I.T.	Matt Burgi, E.I.T.	
PROFESSIONAL SERVICES								
Task 1: Review Existing Documentation	--	2	2	4	12	12	--	\$ 9,214
Task 2: EDB Sizing Analysis	--	6	2	4	12	8	12	\$ 12,106
Task 3: Geotechnical Investigation and Bathymetric Survey	6	2	2	4	36	6	--	\$ 17,110
Task 3: EDB Alternatives Development and Analysis	4	16	4	8	24	40	16	\$ 31,324
Task 4: Technical Memorandum	2	8	2	6	16	32	8	\$ 20,518
Task 5: Project Management	--	10	8	--	26	--	--	\$ 13,736
Total Hours:	12	44	20	26	126	98	36	
Rate:	\$ 363.00	\$ 335.00	\$ 320.00	\$ 320.00	\$ 301.00	\$251.00	\$213.00	
Labor Subtotal:	\$ 4,356	\$ 14,740	\$ 6,400	\$ 8,320	\$ 37,926	\$24,598	\$ 7,668	\$104,008
DIRECT EXPENSES								
Mileage	\$ 500							
Subconsulting								
Surveyor - Sierra Land Surveying	\$ 6,000							
Geotechnical Engineer - Crawford & Associates, Inc.	\$ 137,963							
Subconsultant Markup (10%)	\$ 14,396							
Direct Expenses Total	\$ 158,859							
TOTAL BUDGET	\$ 262,867							

ATTACHMENT 2
2026 FEE SCHEDULE

Charges for project work performed by Robertson-Bryan, Inc. (RBI) will be calculated and billed at the hourly rates shown below.

PROFESSIONAL SERVICES	RATE/HOUR
◆ Managing Partner	\$371.00
◆ Partner	\$363.00
◆ Managing Principal Engineer/Scientist	\$353.00
◆ Principal Engineer/Scientist	\$335.00
◆ Resource Director	\$320.00
◆ Associate	\$309.00
◆ Senior Engineer/Scientist II	\$301.00
◆ Senior Engineer/Scientist I	\$286.00
◆ Project Engineer/Scientist III	\$262.00
◆ Project Engineer/Scientist II	\$251.00
◆ Project Engineer/Scientist I	\$229.00
◆ Staff Engineer/Scientist II	\$213.00
◆ Staff Engineer/Scientist I	\$196.00
◆ Technical Analyst	\$183.00
◆ Graphics/GIS	\$162.00
◆ Laboratory Compliance Specialist	\$158.00
◆ Administrative Assistant	\$122.00
◆ Intern	\$80.00

Up to ten percent (10%) of subcontractor charges will be added to cover administrative costs. Hourly rates will be increased by a minimum of fifty percent (50%) for depositions, trials, and hearings. Rates will be adjusted annually. Rates are adjusted annually, effective December 16th.

Invoices will be issued on a monthly basis for all work performed on a project. Payment is due upon receipt of the invoice.

ATTACHMENT 3
CRAWFORD & ASSOCIATES, INC. LETTER PROPOSAL

December 10, 2025
Crawford File No. 25-1565.P

Geotechnical Services r3

City of Woodland Erskine Pond

Woodland, CA

PROJECT DESCRIPTION

It is our understanding that the approximate 40-acre unlined Erskine Pond (roughly 1,300 feet by 1,300 feet) needs to be evaluated for infiltration potential and sludge thickness. This information will ultimately be used by Robertson-Bryan, Inc. (RBI) to determine if the infiltration meets regulatory requirements to remain unlined (with a hydraulic conductivity of no slower than 10^{-6} cm/sec) or if lining will be required. The lining needs to be conducive to maintenance by City staff and could consist of a HDPE lining, chemically-treated soil, or other type. In addition, the perimeter levees will be raised by less than 3 feet. The current sludge thickness at the bottom of the pond is unknown but needs to be determined for liner support. The City does not want to dewater or desludge the pond for this investigation; a bathymetry survey will be performed by others. Based on the provided 1975 topography for the Erskine Pond, the levee crest was shown to be elev 34.5 feet and the pond bottom ranged from elev 24 to 26 feet, with discharge points between elev 22 and 24.4 feet.

The current pond capacity is more than needed, and the pond volume might be reduced. If a reduction is needed, an additional levee(s) might be constructed in the current pond interior. It is desired to have the pond drain by gravity flow to a point as close to the current headworks as possible.

Based on geologic mapping, the site is underlain by Quaternary basin deposits flanked by deposits of the Riverbank formation; both include silt, clay, and sand. USDA data indicates the site area could be predominately clay in the upper 6 to 8 feet. Historical groundwater levels in the greater site vicinity have ranged from 20 feet deep to near surface and typically vary over the seasons and with groundwater pumping.

SCOPE OF SERVICES

Crawford propose the following tasks as part of our geotechnical scope:

Task 1 Levee Raise and Sludge Investigation

Task 1.1 PM, Coordination, Permitting, and Field Preparation

Crawford will:

- Provide project management throughout the project.
- Attend the kick-off meeting.
- Meet with the design team to review the preliminary plans and discuss the project design needs, goals, and schedule.
- Determine exploration locations and site access and mark the locations for USA North 811.
- Obtain Yolo County Boring and Well Permits for soil borings and piezometers.
- Coordinate the drilling subcontractor.



Task 1.2 Subsurface Exploration

Crawford will conduct a land-based and over-water subsurface exploration program to understand the subsurface conditions around the pond and to measure sludge thickness.

Land-Based Borings

Borings will be advanced around the perimeter of the pond to collect data to analyze the levee raise and perform seepage testing. Considering USACE guidance on explorations for levees not exceeding 1,000 feet in consistent geology, Crawford will drill, log and sample eight borings (two per side) through the existing pond embankment (levee) to depths of 30 to 50 feet, which should be approximately 20 to 40 feet below the bottom of pond (mudline).

The drilling contractor will advance borings with a rubber-tired, truck and/or track mounted drill rig using 6 to 8-inch-diameter hollow, solid stem augers, and/or rotary wash methods. Standard Penetration Test (SPT) and California Modified sampling will be performed within borings to obtain samples and blow count information. A Crawford engineer/geologist will direct the sampling, log the borings, and retain samples for visual classification and field and laboratory testing. At a minimum, we will sample at 2-foot intervals from 0 to 20 feet, then at 5-foot intervals thereafter. Bulk samples of the existing embankment material will also be collected. Surface and groundwater conditions will be noted where encountered. The borings will be backfilled per County requirements.

To obtain data to develop infiltration rates, Crawford will perform infiltration rate testing in the field using the falling head method at up to four locations (one per side). Approximately 15-foot deep open standpipe piezometers will be constructed per County guidelines to perform the testing within; the depth could vary depending on the conditions encountered. The piezometers will be filled with water to above the approximate pond water level and a water level datalogger will be placed at the bottom of the piezometer to record the water level drop over time until a consistent rate is established. The piezometers will be left in place after testing.

Over-Water Measurements, Sampling, and Testing

Crawford will obtain depth to top of sludge measurements across the pond in 9 to 16 locations in our small hand-launched boat. In each location, we will perform dynamic cone penetrometer testing to measure resistance of the sludge and underlying native soil to estimate the bottom of sludge level and sludge thickness. We will also hand auger through the sludge to attempt to obtain samples of the native material unless caving prevents sample collection.

As we progress around the pond, a 3rd party surveyor will accompany our staff in our boat to obtain bathymetric survey data.

Task 1.3 Laboratory Testing

Crawford will complete the following laboratory tests on soil samples obtained from the exploratory borings (as appropriate):

- Moisture Content and Unit Weight.
- Sieve Analysis and Plasticity Index.
- Hydraulic Conductivity.
- Unconfined Compressive Strength and/or Direct Shear.
- Compaction.

Task 1.4 Engineering Evaluation and Analysis and Report Preparation

Crawford will perform engineering evaluation and analysis for:

- sludge thickness.
- seepage (through and underseepage).
- slope stability of proposed conditions (end of construction, steady state seepage, pseudo-static).
- liquefaction potential.
- settlement (static and seismic).

Crawford will prepare a draft Geotechnical Report for review and comment by the design team. The report will include:

- a project description,
- site description,
- summary of site geology,
- subsurface exploration details,
- subsurface materials and groundwater,
- field and laboratory tests,
- sludge depth and volume,
- infiltration rates and discussion, including input for lining alternatives, if necessary.
- liquefaction and seismic settlement,
- seepage and slope stability results,
- static settlement,
- recommendations for earthwork construction of the levee raise including, suitability of the existing levee (for foundation support and suitability for reuse), levee foundation preparation, compaction, penetrations, volume shrinkage, slope inclinations and scour potential, and import fill.
- recommendations for liner subgrade preparation,
- recommendations for further exploration and study, if applicable, and
- exploration map, boring logs, and laboratory test results.

Following receipt of review comments, Crawford will prepare a final Geotechnical Report.

DELIVERABLES: DRAFT AND FINAL GEOTECHNICAL REPORT

Task 1.5 Consultations

Following issuance of the geotechnical report, Crawford will be available for consultations and meetings. We have budgeted 16 hours for this task.

Optional Task 2 – New Interior Levee

Task 2.1 PM, Coordination, Permitting, and Field Preparation

Crawford will:

- Provide project management throughout the project.
- Meet with the design team to review the preliminary plans and discuss the project design needs, goals, and schedule.
- Determine exploration locations and mark the locations for USA North 811.
- Obtain a Yolo County Boring Permit for soil borings.

- Coordinate the drilling subcontractor.

Task 2.2 Subsurface Exploration: Over-Water Borings

Crawford will conduct an over-water subsurface exploration program to understand the subsurface conditions in the pond interior for the new interior levee. Crawford will drill, log and sample up to four borings to depths of 30 to 40 feet below the mudline. Depth to top of sludge and approximate bottom of sludge will be recorded.

The drilling contractor will advance borings with a track-mounted drill rig on a barge using 6 to 8-inch-diameter hollow, solid stem augers, and/or rotary wash methods. Standard Penetration Testing (SPT) and California Modified sampling will be performed within borings to obtain samples and blow count information. A Crawford engineer/geologist will direct the sampling, log the borings, and retain samples for visual classification and field and laboratory testing. At a minimum, we will sample at 2-foot intervals to 15 feet below mudline and at 5-foot intervals thereafter. Surface and groundwater conditions will be noted where encountered. The borings will be backfilled per County requirements.

Task 2.3 Laboratory Testing

Crawford will complete the following laboratory tests on soil samples obtained from the exploratory borings (as appropriate):

- Moisture Content and Unit Weight.
- Sieve Analysis and Plasticity Index.
- Hydraulic Conductivity.
- Unconfined Compressive Strength and/or Direct Shear.

Task 2.4 Engineering Evaluation and Analysis and Report Preparation

Crawford will perform engineering evaluation and analysis focusing on the interior levee:

- sludge thickness
- seepage (through and underseepage)
- slope stability of proposed conditions (end of construction, steady state seepage, pseudo-static)
- liquefaction potential
- settlement (static and seismic)

Crawford will update the Geotechnical Report in Task 1.4 above for review and comment by the design team. The report will include the items listed in Task 1.4 above, focusing on the additional analyses and updates to conclusions and recommendations as they apply to the new interior levee. Following receipt of review comments, Crawford will prepare a final Updated Geotechnical Report.

DELIVERABLES: DRAFT AND FINAL UPDATED GEOTECHNICAL REPORT

Task 2.5 Consultations

Following issuance of the updated geotechnical report, Crawford will be available for consultations and meetings. We have budgeted 8 hours for this task.

COSTS

The costs for Task 1 are detailed in the attached cost breakdown.

The costs for the Optional Task 2 are estimated to be \$75,000 to \$100,000 and will require confirmation after the completion of Task 1.

ASSUMPTIONS

Crawford assumes the following:

- Access and/or rights-of-entry will be provided.
- The pond will be deep enough to operate the small boat and drill rig barge.
- Topographic and bathymetric survey data will be obtained by others.
- No contaminated soil or groundwater issues are present that would require containment of the geotechnical drill cuttings;
- Drill cuttings will be spread on-site at each boring location or in the pond, based on input from City staff on location.
- Destruction of piezometers, if needed, will be at an additional cost.
- An evaluation of a borrow source is not included.

SCHEDULE

For Task 1, the permitting and exploration preparation testing will begin immediately after we are under contract. The drilling subcontractors are booked out approximately 4 to 6 weeks, and we would expect to complete the exploration with 8 weeks of being under contract. Laboratory testing should be completed in 4 to 6 weeks after exploration, depending on how many hydraulic conductivity tests are needed. The draft geotechnical report will be completed approximately 4 weeks after completion of laboratory testing. Therefore, we estimate the time to issue a draft report to be 14 to 18 weeks after contract execution.

Task 2 would have roughly the same schedule and would not be initiated until a contract amendment is in place and direction is given by RBI.

Project Name: **City of Woodland Erskine Pond**
 County/City: **Woodland, CA**
 Services: **Geotechnical r3**

Date: **12/10/2025**



Crawford & Associates, Inc. Tasks and Descriptions		Principal *	Senior Project Manager *	Project Manager II	Project Manager I	Senior Engineer II	Senior Engineer I	Senior Geologist	Project Engineer III / Geologist III	Project Engineer II / Geologist II	Project Engineer I / Geologist I	Staff Engineer / Geologist	Drafter	Project Coordinator	Administrative Assistant	Laborer Technician **	HOURS PER TASK	LABOR COST PER TASK	OTHER DIRECT COSTS	TOTAL COST PER TASK
Hourly Rate		\$ 275.00	\$ 255.00	\$ 245.00	\$ 210.00	\$ 225.00	\$ 205.00	\$ 180.00	\$ 180.00	\$ 160.00	\$ 150.00	\$ 140.00	\$ 125.00	\$ 135.00	\$ 115.00	\$ 145.00				
TASK NO. 1.1																				
	PM, Coordination, Permitting, and Field Preparation	2.00	16.00				4.00		8.00			16.00		4.00	4.00		54.00	\$ 10,130.00	\$ 3,742.00	\$ 13,872.00
	Task 1 - Hours	2.00	16.00	0.00	0.00	0.00	4.00	0.00	8.00	0.00	0.00	16.00	0.00	4.00	4.00	0.00	54.00	\$ 10,130.00	\$ 3,742.00	\$ 13,872.00
TASK NO. 1.2																				
	Subsurface Exploration		2.00				6.00		60.00			40.00				20.00	128.00	\$ 19,840.00	\$ 67,311.00	\$ 87,151.00
	Task 2 - Hours	0.00	2.00	0.00	0.00	0.00	6.00	0.00	60.00	0.00	0.00	40.00	0.00	0.00	0.00	20.00	128.00	\$ 19,840.00	\$ 67,311.00	\$ 87,151.00
TASK NO. 1.3																				
	Laboratory Testing		1.00				1.00		2.00			4.00					8.00	\$ 1,340.00	\$ 10,925.00	\$ 12,265.00
	Task 3 - Hours	0.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00	8.00	\$ 1,340.00	\$ 10,925.00	\$ 12,265.00
TASK NO. 1.4																				
	Engineering Evaluation, Analysis and Report Preparation	1.00	16.00				24.00		32.00			40.00	8.00				121.00	\$ 20,995.00	\$ -	\$ 20,995.00
	Task 4 - Hours	1.00	16.00	0.00	0.00	0.00	24.00	0.00	32.00	0.00	0.00	40.00	8.00	0.00	0.00	0.00	121.00	\$ 20,995.00	\$ -	\$ 20,995.00
TASK NO. 1.5																				
	Consultations		8.00				8.00										16.00	\$ 3,680.00	\$ -	\$ 3,680.00
	Task 6 - Hours	0.00	8.00	0.00	0.00	0.00	8.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.00	\$ 3,680.00	\$ -	\$ 3,680.00
	Subtotal- Hours/Tasks	3.00	43.00	0.00	0.00	0.00	43.00	0.00	8.00	94.00	0.00	100.00	8.00	4.00	4.00	20.00	327.00			

Overtime and Graveyard Charges May Apply
 (*) Indicates Key Staff
 (**) Indicates Prevailing Wage Classifications

TOTAL LABOR COST:	\$ 55,985.00
OTHER DIRECT COSTS:	\$ 81,978.00
TOTAL ESTIMATED FEE:	\$ 137,963.00

Task 1.1 PM, Coordination, Permitting, and Field Preparation

DESCRIPTION	QUANTITY	UNIT	UNIT COST	MULT	TOTAL
Mileage	50	Mile	\$ 0.74	1	\$ 37.00
Vehicle Charge	1	Day	\$ 25.00	1	\$ 25.00
Environmental Health Permit	1	Cost	\$ 3,200.00	1.15	\$ 3,680.00
EDR		Cost	\$ 700.00	1.15	\$ -
				1	\$ -

Task 1 ODC Total: \$ 3,742.00

Task 1.2 Subsurface Exploration

DESCRIPTION	QUANTITY	UNIT	UNIT COST	MULT	TOTAL
Mileage	250	Mile	\$ 0.74	1	\$ 185.00
Vehicle Charge	6	Day	\$ 25.00	1	\$ 150.00
Drilling Rig & Crew - Land	6	Day	\$ 8,500.00	1.15	\$ 58,650.00
Drilling Rig & Crew - Barge		Day	\$ 15,000.00	1.15	\$ -
Crane to Launch Barge		Each	\$ 12,000.00	1.15	\$ -
Steel Liners	90	Liner	\$ 12.00	1	\$ 1,080.00
Piezometer Materials	4	Each	\$ 750.00	1	\$ 3,000.00
Hand Auger	2	Day	\$ 210.00	1	\$ 420.00
Wildcat DCP Equipment **	2	Day	\$ 785.00	1	\$ 1,570.00
Wildcat DCP Tips	16	Each	\$ 21.00	1	\$ 336.00
Percolation / Infiltration Testing Equipment	2	Day	\$ 210.00	1	\$ 420.00
Boat Rental	2	Day	\$ 750.00	1	\$ 1,500.00
				1	\$ -
				1	\$ -

Task 2 ODC Total: \$ 67,311.00

Task 1.3 Laboratory Testing

DESCRIPTION	QUANTITY	UNIT	UNIT COST	MULT	TOTAL
#200 Wash (D1140)	9	Each	\$ 125.00	1	\$ 1,125.00
Atterberg Limits / Plasticity Index (D4318)	4	Each	\$ 270.00	1	\$ 1,080.00
Cleanness Value (CT 227)		Each	\$ 250.00	1	\$ -
Corrosivity Testing (pH, Resistivity, Sulfate, Chloride)		Each	\$ 250.00	1	\$ -
Corrosivity Testing w/Redox (pH, Resistivity, Sulfate, Chloride)		Each	\$ 365.00	1	\$ -
Durability Index (D3744, CT 229)		Each	\$ 390.00	1	\$ -
Expansion Index		Each	\$ 285.00	1	\$ -
Hydrometer Analysis (D7928)		Each	\$ 285.00	1	\$ -
Landscape Suitability		Each	\$ 130.00	1	\$ -
Mass Grain Size, Scour (D6913)		Each	\$ 2,300.00	1	\$ -
Moisture & Density (D2216, D7263)	36	Each	\$ 85.00	1	\$ 3,060.00
Moisture Content (D2216, CT 226)		Each	\$ 55.00	1	\$ -
Non-Plastic Index Result (D4318)		Each	\$ 140.00	1	\$ -
Organic Matter (D2974)		Each	\$ 135.00	1	\$ -
Percent Crushed Particles (CT 205)		Each	\$ 245.00	1	\$ -
R-Value (D2844, CT 301)		Each	\$ 450.00	1	\$ -
Sand Equivalent (D2419, CT 217)		Each	\$ 165.00	1	\$ -
Sieve Analysis (CT 202)		Each	\$ 220.00	1	\$ -
Sieve Analysis to #200 (D6913)	2	Each	\$ 165.00	1	\$ 330.00
Sieve Analysis with Hydrometer (D6913, D7928)		Each	\$ 450.00	1	\$ -
Unconfined Compression, Soil (D2166)	4	Each	\$ 240.00	1	\$ 960.00
Hydraulic Conductivity (D5084)	4	Each	\$ 600.00	1	\$ 2,400.00
Direct Shear - 3 Point (D3080)	2	Each	\$ 450.00	1	\$ 900.00
Compaction (6" Proctor)	2	Each	\$ 535.00	1	\$ 1,070.00

Task 3 ODC Total: \$ 10,925.00

TOTAL OTHER DIRECT COSTS \$ 81,978.00

PROJECT MANAGEMENT	HOURLY RATE
Principal	\$ 275.00
Senior Project Manager	\$ 255.00
Project Manager II	\$ 245.00
Project Manager I	\$ 210.00

ENGINEER / GEOLOGIST	HOURLY RATE
Senior Engineer II	\$ 225.00
Senior Engineer I	\$ 205.00
Senior Geologist	\$ 180.00
Project Engineer III / Geologist III	\$ 180.00
Project Engineer II / Geologist II	\$ 160.00
Project Engineer I / Geologist I	\$ 150.00
Staff Engineer / Geologist	\$ 140.00
Drafter	\$ 125.00

PROJECT SUPPORT	HOURLY RATE
Project Coordinator	\$ 135.00
Administrative Assistant	\$ 115.00

MATERIALS TESTING & CONSTRUCTION SERVICES	HOURLY RATE
Construction Services Director	\$ 255.00
Special Inspector	\$ 138.00
Senior Technician	\$ 120.00
Staff Technician	\$ 110.00

PREVAILING WAGE	HOURLY RATE
Group 1 - Special Inspector I (Masonry)	\$ 200.00
Group 2 - Special Inspector II (Welding)	\$ 195.00
Group 2 and 3 - Laborer Technician	\$ 145.00
Group 3 - Soils/Asphalt Technician	\$ 185.00
Group 4 - Concrete Technician	\$ 175.00

WORKING HOURS AND PREMIUM TIME	RATE
A Regular Workday is defined as the first 8 hours between 6am and 6pm, Monday through Friday.	
Standard Overtime: Weekdays & Saturdays (first 8 hours)	150% Above Hourly Rate
Overtime: Saturdays (over 8 hours); Sunday (first 8 hours)	200% Above Hourly Rate
Overtime: Sundays (over 8 hours) and Holidays	300% Above Hourly Rate
Night Shift is defined as a shift starting after 2pm and before 4am	115% Above Hourly Rate

Annual Rate Increase Crawford & Associates, Inc. anticipates an hourly rate increase 5% effective Jan 1st of each new year without prior notice. For projects that span multiple years, an updated rate schedule will be sent with the first invoice that reflects the annual increase.

REIMBURSABLES	RATE
Mileage	\$ 0.74 / Mile
Vehicle Charge	\$ 25.00 / Day
Outside Costs	15% Markup
Permit Fees (City/County)	15% Markup
Per Diem (Lodging & Meals)	\$ 350 / Day
Rush Lab Testing	50% Markup

ENGINEERING FIELD EQUIPMENT	RATE	DETAIL
Backfill	\$ 9.00	Bag
Core Box	\$ 18.00	Each
Core Machine Bit	\$ 3.00	Inch
Core Machine with Generator	\$ 2,700.00	Day
Hand Auger	\$ 210.00	Day
Hot Mix Asphalt Patching (1st Core)	\$ 1,050.00	First
Hot Mix Asphalt Patching (2 or More)	\$ 500.00	Each After
Percolation/Infiltration Testing Equipment	\$ 210.00	Day
Steel Liners (MCAL)	\$ 12.00	Each
Survey Equipment (Liquid Level)	\$ 155.00	Day
Survey Equipment (Tripod, Level, Rod)	\$ 155.00	Day
Traffic Control - Major (Non-DBE, Non-PW)	\$ 1,750.00	Day
Traffic Control - Minor (Non-DBE, Non-PW)	\$ 735.00	Day
Traffic Control Equipment (Shoulder signs, cones)	\$ 210.00	Day
Traffic Control Sign Board	\$ 650.00	Day
Wildcat DCP Equipment	\$ 785.00	Day
Wildcat DCP Tip	\$ 21.00	Each

SEISMIC ANALYSIS	RATE	DETAIL
EZ Frisk Software Use	\$ 2,350.00	Per Location
Seismic Survey Equipment (24 channel)	\$ 1,835.00	Day
Seismic Data Processing (1dS)	\$ 145.00	Per Line
Seismic Data Processing (2dS)	\$ 450.00	Per Line
Seismic Data Processing (2dS w/CA Stamp)	\$ 1,375.00	Per Line

MATERIALS TESTING EQUIPMENT	Rate	Detail
Concrete Testing Equipment (Slump, Unit Wt, Air)	\$ 65.00	Day
Torque Wrench	\$ 25.00	Day
Bolt tensioning Device - Skidmore	\$ 65.00	Day
4x8 Cylinder Mold	\$ 10.00	Ea
6x12 Cylinder Mold	\$ 12.00	Ea
Proof Load Ram and Pump	\$ 55.00	Day
Sand Cone Equipment	\$ 7.00	Ea
Moisture Emission Test Kit	\$ 75.00	Ea
NDT Weld Testing Equipment UT/MT/PT	\$ 75.00	Day
Nuclear Density Guage	\$ 25.00	Day

2025 Laboratory Fees

Soils - Characteristics	ASTM	AASHTO	Caltrans	Rate
Sieve Analysis w/#200 Wash	D6913	T11/T88	CT202	\$ 220.00
Sieve Analysis w/out #200 Wash	D6913	T88	CT202	\$ 165.00
Sieve Analysis with Hydrometer	D6913/D7928	T88	-	\$ 450.00
#200 Wash Only	D1140	T11	202	\$ 125.00
Hydrometer Analysis	D7928	T88	-	\$ 285.00
Seive Analysis - Mass Grain Size (Scour)	D6913	T88	202	\$ 2,300.00
Atterberg Limits Multipoint	4318	T89 & T90	204	\$ 270.00
Atterberg Limits Single Point	D4318	T89 & T90	204	\$ 225.00
Liquid Limit Only	D4318	T89	204	\$ 200.00
Plastic Limit Only	D4318	T90	204	\$ 140.00
Expansion Index	D4829	-	-	\$ 285.00
Moisture-Density	D2216	-	-	\$ 85.00
Soil Moisture Content	D2216	T265	CT226	\$ 35.00
Organic Content	D2974	-	-	\$ 135.00
USDA Soil Textural Analysis	-	-	-	\$ 100.00
Soils - Density				
4" Proctor	D1557/D698	T180/T99	-	\$ 475.00
6" Proctor	D1557/D698	T180/T99	-	\$ 535.00
4" Proctor -Check Point	D1557/D698	T180/T99	-	\$ 130.00
6" Proctor - Check Point	D1557/D698	T180/T99	-	\$ 130.00
California Impact Test	-	-	216	\$ 365.00
Soils - Strength				
Direct Shear - 3 Point Peak	D3080	T236	-	\$ 450.00
Triaxial Shear, Unconsolidated, Undrained	D2850	T296	-	\$ 180.00
Triaxial Staged, Unconsolidated, Undrained	D2850	T296	-	\$ 300.00
Triaxial Staged, Consolidated, Undrained	D4767	T297	-	\$ 550.00
Triaxial Staged, Consolidated, Drained	D7181	-	-	Ask for Quote
Unconfined Compression	D2166	T208	-	\$ 240.00
Resistance Value (R-Value) Soils	D2844	T190	301	\$ 400.00
Resistance Value (R-Value) Treated Soil/Aggregate Base	D2844	T190	301	\$ 500.00
Soils - Consolidation				
1-D Consolidation	D2435	T216	-	\$ 420.00
1-D Consolidation (Time Rate)/Per Point	D2435	T216	-	\$ 105.00
Rock - Strength				
Point Load	D5731	-	-	\$ 70.00
Unconfined Compression	D7012	-	-	\$ 240.00
Environmental Testing				
pH, Resistivity, Sulfate, Choride Content Suite	-	-	417422643	\$ 250.00
pH, Resistivity, Sulfate, Choride Content, Redox Potential Suite	G200M	-	417422643	\$ 365.00
Landscape Sutability	LTP.4	-	-	\$ 130.00
Aggregates - HMA, Concrete				
Seive Analysis - Course and Fine	C136 or D6913	T27	202	\$ 220.00
Seive Analysis - #200 Wash	C117	T11	202	\$ 125.00
Sieve Analysis - Coarse Aggregate	C136 or D6913	T27	202	\$ 175.00
Sieve Analysis- Fine Aggregate	C136 or D6913	T27	202	\$ 165.00
Specific Gravity - Coarse Aggregate	C128	T85	206	\$ 350.00
Specific Gravity - Fine Aggregate	C127	T84	207	\$ 200.00
Sand Equivalent - 3 Point	D2419	T176	217	\$ 165.00
Sand Equivalent - 1 Point	D2419	T176	217	\$ 125.00
Curshed Particals - Coarse Aggregate (One and two Face)	D5821	T335	205	\$ 245.00
Flat and Elongatd Particles	D4791	-	235	Ask for Quote
Clay Lums and Friable Particale	C142	T112	-	\$ 225.00
Fine Aggregate Angularity	C1252	T304	234	\$ 220.00
Organic Impurities	C40	T210	213	\$ 150.00
Abrasion Resistance LA Rattler	C131/535	T96	211	\$ 320.00
Bulk Density Unit Wieht of Aggregate	C29	T19	212	\$ 155.00
Aggregate Moisture	C566	T255	226	\$ 55.00
Cleanness Value	-	-	227	\$ 250.00
Durability Index	D3744	T210	229	\$ 390.00

2025 Laboratory Fees (Cont.)

Hot Mix Asphalt

Asphalt Binder Content - Ignition Oven	D6307	T308	382	\$	230.00
Asphalt Binder Content - Ignition Oven Calibration	D6307	T308	382	\$	480.00
HMA Moisture Content		T329	226/370	\$	80.00
Maximum Specific Gravity (Rice)	D2041	T209	309	\$	235.00
Hveem Stability	1561/1560	T247/246	304/366	\$	485.00
Asphalt Binder Content by Extraction Method	D2172	T164		\$	405.00
Core Unit Weight - Field Speciman	D2726	T166	308	\$	65.00
Hamburg Wheel Track		T324	389	\$	1,490.00
Tensile Strength Ratio (TSR)	4867	T283	371	\$	1,390.00
Unit Weight, Gyration	D6925	T312		\$	625.00
VMA/VFA/Dust Proportion - MS2				\$	185.00

Concrete

Concrete Compressive Strength - 4x8 Cylinders	C39	T22	521	\$	40.00
Concrete Compressive Strength - 6x12 Cylinders	C39	T22	521	\$	50.00
Concrete Compressive Strength - Core	C42	T24		\$	95.00
Concrete Strength - Flexural Beam	C78/293	T97/177	523	\$	125.00

Masonry

CMU Absorption/Unit Wt/Moisture	C140			\$	275.00
Masonry Grout Compression				\$	50.00
Masonry Mortar Compression				\$	40.00
Composite Prism Compression				\$	125.00
Masonry Core Shear				\$	275.00

Structural Steel

Reinforcing Steel - Tensile				\$	100.00
Reinforcing Steel - Bend				\$	100.00
Reinforcing Steel - Elongation (Up to #8)				\$	90.00
High Strength Bolt - Proof Load - Wedge Tension and Hardness Suite				\$	300.00
High Strength Nut - Proof Load and Hardness Suite				\$	200.00
High Strength Washer - Hardness				\$	100.00
Reinforcing 7 Wire Strand - Tensile				\$	350.00

Design

Soil Stabilization Mix Design (Lime or Cement)	D1633		373	\$	2,100.00
Full Depth Reclamation - Cement			373	\$	2,500.00

Miscellaneous

Sample Preparation by Hour				\$	105.00
Specimen cutting				\$	85.00
Sample Storage (Starting 90 days after final lab report)				\$	150.00

ATTACHMENT 4
SIERRA LAND SURVEYING LETTER PROPOSAL



PROFESSIONAL LAND SURVEYING SERVICE AGREEMENT

Project Name: 42929 County Road 24
Project APN: 042-580-034
Project Location: Woodland, California
Date: July 21, 2025
Project Number: TBD
Client : Cyle Moon
Robertson-Bryan, Inc
Consultant: Sierra Land Surveying
5825 Forest Lake Rd
Diamond Springs, CA 95619
(530) 409-0900

Project Description: Client (Robertson-Bryan, Inc) retains Sierra Land Surveying to provide land surveying services outlined below.

Scope of Services: Sierra Land Surveying will provide the following services:

- Provide a topographic survey for the area shown in below image, approximately 40 acres
- Survey limits to extend to top of levee bank and include bathymetry plus above water measurements and water level elevation
- All measurements to be conducted with survey grade GNSS RTK equipment and single beam sonar, based on either a local control system or State Plane Coordinates, to be determined prior to field survey.
- Deliverable to be an autocad Civil3D .dwg with 1 foot contour interval, xml surface file, and PDF topographic survey sheet, signed and stamped by a California Professional Land Surveyor.



Fee Proposal: Sierra Land Surveying will perform the scope of services for a fixed fee of **\$6000**.

There will be no additional fees charged to the project without the clients' written permission.

ASSUMPTIONS AND CLARIFICATIONS

Conditions: The following Terms and Conditions are incorporated into and made a part of this Professional Services Agreement.

Authorization: Subject to receipt of any specified retainer, the undersigned agree to the terms and conditions of this Agreement.

CLIENT AND CONSULTANT AGREE AS FOLLOWS:

Client agrees to engage Consultant according to the terms of this agreement ("the Agreement").

- 1. Consultant agrees to perform the services set forth in the aforementioned "Scope of Services".
- 2. Client agrees to compensate Consultant for its Services according to the aforementioned "Fee Proposal".

GENERAL PROVISIONS

Client and Consultant agree that the following provisions shall be part of this Agreement:

- 1. **Suspension or Termination of Agreement.** Client and/ or Consultant shall have the right to suspend or terminate this Agreement at any time. If the client terminates the contract before the completion of services, the Consultant will be paid for their services based on a time and materials rate utilizing the rate schedule there in effect. Further, any such termination shall automatically release Consultant from any liability for all Services performed.
- 2. **Liability Limits.** Client agrees that Consultant's total liability to Client, its agents, employees, contractors, subcontractors, successors and assigns, for professional negligence, acts, errors or omissions of consultant, shall be limited to \$25,000 or Consultant's fees, whichever is less.
- 3. **No Warranties.** Consultant makes no warranty, either express or implied, as to its findings, recommendations, or professional advice except that the service was performed pursuant to generally accepted standards of practice in effect at the time of performance.
- 4. **Entire Agreement.** This Agreement contains the entire agreement between Client and Consultant relating to the project and the provision of Services to the project. Any prior agreements, promises, negotiations or representations not expressly set forth in this Agreement are of no force or effect. Subsequent modifications to this Agreement shall be in writing and signed by both Client and Consultant.
- 5. **Acceptance and Commencement.** By execution of this Agreement Client accepts the terms hereof, acknowledges receipt of a copy hereof, including all exhibits, and authorizes Consultant to proceed with the Services. In the event Client is not the owner of the Property, Client represents that Client has obtained permission from said owner for Consultant to proceed.

IN WITNESS WHEREOF, the parties hereby execute this Agreement upon the terms and conditions stated above and on the date first above written.

CONSULTANT

Sierra Land Surveying



Sign: _____

Date: 7/21/2025

Matt Vander Dussen, PLS 9355

CLIENT

Sign: _____

Date: _____

Print Name: _____

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
APPROVING A CONSULTANT AGREEMENT FOR THE WPCF EMERGENCY
DETENTION BASIN ALTERNATIVES ANALYSIS CIP 26-11.**

WHEREAS, the WPCF is regulated under a National Pollution Discharge Elimination System permit (NPDES); and

WHEREAS, the NPDES permit requires an analysis of Erskine Pond at the WPCF and ultimately requires construction of an emergency detention basin; and

WHEREAS, Robertson - Bryan, Inc. (RBI) is experienced in this type of work; and

WHEREAS, the funding for the work is budgeted in the WPCF Asset Replacement Project, CIP 14-02; and

WHEREAS, the City Council wishes to reallocate \$300,000 in funds from the WPCF Asset Replacement Project, CIP 14-02 to the Water Pollution Asset Replacement (WPCF) Emergency Detention Basin Alternatives Analysis Project, CIP 26-11; and

WHEREAS, the City of Woodland wishes to enter into a Consultant Agreement with RBI to complete the Alternatives Analysis for an amount of \$262,867; and

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

SECTION 1. The City Council hereby approves the reallocation of \$300,000 of Sewer Enterprise Funds from the WPCF Asset Replacement Project, CIP 14-02, to the Water Pollution Asset Replacement (WPCF) Emergency Detention Basin Alternatives Analysis Project, CIP 26-11 for a total budget of \$300,000.

SECTION 2. The City Council hereby approves the Agreement. The City Manager is hereby authorized and directed to execute the Agreement with RBI in the amount of \$262,867, subject to City Attorney approval. The City Attorney is hereby authorized to make clarifying changes so long as the total dollar amount authorized in the Agreement does not change.

SECTION 3. A copy of the Agreement is available and on file in the City Clerk's office and is incorporated herein by reference and made a part of this Resolution.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Woodland at a regular meeting held on the 7th day of April 2026, by the following vote:

AYES:
NOES:

ABSENT:
ABSTAIN:

Tom Stallard, Mayor

ATTEST:

APPROVED AS TO FORM:

Marissa Kersey, City Clerk

Ethan Walsh, City Attorney



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: April 7, 2026
ITEM #: F.8
SUBJECT: Woodland Avenue Alley Abandonment

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, approving a Summary Vacation of the alley within the property lines of 414 Woodland Avenue and authorize the City Manager to execute a quit claim deed for excess right of way.

Staff Contact:

Lolly Weichel, Senior Engineering Assistant, (530) 661-5950, lolly.weichel@cityofwoodland.gov

Fiscal Impact:

The proposed summary vacation of this alley right of way will have no negative fiscal impact on the City. Conversely, the vacation eliminates future City obligations to maintain or improve this surplus easement as a public alley.

Background:

Beamers Addition Subdivision, recorded in 1887, created a public alley in the form of an easement, running from Woodland Avenue to Plane Avenue parallel to and west of College Street. A portion of the alley located within the boundaries of 414 Woodland Avenue was never constructed as or used as an alley.

The property owners, Jon and Jessica Klosinski, have requested the abandonment of the northern 300 feet of surplus alley (20 feet wide, totaling 0.138 acres) that currently bisects the property at 414 Woodland Avenue. The southernmost portion of the alleyway will continue to serve as a city alley right of way until such time that adjacent property owners wish to abandon these portions as well. The property owner's intent in the alley abandonment request is to un-encumber the property for future development to allow for full legal rights to property use. A legal description and map of the proposed abandonment area are attached as Exhibits A and B.

As required by California Government Code Section 65402, the Planning Commission made a finding on February 19, 2026, that the proposed abandonment is in conformity with the City's General Plan.

Discussion:

Once the proposed abandonment is found in conformity with the City's General Plan, the excess right of way may be summarily vacated per the California Streets and Highways Code (§ 8331) if:

1. The street or highway has been impassable for vehicular travel for five consecutive years; and
2. No public funds were expended for maintenance during that period.

The subject area meets these criteria as it is currently non-traffic bearing and is surplus to the City's transportation needs.

Conclusion:

Staff recommends that the City Council adopt Resolution No. _____, approving a Summary Vacation of the alley within the property lines of 414 Woodland Avenue and authorize the City

Manager to execute a quit claim deed for excess right of way.

Prepared by: Lolly Weichel, Senior Engineering Assistant

Reviewed by: Ed Wisniewski, Senior Civil Engineer

A handwritten signature in black ink, appearing to read 'Ken Hiatt', with a long horizontal flourish extending to the right.

Ken Hiatt
City Manager

Attachments:

1. Exhibit A - Legal Description
2. Exhibit B - Plat Map
3. Aerial Exhibit
4. Proposed Resolution_Summary Vacation 414 Woodland

EXHIBIT "A"
20-FOOT ALLEY ABANDONMENT

THAT portion of real property situate in the County of Yolo, State of California, and being a portion of Section 29, Township 10 North, Range 2 East, Mount Diablo Base and Meridian, also being a portion of the alley within Block 2, of "BEAMERS ADDITIONS" recorded in Book 42 of Deeds at Page 563, said County Records, and being more particularly described as follows:

BEGINNING at the Northeast corner of Lot 11 of said Block 2; thence, from said POINT OF BEGINNING, and along the North line of said Lot 11, North 89°52'22" East 20.00 feet to the Northwest corner of Lot 10 of said Block 2; thence leaving said North line and along East line of said Alley, South 00°00'30" West 300.00 feet to the Southwest corner of Lot 6 of said Block 2; thence South 89°52'22" West 20.00 feet to the Southeast corner of Lot 15 of said Block 2; thence along the West line of said Alley, North 00°00'30" East 300.00 feet to the POINT OF BEGINNING.

Containing 0.138 acres of land, more or less.

The basis of bearings for this description is North 89°52'22" East, shown hereon as the centerline of Woodland Avenue, as shown in said Book 8 of Parcel Maps at Page 93, said County Records.

End of description.



Matthew K. Souza, L.S.

09-29-2025
Date

BASIS OF BEARINGS
N89°52'22"E

WOODLAND AVENUE

30.00'
R.O.W.

POINT OF BEGINNING

N89°52'22"E 20.00'

LANDS OF JOSE ARTURO, PIMENTAL AND TERESA PIMENTEL
DOC-2003-0043624

10
LANDS OF THE KLOSINSKI FAMILY TRUST
DOC-2024-0022082

LANDS OF THE ELISABETH M. ROBBINS LIV TRUST
DOC-2014-0005094

12

9

LANDS OF LUIS BARAJAS AND ALALIA MARTINEZ DE BARAJAS AND LUIS BARAJAS MARTINEZ
DOC-2016-0000961

13

8

20.00' ALLEY ABANDONMENT
0.138± ACRES

14

42 DEEDS 563
BLOCK 2

7

LANDS OF JOSE A RUELAS
DOC-2016-0000961

15

LANDS OF TOZZI PARRISH LIVING TRUST
DOC-2012-0031146

6

16

LANDS OF DALE J. AND CARLA E. COULTER REV LIV TRUST
DOC-2005-0011137

LANDS OF ROBERT KEMP AND CHERYL KEMP
2166 OR 557

5

S89°52'22"W 20.00'

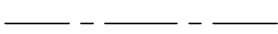
NORTH COLLEGE STREET



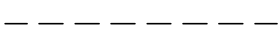
LEGEND



EXISTING ALLEY WAY TO BE ABANDONED



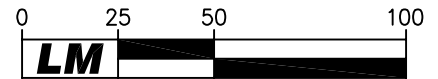
R.O.W. CENTERLINE



HISTORIC LOT LINE



PROPERTY LINES



SCALE: 1"=50'

EXHIBIT "B"
ALLEY ABANDONMENT

LOCATED IN A PORTION OF SECTION 29,
TOWNSHIP 10 NORTH, RANGE 2 EAST,
MOUNT DIABLO MERIDIAN,
CITY OF WOODLAND,
YOLO COUNTY, CALIFORNIA

SHEET 1 OF 1 SEPTEMBER 29, 2025

LM LAUGENOUR AND MEIKLE
CIVIL ENGINEERING · LAND SURVEYING · PLANNING
608 COURT STREET, WOODLAND, CALIFORNIA 95695 · PHONE: (530) 662-1755
P.O. BOX 828, WOODLAND, CALIFORNIA 95776 · FAX: (530) 662-4602



414 Woodland Avenue

Legend

COWGIS

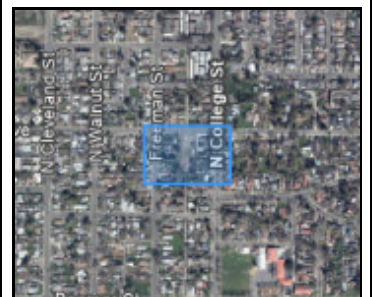
Address Points



Parcels

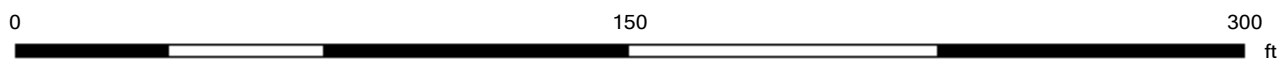
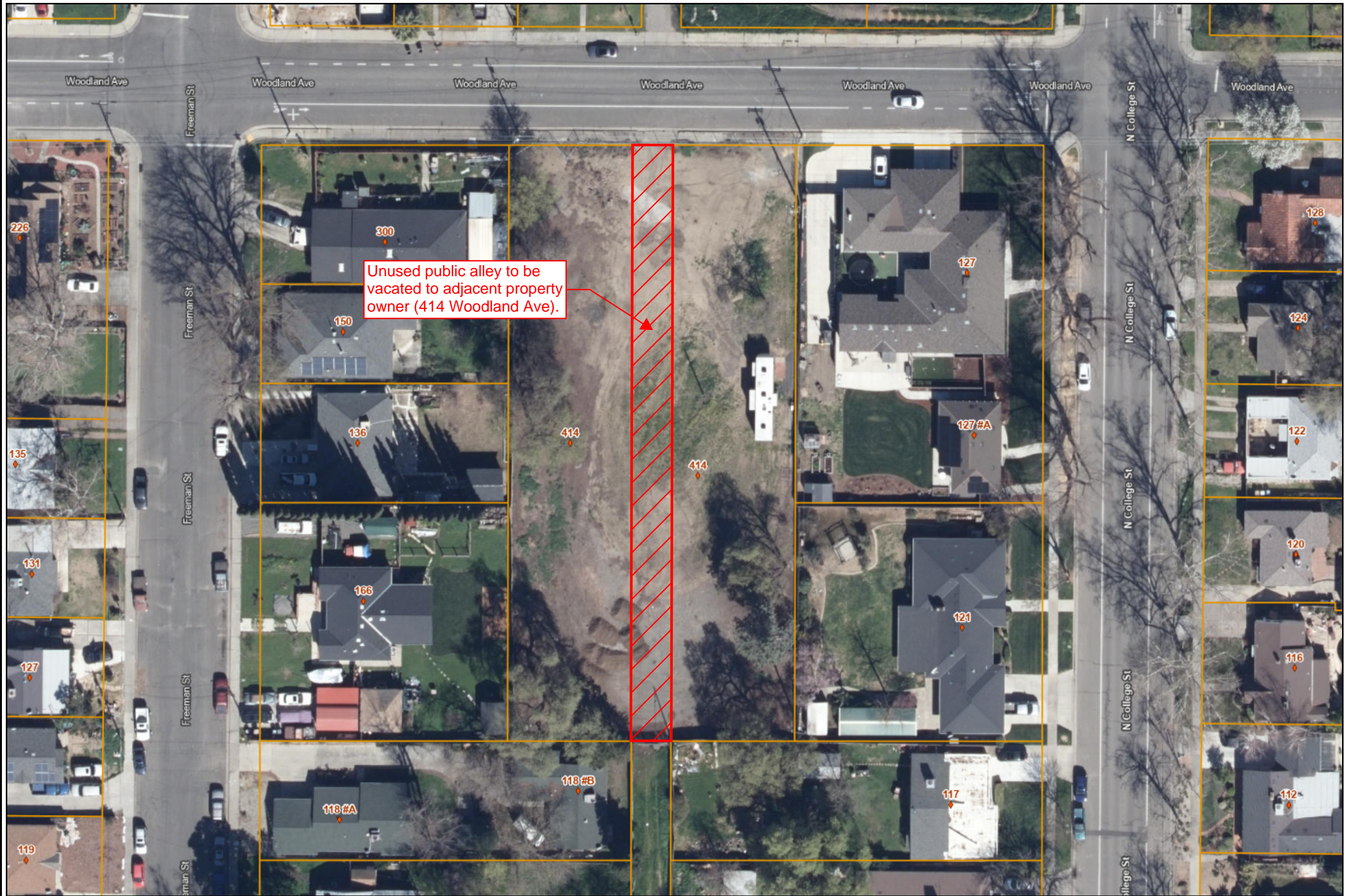


Aerial Imagery with Labels - 2025



Notes

Alley Vacation



**RECORDING REQUESTED BY:
CITY OF WOODLAND**

**No fee document per
Government Code 27383**

**WHEN RECORDED MAIL TO:
City Clerk
City of Woodland
300 First Street
Woodland, CA 95695**

This space above for Recorder's Use Only

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND SUMMARILY VACATING AN UNUSED PORTION OF ALLEY RIGHT-OF-WAY EASEMENT OFF WOODLAND AVENUE PURSUANT TO STREETS AND HIGHWAYS CODE SECTION 8330 *ET SEQ.*, AND FINDING THAT ADEQUATE CONSIDERATION EXISTS FOR THE TRANSFER OF THE PROPERTY, ONCE VACATED, TO THE LANDOWNER OF THE ADJACENT PROPERTY

WHEREAS, the City of Woodland ("City") holds title to that certain unused 300-foot portion of 20-foot wide public alley located south of Woodland Avenue and approximately 187.5 feet west of and parallel to College Street (described in **Exhibit A** and shown in **Exhibit B**) (referred to herein as the "**ROW**"), located in the City, which lies between those properties commonly known as APNs 005-594-003 and 005-595-001; and

WHEREAS, the City has title to the ROW in the form of an easement pursuant to that certain Beamer's Addition Subdivision, as recorded on December 10, 1887, in Deed Book 42 Page 563 in the Official Records of the County of Yolo, State of California; and

WHEREAS, the ROW easement was dedicated for use as a public alley which the City of Woodland has determined is not needed for this area, and there are no current or planned public improvements for this excess right-of-way; and

WHEREAS, the ROW has not been improved as a public alley or maintained by the City of Woodland in the known history of the property; and

WHEREAS, it is the intention of the City Council of the City of Woodland that once the ROW is vacated, all of the City's right, title and interest in the Street ROW will be transferred to the adjacent owner; and

WHEREAS, the summary vacation proceedings are to be conducted pursuant to the provisions in § 8330 – 8336, Chapter 4 of Part 3, Division 9, entitled “Summary Vacation,” of the State of California Streets & Highways Code; and

WHEREAS, Section 8331 of the California Streets and Highways Code provide that the City Council of the City of Woodland may summarily vacate an excess right-of-way of a street or highway that is impassable for vehicular travel and no public money was expended for maintenance on the street or highway for at least the past consecutive five years immediately preceding this vacation; and

WHEREAS, application has been made to the City on behalf of the owner of the adjacent properties for summary vacation of the ROW and the owner has paid the applicable fees for processing the ROW vacation; and

WHEREAS, pursuant to Government Code section 65402(a), the Planning Commission of the City of Woodland reviewed the proposed vacation of ROW and Easements at its regularly scheduled meeting on February 19, 2026, and found that vacation of the ROW located south of Woodland Avenue and parallel to College Street conforms with the City’s General Plan; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred; and

WHEREAS, pursuant to Streets and Highways Code section 8336, the City Clerk shall cause a certified copy of this Resolution, attested by the Clerk under seal, to be recorded without acknowledgement, certificate of acknowledgement, or further proof in the Office of the Recorder of the County of Yolo, and no fee shall be charged for this recordation.

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

SECTION 1. Order of Vacation. The City Council, under the authority vested in it by the California Streets and Highways Code, Division 9 - Change of Grade and Vacation, Part 3 - Public Streets, Highways, and Service Easements Vacation Law (Sections 8300 et seq.), Chapter 4 - Summary Vacation (Streets & Highways Code sections 8330 et seq.), hereby orders the vacation of the ROW and any and all interests that the City may have therein, as more particularly described and depicted in the attached Exhibits A and B. From and after the date this Resolution is recorded, the portion of the road described in Exhibit A and shown in Exhibit B shall no longer constitute a public alley.

SECTION 2. Authority for Vacation. The summary vacation of the ROW is made based on the fact that, pursuant to Streets and Highway Code section 8331, this is a street or highway that has been impassable for vehicular travel for a period of at least five consecutive years and no public money was expended for maintenance on the street or highway during such period.

SECTION 3. General Plan Conformity. The vacation of ROW has been found by the Planning Commission of the City of Woodland to be in conformity with the City of Woodland General Plan.

SECTION 4. Additional Finding; Authorization to Transfer the Street. The City Council additionally finds that, in consideration for the findings set forth in this Resolution, adequate consideration exists for the ROW to be transferred to the adjacent owner. The City Council, as permitted by California Streets & Highways Code section 8355, hereby authorizes the City Manager, once the ROW is vacated, to transfer any and all of the City's interest in the ROW, whether by quitclaim deed, termination of easement, or any other document(s), to the adjacent property owner, and to execute any and all documents required for such transfer and to effectuate the purposes of this Resolution.

SECTION 5. CEQA Finding. This action is categorically exempt from CEQA pursuant to Title 14 California Code of Regulations Section 15305 as a minor alteration in land use limitations.

SECTION 6. Certification, Recordation, and Retention. Pursuant to Streets and Highways Code section 8336, the City Clerk shall cause a certified copy of this Resolution, attested by the Clerk under seal, to be recorded without acknowledgement, certificate of acknowledgement, or further proof in the Office of the Recorder of the County of Yolo, and pursuant to Streets and Highways Code Section 8336, no fee shall be charged for this recordation. The City Clerk shall permanently maintain a true and correct copy of this Resolution in the City Clerk's Office.

SECTION 7. Effective Date. This Resolution shall become effective upon its adoption. Upon the recordation required hereby, the vacation is complete, and from and after the date this Resolution is recorded, the street, highway, or public service easement vacated no longer constitutes a street, highway, or public service easement.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Woodland at a regular meeting held on the 7th day of April 2026, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Tom Stallard, Mayor

ATTEST:

APPROVED AS TO FORM:

Marissa Kersey, City Clerk

Ethan Walsh, City Attorney



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: April 7, 2026
ITEM #: F.9
SUBJECT: Approval of an Employment Agreement for a Retired Annuitant and Exception to the CalPERS 180-Day Wait Period

Recommendation for Action: Staff recommends the City Council adopt Resolution No. _____, approving an employment agreement and exception to the CalPERS 180-Day wait period for retired annuitant Omar Flores.

Staff Contact:

Richard Towle, Professional Standards/Administration Sergeant, (530)661-7884, richard.towle@cityofwoodland.gov

Fiscal Impact:

The costs associated with hiring a retired annuitant are accounted for in the Fiscal Year 2026 budget, and no additional funds will be allocated.

Discussion:

After 23 years of service with the City, Police Officer Omar Flores retired effective January 14th, 2026. Officer Flores has worked in several assignments within the Police Department (PD), most recently as a College Resource Officer (CRO), assigned to the Woodland Community College, for the PD. During Officer Flores career, he has worked several other assignments, including Patrol, School Resource Officer (SRO), Gang Investigator, GREAT Instructor, CNT negotiator, and Arrest and Control Instructor.

Currently, we have one School Resource Officer who is out on catastrophic leave due to an injury. The probability of her return is unknown at this time. We are building a Special Operations Unit, which will have a gang enforcement function. Officer Flores's knowledge and expertise will greatly enhance our capabilities in both areas. The City is requesting that Officer Flores return to work as a retired annuitant so that the City can seamlessly continue providing quality service in Patrol, SRO, and gang investigations or until Flores's replacement is selected.

The California Public Employee Retirement System (CalPERS) has specific rules that public agencies must follow when allowing employees who have retired to return to work. Typically, once an employee retires from an agency, they are required to wait 180 days before they can return to work. However, there are rules (Gov. Code 7522.56 & 21224) that allow a contracting public agency to request a waiver of its 180-day waiting period for retired annuitants to perform work of limited duration, such as elimination of a backlog, special project work, or to perform work exceeding regular staff work.

This report seeks Council action on a resolution, as required by CalPERS, to allow the City to employ Omar Flores as a retired annuitant for this specific purpose. Upon his return to work, he will provide assistance at the level of a Police Officer to support the School Resource Officer Unit and the Special Operations Unit. The agreement with Omar Flores will automatically terminate on April 19th, 2027 or when the SRO unit is at full capacity and the SOU is fully functional with gang enforcement and investigation, whichever is sooner.

Conclusion:

Staff recommends the City Council adopt Resolution No. _____, approving an employment agreement and exception to the CalPERS 180-Day wait period for retired annuitant Omar Flores.

Prepared by: Richard Towle, Professional Standards/Administration Sergeant

Reviewed by: Ryan L. Kinnan, Chief of Police



Ken Hiatt
City Manager

Attachments:

1. Omar Flores Temp Employment Agreement
2. Proposed Resolution - Omar Flores Retired Annuitant

AGREEMENT FOR TEMPORARY EMPLOYMENT

THIS AGREEMENT is between the CITY OF WOODLAND, State of California, a municipal corporation (“City”), and Omar Flores, an individual (“Employee”) (collectively, the “Parties”) and is effective at 12:00 a.m. on April 19, 2026.

Recitals

WHEREAS, as of 12:00am on April 19, 2026, the City will have a need for assistance in the City of Woodland Police Department. The City needs assistance at the level of a Police Officer to support the School Resource Officer (SRO) unit, and the Special Operations Unit (SOU) as the City fills positions for full time Police Officers and trains newly appointed SOU members. Employee must assist with SRO duties at the schools for which the City of Woodland has agreed to provide police services. Employee will assist with gang enforcement/investigations as needed. Employee will continue to provide assistance until the SRO unit is fully staffed and trained, and the SOU team reaches full operational capacity in the areas of gang enforcement and investigations.

WHEREAS, the City has an immediate need for an employee to provide temporary assistance as the subject matter expert in gang enforcement/investigations, and SRO duties. The City anticipates that this may take up to one (1) year, during this time Officer Flores can continue to work as an SRO and assist the SOU unit with gang enforcement/investigations as needed. Omar Flores will continue to provide his assistance until the SRO unit has full duty Officers providing staffing, and the SOU team reaches full operational capacity in the areas of gang enforcement and investigations; and

WHEREAS, Employee is competent and qualified to perform the services required by this Agreement, and City wishes to have Employee perform the Police Officer duties on an interim basis as it relates to the appropriate open cases; and

WHEREAS, Employee’s employment is authorized by Government Code section 21224, which permits the City to appoint a CalPERS retired annuitant to perform work of a limited duration, work exceeding regular staff work, and duties requiring specialized skills, such as a subject matter expert as the City continues to bring closure to open cases, or transition those cases to another employee:

NOW, THEREFORE, the parties do mutually agree as follows:

Agreement

1. **Appointment and Scope of Services:** Pursuant to this Agreement, Employee is appointed as a Police Officer, and shall temporarily perform the functions of this position, which is a position involving highly specialized and critically needed skills set forth in the attached job description, in the Woodland Municipal Code and as provided by law. Such employment is “at will,” subject to the terms of this Agreement, and Employee shall perform said duties at the pleasure of and under the direct supervision of the Police Chief.
2. **Compensation and Work Schedule:**

Rate of Pay: Employee shall be paid at the rate of \$56.66 per hour. The City has confirmed that this rate is not less than the minimum, nor in excess of the maximum monthly salary paid by the City to other employees performing comparable duties (divided by 173.333 to equal an hourly rate) as listed on the City's publicly available pay schedule and publicly available employment agreements. Payments will be made on regularly scheduled City payroll dates and shall be subject to all applicable payroll taxes and withholdings. Such compensation shall be the sole compensation for the Employee's services under this Agreement.

Work Schedule and 960-hour Limitation: Employee is expected to devote the necessary time, both within and outside normal business hours, to the business of the City. Pursuant to Government Code section 21224 and section 7522.56(d), however, Employee is allowed to work a maximum of 960 hours per fiscal year for all public employers that contract with CalPERS for retirement benefits. The City retains the right to designate, reduce, change, or amend the number of hours assigned to the Employee consistent with the City's workload and other needs. If the employee's annual hours approach 960, the City reserves the right to summarily suspend the employee's duties under this Agreement and to reassign any scheduled hours, as needed, to ensure the employee does not exceed the maximum hours allowed under this Agreement. The employee will be responsible for keeping track of the number of hours worked on a daily time sheet form provided by the City and for submitting it at least once every two weeks.

The position is a temporary, hourly assignment which is generally not expected to exceed 40 hours per week. The City, through the Police Chief, will assign Employee hours to work. Due to the nature of the position, it is understood that the workday and work week hours may vary, however Employee shall not work overtime (i.e. in excess of 40 hours per week) without express permission from the Police Chief.

3. Employment Status:

A. Benefits: Other than the compensation described above in Section 2, Employee will receive no other benefits, incentives, compensation in lieu of benefits, or any other form of compensation. Employee understands and agrees that he is not, and will not be, eligible to receive any benefits from the City, including any City group plan for hospital, surgical, or medical insurance, any City retirement program, or any paid holidays, vacation, sick leave, or other leave, with or without pay, or any other job benefits available to an employee in the regular service of the City, except for Worker's Compensation Insurance coverage or similar benefits required by law.

B. No Membership in Bargaining Unit: Employee understands that he is not a member of any bargaining unit and is not covered by the terms of any Memorandum of Understanding with any represented or unrepresented group of City employees.

C. No Property Right in Employment: Employee understands and agrees that the terms of her employment are governed only by this Agreement and that no right of regular employment for any specific term is created by this Agreement. Employee further understands that he acquires no property interest in her employment by virtue of this agreement, that the employment is "at will" as defined by the laws of the State of California (meaning that he can be terminated at any time for any reason or for no reason), and that

he is not entitled to any pre- or post-deprivation administrative hearing or other due process upon termination or any disciplinary action except as otherwise provided by law.

D. Employment of a Retiree: Employee understands that CalPERS retired annuitants may be employed by a CalPERS public agency employer, by temporary appointment to a position not to exceed 960 hours in any fiscal year for all such employers; either (1) during an emergency to prevent stoppage of public business or (2) because the retired employee has skills needed in performing the work of limited duration. As of the time of entering this Agreement, Employee represents that he is not performing services for any other CalPERS public agency employer. In the event Employee begins providing service to any other CalPERS public agency employer during the term of this Agreement, Employee must immediately notify the City of accepting such employment and disclose on a periodic basis (at a frequency determined by the City) the number of hours Employee is performing for that other public agency to ensure that the maximum number of hours is not exceeded.

4. Representation of Employee: Employee represents that he is properly trained and certified to perform the duties required of the position and this Agreement.
5. Effective Date and Term of Agreement: This Agreement shall be effective on April 19, 2026 (“Effective Date”), and unless terminated earlier, shall terminate automatically at midnight on **April 19, 2027, or when the SRO unit is full capacity and the SOU unit is fully functional with gang enforcement/investigation, whichever is sooner.** Employment is temporary, at-will and may be terminated with or without cause and with or without notice at any time by the Employee or the City. Employee is not eligible for any severance payment or benefit relating to or arising out of the termination of this Agreement.
6. Non-Assignment of Agreement: This Agreement is intended to secure the individual services of the Employee and is not assignable or transferable by employee to any third party.
7. Governing Law/Venue: This Agreement shall be interpreted according to the laws of the State of California. Venue for any action or proceeding regarding this contract shall be in Yolo County.
8. Enforceability: If any term, covenant, condition, or provision of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remainder of the provisions hereof shall remain in full force and effect and shall in no way be affected, impaired or invalidated thereby.
9. Conflict of Interest: Employee agrees that during the term of this Agreement, he will not maintain any financial interest or engage in any other contract employment, occupation, work, endeavor or association, whether compensated or not, that would in any way conflict with or impair Employee’s ability to perform the duties described in this Agreement. Any work performed for the City outside the terms of this Agreement must be approved in advance in writing by the Police Chief. Employee agrees to disclose whether he is performing work for any other CalPERS public agency employer as required by section 3.D. of this Agreement.

10. **Entire Agreement and Modification:** This Agreement constitutes the entire understanding of the parties hereto. This Agreement supersedes any previous contracts, agreements, negotiations or understandings, whether written or oral, between the parties. Employee shall be entitled to no other compensation or benefits than those specified herein, and Employee acknowledges that no representation, inducements or promises not contained in this Agreement have been made to Employee to induce Employee to enter into this Agreement.

No changes, amendments, or alterations hereto shall be effective unless in writing and signed by both parties. Employee understands that no oral modification of this Agreement made by any officer, agent, or employee of the City is effective. Employee specifically acknowledges that in entering and executing this Agreement, he relies solely upon the provisions contained herein and no others.

11. **Support Services and Equipment:** Employee shall be provided office space and the equipment needed to perform her duties and sufficient to fulfill obligations under this Agreement, as determined by the Police Chief, at no cost to employee. Such equipment shall include a City-owned computer, typical office equipment. In accordance with Government Code Section 21224, personal use of such equipment is not permitted.

12. **Reimbursement for Expenses:** Employee shall be reimbursed by City in accordance with standard City travel policy (as well as federal and state law) for all authorized and necessary travel undertaken by Employee in performance of services pursuant to this Agreement. Employee shall document and claim said reimbursement for such travel in the manner and forms required by the City. Other than as specifically provided herein, Employee shall receive no other compensation or reimbursements for expenses incurred by him in performance of this Agreement.

13. **Notices:** All notices permitted or required under this Agreement shall be given to the respective parties by hand-delivery or by mail at the following address, or at such other address as the respective parties may provide in writing for this purpose, by deposit in the U.S. Mail, postage pre-paid, addressed as follows:

CITY: City of Woodland
300 First Street
Woodland, CA 95695
Attn: Police Chief

EMPLOYEE: Omar Flores
On file with the City

14. **Indemnification:** In accordance with and subject to the limitations of the California Government Claims Act and California Labor Code, the City shall defend, save harmless and indemnify Employee against any tort, professional liability, claim or demand or other legal action, arising out of an alleged act or omission occurring in the performance of Employee's services as Police Officer, except that this provision shall not apply with respect to any intentional tort or crime committed by Employee, or any actions outside the course and scope of her employment as Police Officer.

15. **No Presumption of Drafter:** The Parties acknowledge and agree that the terms and provisions of this Agreement have been negotiated and discussed between the Parties, and this Agreement reflects their mutual agreement regarding the subject matter of this Agreement. Because of the nature of such negotiations and discussions, it would be inappropriate to deem any Party to be the drafter of this Agreement and, therefore, no presumption for or against validity or as to any interpretation hereof, based upon the identity of the drafter shall be applicable in interpreting or enforcing this Agreement.
16. **Assistance of Counsel:** Each party to this Agreement warrants to the other party that the party has either had the assistance of counsel in negotiation for, and preparation of, this Agreement or could have had such assistance and voluntarily declined to obtain such assistance.

Dated: _____

EMPLOYEE:

OMAR FLORES

Dated: _____

CITY:

RYAN L. KINNAN
POLICE CHIEF

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
APPROVING THE HIRING OF OMAR FLORES AS A RETIRED ANNUITANT
UNDER GOVERNMENT CODE 7522.56 & 21224**

WHEREAS, in compliance with Government (Gov.) Code section 7522.56 & 21224 of the Public Employees' Retirement Law, the City of Woodland must provide CalPERS this certification resolution when hiring a retiree before 180 days have passed since their retirement date; and

WHEREAS, Omar Flores, CalPERS 7373459996 retired from the City of Woodland in the position of Police Officer, effective January 14, 2026; and

WHEREAS, Gov. Code section 7522.56 requires that post-retirement employment commence no earlier than 180 days after the retirement date, which is July 13, 2026, without this certification resolution; and

WHEREAS, Gov. Code section 7522.56 provides that this exception to the 180-day wait period shall not apply if the retiree accepts any retirement-related incentive; and

WHEREAS, the City Council of Woodland, the City of Woodland, Police Department, and Omar Flores certify that Officer Omar Flores has not and will not receive a Golden Handshake or any other retirement-related incentive; and

WHEREAS, the City Council of the City of Woodland hereby appoints Omar Flores as an extra help retired annuitant to perform the duties of the Police Officer for the City of Woodland under Gov. Code section 21224, effective April 19, 2026; and

WHEREAS, the entire employment agreement, contract, or appointment document between Omar Flores and the City of Woodland has been reviewed by this body and is attached herein; and

WHEREAS, no matters, issues, terms, or conditions related to this employment and appointment; and

WHEREAS, the employment shall be limited to 960 hours per fiscal year for all CalPERS employers; and

WHEREAS, the compensation paid to retirees cannot be less than the minimum nor exceed the maximum monthly base salary paid to other employees performing comparable duties, divided by 173.333 to equal the hourly rate; and

WHEREAS, the maximum base salary for this position is \$9,820.30 and the hourly equivalent is \$56.66, and the minimum base salary for this position is \$7,328.06 and the hourly equivalent is \$42.28; and

WHEREAS, the hourly rate paid to Omar Flores will be \$56.66; and

WHEREAS, Omar Flores has not and will not receive any other benefit, incentive, compensation in lieu of benefit, or other form of compensation in addition to this hourly pay rate.

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

SECTION 1. The City hereby certifies the nature of the employment of Omar Flores as described herein and detailed in the attached employment agreement document.

SECTION 2. This appointment is necessary to fill the critically needed position of Police Officer for the City of Woodland by April 19, 2026, because Omar Flores is needed to backfill the School Resource Officer (SRO) position, assist with SRO gang enforcement and investigations until the units are staffed with full duty Police Officers and reach full operational capacity.

SECTION 3. The City anticipates this may take up to one (1) year; during this time, Officer Omar Flores can continue working on closing the cases and transitioning other cases to the new Police Officer.

SECTION 4. The City approves the hire of Omar Flores as a retired annuitant under Government Code 21224.

SECTION 5. The City Manager, on behalf of the City of Woodland, is hereby authorized to take any and all actions necessary to implement the foregoing resolution.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Woodland at a regular meeting held on this 7th day of April 2026 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Tom Stallard, Mayor

ATTEST:

APPROVED AS TO FORM:

Marissa Kersey, City Clerk

Ethan Walsh, City Attorney



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: April 7, 2026
ITEM #: F.10
SUBJECT: Approval of Memorandum of Understanding Regarding Fire Services and Authorization to Execute Agreement for Provision of Fire Protection Services in the Elkhorn Fire Protection District Area

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, approving a Memorandum of Understanding (MOU) between the City of Woodland, Springlake Fire Protection District, County of Yolo, and the City of West Sacramento regarding the provision of fire protection services associated with the reorganization of the Elkhorn Fire Protection District; and authorize the City Manager and City Attorney to make minor edits, as necessary, and to execute the MOU and all related agreements, including the Agreement for the Provision of Fire Protection Services in the Elkhorn Fire Protection District service area.

Staff Contact:

Eric Zane, Fire Chief, (530) 661-5860, eric.zane@cityofwoodland.gov

Fiscal Impact:

The action would result in a net positive impact to the General Fund. Under the proposed Agreement, the County would compensate the City \$293,129 to cover the costs to provide the specified fire services. The agreement stipulates that this amount would be adjusted annually by CPI for the term of the contract. Additionally, the County will cover training and other one-time start-up costs incurred by the City up to \$150,000.

Background:

The Yolo Local Agency Formation Commission (LAFCo) is currently considering a reorganization of the Elkhorn Fire Protection District, which may include dissolution and annexation of its territory into the Springlake Fire Protection District, or other structural changes as determined by LAFCo.

To ensure continuity of fire protection and emergency response services following any approved reorganization, the involved agencies—including the City of Woodland—have developed a Memorandum of Understanding (MOU) that establishes a framework for service delivery and interagency coordination.

The MOU outlines the intent of the parties to enter into binding service agreements upon the effective date of the LAFCo reorganization, ensuring that residents and properties within the Elkhorn service area continue to receive fire protection services without interruption.

Under the associated agreement, the City of Woodland would provide fire protection and emergency response services—including fire suppression, emergency medical response, hazardous materials response, and technical rescue—to the northern portion of the Elkhorn Fire Protection District territory following reorganization.

At its March 24th meeting, the Yolo County Board of Supervisors approved the MOU and associated agreement. The Board's action provided authority to the County Administrative Officer and County Counsel to make edits and take actions necessary to execute the agreement.

Discussion:

The proposed MOU and accompanying service agreement formalize existing operational relationships and mutual aid practices between Woodland and neighboring jurisdictions. Woodland Fire Department has historically provided automatic and mutual aid response into portions of the Elkhorn area and currently provides contracted services in adjacent areas within Springlake Fire Protection District.

The agreement ensures:

Continuity of service for residents and businesses in the Elkhorn area following LAFCo action.

Clearly defined service responsibilities between partner agencies.

Sustainable funding mechanisms, including allocation of property tax revenues, assessments, and an additional annual contribution to support service delivery.

Regional coordination between Woodland, Springlake FPD, Yolo County, and West Sacramento.

The agreement term is five years, with automatic annual extensions unless terminated with appropriate notice, providing both stability and flexibility for future governance decisions.

This action positions the City to continue its role as a regional provider of fire protection services while supporting broader efforts to improve governance, efficiency, and service delivery across Yolo County fire agencies.

Staff's recommendation is to approve the MOU and associated Fire Protections Services Agreement and delegate authority to the City Manager, in consultation with the City Attorney, to make final edits and take necessary actions to execute the agreements.

Conclusion:

Staff recommends that the City Council adopt Resolution No. _____, approving a Memorandum of Understanding (MOU) between the City of Woodland, Springlake Fire Protection District, County of Yolo, and the City of West Sacramento regarding the provision of fire protection services associated with the reorganization of the Elkhorn Fire Protection District; and authorize the City Manager and City Attorney to make minor edits, as necessary, and to execute the MOU and all related agreements, including the Agreement for the Provision of Fire Protection Services in the Elkhorn Fire Protection District service area.

Prepared by: Eric Zane, Fire Chief



Ken Hiatt
City Manager

Attachments:

1. FIRE_MOU_
2. Woodland_Agreement_
3. Service Area Map
4. Proposed Resolution - Elkhorn 2026

AGREEMENT NO. __ - __

(Memorandum of Understanding Regarding Fire Services)

This Memorandum of Understanding (“MOU”) is made and entered into this ____ day of _____, 2026, by and between the Springlake Fire Protection District (“Springlake FPD”), County of Yolo (“County”), the City of West Sacramento (“West Sacramento”), and the City of Woodland (“Woodland”) (collectively, “Parties”).

WITNESSETH

WHEREAS, the Yolo Local Agency Formation Commission (“LAFCo”) has initiated proceedings to reorganize Elkhorn Fire Protection District (“FPD”), which may involve the dissolution of Elkhorn FPD and the annexation into Springlake FPD of parts or all of Elkhorn FPD’s territory, or other reorganization of Elkhorn and Springlake FPDs, as will be determined by LAFCo (“LAFCo Reorganization”); and

WHEREAS, West Sacramento provides fire protection, emergency response, and other services outside of the city boundaries in the territory of County Service Area No. 9 (“CSA 9”) pursuant to an existing contract with the County; and

WHEREAS, Woodland provides fire protection, emergency response, and other services outside of the city boundaries in northern territory of Springlake FPD pursuant to an existing contract with the Springlake FPD; and

WHEREAS, West Sacramento and Woodland provide mutual aid service in the territory of the Elkhorn FPD; and

WHEREAS, the Parties intend to enter into the agreements contained in Exhibits A and B (“Agreements”) that ensure the citizens and properties within the current territory of Elkhorn FPD receive services following any LAFCo Reorganization.

NOW, THEREFORE, the Parties agree as follows:

- A. Woodland, Springlake FPD, and County agree to execute and be bound by the agreement contained in **Exhibit A** upon the effective date of the LAFCo Reorganization.
- B. West Sacramento, Springlake FPD, and County agree to execute and be bound by the agreement contained in **Exhibit B** upon the effective date of the LAFCo Reorganization.
- C. This MOU shall terminate, and the Parties commitment to be bound by the Agreements shall extinguish, if the LAFCo Reorganization is not completed by December 31, 2026, unless extended by agreement of the Parties.

D. In the event the reorganization approved by LAFCo differs than what is described in the Agreements, the Parties shall meet and confer to adapt the Agreements as necessary prior to the effective date of the LAFCo Reorganization.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and year first set forth above.

SPRINGLAKE FPD

COUNTY OF YOLO

By _____
Sheila A. Allen, Chair
Board of Directors

By _____
Sheila A. Allen, Chair
Board of Supervisors

Attest:
Julie Dachtler, Senior Deputy Clerk

Attest:
Julie Dachtler, Senior Deputy Clerk
Board of Supervisors

By _____
(Seal)

By _____
(Seal)

Approved as to Form:

Approved as to Form:

Philip Pogledich, County Counsel

Philip Pogledich, County Counsel

CITY OF WOODLAND

CITY OF WEST SACRAMENTO

[insert signature block]

[insert signature block]

**AGREEMENT BETWEEN THE SPRINGLAKE FIRE PROTECTION DISTRICT, THE
COUNTY OF YOLO, AND THE CITY OF WOODLAND FOR THE PROVISION OF
FIRE PROTECTION SERVICES**

This Agreement (“Agreement”) is entered into this ____ day of _____, 2026 between the Springlake Fire Protection District (“Springlake FPD”), the County of Yolo (“County”), and the City of Woodland (“City”).

RECITALS

WHEREAS, the Yolo Local Agency Formation Commission (“LAFCo”) has initiated proceedings to reorganize Elkhorn Fire Protection District (“FPD”), which may involve the dissolution of Elkhorn FPD annexed and the annexation of Elkhorn FPD’s territory into Springlake FPD, or other reorganization of Elkhorn FPD and Springlake FPD as will be determined by LAFCo; and

WHEREAS, City provides fire protection, emergency response, and other services outside of the city boundaries in northern territory of Springlake FPD pursuant to an existing agreement with the Springlake FPD; and

WHEREAS, City currently provides mutual aid in the territory of the Elkhorn FPD; and

WHEREAS, City has agreed to provide services in the northern portion of Elkhorn FPD’s territory following any reorganization pursuant to the terms of this Agreement.

NOW, THEREFORE, the Parties agree as follows:

1. Definitions

- a. “Effective Date” shall mean the effective date of the annexation of the Service Area into Springlake FPD.
- b. “Services” shall mean all fire protection services, fire suppression services, emergency medical first responder services, hazardous material first responder services, technical rescue (excluding water rescue), and fire investigation (cause and origin only), as required by applicable laws and of the same quality as reasonably possible given geographic and land use differences as the services provided to property owners within City. “Services” shall not include the following:
 - i. Incident responsibility for complex incidents (i.e. more than four hours, or complex incident, such as a plane crash, levee break, large explosion, or complex hazmat incident);
 - ii. Administrative support to the District, except as reasonably necessary to provide the Services under this Agreement;

- iii. Community risk reduction activities, such as plan review, fire and life safety inspections, code enforcement, and public education;
 - iv. Emergency management;
 - v. Non-emergency call response (e.g. disabled vessel, vehicle/occupancy lockout, chirping smoke detector);
 - vi. Incident cost recovery (except for DUI cost recovery).
- c. “Service Area” shall mean the area described in Exhibit A.
 - d. “Davis-Woodland Contract” shall mean the “Agreement Between the Springlake Fire Protection District and the Cities of Davis and Woodland for the Provision of Fire Protection Services” dated June 30, 2024.

2. Services To Be Provided by Woodland

- a. Commencing on the Effective Date, City shall, through its Fire Department, provide all Services in the Service Area.
- b. In providing the Services required under this Agreement, City shall not be required to duplicate those efforts or services provided by other governmental agencies or to provide any services which are required by law to be provided by another governmental agency.

3. Compensation

- a. For the Services provided pursuant to this Agreement, Springlake FPD shall pay City the following:
 - a. The portion of real property taxes that Springlake FPD annually receives for real property in the Service Area following the Effective Date;
 - b. Existing fire suppression assessments that Springlake annually receives from real property located in the Service Area following the Effective Date.
- b. Payment of the property taxes and existing fire suppression assessments shall be made at the same time as property taxes and/or fire suppression assessments are paid to other fire protection districts in Yolo County which is generally in December, April, and August.
- c. In addition to the compensation provided in subsection (b), above, City shall be paid \$212,576 per fiscal year commencing July 1, 2026 (“Additional

Contribution”). The Additional Contribution may be made, in the discretion of the Springlake FPD Board, from any accrued reserves of the Elkhorn FPD that are transferred to Springlake FPD, proceeds from the sale of any Elkhorn FPD assets remaining after the payments described in Section 4(c), or any new assessments or fees collected in the Elkhorn area. Any remaining Additional Contribution shall be paid by County. The first Additional Contribution shall be due within 30 days of the Effective Date. The Additional Contribution for each successive year shall be paid by July 31. For the fiscal year commencing July 1, 2027 and each fiscal year thereafter, the Compensations shall be adjusted for inflation based on the Consumer Price Index for All Urban Consumers (CPI-U): San Francisco-Oakland-Hayward, CA, as published by the Bureau of Labor Statistics of the U.S. Department of Labor for the preceding calendar year. For the purpose of calculating Compensation adjustments for future years, the initial annual service cost of \$293,129 shall be adjusted by CPI and the Additional Contribution calculated net of property taxes and assessment.

4. County Administration of Springlake FPD; Other Collaboration.

- a. County shall assume City’s responsibility for the administrative services provided to Springlake FPD under the Davis-Woodland Contract. City shall be allowed to retain the \$12,000/year compensation due to City for the administrative services as provided in the Davis-Woodland Contract. City’s retention of such compensation shall reduce County’s share of the Additional Contribution by an equivalent amount.
- b. As of the execution of this Agreement, the parties expect to provide space for City’s fire and law enforcement agencies on a County-owned radio tower located at the Yolo Central Landfill. Unless continued evaluation demonstrates that providing space is infeasible, the parties will work in a collaborative and timely manner to complete a separate agreement addressing this matter.
- c. Springlake FPD shall use reasonable means to liquidate the assets transferred from Elkhorn FPD to Springlake FPD. A minimum of \$100,000 and up to \$150,000 of the proceeds of such sale shall be set aside for training and other one-time start-up costs associated with City’s provision of Services, as mutually agreed to between Springlake FPD and City. The City shall provide a list of necessary training and equipment and shall make a reasonable substantiation that such training and equipment has an appropriate nexus to the services provided in the Service Area.

5. Fees for Service

- a. City shall utilize its schedule of fees to charge for operational/life safety permits and/or inspections, associated with businesses located within Springlake FPD. These fees will be charged to the business by City directly.

- b. The Springlake Board shall vote to approve any increase in fees brought forth by City.

6. Term

- a. The term of this Agreement shall begin on July 1, 2026 and shall, unless otherwise terminated in accordance with its terms, expire on midnight, June 30, 2031.
- b. After expiration of the term, the Agreement shall continue on a year-to-year basis upon the same terms provided herein.
- c. Any party to this Agreement may terminate this Agreement for any reason upon the provision of at least one year's advance written notice to the other parties.
- d. Springlake FPD and/or County's failure to pay compensation due under this Agreement within 60 days of the due date shall be grounds for early termination of this Agreement. In the event of non-payment, City shall make a demand for payment to Springlake FPD and the Yolo County Chief Financial Officer. Such notice shall provide that failure to pay the full amount owed within 30 days of the notice shall be grounds for termination of this Agreement. If the amounts due are not paid within this 30-day period, City may withdraw from or terminate its participation in this Agreement, and all services to be provided under this Agreement shall cease 60 days from the end of the thirty-day period. In the event of termination for non-payment, Springlake FPD shall remain obligated to and shall pay City for services provided up to the date of termination in the amounts specified in this Agreement.

7. Partial Year Payment

- a. In the event the Agreement is terminated at any time other than the end of the fiscal year (June 30), the Chief Financial Officer shall, within 60 days of the end of the fiscal year in which the Agreement was terminated, calculate the amount of City's compensation prorated for the portion of the fiscal year in which the Agreement was terminated ("Partial Year Charge").
- b. In calculating the Partial Year Charge, the Chief Financial Officer shall determine the number of days during the last fiscal year that City provided Services under this Agreement, divided by 365, and then multiplied by the real property taxes, fire suppression assessments, and County Contribution received by Springlake FPD for the Service Area in the last fiscal year in which City provided Services.

- c. If the total compensation received by City in the last fiscal year exceeds the Partial Year Charge, then City shall pay to the Chief Financial Officer the difference within 30 days, and the Chief Financial Officer shall allocate such payment between Springlake FPD and County. If the total compensation received by City in the last fiscal year is less than the Partial Year Charge, then the Chief Financial Officer shall pay City the difference from Springlake's next property tax allocation. No interest shall be due for any under- or over-compensation.

8. Insurance and Indemnification

- a. City shall, at all times, maintain insurance coverage through Yolo County Public Agency Risk Management Insurance Authority
- b. With the exception that this section shall in no event be construed to require indemnification to a greater extent than permitted under the public policy of the State of California, City shall indemnify, defend and hold harmless Springlake FPD, County, and their respective officers, agents, employees and volunteers from and against any and all claims, damages, demands, losses, defense costs, expenses (including attorney fees) and liability of any kind or nature arising out of or resulting from performance of the Services, provided that any such claim, damage, demand, loss, cost, expense or liability is caused in whole or in part by any negligent or intentional act or omission of City, any subcontractor, anyone directly or indirectly employed by any of them or anyone for whose acts any of them may be liable.
- c. With the exception that this section shall in no event be construed to require indemnification to a greater extent than permitted under the public policy of the State of California, Springlake FPD shall indemnify, defend, and hold harmless City, County, and their respective officers, agents, employees and volunteers from and against any and all claims, damages, demands, losses, defense costs, expenses (including attorney fees) and liability of any kind or nature arising out of or resulting from performance of the Services, provided that any such claim, damage, demand, loss, cost, expense or liability is caused in whole or in part by any negligent or intentional act or omission of Springlake FPD, any subcontractor, anyone directly or indirectly employed by any of them or anyone for whose acts any of them may be liable.
- d. The responsibilities for defense and indemnity obligations shall survive the termination or completion of this agreement for the full period of time allowed by law. The defense and indemnification obligations of this agreement are undertaken in addition to, and shall not in any way be limited by, the insurance obligations contained in this agreement.

9. Entire Agreement

This Agreement represents the entire agreement of the parties with respect to the subject of this Agreement, and no representations have been made or relied up on except as set forth herein. This Agreement supersedes all other agreements between the parties hereto. This Agreement may be amended or modified only by written, fully executed agreement of the parties.

IN WITNESS WHEREOF, the parties have hereto set their signature as of the date first above named herein.

SPRINGLAKE FPD

COUNTY OF YOLO

By _____
Sheila A. Allen, Chair
Board of Directors

By _____
Sheila A. Allen, Chair
Board of Supervisors

Attest:
Julie Dachtler, Senior Deputy Clerk

Attest:
Julie Dachtler, Senior Deputy Clerk
Board of Supervisors

By _____
(Seal)

By _____
(Seal)

Approved as to Form:

Approved as to Form:

Philip Pogledich, County Counsel

Philip Pogledich, County Counsel

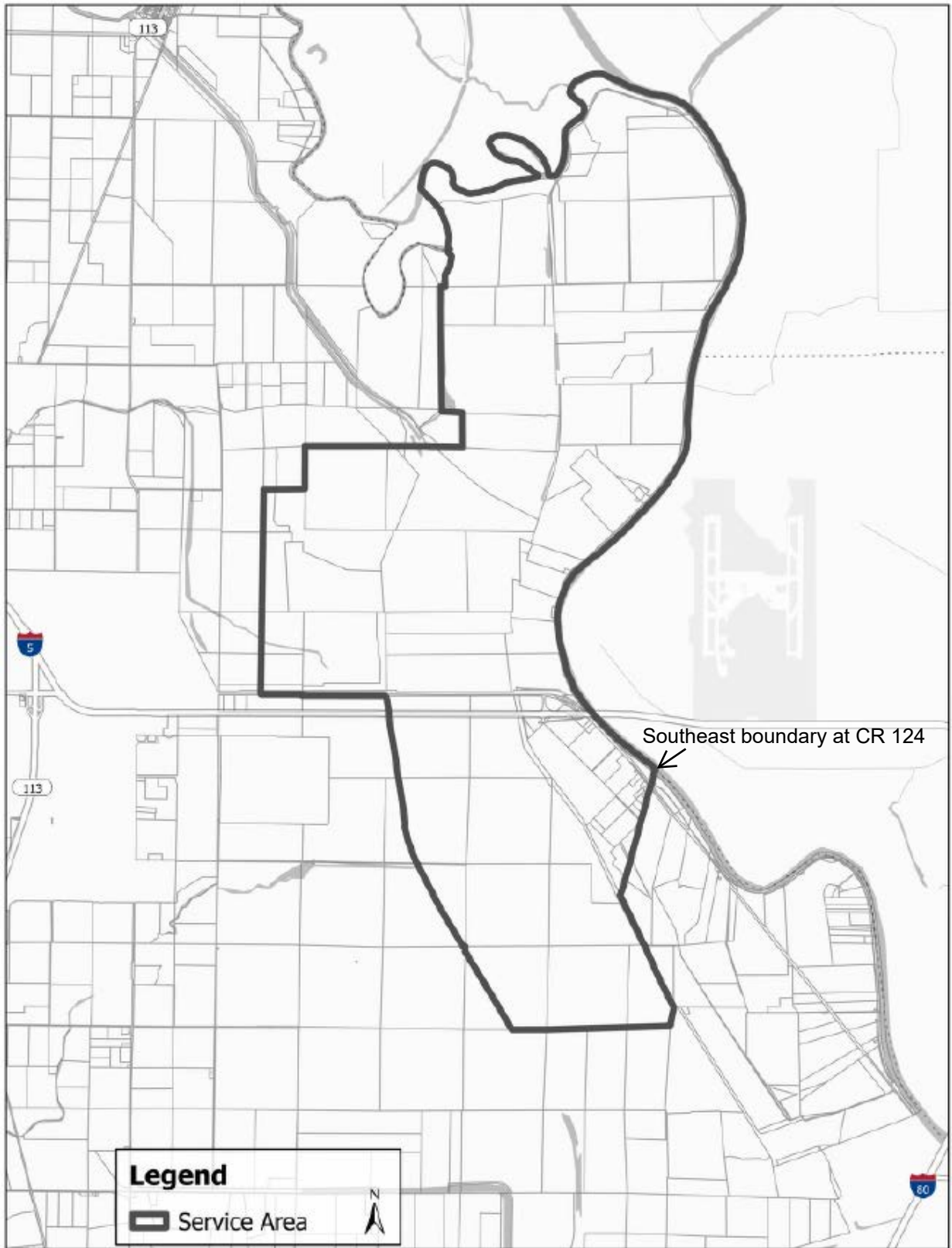
CITY OF WOODLAND

[insert signature block]

Exhibit A

Service Area

Exhibit A – City of Woodland Service Area



RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
APPROVING A MEMORANDUM OF UNDERSTANDING REGARDING FIRE
SERVICES AND AUTHORIZING EXECUTION OF AN AGREEMENT FOR THE
PROVISION OF FIRE PROTECTION SERVICES IN THE ELKHORN FIRE
PROTECTION DISTRICT AREA**

WHEREAS, the Yolo Local Agency Formation Commission (LAFCo) is considering a reorganization of the Elkhorn Fire Protection District (Elkhorn FPD), which may include dissolution of the district and annexation of its territory into the Springlake Fire Protection District, or other reorganization as determined by LAFCo; and

WHEREAS, the City of Woodland, the Springlake Fire Protection District, the County of Yolo, and the City of West Sacramento have developed a Memorandum of Understanding (MOU) to ensure continuity of fire protection and emergency response services to the affected territory following any LAFCo-approved reorganization; and

WHEREAS, the MOU provides a framework under which the parties agree to enter into binding agreements for the provision of fire protection services upon the effective date of the reorganization; and

WHEREAS, the City of Woodland has negotiated an Agreement with the Springlake Fire Protection District and the County of Yolo for the provision of fire protection and emergency response services within a defined service area in the Elkhorn Fire Protection District territory; and

WHEREAS, under the Agreement, the City of Woodland will provide services including fire suppression, emergency medical response, hazardous materials response, and technical rescue services consistent with its existing service levels; and

WHEREAS, the Agreement includes provisions for cost recovery through allocation of property tax revenues, existing fire suppression assessments, and additional annual contributions, ensuring that the provision of services does not adversely impact the City's General Fund; and

WHEREAS, the City Council finds that entering into the MOU and associated Agreement supports regional collaboration, ensures continuity of fire protection services, and promotes efficient and sustainable delivery of emergency services within Yolo County.

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

SECTION 1. Approval of MOU The City Council hereby approves the Memorandum of Understanding Regarding Fire Services between the City of Woodland, Springlake Fire Protection District, County of Yolo, and the City of West Sacramento.

SECTION 2. The City Council hereby approves the Agreement between the City of Woodland, Springlake Fire Protection District, and the County of Yolo for the provision of fire protection services within the Elkhorn Fire Protection District service area.

SECTION 3. The City Manager is hereby authorized to make final edits and take necessary actions execute the MOU and the Agreement, in a form approved by the City Attorney.

SECTION 4. The City Manager, or designee, is hereby authorized to take all actions necessary and appropriate to implement and administer the MOU and Agreement.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Woodland at a regular meeting held on the 7th day of April 2026, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Tom Stallard, Mayor

ATTEST:

APPROVED AS TO FORM:

Marissa Kersey, City Clerk

Ethan Walsh, City Attorney



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: April 7, 2026
ITEM #: F.11
SUBJECT: 2026 Reappointment of Staff to Yolo County Waste Advisory Committee

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____ approving the appointment of Rosie Ledesma as the City of Woodland’s representative on the Yolo County Waste Advisory Committee for the next four-year term.

Staff Contact:

Rosie Ledesma, Environmental Resources Program Manager, (530) 661-2059,
rosie.ledesma@cityofwoodland.gov

Background:

Pursuant to requirements of the California Integrated Waste Management Act of 1989 (AB 939), Yolo County in 1990 established the Yolo County Waste Advisory Committee. The purpose of the committee is to oversee and provide policy input to the Board of Supervisors on a range of solid waste issues, including implementation of the State-mandated waste reduction programs, integrated waste management, hazardous waste handling, and solid waste facilities master planning.

Membership in the committee includes one representative each from the cities of Woodland, Davis, West Sacramento, and Winters; one representative from an environmental organization; one representative from a special district; one representative from industry; and four representatives from the public. The city representatives are appointed by their respective city councils. Committee appointment terms are four years. In January 2022, the Council appointed Rosie Ledesma as the City of Woodland representative for the period ending January 31, 2026.

Discussion:

The programs addressed by the Waste Advisory Committee fall within the purview of the job duties of Environmental Resources Program Manager Rosie Ledesma, who is qualified to represent the City in solid waste matters. Staff believes that Ms. Ledesma is the most appropriate representative of the City of Woodland on the committee.

Conclusion:

Staff recommends that the City Council adopt Resolution No. _____ approving the appointment of Rosie Ledesma as the City of Woodland’s representative on the Yolo County Waste Advisory Committee for the next four-year term.

Prepared By: Rosie Ledesma, Environmental Resources Program Manager

Ken Hiatt
City Manager

Attachments:

1. Proposed Resolution - 2026 Reappointment of Ledesma to WAC

RESOLUTION NO. ____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
APPOINTING A REPRESENTATIVE TO SERVE ON THE
YOLO COUNTY WASTE ADVISORY COMMITTEE**

WHEREAS, the California Integrated Waste Management Act of 1989 required each county to establish a task force to coordinate city source reduction and recycling activities and to prepare a county-wide siting element; and

WHEREAS, the County of Yolo adopted an ordinance to add Article 18 to Chapter 2 of Title 2 of the Yolo County Code creating the Yolo County Waste Advisory Committee; and

WHEREAS, said Waste Advisory Committee includes a representative of the City of Woodland who is appointed for a four-year term by the City Council; and

WHEREAS, the City Council has previously appointed Environmental Resources Program Manager Rosie Ledesma to serve the previous term that ended on January 31, 2026; and

WHEREAS, staff recommends that Environmental Resources Program Manager Rosie Ledesma is best qualified to continue to represent the City in solid waste matters.

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

SECTION 1. The City Council hereby appoints Environmental Resources Program Manager Rosie Ledesma to serve as the City’s representative to the Yolo County Waste Advisory Committee for the next four-year term.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Woodland at a regular meeting held on the 7th day of April 2026 by the following vote:

- AYES:
- NOES:
- ABSENT:
- ABSTAIN:

Tom Stallard, Mayor

ATTEST:

APPROVED AS TO FORM:

Marissa Kersey, City Clerk

Ethan Walsh, City Attorney



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: April 7, 2026
ITEM #: F.12
SUBJECT: Parks and Recreation Commission Meeting Minutes
for February 2026

Recommendation for Action: Staff recommends that the City Council receive the minutes from the February 23, 2026, Parks and Recreation Commission Meeting.

Staff Contact: Kris Bain, Community Services Program Manager, (530) 661-2002,
kris.bain@cityofwoodland.gov

Discussion: The minutes from the February 23, 2026, Parks & Recreation Commission meeting were approved at the last Parks and Recreation meeting on March 23, 2026.

Conclusion: Staff recommends that the City Council receive the minutes from the February 23, 2026, Parks and Recreation Commission Meeting.

Prepared by: Kris Bain, Community Services Program Manager
Reviewed by: Christine Ferrara, Community Services Director



Ken Hiatt
City Manager

Attachments:

1. Parks and Recreation Commission Minutes February 2026

City of Woodland

City Hall
Council Chambers
300 First Street
Woodland, CA 95695



CITY OF
WOODLAND
CALIFORNIA

Parks & Recreation Commission Meeting –

Monday, February 23, 2026

6:30 PM

A. CALL TO ORDER

Meeting called to order at 6:30 pm.

B. ROLL CALL

Parks and Recreation Commissioners Present:

Chair Henry Murrietta, Vice Chair Carla White-Snyder, Commissioner Magalean Martin, Commission Jon-Paul Valcarenghi

Absent:

Excused:

C. PLEDGE OF ALLEGIANCE

D. APPROVAL OF MINUTES

- 1. SUBJECT: Approve Parks & Recreation Commission Meeting Minutes for November 24, 2025

RECOMMENDATION FOR ACTION: Staff recommends that the Parks & Recreation Commission approve the meeting minutes from the November 24, 2025, meeting.

On a motion by Vice Chair Carla White-Snyder, seconded by Commissioner Magalean Martin and carried on a 4-0 vote, Parks & Recreation Commissioners approved the Parks & Recreation Commission Meeting Minutes for November 24, 2025

AYES: Chair Henry Murrietta, Vice Chair Carla White-Snyder, Commissioner Magalean Martin, Commission Jon-Paul Valcarenghi

NOES:

ABSENT:

ABSTAIN:

E. COMMUNICATIONS - PUBLIC COMMENT

This is an opportunity for the public to speak to the Parks & Recreation Commission on any item other than those listed on this agenda. Speakers are requested to use the microphone in front of the Commission and to begin by stating their name, whether they reside in Woodland, and the name of the organization they represent, if any. The Chair may impose a time limit on any speaker depending on the number of people wanting to speak and the time available for the rest of the agenda. If 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. The option to submit a public comment via voicemail is no longer available.

Written Public Comments: Public members are welcome to submit written comments before the meeting. Comments should be submitted by email to WoodlandCSD@cityofwoodland.gov. Written comments received at least two (2) hours before the scheduled start time of the Parks & Recreation Commission meeting will be provided to the Commission and posted to the City website as part of the official record of the meeting. Still, they will not be read into the record. Written Comments received within two (2) hours of the scheduled start time of the Parks & Recreation Commission meeting and during the Commission meeting will be provided to the Parks & Recreation Commission the day following the Commission meeting. If you are submitting written comments on a particular item on the agenda, please identify the agenda item number and letter. If you submit written comments on an item not listed on the agenda, please identify your e-mail/comment as a Public Comment. Note: Public comments at special meetings are limited to items on the agenda only.

F. COMMUNICATIONS - COMMISSION/STAFF STATEMENTS AND REQUESTS

This is an opportunity for the Parks & Recreation Commission members and staff to make comments and announcements to express concerns, or to request the Commission's consideration of any items a Commission member would like to discuss at a future Commission meeting.

G. BUSINESS ITEMS

2. Standing Committee Report

3. Appoint a commissioner to the Urban Forestry Subcommittee

On a motion by Commissioner Magalean Martin, seconded by Commissioner Jon-Paul Valcarengi and carried on a 4-0 vote, Parks & Recreation Commissioner appointed Commission Carla White Snyder to the Urban Forestry Subcommittee.

AYES: Chair Henry Murrietta, Vice Chair Carla White-Snyder, Commissioner Magalean Martin, Commission Jon-Paul Valcarengi

NOES:

ABSENT:

ABSTAIN:

4. Approve Commissioner Absence Request

On a motion by Commissioner Jon-Paul Valcarengi, seconded by Commissioner Magalean Martin and carried on a 4-0 vote, the Parks & Recreation Commission approved Commissioner Valcarengi's absence during the April meeting held on 4/27/26.

AYES: Chair Henry Murrietta, Vice Chair Carla White-Snyder, Commissioner Magalean Martin, Commission Jon-Paul Valcarengi

NOES:

ABSENT:

ABSTAIN:

H. REPORT OF THE STAFF

5. SUBJECT: Community Services Department Staff report for February 23, 2026

RECOMMENDATION FOR ACTION: The Parks & Recreation Commission will receive the CSD staff Report for February 23, 2026

Verbal updates provided by staff.

I. NEXT MEETING

6. The next meeting of the Parks & Recreation Commission is scheduled for March 23, 2026.

J. ADJOURN

Meeting adjourned at 6:51 pm.



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: April 7, 2026
ITEM #: F.13
SUBJECT: Prohousing Incentive Program Application

Recommendation for Action: Staff recommends that the City Council adopt Resolution No._____, authorizing an application for, and receipt of, Prohousing Incentive Program funds.

Staff Contact:

Amanda Portier, Business & Community Engagement Specialist | (530) 661-5920, amanda.portier@cityofwoodland.gov

Background:

The California Department of Housing and Community Development's (HCD) Prohousing Incentive Program provides funding for planning and implementation activities related to housing and community development for municipalities that have been awarded a Prohousing Designation. The Program is funded through Chapter 364, Statutes of 2017 (SB 2, Atkins), which established the Building Homes and Jobs Trust Fund (Fund). The Fund utilizes real estate transaction fees collected at the county level to establish a permanent source of funding. Five percent of annual collections are deposited in a fund to be used for an incentive program. The program awards funds based on the applicant's jurisdiction size and Prohousing Designation Score.

On February 17, 2026, the City Council approved Resolution No. 8622 authorizing an application for, and receipt of, Prohousing Incentive Program funds in the amount of \$950,000. However, it has been determined that the City is eligible for \$980,000, so adopting this corrected resolution will allow the City to access an additional \$30,000 to support key affordable housing projects.

Discussion:

The City of Woodland received a Prohousing Designation status on May 27, 2025. The Prohousing Incentive Program Round 4 Notice of Funding Availability was released September 30, 2025 for approximately \$8 million, and applications are due March 31, 2026. Using the eligible award formula, the City is eligible for an award up to \$980,000 (\$500,000 base award from jurisdiction size plus \$480,000 bonus award from the City's Prohousing Designation Score). If awarded, these funds will support affordable housing projects that advance the City's housing goals. This Council Resolution authorizes the City Manager to submit an application for funds and, if awarded, accept the funds.

Conclusion:

Staff recommends that the City Council adopt Resolution No._____, authorizing an application for, and receipt of, Prohousing Incentive Program funds.



Ken Hiatt
City Manager

Attachments:

1. Proposed Resolution - Prohousing Incentive Program_April 2026

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
AUTHORIZING THE APPLICATION FOR, AND RECEIPT OF, PROHOUSING
INCENTIVE PROGRAM FUNDS.**

WHEREAS, pursuant to Health and Safety Code 50470 et. Seq, the California Department of Housing and Community Development (Department) is authorized to issue Guidelines as part of an incentive program (hereinafter referred to by the Department as the Prohousing Incentive Program or “PIP”); and

WHEREAS, the City Council of the City of Woodland desires to submit a PIP grant application package (“Application”), on the forms provided by the Department, for approval of grant funding for eligible activities toward planning and implementation activities related to housing and community development as a result of meeting eligibility criteria including but not limited to Prohousing Designation; and

WHEREAS, the Department has issued Guidelines and Application on September 30, 2025 in the estimated amount of \$8,000,000 for the PIP.

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

SECTION 1. The City Manager is hereby authorized and directed to submit an Application to the Department in response to the Notice of Funding Availability, and to apply for the PIP grant funds in a total amount not to exceed \$980,000.

SECTION 2. In connection with the PIP grant, if the Application is approved by the Department, the City Manager of the City of Woodland is authorized and directed to enter into, execute, and deliver on behalf of the Applicant, a State of California Agreement (Standard Agreement) for an amount up to \$980,000, and any and all other documents required or deemed necessary or appropriate to evidence and secure the PIP grant, the Applicant’s obligations related thereto, and all amendments thereto.

SECTION 3. The Applicant shall be subject to the terms and conditions as specified in the Guidelines, and the Standard Agreement provided by the Department after approval. The Application and any and all accompanying documents are incorporated in full as part of the Standard Agreement. Any and all activities funded, information provided, and timelines represented in the Application will be enforceable through the fully executed Standard Agreement. Pursuant to the Guidelines and in conjunction with the terms of the Standard Agreement, the Applicant hereby agrees to use the funds for eligible uses and allowable expenditures in the manner presented and specifically identified in the approved Application.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Woodland at a regular meeting held on the 7th day of April 2026, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Tom Stallard, Mayor

ATTEST:

APPROVED AS TO FORM:

Marissa Kersey, City Clerk

Ethan Walsh, City Attorney



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: April 7, 2026
ITEM #: F.14
SUBJECT: Approve the Plans, Specifications, and Bid Authorization for the 2026 Road Maintenance Project, CIP 26-01

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, approving the project plans and specifications for the 2026 Road Maintenance Project, CIP 26-01 and authorizing the bid advertisement.

Staff Contact:

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

Fiscal Impact:

The project is identified in the current Capital Budget as CIP 26-01 with a total budget of \$1,535,000. The project funding consists of \$1,510,000 in Measure F funding and \$25,000 in Water Enterprise Funds to fund improvements associated with water utility conflicts. This project funding is consistent with the approved Capital Budget and the Measure F Spending Plan.

The project budget includes the costs for design, project management, construction management/inspection, and construction.

There is no impact to the General Fund.

Background:

In November 2016, Woodland voters approved Measure F, which extended the ½ cent supplemental sales tax. The 12-year approval of Measure F, a General Tax, includes funding for general city services including pavement maintenance.

Staff maintains a pavement management program that tracks pavement conditions and aims to address pavement maintenance on local streets with the Measure F funds.

Pavement maintenance is significantly different than pavement rehabilitation or reconstruction, which repairs failed roadways. The goal of pavement maintenance is to prevent reactive road repair by proactively preserving and maintaining pavements in fair condition which have not yet deteriorated to the point of needing rehabilitation.

To increase cost efficiency and minimize public inconvenience, pavement maintenance for local/residential streets has historically been completed in discrete 'zones' of the city. Geographically bounding projects reduces the cost for construction and traffic control; it also increases the effectiveness of management and inspection. Over 14 years, the city completed pavement maintenance projects in all of the 14 designated zones. With road maintenance having been completed on local roads in all 14 designated zones, staff shifted its focus over the last several years to collector streets in need of preventative maintenance services. Starting with the 2026 Road Maintenance Project, staff is now focusing again on maintenance on local roads in zones while still addressing some collectors.

Discussion:

The project is scoped to provide pavement maintenance seals on all local roads and construct ADA ramp improvements within Zone 1 of the City. This is the area bounded by Main Street, CR98, West Street, and the northern City limits. There are also segmented additive alternates on Ashley Avenue including asphalt grind and overlay, striping improvements, and ADA ramps.

The local roads in the zone will receive differing treatments chosen as appropriate for the age and condition of the roads. Applying the right treatments at the right time is the most effective method of pavement preservation and extending the useful life of the roadway. ADA improvements are included with the project in accordance with State and Federal requirements.

Upon Council authorization, project bids will be solicited and staff anticipates returning to Council for a contract award in May 2026 for construction to start this summer.

Conclusion:

Staff recommends that the City Council adopt Resolution No. _____, approving the project plans and specifications for the 2026 Road Maintenance Project, CIP 26-01 and authorizing the bid advertisement.

Prepared by: Diana Ayón, Senior Associate Civil Engineer

Reviewed by: Brent Meyer, Community Development Director / City Engineer



Ken Hiatt
City Manager

Attachments:

1. Proposed Resolution_CIP 26-01
2. 2026 Road Maintenance-Project Map

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
APPROVING THE PLANS AND SPECIFICATIONS FOR THE 2026 ROAD
MAINTENANCE PROJECT, CIP 26-01; AND AUTHORIZING BID
ADVERTISEMENT**

WHEREAS, the City of Woodland has \$1,535,000 of Measure F and Water Enterprise funds identified in the Capital Budget to maintain and extend the life of Woodland's street network, referred to as the 2026 Road Maintenance Project, CIP 26-01 (the "Project"); and

WHEREAS, the funding is consistent with the Capital Budget and the Measure F Spending Plan; and

WHEREAS, the City Council desires to expend the funds and to construct the Project improvements; and

WHEREAS, the Project has been reviewed in accordance with the California Environmental Quality Act (CEQA) and is considered exempt under the Existing Facilities exemption, CEQA Guideline 15301(c).

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

SECTION 1. The City Council hereby approves the plans and specifications for the 2026 Road Maintenance Project, CIP 26-01, which are available on file with the City Clerk.

SECTION 2. The City Council authorizes City staff to advertise the 2026 Road Maintenance Project, CIP 26-01 for bids, with construction anticipated to begin this summer.

SECTION 3. The City Council finds that the Project is exempt from CEQA pursuant to CEQA Guideline 15301(c).

PASSED, APPROIVED, AND ADOPTED by the City Council of the City of Woodland at a regular meeting held on the 7th day of April 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

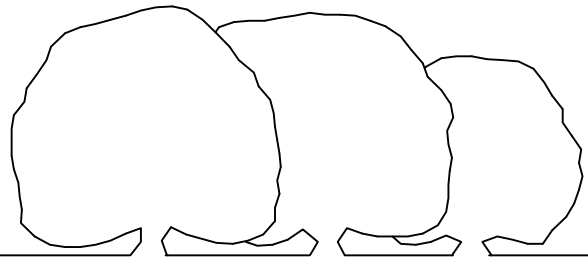
Tom Stallard, Mayor

ATTEST:

APPROVED AS TO FORM:

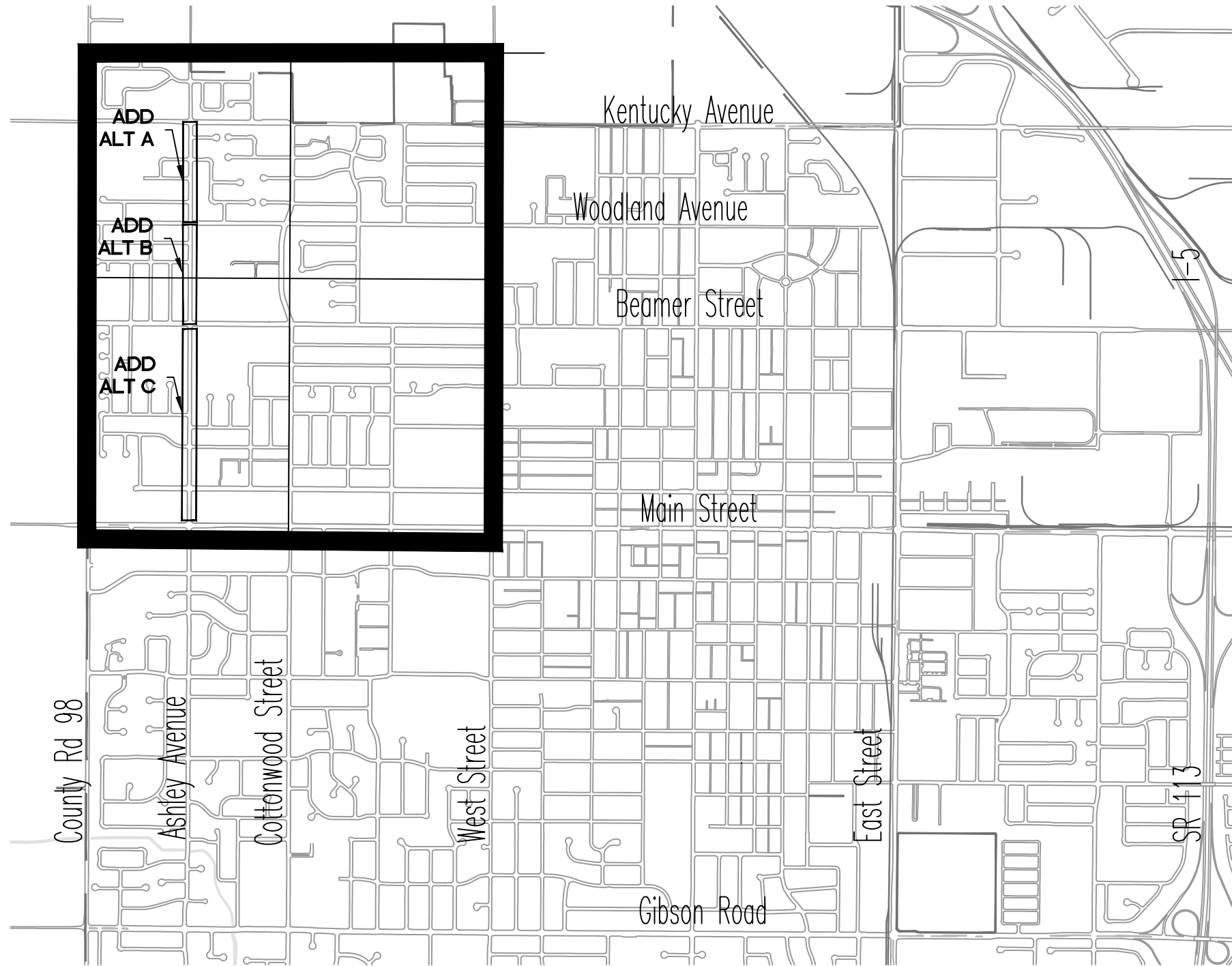
Marissa Kersey, City Clerk

Ethan Walsh, City Attorney



CITY OF WOODLAND

2026 ROAD MAINTENANCE PROJECT CIP#26-01



 PROJECT AREA





TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: April 7, 2026
ITEM #: F.15
SUBJECT: Fire Station #4 (CIP 16-10) – Award Design-Build Contract for Phase 1 Preconstruction services to CORE West, Inc.

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____ to authorize the City Manager to execute a contract with CORE West, Inc. for phase 1 pre-construction design services for the Fire Station #4 progressive design-build project, CIP 16-10, for an amount not to exceed \$356,800 and approve a contract contingency of 10% (\$35,680).

Staff Contacts:

Eric Zane, Fire Chief, (530) 661-5861, eric.zane@cityofwoodland.gov
Ed Wisniewski, Principal Civil Engineer, (530) 661-5975, ed.wisniewski@cityofwoodland.gov

Council Goals:

This action advances key initiatives called for within the Strengthen Public Safety & Infrastructure Goal of the City Council Priority Goals & Strategic Plan, including advancement of the design-build project to construct a new fire station at E. Gibson Road and Bourn Drive.

Fiscal Impact:

Construction of the fire station is being funded from a variety of sources. A portion of the project has been included in the City's development impact fee program and in the Spring Lake Infrastructure Fee (SLIF) program, which established fees to be collected at the time of building permit to go toward the cost of constructing new public facilities and infrastructure needed to serve new growth. Additionally, development agreements approved for various housing projects have been negotiated to include payment of a Community Benefit payment, which is also intended, in part, to contribute towards construction costs for a new station.

Not including the purchase of the site, the General Fund has allocated \$1 million from reserves towards the project. The Measure F spending plan, approved for FY2024/25, allocated \$2 million toward construction of the fire station. Additionally, as of July 1, 2025, the development impact fee fund has accumulated more than \$4 million in available funding for the project, and the SLIF fund has \$1.3 million available. Based on these amounts, there is more than \$8 million in currently available funding for the project, with anticipated future collections from impact fees of close to \$1 million over the coming years depending on development activity.

Total project costs are not fully known at this time. However, based on research of recently completed and comparably sized stations built within the region, it is estimated design and construction of the new station will cost in the range of \$9M to \$11M. Therefore, additional funding sources may need to be identified to complete the project. Potential funding sources could include additional use of Measure F sales tax revenues, proceeds from the sale of City-owned surplus land at the project site, and internal or external borrowing. The project has sufficient funds to cover the proposed phase 1 contract with the selected design-build team. Staff will return to Council with a complete funding plan after the pre-construction services identified in this phase 1 contract conclude with a guaranteed maximum price (GMP) for final design & construction and the total project costs are clearly defined.

Finally, although additional personnel will not be required to staff the new station, there will be additional ongoing operating and maintenance costs associated with the new facility. Those costs will also be estimated and included within future budget discussions should the Council direct staff to proceed as recommended.

Background:

In 2018, the City acquired the Willow Spring School Site at E. Gibson Road and Bourn Drive from the School District with the intent of constructing a new fire station to better serve the southeast area of Woodland, including Spring Lake. After considerable analysis to define the programmatic needs of the new fire station, as well as the City’s fire master plan, the following project scope was identified for fire station #4:

Proposed Fire Station #4 Scope

- Approximately 1 acre developed site
- Paved access to accommodate apparatus turning movements with access from Bourn Drive
- Two drive through single depth apparatus bays
- Interior living quarters to accommodate four personnel 24/7, 365 days a year
- Contamination reduction and containment features / facility design
- Dayroom sized for current and future staffing and functional as training space
- Office Area equipped with a publicly accessible customer service counter and ADA restroom
- Commercial grade kitchen
- Three dedicated office spaces for Company Officer plus 1–2 spaces for collateral assignments designed for future conversion to dorm rooms when/if needed.
- Fitness room
- Fleet maintenance and reserve storage outbuilding
- Energy efficient features and solar panels
- Construction shall be durable to ensure low maintenance and long-lasting, consistent with a life cycle cost analysis of 50+ years.

On September 2, 2025, the City Council received a presentation about advancing design and construction of the project. Affirming the preferred project delivery method was discussed. Traditionally, City projects are constructed using the Design-Bid-Build (or “hard bid”) method of delivery. For vertical construction projects such as this one, alternative methods are often employed to deliver the project in a quicker, more efficient manner, and with lower risk of excessive change orders. After considerable research and conversing with other agencies in the region, staff recommended that the project be delivered through the Progressive Design-Build approach and Council directed staff to proceed accordingly.

The progressive design-build (PDB) project delivery method combines design and construction services under a single contract (typically held with the general contractor), with a focus on early collaboration and a 2-phased contracting approach. This delivery method begins with a collaborative design development phase (phase 1) where the City and the design-build team work together to define the project design, schedule, and budget. In phase 2, the design is finalized, and the contractor constructs the project.

On February 3, 2026, Council authorized staff to proceed with advertising the request for qualifications (RFQ) for teams to design and construct the new fire station. The selection of the design-build team was based primarily on their qualifications and experience demonstrated through the RFQ process, which included a written statement of qualifications (SOQ) and interviews. Given that the design and budget lack detail initially, construction cost and schedule is not a significant criterion of the procurement process.

Discussion:

Staff issued the RFQ for design-build teams on February 9, 2026, and received six SOQs on March 9, 2026. A selection committee made up of four City staff members (2 from Community Development and 2 from the Fire Department) was assembled to score and rank the proposing teams. After reviewing the written SOQs, the top four teams were brought in for interviews on March 25, 2026. The team of CORE West, Inc. (contractor) and TSK (architect) received the highest ranking at the conclusion of the selection process. The CORE + TSK team demonstrated a proven partnership with extensive experience in delivering fire station projects at a high value to their clients. Their proposal aligned closely with the needs of the project with the promise of the most value for the budget identified by the City. They complied with all requirements of the RFQ process, which included submission of a proposed fee for phase 1 (pre-construction) services. The phase 1 fee of \$356,800 submitted by CORE + TSK was the 2nd lowest of the submitting teams. They also provided, as a percentage, the self-performance and subcontractor fee of 4.95%, which was the lowest of the submitting teams.

Staff is recommending award of the phase 1 design-build contract for pre-construction services, where the design-build team will work closely with the City to refine the design of the fire station. This process is a highly collaborative and efficient approach to verifying the feasibility and constructability of preliminary designs. The contractor is required to submit comprehensive and transparent cost estimates for the City to consider in development of the final project budget. Pricing will be presented to the City through an open book process where subcontracted work is procured through a competitive bid process. Once the design is sufficiently defined (typically 65% or “design development” level drawings), the contractor will submit a guaranteed maximum price (GMP) and schedule for construction. At this point, the City can choose to accept the proposal, and the contract is amended to include phase 2 (final design and construction) services. Although unlikely, if an agreement on the GMP cannot be reached, there are provisions in the phase 1 contract to allow the City to “off ramp” and pursue alternative means of bidding and constructing the project.

With Council approval to award a contract to CORE West, Inc., the next step in the process would be execution of the phase 1 contract, including proof of insurance and bonding requirements. Once all phase 1 services are completed (likely fall of 2026), staff will return to Council to approve the design and amend the contract to the final GMP, thereby triggering the construction phase of the contract. Construction is anticipated to begin as early as fall of 2026 or winter 2027 (weather dependent). Another benefit of the progressive design-build process is that it offers the potential for early grading and site improvement plan packages to allow for construction of site elements to proceed while the building details are finalized.

Conclusion:

Staff recommends that the City Council adopt Resolution No. _____ to authorize the City Manager to execute a contract with CORE West, Inc. for phase 1 pre-construction design services for the Fire Station #4 progressive design-build project, CIP 16-10, for an amount not to exceed \$356,800 and approve a contract contingency of 10% (\$35,680).

Prepared by: Ed Wisniewski, Principal Civil Engineer

Reviewed by: Eric Zane, Fire Chief
Brent Meyer, Community Development Director/City Engineer



Ken Hiatt
City Manager

Attachments:

1. Proposed Resolution - CIP 16-10

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
AUTHORIZING THE CITY MANAGER TO EXECUTE A CONTRACT WITH CORE
WEST, INC. FOR PHASE 1 PRECONSTRUCTION SERVICES FOR THE FIRE
STATION #4 PROGRESSIVE DESIGN-BUILD PROJECT, CIP 16-10**

WHEREAS, the Project is identified in the current capital budget as the Fire Station #4 Project (CIP #16-10); and

WHEREAS, the project is currently funded in the Capital Budget at \$3.2 million, with another \$5 million in development fees earmarked for the project. Additional appropriation of funds may be requested after the design is completed with phase 1 contract efforts and a guaranteed maximum price (GMP) for construction is known; and

WHEREAS, on September 2, 2025, the City Council authorized staff to proceed with delivering the project through a progressive design-build (PDB) process, which includes a 2-phased contracting approach (phase 1: design and cost identification; phase 2: final design & construction), and

WHEREAS, with the progressive design-build process, a team of designer & contractor is chosen through a qualifications-based selection process, which is followed by a collaborative design development phase where the City and design-build team work together to define the project design, schedule, and budget; and

WHEREAS, on February 3, 2026, Council authorized staff to proceed with advertising the request for qualifications (RFQ) for teams to design and construct the new fire station; and

WHEREAS, on February 9, 2026, the RFQ was advertised, and on March 9, 2026, staff received 6 statements of qualifications; and

WHEREAS, a selection committee made up of four City staff members (2 from Community Development and 2 from the Fire Department) was assembled to score and rank the proposing teams; and

WHEREAS, the team of CORE West, Inc. (contractor) and TSK (architect) was selected through the competitive quality-based selection process; and

WHEREAS, the CORE + TSK team has extensive experience in delivering fire station projects through the progressive design-build delivery model; and

WHEREAS, the City Council wishes to approve this contract for phase 1 pre-construction services 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 a contract with CORE West, Inc. in an amount not to exceed \$356,800 and approves a ten percent (10%) contract contingency in the amount of \$35,680, for phase 1 pre-construction services on the Fire Station #4 Progressive Design-Build Project (CIP 16-10). The City Attorney is hereby authorized to make clarifying and confirming changes so long as the total dollar amount authorized in the contract is within the Council authorization.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Woodland at a regular meeting held the 7th day of April 2026, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Tom Stallard, Mayor

ATTEST:

APPROVED AS TO FORM:

Marissa Kersey, City Clerk

Ethan Walsh, City Attorney



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: April 7, 2026
ITEM #: F.16
SUBJECT: Reallocation of Previously Approved Affordable Housing Funds to Support the Yolano Donnelly Choice Neighborhoods Planning Project

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. ____,
1) Approving the reallocation of up to \$400,000 from the City's previously approved \$1,500,000 affordable housing funding commitment for Tupelo Family Apartments to support completion of the Yolano Donnelly Choice Neighborhoods Planning Project ("Project");
2) Directing that the remaining balance of the previously approved commitment, up to \$1,500,000, remain available to support Tupelo Family Apartments, subject to the terms and conditions previously approved by the City Council, as outlined in Resolution 8551 (Attachment 2); and
3) Authorizing the City Manager to execute a Grant Agreement with the Housing Authority of the County of Yolo (Yolo County Housing) in an amount up to \$400,000 for the Yolano Donnelly Choice Neighborhoods Planning Project in a form prepared and approved by the City Attorney and take such other actions and execute such documents as necessary to make the City grant and ensure completion of the Project.

Staff Contact:

Erika Bumgardner, Deputy Community Development Director, (530) 661-5886, erika.bumgardner@cityofwoodland.org

Fiscal Impact:

There is no General Fund impact. This action does not increase the City's previously approved \$1,500,000 affordable housing funding commitment (Affordable Housing In-Lieu Fees Fund 1327); rather, it reallocates up to \$400,000 of that commitment to support the Choice Neighborhoods Planning Project, with the remaining balance continuing to support Tupelo Family Apartments.

Background:

On July 15, 2025, the City Council approved a \$1,500,000 affordable housing funding commitment in connection with Tupelo Family Apartments, the first phase of the broader Yolano Donnelly neighborhood revitalization effort. The approved action authorized the use of Affordable Housing In-Lieu Fees Fund dollars to support development of the 73-unit Tupelo Family Apartments project and to leverage outside financing for the project.

As described in the prior staff report, the larger Yolano Donnelly effort is intended to reposition and revitalize a long-standing public housing neighborhood through a comprehensive, phased strategy. In September 2024, Yolo County Housing was awarded a \$500,000 Choice Neighborhoods Planning grant from the U.S. Department of Housing and Urban Development (HUD) to prepare a Transformation Plan for Yolano Donnelly and the surrounding neighborhood.

Yolo County Housing, together with development partners Brinshore Development and Operative Office, is now advancing the Choice Neighborhoods Planning Project. Staff is recommending that the City reallocate up to \$400,000 of the previously approved \$1,500,000 commitment, so those funds may be used to complete the planning effort that will provide the framework for the redevelopment and modernization of the Yolano Donnelly neighborhood. The grant agreement will include a

regulatory agreement to ensure the new units created meet the City's affordable housing requirements.

Discussion:

The Choice Neighborhoods Planning Project is a critical pre-development and community planning effort that will culminate in a federal Housing and Urban Development (HUD) required Transformative Plan in 2026. The planning process includes more than 20 months of engagement with the residents of Yolano Donnelly, the surrounding neighborhood, and the broader Woodland community. This work is intended to ensure that the redevelopment strategy reflects community priorities while establishing a realistic and implementable path toward neighborhood revitalization.

The Transformative Plan will serve as the blueprint for redevelopment and modernization of the Yolano Donnelly neighborhood. Among other things, the Plan is expected to outline a specific housing strategy that would replace all 132 existing units of obsolete public housing with a new mixed-income community of approximately 400 total units. The Plan will identify anticipated building types, unit mixes, affordability levels, and the populations to be served in each new building.

In addition to the housing strategy, the planning effort will include a "people plan" and a "neighborhood plan." The people plan will focus on resident-centered investments and services designed to improve quality of life and long-term outcomes, including educational opportunities, income growth, access to fresh food, childcare, and medical services. The neighborhood plan will identify physical improvements and community enhancements such as transportation and transit access, neighborhood amenities, park and community space, and public safety considerations. Each of these plan components will include detailed goals, objectives, and strategies, along with baseline metrics and long-term performance targets.

The Project also includes completion of a market study tied to the housing plan and a NEPA Phase I environmental review based on the overall redevelopment concept. Completion of these foundational tasks is necessary for the City and its partners to move from planning into implementation and to position the project for future state and federal funding opportunities.

Once the Choice Neighborhoods Planning Project is completed and HUD approves the Transformative Plan, the partnership will be eligible to apply for future Choice Neighborhoods Implementation funding. Historic implementation awards have ranged from approximately \$20 million to \$50 million per project. While no future award is guaranteed, completion of the planning process is a critical step toward making Yolano Donnelly competitive for implementation funding and advancing redevelopment of this 60-plus-year-old neighborhood.

The Choice Neighborhoods Planning effort has already elevated local and regional attention to the broader Yolano-Donnelly revitalization initiative and helped position related projects for additional investment. To date, this momentum has contributed to a \$2.3 million commitment from Alta California Regional Center and a \$28 million Affordable Housing and Sustainable Communities (AHSC) award, both toward Tupelo, and a \$1.5 million award from Sutter Health for related neighborhood improvements and services. A portion of the Sutter Health funding will support the Choice Neighborhoods required Early Action Activity, including development of a mobile provider hub to bring medical and dental services directly to residents, expanded access to the Woodland Public Library Bookmobile, and creation of a shaded outdoor gathering space to enhance the Lemen Avenue area near the Taller Arte Del Nuevo Amanecer (TANA) facility.

Staff believes that allowing up to \$400,000 of the previously approved City commitment to be used for the Choice Neighborhoods Planning Project is consistent with the City Council's broader objective of supporting the revitalization of the Yolano Donnelly neighborhood. Rather than changing the City's

total funding commitment, the recommended action refines how a portion of that commitment may be deployed so that the City can help complete the planning framework necessary to unlock future redevelopment, modernization, and external funding opportunities.

Conclusion:

Staff recommends that the City Council adopt Resolution No. _____,

- 1) Approving the reallocation of up to \$400,000 from the City's previously approved \$1,500,000 affordable housing funding commitment for Tupelo Family Apartments to support completion of the Yolano Donnelly Choice Neighborhoods Planning Project ("Project");
- 2) Directing that the remaining balance of the previously approved commitment, up to \$1,500,000, remain available to support Tupelo Family Apartments, subject to the terms and conditions previously approved by the City Council, as outlined in Resolution 8551 (Attachment 2); and
- 3) Authorizing the City Manager to execute a Grant Agreement with the Housing Authority of the County of Yolo (Yolo County Housing) in an amount up to \$400,000 for the Yolano Donnelly Choice Neighborhoods Planning Project in a form prepared and approved by the City Attorney and take such other actions and execute such documents as necessary to make the City grant and ensure completion of the Project.

Prepared by: Erika Bumgardner, Community Development Department Deputy Director



Ken Hiatt
City Manager

Attachments:

1. Reso_8551 Tupelo Funding Commitment
2. Proposed Resolution_Yolano Donnelly Planning Project

RESOLUTION NO. 8551

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND APPROVING THE APPROPRIATION OF \$1,500,000 IN AFFORDABLE HOUSING FUNDS, IN CONNECTION WITH TUPELO FAMILY APARTMENTS

WHEREAS, in September 2024 the Housing Authority of the County of Yolo (Yolo County Housing or YCH) was awarded \$500,000 in Choice Neighborhoods Planning (CNP) grant funds from the Federal Department of Housing and Urban Development (HUD), to assist in the development of a Transformation Plan for the Yolano and Donnelly target housing sites and the surrounding neighborhood (Yolano-Donnelly Project). The CNP grant is anticipated to provide YCH additional points for the highly competitive Choice Neighborhoods Implementation (CNI) grant of up to \$50 million to be used for the entire re-positioning of the Yolano-Donnelly project; and

WHEREAS, while awaiting potential future CNI funding allocations, the re-positioning strategy will begin with an independent "Early Project in the Neighborhood," which is the affordable housing project known as the Tupelo Family Apartments development ("Tupelo"); and

WHEREAS, Tupelo will develop a 2.4-acre underutilized site in Woodland into a vibrant low-rise community with 73 units (72 income-restricted and one unrestricted managers unit) serving families earning up to 80% AMI across a diverse mix of unit sizes. This multifamily development is proposed on the south side of Lemen Avenue at APN: 063-060-005. The site is zoned Corridor Mixed Use – Armfield (CMU-A); and

WHEREAS, the 73-unit, Tupelo Family Apartments development is anticipated to cost \$52 million. Yolo County Housing, along with its development partners Brinshore Development and Operative Office Inc, is actively seeking funding support to ensure timely completion of the project. To date, YCH, in partnership with the City of Woodland and the Yolo Transit District (YTD), has applied for \$28 million to support the Tupelo project through the Affordable Housing Sustainable Communities (AHSC) grant program; and

WHEREAS, to further support the Tupelo residential development, YCH has requested City financial support in the amount of \$1.5 million. Financial support from the city will help leverage current and future funding opportunities, including future tax credit applications, making YCH's applications more competitive in a highly competitive affordable housing financing market; and

WHEREAS, it is recommended that the City of Woodland contribute \$1.5 million in Affordable Housing In-Lieu Fees funds (Fund 1327) to the project. A funding commitment of \$1.5 million averages out to roughly \$20,833 per affordable unit in the Tupelo project, which compares favorably with recent City-funded projects; and

WHEREAS, on May 5, 2025, the City Planning Division approved a Development Review application for the Tupelo project with conditions. The development project is consistent

with all Zoning requirements and regulations. The development of this site contributes to General Plan goals – sustainability and transit-oriented development, as well as connectivity to the City of Woodland’s cultural and historic downtown, while also furthering alignment with the City’s affordable housing needs. Once completed, Tupelo will contribute an additional 72 extremely low, very low and low-income units toward the City’s Regional Housing Needs Allocation for this income bracket; and

WHEREAS, it is recommended that \$500,000 in ARP funds previously awarded to the City of Woodland for the Armfield-Lemen Transformation be replaced by an equivalent allocation of In-Lieu fees (\$500,000 of the \$1.5 million total award). The ARP funding will be reserved for other uses as directed by City Council.

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

SECTION 1. The City Council hereby authorizes the appropriation of \$1,500,000 from the Affordable Housing In-Lieu Fees Fund (1327) and authorizing the Finance Officer to amend the Fiscal Year 2026 budget as necessary.

SECTION 2. The City Council hereby authorizes the City to enter into a Loan Agreement with Yolo County Housing or its affiliates for the development of Tupelo Family Apartments.

SECTION 3. The City Council hereby approves a fifty-five-year residual receipts loan in the amount of \$1,500,000 with three percent (3%) simple interest for Tupelo Family Apartments.

SECTION 4. The City Council hereby authorizes the City Manager City to enter into a regulatory agreement and declaration of restrictive covenants with Tupelo Family Apartments to ensure the affordability of the project for a term of not less than 55 years.

SECTION 5. The City Council hereby authorizes the City Manager to execute the Loan Agreement and regulatory agreement in a form as prepared and approved by the City Attorney and take such other actions and execute such documents as necessary to make the City loans and ensure the affordability of the project.

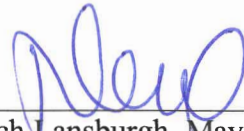
PASSED, APPROVED, AND ADOPTED by the City Council of the City of Woodland at a regular meeting held on the 15th day of July 2025 by the following vote:

AYES: Members Moreno, Garcia-Cadena, Vega, Stallard and Mayor Lansburgh

NOES: None

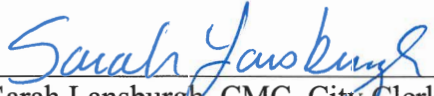
ABSENT: None

ABSTAIN: None



Rich Lansburgh, Mayor

ATTEST:



Sarah Lansburgh, CMC, City Clerk

APPROVED AS TO FORM:



Andreas Boher, City Attorney

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
APPROVING THE REALLOCATION OF UP TO \$400,000 OF PREVIOUSLY
APPROVED AFFORDABLE HOUSING FUNDS TO SUPPORT THE YOLANO
DONNELLY CHOICE NEIGHBORHOODS PLANNING PROJECT**

WHEREAS, on July 15, 2025, the City Council approved a \$1,500,000 affordable housing funding commitment from the Affordable Housing In-Lieu Fees Fund (1327) in connection with Tupelo Family Apartments, which was identified as an early project supporting the broader revitalization of the Yolano Donnelly neighborhood; and

WHEREAS, Yolo County Housing was one of 13 awardees nationwide selected by the U.S. Department of Housing and Urban Development for a Choice Neighborhoods Planning grant to support preparation of a Transformative Plan for the redevelopment of Yolano Donnelly and the surrounding neighborhood; and

WHEREAS, the Choice Neighborhoods Planning Project includes extensive community engagement and preparation of a Transformative Plan expected to be completed in 2026 that will provide the framework for redevelopment and modernization of the Yolano Donnelly neighborhood; and

WHEREAS, the Transformative Plan is anticipated to include a housing plan for replacement of the existing 132 units of obsolete public housing with a new mixed-income community of approximately 400 total units, together with a people plan and neighborhood plan addressing services, transportation, amenities, safety, and related implementation strategies; and

WHEREAS, the Project also includes a market study and NEPA Phase I environmental review necessary to support the overall redevelopment strategy and future funding applications; and

WHEREAS, completion of the Choice Neighborhoods Planning Project and HUD approval of the Transformative Plan are necessary steps toward future eligibility for Choice Neighborhoods Implementation funding; and

WHEREAS, the City Council finds that allowing up to \$400,000 of the previously approved \$1,500,000 commitment to be used for the Choice Neighborhoods Planning Project will further the City's affordable housing and neighborhood revitalization objectives without increasing the City's total previously approved financial commitment.

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

SECTION 1. The City Council hereby approves the reallocation of up to \$400,000 from the City's previously approved \$1,500,000 affordable housing funding commitment to support completion of the Yolano Donnelly Choice Neighborhoods Planning Project.

SECTION 2. The City Council hereby directs that the remaining balance of the previously approved commitment, up to \$1,500,000, remain available for Tupelo Family Apartments, subject to the terms and conditions previously approved by the City Council, as amended.

SECTION 3. The City Council hereby authorizes the City Manager to execute a Grant Agreement with the Housing Authority of the County of Yolo (Yolo County Housing) in an amount up to \$400,000 for the Yolano Donnelly Choice Neighborhoods Planning Project in a form prepared and approved by the City Attorney and take such other actions and execute such documents, including a regulatory agreement, as necessary to make the City grant and ensure completion of the Project consistent with the City’s Affordable Housing Ordinance.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Woodland at a regular meeting held on this 7th day of April, 2026, by the following vote:

- AYES:
- NOES:
- ABSENT:
- ABSTAIN:

Tom Stallard, Mayor

ATTEST:

Marissa Kersey, City Clerk

APPROVED AS TO FORM:

Ethan Walsh, City Attorney



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: April 7, 2026
ITEM #: F.17
SUBJECT: Authorization for the City's Participation in SACOG 2026 Federal Funding Programs

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____,

- 1) Authorizing the City to apply for grant funding through the Sacramento Area Council of Governments (SACOG) 2026 Federal Funding Programs;
- 2) Authorizing Community Development staff to establish and submit the City of Woodland's application priorities for the SACOG 2026 Federal Funding Programs; and
- 3) Authorizing the City Manager to execute all necessary grant documents and ensure timely compliance with project delivery requirements.

Staff Contact:

Clara Olmedo, Associate Engineer – (530) 661-5824, clara.olmedo@cityofwoodland.gov

Fiscal Impact:

There is no impact to the General Fund.

Background:

The Sacramento Area Council of Governments (SACOG) has announced three programs for the 2026 Federal Funding Cycle. These funding opportunities are available to sponsoring agencies within the six-county SACOG region. The programs include the System Preservation Program, System Performance Program, and Next Generation Solutions & Clean Air Program.

The call for projects for the System Preservation Program opened on March 19, 2026, and applications are due May 8, 2026. The System Performance and Next Generation Solutions and Clean Air Programs will open and have application deadlines in Fall 2026.

Discussion:

The City plans to submit an application for SACOG's System Preservation Program, which is currently open. A new requirement for the SACOG program application is that the City must adopt a resolution authorizing the City of Woodland to apply for grant funding through SACOG's 2026 federal funding programs. The resolution designates the City manager to establish and submit application priorities and authorizes them to execute all required grant documents and compliance with project delivery deadlines.

The proposed application is for the Central Woodland Road Maintenance and Connectivity Project. The project includes improvements along College Street (Topaz Way to Gibson Road), Beamer Street (Cottonwood Street to East Street), and Cross Street (West Street to East Street). Planned improvements include roadway rehabilitation through grind and overlay, upgrading existing bike lanes to buffered lanes where feasible, installing new bike lanes or shared lane markings where needed, constructing new sidewalks along Cross Street between Sixth and East Streets, installing ADA-compliant curb ramps, implementing pedestrian improvements, and upgrading traffic signals at all signalized intersections within the project limits. Staff is recommending that this project be the City's only grant application for the System Preservation Program.

Total project cost is currently estimated at \$10 million. The project has secured \$3 million in State Transportation Improvement Program (STIP) funding and \$451,750 of Local Highway Safety Improvement Program (HSIP) funding through the SACOG 4-County and State HSIP programs. The remaining \$6.5 million is currently proposed to be funded by SB1 Road Maintenance and Rehabilitation (RMRA) funding.

If additional grant funding is awarded, it will reduce the need for RMRA funding, leaving that funding available for other projects. Staff will continue to pursue road rehabilitation and active transportation grant opportunities to further offset RMRA funding commitments.

The project schedule is proposed to start with design during the Summer of 2026. Construction is expected to last approximately 2 years, starting in summer of 2028 and concluding in late 2029. The construction timeline will depend on the availability of any additional grant funding secured for the project.

Staff will return to Council prior to submitting applications for the remaining SACOG grant programs.

Conclusion:

Staff recommends that the City Council adopt Resolution No. _____,

- 1) Authorizing the City to apply for grant funding through the Sacramento Area Council of Governments (SACOG) 2026 Federal Funding Programs;
- 2) Authorizing Community Development staff to establish and submit the City of Woodland's application priorities for the SACOG 2026 Federal Funding Programs; and
- 3) Authorizing the City Manager to execute all necessary grant documents and ensure timely compliance with project delivery requirements.

Prepared by: Clara Olmedo, Associate Engineer

Reviewed by: Brent Meyer, Community Development Director/ City Engineer



Ken Hiatt
City Manager

Attachments:

1. Proposed Resolution - 2026 SACOG Funding Programs

RESOLUTION NO. ____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
AUTHORIZING APPLICATIONS FOR GRANT FUNDING FROM THE
SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG) 2026 FEDERAL
FUNDING PROGRAMS; AUTHORIZING THE COMMUNITY DEVELOPMENT
DEPARTMENT TO SUBMIT CITY OF WOODLAND SACOG 2026 FEDERAL
FUNDING PROGRAM APPLICATION PRIORITIES; AND AUTHORIZING THE
CITY MANAGER TO EXECUTE ALL GRANT DOCUMENTS AND TIMELY
PROJECT DELIVERY REQUIREMENTS**

WHEREAS, the Sacramento Area Council of Governments (SACOG) has announced three 2026 Federal Funding Cycle Programs (Funding Programs), which are open to sponsoring agencies within the six-county SACOG region: System Preservation Program, System Performance Program, and Next Generation Solutions & Clean Air Program; and

WHEREAS, the System Preservation Program invests in maintaining and resurfacing major roadways that keep people and goods moving; and

WHEREAS, eligible projects for Funding Programs must be listed in the 2025 Blueprint or fit within 2025 Blueprint lump-sum project categories including but not limited to road maintenance and reconstruction, transit vehicle replacements, operational improvements, Intelligent Transportation Systems, and bicycle and pedestrian investments; and

WHEREAS, SACOG limits Funding Programs grant applications to no more than three applications per sponsoring agency for any one of the three different Funding Programs to SACOG, up to a maximum of nine total applications per sponsoring agency; and

WHEREAS, applicants shall affirm their commitment to delivering projects in accordance with the requirements of Surface Transportation Block Grant (STBG) Program and Congestion Mitigation & Air Quality (CMAQ) Improvement Program, as applicable; and

WHEREAS, grant proposals for construction work shall obligate Funding Program dollars for construction activities no later than the end of federal fiscal year 2028-29; and

WHEREAS, SACOG will not provide additional federal or state funding in the event that cost overruns are identified; and

WHEREAS, project sponsors shall commit to providing local matching dollars, typically 11.47% of the total project cost; and

WHEREAS, SACOG requires that if awarded federal funds by the SACOG Board, City of Woodland staff responsible for project delivery must attend quarterly project delivery meetings with SACOG staff to receive assistance until project closeout; and

WHEREAS, the City council wishes to authorize the City to apply for grant funding through SACOG Federal Funding Programs; and

WHEREAS, SACOG requires that if awarded federal funds by the SACOG Board, City of Woodland staff responsible for project delivery must attend quarterly project delivery meetings with SACOG staff to receive assistance until project closeout; and

WHEREAS, the City Council wishes to authorize the Community Development Department Staff to establish and submit the City of Woodland's application priorities for the SACOG federal funding programs; and

WHEREAS, the City council wishes to authorize the City of Woodland Community Development Department Staff to apply for grant funding through SACOG Federal Funding Programs; and

WHEREAS, City Council wishes to authorize the City Manager, or designee, to execute all necessary grant documents and ensure timely compliance with project delivery requirements 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 City of Woodland Community Development Department Staff to submit the following application for 2026 Six-County Federal Funding Cycle Programs as its priority.

Central Woodland Road Maintenance and Connectivity Project (Beamer, College & Cross streets roadway rehabilitation and bike/ped improvements)

SECTION 2. The City Council hereby authorizes the City Manager or designee to execute all documents necessary to committing City of Woodland to federal, state and regional funding and project delivery requirements, including but not limited to abiding by Funding Program guidelines.

SECTION 3. The City Council hereby acknowledges that in the event of receiving an award by the SACOG Board of Funding Program dollars, the City of Woodland will be required to abide by multiple timely use of funding requirements described in Funding Program guidelines and SACOG's Regional Delivery Policies, including but not limited to, obligating federal funding no later than the end of federal fiscal year 2028-2029 for construction activities, committing to securing required local match dollars, acknowledge that SACOG does not cover cost overruns, and commits staff to attend delivery meetings until project closeout.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Woodland at a regular meeting held on the 7th day of April 2026, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Tom Stallard, Mayor

ATTEST:

APPROVED AS TO FORM:

Marissa Kersey, City Clerk

Ethan Walsh, City Attorney



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: April 7, 2026
ITEM #: F.18
SUBJECT: City Council Meeting Minutes of March 3, 2026 and
March 17, 2026.

Recommendation for Action: Staff recommends the City Council adopt the minutes of the Joint Regular City Council/Woodland Finance Authority Meetings of March 3, 2026 and March 17, 2026.



Ken Hiatt
City Manager

Attachments:

1. Draft meeting minutes for March 3, 2026
2. Draft meeting minutes for March 17, 2026

City of Woodland

City Hall
Council Chambers
300 First Street
Woodland, CA 95695



Regular Meeting Minutes

Tuesday, March 3, 2026

6:00 PM

City Council

CITY COUNCIL

**CLOSED SESSION
5:30 PM**

A. CALL TO ORDER

B. CLOSED SESSION

- 1. Conference with Labor Negotiators (Gov. Code §54957.6)
 Agency Designated Representative: City Manager and Director of Administrative Services
 Employee Organizations: Woodland Mid-Management Professional Association, Woodland City Employees Association, Woodland Police Mid-Management Unit, Woodland Police Officers' Association, Woodland Police Supervisors Association, Woodland Fire Mid-Management Association, and Woodland Professional Firefighters Association.

**JOINT REGULAR CITY COUNCIL/WOODLAND FINANCE AUTHORITY MEETING
6:00 PM**

C. CALL TO ORDER

Meeting called to order at 6:01 PM.

D. ROLL CALL

Council members present: Councilmembers Lansburgh, Garcia-Cadena, Moreno, and Mayor Stallard
Absent: Mayor Pro Tem Vega

E. PLEDGE OF ALLEGIANCE

Pledge of Allegiance led by Dee.

Land Acknowledgment Statement - The City of Woodland acknowledges the land on which we live and work. For thousands of years, this land has been the home of Patwin people. Today, there are three federally recognized Patwin tribes: Cachil DeHe Band of Wintun Indians of the Colusa Indian Community, Kletsel Dehe Wintun Nation, and Yocha Dehe Wintun Nation. The Patwin people have remained committed to the stewardship of this land over many centuries. It has been cherished and protected, as elders have instructed the young through generations. We are honored and grateful to be here today on their traditional lands.

F. COMMUNICATIONS - PUBLIC COMMENT

This is an opportunity for the public to speak to the Council on any item other than those listed 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. The option to submit a public comment via voicemail is no longer available. Written Public Comments Members of the public are welcome to submit written comments prior to the meeting. Comments should be submitted by email to CouncilMeetings@cityofwoodland.gov. Written

Comments received at least two (2) hours prior to the scheduled start time of the City Council meeting will be provided to the City Council and posted to the City website as part of the official record of the meeting but will not be read into the record. Written Comments received within two (2) hours of the scheduled start time of the City Council meeting and during the City Council meeting will be provided to the City Council the day following the City Council meeting. If you are submitting written comments on a particular item on the agenda, please identify the agenda item number and letter. If you are submitting written comments on an item not listed on the agenda, please identify your e-mail/comment as a General Public Comment. Note: Public comments at special meetings are limited to items on the agenda only.

2. SUBJECT: General Public Comments

WRITTEN COMMUNICATIONS: This section is reserved for "General" Public Comments emailed within two (2) hours prior to the Council Meeting. These comments will be provided to the City Council and incorporated into the meeting minutes. Any other written communications submitted for items specific to this agenda will be attached as a file to the associated agenda item.

Mayor Stallard invited public comment. Speaking from the public was Shaunese Lambel, Dee, Shelby Dreyer, Jessica, and Peter Maier. No further comment was received.

City Manager Ken Hiatt made additional comments.

G. 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.

Verbal updates provided by Council Members/ Staff.

3. SUBJECT: Long Range Calendar

RECOMMENDATION FOR ACTION: Staff recommends that the City Council receive the Long Range Calendar for informational purposes only.

Received the Long Range Calendar for informational purposes only.

H. CONSENT CALENDAR

Mayor Stallard invited public comment. No public comment was received.

Councilmember Garcia-Cadena abstained from voting on item 6.

On a motion by Councilmember Lansburgh, seconded by Councilmember Moreno and carried on a 4-0 vote, Council Members approved Consent Calendar items No. 4 through 10. Item No. 6 was carried on a 3-0 vote with Councilmember Garcia-Cadena abstaining.

AYES: Members Lansburgh, Garcia-Cadena, Moreno, and Mayor Stallard.

NOES: None.

ABSENT: Mayor Pro Tem Vega

ABSTAIN: None.

4. SUBJECT: Sustainability Advisory Committee Meeting Minutes

RECOMMENDATION FOR ACTION: Staff recommends that the City Council receive the meeting minutes for three recent Sustainability Advisory Committee Meetings.

Received the meeting minutes for three recent Sustainability Advisory Committee Meetings.

- 5. SUBJECT: Proclamation Commemorating the Dedication of Holy Rosary's New Church on March 11, 2026

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt a proclamation commemorating Holy Rosary Church dedication.

Adopted a proclamation commemorating Holy Rosary Church dedication.

- 6. SUBJECT: Allocate funding and award contracts for the 2026 Water & Sewer Replacement Project, CIP 25-01

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____ to:

- 1) Reallocate \$400,000 from the Annual Sewer Repair and Replacement Project, CIP 08-21, to the 2026 Water & Sewer Replacement Project, CIP 25-01;
- 2) Approve the construction contract for the 2026 Water & Sewer Replacement Project, CIP 25-01; award the construction contract in the amount of \$3,209,966.50 to R.J. Gordon Construction, Inc., authorize a contract contingency up to 20% of the base bid amount (\$641,993), and authorize the City Manager to execute the construction contract and change orders; and
- 3) Approve a consultant contract for construction inspection services with WSP USA, Inc., in the amount up to \$254,632, authorize a contract contingency of up to 10% (\$25,463), and authorize the City Manager to execute the contract and amendments.

Adopted Resolution No. 8626 to:

- 1) Reallocate \$400,000 from the Annual Sewer Repair and Replacement Project, CIP 08-21, to the 2026 Water & Sewer Replacement Project, CIP 25-01;**
- 2) Approve the construction contract for the 2026 Water & Sewer Replacement Project, CIP 25-01; award the construction contract in the amount of \$3,209,966.50 to R.J. Gordon Construction, Inc., authorize a contract contingency up to 20% of the base bid amount (\$641,993), and authorize the City Manager to execute the construction contract and change orders; and**
- 3) Approve a consultant contract for construction inspection services with WSP USA, Inc., in the amount up to \$254,632, authorize a contract contingency of up to 10% (\$25,463), and authorize the City Manager to execute the contract and amendments.**

- 7. SUBJECT: Approve Consultant Agreement for WPCF Levee Analysis Project, CIP 26-12

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____ to:

- 1.) Approve the reallocation of \$300,000 of Sewer Enterprise Funds from WPCF Asset Replacement Project, CIP 14-02 to Water Pollution Asset Replacement (WPCF) Levee Analysis Project, CIP 26-12 for a total budget of \$300,000; and
- 2.) Authorize the City Manager to execute the consultant agreement with Wood Rodgers, Inc. in the amount of \$281,450 for the WPCF Levee Analysis Project, CIP 26-12.

Adopted Resolution No. 8627 to:

- 1.) Approve the reallocation of \$300,000 of Sewer Enterprise Funds from WPCF Asset**

Replacement Project, CIP 14-02 to Water Pollution Asset Replacement (WPCF) Levee Analysis Project, CIP 26-12 for a total budget of \$300,000; and
2.) Authorize the City Manager to execute the consultant agreement with Wood Rodgers, Inc. in the amount of \$281,450 for the WPCF Levee Analysis Project, CIP 26-12.

8. SUBJECT: Support for SB 881

RECOMMENDATION FOR ACTION: Staff recommends that the City Council submit a letter of support for SB 881 (McNerney) to extend the sunset on the Farmer to Food Bank Tax Credit and the Emergency Food for Families Voluntary Tax Contribution Fund.

Submitted a letter of support for SB 881 (McNerney) to extend the sunset on the Farmer to Food Bank Tax Credit and the Emergency Food for Families Voluntary Tax Contribution Fund.

9. SUBJECT: Approve Sole Source Finding and WPCF 2026 Headworks Screw Pump #4 Repair Project, CIP 26-13

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, to:

1. Approve the reallocation of \$200,000 of Sewer Enterprise Funds from WPCF Asset Replacement Project, CIP 14-02, to WPCF 2026 Headworks Screw Pump #4 Repair Project, CIP 26-13 for a total budget of \$200,000;
2. Make a finding designating certain products by Evoqua Water Technologies LLC to be required for the continued functionality of the existing raw sewage headwork pumps, that a competitive market does not exist, and that no competitive advantage will be gained by the public bidding process; and
3. Authorize the City Manager to award a Purchase Order with Evoqua Water Technologies LLC ("Evoqua") in the amount of \$115,430.86 for the WPCF 2026 Headworks Screw Pump #4 Repair Project, CIP 26-13.

Adopted Resolution No. 8628, to:

- 1. Approve the reallocation of \$200,000 of Sewer Enterprise Funds from WPCF Asset Replacement Project, CIP 14-02, to WPCF 2026 Headworks Screw Pump #4 Repair Project, CIP 26-13 for a total budget of \$200,000;**
- 2. Make a finding designating certain products by Evoqua Water Technologies LLC to be required for the continued functionality of the existing raw sewage headwork pumps, that a competitive market does not exist, and that no competitive advantage will be gained by the public bidding process; and**
- 3. Authorize the City Manager to award a Purchase Order with Evoqua Water Technologies LLC ("Evoqua") in the amount of \$115,430.86 for the WPCF 2026 Headworks Screw Pump #4 Repair Project, CIP 26-13.**

10. SUBJECT: City Council Meeting Minutes of January 31, 2026, February 3, 2026, and February 17, 2026.

RECOMMENDATION FOR ACTION: Staff recommends the City Council adopt the minutes of the Joint Special and Regular City Council/Woodland Finance Authority Meetings of January 31, 2026, February 3, 2026, and February 17, 2026.

Adopted the minutes of the Joint Special and Regular City Council/Woodland Finance Authority Meetings of January 31, 2026, February 3, 2026, and February 17, 2026.

I. REPORTS OF THE CITY MANAGER

- 11. SUBJECT: Community Development Department Semiannual Report for July 2025 to December 2025.

RECOMMENDATION FOR ACTION: Staff recommends that the City Council receive the semiannual report from Community Development for the time period of July to December 2025.

Community Development Director Brent Meyer presented the item and answered questions from Council along with City Manager Ken Hiatt.

Council received the semiannual report from Community Development for the time period of July to December 2025.

- 12. SUBJECT: Community Services Department Semi-Annual Report for the first and second quarters of Fiscal Year 2026.

RECOMMENDATION FOR ACTION: Staff recommends the City Council receive the Community Services Department Semi-Annual Report for the first and second quarters of Fiscal Year 2026.

Community Services Director Christine Ferrara presented the item and answered questions from Council.

Council received the Community Services Department Semi-Annual Report for the first and second quarters of Fiscal Year 2026.

- 13. SUBJECT: Fiscal Year 2025/26 Mid-Year Budget Adjustments

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, authorizing amendments to the Fiscal Year 2025/26 budget.

City Manager Ken Hiatt introduced the item. Administrative Services Director Kim McKinney presented the item and answered questions from Council.

Mayor Stallard invited public comment. No public comment was received.

On a motion by Councilmember Garcia-Cadena, seconded by Councilmember Moreno and carried on a 4-0 vote, Council Members adopted Resolution No. 8629, authorizing amendments to the Fiscal Year 2025/26 budget.

AYES: Members Lansburgh, Garcia-Cadena, Moreno, and Mayor Stallard.

NOES: None.

ABSENT: Mayor Pro Tem Vega

ABSTAIN: None.

J. ADJOURN

Meeting adjourned at 7:25PM.

City of Woodland

City Hall
Council Chambers
300 First Street
Woodland, CA 95695



CITY OF
WOODLAND
CALIFORNIA

Regular Meeting Minutes

Tuesday, March 17, 2026

6:00 PM

City Council

CITY COUNCIL

CLOSED SESSION 5:30 PM

A. CALL TO ORDER

B. CLOSED SESSION

1. Conference with Labor Negotiators (Gov. Code §54957.6)
Agency Designated Representative: City Manager and Director of Administrative Services
Employee Organizations: Woodland Mid-Management Professional Association, Woodland City Employees Association, Woodland Police Mid-Management Unit, Woodland Police Officers' Association, Woodland Police Supervisors Association, Woodland Fire Mid-Management Association, and Woodland Professional Firefighters Association.

JOINT REGULAR CITY COUNCIL/WOODLAND FINANCE AUTHORITY MEETING 6:00 PM

C. CALL TO ORDER

Meeting called to order at 6:01 PM.

D. ROLL CALL

Council Members Present: Members Lansburgh, Garcia-Cadena, Moreno, Vega, and Mayor Stallard.

Absent: None.

Excused: None.

E. PLEDGE OF ALLEGIANCE

Pledge of Allegiance led by Alex Tengolics.

Land Acknowledgment Statement - The City of Woodland acknowledges the land on which we live and work. For thousands of years, this land has been the home of Patwin people. Today, there are three federally recognized Patwin tribes: Cachil DeHe Band of Wintun Indians of the Colusa Indian Community, Kletsel Dehe Wintun Nation, and Yocha Dehe Wintun Nation. The Patwin people have remained committed to the stewardship of this land over many centuries. It has been cherished and protected, as elders have instructed the young through generations. We are honored and grateful to be here today on their traditional lands.

F. COMMUNICATIONS - PUBLIC COMMENT

This is an opportunity for the public to speak to the Council on any item other than those listed 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. The option to submit a public comment via voicemail is no longer available. Written Public Comments Members of the public are welcome to submit written comments prior to

the meeting. Comments should be submitted by email to CouncilMeetings@cityofwoodland.gov. Written Comments received at least two (2) hours prior to the scheduled start time of the City Council meeting will be provided to the City Council and posted to the City website as part of the official record of the meeting but will not be read into the record. Written Comments received within two (2) hours of the scheduled start time of the City Council meeting and during the City Council meeting will be provided to the City Council the day following the City Council meeting. If you are submitting written comments on a particular item on the agenda, please identify the agenda item number and letter. If you are submitting written comments on an item not listed on the agenda, please identify your e-mail/comment as a General Public Comment. Note: Public comments at special meetings are limited to items on the agenda only.

2. SUBJECT: General Public Comments

WRITTEN COMMUNICATIONS: This section is reserved for "General" Public Comments emailed within two (2) hours prior to the Council Meeting. These comments will be provided to the City Council and incorporated into the meeting minutes. Any other written communications submitted for items specific to this agenda will be attached as a file to the associated agenda item.

Mayor Stallard invited public comment. Speaking from the public was Tom Bowler, Lori Jennings, Mia Robinson, Dee, Shaunese Lambel, Maya Burr, Jolene, and James Vorhees. No further comments were received.

G. 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.

Verbal updates provided by Council Members/ Staff.

3. SUBJECT: Long Range Calendar

RECOMMENDATION FOR ACTION: Staff recommends that the City Council receive the Long Range Calendar for informational purposes only.

Received the Long Range Calendar for informational purposes only.

H. PRESENTATIONS

4. SUBJECT: East Beamer Way Campus Update

RECOMMENDATION FOR ACTION: Staff recommends that the City Council receive an update on the East Beamer Way Campus Project from Friends of the Mission.

Doug Zeck, Executive Director of Fourth and Hope provided a presentation and answered questions from Council.

Mayor Stallard invited public comment. Speaking from the public was James Vorhees. No further comment was received.

Council received the update on the East Beamer Way Campus Project from Friends of the Mission.

I. CONSENT CALENDAR

Mayor Stallard invited public comment. Speaking from the public was James Vorhees. No further comment was received.

City Manager Ken Hiatt answered questions from Council on item I.10.

On a motion by Councilmember Garcia-Cadena, seconded by Councilmember Moreno and carried on a 5-0 vote, Council Members approved Consent Calendar items No. 5 through 11.

AYES: Members Lansburgh, Garcia-Cadena, Moreno, Vega, and Mayor Stallard.

NOES: None.

ABSENT: None.

ABSTAIN: None.

5. SUBJECT: Proclaim March as American Red Cross Month

RECOMMENDATION FOR ACTION: Staff recommends that the City Council approve a proclamation recognizing March as American Red Cross Month.

Councilmember Moreno presented the proclamation to members of the American Red Cross, including, Jamie Brown, Volunteer Recruitment Manager; LaVonne LaMoureaux, local volunteer; and, Francis Huevo, local Disaster Team Manager. LaVonne LaMoureaux provided additional comments to the Council.

The City Council approved a proclamation recognizing March as American Red Cross Month.

6. SUBJECT: Parks and Recreation Commission Meeting Minutes for November 2025

RECOMMENDATION FOR ACTION: Staff recommends that the City Council receive the minutes from the November 24, 2025, Parks and Recreation Commission Meeting.

The City Council received the minutes from the November 24, 2025, Parks and Recreation Commission Meeting.

7. SUBJECT: Agreement between the City of Woodland and Woodland Senior Center, Inc.

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. ____, authorizing the City Manager to execute a License Agreement with Woodland Senior Center, Inc.

The City Council adopted Resolution No. 8630, authorizing the City Manager to execute a License Agreement with Woodland Senior Center, Inc.

8. SUBJECT: Appointment of Members to Boards and Commissions

RECOMMENDATION FOR ACTION: Staff recommends that the City Council appoint members to various Boards and Commissions for specified terms, consistent with the recommendations of the Mayor and Mayor Pro Tempore.

The City Council appointed members to various Boards and Commissions for specified terms, consistent with the recommendations of the Mayor and Mayor Pro Tempore.

9. SUBJECT: Woodland Aquatics Center Project, CIP 19-18 - Final Acceptance and Notice of Completion

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, to

1. Accept the Woodland Aquatics Center Project (CIP 19-18) construction contract as complete and authorize the City Clerk to file a Notice of Completion,
2. Appropriate \$5,000,000 of Spring Lake Infrastructure Bond Funds (Fund 1640) to the project,
3. Remove the appropriation of \$3,500,000 of Measure F Funds (Fund 507) from the project,
4. Adjust the appropriations in the Capital Projects Fund (Fund 1501) to total \$9,650,000 for the project, and
5. Approve a consultant services contract amendment with LPA in the amount of \$75,000 for a total agreement amount of \$1,454,500 and authorize the City Manager to execute the amendment.

The City Council adopted Resolution No. 8631, to 1. Accept the Woodland Aquatics Center Project (CIP 19-18) construction contract as complete and authorize the City Clerk to file a Notice of Completion, 2. Appropriate \$5,000,000 of Spring Lake Infrastructure Bond Funds (Fund 1640) to the project, 3. Remove the appropriation of \$3,500,000 of Measure F Funds (Fund 507) from the project, 4. Adjust the appropriations in the Capital Projects Fund (Fund 1501) to total \$9,650,000 for the project, and 5. Approve a consultant services contract amendment with LPA in the amount of \$75,000 for a total agreement amount of \$1,454,500 and authorize the City Manager to execute the amendment.

10. SUBJECT: License Agreement for Rotary Stage

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. ____, authorizing the City Manager to enter into a License Agreement with the Woodland Rotary Endowment for the construction of the Rotary Stage in the intermission garden at the Woodland Opera House State Historic Park.

The City Council adopted Resolution No. 8632, authorizing the City Manager to enter into a License Agreement with the Woodland Rotary Endowment for the construction of the Rotary Stage in the intermission garden at the Woodland Opera House State Historic Park.

11. SUBJECT: Hiddleson Park Phase 1 Improvement Project (CIP 25-10)

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, to

1. Approve the project plans & specifications and authorize bid advertisement for the Hiddleson Park Phase 1 Improvement Project, CIP 25-10,
2. Approve the reallocation of \$280,000 of Measure F Funds from the Community Services Department's FY26 appropriated budget to the Hiddleson Park Phase 1 Improvement Project, CIP 25-10,
3. Authorize the City Manager to execute a contract with Public Restroom Company in the amount not to exceed \$372,385 through a cooperative purchasing agreement with Sourcewell Contract #052725-PRM and affirming the City Manager's determination that the City's public bidding requirement for the restroom building has been satisfied by another government agency's competitive bid procedure and the City's price is

- equal to the price negotiated by that government agency for purchasing manufactured restroom buildings,
4. Authorize the City Manager to execute a contract with PG&E for Rule 20C undergrounding of existing overhead power lines through Hiddleson Park in an amount not to exceed \$208,808.62, and
 5. Approve an easement deed to PG&E to grant them maintenance and access rights to their facilities through Hiddleson Park.

The City Council adopted Resolution No. 8633, to 1. Approve the project plans & specifications and authorize bid advertisement for the Hiddleson Park Phase 1 Improvement Project, CIP 25-10, 2. Approve the reallocation of \$280,000 of Measure F Funds from the Community Services Department's FY26 appropriated budget to the Hiddleson Park Phase 1 Improvement Project, CIP 25-10, 3. Authorize the City Manager to execute a contract with Public Restroom Company in the amount not to exceed \$372,385 through a cooperative purchasing agreement with Sourcewell Contract #052725-PRM and affirming the City Manager's determination that the City's public bidding requirement for the restroom building has been satisfied by another government agency's competitive bid procedure and the City's price is equal to the price negotiated by that government agency for purchasing manufactured restroom buildings, 4. Authorize the City Manager to execute a contract with PG&E for Rule 20C undergrounding of existing overhead power lines through Hiddleson Park in an amount not to exceed \$208,808.62, and 5. Approve an easement deed to PG&E to grant them maintenance and access rights to their facilities through Hiddleson Park.

J. REPORTS OF THE CITY MANAGER

12. SUBJECT: Yolo County Animal Services Governance Presentation

RECOMMENDATION FOR ACTION: Staff recommends that the City Council:

1. Receive a presentation from Yolo County staff on joint powers agency (JPA) governance models for animal services; and
2. Direct staff to transmit the attached letter affirming the City's interest in advancing the evaluation of an operational JPA to govern the delivery of animal services in Yolo County.

City Manager Ken Hiatt introduced the item. Alex Tengolics, Director of Strategic Operations with Yolo County, provided a presentation on the item and answered questions from Council.

Mayor Stallard invited public comment. Speaking from the public was James Vorhees. No further public comment was received.

On a motion by Councilmember Lansburgh, seconded by Mayor Pro Tem Vega and carried on a 5-0 vote, Council Members received a presentation from Yolo County staff on joint powers agency (JPA) governance models for animal services and directed staff to transmit the attached letter affirming the City's interest in advancing the evaluation of an operational JPA to govern the delivery of animal services in Yolo County.

**AYES: Councilmember Lansburgh, Garcia-Cadeno, Moreno, Vega, and Mayor Stallard.
NOES: None.
ABSENT: None.**

ABSTAIN: None.

K. ADJOURN

Meeting adjourned at 7:57 PM in memory of Suzanne Aguilar.



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: April 7, 2026
ITEM #: F.19
SUBJECT: Support for Budget Request from GGRF for Sustainable Food Biomanufacturing

Recommendation for Action: Staff recommends that the City Council submit a letter of support for Assembly Member Ash Kalra's budget request from the Greenhouse Gas Reduction Fund (GGRF) to establish a research and development grant program for sustainable food and ingredient biomanufacturing in California.

Staff Contact:

Spencer Bowen, Communication & Strategic Policies Manager
| spencer.bowen@cityofwoodland.gov, (530) 661-5808

Background:

Since the 1800s, Woodland has been home to food and agricultural innovation and leadership. Today, as part of a broad coalition of partners including University of California Agriculture and Natural Resources (UC ANR), Woodland's local startup incubator AgStart, the Greater Sacramento Economic Council, and more, the City seeks to support further investment in our state's food and ag biomanufacturing economy.

Discussion:

California State Assembly Member Ash Kalra has offered a budget request from the Greenhouse Gas Reduction Fund (GGRF) to establish a research and development grant program for sustainable food and ingredient biomanufacturing in California. This investment is a crucial, high-impact strategy for achieving California's ambitious climate goals, including the mandate to reduce harmful methane emissions, while investing in California's research ecosystem and economic development. As one of the nation's foremost food and ag hubs, our region (and Woodland's 190+ food and ag industry partners) would stand to benefit from this important R&D investment.

Conclusion:

Staff recommends that the City Council submit a letter of support for Assembly Member Ash Kalra's budget request from the Greenhouse Gas Reduction Fund (GGRF) to establish a research and development grant program for sustainable food and ingredient biomanufacturing in California.

Ken Hiatt
City Manager

Attachments:

1. Woodland Ash Kalra GG Support Letter 04.07.26



April 7, 2026

The Honorable Ash Kalra
California State Assembly
State Capitol, P.O. Box 942849
Sacramento, CA 94249

RE: Support for Budget Request from GGRF for Sustainable Food Biomanufacturing

Dear Assemblymember Kalra,

On behalf of the City of Woodland, I write to express our strong support for your budget request from the Greenhouse Gas Reduction Fund (GGRF) to establish a research and development grant program for sustainable food and ingredient biomanufacturing in California. This investment is a crucial strategy for achieving California's ambitious climate goals, including the mandate to reduce harmful methane emissions, while investing in California's research ecosystem and economic development.

The global food system is a significant contributor to greenhouse gas (GHG) emissions, especially methane. Investing in the sustainable food biomanufacturing sector, which includes foods produced from plants, fermentation, and cell cultivation, offers a direct and scalable pathway to decarbonize our food supply while strengthening the state's economic resilience. The grant program will prioritize utilizing California crops and their byproducts as fit-for-purpose, high-value inputs for protein alternatives.

Public investment in agricultural research is a proven economic engine, with studies showing that every dollar invested can generate up to \$20 in economic activity. This funding would advance research in California academic institutions that are pioneering advancements in plant and fermentation sciences and cellular agriculture. Projects will also seek to build new uses and expand markets for key California crops, including almonds and almond byproducts, walnuts, microalgae, pistachios, and tomatoes, with the potential to create new opportunities for California farmers.

Furthermore, this investment would secure California's leadership in a rapidly growing global market, creating new high-wage jobs in food science, biology, engineering, and manufacturing across the state. Other leading economies, including the United States at the federal level, the European Union, and countries across Asia, are already making significant public investments in these key technologies to secure a competitive advantage and reap the economic benefits.

As a longtime food and agriculture hub, Woodland urges your colleagues to support this investment in sustainable food biomanufacturing research and development.

Signed,

Tom Stallard
Mayor, City of Woodland

Mayra Vega, Mayor Pro Tempore

Tania Garcia-Cadena, Council Member

Rich Lansburgh, Council Member

David Moreno, Council Member



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: April 7, 2026
ITEM #: G.20
SUBJECT: Yolo Active Transportation Corridors Plan

Recommendation for Action: Staff recommends that the City Council:

- 1) Receive a presentation from Yolo Transit District staff regarding the Yolo Active Transportation Corridors (YATC) Plan, and
- 2) Provide feedback and comments to Yolo Transit District regarding the YATC Plan.

Staff Contact:

Brent Meyer, City Engineer and Community Development Director, 530-661-5947,
brent.meyer@cityofwoodland.gov

Fiscal Impact:

Costs associated with developing the YATC plan were funded by a \$1.2 million federal RAISE grant.

Background:

The Yolo Active Transportation Corridors (YATC) Plan is an active transportation plan for a network of multi use trails and bicycle facilities that will help to address barriers to mobility for low-income and minority residents of Yolo County. In 2021, this planning project was awarded \$1.2 million in federal funds from the Rebuilding Americans Infrastructure with Sustainability and Equity (RAISE) discretionary grant program

YATC accomplishes three objectives:

1. Establish a long-term vision and planning document for active transportation corridors in Yolo County
2. Establish priorities and complete construction documents for at least one (1) and up to three (3) of the 53 recommended corridors, thereby positioning the project(s) for discretionary grant funding
3. Replace the 2013 Yolo County Bicycle Transportation Plan

Yolo Active Transportation Corridors Advisory Committee:

YoloTD has given three formal updates to the YATC Technical Advisory Committee (TAC) over the course of the plan's development:

September 25, 2024 — YoloTD staff provided an overview of results of Phase 1 outreach including themes of feedback received, advance input from the TAC on draft project prioritization criteria, and preliminary improvement corridors.

May 22, 2025 — The TAC received a presentation on Phase 2 outreach, finalized draft prioritization criteria, and a recommendation to advance two segments to design: 1) Madison-Esparto, 2) Davis-Woodland.

January 22, 2026 — Presented the draft YATC plan to the TAC for recommended action. The TAC deferred action, requesting 1) additional review time and, 2) YoloTD return in March for action.

The YATC TAC representatives from the City are Katie Wurzel, Principal Civil Engineer and Clara Olmedo, Associate Engineer.

Discussion:

YoloTD staff are scheduling presentations of the YATC plan to various Board and advisory bodies for feedback prior to approval by the YoloTD Board of Directors and Yolo County Board of Supervisors.

City staff anticipates future discussion at the YTD TAC regarding project prioritization of grant funding requests relative to other transportation related grant funding priorities that the City would have. Staff would also anticipate additional discussion regarding maintenance strategies and funding for the constructed improvements.

Conclusion:

Staff recommends that the City Council:

- 1) Receive a presentation from Yolo Transit District staff regarding the Yolo Active Transportation Corridors (YATC) Plan, and
- 2) Provide feedback and comments to Yolo Transit District regarding the YATC Plan

Prepared by: Brent Meyer, City Engineer and Community Development Director



Ken Hiatt
City Manager

Attachments:

1. Item X - YATC - Staff Report - Att-A - Main Report
2. YATC - Staff Report - ATT-B - Implementation Strategy



YOLO

Active Transportation Corridors Plan

Draft Plan 2026



ACKNOWLEDGMENTS

YoloTD Staff

Brenda Lomeli, Associate Transportation Planner
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Autumn Bernstein, Executive Director

Yolo Transportation District Board of Directors

Jesse Loren, Council Member
Lucas Frerichs, Vice Chair
Dr. Dawnté Early, Board Member
Josh Chapman, Board Member
Mayra Vega, Board Member
Kelly Fong Rivas, Ex-Officio
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Citizen's Advisory Committee

Lisa Baker
Olin Woods
Mollie D'Agostino
Patrick Guild
Steven Streeter
Andrew Furillo

Technical Advisory Committee

City of Davis
City of West Sacramento
City of Woodland
Yolo County
Yolo Solano AQMD
Caltrans District 3
UC Davis

Other

YATC Steering Committee

Project Team

Fehr & Peers
Place It!
PRAIRIEFORM
Zander Westbrook Design

Thank you to the residents of Yolo County, whose valuable time and feedback informed this plan.

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EXECUTIVE SUMMARY

Yolo Active Transportation Corridors Plan (Draft 2026)

The Yolo Active Transportation Corridors (YATC) Plan establishes a long term, implementable strategy to improve walking, biking, and rolling throughout unincorporated Yolo County. The Plan responds to documented active transportation infrastructure issues and deficiencies and emphasizes removing barriers to active transportation for historically underserved communities.

Vision and Goals

The Plan envisions a connected, and low stress countywide active transportation network that supports everyday travel, recreation, public health, and economic vitality. Core objectives include expanding the countywide trail system, removing active travel barriers for marginalized communities, and strengthening connections both

within and between unincorporated communities and nearby cities.

Purpose and Need

Most unincorporated areas of Yolo County lack continuous sidewalks, bikeways, lighting, and safe crossings, forcing residents to rely heavily on automobiles, even for short trips. Collision data shows that while pedestrian and bicyclist crashes represent a small share of total crashes, they account for a disproportionate share of fatal and severe injuries. Long travel distances, high speed roadways, limited routing options, and insufficient amenities further discourage active transportation. These challenges are greatest in communities with higher proportions of low income residents, older adults, people with disabilities, and households without reliable transportation options.

Community Centered Planning

The YATC Plan was developed through an extensive, equity focused engagement process involving over 30 public events and multiple stakeholder committees. Outreach emphasized inclusivity—in person and online engagement avenues were provided for feedback collection, multilingual materials were produced for use, and meetings were strategically held at times and key locations to ensure broad reach of community members. Community feedback consistently highlighted the need for sidewalks, safe crossings, traffic calming, lighting, and comfortable access to communities, schools, services, and transit.

Future Regional Active Transportation Corridors

A network of intercommunity corridors serves as the backbone of the planned countywide active transportation system. These corridors focus on creating low stress, continuous connections between unincorporated communities, cities, employment centers, schools, recreation areas, and regional transit. The network integrates shared-use paths along waterways and levees with rail-to-trail corridor opportunities and side paths along county roads to establish a bicycle superhighway network designed to support comfortable, long-distance bike travel, serving the many intercommunity trips made in Yolo County.

Due to limited availability of near-term design funding, potential intercommunity corridors were evaluated for prioritization using transparent, data driven criteria centered on safety, connectivity, equity, access to destinations, population served, and project feasibility. High priority corridors often parallel high speed roadways or represent the only feasible non motorized connections between communities, such as the segment between Madison and Esparto along State Route 16.

Community Scale Improvements

In addition to regional corridors, the Plan identifies targeted walking and bicycling improvements within the unincorporated communities: Esparto, Madison, El Rio Villa, Yolo, Dunnigan, Knights Landing, Clarksburg, Zamora, Capay, Guinda, and Rumsey. Recommendations include sidewalk network gap closures, bike routes and lanes, shared use paths, safer crossings near schools and community destinations, ADA upgrades, lighting, and traffic calming. These projects will enhance local accessibility while connecting communities with the regional network.

Implementation and Funding

Implementation will occur over many years and require partnerships among local agencies, incremental construction of individual projects,

and pursuit of competitive funding. The Plan positions Yolo County and its partners to be more competitive for state, regional, and federal funding programs, such as the Active Transportation Program administered by Caltrans.

Fortunately, several segments within the YATC network are advancing forward, bringing the Plan's vision closer to reality. The Davis-Woodland and Madison-Esparto segments are undergoing design, concurrent with YATC Plan development, but will require subsequent pursuit of funds to construct and bring them closer to completion. The Clarksburg Branch Line Trail extension and I-505 Overcrossing projects, which will provide meaningful active transportation connections between communities, are being led by external sponsors and in various stages of development.

Expected Outcomes

Successful implementation of the YATC Plan will:

- » Reduce pedestrian and bicyclist crashes resulting in fatalities and serious injuries
- » Increase walking and bicycling for daily trips and recreation
- » Improve access to schools, services, jobs, and transit
- » Advance equity by prioritizing underserved and disadvantaged communities
- » Support public health, climate, and quality of life goals

The YATC Plan provides a roadmap to transform the state of active transportation in unincorporated Yolo County, connecting people to places more safely, comfortably, and equitably.



VISION & GOALS

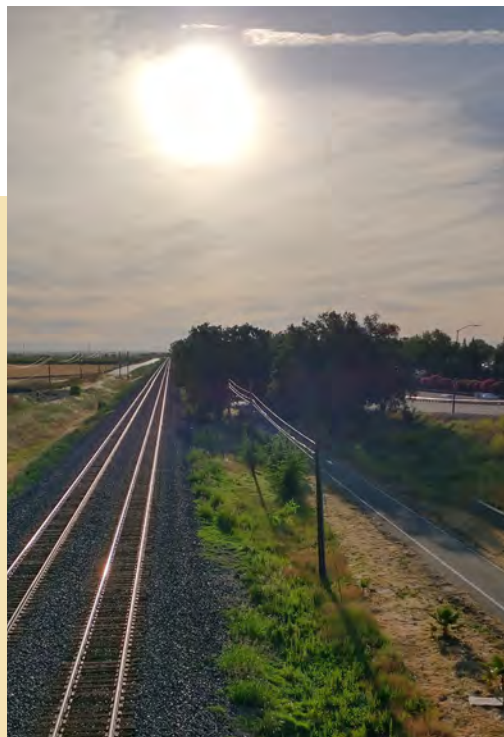


The Yolo Active Transportation Corridors Plan envisions a safe, connected, comfortable network of trails, sidewalks, and bikeways that serve the residents of Yolo County.

The Yolo Active Transportation Corridors (YATC) Plan prioritizes improvements within Yolo County's unincorporated communities while recognizing the vital connections between these areas and the incorporated cities. Residents of unincorporated communities often depend on amenities, services, and

employment opportunities located in nearby cities. Likewise, city residents and others from the broader region, including Sacramento County, travel to Yolo County's unincorporated areas for work, recreation, and other purposes. Enhancing connectivity between these communities will improve access for all who live, work, and travel throughout the county.

Specifically, this plan has been developed to accomplish the following goals:



Goal 1.



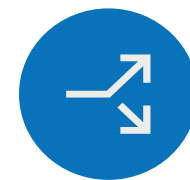
Improve bicycling and walking connectivity, access, and safety

Goal 2.



Expand the countywide trail system

Goal 3.



Remove travel barriers for low income and minority residents

Goal 4.



Gather community input to enhance travel options for all

Goal 5.



Create connections between cities and within unincorporated Yolo County communities

Relationship to Other Plans and Policies

Numerous local, regional, and state planning documents establish goals and policies that inform active transportation and trails planning in Yolo County. A review of a comprehensive array of plans and policies related to transportation, infrastructure, and community health in Yolo County, discussed below, provides valuable insights into the strategic directions and priorities set forth by local governments and agencies. These documents create a planning framework to capture what efforts may already be in progress, relevant policies that guide active transportation investments and projects, and community values and interests. Existing (adopted and in-progress) plans for active transportation infrastructure projects within Yolo County are either superseded by this plan, such as the 2013 Yolo Bicycle Transportation Plan, incorporated into this plan, left alone, or deferred to, as seen fit.

Local Jurisdictions

Some communities follow their own policies and requirements related to bicycling and walking, found in their community plans. These are discussed in the chapter for each jurisdiction. The following documents encompass more than one community.

Capay Valley Area Community Plan

The Capay Valley Area Plan, as part of the 2030 Yolo Countywide General Plan, addresses the future of transportation and circulation within the Capay Valley, with a particular focus on accommodating and enhancing bicycle circulation. Recognizing the increasing interest in bicycle use for both recreation and as an alternative mode of transportation, the plan outlines policies and implementation measures aimed at improving safety and facilities for cyclists. This includes the encouragement of bicycle traffic safety

education programs, the construction of bicycle lanes wherever possible or practical, and the support for the addition of bicycle access and lanes in any road improvement proposals within the Capay Valley Planning Area. These measures are in response to the designation of State Route 16 as a scenic route and the popularity of events like the Double Century Bike Race, highlighting the need for improved infrastructure to support and encourage cycling in the region.

County of Yolo Bicycle Transportation Plan

The County of Yolo Bicycle Transportation Plan aims to provide a comprehensive, integrated system of safe and convenient bikeway facilities throughout the county, with a focus on commuter bikeways over recreational facilities. It proposes several new high, medium, and low priority projects, including an alternative transportation corridor between Davis and Woodland, bike lanes on various county roads connecting the cities, and extensions of existing shared-

use paths. The plan estimates 2,250 current daily bicycle commute trips in the unincorporated county, projected to grow to 3,700 by 2035. It outlines policies for planning, implementing, and maintaining bicycle facilities, and describes coordination with other local and regional transportation plans. The county will pursue state, federal, and regional funding sources to construct the proposed bikeways, while recognizing the importance of ongoing maintenance.

Cache Creek Area Plan

The Cache Creek Area Plan primarily focuses on managing aggregate resources, water resources, floodway and channel stability, agricultural resources, biological resources, and open space and recreation within the Cache Creek area in Yolo County, which is between the Capay Diversion Dam and the town of Yolo, running through the Capay Valley west of Woodland. While the plan is not explicitly centered on active transportation, it includes elements that indirectly contribute

to the active transportation network. The Open Space and Recreation Element of the plan acknowledges the potential for recreational areas along Cache Creek to serve as nodes for non-motorized activities such as hiking and biking. The plan also recognizes the importance of integrating recreational facilities with the surrounding land uses, which could enhance the active transportation options available to residents and visitors of Yolo County.



Cache Creek Parkway Plan

The Cache Creek Parkway Plan looks to establish an integrated system of trails and recreational areas along Cache Creek, building on the existing open space properties acquired through the Cache Creek Area Plan. The plan includes an inventory of existing properties, a master plan and vision for future trail connections and recreational opportunities, and feasibility studies examining the costs and funding sources for different levels of parkway development. The plan is guided by relevant goals and policies in the Yolo County General Plan and the Cache Creek Area Plan, which aim to increase public access and recreational uses along the creek while protecting habitat and ensuring compatibility with surrounding land uses. The parkway will provide a

range of passive and active recreation opportunities for the community, from hiking and birdwatching to boating and fishing, while also preserving and enhancing the creek's natural resources. The plan identifies locations for trailheads, staging areas, and amenities like lookout points, picnic areas, and boat launches to support biking and walking activities. Specific trail improvements are proposed, such as ADA-accessible trails, bridge crossings, and undercrossings, to enhance connectivity and accessibility. Overall, the Parkway Plan aims to create a linear greenway with ample opportunities for people to explore Cache Creek by foot or by bike, while also protecting the creek's natural resources and habitat areas.

County of Yolo 2030 Countywide General Plan

The Yolo 2030 Countywide General Plan Circulation Element is a strategic framework designed to enhance the transportation infrastructure across Yolo County, with a focus on promoting active transportation such as walking and biking. The plan aims to create a safe, efficient, and interconnected network of roadways, bicycle paths, and pedestrian facilities that cater to the diverse mobility needs of the county's residents. It emphasizes the integration of land use and transportation planning, the importance of multimodal transportation options,

and the need for collaboration with various stakeholders to implement transportation projects effectively. The Circulation Element also addresses safety concerns, the preservation of existing infrastructure, and the equitable distribution of transportation resources to serve all communities within the county, including underserved areas. The plan's implementation is expected to contribute to improved air quality, public health, and overall quality of life in Yolo County.

Yolo County Strategic Plan

The Yolo County Strategic Plan, adopted for the period 2020-2025, outlines a comprehensive vision for

the county's future, with a focus on enhancing the quality of life for all residents. While the plan encompasses

a broad range of goals, including thriving residents, safe communities, sustainable environment, flourishing agriculture, and a robust economy,

it also implicitly supports the development of active transportation through its emphasis on safety, sustainability, and community vitality.

Other Documents

The following documents were reviewed to gain an understanding of the demographic context and needs of Yolo County residents.

- » Yolo County Improvement Standards
- » Yolo County Community Health Needs Assessment 2022-2024
- » Dignity Health Woodland Memorial Hospital Community Health Needs Assessment 2022
- » Sutter Davis Hospital Community Health Needs Assessment 2019
- » I-80 Comprehensive Multimodal Corridor Plan
- » SACOG Next Generation Transit Strategy

The following UC Davis and city-specific documents contained relevant information to be considered for the regional connectors network.

- » City of Davis Transportation Implementation Plan
- » City of Davis Street Design Standards
- » City of Davis Beyond Platinum Bicycle Action Plan
- » City of Davis Local Roadway Safety Plan
- » City of Davis General Plan

- » City of West Sacramento Mobility Action Plan
- » City of West Sacramento Bicycle, Pedestrian, and Trails Master Plan
- » City of West Sacramento Street Design Standards
- » City of West Sacramento General Plan
- » City of Winters Standard Specifications
- » City of Winters Bikeway System Master Plan
- » City of Winters General Plan
- » City of Woodland Transportation System Design Standards
- » City of Woodland Bicycle Transportation Plan
- » City of Woodland General Plan
- » UC Davis Institute of Transportation Studies Campus Travel Survey
- » UC Davis Bicycle & Transit Network Study
- » UC Davis Long Range Development Plan

The YATC Plan aims to strengthen connections to the incorporated communities by recommending facilities that connect to the active transportation facilities located at the edge of cities, where possible.



Regional

The following regional plans were also important in the development of the YATC Plan:

Caltrans District 3 Active Transportation Plan

The Caltrans District 3 Active Transportation Plan identifies and prioritizes pedestrian and bicycle infrastructure needs on the State Highway System in 11 counties in Northern California, with the goal of increasing safety, mobility, equity, and preservation for people walking and biking. The plan found that common needs include sidewalk gaps, poor sidewalk conditions, stressful pedestrian and bicycle crossings, and infrequent highway crossings, with the highest priority needs designated as Tier 1. Over 2,400 public comments

were received, with concerns about heavy traffic, lack of bike lanes, and difficult highway crossings. One-third of the state highway system in District 3 passes through underserved communities, which was a key consideration in the prioritization process. Caltrans will leverage local partnerships to identify and initiate projects to address the prioritized needs, seeking funding through programs like the State Highway Operation and Protection Program and the Active Transportation Program.

SACOG 2020 Metropolitan Transportation Plan/ Sustainable Communities Strategy (MTP/SCS)

The SACOG 2025 Blueprint is the Sacramento Area Council of Governments' (SACOG) long-range regional plan that integrates transportation, housing, land use, and environmental strategies to guide growth in the six-county Sacramento region. It aims to create a connected, equitable, and sustainable region by prioritizing sustainable transportation options, affordable housing, and investments that promote economic opportunity and environmental stewardship. The plan focuses on infill development, revitalizing key corridors, and reducing greenhouse gas emissions in compliance with state mandates. Built on extensive public engagement, the Blueprint uses a "Triple Bottom Line" framework—equity, economy, and environment—

to ensure balanced growth while maintaining infrastructure, improving safety, and fostering resilience against climate impacts.

The 2025 Blueprint places an emphasis on building a more multi-modal transportation system by expanding and improving bicycle and pedestrian infrastructure. The plan calls for significant investments in new bike lanes, trails, and other facilities and programs to create a more connected and accessible active transportation network. The YATC trail network will integrate into the SACOG Sacramento Regional Trail Network, supporting greater non-vehicle access to destinations within the region.

SACOG Sacramento Region Parks and Trails Strategic Development Plan

The SACOG Sacramento Region Parks and Trails Strategic Development Plan aims to develop a strategic vision and framework for expanding the regional parks and trails network in the Sacramento area. It examines existing trail access, finding that 540,000 households and 660,200 jobs do not have access to trails 0.5 miles or longer, with only 35 percent of disadvantaged residents able to access these trails compared to 45 percent of non-disadvantaged residents. The plan highlights changing conditions like increased funding for marginalized

communities and growing interest in all-ages, all-abilities trail networks. It also reviews local goals around environmental justice, safety, economic vitality, and health, as well as prioritized destinations like parks, employment centers, and transit. Key findings from partner meetings include aspirations to meet current crises, the multi-faceted benefits of economic vitality from trails, and challenges around engaging marginalized communities and overcoming institutional barriers like coordination with Union Pacific.

Great Delta California Delta Trail Blueprint Report for Contra Costa and Solano Counties

The Great California Delta Trail is envisioned as a continuous recreational corridor through the five California Delta counties, linking the San Francisco Bay Trail system to the planned Sacramento River trails and including water trails. The master plan was developed through public and stakeholder engagement and proposes four trail designation types: a main trail corridor, local access trails, water launch sites, and adventure hubs. The plan divides the Delta into four regions and provides recommendations for each, focusing on supporting existing trails, exploring new connections, and designating key segments as part of the overall Delta Trail network. Successful implementation will require coordination between many agencies and partners, and funding from diverse sources will be critical at all stages, from planning and design to construction, operations, and promotion.

Yolo County is part of the Northern Region of the Delta Trail plan. This region is the gateway to the Delta from Sacramento and West Sacramento along the Sacramento River Parkway. The plan highlights opportunities to promote existing dedicated Delta Trail segments in Yolo County, such as the Clarksburg Branch Line Trail, and support closing gaps in the trail network. The plan also recommends supporting local planning efforts to study the feasibility of the Isleton-Stone Lake Trail, which would connect Freeport, Hood, Locke, and Walnut Grove and pass through Delta Meadows State Park. Overall, Yolo County is seen as an important part of the Northern Region for expanding the Delta Trail network and connecting it to the broader Sacramento River trail system.

State and Federal

Several state and federal plans and other documents contain goals, policies, and requirements relevant to the ATP, as listed below.

California Transportation Plan 2040

The California Transportation Plan 2040 sets forth a vision for a sustainable, multimodal transportation system that addresses the needs of all Californians. The plan emphasizes the importance of improving multimodal mobility and accessibility, with specific goals to expand engagement in multimodal transportation planning and decision-making. It highlights the need for integrated transportation and land use development, which

includes enhancing pedestrian and bicycle networks. The plan also underscores the significance of reducing greenhouse gas emissions and other air pollutants, which aligns with promoting active transportation modes like bicycling and walking. Although the document is a statewide plan, its policies and recommendations are relevant to Yolo County's efforts to improve its active transportation infrastructure.

Toward an Active California: State Bicycle and Pedestrian Plan

Toward an Active California is Caltrans' first statewide plan for active transportation modes like walking and bicycling. The plan sets a vision that by 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their transportation needs. The plan outlines four key objectives and 15 strategies to achieve them: 1) Safety - Reduce bicycle and pedestrian collisions, 2) Mobility - Increase walking and bicycling, 3) Preservation - Maintain high quality active transportation infrastructure,

and 4) Social Equity - Invest resources in disadvantaged communities. The plan emphasizes the need for partnerships and collaboration across state, regional, and local agencies to successfully implement the strategies, and highlights the significant new funding from the Road Repair and Accountability Act of 2017 that will be critical to supporting the plan's implementation.

California Assembly Bill 954

California Assembly Bill 954 (AB 954) aims to promote long-distance bicycle travel by directing the California Department of Transportation (Caltrans) to explore the development of "bicycle highways." These highways would be part of the state's Interregional Transportation Strategic Plan and designed specifically for cyclists, featuring numbered and signed routes that allow for higher-speed travel (up to 25 mph) over longer distances (typically five miles or more). The bill mandates Caltrans to prepare a proposal for a pilot

program in two major metropolitan areas, with the goal of integrating these bike highways into the state's broader transportation network. The proposal must be included in the Interregional Transportation Improvement Program by January 1, 2030, and a report on the pilot's progress and recommendations for expansion is due by July 1, 2031. AB 954 is set to become inoperative on July 1, 2035, and will be repealed on January 1, 2036, unless extended by future legislation.



EXISTING CONDITIONS

An assessment of existing active transportation conditions in Yolo County provides a foundational understanding of how the current bicycle and pedestrian networks function and who they serve. This includes an inventory and analysis of existing facilities, including bikeways, trails, sidewalks, and crossings—as well as patterns of usage across different communities. Evaluating the connectivity, safety, and accessibility of these networks helps identify gaps and opportunities for improvement. Additionally, understanding the socioeconomic characteristics of potential users, such as age, income, vehicle access, and disadvantaged community status ensures that planning efforts are equitable and responsive to those who rely most on walking and biking. The assessment provides critical context for developing strategies that enhance mobility, safety, and access for Yolo County residents.

This chapter describes the current state of active transportation facilities and usage within Yolo County. The existing bicycle and pedestrian networks are presented along with a description of the socioeconomic and land use context of potential users of the network, in addition to other factors.



Yolo County Overview

Yolo County is defined by a combination of urban, suburban, agricultural, and recreational lands.

The topography of Yolo County is generally flat with the exception of the Blue Ridge Mountains, Capay Hills, and Dunnigan Hills in the western portion of the county. The Blue Ridge Mountains and Capay Hills form the Capay Valley, which is home to several communities including Rumsey, Guinda, Brooks, and Capay. Several prominent waterways traverse Yolo County, including Cache Creek, Putah Creek, the Sacramento Deep Water Ship Channel, and the Sacramento River, the last of which forms the eastern boundary of the county. Additional waterways and flood control features include the Yolo Bypass and numerous irrigation channels that serve Yolo County farmland.

Socioeconomic Background

Yolo County has a total estimated population of 216,400. The following summarizes the socioeconomic background of residents on a county-wide level, as informed by the United States Census Bureau American Community Survey 2021 (ACS 2017-2021 5-year Estimates).

AGE CHARACTERISTICS

35- 37 YEARS OLD

The median age of residents in cities of Yolo County ranges between 35 to 37 years which is comparable to the statewide and countywide median age. Davis is an exception with a median age of 26 years. However, the population in the unincorporated areas is considerably older in comparison to the statewide and countywide median age, barring a few exceptions like Esparto and Guinda.

RACE AND ETHNICITY CHARACTERISTICS

Approximately 45 percent of Yolo County residents are white compared to 36 percent statewide. Esparto (44 percent), Knights Landing (84 percent), Madison (95 percent) and Yolo CDP (68 percent) are observed to have high shares of Hispanic or Latino population in comparison to the county (32 percent) and state (40 percent).

MEDIAN HOUSEHOLD INCOME

\$78,386 | 7% LESS THAN STATEWIDE

Median household income for Yolo County residents is \$78,386, 7 percent less than the statewide median household income of \$84,097. While data is limited, several unincorporated Yolo County communities exhibit relatively low median household incomes. Available data for unincorporated communities indicates that the median household income of Dunnigan, Knights Landing and Madison are 49 percent, 48 percent, and 51 percent, respectively, of the statewide median household income.

PERSONS WITH DISABILITY

HIGHER THAN COUNTY & STATEWIDE SHARE

The share of surveyed population with disabilities is significantly higher than the statewide share (11%) in most unincorporated communities including Dunnigan (31%), Madison (29%), Guinda (27%), Rumsey (21%), Knights Landing (18%), and El Macero (15%).

POVERTY STATUS

The majority of Yolo County communities, including most unincorporated communities, have very low percentages of residents below the poverty line relative to the statewide average (12 percent). Davis (26 percent), Guinda (54 percent), Knights Landing (20 percent), and Madison (16 percent) have relatively high shares of residents with income below the poverty line.



VEHICLE OWNERSHIP

5-9% | HIGHER THAN COUNTY & STATEWIDE SHARE

The share of households with zero vehicles in Yolo County cities ranges between five to nine percent compared to an eight percent share in the county and a seven percent share statewide. Vehicle ownership levels are relatively high in unincorporated Yolo County communities. Three percent of households in Esparto and three percent of households in Monument Hills do not have a vehicle, while all households in other unincorporated communities have at least one vehicle. Higher levels of vehicle ownership are likely due to the lack of transportation options and longer travel distances for unincorporated Yolo County communities.

COMMUTER CHARACTERISTICS OF POPULATION

MAJORITY TRIPS BY CAR

The majority of Yolo County commute trips are completed by car. Over 85 percent of residents countywide use a car, truck, or van for commuting, compared to 77 percent statewide. The share of commute trips completed by car is even higher for unincorporated communities at 97 percent. The average commute time to work is around 30 minutes or less in all communities, comparable to the statewide average (also approximately 30 minutes). Shorter car commute times of less than 10 minutes account for 15 percent of all commute travel. These trips could be short enough to be completed by bicycle.

EMPLOYMENT STATUS

Unemployment in the county is highest in Clarksburg (25 percent) and Knights Landing (26 percent). The statewide average is six percent, and all other unincorporated communities in the county have an unemployment rate of 4 percent or lower. At the county level, 39 percent of residents are not included in the labor force. Most unincorporated communities have a relatively higher share in this regard. Among them, Guinda (87 percent), Madison (72 percent) and Tancred (89 percent) have the highest share of residents not included in the labor force.

WORKING POPULATION BY INDUSTRY TYPES

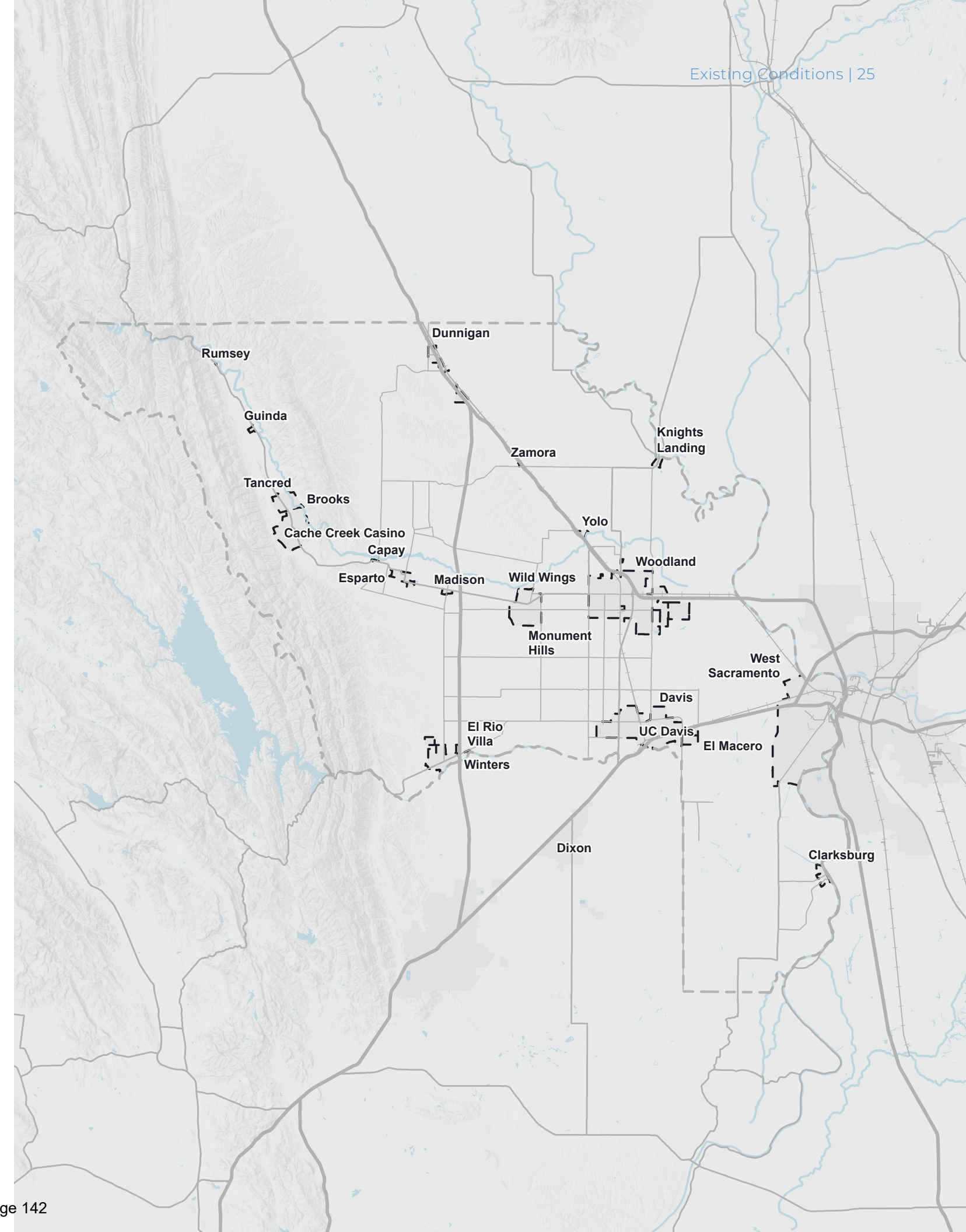
Most of the working population in the county are employed by the educational services, health care and social assistance industry (29 percent), followed by the professional, scientific and management industry (11 percent) and the arts and entertainment industry (11 percent). In the cities of Yolo County, the overall trends across industries are comparable to the countywide data. In the unincorporated communities, however, a broader distribution of the working population occurs across different industries. A significantly higher share of population relative to the countywide data are working in the Agriculture (Dunnigan- 31 percent; Esparto- 16 percent), Construction (Madison- 24 percent; Yolo- 21 percent), Manufacturing (Knights Landing- 23 percent), and Retail industries (Clarksburg- 21 percent; Madison- 27 percent; Rumsey- 29 percent).



Origins-Destinations

An origin–destination (O-D) analysis was conducted to understand where Yolo County residents travel and where those trips originate and end. StreetLight data was used to estimate daily vehicle trips made between communities during spring 2023. The analysis summarizes the number of trips generated by each community and their corresponding destination communities. O-D analysis sheds light on overall travel patterns, helping identify and prioritize locations for future active transportation facilities. The following presents the top 20 origin–destination pairs among Yolo County residents, ranked by the number of trips made between the communities and followed by the share of total trips made. Together, these 20 pairs represent 85% of the total vehicle trips that start and end within Yolo County.

1. UC Davis – Davis, 21%
2. Davis – Woodland, 20%
3. Woodland – West Sacramento, 5%
4. Davis – Dixon, 5%
5. Davis – West Sacramento, 5%
6. Dixon – Woodland, 4%
7. Woodland – UC Davis, 3%
8. Wild Wings – Woodland, 3%
9. El Macero – Davis, 3%
10. Woodland – Esparto, 2%
11. Monument Hills – Woodland, 2%
12. Woodland – Knights Landing, 2%
13. Woodland – Yolo, 2%
14. Davis – Winters, 2%
15. Woodland – Winters, 1%
16. Woodland – Cache Creek Casino, 1%
17. Dixon – West Sacramento, 1%
18. Woodland – Dunnigan, 1%
19. Winters – Dixon, 1%
20. Dixon – UC Davis, 1%



Disadvantaged Communities

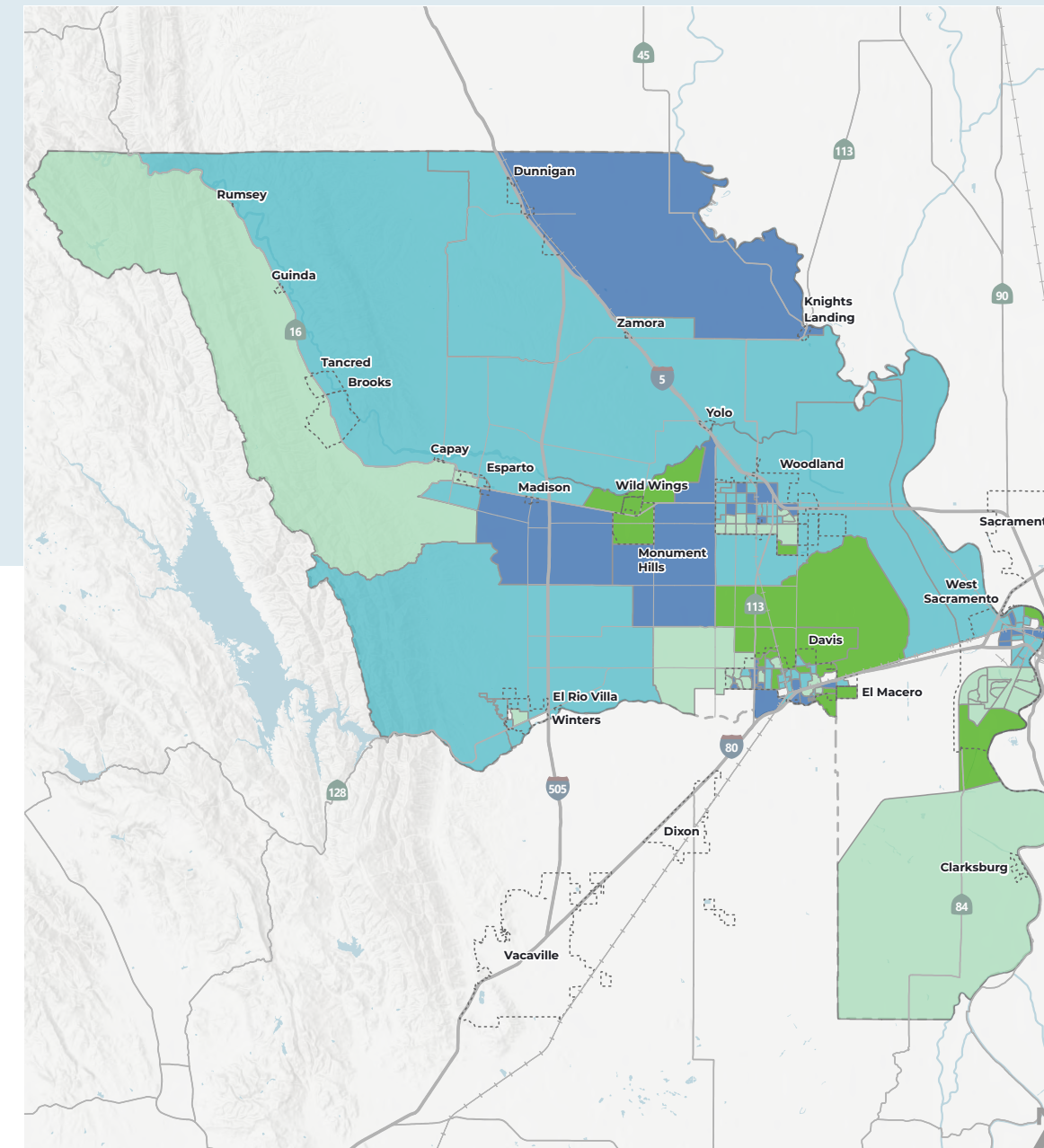
The identification of disadvantaged and underserved communities is a key metric in many grant funding programs such as California’s Active Transportation Program. This plan presents six different indicators of disadvantaged communities, often referred to as environmental justice communities.

Many areas covered by this plan have one or more indicators of disadvantaged community status. Figures 1 through 6 display the areas within the region that meet each criterion.



2017- 2021 AMERICAN COMMUNITY SURVEY

Five-year estimates of Median household income and Zero vehicle Households from the American Community Survey were utilized to inform the analysis (Figure 1).



Median Household Income by Census Tract (2021)
 <40%
 40% - 80%
 80% - 120%
 >120%

Figure 1: Median Household Income

CALENVIROSCREEN

California Communities Environmental Health Screening Tool (CalEnviroScreen) is a mapping tool developed by the Office of Environmental Health Hazard Assessment (OEHHA) to identify communities that are disproportionately burdened by multiple sources of pollution (Figure 2).

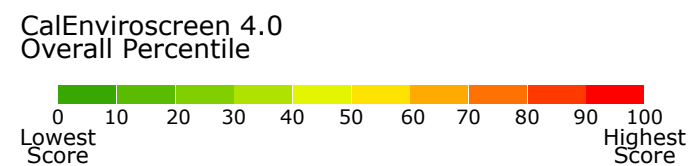
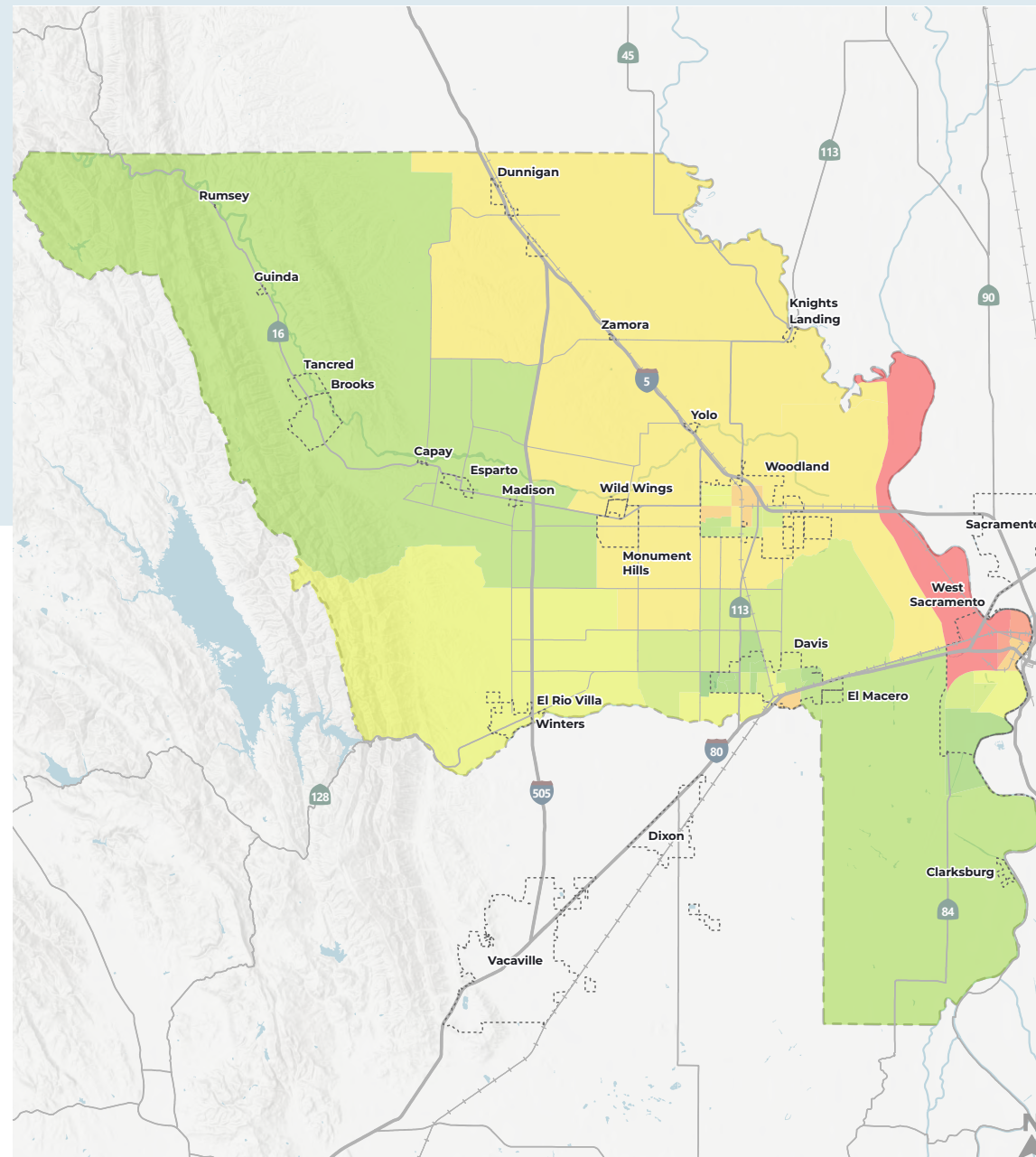


Figure 2: CalEnviroScreen

FREE & REDUCED-PRICE MEAL PROGRAM

The National School Lunch Program is a federally funded initiative that assists schools and other agencies in providing nutritious lunches for free or at reduced prices to students meeting the income eligibility criteria. In California, the Department of Education administers the program and publishes yearly Free and Reduced-Price Meals data which was utilized for the analysis (Figure 3).

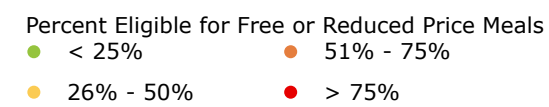
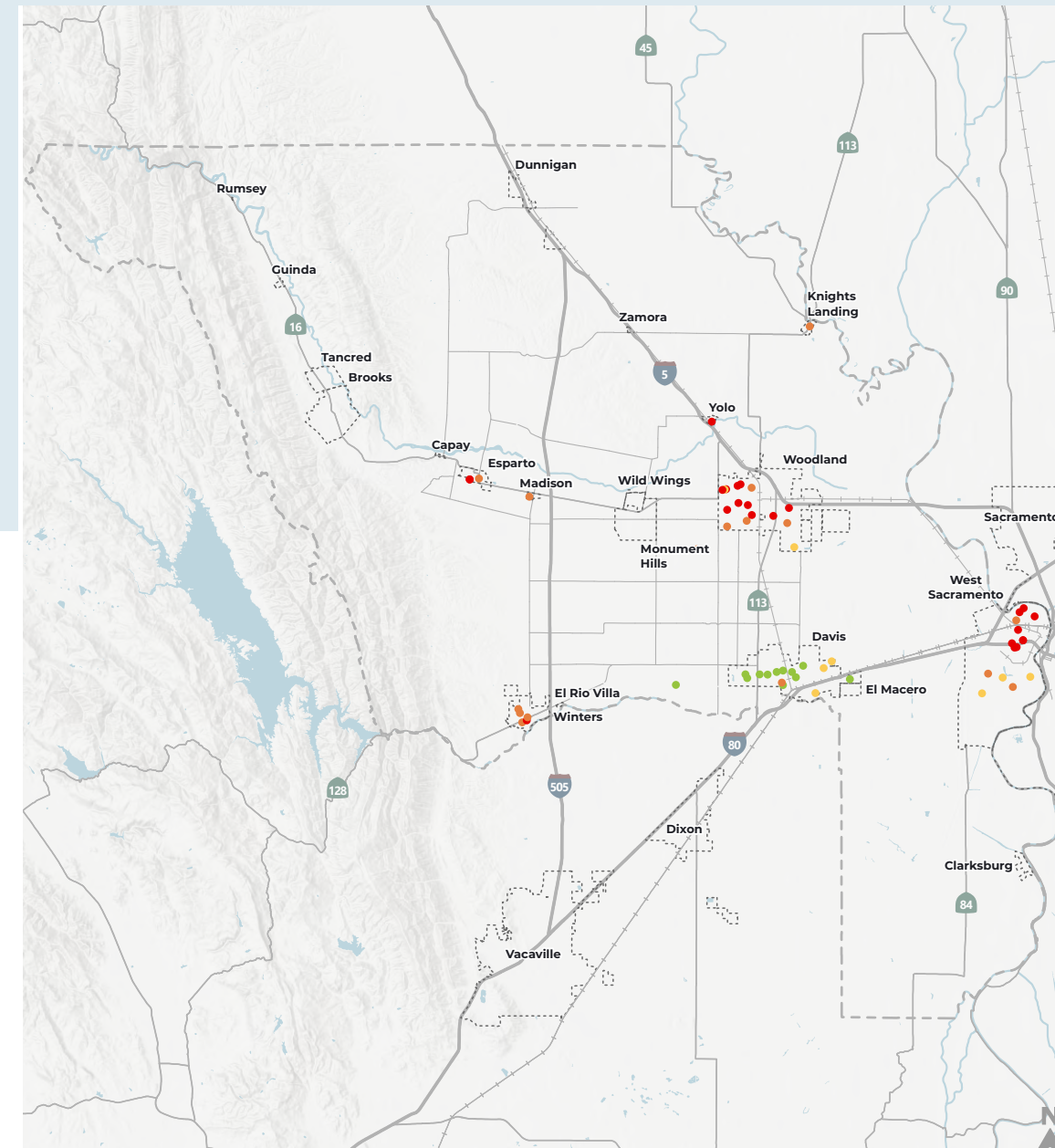
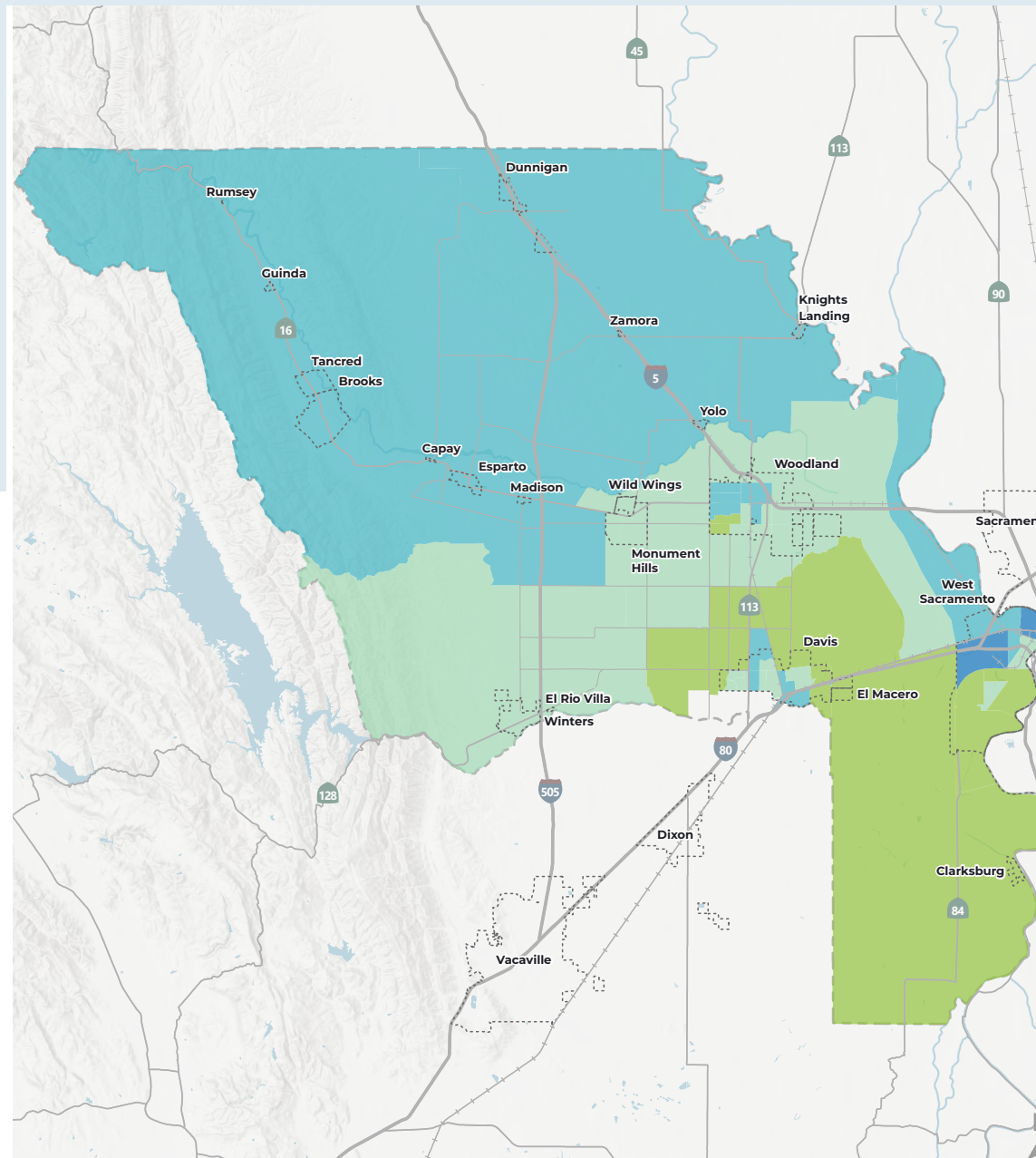


Figure 3: Free and Reduced Price Meals

HEALTHY PLACES INDEX

The Healthy Places Index is a tool developed by the Public Health Alliance of Southern California that estimates a composite score for each census tract in the state where a higher score is indicative of healthier community conditions based on 25 community characteristics that can be broadly categorized as Economic, Education, Social, Transportation, Neighborhood, Housing, Clean Environment, and Healthcare Access. The scores are then converted to a percentile to compare them to other tracts in the state (Figure 4).

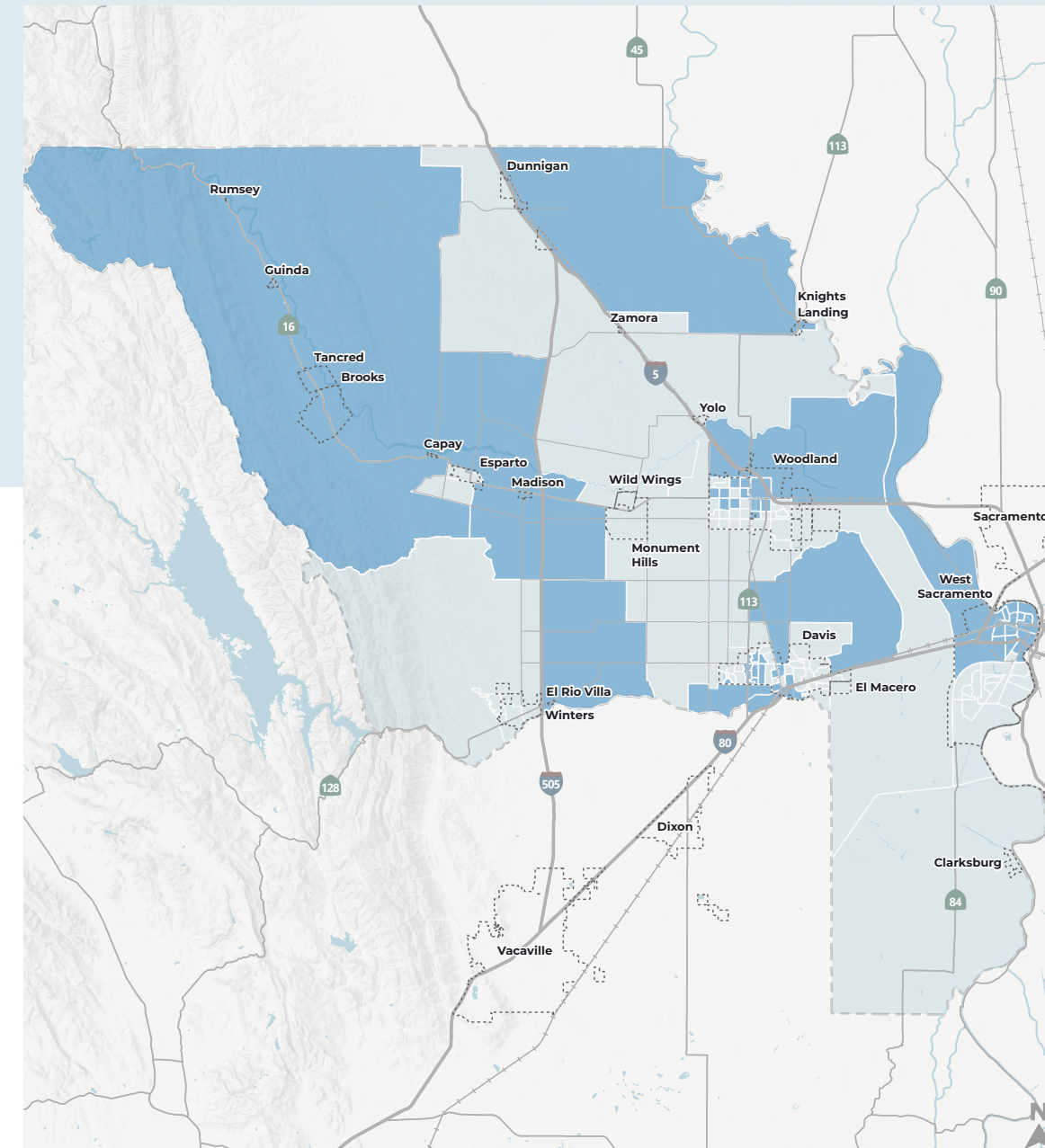


Healthy Community Conditions via Percentile Ranking
 Less Healthy → More Healthy
 0 25 50 75 100

Figure 4: Healthy Places Index

SACOG ENVIRONMENTAL JUSTICE AREAS

This tool developed by Sacramento Area Council of Governments (SACOG) helps identify Environmental Justice communities based on income, minority, qualification, and “other vulnerability” at a census block group level. Other vulnerability here includes older adults aged 75 or more, linguistically isolated households, single-parent households with children under the age of 18, low educational attainment, severely housing cost burdened households, and persons with disabilities (Figure 5).

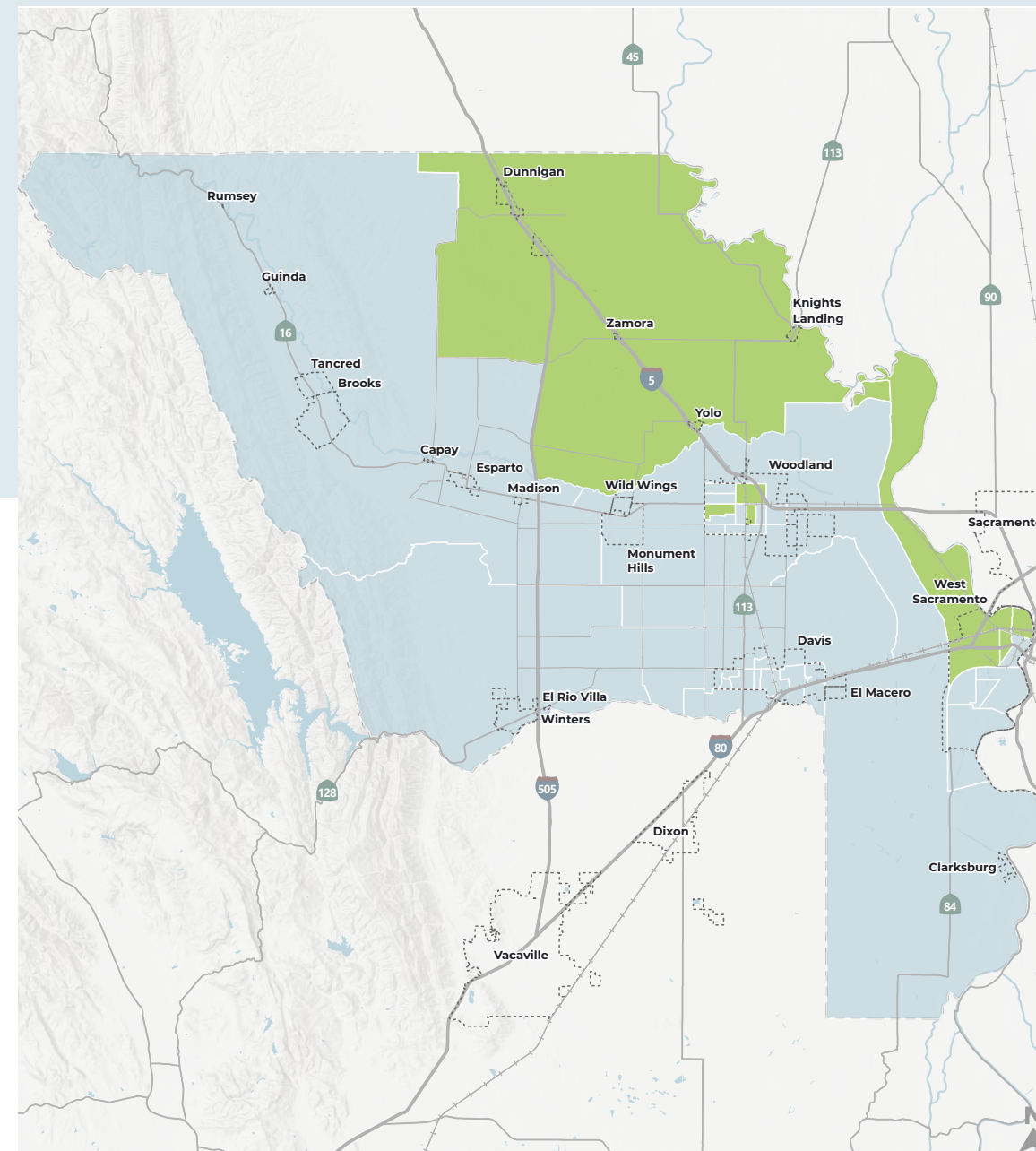


Identified as Disadvantaged
 Not Identified as Disadvantaged

Figure 5: SACOG Environmental Justice Areas

FEDERAL CLIMATE AND ECONOMIC JUSTICE SCREENING TOOL

This tool was launched by the White House Council to support the Justice40 initiative, which seeks to deliver 40 percent of the overall benefits of Federal climate, clean energy, affordable and sustainable housing, clean water, and other investments to disadvantaged communities that are marginalized, underserved, and overburdened by pollution. This tool considers eight categories of burdens that include Climate Change, Energy, Health, Housing, Legacy Pollution, Transportation, Waste and Wastewater, and Workforce Development (Figure 6).



■ Disadvantaged Census Tracts
 ■ Census Tract Not Identified as Disadvantaged

Figure 6: Federal Climate and Economic Justice Screening Tool

Transportation System

The county is served by a multi-modal transportation system of highways, roads, transit routes, railways, airports, bike lanes and paths, and sidewalks that facilitate the movement of people and goods.

Outside of the incorporated areas, the unincorporated Yolo County transportation system is primarily rural in character, serving small communities and agricultural uses through a system of county roads, private roads, freeways, and highways. The California Department of Transportation (Caltrans) owns, operates, and maintains the State Highway System facilities that serve Yolo County, including I-5, I-80, I-505, SR 16, SR 45, SR 84, SR 113, and SR 128. Caltrans facilities are an integral component of the active transportation system throughout the county, serving as main streets in several Yolo County communities, providing access to destinations people visit every day, and connecting communities together. Figures 2.7.0 through 2.7.9, included in Appendix B, display the county’s roadway network by functional classification.

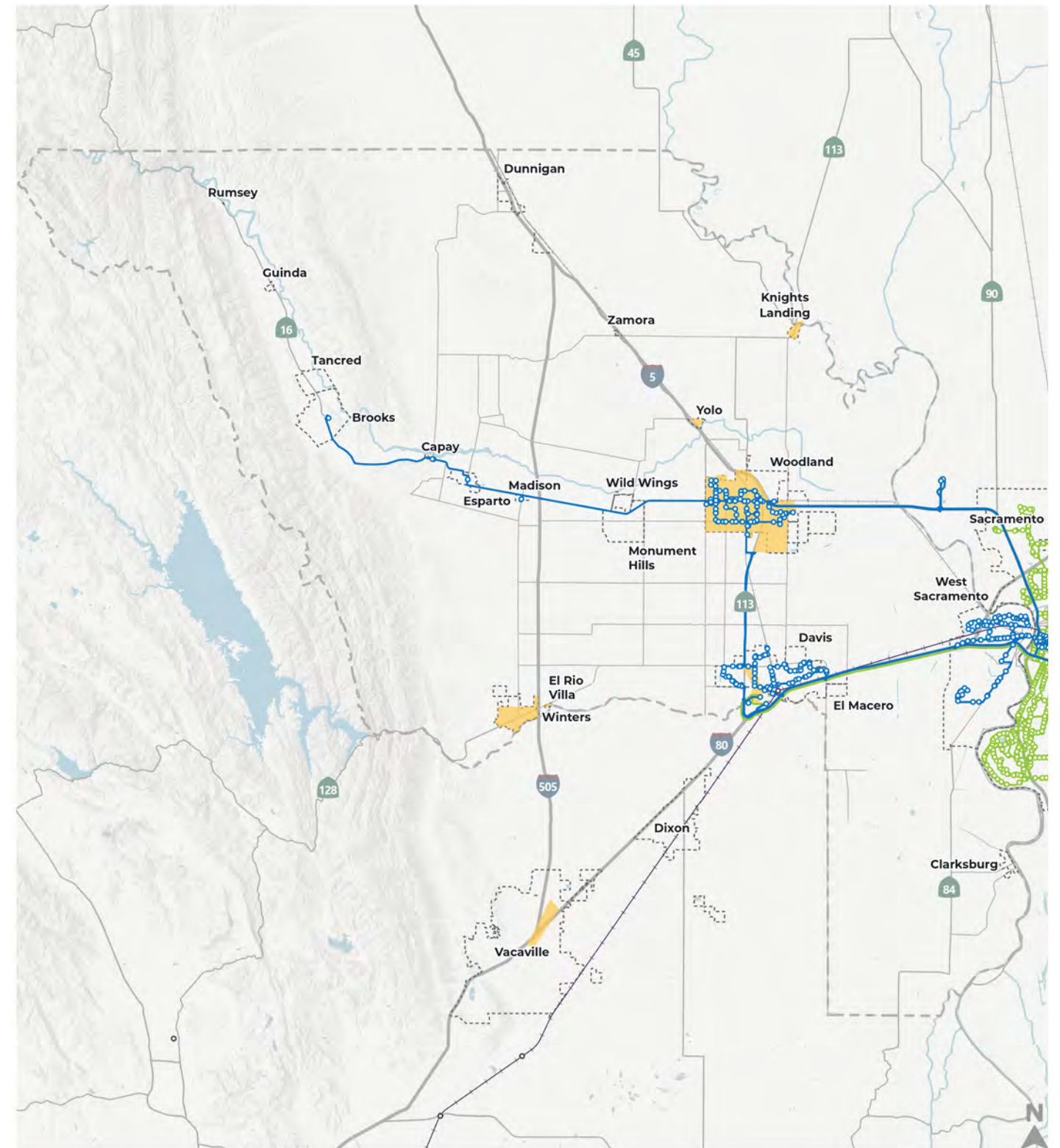
Transportation planning, operations, and maintenance within Yolo County is the responsibility of each individual jurisdiction that owns and operates their respective transportation facilities, including Yolo County, the cities of Davis, West Sacramento, Winters, and Woodland, and UC Davis. Each of these local jurisdictions has developed an active transportation (or similar) plan that identifies improvements to their respective active transportations systems.

YoloTD and SACOG lead regional transportation planning, and for SACOG, funding, in Yolo County. SACOG recently prepared the Sacramento Region Trail Network Action Plan to identify and prioritize trails improvements throughout the six-county SACOG region, including Yolo County. The YATC plan builds on the regional planning effort by advancing project planning in greater detail in Yolo County, leading to constructable projects.

Transit

Yolo County is served by a variety of bus and rail transit services. YoloTD operates local, intercity, and commuter bus, microtransit, and paratransit service between Yolo County communities and to/from Downtown Sacramento. Unitrans and Davis Community Transit operate local fixed-route and paratransit bus service, respectively, within the City of Davis and the UC Davis campus. The City of West Sacramento operates microtransit service within its city limits. Amtrak operates passenger train and intercity bus service with connections at the Davis Amtrak Station in Downtown Davis. Amtrak services available in Davis include the Capitol Corridor, the Coast Starlight, and the California Zephyr rail lines and Thruway intercity bus services to Sacramento and Stockton. Figure 7 shows the regional transit facilities serving Yolo County.

While the YATC Plan does not address service or operation changes to existing transit service, it recognizes the importance of pedestrian and bicycle connections with transit stops and hubs to improve mobility and access throughout the county. Throughout 2024, 2025, and 2026, YoloTD and the City of Davis (in partnership with Unitrans) will update their respective Short Range Transit Plans.



- YoloBus Routes
- YoloBus Stops
- BeeLine Service Zones
- SacRT Routes
- SacRT Stops
- Amtrak Routes
- Amtrak Stations

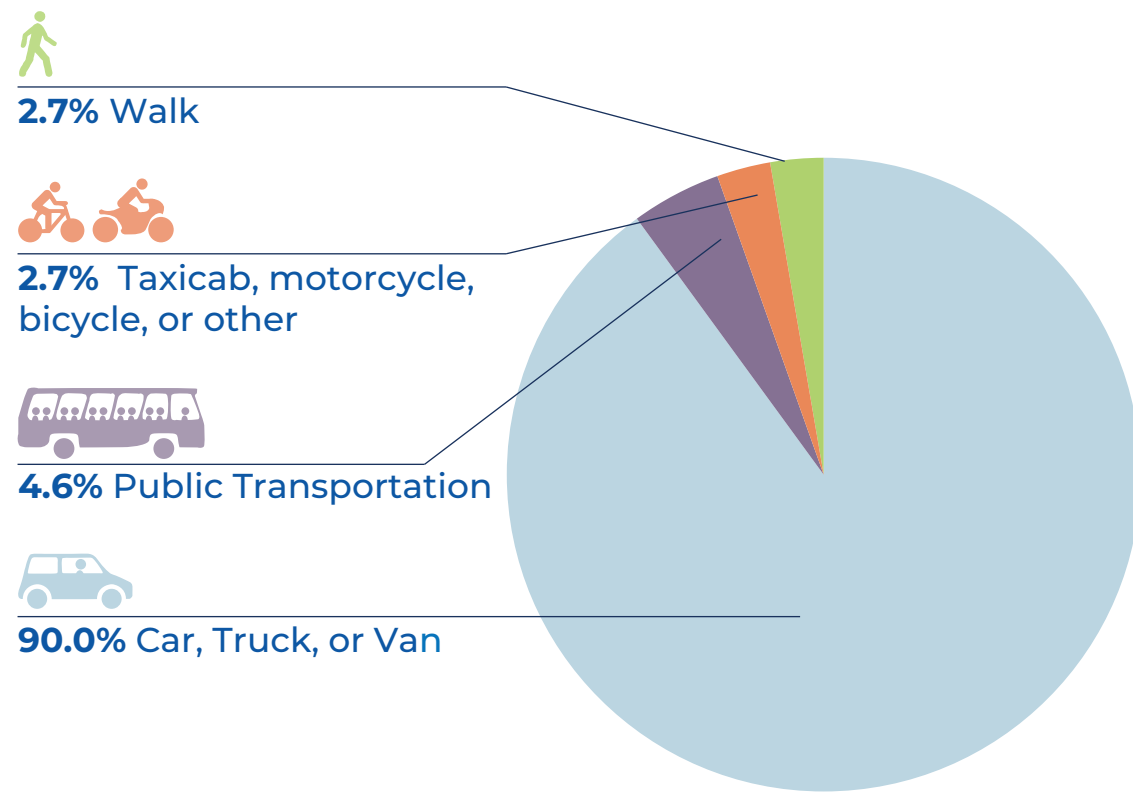
Figure 7: Regional Transit Service

Mode Share

The American Community Survey collects statistics on the modes of transportation for the employed population 16 years and over who do not work from home. Table 1, included in Appendix B, summarizes the estimated number of existing bicycle trips and pedestrian trips in the plan area in both absolute numbers and as a percentage of all trips.

Overall, 2.5 percent of Yolo County walked to their place of employment and 8.3 percent relied on bicycle, motorcycle, taxicab, or some other means. Over four percent use public transportation and 85.1 percent commute by car, truck, or van. Compared to the county as whole, the community of Dunnigan has a greater share of residents that walk to get to work—about 6.1 percent. Similarly, Clarksburg seems to have a greater share of residents that bike to work, with 14.3 percent of its population using bicycle, motorcycle, taxicab, or some other means.

Figure 8: How People in Yolo County Travel to Work



Barriers to Active Transportation

Several barriers stand in the way of active transportation in Yolo County, leaving bicyclists and pedestrians vulnerable to harm or rendering the implementation of active transportation much less feasible, as explained below.



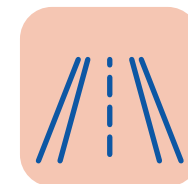
Long Travel Distances:

The wide geographic distribution of Yolo County communities creates substantial travel distances between them. Many of these longer trips cannot reasonably be completed by walking or bicycling, except for the most confident and experienced bicyclists who are more willing to travel for longer distances.



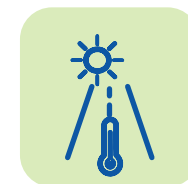
Limited Routing Options:

The agricultural land use pattern of Yolo County results in a roadway network with wide spacing between roads and intersections. Moreover, features such as the Yolo Bypass and the Capay Hills and Blue Ridge Mountains that form the Capay Valley limit opportunities for connections in some parts of Yolo County. These factors create limited routing options for longer-distance active transportation routes and for connections serving unincorporated communities.



Roadway Constraints:

Many county roads are relatively narrow, lack shoulders, and have roadside uses such as irrigation channels, drainage ditches, and utility lines. These factors limit opportunities to widen many Yolo County roads to accommodate space and facilities for active transportation.



Climate:

Although much of Yolo County is flat and the relatively dry climate is conducive to bicycling and walking, other local environmental conditions make active transportation more challenging. Summers are hot, with temperatures reaching the 90s to low 100s degrees Fahrenheit during their peak in July and August. Flooding is a concern in some communities such as Guinda and Dunnigan.

Existing Active Transportation Facilities

Outside of cities and unincorporated communities, county roads and state highways in Yolo County generally lack pedestrian facilities. Exceptions include the shared-use paths on Russell Boulevard west of Davis and on the I-80 causeway between Davis and West Sacramento. The presence of pedestrian facilities varies substantially across each unincorporated Yolo County community. Where provided, most existing sidewalks and crosswalks in unincorporated communities exist near schools and local activity centers. Some unincorporated communities such as Esparto, Knights Landing, and Clarksburg have more extensive sidewalk networks, whereas other unincorporated communities lack pedestrian facilities altogether. Bicycle parking is also limited, with racks for short-term use provided at some schools and libraries.

Within unincorporated Yolo County, existing bikeway facilities are very limited. Most unincorporated communities entirely lack designated bikeway facilities, with the following exceptions:

El Rio Villa: bike lanes are present on Russell Boulevard along the northern frontage of the community, connecting El Rio Villa to Winters to the west and Davis to the east.

Esparto: SR 16 (Yolo Avenue) has bike lanes in both directions on Yolo Avenue between Woodland Avenue and Plainfield Street. Recent improvements to the bike lanes include green bike lane pavement markings and enhanced signage.

Figures 9 through 24 display existing active transportation facilities within the unincorporated communities and region, in alphabetical order.

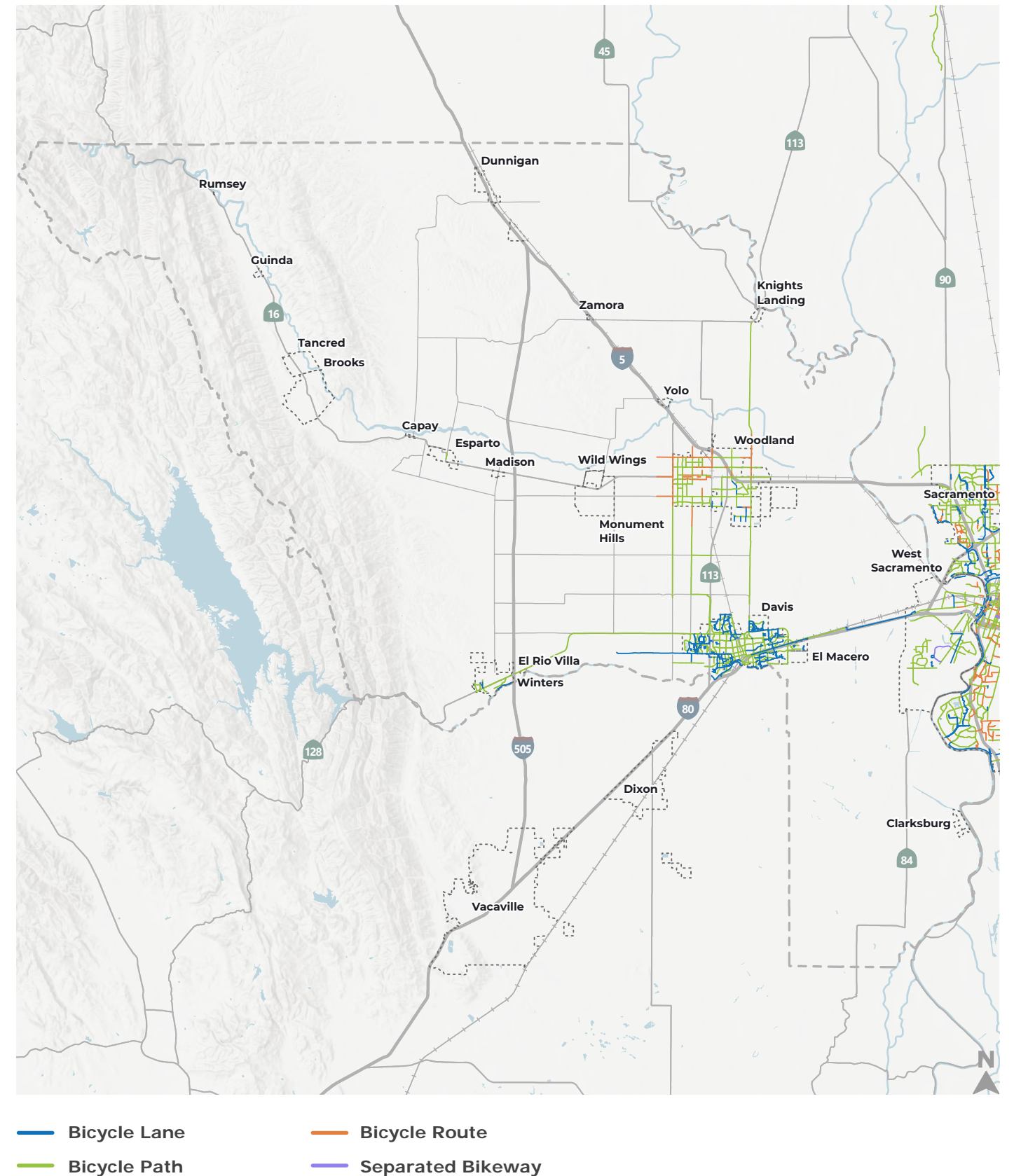


Figure 9: Existing Regional Bicycle Network



Figure 10: Pedestrian & Bicycle Facilities: Brooks

- | | | |
|-------------------|----------------|-----------------|
| Shared-Use Path | Sidewalk | Brooks Boundary |
| Bike Lane | Crosswalk | |
| Bike Boulevard | Libraries | |
| Separated Bikeway | Public Schools | |



Figure 11: Pedestrian & Bicycle Facilities: Capay

- | | | |
|-------------------|----------------|----------------|
| Shared-Use Path | Sidewalk | Capay Boundary |
| Bike Lane | Crosswalk | |
| Bike Boulevard | Libraries | |
| Separated Bikeway | Public Schools | |



Figure 12: Pedestrian & Bicycle Facilities: Clarksburg

- | | | |
|-------------------|----------------|---------------------|
| Shared-Use Path | Sidewalk | Clarksburg Boundary |
| Bike Lane | Crosswalk | |
| Bike Boulevard | Libraries | |
| Separated Bikeway | Public Schools | |

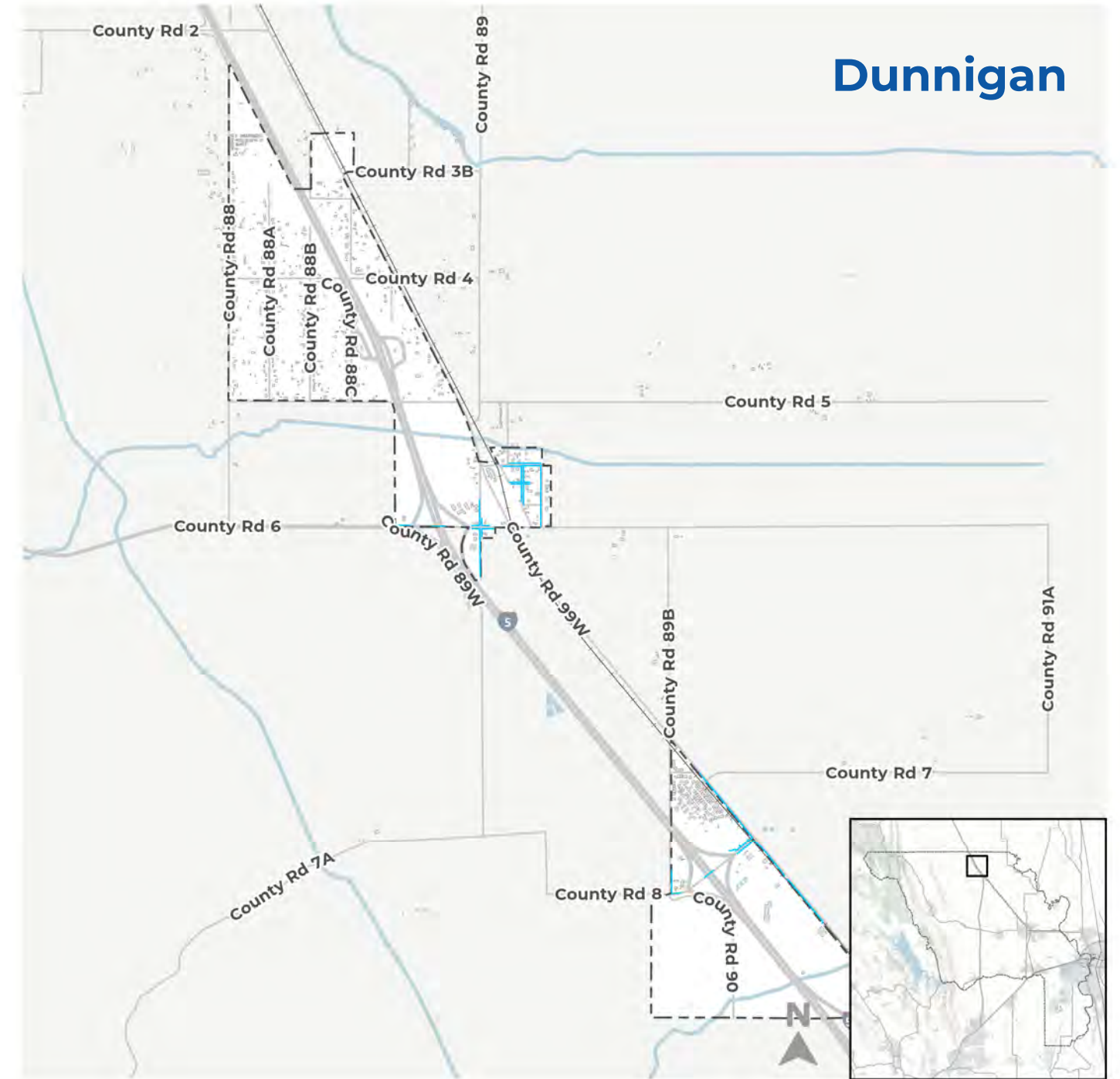


Figure 13: Pedestrian & Bicycle Facilities: Dunnigan

- | | | |
|-------------------|----------------|-------------------|
| Shared-Use Path | Sidewalk | Dunnigan Boundary |
| Bike Lane | Crosswalk | |
| Bike Boulevard | Libraries | |
| Separated Bikeway | Public Schools | |



Figure 14: Pedestrian & Bicycle Facilities: El Macero

- Shared-Use Path
- Bike Lane
- Bike Boulevard
- Separated Bikeway
- Sidewalk
- Crosswalk
- Libraries
- Public Schools
- El Macero Boundary

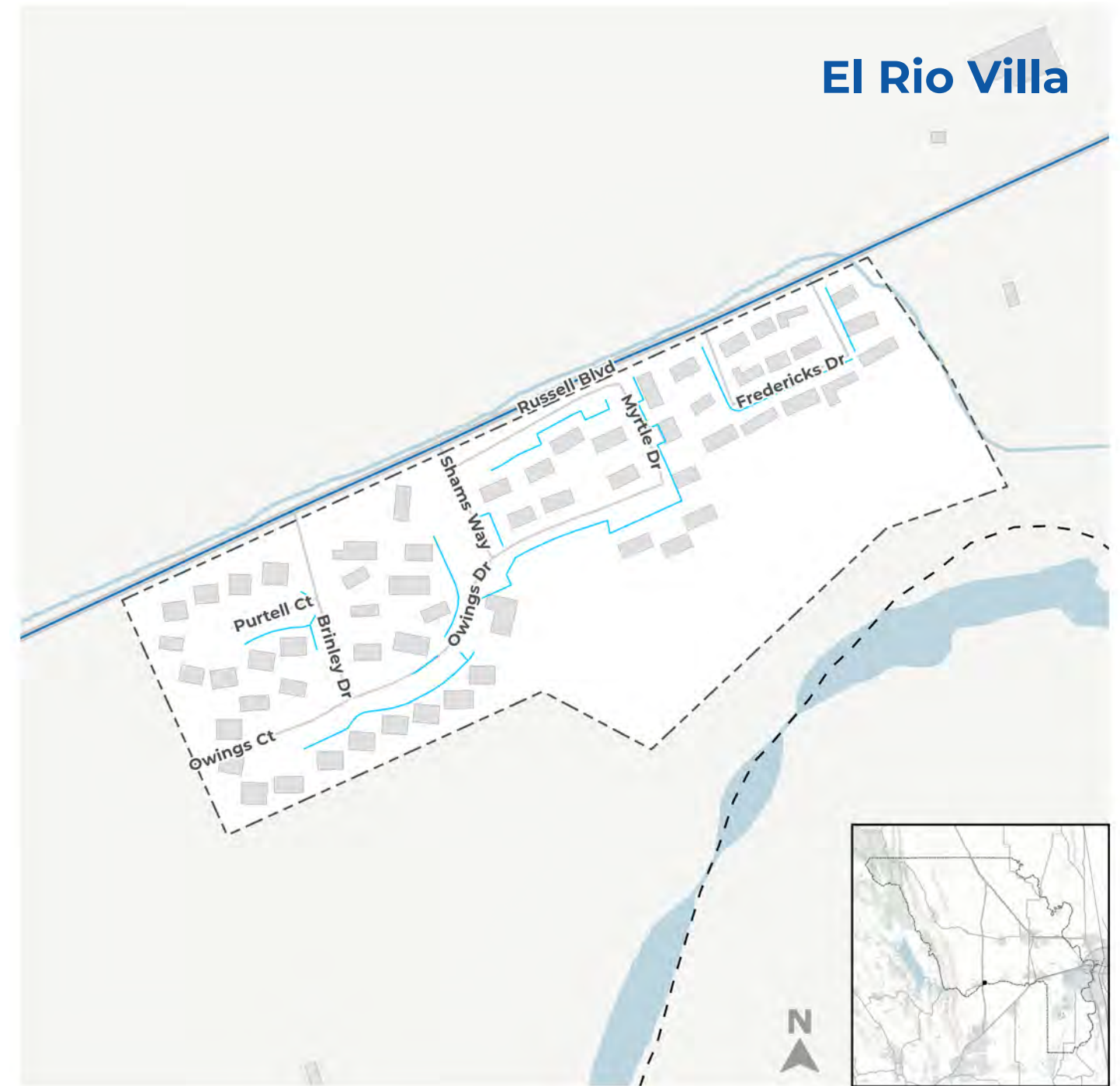


Figure 15: Pedestrian & Bicycle Facilities: El Rio Villa

- Shared-Use Path
- Bike Lane
- Bike Boulevard
- Separated Bikeway
- Sidewalk
- Crosswalk
- Libraries
- Public Schools
- El Rio Villa Boundary

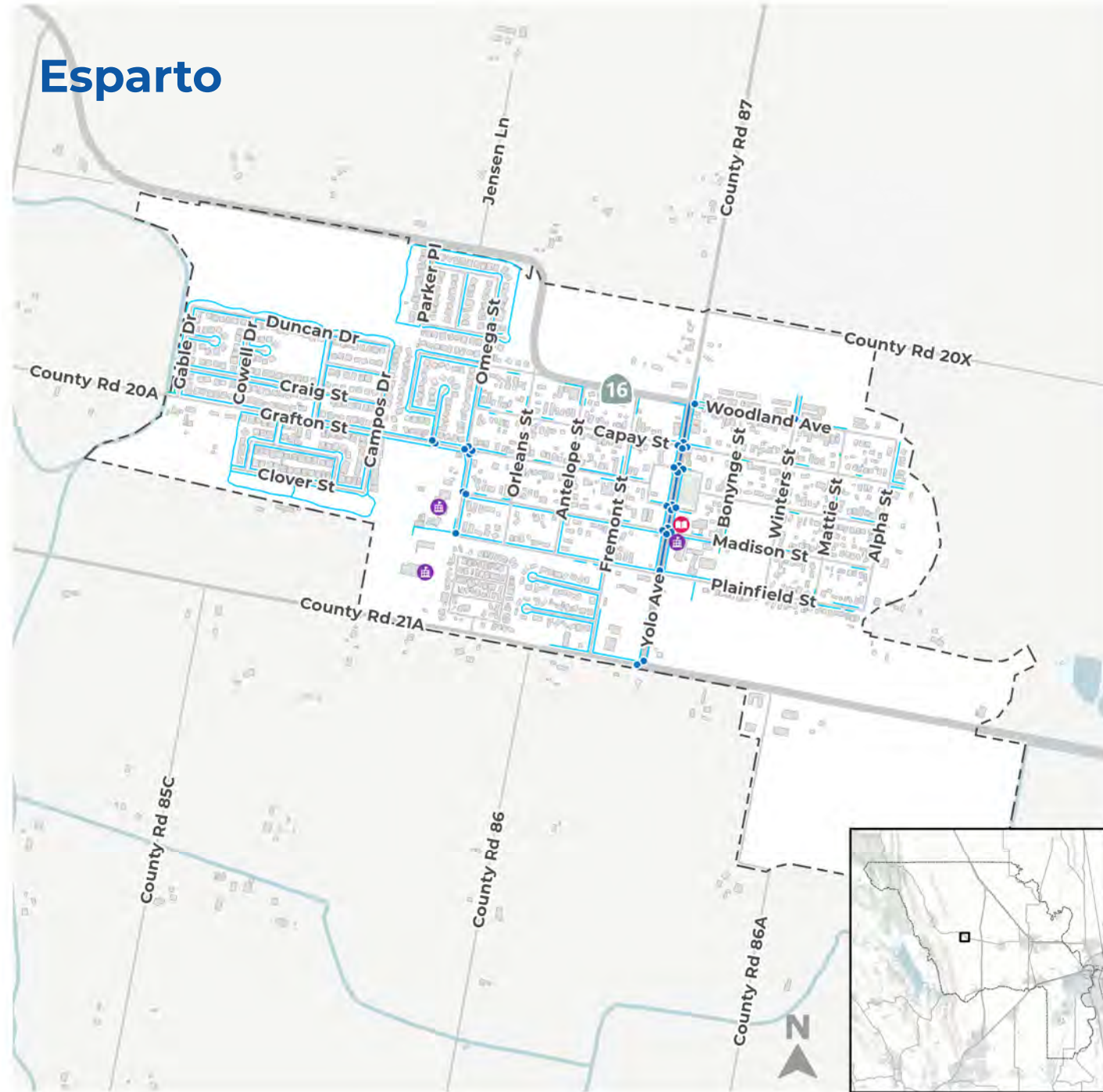


Figure 16: Pedestrian & Bicycle Facilities: Esparto

- Shared-Use Path
- Bike Lane
- Bike Boulevard
- Separated Bikeway
- Sidewalk
- Crosswalk
- Libraries
- Public Schools
- Esparto Boundary

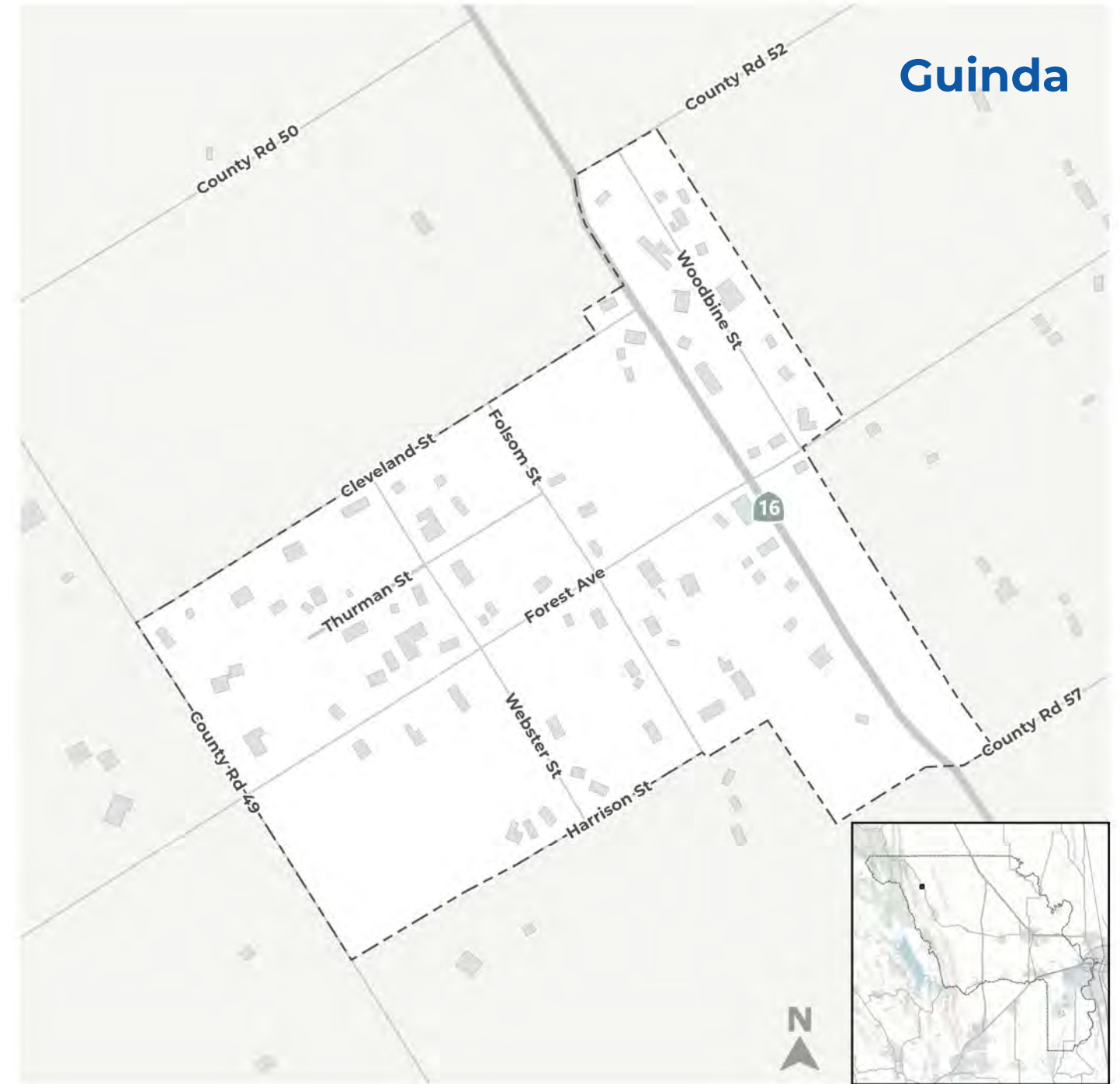


Figure 17: Pedestrian & Bicycle Facilities: Guinda

- Shared-Use Path
- Bike Lane
- Bike Boulevard
- Separated Bikeway
- Sidewalk
- Crosswalk
- Libraries
- Public Schools
- Guinda Boundary

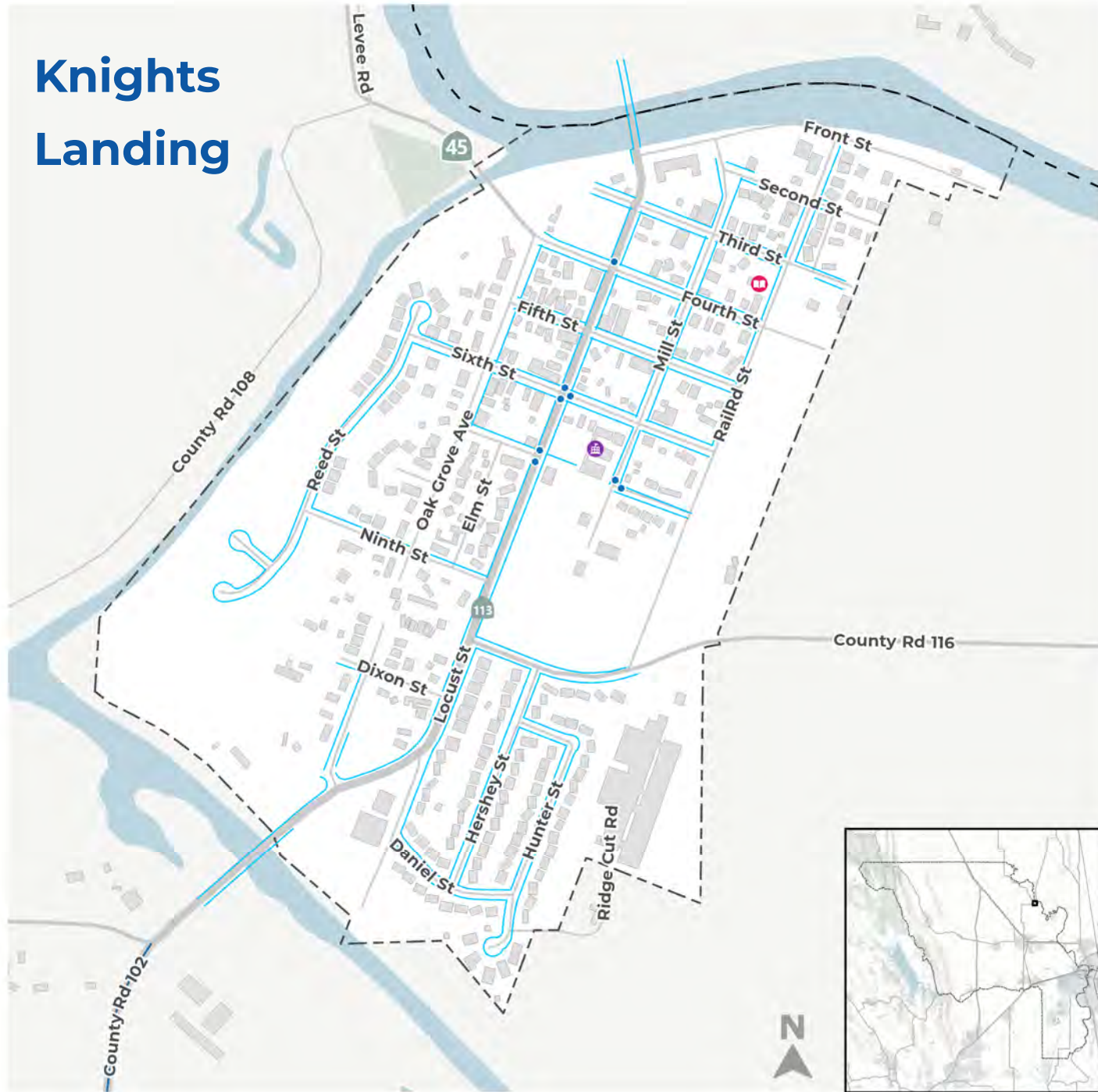


Figure 18: Pedestrian & Bicycle Facilities: Knights Landing

- Shared-Use Path
- Bike Lane
- Bike Boulevard
- Separated Bikeway
- Sidewalk
- Crosswalk
- Libraries
- Public Schools
- Knights Landing Boundary



Figure 19: Pedestrian & Bicycle Facilities: Madison

- Shared-Use Path
- Bike Lane
- Bike Boulevard
- Separated Bikeway
- Sidewalk
- Crosswalk
- Libraries
- Public Schools
- Madison Boundary

Monument Hills

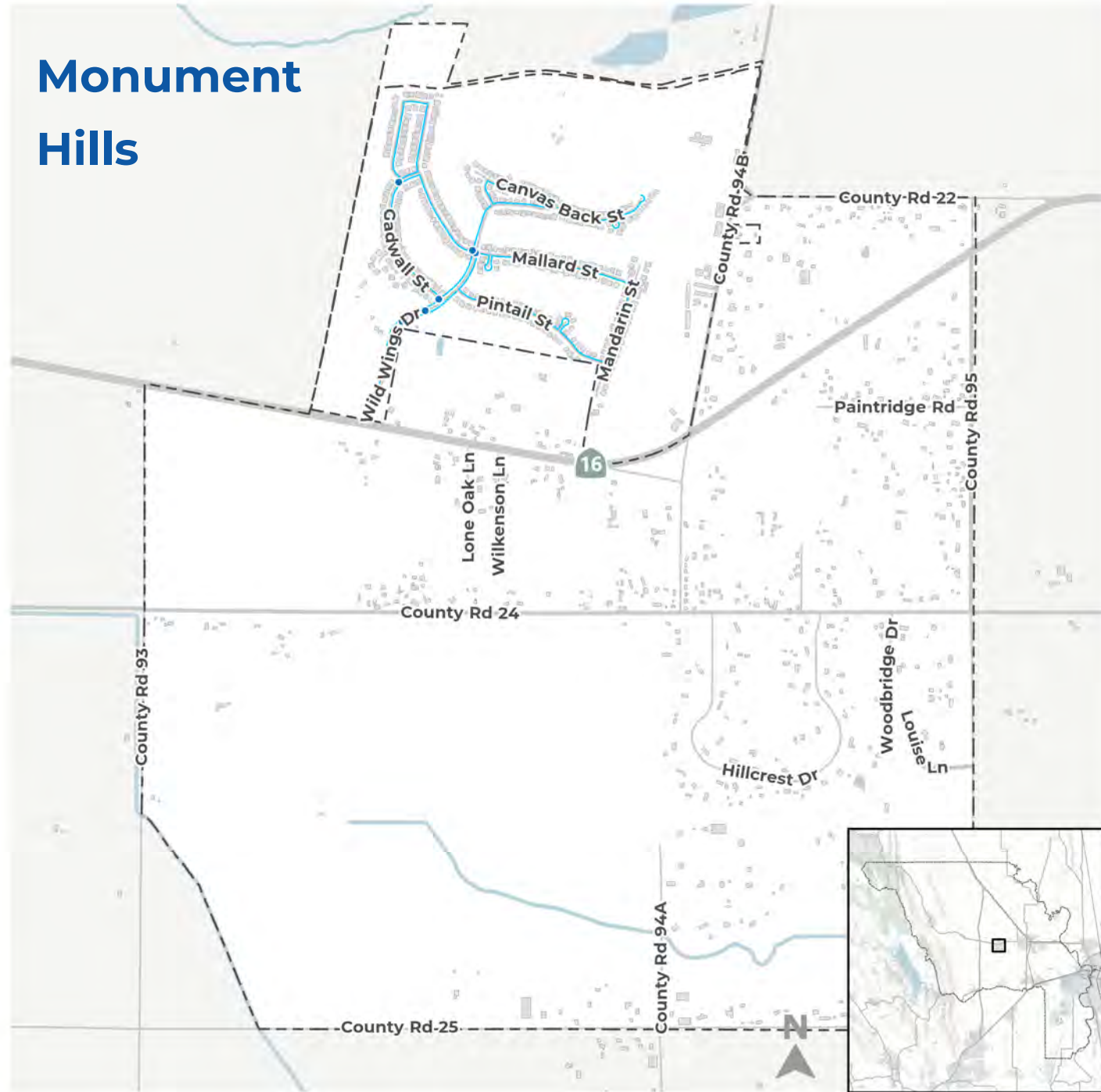


Figure 20: Pedestrian & Bicycle Facilities: Monument Hills

- Shared-Use Path
- Bike Lane
- Bike Boulevard
- Separated Bikeway
- Sidewalk
- Crosswalk
- Ⓛ Libraries
- Ⓜ Public Schools
- Monument Hills Boundary

Rumsey



Figure 21: Pedestrian & Bicycle Facilities: Rumsey

- Shared-Use Path
- Bike Lane
- Bike Boulevard
- Separated Bikeway
- Sidewalk
- Crosswalk
- Ⓛ Libraries
- Ⓜ Public Schools
- Rumsey Boundary

Tancred

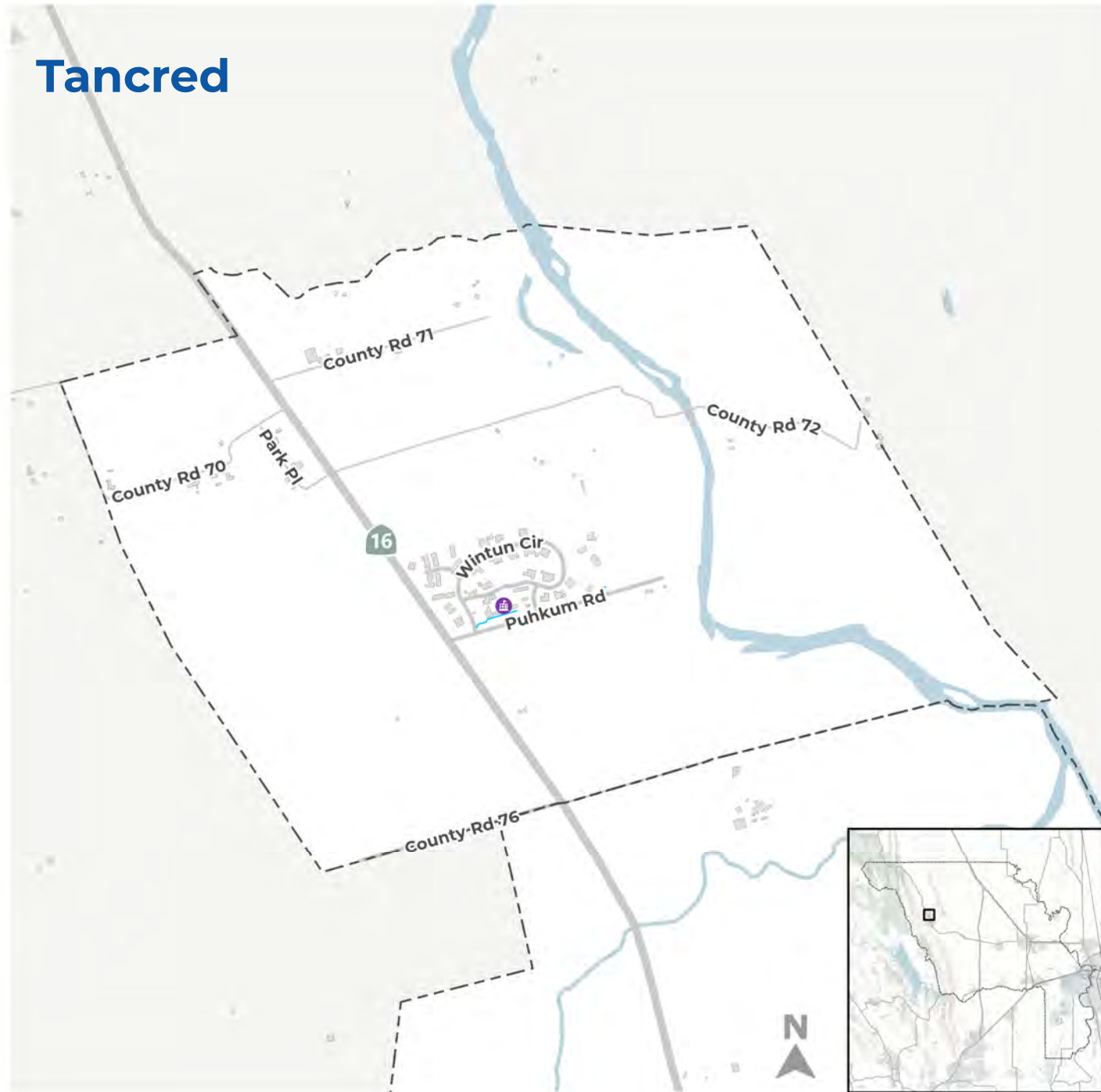


Figure 22: Pedestrian & Bicycle Facilities: Tancred

- Shared-Use Path
- Bike Lane
- Bike Boulevard
- Separated Bikeway
- Sidewalk
- Crosswalk
- Libraries
- Public Schools
- Tancred Boundary

Guinda

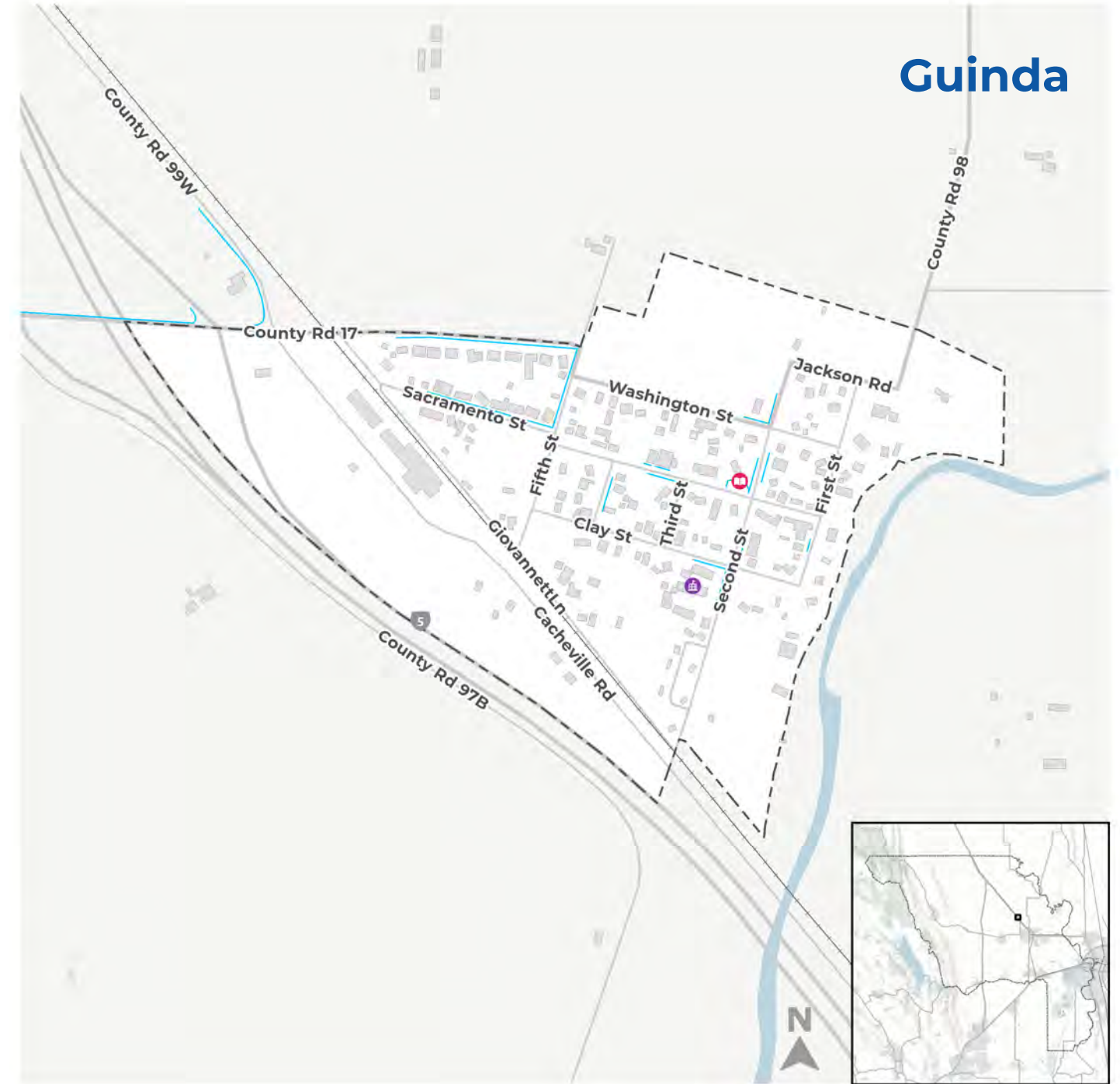


Figure 23: Pedestrian & Bicycle Facilities: Yolo

- Shared-Use Path
- Bike Lane
- Bike Boulevard
- Separated Bikeway
- Sidewalk
- Crosswalk
- Libraries
- Public Schools
- Yolo Boundary

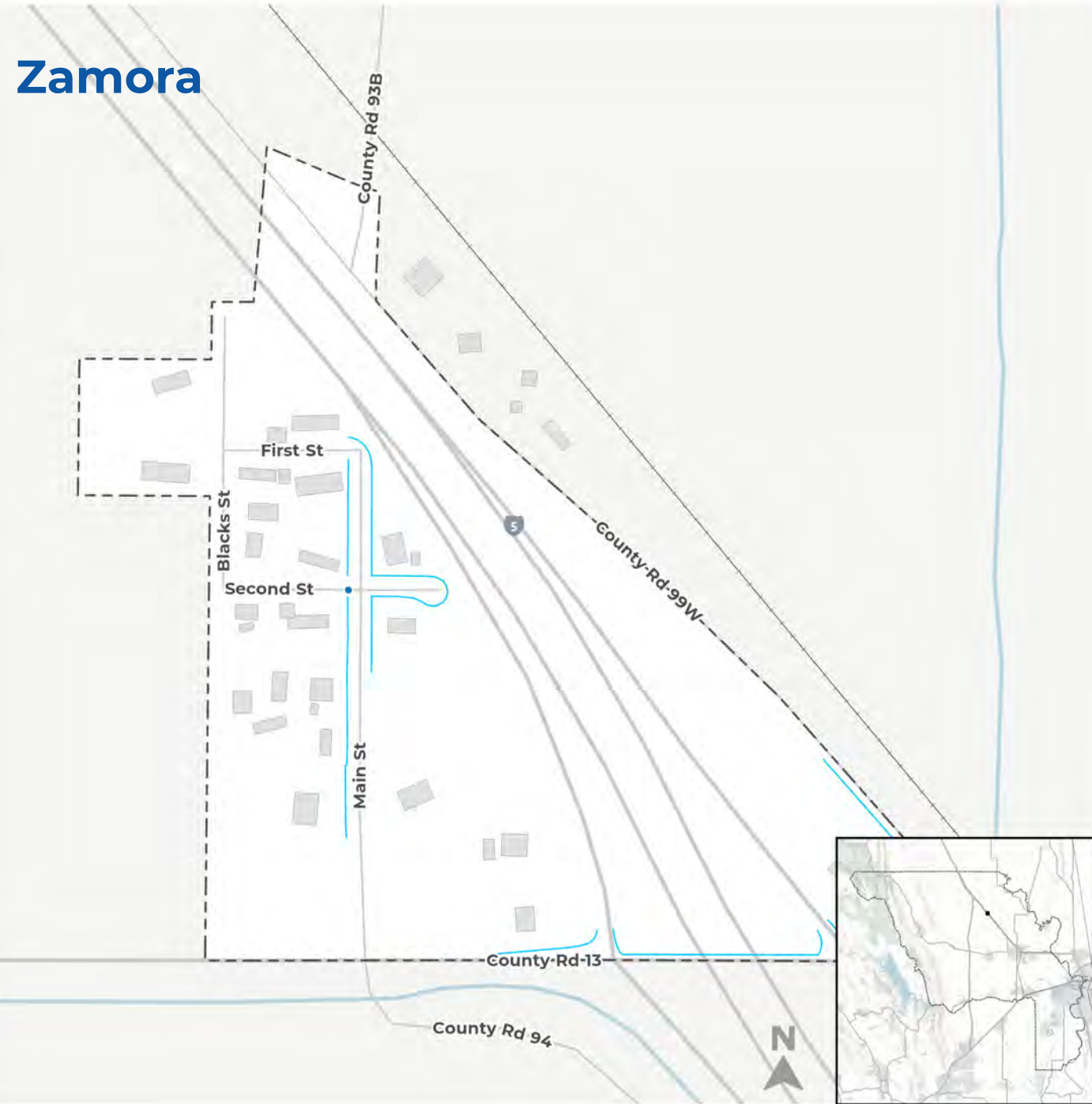


Figure 24: Pedestrian & Bicycle Facilities: Zamora

- Shared-Use Path
- Bike Lane
- Bike Boulevard
- Separated Bikeway
- Sidewalk
- Crosswalk
- Libraries
- Public Schools
- Zamora Boundary





Agritourism

Agriculture is a primary driver of the Yolo County economy. In addition to operating working farms, dozens of businesses throughout Yolo County sell products, lease event venues, and offer tours, dining, and lodging. Altogether, these businesses support a burgeoning agritourism industry in Yolo County, attracting visitors from throughout Northern California and beyond.

The YATC Plan presents an opportunity to support economic development in Yolo County by providing safe, convenient, and comfortable active transportation connections between agritourism destinations (Figure 25). Similar successful cycling and hiking tourism models are prevalent in Europe, allowing visitors to use active modes to travel between nearby agritourism destinations and cultivating synergies between these businesses.

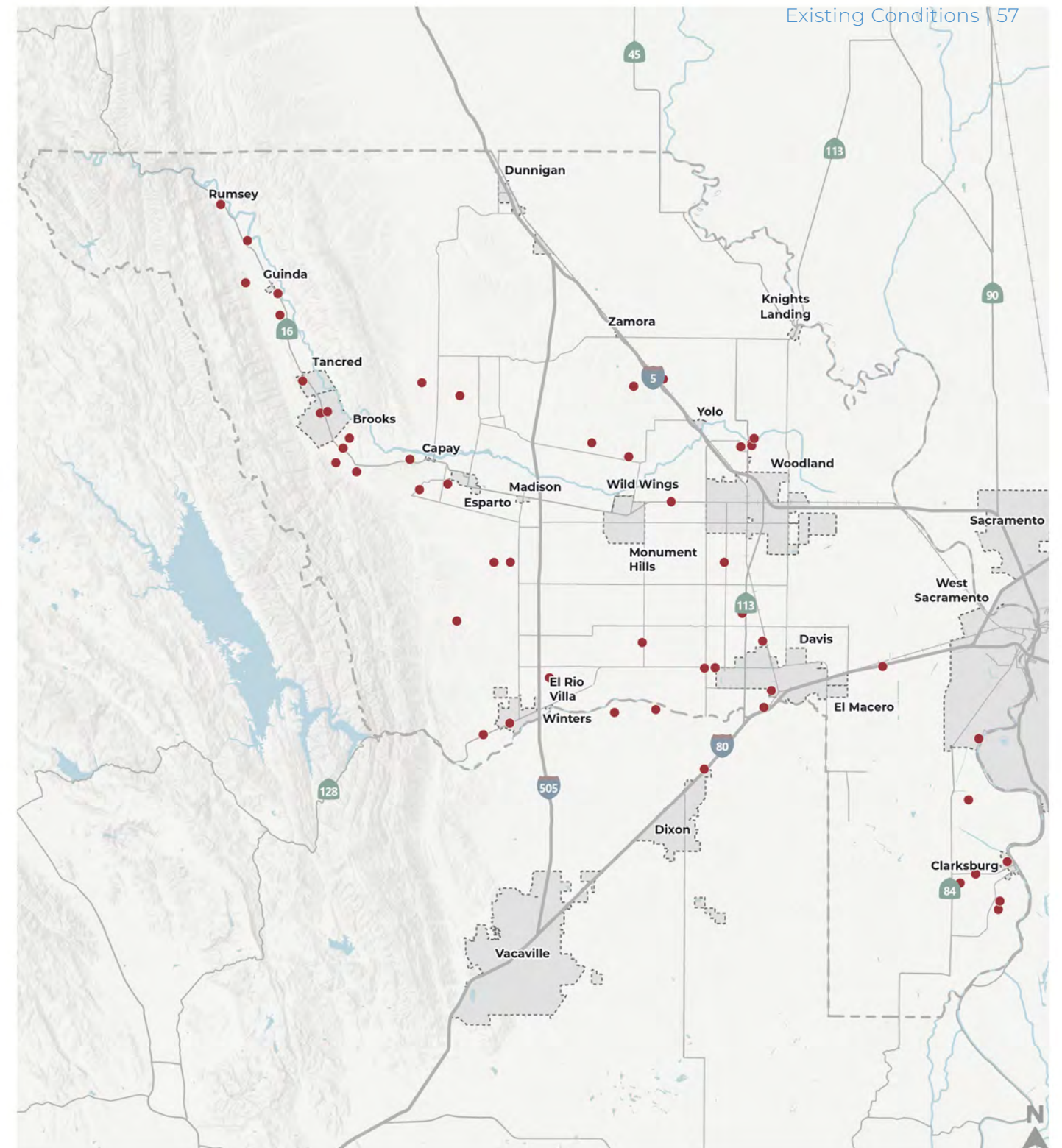


Figure 25: Agritourism Destinations in Yolo County

- Agritourism Destinations

Safety

Collision History

In unincorporated Yolo County, a total of 1,652 collisions were reported between 2018 and 2022, the most recent five years for which completed data was available at the time of analysis. Of these collisions, 26 involved a pedestrian and 18 involved a bicyclist.

The number and share of collisions involving pedestrians and bicyclists, including Killed or Severely Injured (KSI) crashes, and their variation across time is summarized in Table 2 and Table 3.

Bicyclists and pedestrians are more susceptible to severe injury and death in the event of collisions, making them vulnerable roadway users. Although collisions involving people walking or biking make up less than 3 percent of all collisions, they account for over 7 percent of the collisions that result in a KSI outcome. **One bicyclist fatality and nine pedestrian fatalities occurred between 2018 and 2022.**

Table 2: Collisions Involving Pedestrians and Bicyclists, 2018-2022

Year	Total Collisions in All Modes	Collisions involving Pedestrians	Share of Collisions involving Pedestrians	Collisions involving Bicyclists	Share of Collisions involving Bicyclists
2018	359	5	1.4%	2	0.6%
2019	305	6	2.0%	3	1.0%
2020	278	5	1.8%	6	2.2%
2021	351	4	1.1%	4	1.1%
2022	359	6	1.7%	3	0.8%
Total	1652	26	1.6%	18	1.1%

Sources: SWITRS 2023, TIMS 2023, Fehr & Peers 2023

Figure 26: Collisions Involving Bicyclists and Pedestrians, 2018 - 2022

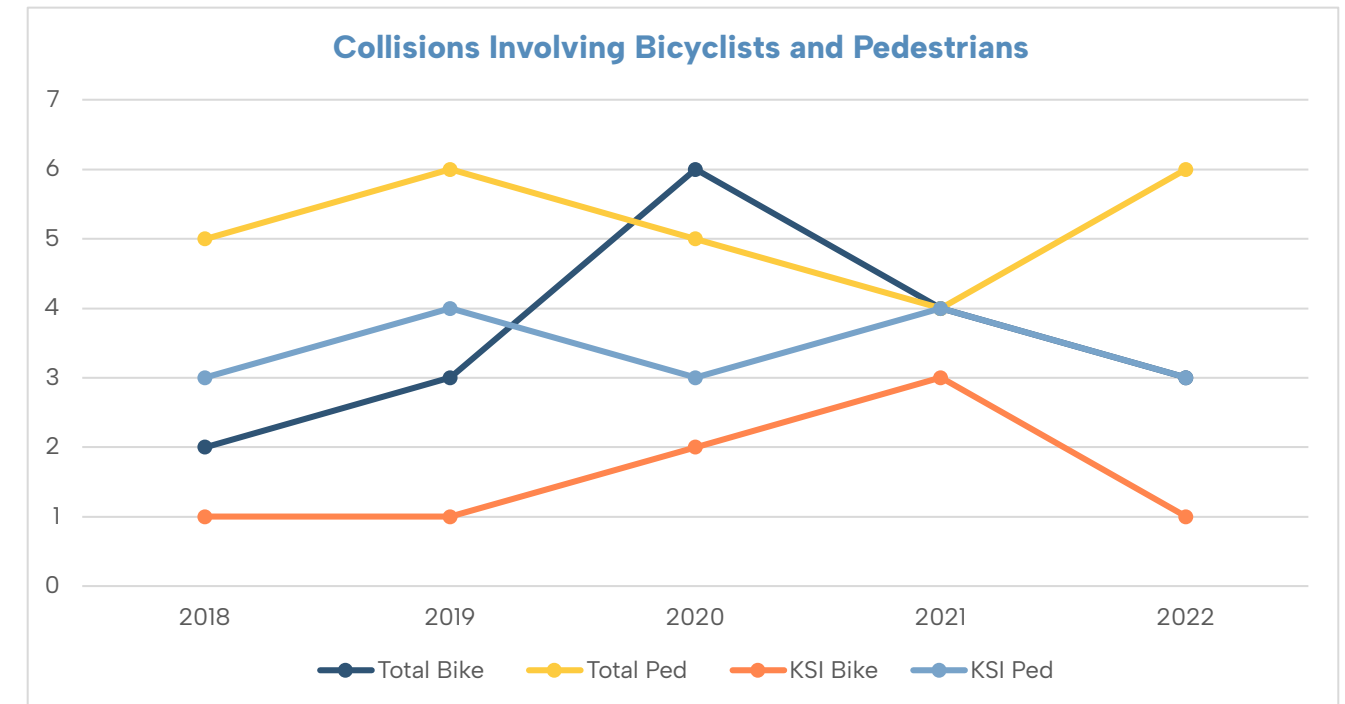


Table 3: KSI Collisions Involving Pedestrians and Bicyclists, 2018-2022

Year	Total Collisions in All Modes	Collisions involving Pedestrians	Share of Collisions involving Pedestrians	Collisions involving Bicyclists	Share of Collisions involving Bicyclists
2018	64	3*	4.7%	1	1.6%
2019	55	4*	7.3%	1	1.8%
2020	59	3*	5.1%	2*	3.4%
2021	88	4*	4.5%	3	3.4%
2022	76	3*	3.9%	1	1.3%
Total	342	17	5.0%	8	2.3%

*Includes Fatalities

Sources: SWITRS 2023, TIMS 2023, Fehr & Peers 2023

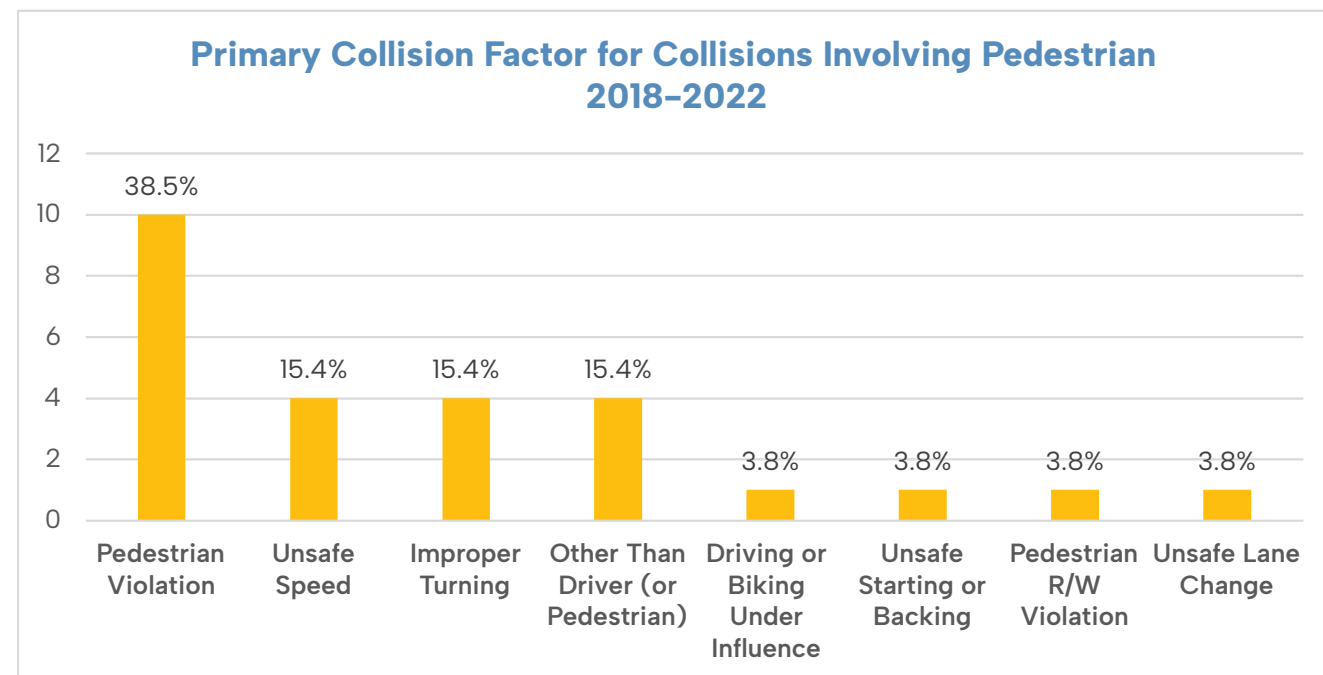
» **Primary Collision Factor**

Primary Collision Factor (PCF) is a term that refers to one element or driving action which in the investigating officer’s opinion best describes the primary or main cause of the collision—for example, driving or bicycling under the influence, unsafe speed, improper turning, and unsafe lane change.

The PCFs for collisions involving people walking and biking are shown below. As shown in Figure 27, around 38 percent of collisions involving pedestrians had a PCF of pedestrian violation. Other collisions (62 percent) were the fault of the driver primarily due to improper turnings or unsafe driving speeds. As shown in Figure 28, for collisions involving bicyclists, many PCFs (over 72 percent) were either the fault of the bicyclist or driver, as bicycles are generally treated as motor vehicles, so the fault is not directly clear from the stated PCF. However, around 44 percent of the total collisions were related to improper turning while another 6 percent were related to riding on the wrong side of the road.

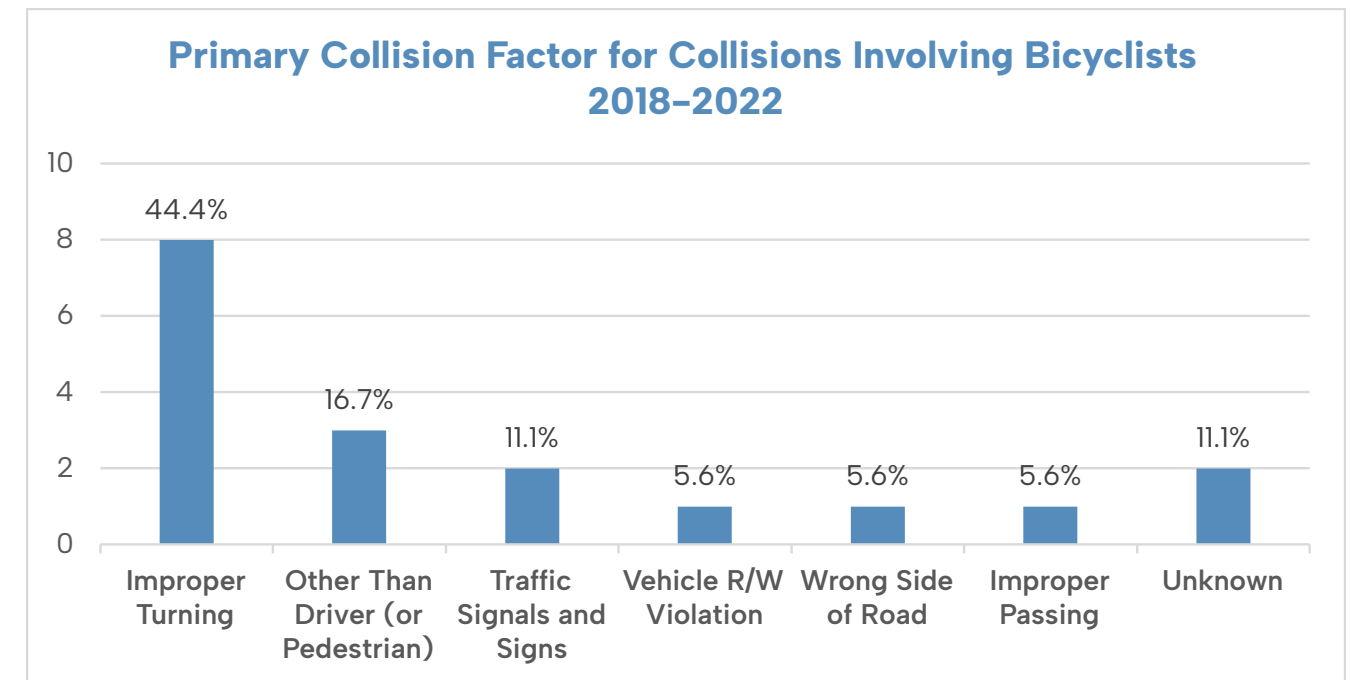
As mentioned above, pedestrian violation and riding on the wrong side of the road PCFs could indicate that a pedestrian or bicyclist was the at-fault party in a collision. However, great caution should be used when evaluating faults for collisions involving pedestrians and bicyclists. Lack of infrastructure for walking and biking may cause pedestrians and bicyclists to make behaviors which may seem unsafe, such as crossing away from a crosswalk, rather than travel longer distances to access crosswalks.

Figure 27: Collisions Involving Bicyclists and Pedestrians: Primary Collision Factors



Sources: SWITRS 2023, TIMS 2023, Fehr & Peers 2023

Figure 28: Collisions Involving Bicyclists: Primary Collision Factors



Sources: SWITRS 2023, TIMS 2023, Fehr & Peers 2023

» **Location of Pedestrian and Bicycle Collisions**

This section summarizes the locations and lighting conditions of collisions involving a pedestrian or bicyclist.

Table 4 shows the reported roadway location of collisions. The largest share of pedestrian collisions, over 88 percent, occurred while the pedestrian was in the roadway, which is consistent with the lack of formal sidewalk and pedestrian infrastructure in most of unincorporated Yolo County. Nearly 4 percent of pedestrian collisions occurred at an intersection while the pedestrian was crossing in a crosswalk. A lack of streetlights was also noted in 62 percent of total pedestrian collisions as shown in Table 5, highlighting the need for potential investments in additional lighting on roads and sidewalks.

Table 4: Locations of Collisions Involving Pedestrians, 2018-2022

Location	Number	Share
Crossing In Crosswalk at Intersection	1	3.8%
Crossing Not in Crosswalk	1	3.8%
In Road	23	88.5%
Not in Road	1	3.8%
Total	26	100%

Sources: SWITRS 2023, TIMS 2023, Fehr & Peers 2023

Table 5: Lighting Conditions at Collision Locations Involving Pedestrians and Bicyclists, 2018-2022

Lighting	Pedestrian Collisions	Share of Pedestrian Collisions	Bicyclist Collisions	Share of Bicyclist Collisions
Daylight	9	35%	14	78%
Dusk - Dawn	1	4%	0	0%
Dark - No Street Lights	16	62%	4	22%
Total	26	100%	18	100%

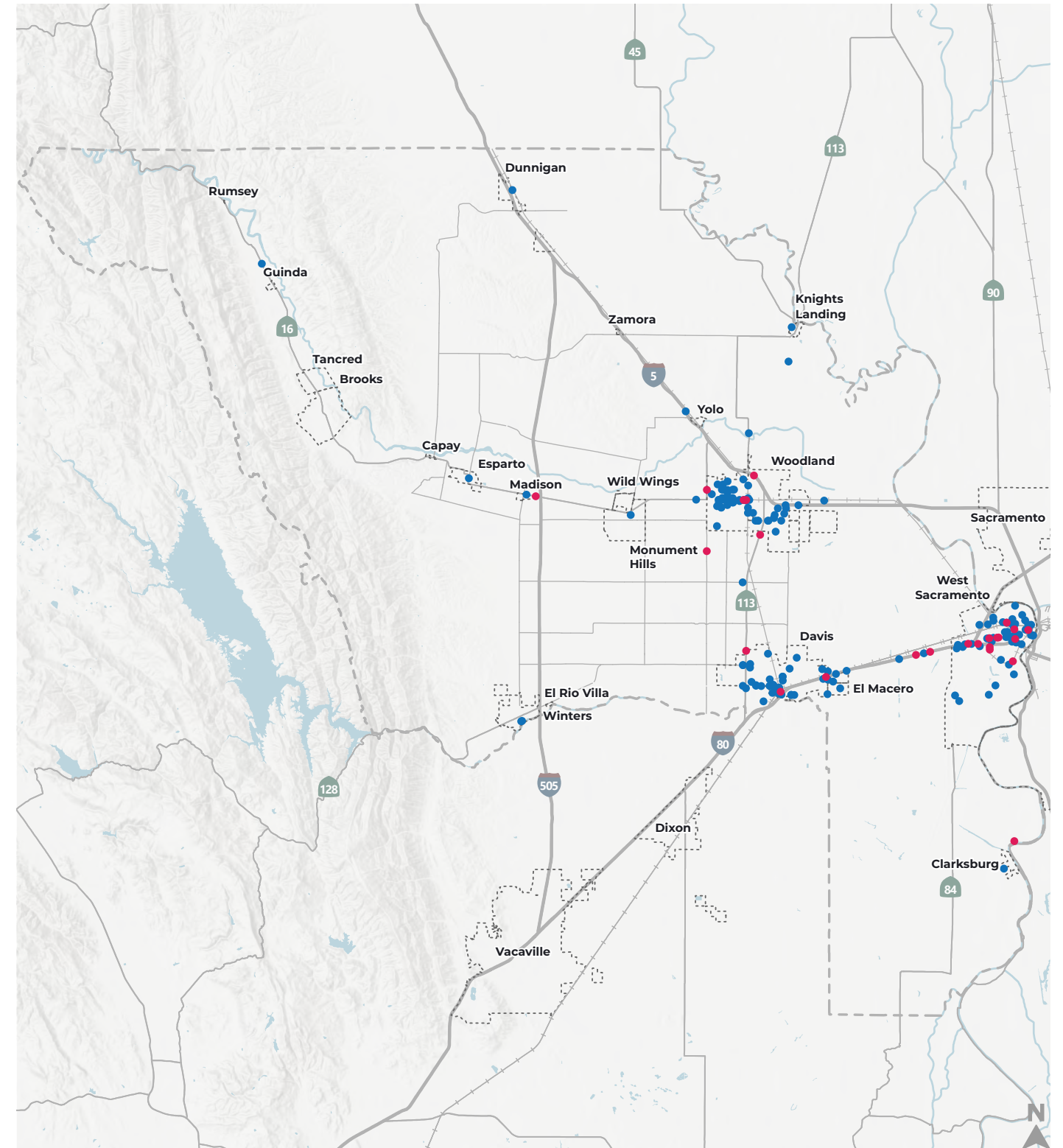
Sources: SWITRS 2023, TIMS 2023, Fehr & Peers 2023

Figure 29 shows the geographic locations of collisions involving pedestrians. Almost 50 percent of pedestrian collisions occurred along highways including I-80 between Davis and West Sacramento, SR 113 connecting Knights Landing, Woodland, and Davis, and SR 16 connecting unincorporated communities like Guinda, Esparto, and Madison to Woodland. Most of these collisions fall under the KSI category. Other concentrations of pedestrian collisions occurred in Clarksburg, Dunnigan, and Esparto as well as on county roads between Davis and Woodland.

Figure 30 shows the geographic locations of collisions involving bicyclists. Concentrations of collisions occurred on county roads connecting Davis to Woodland, Davis to West Sacramento, and Davis to Winters, including Russell Boulevard and CR 32A. Two injury collisions occurred on CR-14 near I-505 and three occurred on SR 84 south of West Sacramento and near Clarksburg.

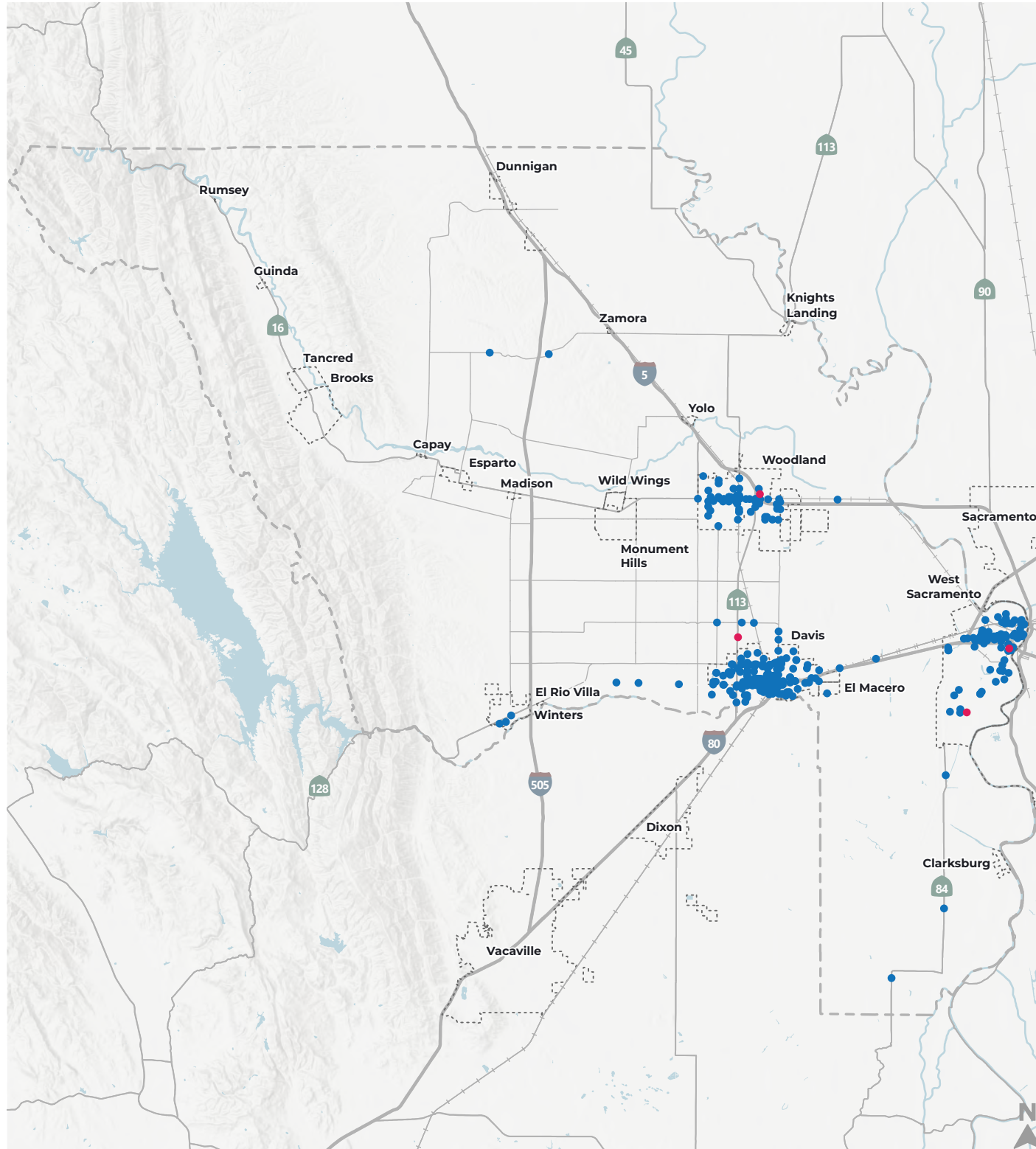
» **Other Considerations**

While this collision data provides valuable insight into where bicycle and pedestrian crashes have occurred, it does not necessarily capture the full scope of safety concerns for active transportation users. Collision data alone may overlook areas that have little to no recorded incidents but are avoided because they are perceived as unsafe. This avoidance can potentially mask underlying safety issues, such as high traffic volumes or lack of dedicated bike and pedestrian facilities. Similarly, some non-injury collisions may go unreported. To gain a more comprehensive understanding of safety conditions, it is important to also consider Level of Traffic Stress (LTS) evaluations. LTS assessments help identify corridors that may deter walking and biking due to factors like speed limits, lane widths, and intersection complexity. By integrating crash data with LTS evaluations, planners and engineers can better identify not only where incidents are happening, but also where improvements are needed to encourage safe and comfortable active travel—even in places where collisions are currently rare.



- Killed or Severely Injured Collision
- All Other Collisions

Figure 29: Collisions Involving Pedestrians



- Killed or Severely Injured Collision
- All Other Collisions

Figure 30: Collisions Involving Bicyclists



Level of Traffic Stress

People who walk or bike on roadways encounter varying levels of stress depending on the surrounding traffic conditions. A quiet, low volume residential street with a 25 mile per hour speed limit may be considered a low-stress environment while a high-volume multilane road with 40 mile per hour speed limit may represent a high stress environment. Studies have shown the high stress of walking, biking, or rolling without protection from fast vehicular traffic is a chief deterrent to people’s decision to travel by active transportation. Level of Traffic Stress (LTS) is a way to quantify the amount of discomfort people feel when they bike or walk close to traffic. The methodology used assigned a Streetscore+ numeric stress level to bikeways and sidewalks within the unincorporated communities, taking different variables that influence pedestrian and bicyclist comfort at roadway segments (sidewalk width, lighting, sidewalk quality, number of travel lanes, etc.) into consideration. The resulting scores range from 1 to 4, where a score of 4 correlates to the least comfortable walking or biking experience.

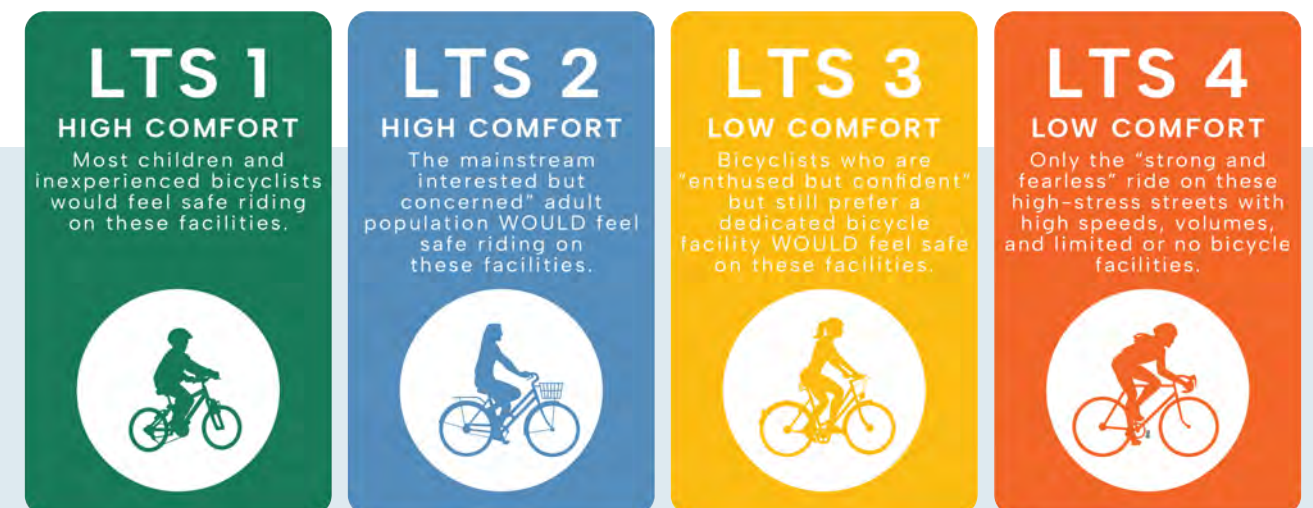
» Walking and Biking Level of Traffic Stress in Unincorporated Yolo County

A LTS analysis revealed that there were varying levels of comfort for active transportation within the unincorporated areas of Yolo County. Generally, these areas lack essential pedestrian and bicycle infrastructure, making such activities feel anywhere from mildly uncomfortable to outright unsafe for many residents. Within the unincorporated communities, the absence of sidewalks, dedicated bike lanes, adequate lighting, and frequent curb cuts that disrupt pedestrian pathways in locations that are more rural and see low vehicular traffic might make walking and biking feel uncomfortable, but viable. However, locations near corridors that carry higher volumes of high-speed traffic, such as SR 16 in Esparto, feel less safe and increase vulnerability for pedestrians and bicyclists using those corridors. Moreover, traveling between communities is particularly challenging due to the high-speed nature of connecting roadways and the absence of protected bikeways. The Level of Traffic Stress Analysis methodology and findings for the unincorporated communities can be found in Appendix B.

Figure 31: Level of Stress and Comfort for Pedestrians



Figure 32: Level of Stress and Comfort for Bicyclists



COMMUNITY & STAKEHOLDER ENGAGEMENT

Community and stakeholder engagement is at the heart of developing a Plan that truly reflects the needs, values, and lived experiences of the people it serves. Recognizing that the communities targeted for active transportation improvements have often been underrepresented, marginalized, or overlooked in similar planning processes, the project team intentionally designed engagement strategies to meet Yolo County residents where they are. This included conducting all in-person events and visiting communities on foot to establish connections before the events, distributing flyers, and speaking directly with residents about the project, rather than relying solely on digital marketing. The team emphasized the importance of connecting with every community, understanding that it would be a challenge, and worked diligently to ensure outreach was meaningful and effective. These efforts created safe and welcoming spaces where participants felt comfortable sharing

their perspectives, with staff actively supporting attendees to ensure their voices were heard. Barriers to participation were further reduced through measures such as providing translations of all event materials and notices in the primary language(s) spoken in each community. By consistently involving community members and stakeholder groups, the team was able to identify local priorities, understand barriers to walking, biking, and rolling, and build trust to support future implementation. Outreach efforts focused on communities across Esparto, Clarksburg, Yolo, Capay, Guinda, Madison, Dunnigan, Knights Landing, El Rio Villa, and the cities of Davis, West Sacramento, Woodland, and Winters, resulting in 33 public-facing events and six advisory group meetings over two phases. Inclusivity, accessibility, and genuine representation guided every step of the engagement process.

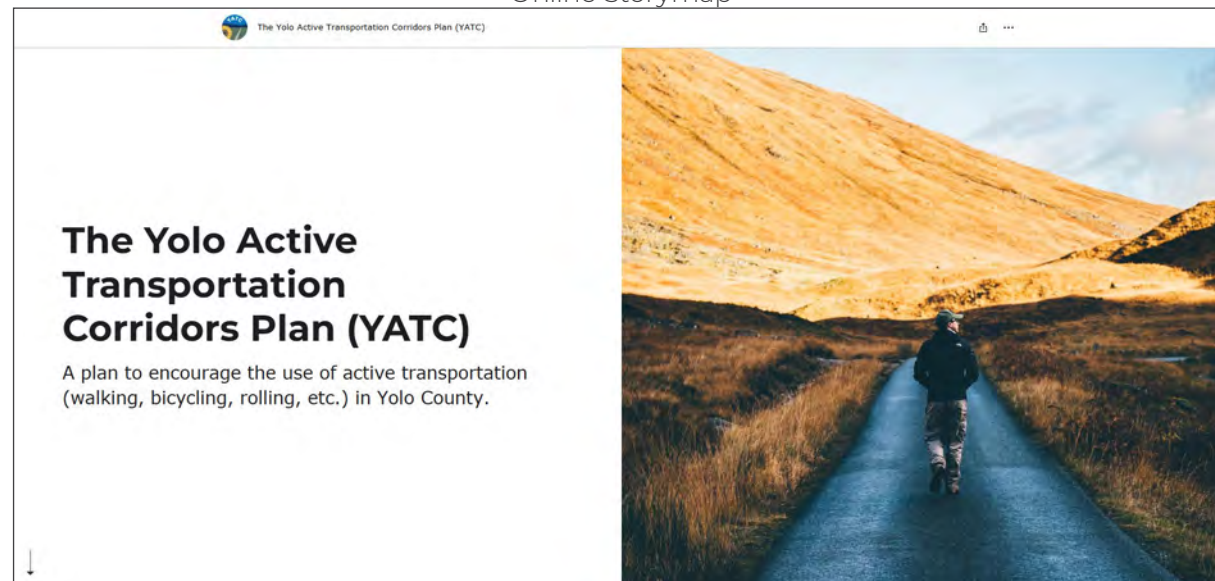


Engagement and Communication Strategies

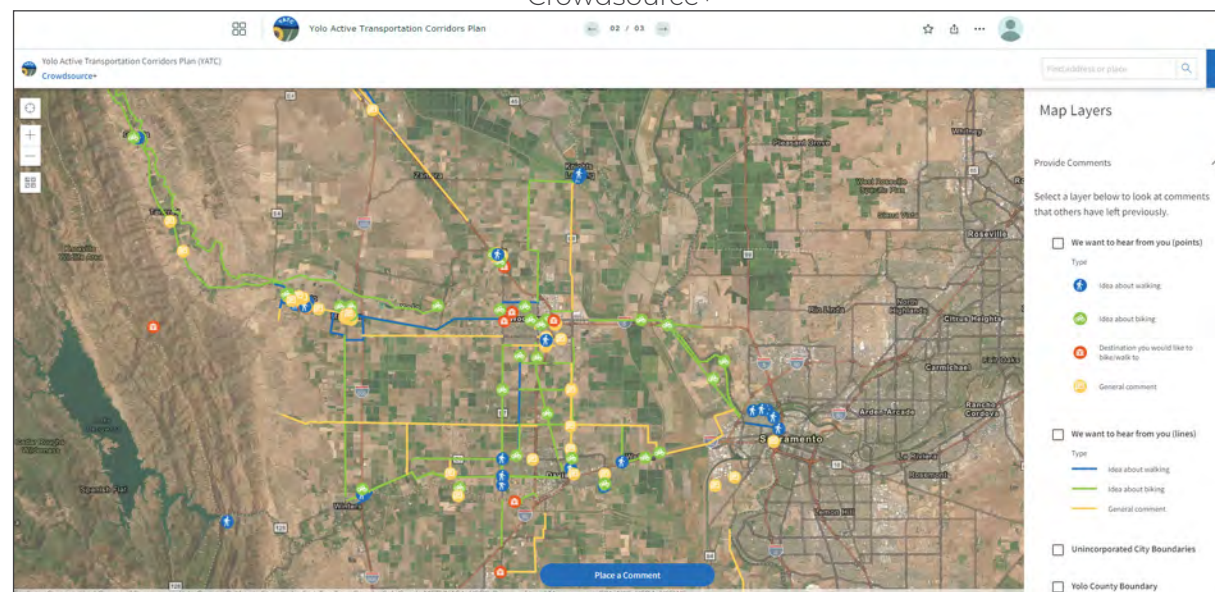
Project StoryMap and Crowdsourc+

An online project StoryMap was created to provide an online platform for project information and updates and collect public feedback. The StoryMap contains a link to a Crowdsourc+ mapping tool that allows community members to post concerns, recommendations, and general comments relevant to active transportation, and vote on proposed recommendations directly at the sites pertaining to those comments.

Online Storymap



Crowdsourc+



Advisory Groups

Throughout both outreach phases, a Steering Committee and Technical Advisory Committee (TAC) were engaged to provide guidance toward Plan development. Each group included representatives from various sectors and agencies, such as the incorporated cities, Caltrans, and non-profit/community-based organizations. These different participants offer a broad range of knowledge, perspectives, and priorities that can lead to more effective planning outcomes. Presentations were also made to the YoloTD Citizen's Advisory Committee (CAC).

These groups were convened to discuss project goals, outreach strategies, and existing conditions data, and later, provide input toward improvement recommendations and corridor selection for improvement projects, and review project prioritization criteria. There were two Steering Committee meetings, three TAC meetings, and two CAC meetings in total.

The following organizations were invited to participate in the project Steering Committee and provided valuable feedback on the direction and priorities of the plan.

- Bike Davis
- The Bike Campaign
- Cool Davis
- Cache Creek Conservancy
- Capay Valley Vision
- Communicare - Yolo County
- Davis Bike Club
- Delta Protection Commission
- Empower Yolo
- Mercy Coaliton
- Mutual Housing
- Putah Creek Council
- RISE, Inc. (Rural Innovations in Social Economics)
- Tuleyome
- Visit Yolo
- Washington School District (West Sac)
- Winters Health Care
- Woodland Community College
- Woodland Memorial Hospital
- Woodland United Way
- Yocha Dehe Wintun Tribe
- Cache Creek Casino Resort
- Yolo County Farm Bureau
- Yolo County Health and Human Services
- Yolo County Children's Alliance
- Yolo County Housing Authority
- Yolo Food Bank
- Yolo Healthy Aging Alliance
- Yolo Mobility
- West Sacramento Chamber of Commerce
- Yolo Solano Air Quality Management District

Workshops, Pop-Ups, and Community Open Houses

To encourage meaningful discussion and gather input for Plan development, the project team held evening workshops and community open houses to accommodate working individuals and families. Staff also engaged residents through pop-up booths at popular community events, bringing the project directly to where people already gather. Spanish interpreters were available at nearly all events to ensure accessibility for Spanish-speaking participants, and a Russian interpreter supported meetings in West Sacramento, which has a significant Russian-speaking population.



Phase 1: Visioning and Existing Conditions

Phase 1 occurred between November 2023 and June 2024 and focused on existing conditions and Yolo County residents' travel experiences and needs. Phase 1 involved workshops, community open houses, and pop-up booths at community events; the launching of a project website and map tool that collected digital comments; and a Steering Committee meeting.

Prairie Form And Place It! Workshops

Phase 1 consisted of workshops that were also partially led by the Prairie Form and Place! teams, who utilized a play-based community planning approach involving accessible, hands-on activities. At these workshops, attendees were tasked with using materials provided to build a model representing their first memory of mobility, and then an ideal version of their community, emphasizing the kinds of transportation facilities and amenities they wished to see. These model-building activities were also facilitated at a select number of pop-up events.

Pop-Ups and Community Events

Booths discussing the YATC project were set up at larger and well-attended events throughout the county to increase community exposure to the Plan and gain input. These events included the Capay Valley Almond Festival; Northern Valley Indian Health Community Health Fair; El Día de los Niños Festival; RISE, Inc. Collaborative Annual Meeting; CommuniCare+OLE Event; Rancho Yolo Information Fair; and SACOG Annual Racial Equity Action Plan Tour.

Community Open Houses

Community open house meetings took place in the incorporated cities of Davis, West Sacramento, and Woodland. Boards with project information and interactive activities aimed at gathering feedback were displayed for attendees to view and interact with at their leisure. Attendees were presented with project information along with the Plan's vision and goals and encouraged to share input on their travel experiences and concerns.

Yolo County Climate Action And Adaptation Plan Workshops

In the fall and winter of 2023, Yolo County held their Climate Action and Adaptation Plan (CAAP) workshop series targeting Yolo County residents. This series was used as an opportunity to introduce the YATC project to the community, since it has a similar outreach audience to the YATC Plan. These workshops consisted of discussions on transportation-specific strategies and concerns.

Phase 1 Takeaways

Throughout Phase 1 engagement, community members expressed strong interest in facilities such as sidewalks, crosswalks, bike lanes, and shared-use paths. They also indicated a desire for traffic calming measures to improve safety and reduce speeding; features such as roundabouts, rumble strips, additional stop signs, speed bumps, and lighting were identified. There were also multiple mentions of accessibility, specifically for infrastructure improvements that support mobility, such as ADA-compliant ramps. Maintenance and cleanliness of transportation facilities were indicated as common concerns, as well as interest in amenities such as benches, restrooms, bicycle parking facilities, wayfinding, and tree shading in conjunction with both recreational and community facilities.

Overall, residents wished for a robust active transportation network that not only connected them to their destinations but is comfortable, safe, and enjoyable to use.

Phase 1 feedback was used to inform the development of initial project recommendations, including local improvements within unincorporated communities, as well as the identification of the regional bikeway network proposed to connect communities to each other.



Phase 2: Recommendations and Prioritization

Following the identification of a draft network and locations for biking and walking improvements, a second phase of outreach was held between fall 2024 and January 2025. Phase 2 Outreach focused on soliciting feedback on the draft recommendations and identifying further desired improvements and amenities. This included discussions with community members on how their feedback from Phase 1 was incorporated into the proposed projects. Outreach activities in this phase consisted of community open houses, a pop-up workshop, updates to the project website and webmap comment tool, and a second Steering Committee meeting.

Community Open Houses

Community open houses were held in the same unincorporated communities targeted for Phase 1 outreach, as well as the incorporated cities of Davis, West Sacramento, and Woodland. Boards displaying the proposed recommendations, as well as a recap of the prior phase of outreach and feedback received, were presented for attendees to view, comment, and interact with. Specifically, attendees were asked to provide input on the initial improvements within the unincorporated communities, as well as the region-wide bikeway and trail network. Attendees also participated in an interactive exercise to assign a level of significance to the proposed criteria for prioritizing projects.

Pop-Ups

There was one pop-up project booth during Phase 2, which took place at the Yolo County Food Bank Resource Fair.

Phase 2 Takeaways

Overall, community members were enthusiastic about the proposed improvement projects that were presented to them. However, there were also concerns about feasibility and barriers to project implementation. For example, roads within their communities not having the physical capacity to accommodate improvements like bike lanes; community pushbacks against the potential physical alteration of their communities; and funding, among others. They also suggested additional and alternative improvements, helping to pinpoint specific locations within the unincorporated communities that would benefit greatly from them.

Appendix C contains detailed engagement summaries as well as a list of comments gathered throughout the outreach activities.

REGIONAL ACTIVE TRANSPORTATION CORRIDORS

The Vision for the Yolo Active Transportation Corridor Plan is to establish a connected, low-stress network of bicycling facilities that safely link communities across Yolo County. Many residents in unincorporated areas of Yolo County lack safe and comfortable options to walk or bike between communities, access essential services, or reach regional transit. Addressing these gaps is critical to improving safety, advancing equity, reducing vehicle miles traveled (VMT), and supporting public health and climate goals.

The intercommunity corridors will serve as the backbone of a countywide active transportation network. The following chapter describes the corridor identification and prioritization process. The priority corridors represent near-term implementation opportunities while also establishing a long-term vision for a comprehensive countywide network.

Development of Preliminary Active Transportation Corridors

The development of preliminary active transportation corridors was guided by three overarching objectives:

- » Create low-stress connections between communities, particularly where existing roadway conditions discourage walking and bicycling
- » Leverage existing bikeways, roads, and other linear infrastructure to minimize environmental impacts, reduce costs, and improve feasibility
- » Address safety and access gaps for historically underserved and disadvantaged communities



Identification of Potential Corridor Types

Initial corridor identification focused on opportunities to co-locate new shared-use walking and bicycling facilities with existing linear features that naturally connect communities. These features included:

- » **Railroad corridors**, particularly those that are unused or underutilized, which may be suitable for rails-to-trails conversions that preserve right-of-way for future transportation use
- » **Creek and waterway corridors**, such as Putah Creek and Cache Creek, where past studies have explored opportunities to enhance riparian open space with trail infrastructure while balancing environmental considerations
- » **Irrigation district canals, levees, and maintenance roads**, which often provide continuous, gently graded alignments between communities and may be adapted for multimodal use through cooperative agreements and appropriate safety and security improvements

» **County roadways**, where side paths could provide separation between active transportation users and vehicular traffic, improving comfort and safety

These corridor types were evaluated for their ability to support all ages and abilities (AAA) facilities, minimize conflicts with vehicles, and provide direct, intuitive connections between population centers.

Bicycle Super Highway

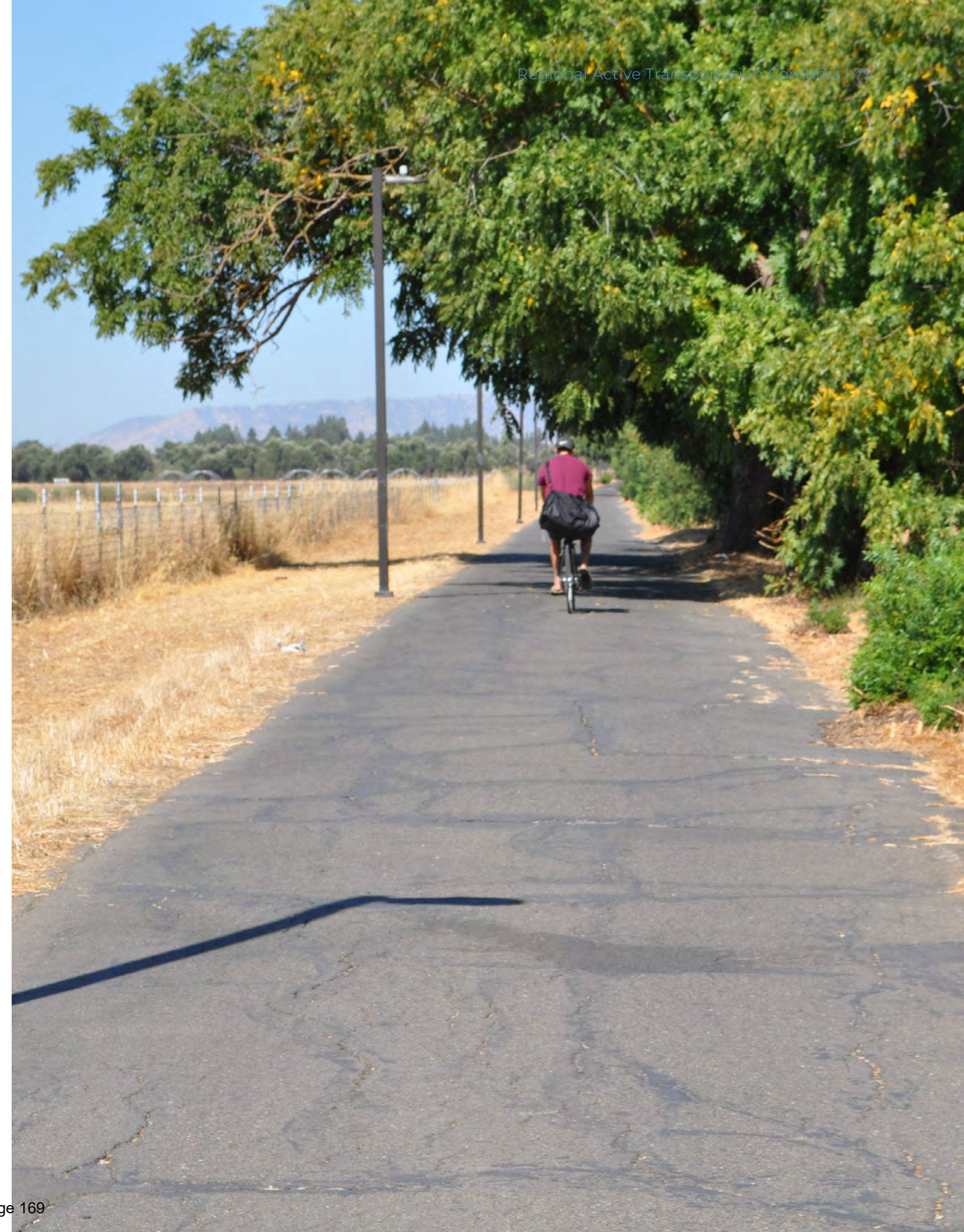
Bicycle “superhighways” (also called bike highways or cycle highways) are designed to make bicycling feel as fast, direct, and intuitive as driving for longer everyday trips. They are high-quality, continuous facilities that reduce the main barriers to biking including stressful interactions with motor vehicles, frequent stopping, and gaps in the network. Unlike typical bike lanes or paths, bicycle superhighways emphasize full separation from traffic (and where, feasible pedestrians), wider cross sections that allow passing, and designs that accommodate a wide spectrum of bicycles and e- mobility, thus making them well suited for commuting and other utilitarian travel.

At the state level, California has recently explored how to formalize this concept through legislation. In the 2025–2026 session, Assembly Bill 954 proposed a Caltrans pilot program to create branded, numbered bicycle highway networks in major metropolitan areas and to elevate bicycle highways within statewide planning. While the bill was ultimately paused, it reflects the growing recognition that low stress bicycling networks should be treated as serious transportation infrastructure, planned and implemented at a scale that supports everyday mobility

rather than only recreation.

This approach is particularly relevant for Yolo County, where many key bicycle trips are intercommunity, connecting Davis, Woodland, West Sacramento, Winters, UC Davis, employment centers, and regional transit. The YATC plan emphasizes improving these longer distance connections between communities, especially where there is a current lack of safe cycling options. In this context, a bicycle superhighway is not a single facility but a clear, continuous network that reliably links communities and major destinations with minimal stress.

Incorporating the bicycle superhighway concept into Yolo County’s long range transportation planning will support safer all-ages-and-abilities travel, improve access to services, jobs and education, and provide a realistic alternative to short- and medium-distance car trips. Aligning county investments with emerging state policy and Caltrans guidance can also strengthen Yolo County’s competitiveness for future funding, while advancing a network that makes bicycling a faster, safer, and more convenient choice for everyday travel.



Impact of Engagement Process for Intercommunity Corridors

Input from residents, stakeholders, and partner agencies, described in Chapter 3, ensured that the corridor network reflects local needs, priorities, and lived experiences.

These events provided opportunities for community members to review draft corridor maps, learn about proposed improvements, and provide direct feedback. Participants were also asked to rank the importance of six project selection criteria, helping to shape the weighting and emphasis of the corridor evaluation framework.

Overall, community members expressed strong enthusiasm for new active transportation facilities and recognized the value of improved intercommunity connections. Several consistent themes emerged:

- » Comments from participants focused on multimodal safety including high vehicle speeds, poor or narrow roadway conditions, and unsafe crossings
- » Community members expressed greater interest in improved regional connectivity between communities to provide access to services and key destinations
- » Across all locations, participants emphasized the importance of serving people without access to a vehicle, including youth, older adults, and lower-income households

Development of Corridor Evaluation Criteria

Given the limited availability of near-term design funding and the number of corridors identified, a transparent and data-driven evaluation framework was developed to prioritize corridors for implementation. The framework was designed to reflect community values and align with county, state, and federal policy goals.

Nine evaluation criteria were developed and refined in collaboration with the project’s Technical Advisory Committee (TAC), which included representatives from Yolo County, Yolo Transportation District, Caltrans and other partner agencies. Each criterion was paired with an available or easily developed dataset to support consistent scoring across corridors.

The criteria addressed the following themes:

- » **Safety**, prioritizing corridors adjacent to high-speed roadways or locations with documented pedestrian and bicyclist collisions
- » **Connectivity**, prioritizing corridors that link smaller or lower-density communities to incorporated cities and regional destinations that improve access to schools, grocery stores, social services, transit, and employment
- » **Equity**, prioritizing corridors for disadvantaged communities or isolated affordable housing areas

Table 6: List of Factors for YATC Intercommunity Connections Prioritization

Input Factor	Source/ GIS Format	Range of Factor	Variable Score	Notes
Parallels a high-speed facility (posted speed limit)	County GIS/ Staff	45 MPH+	100	
		30 MPH - 35 MPH	50	
		0-25 MPH	0	
Bicycle/Pedestrian involved Fatal or serious injury collisions within corridor area (2018 – 2022)	UC Berkeley SafeTREC TIMS	2+ Collisions	100	
		1 Collision	50	
		0	0	
Schools, Libraries, Parks – within a community at each end of the corridor	CA Dept. of Education	6+ Locations	100	Highest scores for connections between high factor and low factor values
		1 - 5	50	
		0	0	
Recreation Area, Open Space Area, Trailhead	Staff	Yes	50	
		No	0	
Other destinations (community centers, grocery stores, social services, medical center) – within a community at each end of the corridor	Google and Staff	6+ Locations	100	Highest scores for connections between high factor and low factor values
		1 - 5	50	
		0	0	
Population – persons living within catchment area of a corridor	Census	10,000+	100	
		2,501 - 9,999	50	
		0 - 2,500	0	
Transit Service – Fixed Route, Express Routes, or BeeLine service	YTD	One End	100	
		None	0	
Serves Disadvantaged Community Area	Caltrans EQI	Yes	50	
		No	0	
Connects to underserved housing outside of a Census Designated Place	Staff	Yes	100	
		No	0	

The draft evaluation criteria were applied to the preliminary corridor segments to produce a quantitative prioritization. Eligible corridor segments received scores ranging from 0 to 700. Results were mapped and color-coded from blue (highest priority) to green (lowest priority) to clearly communicate relative importance.

Figure 33 illustrates the prioritized corridor segments across Yolo County.

Corridors that scored highest generally serve as critical links between unincorporated communities and incorporated cities, where access to services, employment, and transit is concentrated. These corridors often parallel high-speed roadways or represent the only feasible non-motorized connection between communities.

As higher-priority corridors are implemented over time, mid- and lower-priority corridors are expected to increase in importance, becoming the next generation of critical connections within the expanding countywide network.

The corridor segments are listed in Table 7.

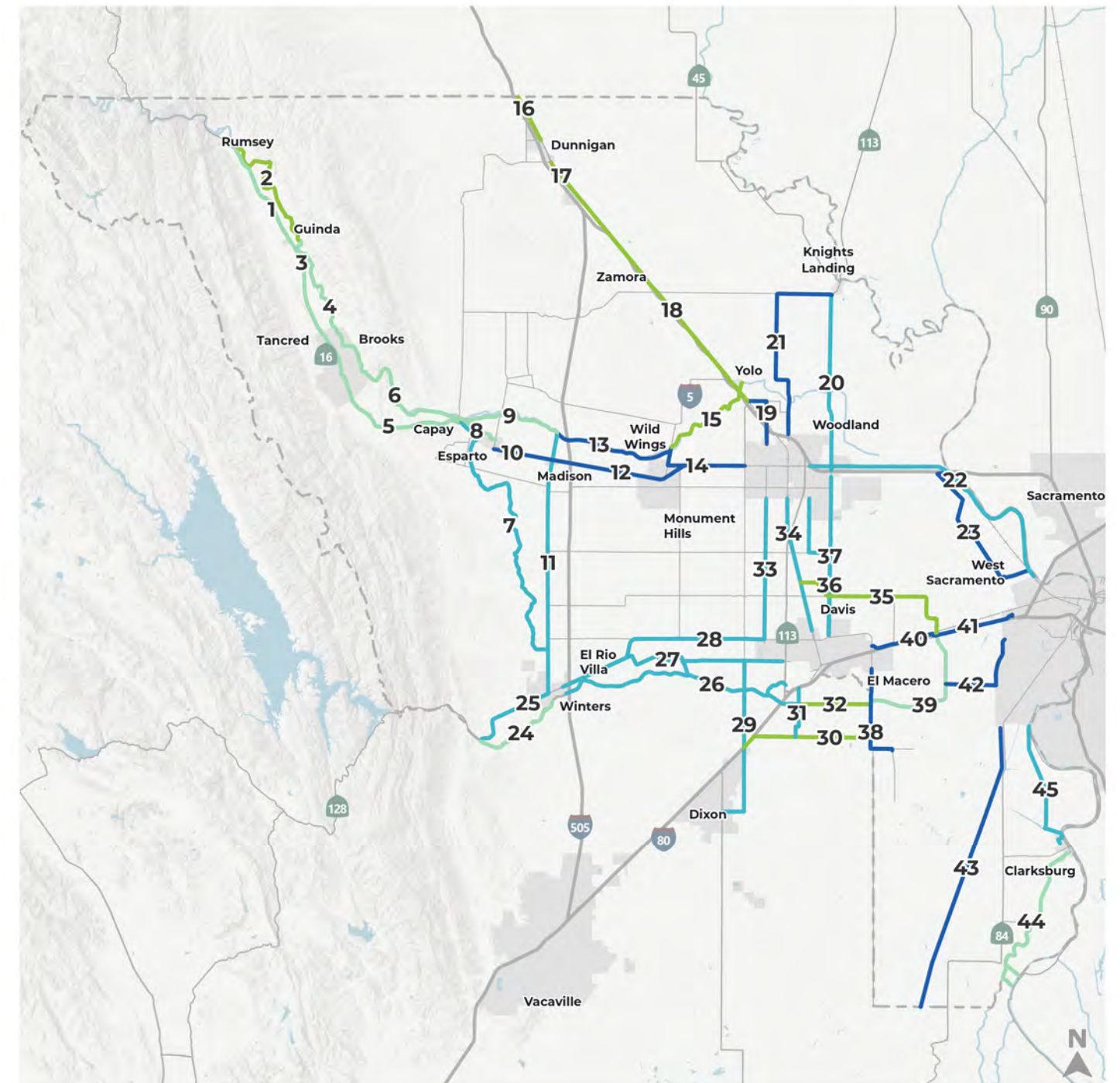


Figure 33: Prioritized Corridor Segments

Intercommunity Corridor by Priority

- (High Priority)
-
-
- (Low Priority)

Table 7: List of Prioritized Corridor Segments

ID #	Corridor	Description	Origin	Destination	Priority Score	Length (miles)	Cost
43	Sacramento River Deep Water Ship Channel	Following Levee Road/Channel Dr alongside the western side of the Sacramento River Deep Water Ship Channel	Unincorporated County	West Sacramento	700	13.6	\$27,200,000
14	County Rd 22	County Road 94B, beginning at the southern side of Cache Creek, going south and turning onto County Road 22, ending at County Road 98 (Woodland city boundary)	Monument Hills	Woodland	700	4.4	\$8,800,000
41	Yolo Causeway Bike Path	Yolo Causeway Bike Path along the northern side of the I-80. From Road 32A to W Capital Ave	West Sacramento	Unincorporated County	700	4.0	\$8,000,000
40	County Rd 32A	County Road 32A from Mace Blvd to the I-80 on-ramp	Unincorporated County	Davis	650	2.9	\$5,800,000
19	County Rd 18/County Rd 99	County Road 18 from County Road 99W to County Road 99, turning south onto County Road 99 and ending at West Kentucky Avenue	Yolo	Woodland	600	2.9	\$5,800,000
13	Cache Creek	Starting from County Road 89, on the northern side of Cache Creek following the creek eastward to County Road 94B	Monument Hills	Madison	550	5.6	\$11,200,000
23	County Rd 124	County Road 118 to 124 to 126 between East Yolo Levee Road and Old River Road	West Sacramento	Unincorporated County	550	8.1	\$16,200,000
38	County Rd 36/Mace Blvd	Mace Boulevard, starting at South El Macero Drive and turning east onto County Rd 36, ending at County Road 105	Davis Migrant Center	Davis	550	4.8	\$9,600,000
21	State Route 113	State Route 113 between County Road 102 and Churchill Downs Avenue	Knights Landing	Woodland	550	9.6	\$19,200,000
10	State Route 16	State Route 16 between County Road 87 (Yolo Avenue) and County Road 89	Esparto	Madison	550	2.7	\$5,400,000
12	State Route 16	State Route 16 between County Road 89 and County Road 22, just east of County Road 95 outside of Monument Hills	Madison	Monument Hills	550	6.5	\$13,000,000
42	Yolo Bypass	Starting in West Sacramento, where the railroad tracks intersect with Channel Drive. Following Channel Dr going south then moving westward through the Yolo Bypass Wildlife Area. Ends where it intersects with Levee Road.	Unincorporated County	West Sacramento	550	4.6	\$9,200,000
11	County Rd 89/Railroad Ave	County Road 89 between State Route 16 and State Road 128/Grant Avenue	Madison	Winters	500	12.1	\$24,200,000
45	Clarksburg Branch Line Trail	Starting at West Sacramento's southern city boundary, along the train tracks, then turning east onto Pumphouse Road, south onto South River Road, west onto Willow Point Road, and finally south onto Willow Avenue, ending at a point just north of the former beet sugar refinery	Clarksburg	West Sacramento	500	10	\$20,000,000
37	County Rd 101 (Harry Lorenzo Ave)	County Road 101 (Harry Lorenzo Ave), starting at County Road 25A (Woodland city boundary), turning east onto County Road 27, ending at County Road 102	Davis	Woodland	500	7.3	\$14,600,000
33	County Rd 99	County Road 99 between Farmers Central Ditch and W Covell Blvd	Woodland	Davis	500	6.5	\$13,000,000
36	County Rd 102	County Road 102 between Bronze Star Road and East Covell Boulevard	Davis	Woodland	500	7.3	\$14,600,000
20	County Rd 102	County Road 102 between State Route 113 and Interstate 5	Woodland	Knights Landing	500	8.2	\$16,400,000

ID #	Corridor	Description	Origin	Destination	Priority Score	Length (miles)	Cost
26	Putah Creek	Northern side of the South Fork Putah Creek, starting from Interstate 505 and going east, ending at Old Davis Road	Davis	Winters	500	13.8	\$27,600,000
27	Russell Blvd	Russell Blvd between Timber Crest Road in Winters and Arthur Road Street in Davis	Winters	Davis	500	11	\$22,000,000
34	County Rd 101A/East St	Along the California Northern Railroad tracks, between Farmers Central Ditch and ending at the Willow Slough	Davis	Woodland	500	6.3	\$12,600,000
22	County Road 22/Old River Rd	Old River Road between Interstate 5 Northbound ramps and Tule Jake Road	West Sacramento	Woodland	500	14	\$28,000,000
31	Old Davis Rd*	Old Davis Rd between Interstate 80 and Tremont Rd	Unincorporated County	Davis	500	2.4	\$4,800,000
28	Russell Blvd/County Rd 31	Starting near Winters, Russell Blvd eastward up County Road 93A to County Rd 31 moving eastward to County Road 99 (Davis city boundary)	Winters	Davis	500	10.2	\$20,400,000
29	County Rd 98/Pedrick Rd*	County Rd 98 between Russell Blvd and Vaughn Rd	Davis	Unincorporated County	450	8	\$16,000,000
7	Winters Canal	Along the east side of Winters Canal, starting from County Road 85, continuously heading south, turning east towards and ending at County Road 89	Winters	Capay	450	14.7	\$29,400,000
25	State Road 128	State Road 128 between Pleasants Valley Road and Railroad Ave	Unincorporated County	Winters	450	4.3	\$8,600,000
8	State Route 16/Woodland Ave	State Route 16 between County Road 85 and County Road 87	Esparto	Capay	400	2.2	\$4,400,000
44	Elk Slough to Morgans Landing	Starting at the intersection of Netherland Ave, Park Ave, and N School St in Clarksburg. Heading west along Netherlands all the way to the intersection of S Netherlands Rd and Waukeena Rd (Road 145). Going south along Waukeena Road to then go east on Courtland Road across Elk Slough ending at the intersection of Courtland Road and S River Road.	Clarksburg	Unincorporated County	400	8.9	\$17,800,000
9	Cache Creek	Starting from County Road 87, on the northern side of Cache Creek following the creek eastward to County Road 89	Madison	Capay	400	4.8	\$9,600,000
6	Cache Creek	Following along the eastern side of Cache Creek from Brooks to Capay	Capay	Brooks	350	6.5	\$13,000,000
24	Putah Creek*	Putah Creek Rd, between State Road 128 and Railroad Avenue	Unincorporated County	Winters	350	4.4	\$8,800,000
5	State Route 16	State Route 16 from Brooks to Capay	Capay	Brooks	350	6.6	\$13,200,000
39	South Fork Putah Creek/Willow Slough	Levee Road beginning at Interstate 80, going south and turning left along the northern side of South Fork Putah Creek, ending at Mace Boulevard	Unincorporated County	Unincorporated County	300	6.7	\$13,400,000
3	State Route 16	State Route 16 from Brooks to Guinda	Brooks	Guinda	300	6.9	\$13,800,000
1	State Route 16	State Route 16 from Guinda to Rumsey	Guinda	Rumsey	300	5.2	\$10,400,000
4	Cache Creek	Starting near County Road 57, following along the eastern side of Cache Creek near from Guinda to Brooks	Brooks	Guinda	300	7.8	\$15,600,000
16	County Rd 99W	County Road 99W from County Road 4 to County Road 1	Dunnigan	Hershey	250	2.3	\$4,600,000

ID #	Corridor	Description	Origin	Destination	Priority Score	Length (miles)	Cost
17	County Rd 99W	County Road 99W from County Road 8 to County Road 6	Dunnigan	Dunnigan	250	1.6	\$3,200,000
2	Cache Creek	Starting near County Road 41, following along the eastern side of Cache Creek from Rumsey to Guinda	Guinda	Rumsey	250	7.1	\$14,200,000
18	County Rd 99W	County Road 99W along I-5 from County Road 18 to County Road 6	Dunnigan	Yolo	250	12.7	\$25,400,000
15	Cache Creek	Starting from County Road 94B, on the northern side of Cache Creek following the creek eastward past County Road Road 99W into Yolo	Monument Hills	Yolo	250	5.2	\$10,400,000
30	Tremont Rd*	Tremont Road from Mace Boulevard to Interstate 80	Unincorporated County	Unincorporated County	200	6.1	\$12,200,000
32	South Fork Putah Creek	Northern side of the South Fork Putah Creek, between Old Davis Road and Mace Boulevard	Unincorporated County	Unincorporated County	150	3.3	\$6,600,000
35	County Rd 29	Willow Slough, starting north of County Road 29, then going along County Road 29, moving east then south to go along Levee Road. Ending at the corner of Levee Road and Road 32A	Unincorporated County	Unincorporated County	100	8.2	\$16,400,000

**At least a portion of these projects lie within Solano County and is outside the jurisdiction of Yolo County. While included as recommendations based on community and stakeholder input, implementation would require voluntary inter-county coordination and partnership.*

ACTIVE TRANSPORTATION TOOLKIT

This chapter discusses best practices for bicycle and pedestrian infrastructure projects and non-infrastructure programs. It is focused on recommendations useful for the shared contextual characteristics of communities around the region. Because no general design guide can cover the unique characteristics of every location, this guidance should be used in conjunction with study of each individual location, engineering judgment, and other necessary considerations as appropriate for each individual application.

New projects and programs are most likely to be successful when implemented in partnership with the community. Strategies for public engagement include:

- » Talking to the community to understand their desires and priorities
- » Implementing new types of facilities incrementally to generate feedback and support
- » Publicizing projects and educating the public on the changes to be implemented and their benefits

This toolbox draws on research and emphasizes engineering judgment, design flexibility, documentation, and experimentation.

WHAT ARE COMPLETE STREETS?

Complete Streets are designed to prioritize safety, comfort, and access to destinations for users of all ages and abilities, and for all modes of travel, including active transportation modes. Complete Streets are unique to a community's context and the needs of the surrounding area. A complete street design often balances benefits for those walking, biking, and taking transit, including improvements such as safety enhancements at crosswalks, better bus stop waiting areas, and enhanced bicycle facilities.

The best practices discussed in this Toolbox will contribute to the development of Complete Streets in unincorporated Yolo County.



Resources

This chapter is based on a review of existing studies, guidelines, and manuals related to pedestrian and bicycle infrastructure and strategies. The following documents are general resources for these topics:

- » NACTO Urban Bikeway Guide, 2nd Edition
- » NACTO Urban Streets Design Guide
- » NACTO Transit Street Design Guide
- » FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations
- » FHWA Small and Rural Multi-Modal Networks Guide
- » FHWA Separated Bicycle Lane Planning and Design Guide
- » FHWA Bikeway Selection Guide (2019)
- » AASHTO Guide for the Development of Bicycle Facilities, 4th Edition
- » Caltrans Highway Design Manual
- » Caltrans Design Information Bulletin (DIB) 94
- » Caltrans Class IV Bikeway Guidance DIB 89-02

- » League of American Bicyclists Benchmarking Bike Networks
- » Design Manual for Bicycle Traffic (CROW Manual) (2017)
- » ITE Recommended Practices on Accommodating Pedestrian and Bicyclists at Interchanges
- » Association of Pedestrian and Bicycle Professionals Essentials of Bicycle Parking: Selecting and Installing Bicycle Parking That Works (2015)

Bikeways

Several types of bikeways and supporting facilities come together to form a complete bicycle network. Bikeways are classified in Chapter 1000 of the Highway Design Manual into four primary types, arranged in order from most separated and protected to least:

- » Shared-use paths (bike paths)
- » Separated bikeways (cycle tracks)
- » Bike lanes (includes buffered bike lanes)
- » Bike routes (shared lanes or bike boulevards)

Bikeway Selection

The FHWA Bikeway Selection Guide and the League of American Bicyclists Benchmarking Bike Networks are good references for selecting bikeway types based on local conditions. Three primary goals are important in guiding bikeway selection:

- » Safety: Reducing the frequency and severity of crashes and minimizing conflicts between users.
- » Comfort: Minimizing stress, anxiety, and safety concerns for the target design user. (Comfort and safety are closely related.)
- » Connectivity: Making trips direct and convenient and offering access to all destinations served by the roadway network and creating seamless and clear transitions between bikeways and general roadways.

Figure 34 is a graphic excerpted from the guide that indicates the ideal bikeway type based on vehicle volume and speed. In this graphic and in the following section, bikeways are arranged in order from the most separation and protection from traffic to the least.

Other factors such as available right-of-way and cost may also influence bikeway selection, especially when retrofitting bikeways onto existing streets. Curb-to-curb width and parking considerations in older neighborhoods can present challenges to design. As described in the guide, other such factors include:

- » Unusually high peak hour motor vehicle volumes
- » High percentages of trucks and buses
- » High parking turnover or curbside activity
- » Frequent driveways or intersections
- » High concentrations of vulnerable populations such as children and older adults

If the preferred bikeway cannot be provided, the next best bikeway should be considered, as it still may increase comfort and safety for more confident bicyclists. Alternative parallel routes may also be considered trespassing.

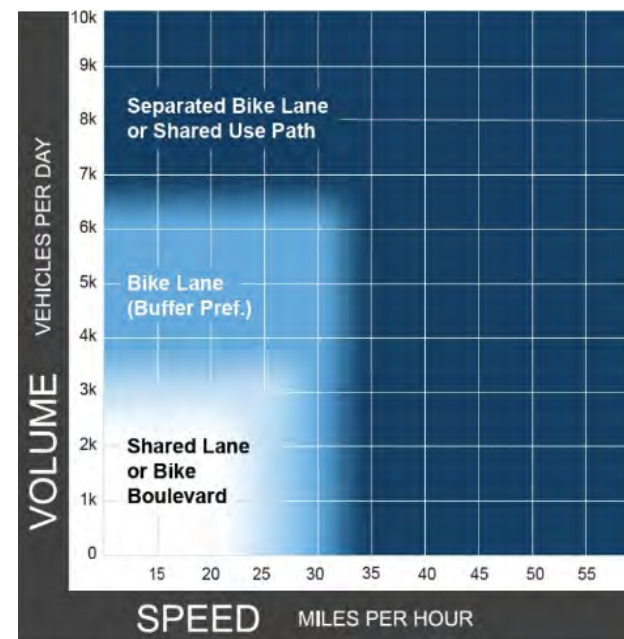


Figure 34: FHWA Bikeway Selection Guidance

Shared-Use Path

Shared-use paths are off-street facilities reserved for non-motorized travel by people walking, biking, and rolling. They have little to no interaction with motor vehicles and are often located along landscaped corridors. These paths support both recreational use and commute trips, serving bicyclists, pedestrians, dog walkers, runners, skaters, and other non-motorized users.

Design Principles

- » Use where maximum separation from traffic is desired and right-of-way is available.
- » Best in locations with few crossings.
- » For a two-way path, provide a width of at least eight feet with a two-foot shoulder; 10 feet with a two-foot shoulder is preferred.
- » For a one-way path, typically only used when transitioning to an on-street bikeway, provide a width of at least five feet and a two-foot shoulder.
- » Include street crossings with measures such as bike and pedestrian activated traffic signals, median islands, and warning signs.
- » At freeways, highways, and railroads, consider grade-separated crossings.
- » Include curb ramps and curb cuts that are convenient and conform to the Americans with Disabilities Act (ADA).
- » Ensure adequate path width, sight distance, and drainage.
- » Include wayfinding signs for easier navigation.
- » Provide shade to encourage use.
- » Include scenic attributes such as landscaping and trail placement highlighting views.

Maintenance

- » Conduct maintenance frequently to avoid hazards such as tree root cracking and debris.
- » Refresh faded striping and repair or replace damaged or faded signage.
- » Maintain adequate vegetation clearance.



Bike Lane

Bike lanes are on-street bikeways that use striping, stencils, and signage to denote preferential or exclusive use by bicyclists. They run alongside motor vehicle travel lanes and provide adequate room for people to ride comfortably while alerting drivers about the predictable movements of bicyclists.

Design Principles

- » Provide a width of at least five feet. At least three feet should be clear of any gutter pan.
- » Minimize vehicle travel and parking lane widths to reduce vehicle speeds and create safer roadway conditions for all users, and to provide maximum bike lane widths to allow bicyclists to pass other riders safely and navigate around parked cars and other road hazards.
- » As available roadway width for the bike lane increases beyond five feet, consider use of painted buffers:
 - » Left-side painted buffers on bike lanes improve separation between bicycles and vehicles. They are especially useful in cases with vehicle speeds that are greater than 25 miles per hour.
 - » Right-side painted buffers can be added between parallel parked cars and the bike lane to create separation from the door zone, the space in which a driver may open their car door and hit a bicyclist.
- » Lane striping (six inches wide) should be dashed through heavily trafficked merging areas, including turn lanes at intersection approaches. Refer to California MUTCD Section 9C.04 for guidance.

- » May use skipped green markings in conflict zones.
- » Design drainage grates to avoid catching bicycle tires.

Maintenance

- » Conduct maintenance frequently to prevent and remedy roadway hazards such as potholes and debris.
- » Refresh faded striping and repair or replace damaged or faded signage.

Bike Route and Boulevard

Bike routes are streets with signs and sometimes pavement markings where bicyclists travel on the shoulder or share a lane with motor vehicles. In shared travel lanes or on the roadway shoulder. Bike routes are utilized on low-speed and low-volume streets to connect bike lanes or paths along corridors that do not provide enough space for dedicated lanes.

Bicycle boulevards are enhanced bike routes that are intentionally located on low-volume, low-speed local streets and include other features designed to make a low-stress, comfortable, attractive bikeway that prioritizes bicycle travel. These features include shared lane markings, wayfinding signs, and traffic calming features, including at crossings with higher volume arterials. Physical and non-physical measures such as signs, pavement markings, speed lumps, and low or reduced vehicle speeds are utilized to discourage through trips by motor vehicles and create safe, convenient bicycle access.

Design Principles

- » Shoulders are preferable but not required.
- » Sharrow markings can be used to alert drivers to presence of bikes.

Maintenance

- » Conduct maintenance frequently to prevent and remedy roadway hazards such as potholes and debris
- » Refresh faded striping and repair or replace damaged or faded signage.

Separated Bikeway

Dedicated visible space for bicyclists to wait in front of vehicle traffic at a signalized intersection. Provide bicyclists priority crossing major streets. May span the entire approach, allowing bicyclists safe waiting zones for left turns, or may be placed only in front of the right-turn lane. Colored pavement, typically green, should be used to encourage compliance by motorists.

Design Principles

- » Preferred bike lane width is seven feet to allow for passing and maintenance. Also consider minimum width achievable by street sweeper.
- » Minimum buffer width should be 18 inches, or three feet with parked cars.
- » Best placed in areas with fewer driveways to minimize conflicts with motor vehicles.
- » Require wider right-of-way than bike lanes.
- » Require careful design of appropriate intersection treatments.
- » May use skipped green markings in conflict zones.
- » Design drainage grates to avoid catching bicycle tires.

Maintenance

- » Conduct maintenance frequently to avoid roadway hazards such as potholes and debris. Smaller street cleaning equipment may be required to fit between the curb and barrier.
- » Maintain posts, bollards, or other physical buffer.
- » Refresh faded striping and repair or replace damaged or faded signage.

Bicycle Parking

Several types of bikeways and supporting Bicycle parking encourages ridership by supporting the final stage of a bicycle trip. Locations with high ridership are excellent candidates for bicycle parking, including civic, residential, commercial, and office spaces. At these locations, both short-term and long-term parking should be accommodated.

New bicycle parking should meet the standards discussed above. Both short- and long-term bicycle parking should be supplied where appropriate, such as at schools, parks, grocery stores, and other key destinations. Business owners should be encouraged to work with relevant local agencies to provide bicycle parking in visible areas in commercial districts to entice riders to stop and frequent local businesses.

Short-Term Bicycle Parking

Short-term bicycle parking is temporary bicycle parking intended for visitors. Bicycle racks are a common form of short-term parking. Bicycle racks in front of stores and other destinations allow patrons to park their bike for short periods. Bike parking should be located in well-lit areas to discourage theft. Installing permanent bicycle racks near main entrances also helps bicyclists feel welcome and encourages them to ride their bicycle again on a return trip. Bicycle racks that allow at least two points of contact, such as the wheel and frame, provide the most protection against theft and accidental damage.

Long-Term Bicycle Parking

Long-term bicycle parking is intended for employees, students, commuters, and residents to protect bicycles for extended periods. Long-term facilities are more secure than short-term bicycle parking and should fully protect bicycles from theft and weather.

Long-term bicycle parking includes bike lockers, bike cages, and bike rooms:

- » Bike lockers are outdoor enclosures that accommodate one or two bicycles and are usually leased on a monthly basis or paid short-term use.
- » Bike cages are fully enclosed, roofed shelters that house racks of bicycle parking, typically found at schools.
- » Bicycle rooms are found inside office or residential buildings, and provide secure indoor parking. Bicycle rooms may feature amenities such as bike pumps and quick-fix tools for employees and residents.



Pedestrian Facilities

Pedestrian facilities include sidewalks and crosswalks, which, with some exceptions, are primarily for pedestrian use. Some types of facilities are shared by both pedestrians and bicyclists. Each of these facilities are described earlier in this toolkit:

- » Shared-use path
- » Bike route with multi-use shoulder

Sidewalks

Paved areas immediately adjacent to the vehicular right-of-way for the exclusive use of pedestrians. They may be used by people riding bicycles unless prohibited.

Design Principles

- » Usable width should generally be five feet or more
- » Crossings of driveways should be at grade
- » Street trees and landscaping provide shade and comfort
- » Slower vehicle speeds on the adjacent roadway increase comfort
- » Pedestrian-scale lighting can increase safety and security for pedestrian walking outside of daylight hours

Marked Crosswalks

Feature striping and other enhancements to delineate a street crossing for pedestrians. There are two types of marked crosswalks:

- » Controlled: With vehicle stop signs or traffic signals.
- » Uncontrolled: Without stop signs or traffic signals. Under California law, drivers are legally required to yield to pedestrians at uncontrolled crosswalks.

Design Principles

- » Although not yet incorporated into the California MUTCD, the FHWA MUTCD provides guidance on when to mark a crosswalk.
- » All six designs from the California MUTCD, except for the Standard markings, are considered to be high visibility, more easily discerned by drivers.
- » Lines in a Continental, Double Continental, or Bar Pair marking should be spaced to avoid the wheel path of vehicles and thus reduce striping maintenance.
- » Use stop lines and yield lines in conjunction with signs at crosswalks, as described in the California MUTCD, to improve driver yielding to pedestrians.

Figure 35: Marked Crosswalk





Complementary Pedestrian Treatments

The following treatments should be used with sidewalks and crosswalks as warranted. The [FHWA Guide for Improving Pedestrian Safety and Uncontrolled Crossing Locations](#) contains detailed guidance for selecting appropriate treatments, visualized as the matrix shown in Figure 36. Key inputs are roadway configuration (including number of lanes and presence of a median), vehicle annual average daily traffic

(AADT), and posted speed limit. Refer to the Guide for additional recommendations on treatment application. The Guide also provides information on pedestrian collision analysis and selection of countermeasures base on collision analysis. Use that information when applying countermeasures in response to collision history or systemic safety analysis.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 9
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① 3 5	① 3 5	① 3 4 5	① 3 5	① 3 5	① 3 4 5	① 3 5	① 3 5
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6	① 3 5 6	① 3 5 6	① 3 4 5 6	① 3 5 6	① 3 5 6	① 3 4 5 6	① 3 5 6	① 3 5 6
4+ lanes with raised median (2 or more lanes in each direction)	① 3 5	① 3 5	① 3 5	① 3 5	① 3 5	① 3 5	① 3 5	① 3 5	① 3 5
4+ lanes w/o raised median (2 or more lanes in each direction)	① 3 5 6	① 3 5 6	① 3 5 6	① 3 5 6	① 3 5 6	① 3 5 6	① 3 5 6	① 3 5 6	① 3 5 6

Given the set of conditions in a cell,
 # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
 ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
 ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*
 The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
 2 Raised crosswalk
 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
 4 In-Street Pedestrian Crossing sign
 5 Curb extension
 6 Pedestrian refuge island
 7 Rectangular Rapid-Flashing Beacon (RRFB)**
 8 Road Diet
 9 Pedestrian Hybrid Beacon (PHB)**

*Refer to Chapter 4, 'Using Table 1 and Table 2 to Select Countermeasures,' for more information about using multiple countermeasures.
 **It should be noted that the PHB and RRFB are not both installed at the same crossing location.

Figure 36: FHWA Matrix for Improving Pedestrian Safety and Uncontrolled Crossing Locations

Source: FHWA

Figure 37: Curb Extensions



Curb Extensions

Curb extensions, also known as bulb-outs, decrease the pedestrian crossing distance at intersections and improve the visibility of pedestrians waiting to cross the street.

Benefits

Reduces time pedestrians are exposed to vehicles.

Challenges

Potential for higher cost due to drainage accommodations.

Figure 38: Median Refuge Island



Median Refuge Islands

Allow pedestrians to cross one direction of traffic then wait in the center of the street to cross the other direction of traffic.

Design Principles

- » Use on roadways with few gaps in traffic.
- » Consider in locations with existing medians.
- » If no medians are existing, consider creating space by eliminating on-street parking or narrowing vehicle travel lanes.
- » Split pedestrian crossover refuge islands, generally used at uncontrolled mid-block locations, encourage pedestrians to look towards the oncoming direction of traffic before completing the crossing.

Benefits

Reduce time pedestrians are exposed to vehicles and narrows roadway, reducing speeds.

Challenges

May restrict or inhibit left turning vehicles.

Figure 39: Raised Crosswalk



Warning Signage

Improves visibility of crosswalks and increase the likelihood that a driver will yield or stop to pedestrians. Additional signage in school zones helps alert drivers that children, who are known to make unpredictable movements, may be present.

Design Principles

- » In-street signs are ideal for streets with low vehicle speeds and two lanes. They can be permanently installed or movable for peak hours such as pick-up/drop-off times at schools.
- » Overhead signs are more impactful at busier, wider streets. These are typically installed at mid-block crossings or intersections.

Raised Crosswalk

Pedestrian crossings raised to sidewalk level or just below. Act as traffic calming device.

Design principles

- » Should not be constructed on streets with sharp curves or steep grades.
- » Tactile treatments are needed at the sidewalk/street boundary so that visually impaired pedestrians can identify the edge of the street.

Benefits

Effective in reducing vehicle speed and allows pedestrian to cross at a nearly constant grade without requiring curb ramps.

Challenges

May have higher costs due to drainage infrastructure.

Figure 40: Rectangular Rapid Flashing Beacon



Rectangular Rapid Flashing Beacons

Rectangular Rapid Flashing Beacons (RRFBs) are a type of pedestrian activated warning beacon that improve driver-yielding rates. They consist of rapid-flash system LED beacons that are similar in operation to emergency flashers on police vehicles.

RRFBs have generally shown the greatest effectiveness among the types of pedestrian activated warning beacons. Some jurisdictions also use signs with flashing LEDs within the border of the sign itself. However, these treatments have not been demonstrated to have efficacy comparable to RRFBs.

Benefits

Increases driver yielding and can lead to reduction in pedestrian crashes.

Challenges

Requires pedestrian activation and does not stop traffic, but require vehicles to yield.

Figure 41: Pedestrian Hybrid Beacon



Pedestrian Hybrid Beacon

Pedestrian Hybrid Beacons (PHBs), also known as High-intensity Activated crosswalks or HAWK signals, require vehicles to stop at a red light to allow pedestrians to cross. PHBs are ideal for roadways that have higher speeds and volumes than warranted for an RRFB, but do not require a full pedestrian signal. They should only be installed in locations that include a marked crosswalk. The MUTCD provides details on use of PHBs.

PHBs operate with the following phases:

1. Flashing Yellow – Upon actuation, beacon flashes yellow
2. Solid Yellow – Alerts drivers pedestrians will soon cross
3. Solid Red – Drivers must stop and remain stopped
4. Flashing Red – Drivers stop and proceed when clear, as they would with a stop sign
5. No Indication – Signal is dark when not actuated

Benefits

Increases driver yielding and can lead to reduction in pedestrian crashes.

Challenges

Similar cost to a pedestrian signal.



Other Treatments & Support Facilities

Some improvements can serve both bicyclists and pedestrians and can be used in combination with other treatments.

Traffic Calming

Traffic calming devices include a wide range of design treatments capable reducing vehicle speeds and thus improving the safety and comfort of the transportation network for all users. Reducing vehicle speeds makes travel safer for both bicycles and pedestrians.

Vertical deflection devices cause drivers to experience a physical response that is aggravated when traveling at high speeds. Many existing streets can be retrofitted with vertical measures.

Horizontal deflection devices are used to deflect vehicles from traveling at high speeds. Horizontal deflection measures require drivers to navigate laterally and consequentially reduce speed.

Narrowing traffic calming devices are a sub-category of horizontal deflection traffic calming devices. Wider roads are associated with greater crash rates and higher impact speeds. Narrowing roadways often leads to decreased vehicle speeds and improves safety.

Restriping narrower travel lanes for vehicle traffic via centerline and edgeline striping can reduce motor vehicle speed. Cross-hatch pavement marking applied to outer edge of a roadway to create a shoulder and reduce lane widths if the space is not used for a bike lane or parking. In many locations, interior traffic lanes can be narrowed to 10 feet or less to encourage lower speeds. Narrow lanes can make room in the roadway right of way for painted medians, center turn lanes, bicycle lanes, or parking.

Road Diets

Road diets reduce the number of vehicle travel lanes. This is typically done by converting a four lane road into a three lane road with a two-way-left-turn lane and bike lanes. The space created by removing lanes can also be used for painted medians or parking.

Design Principles

Use on roadways with current and expected future ADT approximately 20,000 or less.

Benefits

Helps to reduce speeds, reduces conflicts at crossings, can increase the separation of pedestrians from traffic.

Challenges

Can be expensive.

Wayfinding

Wayfinding refers to the network of informational signage posted to guide pedestrians or bicyclists to their destination. Good wayfinding signage presents destination, direction, and distance information in a manner that is easy to read and interpret. Bicycle specific wayfinding must be tailored so that bicyclists can see the information from a comfortable distance. Signs posted at trail junctions and intersections of trails with arterials are particularly helpful. Guidance on sign design and installation is available in Chapter 9B of the California MUTCD and the National Association of City Transportation Officials (NACTO) design guidelines. Wayfinding signage can also be enhanced with average walk times and bike times to destinations and local branding.

Lighting

Sufficient lighting on bicycle and pedestrian facilities reduces the risk of collisions that occur due to decreased visibility. Pedestrian walkways should have lighting that allows people to identify faces from a distance of about 30 feet. Lighting should be consistent to reduce deep shadows and avoid excessive glare. It is necessary to maintain conventional light fixtures regularly, keeping lamp bowls clean and promptly replacing bulbs that have burnt out. Newer light emitting diode (LED) fixtures, which have much longer bulb life, have greatly decreased maintenance requirements.

Figure 42: Street lighting featuring dedicated illumination for both the roadway and the sidewalk



Non-Infrastructure Best Practices

Improving conditions for walking, biking, and rolling requires more than building sidewalks and bikeways. Non-infrastructure countermeasures and programs play a role in shaping how people experience and use these facilities by influencing behavior, safety, and public awareness. Education campaigns, enforcement strategies, and incentive/encouragement programs foster a culture that values active modes of travel. When paired with physical investments, these non-infrastructure countermeasures help ensure that walking, biking, and rolling are not only possible, but appealing choices for people of all ages and abilities. YoloTD can look to existing programs and efforts happening elsewhere that educate and promote active transportation and implement them in collaboration with local organizations, such as school districts, bike advocacy groups, and other community-based organizations. Partnerships with entities such as these can help ensure broader reach and program success. The following programs are recommended for the County in addition to infrastructure improvements.

Education and Encouragement

Education and encouragement can occur through local groups and regular events and campaigns. Local schools and bicycle advocacy groups can encourage biking and walking through bike rodeos, fun runs, walkathons, and bike/walk/roll to school events. Bike rodeos are just one example of a fun way to teach kids biking and

safety skills in a safe environment. They are typically put on by bicycle advocacy groups, schools, or local agencies. At these events, participants learn basic bike handling and traffic safety and practice riding on courses to gain the skills necessary to ride a bike confidently and safely. The Sacramento Area Bicycle Advocates (SABA) have previously hosted “Bike Clubs,” bike rodeos for students within West Sacramento. As seen in the city of Woodland, police departments also sometimes host bike training sessions at local elementary schools. 50 Corridor TMA, a transportation management association serving the Sacramento Region, has put on events to teach first-time adult riders how to ride bikes. Often, bike trainings also cover other topics like proper bike riding behavior and helmet fitting.

Group activities dedicated to walking and biking can encourage more walking and biking among children and adults alike. Walking school buses and biking school buses (also known as bike trains) are practices that can be implemented either formally or informally, where school staff, parents, or other trained adults lead a group of students to school together either by walking or biking. Bike to work events are also useful to encourage adult bicycling.

SAFE ROUTES TO SCHOOL

Safe Routes to School (SRTS) programs are an effective way to improve safety and access for children walking or biking to school, including students with disabilities, while encouraging more children to choose active

travel. Developing an SRTS program generally involves engaging local stakeholders, identifying challenges and solutions, and preparing a comprehensive plan that incorporates encouragement, enforcement, education, and engineering strategies. These strategies should be accompanied by a timeline with prioritization and a funding approach.¹

Enforcement

Certain enforcement strategies can help foster a roadway environment that is more mindful of vulnerable roadway users like bicyclists, pedestrians, and students. Speeding and failure to yield to schoolchildren was a top concern heard by community members throughout the planning process. Local law enforcement can partner with schools to strengthen enforcement of proper motor vehicle behaviors around pedestrians and bicyclists at schools, including monitoring driver compliance with speed limits and yielding at crosswalks. Community members have also raised concerns about personal safety along trails, especially at more isolated locations. Periodic enforcement actions along trails can help alleviate these concerns.

Maintenance

Establishing formal policies or dedicated funding sources for trail maintenance ensures that facilities are regularly maintained and remain safe and accessible for users. Adequate staff capacity and stable funding are

critical to coordinating maintenance activities, managing volunteers and contracts, and relaying progress to decision-makers and the public. A well-maintained trail creates a positive user experience that encourages repeat and long-term use. The following programs and strategies are intended to support regular, ongoing trail maintenance. As mentioned in Chapter 7, the Regional Trails Program allocates funds annually to develop and maintain trails.

Adopt-a-Trail and similar volunteer programs can support routine upkeep activities such as litter removal, vegetation management, and minor surface repairs, provided that they are supported by clear protocols, safety training, and ongoing coordination with agency staff. Ideally, these maintenance programs combine agency-led efforts with structured community participation. To improve responsiveness and accountability, agencies should implement an easy-to-use reporting system—such as an online form, mobile application, or hotline—that allows trail users to report hazards and maintenance needs. Reports should be logged, tracked, and prioritized based on severity and usage, with defined timelines for response and resolution. Proactive maintenance practices, including routine inspections and scheduled maintenance cycles, should be used to identify issues before they escalate into safety hazards or costly repairs. Agencies should maintain and periodically update maintenance standards and design guidelines to align with best practices and ensure consistency across the trail network.

¹ Information on Safe Routes To School is located at <http://guide.saferoutesinfo.org/steps/index.cfm>

Figure 43: Speed Feedback Sign



Speed Management

Raising awareness of speeding is important at a neighborhood level and can be achieved through local events and education. Residents are less likely to speed if they know their neighbors.

Speed monitoring programs train residents in using radar detectors which then distribute warnings to speeding vehicles. This type of program helps residents understand that this is a local and personal issue and the importance of driving the speed limit. Pairing education with enforcement by distributing warnings and educational materials before giving tickets provides drivers with a deeper understanding of the law and its value.

Speed feedback signs and radar trailers that display real-time signs and flash when drivers exceed the limit. Radar trailers are appropriate on a temporary basis only. These treatments are useful on corridors with prevalent cases of speeding that lack room for physical measures or in conjunction with recent construction of physical measures.

However, speed monitoring and feedback signs may have only temporary effectiveness as drivers grow accustomed to their presence.

Police Participation in Education

Safety, as discussed in the Education section, can also be applied as a responsibility of the police department. Officers practice this by distributing literature on safe pedestrian habits as part of enforcement efforts and meetings and events with students and the public. This can include education on proper helmet use, light giveaways, and targeting infractions.

Bicycle Diversion Programs

Bicycle diversion programs provide bicyclists who are cited for certain infractions the option to attend a bicycle safety class rather than paying a ticket. This educational component is associated with a greater degree of lasting behavior change.

Bike Theft

The fear and reality of bike theft can be a barrier to bicycling for all users. Recommendations for reducing bike theft include improving locking practices through education, providing adequate bicycle parking facilities, providing bicycle registration, providing recovery resources and programs, and offender detection such as bait bikes.

Electric Mobility Devices

Electric bicycles (e-bikes) and other electric mobility devices such as electric scooters are a rapidly growing new transportation alternative in California. These devices provide a potential option to cover longer travel distances and steeper grades. Bike share companies that include electric bikes and electric scooter rentals are common in many cities. By improving personal mobility without requiring use of a car, these devices may also be an appealing option to aging but active populations.

E-Bikes

California Vehicle Code (CVC) designates three classes of e-bikes (CVC Section 312.5):

- » Class 1 – low-speed pedal-assisted electric bicycle: Bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the e-bike reaches 20 mph.
- » Class 2 – low-speed throttle-assisted electric bicycle: Bicycle equipped with a throttle-actuated motor that ceases to provide assistance when the e-bike reaches 20 mph.
- » Class 3 – speed pedal-assisted electric bicycle: Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the e-bike reaches 28 mph.

Class 1 and 2 e-bikes are generally treated similarly to regular bicycles:

- » There is no minimum age to ride.
- » Helmets are required for ages 17 and under.
- » Allowed on all bikeways, unless prohibited by the local jurisdiction (CVC Section 21207.5).

Class 3 e-bikes have more limitations on their use:

- » Riders must be 16 years of age or older.
- » A helmet is required for all riders.
- » They are allowed on bike lanes or bike routes, but not allowed on shared-use paths or protected bikeways (CVC Section 21207.5).

Electric Scooters

The CVC defines an electric scooter as a “motorized scooter”: any two-wheeled device that has handlebars, has a floorboard that is designed to be stood upon when riding, and is powered by an electric motor. This device may also have a driver seat that does not interfere with the ability of the rider to stand and ride and may also be designed to be powered by human propulsion (CVC Section 407.5). Limitations on their use include:

- » Riders must use bike lanes when they are present (CVC Section 21229).
- » Motorized scooters are allowed on all other bikeways unless prohibited by the local jurisdiction (CVC Section 21230).

- » Motorized scooters are not allowed on roads with a speed limit in excess of 25 miles per hour, unless in a bike lane or separated bikeway (CVC section 21235). This prohibition includes street designated as bicycle routes. A local authority may, by ordinance or resolution, authorize the operation of a motorized scooter outside of a bike lane or separated bikeway on a highway with a speed limit of up to 35 miles per hour.
- » Riders are prohibited from using sidewalks, except when entering or leaving adjacent property.
- » A helmet is required for all riders under 18 years of age.
- » A valid driver’s license or instruction permit is required.
- » Speeds are limited to 15 miles per hour,
- » Leaving a scooter on its side on a sidewalk, or otherwise parking one so that there was not an adequate path for pedestrians, is prohibited.

Electrically Motorized Boards

According to California Vehicle Code, the term “electrically motorized board” is any wheeled device that has a floorboard designed to be stood upon when riding with a maximum speed of 20 miles per hour. The device may be designed to also be powered by human propulsion (CVC Section 313.5).

- » Use is restricted to roads with speed limits of 35 miles per hour or less, unless operated in a bike lane or separated bikeway. On other bikeways, speed is limited to 15 miles per hour (CVC Section 21294).
- » Riders must be 16 years of age or older.
- » A helmet is required for all riders.

Electric Personal Assistive Mobility Devices

According to California Vehicle Code, the term “electric personal assistive mobility device” (EPAMD) means a self-balancing, non-tandem two-wheeled device that can turn in place, with a maximum speed of 12.5 miles per hour (CVC Section 313). The most common example is the Segway. “Pedestrian” includes use of EPAMDs (CVC Section 467). EPAMDs can operate on bikeways and sidewalks unless prohibited by the local jurisdiction, but must yield to pedestrians (CVC Sections 21281.5 and 21282)

Access

Laws for each electric device are different. E-bikes generally have more options for locations to ride, as summarized in Table 8.

Bike and Scooter Share

In addition to private ownership, bikes, e-bikes, and scooters are available through short-term point-to-point rental or “shared” systems. Bike share systems at first were primarily based on docks, or unmanned physical locations where a bike could be rented or returned, with docks located at destinations across an area.

More recently “dockless” systems, where bikes or scooters, equipped with appropriate wireless technology, could be rented at any location or left at any location, have become more widespread. The systems can often be deployed and operated

Table 8: State Restrictions* on Electric Mobility Devices by Facility Type

Device Type	Shared-Use Paths	Bike Lanes	Bike Routes	Separated Bikeways
Class 1 E-Bike	Allowed	Allowed	Allowed	Allowed
Class 2 E-Bike	Allowed	Allowed	Allowed	Allowed
Class 3 E-Bike	Prohibited	Allowed	Allowed	Prohibited
Electric Scooter**	Allowed**	Allowed**	Allowed**	Allowed**
Electrically Motorized Board	Allowed	Allowed	Allowed	Allowed
Electric Personal Assistive Mobility Device	Allowed	Allowed	Allowed	Allowed

* Local jurisdictions may enact further restrictions.

** Prohibited on roadways with speed limits above 35 miles per hour

at lower cost than docked systems. However, concerns have arisen in some locations about dockless bikes or scooters being parked in inappropriate locations, in particular when they have blocked pedestrian flows. Some cities have responded to this by developing “corrals,” marked pavement locations where bikes or scooters can be left standing out of the way of pedestrians and other traffic.

Considerations When Determining Access Policy

When determining access for electric bicycles and other electric devices, the following issues should be considered:

- » Electric mobility devices provide increased mobility for users who are less able to use regular bicycles due to age or disability.

- » Terrain with frequent elevation changes may discourage some people from walking or bicycling as transportation. Electric mobility devices may encourage more people to reduce use of motor vehicles.
- » Higher-speed electric mobility devices may generally be faster than most bicycles and pedestrians.
- » Some non-electric bike users and pedestrians may consider e-bikes and other powered to detract from their experience on bikeways and trails.
- » Consideration should be given to regulating parking and storage of devices so that they do not impede pedestrian or other traffic, in particular through the use of corrals.
- » The data that bike and scooter share companies collect can be valuable to a jurisdiction seeking to understand the movement of people and planning for them.

Policy Options

Use of these devices is expected to continue to expand, and sharing services are expected to spread.

Electric scooters have spread rapidly into different cities, but some concerns have attended their spread. A large concern with scooters has been their mixing with much slower pedestrian traffic. Some cities have responded by prohibiting sidewalk use, but on streets with fast vehicles and heavy traffic without bike lanes, they may be forced to mix with vehicular traffic, which may be less comfortable or safe and reduce overall use. Speed limits for scooters are another option, but enforcement may be challenging.

Jurisdictions have several policy options for e-bikes and other electric mobility devices. Different policies may be enacted for each device. Access options include:

Maintain existing access as allowed by state law.

This option provides the most mobility and accessibility for those who use these transportation options.

Prohibit access to sidewalks and shared-use paths, where pedestrians are also present, but continue access to other bikeways.

- » This option separates the slowest and some of the fastest users of the path, but will not eliminate all fast riders, as regular bicycles may travel as fast as or faster than e-devices.
- » This option would result in more e-devices mixing with motor vehicle traffic.
- » In some locations, there may be no access for electric scooters, which are prohibited from roads with speed limits greater than 35 mph unless a bike lane or separated bikeway is available.

For Class 3 e-bikes, prohibit access to all bikeways except bike routes.

- » This option provides the greatest restriction and separation.
- » This option would force e-devices to mix with vehicular traffic, which may be less comfortable or safe and reduce overall use of e-devices, and under some conditions may be prohibited by state law.

When developing these policies, consideration should also be given to other issues:

- » Develop policies concerning parking and storage of these devices, especially sharing systems, to minimize impacts on flows of pedestrians and other vehicles. These policies may require use of corrals, prohibit blocking of entrances, or other aspects.
- » Develop data sharing agreements in conjunction with permitting new shared services.



COMMUNITY ACTIVE TRANSPORTATION IMPROVEMENTS

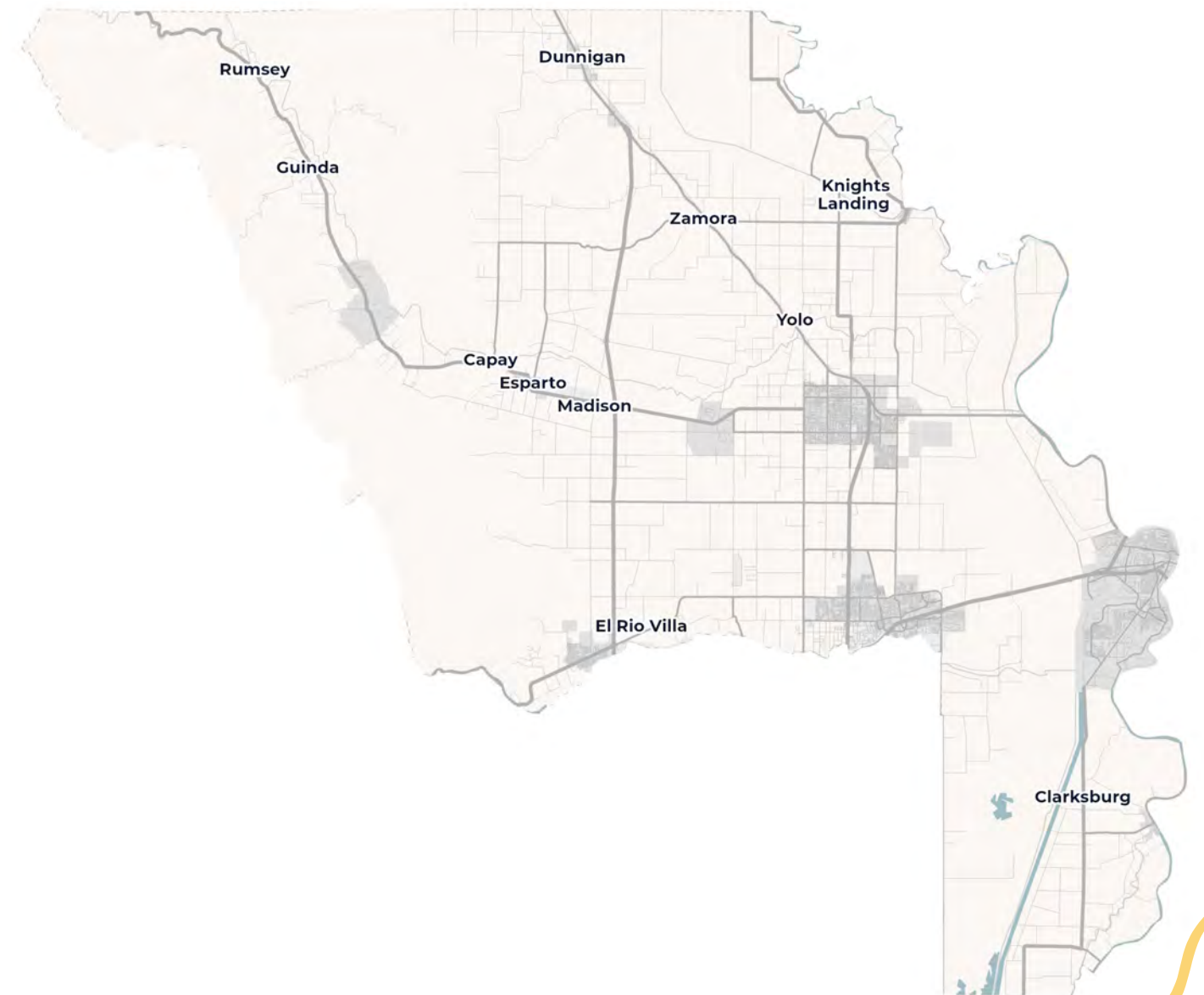


Community Improvement Recommendations

This chapter presents the recommended walking and bicycling networks for the unincorporated communities of Yolo County. Projects were identified based on an evaluation of existing and planned facilities, including the safety, comfort level, and connectivity of these facilities. Anecdotal feedback heard during community engagement also played a key role in shaping the following recommendations.

Proposed improvements are intended to connect community members to the greater regional corridor network discussed in Chapter 4, provide safer and more comfortable access to destinations, and offer increased recreational opportunities.

A summary table with all recommended community improvements can be found in Appendix D.



Esparto

Esparto is the largest unincorporated community in Yolo County with a population of about 3,700. Located 15 miles west of Woodland and a short distance south of Cache Creek, Esparto serves as the gateway to the scenic Capay Valley. The Capay Valley is known for the annual Almond Festival, which is an event that celebrates the almond bloom in Yolo County, attracting many visitors to the region.

Existing Conditions

Esparto’s transportation network is centered around SR 16 (Yolo Avenue), which is a critical regional corridor that provides a connection between the Capay Valley and the cities of Woodland, Davis, and Sacramento. Yolo Avenue passes directly through Esparto as a north-south corridor and serves as the community’s main street. Key destinations like the local high school, library, and grocery stores are concentrated around this corridor. Because it is situated in an agricultural region and facilitates regional mobility, Yolo Avenue sees frequent truck activity for goods movement as well as high-speed and high-volume traffic; this is especially true relative to the rest of Esparto’s roadway network. Visitors traveling to the Cache Creek Casino Resort located north of Esparto further amplifies traffic volumes. Woodland Avenue, Capay Street, Grafton Street, Madison Street, and Plainfield Street are other major roads in Esparto. Infrastructure improvements that enhance walking

and biking safety were completed recently along Yolo Avenue. These improvements include the addition of red textured crosswalks, green bicycle lanes, and ADA-compliant curb ramps.

Pedestrians and bicyclists in Esparto faces several challenges. SR 16 carries significantly higher traffic volumes than other local roads and is associated with numerous safety concerns, particularly due to vehicle speeds. Crossing SR 16 to reach destinations in the southern part of Esparto is often uncomfortable for pedestrians, and poor driver compliance, mainly failure to yield at existing crosswalks, makes crossing especially concerning near schools. Additionally, although some streets have sidewalks, the overall network is fragmented, and sidewalks are frequently discontinuous even within single blocks or exist only on one side of the street. Bicycle infrastructure is also limited, with a short segment of bike lanes currently striped along SR 16. Currently, there are 4.4 miles of pedestrian facilities, which include sidewalks and trails, and 0.9 miles of bicycle facilities in Esparto.

Community feedback highlights a strong desire for improvements and reinforces observed concerns. Residents consistently expressed discomfort with crossing SR 16 and emphasized the need for safer pedestrian facilities near schools. Many noted the inconvenience caused by sidewalk gaps and the lack of continuous walking routes. Furthermore, participants in the various community engagement sessions voiced interest in expanding

bicycle facilities, particularly through the creation of a bike trail around the community.

The following are key destinations for bicyclists and pedestrians within Esparto include:

- » Esparto Elementary, Esparto Middle, and Esparto High Schools
- » Grocery stores (notably Valley Food Market and Dollar General)
- » Esparto Regional Library
- » Tuli Memorial Park
- » Capay Valley Health and Community Center

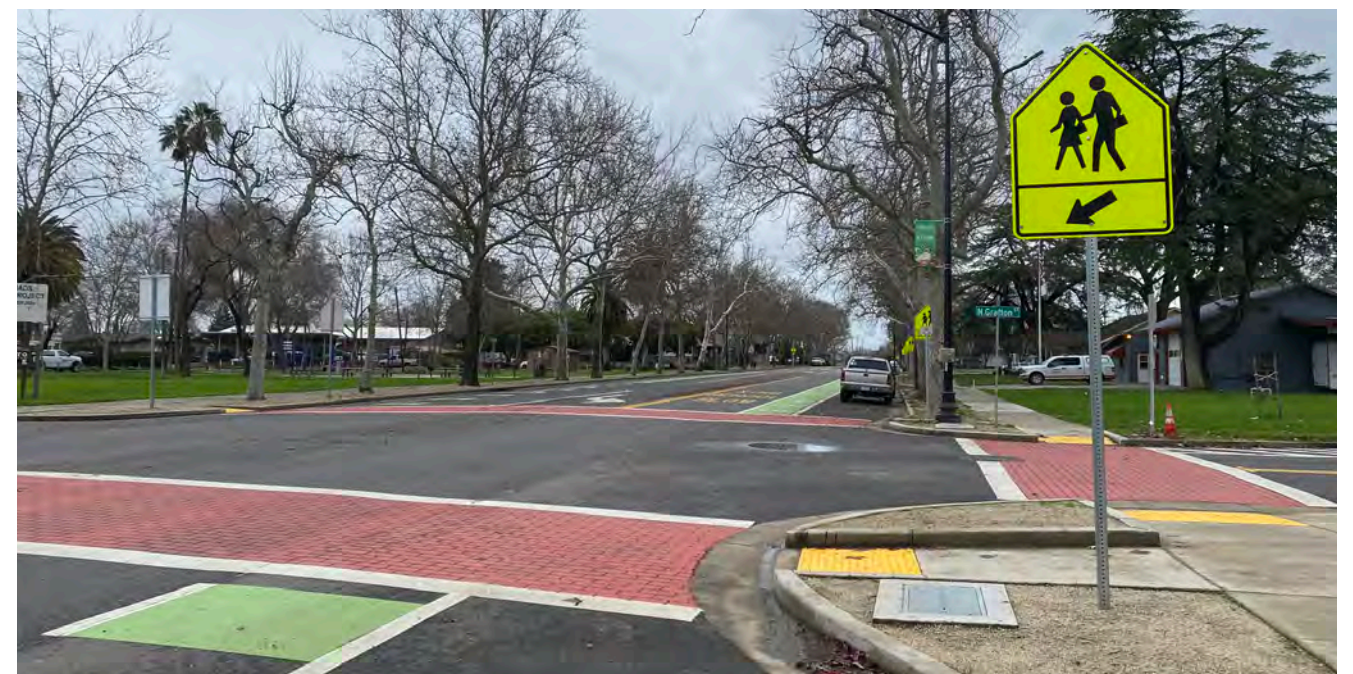
Recommendations

The Town of Esparto Community Plan was consulted in the development of these recommendations. This plan supplements the Countywide General Plan and provides further guidance

for growth specific to Esparto. Goals CI-1 through CI-6 of the Circulation Element of the Countywide General Plan focus on creating a well-rounded and efficient transportation system by promoting policies that encourage alternatives to automobile travel. These goals aim to establish direct, safe, and user-friendly routes for bicyclists and pedestrians. Additionally, the following policies were developed for the Esparto community and concern walking and biking in the community:

E-C2T.7. The County is encouraged to identify a funding mechanism to develop a complete sidewalk system for the entire town.

E-CT.8. A multi-use path shall be established around the town that can be used for errands, to link principal school routes, and for recreation . Such a trail system shall also provide a link to



other routes that lead to Cache Creek, Madison, and to the Capay Valley.

E-CT.9. A trail the length of the Lamb Valley Slough shall be pursued to facilitate east-west movement for non-motorized traffic.

Proposed facilities recommended in the Town of Esparto Community Plan to support these goals were integrated into the YATC Plan’s set of recommendations. All new recommendations to Esparto’s existing bicycle and pedestrian networks are shown in Figure 44. Key recommendations for the community of Esparto include:

- » Construction of shared-use paths along Plainfield Street and between Lamb Valley Slough and Highway 16, which will provide a dedicated space for biking and walking and constitute much of a bike loop around the community.
- » Designation of parts of Woodland Avenue, Grafton Street, Madison Street, Plainfield Street, Omega Street, and Winters Street as bike routes.
- » Installation of high-visibility crosswalks at the Yolo Avenue/SR 16 intersection.
- » Installation of sidewalks on Capay Street, Grafton Street, Madison Street, County Road 21A, Antelope Street, and along Yolo Avenue between the Esparto High School parking lot and Tuli Memorial Aquatics Center to fill gaps in the sidewalk network and make walking a more comfortable experience around the community.

- » Installation of rectangular rapid flashing beacons at the intersections of Grafton Street and Michael Drive and Plainfield Street and Yolo Avenue to improve pedestrian crossing safety at Esparto Elementary and High Schools.
- » Installation of a pedestrian hybrid beacon, west-facing blankout “No Right-Turn on Red” sign, and high-visibility crosswalks to improve pedestrian crossing at the Woodland Avenue and Yolo Avenue intersection.
- » Installation of a PHB, high-visibility crosswalks, and a pedestrian refuge island on Highway 16.

Additional Considerations

The southeastern portion of Esparto is zoned for residential development based on planned land use designations. As development occurs, speeds along the Highway 16 corridor are expected to be reduced to better accommodate changes in land use, which would also support the installation of new active transportation improvements. New development could potentially be leveraged to fund and construct these improvements, particularly a shared-use path starting at the Lamb Valley Slough and ending at Highway 16. This path would provide another connection to the existing pedestrian bridge near Esparto High School, and could be paired with a pedestrian hybrid beacon (PHB) across Highway 16 to further facilitate access to amenities south of the highway and serve high school students coming in from Madison.



Figure 44: Esparto Key Destinations and Recommendations



Madison

Madison is a small residential community located three miles east of Esparto and has a population of about 721 residents. Madison is bisected by County Road 89, with single-family homes and a small high school to the west of this road, and a Yolo County Housing Authority office and migrant center for farm workers to the east. Due to the limited services and amenities in Madison, citizens frequently take trips to Esparto for necessities like groceries and healthcare services.

Existing Conditions

Madison’s current bicycle and pedestrian infrastructure is very limited; the community has approximately 0.25 miles of pedestrian facilities and no dedicated bikeways. Many areas of town lack sidewalks entirely, and, where sidewalks do exist, they are often discontinuous and missing curb ramps. Only two intersections, Main Street at Stephens Street and Quincy Street at Stephens Street, feature marked crosswalks.

In addition to lacking walking and biking facilities, inadequate lighting was a major concern expressed by the Madison community. Existing lighting infrastructure is limited to block corners, which leaves mid-block areas poorly lit. This contributes to feelings of unsafety for those who travel by foot or bike. Additional factors that make walking and biking uncomfortable include uneven street surfaces, particularly along Tutt Street.

Key destinations for bicyclists and pedestrians within Madison include:

- » Guy’s Corner, a convenience store in the northeast corner of Madison
- » Madison Community High School
- » The Madison post office

Recommendations

The planned bicycle and pedestrian networks for Madison are shown in Figure 45.

Key recommendations include:

- » Designation of Main Street and part of Railroad Street as bike routes.
- » Installation of vertical deflections such as speed bumps and humps near and high-visibility crosswalks at the Main Street and Railroad Street intersection, which would improve crossing safety for students at Madison Community High School.
- » Installation of sidewalks along Rudolph Street, Archer Street, Main Street, County Road 89, Stephens Street, and Scott Street to fill in gaps in the sidewalk network.

OTHER CONSIDERATIONS

Lighting is recommended at mid-block locations throughout Madison to increase visibility of bicyclists and pedestrians during the nighttime.



Figure 45: Madison Key Destinations and Recommendations

- Existing Sidewalks
- - - Proposed Intercommunity Corridor
- - - Proposed Sidewalk
- - - Proposed Bike Boulevard
- Proposed Vertical Deflection
- Convenience Store
- 🏠 Social Services
- 🎓 School
- ◆ Proposed Marked/High-Vis crosswalk

El Rio Villa

El Rio Villa is a quaint community situated along Russell Boulevard and just north of Putah Creek. Like most unincorporated communities in Yolo County, it is primarily residential and has few amenities or services of its own. However, the small city of Winters is located less than 2 miles southwest, providing El Rio Villa residents nearby access to local businesses, schools, and essential services.

Key destinations for bicyclists and pedestrians within El Rio Villa include:

- » Yolo County Housing Authority office
- » YMCA center

Recommendations

Hi-visibility crosswalks are recommended at the four driveways within El Rio Villa: Brinley Drive, Shams Way, and both Fredericks Drive locations.

Existing Conditions

El Rio Villa is unique compared to other Yolo County communities because it is a residential complex with a dense network of driveways and parking bays. Sidewalks are plentiful to facilitate pedestrian access to homes from driveways. In total, there are 0.22 miles of sidewalks within El Rio Villa and no bikeways.

Due to Winters' proximity and availability of amenities, there is community interest to improve transportation options between El Rio Villa and Winters. Currently, the most straightforward path between the two communities is via Russell Boulevard, which is a high-speed roadway. Despite the short distance and strong travel demand between Winters and El Rio Villa, there is inadequate pedestrian and bicycle infrastructure along this segment of Russell Boulevard. As a result, traveling by foot and bike on the corridor feels unsafe due to the speed of traffic and lack of protected paths.



Figure 46: El Rio Villa Key Destinations and Recommendations

- | | |
|----------------------------------|------------------------------------|
| Existing Sidewalks | Proposed Marked/High-Vis crosswalk |
| Bike Lane | Health Facility |
| Proposed Intercommunity Corridor | Social Services |

Yolo

Yolo is a small community located approximately 5 miles northwest of Woodland with a population of 260. The town is situated along Cache Creek and just north of Interstate 5. There are few commercial businesses or amenities within this community. While Cache Creek High School is located in Yolo, many Yolo students attend school in nearby Woodland.

Existing Conditions

As heard during community engagement efforts, Yolo residents, particularly those that are retired, enjoy walking and biking. Unfortunately, the existing infrastructure in the community does not adequately support these activities. Sidewalks are limited, totaling only 0.41 miles, and there are no designated bikeways. Furthermore, speeding is a significant concern in the community, especially along Clay Street and 1st Street. These roads carry high-speed traffic between Yolo and County Road 98.

Key destinations for bicyclists and pedestrians within Yolo include:

- » The Yolo post office
- » Yolo Branch Library
- » Yolo Mini Mart
- » Cache Creek High School

Recommendations

The planned bicycle and pedestrian networks for Yolo are shown in Figure 47.

Key recommendations include:

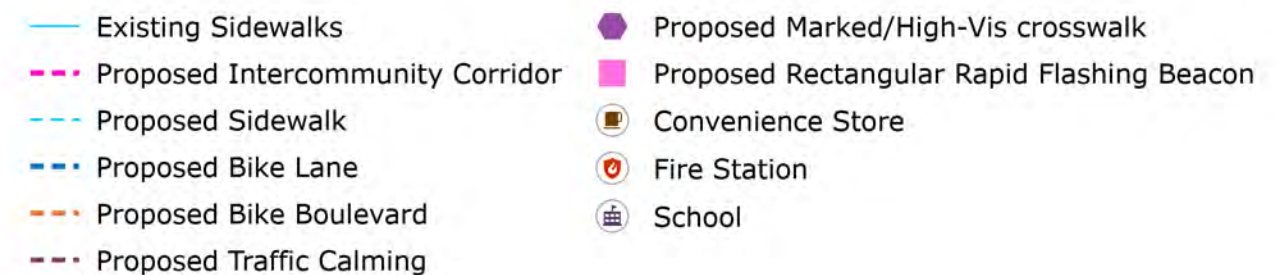
- » Installation of sidewalks on 1st Street, 2nd Street, 5th Street, Washington Street, Sacramento Street, and Clay Street to fill in gaps in the sidewalk network.
- » Designation of a bicycle boulevard on Sacramento Street to facilitate connections to the Yolo Branch Library.
- » Installation of vertical deflection devices such as speed bumps and humps, on Clay Street and 1st Street to calm traffic.
- » Installation of a rectangular rapid flashing beacon and high-visibility crosswalks at the Clay Street and 2nd Street intersection to improve crossing safety for schoolchildren and other pedestrians.
- » Implementation of traffic calming elements along Clay Street and 1st Street to slow vehicles down.

OTHER CONSIDERATIONS

In addition, streetlights would be beneficial along 2nd Street; at the Sacramento Street and 5th Street intersection; and the County Road 99 and 2nd Street intersection, which is a three-legged intersection with poor sight distance.



Figure 47: Yolo Key Destinations and Recommendations



Dunnigan

Dunnigan is a community located approximately 19 miles northwest of Woodland with a population of 1,400. The town is comprised of two distinct areas, which are divided by Interstate (I-5): the northern area, which consists of homes and a few businesses, and the southern area, which consists of amenities and services. Dunnigan serves as a convenient stop for I-5 travelers, with rest stops, lodging, and gas stations located nearby the Interstate exit ramps. The southeast corner of the community features amenities such as a park with playgrounds and picnic areas, providing residents with outdoor recreational opportunities.

Existing Conditions

Despite many key destinations being in the southern portion of Dunnigan and a large residential area in the northern portion, there is no continuous pedestrian or bicycle pathway connecting these two areas of the town. Furthermore, there are no existing sidewalks and bicycle facilities in the northern part of Dunnigan. There are limited facilities in the southeast portion, where there is approximately one mile of sidewalks, as displayed in Figure 48.

The presence of I-5, which passes through the middle of Dunnigan, plays a role in the fragmentation of the pedestrian and bicycle infrastructure. There is only one bridge, located in the north, that permits crossing over I-5. County Road (CR) 99W and the I-5 corridor also contribute to heavy vehicle traffic near Dunnigan's key destinations, especially the post office and gas stations. Although no formal bikeways exist along CR 99W, people often bike along this route to reach the amenities there, which is a journey that can feel uncomfortable and unsafe.

Agricultural equipment is also prevalent on Dunnigan's roads, further making them feel unsafe in an environment that already lacks proper pedestrian and bicycle infrastructure. Like other unincorporated communities in Yolo County, lighting is inadequate, creating an additional barrier to walking and biking at night. For example, the intersection of Lara Lane and County Road 99 was identified as a crash-prone location due to the lack of lighting and limited sight distance to the north.

Key destinations for bicyclists and pedestrians within Dunnigan include:

- » The Dunnigan post office
- » Dunnigan Community Park
- » Gas station/convenience stores located at the intersection of County Road 89 and County Road 6



Recommendations

The planned bicycle and pedestrian networks for Dunnigan are shown in Figure 48. Key recommendations include:

- » Installation of bike lanes on County Road 88 to provide a dedicated space for bicycle travel.
- » Construction of a shared-use path along County Road 4 to provide dedicated bicycle and pedestrian access across I-5.
- » Construction of shared-use paths along County Roads 5, 6, 88, and 99W to provide an alternate route for residents to the southeast portion of Dunnigan.
- » Installation of high-visibility crosswalks on County Road 4 at County Road 88A and County Road 88B to connect residents to the planned shared-use path.
- » Implementation of traffic calming measures along County Road 4 between County Road 88 and the I-5 crossing to slow vehicular traffic.
- » Installation of sidewalks along County Road 89 and Main Street to connect the two areas on either side of County Road 99W.
- » A pedestrian hybrid beacon and high-visibility crosswalks to provide a better connection to the planned shared-use path on County Road 99W.

OTHER CONSIDERATIONS

In addition, lighting is recommended along County Road 4, especially at the intersection with County Road 99W.

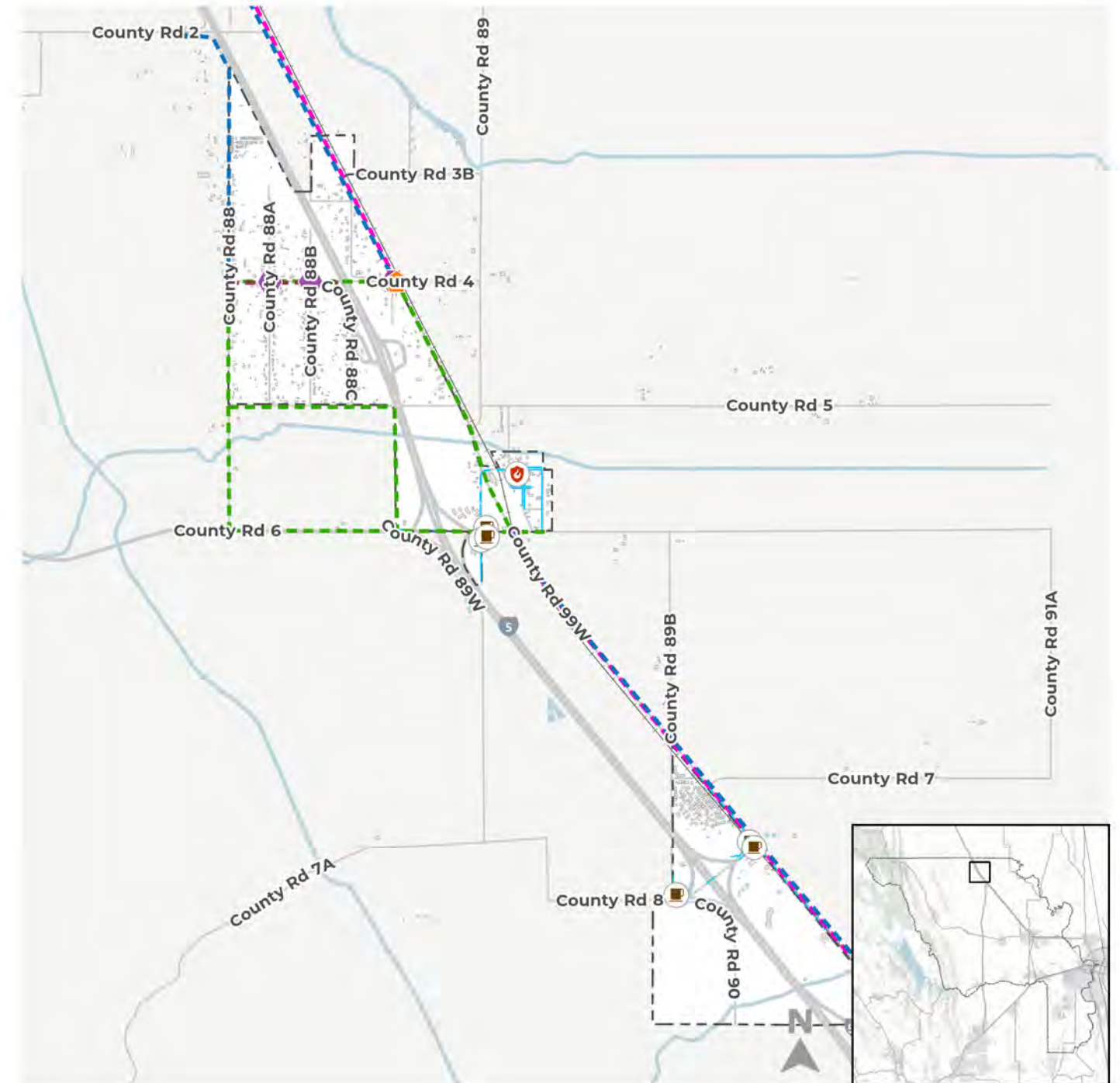


Figure 48: Dunnigan Key Destinations and Recommendations

- | | |
|--|--------------------------------------|
| — Existing Sidewalks | — Proposed Traffic Calming |
| - - - Proposed Intercommunity Corridor | ● Proposed Marked/High-Vis crosswalk |
| - - - Proposed Sidewalk | ● Proposed Pedestrian Hybrid Beacon |
| - - - Proposed Shared-Use Path | ■ Convenience Store |
| - - - Proposed Bike Lane | ● Fire Station |

Knights Landing

Knights Landing has a population of 1,100 and is located in the northeastern portion of Yolo County, about 25 miles northwest of Sacramento and 9 miles north of Woodland. Situated on the banks of the Sacramento River and Sycamore Slough, Knights Landing is a popular place for fishing, boating and water skiing. The town core features most of the community’s amenities and services, including a community park and the Science and Technology Academy, a charter school that was founded in 2010.

Existing Conditions

Although Knights Landing does not have dedicated bikeways, most roadways include sidewalks on both sides. In total, there are approximately 2.6 miles of sidewalks. However, some of these sidewalks are poorly maintained and fail to meet ADA standards, lacking essential features such as corner curb ramps. Community feedback highlighted Mill Street in particular as an area that could benefit from improved ADA accessibility.

Speeding is a top concern for Knights Landing residents. State Route 113 (Locust Street) is a regional highway and serves as the community’s main corridor. As such, this road accommodates both local and regional traffic. Similarly, State Route 116 carries semi-truck traffic along the southern portion of town. These two routes experience high traffic volumes and speeds and affect feelings of safety of pedestrians and bicyclists. Residents expressed particular concerns about crossing safety at Locust Street and 7th Street, especially for students who must cross Locust Street to access the Science and Technology Academy.

Key destinations for bicyclists and pedestrians within Knights Landing are displayed in Figure 49. Highlights include:

- » Science and Technology Academy
- » Knights Landing Boat Launch
- » Knights Landing Community Park
- » Knights Landing Branch Library
- » Wayside Market.



Figure 49: Knights Landing Key Destinations and Recommendations



Recommendations

The planned bicycle and pedestrian networks for Knights Landing are shown in Figure 49. Key recommendations include:

- » Installation of sidewalks along SR 45, SR 113 between 3rd Street and the bridge, Oak Grove Avenue, Dixon Street, Railroad Street, and County Road 116 near Railroad Street to fill gaps in the sidewalk network.
- » Designation of 6th Street as a bike route to provide a connection between proposed shared use paths around the town.
- » Installation of rectangular rapid flashing beacons along Locust Street at 6th Street, 7th Street, and 9th Street to improve crossing safety for Knights Landing and Science and Technology Academy students and other pedestrians. In addition, curb extensions should be implemented at 6th Street and a pedestrian refuge island at 9th Street to reduce pedestrian crossing distances across Locust Street.
- » Addition of curb ramps on Mill Street and 6th Street and 7th Street for ADA accessibility near the Science and Technology Academy.
- » Installation of high-visibility crosswalks at the Locust Street and County Road 116 intersection to enhance visibility of a pedestrian crossing area.
- » Installation of enhanced crossings at the County Road 116 and Hershey intersection.
- » Implementation of gateway traffic calming elements near town edges along SR 113 and County Road 116 to slow vehicles as they enter Knights Landing.
- » A shared-use path loop around Knights Landing and along County Road 113, providing a link to the regional corridor network.



Clarksburg

The community of Clarksburg has a population of 330 and is located about 11 miles directly south of the City of West Sacramento. The community is nestled alongside the Sacramento River and is surrounded by various sloughs. Clarksburg's elementary, middle, and high schools are concentrated in its town core which is situated between Clarksburg Road and the Elk Slough. The town is renowned for its rich agricultural heritage, which brings agrotourism to Clarksburg. This is particularly true regarding its vineyards; Clarksburg lies within the Clarksburg American Viticultural Area (AVA), which is a prestigious wine-producing region.

The Clarksburg Branch Trail Line Extension is a planned multi-use path within the Great California Delta Trail network that will connect Clarksburg to West Sacramento. Construction of this trail will further close gaps within the network.

Existing Conditions

Currently, there are 0.32 miles of sidewalks within Clarksburg and no dedicated bikeways. Eastbound traffic entering the community on Clarksburg Road, the main road in town, travels at high speeds and poses safety concerns to citizens. This is especially concerning for students located north of Clarksburg Road, who must cross this road to access Clarksburg's towns.

Key destinations for bicyclists and pedestrians within Clarksburg are displayed include:

- » Delta Elementary Charter School
- » Clarksburg Middle School
- » Delta High School
- » Holland Market
- » Yolo County Library – Clarksburg Branch
- » Old Sugar Mill



Recommendations

The Clarksburg Area Community Plan identifies several goals and policies to support enhanced circulation for all modes of transportation within the community, but does not identify specific locations for bicycle and pedestrian facilities. The planned bicycle and pedestrian networks for Clarksburg are shown in Figure 50. Key recommendations include:

- » Installation of sidewalks on South Center Street near the post office and on Sacramento Street.
- » Construction of a shared-use path along Willow Avenue to provide a dedicated space for walking and bicycling.
- » Installation of rectangular rapid flashing beacons and high-visibility crosswalks at the Clarksburg Road/ Willow Avenue and Clarksburg Road/ School Street intersections to improve pedestrian crossing safety near schools and other key destinations.
- » Implementation of curb ramps at the School Street and Netherlands Avenue intersection for ADA accessibility.
- » Speed table and high-visibility crosswalks along Clarksburg Road to slow traffic.
- » Designation of School Street from Clarksburg Road to Netherlands Avenue as a bike route.
- » Implementation of gateway traffic calming on Clarksburg Road near Delta Breeze Court to slow vehicles down as they enter Clarksburg.

OTHER CONSIDERATIONS

Lighting is recommended throughout Clarksburg Road, especially between Willow Avenue and Delta Breeze Court.



Figure 50: Clarksburg Key Destinations and Recommendations



Zamora

Zamora is a quiet Yolo County community that is located about 25 miles northwest of Sacramento along Interstate-5, with an estimated population of 260. Surrounded by farmland, it is a primarily agricultural that supports crops such as almonds, walnuts, and tomatoes. The community has amenities such as a post office and a volunteer fire department. St. Agnes Catholic Church, a historical landmark, is also located in Zamora.

Existing Conditions

Active transportation facilities are very limited in Zamora. Currently, there are 0.25 miles of sidewalks within Zamora, and no dedicated bikeways.

Recommendations

The planned bicycle and pedestrian networks for Zamora are shown in Figure 51. Key recommendations include:

- » Designating parts of Blacks Street, Second Street, and Main Street as bicycle routes to provide a bicycle connection to the regional corridors network.
- » Installation of sidewalks along Blacks Street and County Road 13 to provide dedicated space for walking.
- » Installation of bike lanes along County Road 13 to provide a bicycle connection to the regional corridors network.

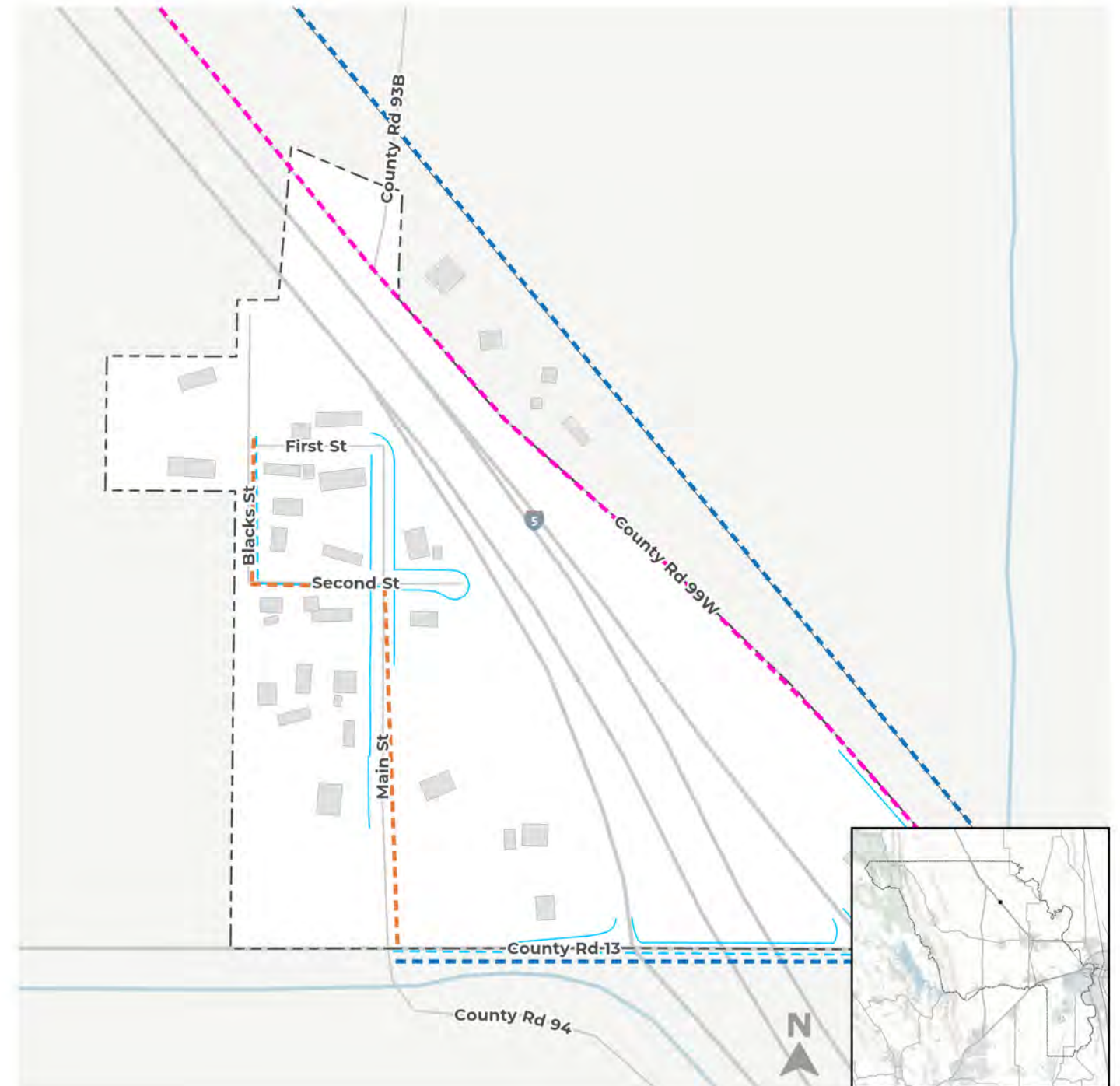


Figure 51: Zamora Key Destinations and Recommendations

- Existing Sidewalks
- - - Proposed Intercommunity Corridor
- - - Proposed Sidewalk
- - - Proposed Bike Lane
- - - Proposed Bike Boulevard

Capay Valley

The communities of Capay, Guinda, and Rumsey are all located within the Capay Valley and are situated along State Route 16. These communities have longstanding agricultural heritages; the area is famous for attractions such as its various lavender farms as well as the annual, five-town (Rumsey, Guinda, Brooks, Capay, and Esparto) Almond Festival. The Cache Creek Casino Resort also draws many visitors to the Capay Valley.

Existing Conditions

Active transportation facilities are nearly nonexistent in Capay, Guinda, and Rumsey, with the exception of sidewalks along SR 16 in Capay. Figures 52 through 54 display the existing facilities, key destinations, and proposed pedestrian and bicycle facilities for Capay, Guinda, and Rumsey.

Capay

In Capay, there are 0.35 miles of enhanced shoulders along Highway 16 which are designated for pedestrian use. The Capay Open Space Park is a key destination for residents of this community. Key recommendations for Capay include the following:

- » Construction of a shared-use path along County Road 85 to provide a dedicated space for bicycling and walking.

- » Implementation of gateway traffic calming along State Route 16 on town edges to slow vehicles as they enter Capay.
- » Installation of a rectangular rapid flashing beacon at the State Route 16 and County Road 85 intersection to improve pedestrian crossing safety.

Guinda

Currently, there are no sidewalks or bikeways within Guinda. The Guinda Corner Market is a key destination for residents, serving as the community's grocery store. Key recommendations for Guinda include the following:

- » Implementation of gateway traffic calming along State Route 16 near town edges to slow vehicles as they enter Guinda.
- » Installation of high-visibility crosswalks rapid rectangular flashing beacons to improve pedestrian crossing safety at the following intersections:
 - » State Route 16 and Forest Avenue.
 - » State Route 16 and County Road 99.
- » Construction of a shared-use path along Forest Avenue to provide a dedicated space for bicycling and walking.

Rumsey

Currently, Rumsey does not have any sidewalks or bikeways. Gateway traffic calming on State Route 16 near town edges is recommended to slow vehicles down as they enter Rumsey .



Figure 52: Capay Key Destinations and Recommendations



Figure 53: Guinda Key Destinations and Recommendations



Figure 54: Rumsey Key Destinations and Recommendations



Other Yolo County Improvements

In addition to the regional active transportation corridors identified in Chapter 4, there is a need for on-street improvements on key routes throughout the region. These routes may parallel or connect proposed off-street facilities, or provide additional routes between the communities of Yolo County. In some cases, implementation of these routes may occur ahead of the buildout of the regional connectors as part of roadway improvement or rehabilitation projects. These routes, shown in Figure 54 along with intercommunity corridors, include the following:

- » Esparto to Dunnigan via CR 85 to CR 6,
- » County Roads 98 and 99D between Woodland and Davis
- » East-west trail connections via county roads 27 and 29
- » Madison to Woodland via CR 90 and Gibson Road
- » CR90A to Winters
- » Putah Creek Road

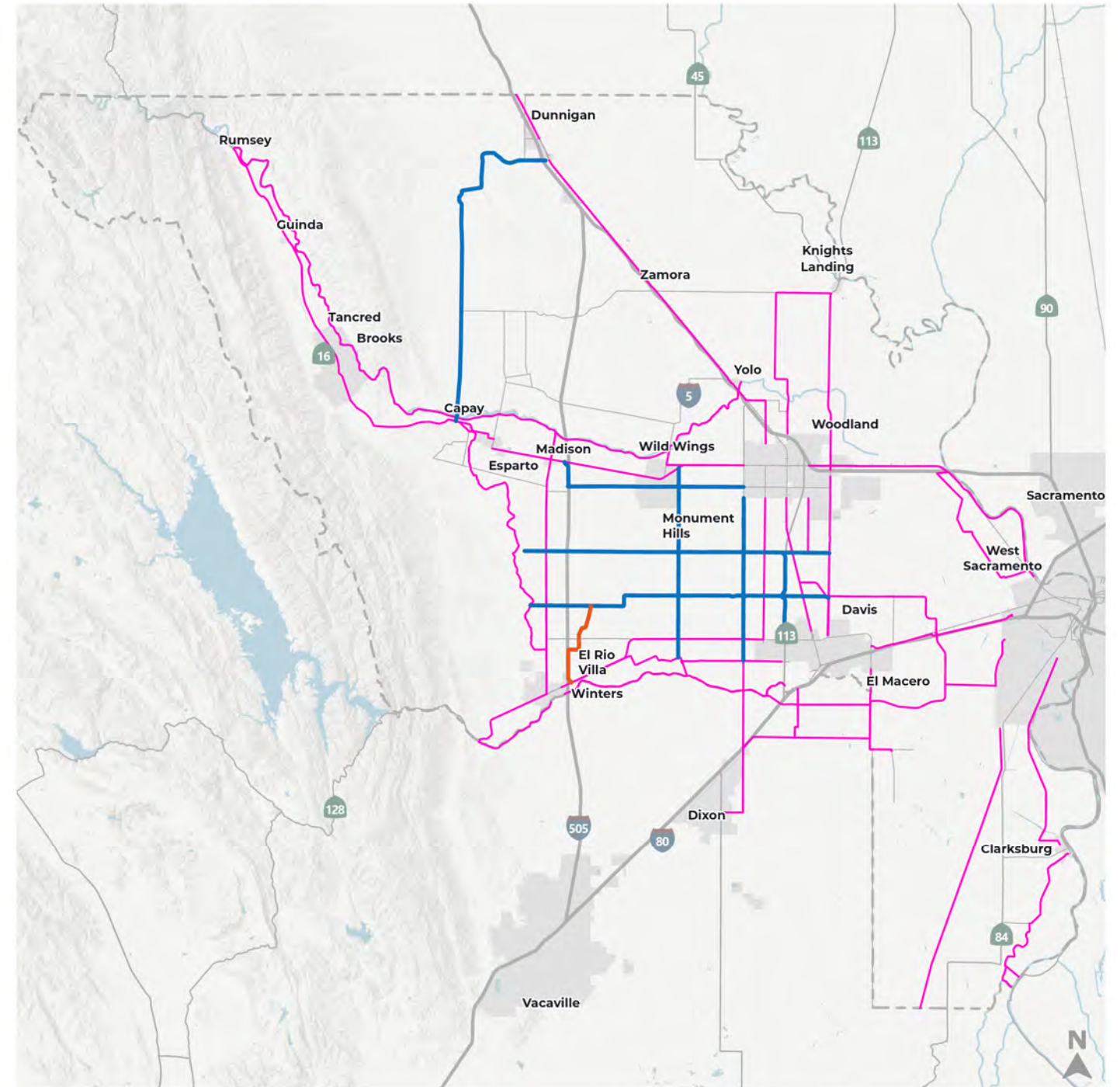


Figure 55: Other Yolo County Improvements

Bikeways Recommendations

- Bike Lanes/Improved Shoulders
- Bike Routes
- Intercommunity Corridor

IMPLEMENTATION AND FUNDING



Implementation

The proposed county-wide active transportation network is anticipated to be implemented in the following ways:

- » through individual projects;
- » through partnerships between multiple agencies;
- » in conjunction with adjacent land development projects; and
- » in conjunction with maintenance and capacity enhancement projects, such as roadway widening or sidewalk rehabilitation projects.

Recommendations in this report will be implemented by Yolo County and through coordination and collaboration with YoloTD and other partners, including Caltrans and advocacy and community organizations in Yolo County and throughout the Sacramento Region. Full implementation of this ATP is a long-term process that could span decades. Progress towards the completion of projects in this plan will

be reported through periodic updates by YoloTD and County staff to the Yolo County Board of Supervisors.

Implementation will depend on the availability of funding and in some cases occur over many years. This chapter provides an overview of available funding sources at the time of publication, along with recommendations for ongoing collaboration and accountability.

Funding

Funding for bicycle and pedestrian projects are programs occur primarily through grant programs. Multiple federal, state, regional, and local funding sources are available which can support the planning, design, and construction of facilities. A full resource table is provided in Table 9. Some of the funding sources most relevant to this plan include the following.

- » In addition to supporting the regional distribution of funds from several state and federal programs, SACOG also provides its own funding for active transportation projects. The **SACOG Regional Active Transportation Program** funds active transportation projects and programs that are consistent with the vision of the Blueprint and support the implementation of the long-range transportation plans for the SACOG area.
- » The **California Office of Traffic Safety** provides grants for education, encouragement, and enforcement efforts aimed at improving pedestrian and bicyclist safety.

- » The **Active Transportation Program (ATP)** consolidates diverse transportation initiatives into a single program with an annual budget of around \$123 million from state and federal sources. ATP aims to increase walking and biking trips, enhance safety for non-motorized users, support regional greenhouse gas reduction efforts, promote public health, and provide a range of projects benefiting various user groups, including disadvantaged communities.
- » **Sustainable Transportation Planning** Grants are offered by Caltrans to encourage local and regional planning goals that support the implementation of Regional Transportation Plan and Sustainable Communities Strategies (RTP/SCS) projects. These funds can be used for a variety of focused community planning projects, including those that support rural active transportation, temporary demonstration projects, and community needs assessments.

- » The **Congestion Mitigation and Air Quality Improvement (CMAQ)** Program allocates funds to states for transportation projects aimed at alleviating traffic congestion and enhancing air quality, especially in regions of the country struggling to meet national air quality standards.
- » The **Highway Safety Improvement Program (HSIP)** is a federal-aid initiative designed to achieve a significant reduction in traffic fatalities and serious injuries across all public roads, including non-state-owned roads and tribal land. California's Local HSIP focuses on infrastructure projects with recognized crash reduction benefits. Funding can be used for preliminary engineering, right of way, and construction.
- » The **Safe Streets and Roads for All (SS4A)** grant program has a budget of \$5 billion in appropriated funds spanning from 2022 to 2026. The SS4A program supports regional, local, and tribal endeavors through grants to prevent roadway fatalities and severe injuries. Projects with a direct link to bicycle and pedestrian safety are eligible for funding.
- » The **California Environmental Quality Act (CEQA)** requires lead agencies to disclose the environmental effects and identify necessary mitigation measures associated with discretionary actions such as those related to land development or transportation projects. Transportation-related elements of CEQA review include analyses of potential impacts to transportation system safety and VMT. Associated mitigation measures can include the implementation of transportation infrastructure improvements, programmatic improvements, and/or financial contributions towards such improvements. VMT mitigation is an emerging practice area and new strategies such as local and regional VMT mitigation banks are being implemented by lead agencies throughout California. Moreover, the recent passage of AB 130 will result in the establishment of a statewide VMT mitigation bank. Funding for YATC projects could occur as a product of CEQA review for local land development or transportation projects within Yolo County, or even for land development or transportation projects outside of the region as part of a statewide VMT mitigation bank.
- » The **Land and Water Conservation Fund (LWCF)** provides matching grants to state and local governments to support the development of outdoor recreation areas and facilities, including trail construction. Since its establishment, the program has allocated more than \$17 billion to federal, state, and local agencies.

- » The **Recreational Trails Program (RTP)** is administered at the state level by the California Department of Parks and Recreation and Caltrans Active Transportation Program. It allocates funds annually to develop and maintain recreational trails and trails-related facilities.

In addition to the sources listed above, there are local funding options to consider (such as Local Transportation Funds, sales tax revenues, and toll revenues, etc.) that could serve as strong sources of local match funding. Similarly, local developer fees may be considered. These local fees from land development projects can provide matching funding or full implementation of YATC active transportation projects if there is a nexus between them.

Table 9: Funding Sources

Regional Funding Sources	
SACOG Regional Active Transportation Program	https://www.sacog.org/funding/regional-funding-programs/regional-active-transportation-program
SACOG Engage, Empower, Implement	https://www.sacog.org/funding/regional-funding-programs/engage-empower-implement
Statewide Funding Sources	
California Office of Traffic Safety	https://www.ots.ca.gov/grants/
Active Transportation Program (ATP)	https://catc.ca.gov/programs/active-transportation-program
Local Highway Safety Improvement Program (HSIP)	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program
Local Partnership Program	https://catc.ca.gov/programs/sb1/local-partnership-program
Solutions for Congested Corridors Program (SCCP)	https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program
Sustainable Transportation Planning (STP) Grant	https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants
State Transportation Improvement Program (STIP)	https://catc.ca.gov/programs/state-transportation-improvement-program
California Environmental Quality Act (CEQA Mitigations)	https://lci.ca.gov/ceqa/sb-743/
Affordable Housing and Sustainable Communities Program	https://sgc.ca.gov/grant-programs/ahsc/
State Highway Operation and Protection Program	https://dot.ca.gov/programs/financial-programming/state-highway-operation-protection-program-shopp-minor-program-shopp
Recreational Trails Program (RTP)	https://www.parks.ca.gov/?page_id=24324
Transformative Climate Communities Program	https://sgc.ca.gov/grant-programs/tcc/
Environmental Enhancement and Mitigation Grant Program	https://resources.ca.gov/grants/environmental-enhancement-and-mitigation-eem

Federal Funding Sources	
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/cmaq.cfm
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving
Better Utilizing Investments to Leverage Development (BUILD) Grant Program	https://www.transportation.gov/BUILDgrants
Reconnecting Communities Pilot (RCP) Program	https://www.transportation.gov/rural/grant-toolkit/reconnecting-communities-pilot-rcp-program
Rural Surface Transportation Grant (RSTG) Program	https://www.transportation.gov/grants/rural-surface-transportation-grant-program
Safe Streets and Roads for All (SS4A)	https://www.transportation.gov/grants/SS4A
Surface Transportation Block Grant Program (STBG)	https://www.fhwa.dot.gov/specialfunding/stp/
Land and Water Conservation Fund (LWCF)	https://www.nps.gov/subjects/lwcf/index.htm

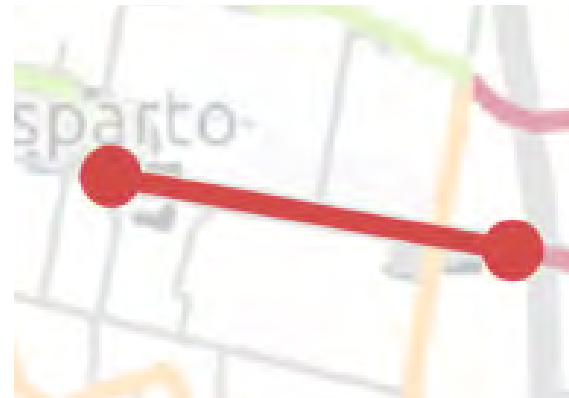
YATC Phase 2: Design

The RAISE grant which funds the YATC planning project includes funds dedicated towards design and pre-construction work on one to three corridors, bringing them closer to completion. Two intercommunity corridor segments were chosen to advance into the design phase: Madison to Esparto, and Davis to Woodland. They were selected based on performance against the project’s prioritization criteria, input received by community members and TAC over the two outreach phases, and available budget. The design will allow the corridors to be developed to a level of completion that positions them for external competitive grant construction funds. The remaining projects from the YATC Prioritized Corridors list will be advanced when additional funding becomes available.

Madison-Esparto

The first corridor is a 2.7-mile shared-use path that originates in Esparto, at County Road 87, and ends in Madison, at County Road 89 (corridor #10). Currently, the only connection between the two interdependent communities is SR 16, a high-speed road not suitable for active travel. Construction of a shared-use path would provide a dedicated and more comfortable facility for those who wish to walk, bike, and roll between Madison and Esparto,

addressing the need, as expressed during community engagement, for a safer and more direct connection.



Davis-Woodland

The second corridor is a 6.5-mile shared-use path that will start on East Covell Boulevard in Davis and be routed alongside County Road 102, turning left onto County Road 27, and finally onto Harry Lorenzo Avenue, ending at County Road 25A in Woodland (corridor #37 and a portion of corridor #36). County Road 102 was the site of several crashes involving bicyclists within the study period (2018 – 2022). By constructing an off-street path, the project not only provides a facility specifically for active travel, but it also creates a spatial separation that significantly

reduces collision risk for vulnerable users such as bicyclists and pedestrians commuting between the two cities.



Other Improvements

The YATC regional active transportation network is augmented by two in-progress projects that are being funded separately and managed by other local agencies: the Clarksburg Branch Trail Line Extension and the I-505 bicycle and pedestrian overcrossing.

The Clarksburg Branch Line Trail Extension (corridor #45) is a planned 7.5-mile shared-use trail intended to connect West Sacramento with Clarksburg and serve as a key link within the Great California Delta Trail and SACOG’s Sacramento Regional Trail Network. It will feature parallel paved and unpaved paths to better serve bicyclists, pedestrians, and equestrians. This trail is currently in the design phase and led by the City of West Sacramento, in partnership with Yolo County, Delta Protection Commission, and YoloTD, with funding from SACOG.

The City of Winters, Yolo County, and Caltrans District 3 are working together to create an active transportation connection between Winters and El Rio Villa, via a planned multi-use path and pedestrian bridge along the south side of the existing I-505 overpass along Russell Boulevard (a portion of corridor #27). This facility will improve crossing safety for pedestrians and cyclists and especially benefit the low-income residents of El Rio Villa that walk and bike to access Winter’s services.

Potential Outcomes

Implementation of the planned active transportation networks and supporting programs may increase the share of trips being made by walking or bicycling. By expanding facilities and prioritizing low-stress bikeways and connectivity to destinations, mode share for active travel is expected to increase. Yolo County's share of trips made by bicycle is considerably large, likely due to the robust biking culture and infrastructure seen in the City of Davis. An increase in bikeways, coupled with increased accessibility via e-bikes, could see even more bike trips, especially those connecting the rest of the county to Davis.

Implementing this plan is expected to result in other significant improvements, such as a reduction in the risk of collisions involving pedestrians and bicyclists and improved health outcomes associated with increased physical activity by residents in the region.

Measures of Effectiveness and Tracking Progress

This plan establishes a framework for improving connectivity within and between communities in a rural region by increasing opportunities for walking, biking, and rolling. By focusing on both local and regional connections, the plan aims to expand access to reliable active transportation options for people of all ages and abilities. To ensure these goals translate into real, measurable improvements on the ground, ongoing monitoring and evaluation are essential as implementation occurs. The metrics outlined below are directly tied to the plan's objectives and provide a consistent way to track progress, assess effectiveness, and guide future decision-making.

1. Improve bicycling and walking connectivity, access, and safety

- » **Metric:** Reduction in collisions involving Bicyclists and Pedestrians
- » **Metric:** Number of bicycle facility and sidewalk gap closures

2. Expand the countywide trail system

- » **Metric:** Number of funding applications submitted
- » **Metric:** Miles of new trails constructed

3. Remove travel barriers for low income and minority residents

- » **Metric:** Number of projects built in disadvantaged communities
- » **Metric:** Increase in mode share of people biking or walking

4. Create connections within unincorporated Yolo County communities

- » **Metric:** Number of projects completed within unincorporated Yolo County communities

2026

Executing the Vision: Yolo Active Transportation Corridors (YATC) Implementation Strategy



Brian Abbanat
Yolo Transportation District
3/2/2026

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EXECUTING THE VISION: YATC Implementation Strategy

Introduction

The Yolo Active Transportation Corridors (YATC) plan represents a bold vision for a network of paved off-street trails connecting Yolo County cities and unincorporated communities for functional transportation as well as recreational purposes. With the increasing popularity of electric-assist bicycles (“e-bikes”) and speeds capable of up to 28 mph, travel between communities is more feasible than ever while opening a wide range of recreational and tourism opportunities. YATC provides a roadmap for implementing Yolo County’s part of the larger regional network.



YATC will require substantial time and resources to implement and a long-term timeframe – decades - should be assumed. While these projects can be a challenge to implement, each segment has a specific purpose: to serve communities, address safety problems, connect communities, and provide access and opportunities. Those deeper values should inspire civic leaders, professional staff, and stakeholders to persevere when confronting implementation challenges.



Each trail segment within the plan represents a significant, individual project that must be fully resourced to materialize. By the time construction breaks ground, 95 percent of the effort including planning, engineering, and securing funding have already occurred. However, pre-construction phases are often the most difficult to complete. These largely invisible activities must be supported politically and prioritized financially to place individual projects in competitive, “shovel ready” positions either for competitive grants or other funding opportunities.

While demand and community support for these facilities are strong in Yolo County, plans such as YATC can easily fade into the background of countywide priorities. This



implementation strategy reflects YoloTD’s commitment to continue advancing the YATC vision as an important transportation priority in Yolo County.

Purpose

This implementation strategy complements the YATC Plan by placing a focus on project delivery. It exists as a living document with annual updates to demonstrate progress on specific projects, curating enthusiasm for the broader vision. As project milestones are reached, funding secured, and segments are constructed, this document will recognize the progress made. Completed projects will be highlighted and cited as examples of the need to build on successes.

Factors Affecting Implementation

Completing a countywide trail network planning process is an exciting milestone that highlights the many ways connectivity and quality of life can be enhanced across the county. While implementation requires thoughtful coordination and sustained effort, the opportunities for success are strong. Key considerations include partner agency priorities, funding strategies, stakeholder engagement, and long-term commitment to completing the network.

Partner Agency Priorities

Because most YATC segments are located adjacent to or within the public right of way—primarily under the jurisdiction of Yolo County or Caltrans—continued coordination and collaboration with these agencies will be central to successful implementation.

Encouragingly, YATC projects can move forward either as stand-alone efforts or, ideally, in partnership with safety improvements or roadway rehabilitation projects as opportunities arise. Each project will follow its own path, but with proactive coordination, these partnerships can create efficient and mutually beneficial outcomes.

Funding

Securing funding is an important step in advancing YATC. While there is currently no dedicated local funding source for design and construction, competitive grant programs for active transportation continue to provide meaningful opportunities. Although these programs are highly competitive, strong project readiness, partnerships, and demonstrated community benefits can position YATC projects well for success over time.



Capital funding opportunities tend to be more available than maintenance funding. Because ongoing maintenance typically falls to the owning agency, planning ahead for durable materials and clear maintenance agreements can help minimize long-term costs and support system reliability. Establishing these arrangements early will strengthen project sustainability.

Limited local resources can affect the pace at which individual segments advance. Many grant programs reward projects that include local matching funds and given the multi-mile nature of many trail segments, even modest match requirements can represent significant investments. With strategic phasing, partnership development, and continued pursuit of funding opportunities, YATC projects can remain competitive alongside other transportation priorities.

Community & Stakeholder Support

Community outreach for YATC demonstrated strong enthusiasm for the trail network among participants. As implementation moves forward, particularly in predominantly agricultural areas, continued engagement with adjacent property owners and stakeholders will be important. Proactive communication can help address concerns related to agricultural operations, such as spraying and vehicle movement, and reinforce the benefits of well-designed trail corridors.

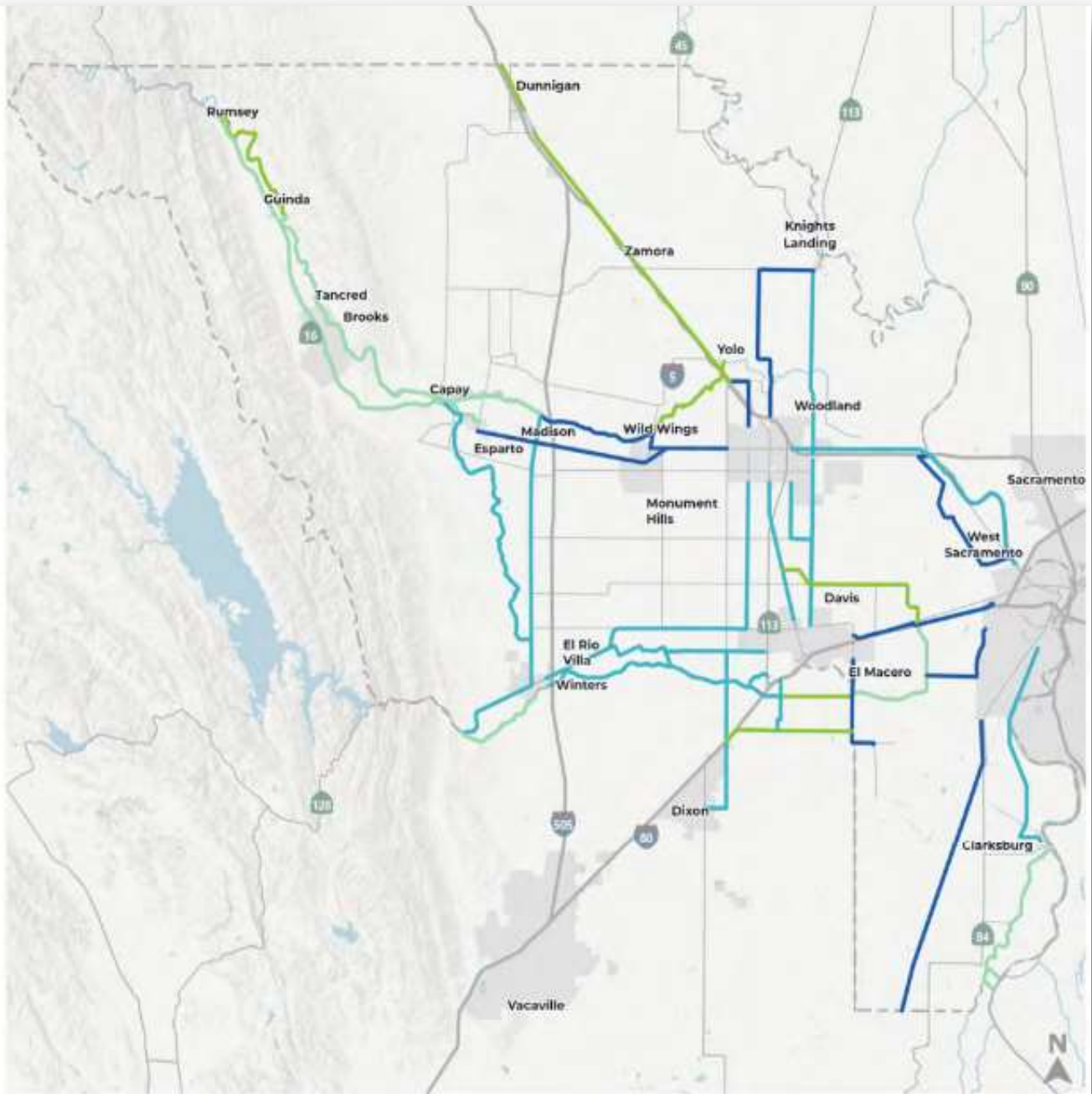


Concerns about unpermitted encampments are sometimes raised in trail discussions. However, because YATC segments are largely located outside urbanized areas where unhoused individuals typically rely on services, this risk is expected to be relatively limited. Thoughtful design and ongoing coordination can further support positive outcomes.

Long-Term Commitment

The YATC vision is ambitious and forward-looking. With sustained leadership and continued recognition of the network's transportation and quality-of-life benefits, steady progress is achievable. Maintaining YATC as a regional priority alongside other transportation modes will help ensure momentum continues. With persistence and partnership, the countywide trail network can be successfully delivered over time.





YATC System Map

Intercommunity Corridor by Priority

- (High Priority)
-
-
- (Low Priority)



Phase 1 Intercommunity Projects

The RAISE grant, which funds the YATC planning project, includes funds dedicated toward design and pre-construction work on two corridors, bringing them closer to completion. Two intercommunity corridor segments were chosen to advance into the design phase: Madison to Esparto, and Davis to Woodland. They were selected based on performance against the project’s prioritization criteria, input received by community and technical advisory committee members over the two outreach phases, and available budget. The design will allow the corridors to be developed to a level of completion that positions them for external competitive grant construction funds. The remaining projects from the YATC Prioritized Corridors list will be advanced when additional funding becomes available.

The YATC regional active transportation network is augmented by two in-progress projects that are being funded separately and managed by other local agencies: the Clarksburg Branch Trail Line Extension and the I-505 bicycle and pedestrian overcrossing.

The City of Winters, Yolo County, and Caltrans District 3 are working together to create an active transportation connection between El Rio Villa and Winters, via a planned multi-use path and pedestrian bridge along the south side of the existing I-505 overpass along Russell Boulevard. This facility will improve crossing safety for pedestrians and cyclists and especially benefit the low-income residents of El Rio Villa that walk and bike to access Winter’s services.

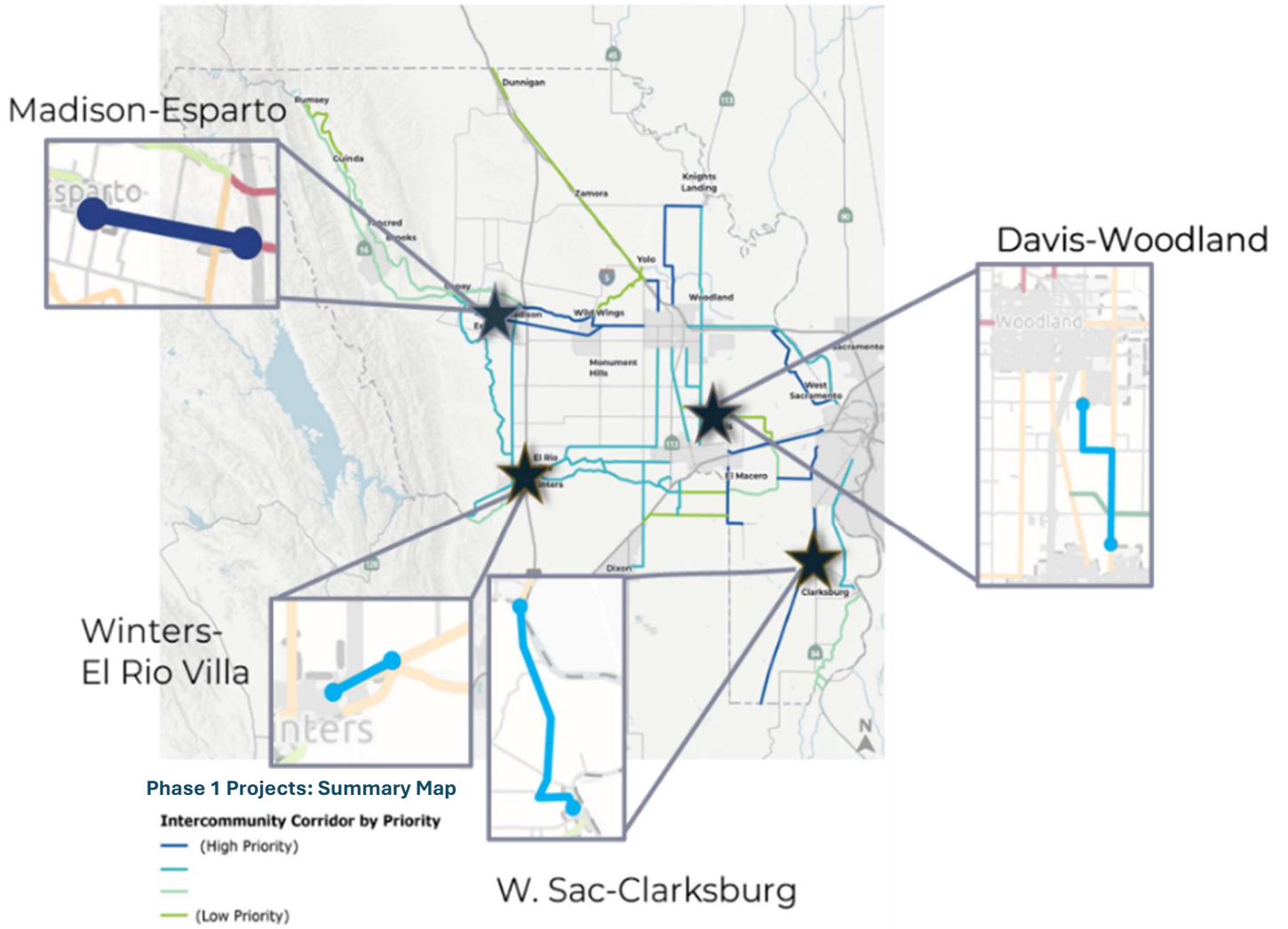
Similarly, the City of West Sacramento is in the design phase for the 6.4 mile Clarksburg Branch Line Trail (CBLT) extension that will provide a key link within the Great California Delta Trail and SACOG’s Sacramento Regional Trail Network. Design of this segment of the CBLT is another step toward achieving the vision of a connected recreational corridor that is decades in the making and will be enjoyed by current and future generations. The project is currently in the environmental clearance process, which will continue through 2026. Design is anticipated from summer 2025 to fall 2026.

The map below illustrates the locations and boundaries of the four YATC segments currently in progress.



Phase 1 Projects: Summary Map

Regional Active Transportation Corridors | 79

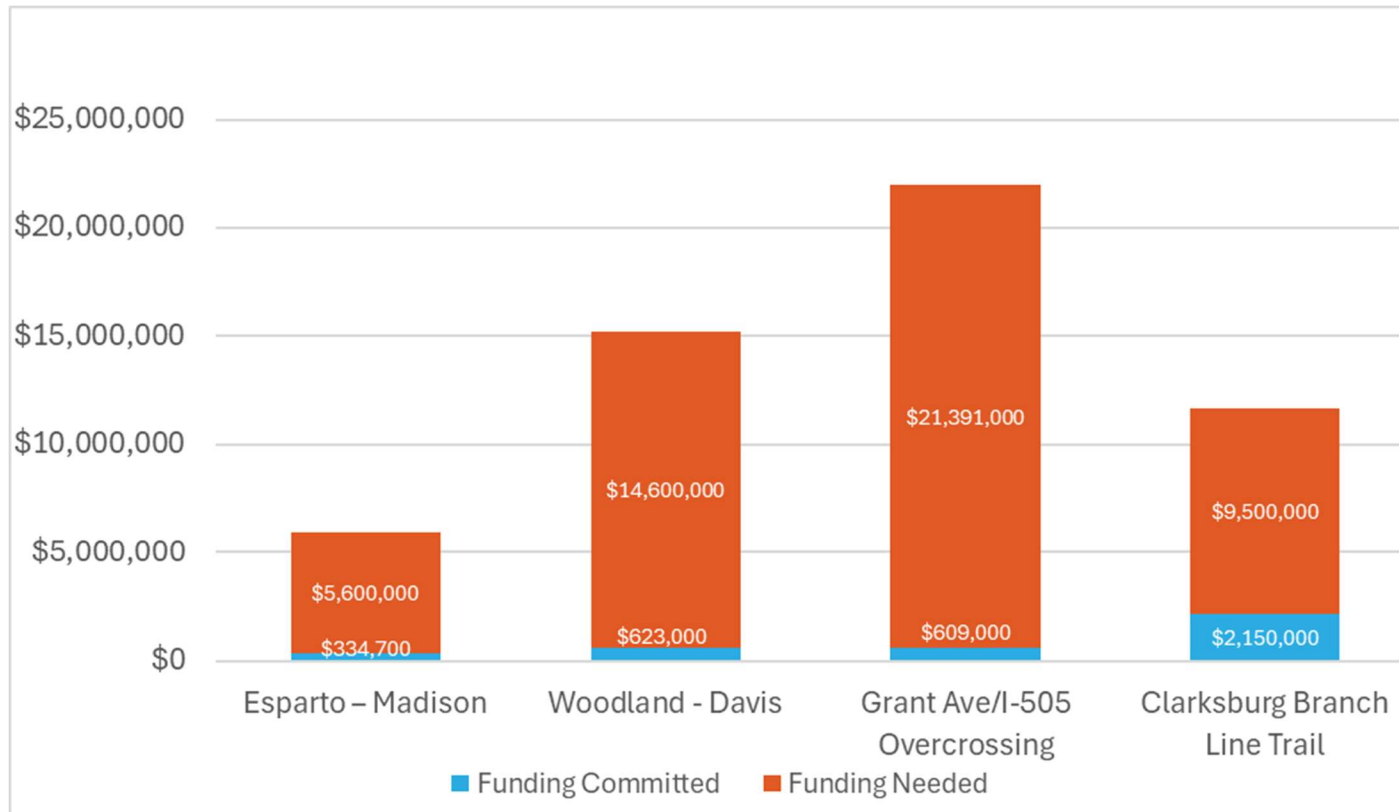


Phase 1 Projects: Summary Funding Table

Phase 1 Segment	Segment Phase	Status	Cost	Funding Committed	Funding Source
Esparto – Madison	Non-Construction	In Progress	\$334,700	\$334,700	Federal RAISE Grant
	Construction	Not Started	\$5,600,000	\$0	TBD
Woodland - Davis	Non-Construction	In Progress	\$623,000	\$623,000	Federal RAISE Grant
	Construction	Not Started	\$14,600,000	\$0	TBD
Grant Ave/I-505 Overcrossing	Non-Construction	In Progress	\$2,000,000	\$609,000	SACOG Regional Funding
	Construction	Not Started	\$20,000,000	\$0	TBD
Clarksburg Branch Line Trail	Non-Construction	In Progress	\$2,150,000	\$2,150,000	SACOG Carbon Reduction Program Grant
	Construction	Not Started	\$9,500,000	\$0	TBD



Phase 1 Projects: Financial Status Summary



YATC Implementation Progress

YATC Segment	Project Phase	2026				2027				2028				2029				2030				
		Winter	Spring	Summer	Fall	W	S	S	F	W	S	S	F	W	S	S	F	W	S	S	F	
Esparto-Madison	PA&ED	Funded																				
	Right-of-Way	Unfunded																				
	PS&E	Funded																				
	Construction	Unfunded																				
Woodland-Davis	PA&ED	Funded																				
	Right-of-Way	Unfunded																				
	PS&E	Funded																				
	Construction	Unfunded																				
Grant Ave / I-505 Overcrossing	PA&ED	Funded																				
	Right-of-Way	Unfunded												TCD								
	PS&E	Unfunded													TCD							
	Construction	Unfunded																				TCD
Clarksburg Branch Line Trail	PA&ED (complete)	Complete																				
	Right-of-Way	Funded																				
	PS&E	Funded																				
	Construction	Unfunded							TCD													

TCD = Target Completion Date



Madison-Esparto Segment

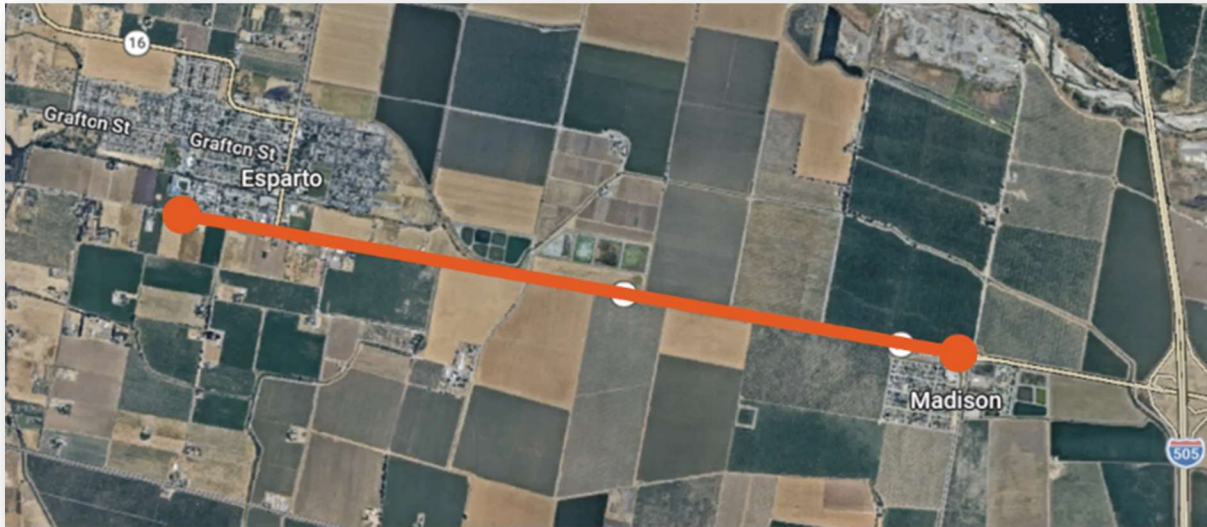


Figure 1: Madison - Esparto Project Alignment

Project Description: Three-mile Class I trail on County Road 21A / State Route 16 (SR-16) between Esparto Middle School (in Esparto) and Scott Street (in Madison).

This 3.0-mile shared-use path originates in Esparto at County Road 87 and ends in Madison at County Road 89. Currently, the only connection between the two interdependent communities is SR-16, a high-speed road not suitable for travel for vulnerable road users. Construction of a shared-use path would provide a dedicated, separated, and more comfortable facility for those who wish to walk, bike, and roll between Madison and Esparto, addressing the need, as expressed during community engagement, for a safer and more direct connection.

Project Need: The Madison–Esparto alignment seeks to address gaps along SR-16 while providing safe access for students to travel from Madison – including Yolo County Housing Authority’s migrant farmworker housing - to Esparto and back. This path will serve residents traveling to schools, local businesses, community centers, and parks, while providing a dedicated bicycle facility as an alternative to motorized vehicle travel.

Sponsoring Agency: Yolo Transportation District / Yolo County

Status: Non-Construction work in progress

Funding Needed: \$5.6 - \$6.0 million

Target Funding Sources:

- Federal:



- Better Utilizing Investments to Leverage Development (BUILD) Program
- Active Transportation Infrastructure Investment (ATIIP) Program
- Rural Surface Transportation Program
- State:
 - **2026 Funding Priority:** California State ATP Funding Program
 - Recreational Trails Program
 - Highway Safety Improvement Program (HSIP)
 - Low Carbon Transportation Options Program
 - Community Air Protection Incentives Program
 - Sustainable Transportation Equity Project
- Regional:
 - **2026 Funding Priority:** Regional ATP Funding Program
 - Carbon Reduction Program

Target Completion Date: TBD

Figure 2: CA-16 Westbound Existing Condition



Figure 3: CA-16 Enhanced Conceptual Rendering



Figure 4: Conceptual Rendering



Woodland-Davis Segment

Project Description: 5.5-mile shared-use path on County Road 102 between Bronze Star Road and East Covell Boulevard

This 5.5-mile shared-use path will start on East Covell Boulevard in Davis and be routed north alongside County Road 102 and either continue to County Road 25 or turn left onto County Road 27, and finally onto County Road 101, ending at County Road 25A in Woodland. County Road 102 was the site of several crashes involving bicyclists within the study period (2018 – 2022). By constructing an off-street path, the project not only provides a facility specifically for active travel, but it also creates a spatial separation that significantly reduces collision risk for vulnerable users commuting between the two cities.

Project Need: The Davis to Woodland alignment will create continuous connectivity between the two cities, linking off-street shared-use paths on both ends for safe bike commuting. The facility will support commuters, students, and families by providing a dedicated bicycle facility as an alternative to motorized vehicle travel.

Sponsoring Agency: Yolo Transportation District / Yolo County

Status: Non-Construction work in progress

Funding Needed: ~\$14.6 - \$15.0 million

Target Funding Sources:

- Federal:
 - Better Utilizing Investments to Leverage Development (BUILD) Program
 - Active Transportation Infrastructure Investment (ATIIP) Program
 - Rural Surface Transportation Program

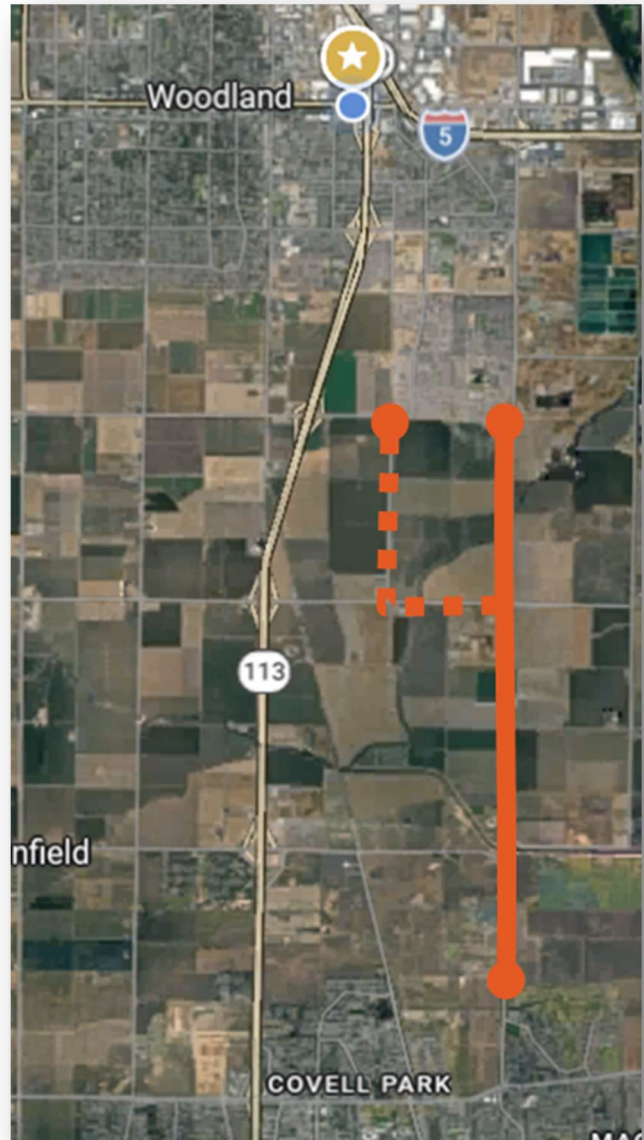


Figure 3: Woodland - Davis Project Alignments



- State:
 - California State ATP Funding Program
 - Recreational Trails Program
 - Highway Safety Improvement Program (HSIP)
 - Low Carbon Transportation Options Program
 - Community Air Protection Incentives Program
 - Sustainable Transportation Equity Project
- Regional:
 - Regional ATP Funding Program
 - Carbon Reduction Program

Target Completion Date: TBD

Figure 6: County Road 102 Northbound Existing Conditions



Figure 7: Conceptual Rendering



Grant Avenue / I-505 Overcrossing

Project Description: 1.3-mile bicycle and pedestrian improvements from the intersection of Morgan Street and Grant Avenue/SR-128 in Winters to Russell Boulevard/County Road 32 and Fredericks Drive in unincorporated Yolo County.

The City of Winters, Yolo County, and Caltrans District 3 are collaborating to create an active transportation connection between Winters and El Rio Villa, by way of a planned multi-use path and pedestrian bridge along the south side of the existing I-505 overpass along Russell Boulevard. This facility will improve crossing safety for pedestrians and cyclists and especially benefit the low-income residents of El Rio Villa that walk and bike to access Winter's services.

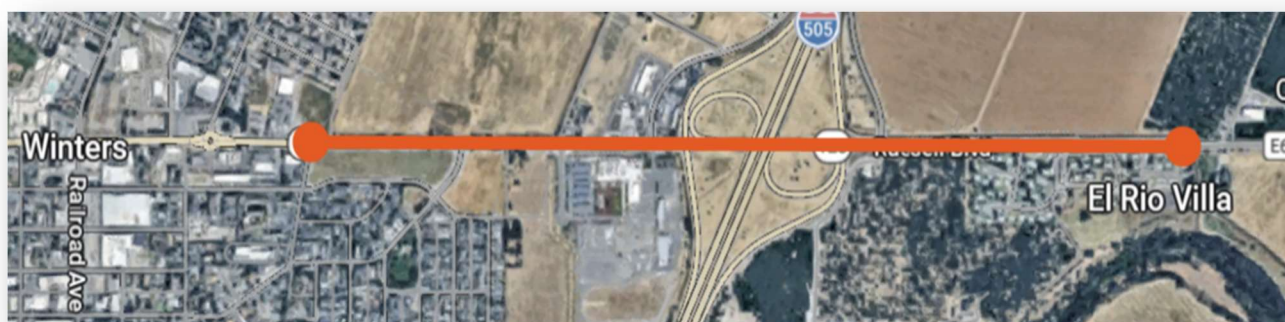


Figure 8: Grant Ave / I-505 Overcrossing Alignment

Project Need: The purpose of the project is to provide a dedicated pedestrian and bicycle facility across I-505 connecting Yolo County Housing Authority El Rio Villa affordable housing residences east of the freeway with schools and businesses on Main Street. Residents must currently walk or bike along a high-speed state highway, including crossing a narrow, antiquated freeway overpass to access daily needs. The project would also provide part of a regional bicycle trail connecting the City of Winters with areas of Yolo County and the City of Davis.

Sponsoring Agencies: Yolo County, Caltrans District 3

Status: Non-Construction work in progress

Funding Needed: ~\$22.0 million

Target Funding Sources:

- Federal:
 - Better Utilizing Investments to Leverage Development (BUILD) Program



- Active Transportation Infrastructure Investment (ATIIP) Program
- Rural Surface Transportation Program
- State:
 - **2026 Funding Priority:** California State ATP Funding Program
 - Recreational Trails Program
 - Highway Safety Improvement Program (HSIP)
 - Low Carbon Transportation Options Program
 - Community Air Protection Incentives Program
 - Sustainable Transportation Equity Project
- Regional:
 - **2026 Funding Priority:** Regional ATP Funding Program
 - Carbon Reduction Program

Target Completion Date: 2030

Figure 9: Grant Ave / I-505 Overcrossing Existing Conditions

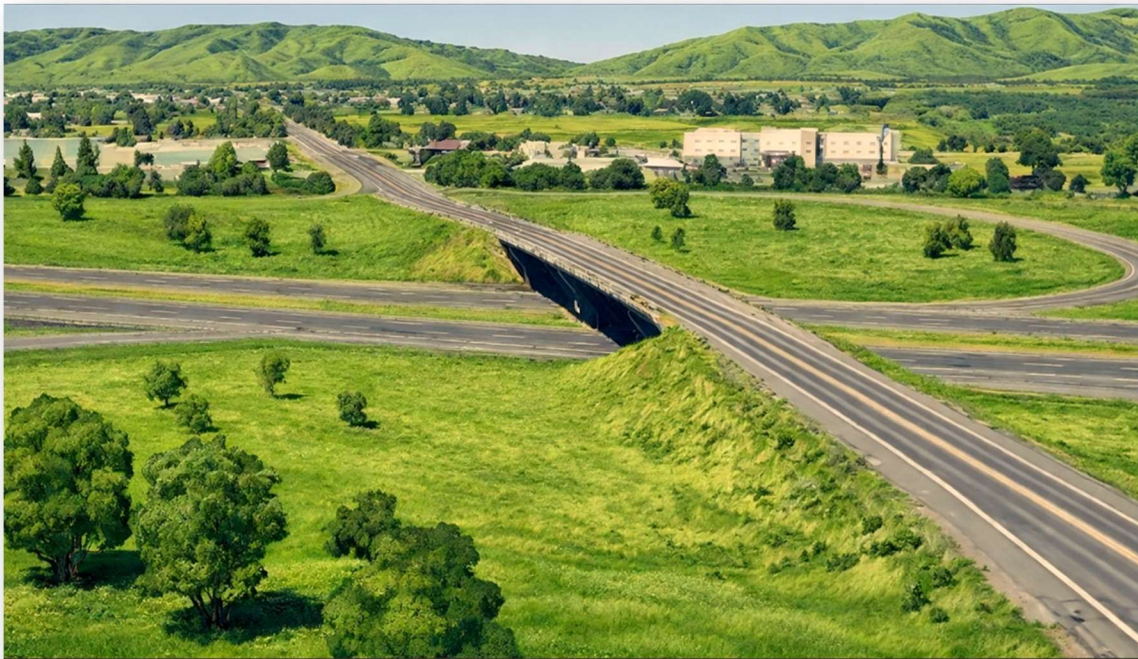


Figure 10: Bike/Ped Overcrossing Conceptual Rendering



Clarksburg Branch Line Trail Extension

Project Description: 7.5 mile Class I trail from the southern limits of West Sacramento along South River Road and the former railway right-of way, continue south to Willow Point Road and west to Clarksburg, with a proposed trailhead near the Old Sugar Mill.

The Clarksburg Branch Line Trail Extension is a planned 7.5-mile shared-use trail intended to connect West Sacramento with Clarksburg and serve as a key link within the Great California Delta Trail and SACOG’s Sacramento Regional Trail Network. It will feature parallel paved and unpaved paths to better serve bicyclists, pedestrians, and equestrians. This trail is currently in the design phase and led by the City of West Sacramento, in partnership with Yolo County, Delta Protection Commission, and YoloTD, with funding from SACOG.

Project Need: Project will 1) promote connectivity between neighborhoods and communities by constructing a multi-use trail serving bicycle, pedestrian, and equestrian users, while respecting agricultural uses; 2) create opportunities that connect communities and encourage active transportation; 3) provide educational opportunities through elements such as interpretive signs that reflect local rail and settlement history, share facts about local agriculture, honor Indigenous peoples, and encourage habitat conservation; and 4) Promote economic activity by attracting recreational cyclists.

Sponsoring Agency: City of West Sacramento



Status: Non-construction work in-progress

Funding Needed: \$10.0 - \$12.0 million

Target Funding Sources:

- Federal:
 - Better Utilizing Investments to Leverage Development (BUILD) Program
 - Active Transportation Infrastructure Investment (ATIIP) Program
 - Rural Surface Transportation Program
- State:
 - California State ATP Funding Program
 - Recreational Trails Program
 - Highway Safety Improvement Program (HSIP)
 - Low Carbon Transportation Options Program
 - Community Air Protection Incentives Program
 - Sustainable Transportation Equity Project
- Regional:
 - Regional ATP Funding Program
 - Carbon Reduction Program

Target Completion Date: 2027

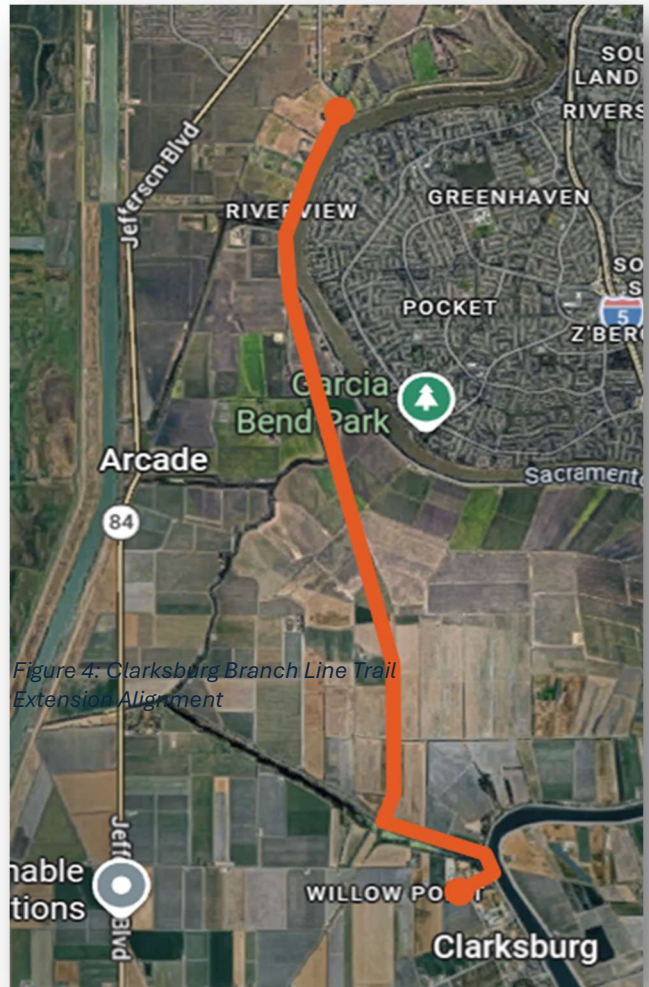


Figure 4: Clarksburg Branch Line Trail Extension Alignment

Figure 11: Clarksburg Branch Line Trail Alignment



Figure 62: CBLT Extension Right of Way Northbound @ Pumphouse Road



Figure 6: Conceptual Rendering



Phase 2 Intercommunity Projects Priorities

With substantial unmet funding needs and time required for design and construction, Phase 1 intercommunity projects will require a significant amount of time to complete through construction. Nonetheless, horizon planning is appropriate for Yolo County residents to anticipate subsequent YATC segments for implementation. The map below illustrates anticipated Phase 2 projects and their general alignments.

Phase 2 Projects: Summary Map

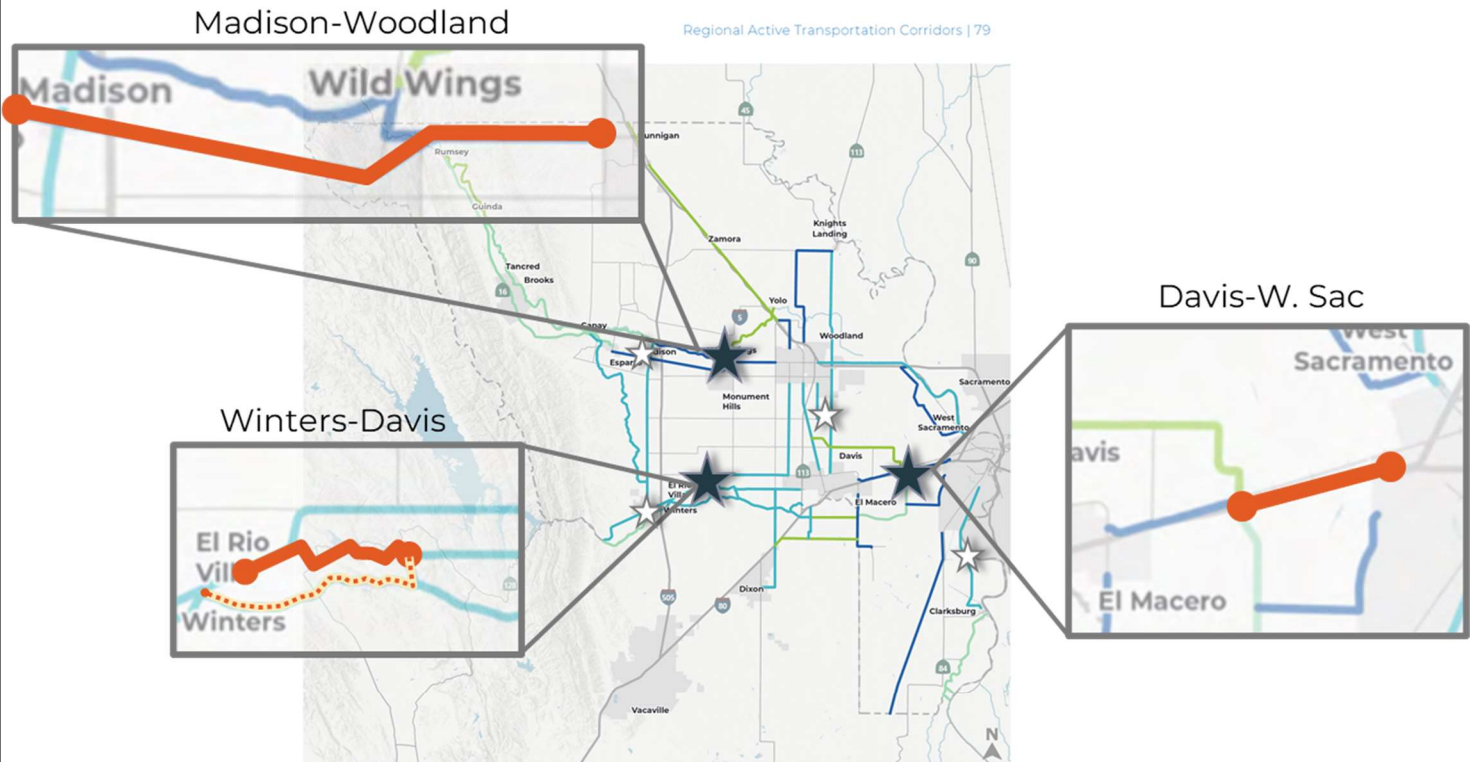


Figure 33: Prioritized Corridor Segments

Intercommunity Corridor by Priority

- (High Priority)
- (Low Priority)

West Sacramento – Davis: County Road 32A

The YATC segment between West Sacramento and Davis is important for commuting between Davis / UC Davis and Sacramento. Over 100 bicyclists currently travel this corridor during daylight hours on a peak travel day. A 1.8 mile high-stress segment exists on County Road 32A between the westbound I-80 off-/on-ramps and County Road 105 where bicycle commuters must ride on a four-foot shoulder immediately adjacent to high-speed vehicles, including large tractor trailers and heavy-duty waste removal vehicles.

The County Road 105 / 32A intersection is also a location with high motor vehicle collisions and train / vehicle collisions due to high speeds and a ninety-degree northbound/eastbound movement onto/from County Road 105 at an at-grade crossing. For safety reasons, the Union Pacific Railroad (UPRR) expressed a desire to close the at-grade crossing, making County Road 32A inaccessible to motor vehicles. Maintaining a County Road 32A railroad crossing provides a critical route for over-sized farm equipment to access land north and south of I-80, for bicycle access between Davis and



Sacramento, and for waste hauling to the Yolo County landfill originating from West Sacramento.

In the recent past, Yolo County spearheaded a study in partnership with the City of Davis, UPRR, Bike Davis, the California Public Utilities Commission, Yolo County Farm Bureau, and SACOG to consider a relocation of the existing railroad crossing to improve safety and address the conflicts experienced between trains, vehicles, and bicycles. Alternatives under consideration include at-grade crossings further east or an overcrossing / bridge.

Two of the alternatives would result in repurposing the western half of County Road 32A into a Class I facility. This facility would then connect with Caltrans' expected realignment of the Causeway Class I bike path to the westbound I-80 off-/on-ramps and the existing Old US-40 Class I facility, providing a continuous off-street facility for bicyclists.

If the County Road 32A realignment project is not feasible or experiences a substantial delay, a separate Class I path on the current County Road 32A alignment could be explored as a feasible alternative on which to focus for a Phase 2 YATC implementation project.

Figure 7: West Sacramento - Davis Alignment

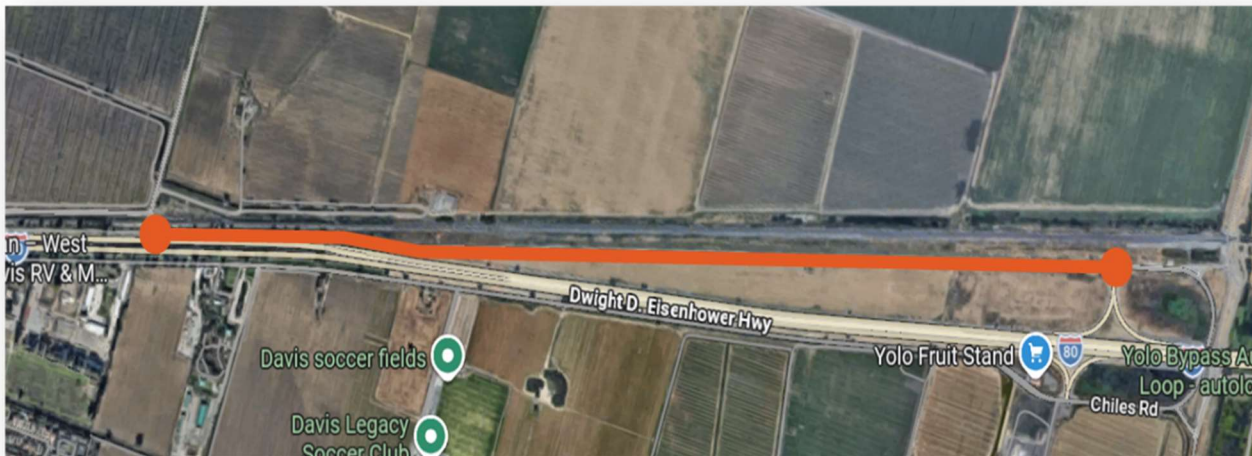


Figure 15: County Road 32A Existing Conditions



Figure 8: Conceptual Rendering



Winters – Davis

The Russell Boulevard bike path on the western edge of Davis is one of a few separated active transportation facilities in unincorporated Yolo County. This path is popular among recreational cyclists, who commonly take leisurely rides from Davis to Winters. The path extends as far as Stevenson Bridge Road at which point bicyclists head south and then back west on Putah Creek Road, entering downtown Winters via the converted railroad bridge crossing Putah Creek.



Figure 97: Winters - Davis Alignment

YATC aims to extend the existing path into Winters either by continuing along Russell Boulevard, connecting with the planned Grant Avenue / I-505 Overcrossing project or, alternatively, along the north bank of Putah Creek, connecting with the existing trail in Winters which terminates at Creekside Way.

Figure 108: Russell Blvd @ Stevenson Bridge Road Existing Conditions



Figure 119: Conceptual Rendering



Woodland – Madison



Figure 20: Woodland - Madison Alignment

This project would connect Woodland with Madison via SR-16 between County Road 98 and County Road 89. The result would be a 12+ mile fully separated Class I active transportation facility between Woodland and Esparto when combined with the Madison-Esparto Phase 1 priority project.

Figure 21: SR-16 Eastbound Approaching County Road 98 Existing Conditions



Figure 22: Conceptual Rendering



Intracommunity Improvements

In addition to intercommunity connections, the YATC Plan also recommended targeted active transportation safety and infrastructure improvements in the nine unincorporated Yolo County communities (intracommunity improvements). These recommendations address the highest priority needs for safe street crossings, lighting, and access to schools and amenities.

Intracommunity improvements recommendations are primarily on local routes and not eligible for federal funding. Yolo County and, in some cases, Caltrans are the agencies responsible for constructing these improvements. With scarce funding for maintaining existing infrastructure, this implementation strategy does not attempt to prioritize or otherwise commit Yolo County to funding intracommunity improvements. However, the YATC Plan can be considered a resource for Yolo County staff when considering capital improvement projects in these areas and for other traffic and safety planning needs.

Opportunities may exist for Yolo County to cost-efficiently bundle YATC's recommended intracommunity improvements with other county projects including road rehabilitation within the unincorporated communities. Other funding opportunities may exist including federal and state safe routes to school-type programs, HSIP, or leveraging intracommunity improvement needs when Caltrans designs for improvements on state highways that serve as local "main streets" in the unincorporated communities.

Conclusion

The Yolo Active Transportation Corridors (YATC) Implementation Strategy translates an ambitious regional vision into a practical, phased path forward. Across the document, several consistent themes emerge: the importance of persistence in long-term delivery, the need for strong interagency partnerships, the central role of competitive funding readiness, and the clear community demand for safer, more connected active transportation options. Together, these themes underscore that successful implementation will depend not on any single project, but on sustained, coordinated progress over time.

Phase 1 efforts demonstrate meaningful momentum. Advancing the Madison–Esparto and Woodland–Davis segments through design, while supporting complementary projects such as the Grant Avenue/I-505 Overcrossing and Clarksburg Branch Line Trail Extension, positions YATC to compete effectively for future construction funding. These early investments reflect the strategy’s core premise: projects must be brought to a high level of readiness—often through largely invisible pre-construction work—before major capital funding can be secured.

At the same time, the strategy recognizes that implementation conditions are complex. Limited local match capacity, ongoing maintenance responsibilities, agricultural interface considerations, and the need for continued stakeholder engagement all shape the pace of delivery. The document consistently emphasizes proactive coordination with Yolo County, Caltrans, cities, and community partners as essential to navigating these realities and identifying opportunities to bundle trail delivery with roadway, safety, or rehabilitation projects.

Looking ahead, Phase 2 corridors and intracommunity improvements ensure the vision remains forward-focused and countywide in scope. By maintaining a prioritized pipeline of projects, updating progress annually, and building on early successes, YoloTD and its partners can sustain enthusiasm and keep YATC competitive among regional transportation priorities.

Maintaining Focus

Interagency coordination and collaboration should be formalized between YoloTD and project partners such as Yolo County, the City of West Sacramento, and Caltrans District 3. YoloTD can host regular coordination meetings for partners to share experiences, insights, projects status, and partnership and funding opportunities. As new projects surface, the coordination group can expand as needed.

Annual updates to both the YoloTD and Yolo County Board of Supervisors can be assumed, with more frequent updates provided as needed to the YoloTD Citizens Advisory Committee and Yolo County Transportation Advisory Committee and/or Climate



Action Commission.

Ultimately, YATC is both a transportation investment and a quality-of-life initiative. With continued leadership, strategic funding pursuit, and strong partnerships, the county can steadily transform today's conceptual network into a connected system that improves safety, expands mobility choices, supports local economies, and enhances the everyday experience of traveling between Yolo County communities.





TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: April 7, 2026
ITEM #: G.21
SUBJECT: SB707 Policy Relating to Disruption of Remote Access Services During Public Meetings

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. ____, approving a policy relating to disruption of remote access services during public meetings.

Staff Contact:

Marissa Kersey, City Clerk, (530) 661-5806, marissa.kersey@cityofwoodland.org

Fiscal Impact:

There is no financial impact associated with the approval and adoption of the policy.

Background:

In October 2025, Governor Newsom signed into law SB707 which made numerous additions and changes to the Ralph M. Brown Act aimed at increasing accessibility to public meetings. The requirements go into effect in two phases, with some provisions already in place as of January 1, 2026, and the remaining will begin on July 1, 2026.

As of January 1st, the City has complied with the Act by distributing copies of the Brown Act to all elected or appointed officials, created a list of teleconference meeting locations in the City, and has initiated efforts to invite members of the public who do not traditionally participate in public meetings. Additional new requirements include allowing for translation or interpretation at City Council meetings, including providing closed captioning for remote participants; expanding and clarifying the rules relating to teleconferencing for legislative bodies; and, removing the sunset provision for social media communication rules.

Beginning July 1st, the City will need to fully implement the following changes:

1. Establish a two-way telephonic or audio-visual platform that allows for remote public participation in meetings of the City Council.
2. Translate and publish City Council agendas into Spanish.
3. Provide a publicly accessible posting board where members of the public can post their own translation of the published agenda.
4. Update the City's website to include all newly required meeting information accessible via a prominent link on the City's main webpage.
5. Adopt a policy establishing procedures in case of a disruption in service for remote participation, which is the recommended action associated with this staff report.

The requirements for July 1st are mandated for the City Council and will not be required for subsidiary bodies, such as the City's boards and commissions. There are some limited exceptions to the remote public participation rules that can be found in Government Code Section 54953.4, such as emergency meetings, administrative hearings, and inspecting real property.

Discussion:

To prepare for July 1st, City staff have established a plan to provide remote public participation at City Council meetings via the Zoom platform. To fully implement this platform, there are some minor upgrades being made to the current AV system in the Council Chambers that will improve the City's ability to run the remote portion of the meeting simultaneously and as seamlessly as possible. The public will be provided with a link as well as a phone number to join the Zoom City Council meetings. Instructions on how to join the meetings remotely will be included in the published agendas as well as on the public meeting page on the City's website.

In addition to providing remote participation, SB707 also requires that the Council adopt in open session a policy outlining the procedures for Council and Staff in the event that the City's remote access service (Zoom) is disrupted, such as for internet connection issues or other technical difficulties. Attached to this report is a proposed policy that incorporates the mandated procedures provided for in the Brown Act.

In summary, the policy establishes that, if the remote access service is disrupted during a City Council meeting, the Council must recess for at least one hour or until the service is restored, whichever is earlier. During the recess, Staff must make reasonable efforts to restore the service. If the service is not restored after the required recess period, the Council may resume the meeting if a finding is made that good faith efforts to restore the service were made and that the public interest in continuing the meeting outweighs the public interest in remote access. The Council also has the option to adjourn the meeting.

Staff is requesting that the Council approve and adopt this policy to ensure compliance ahead of the July 1st deadline.

Conclusion:

Staff recommends that the City Council adopt Resolution No. ____, approving a policy relating to disruption of remote access services during public meetings.



Ken Hiatt
City Manager

Attachments:

1. SB707 Policy on Technology Disruptions
2. Proposed Resolution - SB707 Policy

POLICY

Policy No: 12-103	Effective Date: April 7, 2026
Division: City Clerk	Distribution: All Departments
Related Policies:	Last Revision:

APPROVALS	
City Clerk	City Manager

SUBJECT: DISRUPTION OF REMOTE ACCESS SERVICES DURING PUBLIC MEETINGS

I. PURPOSE

Senate Bill 707 (2025) amended the Brown Act to require that meetings of eligible legislative bodies be accessible to the public via a two-way telephonic service or two-way audiovisual platform. As a City Council of a city with a population of 30,000 or more, the City Council of the City of Woodland qualifies as an eligible legislative body. Pursuant to Senate Bill 707, the Brown Act now requires that a policy be adopted, on or before July 1, 2026, that addresses procedures for recessing and reconvening a public meeting in the event of a disruption of remote access services. This policy is adopted to comply with that requirement and to ensure continuity of public participation during technical disruptions.

II. DEFINITIONS

For purposes of this policy:

- “Eligible legislative body” means the City Council of the City of Woodland.
- “Remote access services” mean either: (1) a two-way telephonic service; and/or (2) a two-way audiovisual platform used to provide real-time remote public attendance and observation of public meetings.
- “Disrupted service” means any failure, outage, or other interruption that prevents members of the public from attending or observing the meeting via remote access services.

III. APPLICABILITY

This policy applies to all open and public meetings of the City Council of the City of Woodland where remote access services are required under the Brown Act.

This policy covers disruptions in service for the two-way telephonic or two-way audiovisual platforms only. The City may provide additional broadcast streams of the meeting through third-party platforms (such as on the City’s website). These streams are provided as a convenience to the public and are not considered the City’s official remote access service for purposes of this policy. A disruption of a third-party stream alone shall not constitute a disruption of remote access services.

IV. PROCEDURES IN THE EVENT OF DISRUPTED SERVICE

Response to Disrupted Service

If, during a public meeting of the City Council, the Presiding Officer or City Clerk becomes aware of a disruption to the City's remote access services that prevents members of the public from attending or observing the meeting remotely, the following actions shall be taken:

1. The Presiding Officer or Clerk shall immediately announce the disrupted service to the public.
2. The Presiding Officer shall call for a recess of the open session. Staff shall begin efforts to restore the disrupted service.
3. During the recess of the open session, the Presiding Officer may decide to convene the legislative body in closed session, consistent with the Brown Act. The Presiding Officer may decide to do so if efforts to restore the disrupted service are significant.
4. The recess of the open session of the public meeting shall last for at least one hour or until service is restored, whichever is sooner.

Efforts to Restore Service

City staff shall make good faith efforts to restore remote access services, which may include:

- Troubleshooting the remote access platform or teleconferencing software
- Resetting or replacing audiovisual equipment
- Attempting alternative connection methods
- Contacting necessary support staff or service providers
- Switching to back-up equipment or platforms, if available

The City Clerk shall document the restoration efforts taken.

V. RECONVENING THE OPEN SESSION

Timing

The open session may be reconvened after at least one hour has elapsed from the time of the announcement of its recess, or as soon as remote access services are restored, whichever occurs earlier.

If Remote Access Services Are Restored

If the remote access services are restored within one hour of the announcement of recess, the open session shall be reconvened and the public meeting shall proceed.

If Remote Access Services Are *Not* Restored

If remote access services have not been restored after one hour of the announcement of the recess, the City Council shall reconvene and either:

1. Adjourn the meeting; or
2. Continue the meeting in open session by adopting by roll call vote the following, or a substantially similar, finding:

“The City of Woodland has made good faith efforts to restore remote access services in accordance with its adopted policy, and the public interest in continuing the meeting outweighs the public interest in remote public access.”

Upon adoption of the finding, the City Council may continue the open session even though remote access services have not been restored.

VI. RECORDKEEPING

The Clerk shall enter a brief statement into the meeting minutes, including the following:

- The nature and time of the disruption
- The call for recess of the open session
- The call for entering closed session (if applicable)
- The efforts taken to restore disrupted service
- The time the meeting was reconvened
- The finding adopted to either (1) continue the open session of the meeting because remote access services have been restored; or (2) adjourn the meeting, and the time of adjournment, if remote access services have not been restored; or (3) continue the meeting even though remote access services have not been restored.

VII. REVIEW AND UPDATES

This policy may be amended by the City Council at a noticed public meeting in open session. This policy may not be adopted or amended on the consent calendar.

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
APPROVING A POLICY RELATING TO DISRUPTION OF REMOTE ACCESS
SERVICES DURING PUBLIC MEETINGS OF THE CITY COUNCIL**

WHEREAS, In October 2025, Governor Newsom signed into law Senate Bill 707 (SB707) which made numerous additions and changes to the Ralph M. Brown Act; and

WHEREAS, Beginning July 1, 2026, the meetings of the City Council will need to be accessible via a two-way telephonic or audio-visual platform; and

WHEREAS, The Council is required by a new provisions of the Brown Act to adopt a policy establishing procedures in case of a disruption in service for remote participation.

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

SECTION 1. The City Council hereby adopts the Disruption of Remote Access Services During Public Meetings Policy, a copy of which is attached and incorporated by this reference.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Woodland at a regular meeting held on the 7th day of April 2026, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Tom Stallard, Mayor

ATTEST:

APPROVED AS TO FORM:

Marissa Kersey, City Clerk

Ethan Walsh, City Attorney