CITY OF WINTERS
California
Est. 1875

Winters City Council Meeting
City Council Chambers
318 First Street
Tuesday, February 6, 2018
6:30 p.m.
AGENDA

Members of the City Council

Wade Cowan, Mayor
Bill Biasi, Mayor Pro-Tempore
Harold Anderson
Jesse Loren
Pierre Neu

John W. Donlevy, Jr., City Manager
Ethan Walsh, City Attorney
Nanci Mills, City Clerk

6:00 p.m. – Executive Session

AGENDA

Safe Harbor for Closed Session – Pursuant to Government Code Section 54954.5

Pursuant to Government Code Section 54956.9 - Conference with Legal Counsel - Anticipated Litigation

---

6:30 p.m. – Regular Session

AGENDA

PLEASE NOTE – The numerical order of items on this agenda is for convenience of reference. Items may be taken out of order upon request of the Mayor or Councilmembers. Public comments time may be limited and speakers will be asked to state their name.

Roll Call

Pledge of Allegiance

Approval of Agenda

COUNCIL/STAFF COMMENTS

PUBLIC COMMENTS

At this time, any member of the public may address the City Council on matters, which are not listed on this agenda. Citizens should reserve their comments for matter listed on this agenda at the time the item is considered by the Council. An exception is made for members of the public for whom it would create a hardship to stay until their item is heard. Those individuals may address the item after the public has spoken on issues that are not listed on the agenda. Presentations may be limited to accommodate all speakers within the time available. Public comments may also be continued to later in the meeting should the time allotted for public comment expire.

CONSENT CALENDAR

All matters listed under the consent calendar are considered routine and non-controversial, require no discussion and are expected to have unanimous Council support and may be enacted by the City Council in one motion in the form listed below. There will be no separate discussion of these items. However, before the City Council votes on the motion to adopt, members of the City Council, staff, or the public may request that specific items be removed from the Consent Calendar for separate discussion and action. Items(s) removed will be discussed later in the meeting as time permits.

A. Minutes of the Regular Meeting of the Winters City Council Held on Tuesday, January 16, 2018 (pp. 5-12)

PRESENTATIONS

Yolo County Emergency Medical Services Agency's 2016/2017 EMS System Report by Kristin Weivoda, EMS Administrator, County of Yolo HHSA, Emergency Medical Services, and Infectious Disease and Emergency Preparedness (pp. 13-48)

Yolo County Transportation District's Countywide Transportation Capital Improvement Plan (CTCIP) by Mike Luken, YCTD Deputy Director (pp. 49-123

DISCUSSION ITEMS

None

CITY OF WINTERS AS SUCCESSOR AGENCY TO THE WINTERS COMMUNITY DEVELOPMENT AGENCY

None

CITY MANAGER REPORT

INFORMATION ONLY

ADJOURNMENT

I declare under penalty of perjury that the foregoing agenda for the February 6, 2018 regular meeting of the Winters City Council was posted on the City of Winters website at www.cityofwinters.org and Councilmembers were notified via e-mail of its' availability. A copy of the foregoing agenda was also posted on the outside public bulletin board at City Hall, 318 First Street on February 1, 2018, and made available to the public during normal business hours.

Nanci G. Mills, City Clerk

Questions about this agenda – Please call the City Clerk's Office (530) 794-6701. Agendas and staff reports are available on the city web page www.cityofwinters.org/administrative/admin_council.htm

General Notes: Meeting facilities are accessible to persons with disabilities. To arrange aid or services to modify or accommodate persons with disability to participate in a public meeting, contact the City Clerk.

Staff recommendations are guidelines to the City Council. On any item, the Council may take action, which varies from that recommended by staff.

The city does not transcribe its proceedings. Anyone who desires a verbatim record of this meeting should arrange for attendance by a court reporter or for other acceptable means of recordation. Such arrangements will be at the sole expense of the individual requesting the recordation.

How to obtain City Council Agendas:

View on the internet: www.cityofwinters.org/administrative/admin_council.htm
Any attachments to the agenda that are not available online may be viewed at the City Clerk's Office or locations where the hard copy packet is available.

Email Subscription: You may contact the City Clerk's Office to be placed on the list. An agenda summary is printed in the Winters Express newspaper.

City Council agenda packets are available for review or copying at the following locations:
Winters Library – 708 Railroad Avenue
City Hall – Finance Office - 318 First Street
During Council meetings – Right side as you enter the Council Chambers

City Council meetings are televised live on City of Winters Government Channel 20 (available to those who subscribe to cable television) and replayed following the meeting.

Wednesday at 10:00 a.m.

Videotapes of City Council meetings are available for review at the Winters Branch of the Yolo County Library.

CITY OF WINTERS
california
Est. 1875

Minutes of the Regular Meeting of the Winters City Council Held on January 16, 2018

Mayor Wade Cowan called the meeting to order at 6:30 p.m.

Present:	Council Members Harold Anderson, Bill Biasi, Jesse Loren, Pierre Neu and Mayor Wade Cowan
Absent:	None
Staff:	City Manager John W. Donlevy Jr., City Attorney Ethan Walsh, Director of Financial Management Shelly Gunby, Police Chief John Miller, Police Sergeants Kelly Schroeder and Kelly McCoy, Police Corporal Gordon Brown, Economic Development/Housing Manager Dan Maguire, Building Official Gene Ashdown, Environmental Services Manager Carol Scianna, Administrative Coordinator Karla Ferguson, Police Community Services Officer Gail Jimenez, Police Detective/SRO David Gonzalez, Police Officers Alan Pinette and Victor Barajas, and Management Analysts Dago Fierros and Tracy Jensen.

Police Sergeant Kelly McCoy led the Pledge of Allegiance.

Approval of Agenda: Motion by Council Member Neu, second by Council Member Biasi to approve the agenda with no changes. Motion carried with the following vote:

AYES:	Council Members Anderson, Biasi, Loren, Neu, Mayor Cowan
NOES:	None
ABSENT:	None
ABSTAIN:	None

COUNCIL/STAFF COMMENTS

PUBLIC COMMENTS: Tina Lowden and Karen May voiced their interest in the beautification of the downtown and requested the telephone kiosk be removed.

CONSENT CALENDAR

A. Minutes of the Regular Meeting of the Winters City Council Held on Tuesday, December 19, 2017
B. Building Division Plan Check and Inspection Services
C. Animal Services Agreement
D. Resolution 2018-03, a Resolution of the City Council of the City of Winters Granting Authority to the Chief of Police Pursuant to Vehicle Code Section 21100(i) to Appoint Non-Student School Crossing Guards

City Manager Donlevy gave an overview of the items on the Consent Calendar. Motion by Council Member Loren, second by Council Member Neu to approve the Consent Calendar. Motion carried with the following vote:

AYES: Council Members Anderson, Biasi, Loren, Neu, Mayor Cowan
NOES: None
ABSENT: None
ABSTAIN: None

PRESENTATIONS

Police Chief John Miller introduced Sergeant Kelly McCoy, who was then sworn in by City Manager John Donlevy. Kelly thanked the Mayor and City Council and acknowledged friends and family who were sitting in the audience and those that were unable to attend. Kelly said she was honored and privileged to be part of the Winters community. Chief Miller said Kelly demonstrates high energy and initiative that will serve the City of Winters well.

Police Chief Miller introduced outgoing Sergeant Kelly Schroeder, who may remain on staff as a reserve police officer. Kelly arrived as a 960 annuitant, worked hourly with no benefits and was limited to 960 hours per year. Kelly was the perfect fit for the vacancy in the department - confident and dedicated with a high level of service. As a token of the department's appreciation, a plaque was presented to Kelly, where his police badge will be affixed. Kelly thanked the Council, Mayor, City Manager and the entire Police staff and said the department continues to develop. Kelly thanked his wife and family for his hours served and said Chief Miller is preparing the department to grow with the City. Mayor Cowan said he was grateful and thanked Kelly for his positive influence, receiving nothing but praise from the community.

Community Services Officer Gail Jimenez's power point presentation included information and requirements for the department's Reserve Program, and Police Officer Alan Pinette spoke about the Cadet Program, which has been going for two years and currently has six members. He added that Community Services

Officer Roberto Cuevas is a result of the Cadet Program and that funding for the program is dependent on donations and fundraisers. In Chaplain Robert Duvall's absence, Gail gave some 2017 statistics from the Chaplain program: 92 death notifications in Yolo & Solano counties, 82 special events, and 2,150 volunteer hours. Robert's constant companion, Kepi the Comfort Dog, is the first comfort canine in the state, often working with local jurisdictions, the CHP and Cal Fire. Mayor Cowan thanked Gail for all she does and adjourned the meeting at 6:56 p.m. for a brief reception.

Mayor Cowan reconvened the meeting at 7:07 p.m. City Manager Donlevy introduced Sheila Allen, Yolo County Senior Services Consultant, and Jennifer Verdugo from AARP. Sheila presented survey results from 137 participants that took the Winters senior survey, providing a general overview from the community. Based on the information received, Sheila is working on a Winters-specific Senior Resources Guide. Based on Council Member Biasi's question, surveys will be accepted until the guide goes to print and blank surveys can be found on the City's website. Jennifer Verdugo gave a power point presentation and reviewed AARP's launch of the Age-Friendly Communities and identified West Sacramento as a local Age-Friendly Community.

Woody Fridae, representing the Winters History Project whose initial motto has been "Museum Without Walls", gave a power point presentation and said they are now looking for walls, or a place for a museum. The presentation included many photos of the Sacramento Valley Museum in Williams that is housed in the old Williams High School that was built in 1911 and was donated to the museum. The Winters History Project will hold a meeting in March with the date and time TBA and he asked people to join a museum committee and start a campaign. He urged people to go see the Sacramento Valley Museum in Williams and Council Member Biasi asked him how they maintain funding. Woody said they received a $100,000 regional grant and with a capital outreach program, they receive $50,000 per year.

DISCUSSION ITEMS

1. Adoption of City of Winters Flood Safety Plans

Economic Development & Housing Manager Dan Maguire gave an overview and introduced David Block from Yolo County OES and Joe Thomas of KSN Inc., who prepared and provided the Winters Public Safety Map and the Winters Evacuation Map. Dan said an Emergency Operation Plan was previously adopted by Council in April 2017 and a Draft Hazard Mitigation Plan will come back to Council for approval. Flooding has been identified as a potential hazard and David Block said the adoption of the Flood Safety Plan will help our jurisdiction become better prepared. Dan reviewed the process it will take before the plan is adopted and City Manager Donlevy said this is not just an emergency

plan, it's an overall hazard mitigation plan. The maps being presented tonight will be included on the City's website along with a QR Code, which will lead to additional information about the plan. Dan said one of the apps being made available by QR Code will be for the last 4-5 fire seasons and will include evacuation maps that identify the residents who have evacuated during a fire. City Manager Donlevy said the maps are integrated with GIS (geographic information systems) and an app is accessible. There is also the Ever Bridge notification system where information can be broadcast out on smart phones. Council Member Biasi said he wants to make information available to people before the emergency happens, possibly in the newsletter or include maps on the City's website.

Motion by Council Member Loren, second by Council Member Neu to adopt Resolution 2018-01 approving the "City of Winters Flood Safety Plan."

Kathy Cowan said in the event of a flood, I-505 will be impacted suggested people drive east toward Davis and then turn north or south. It was assured that police would be directing traffic. Tina Lowden said the road always floods quickly near "Carol's Bridge" on 89, so this evacuation route would probably not be an option.

Motion carried by the following vote:

AYES:	Council Members Anderson, Biasi, Loren, Neu, Mayor Cowan
NOES:	None
ABSENT:	None
ABSTAIN:	None

2. Putah Creek Nature Park Phase 3 Modifications

Environmental Services Manager Carol Scianna gave an overview and said Council supported the WPCNP Master Plan that was adopted in 2008, creating better access to the creek and nature park. The proposed Phase 3 modifications will continue those efforts following a three year delay that was due to new requirements from the Army Corp of Engineers, with the permit expected to be obtained by spring. The WPCC has reviewed and unanimously approved the phase 3 modification plan and Carol is asking Council to accept their recommendation.

Melanie Truan, UCD Wildlife biologist has been monitoring wildlife in the creek area for decades said backwater channels can offer better habitat opportunities, instead of filling in the channel.

Alan Pryor, speaking on behalf of the Friends of Putah Creek, said there was no data or scientific reports to show that this project will be a success. Due to legal

impediments, no permits have been obtained. He asked Council to reject the approval of the Phase 3 modifications.

David Springer, also speaking on behalf of the Friends of Putah Creek, said an alternative plan was provided to Council and urged them to delay their decision until the modification plan can be reviewed and open to the public. He also urged Council to influence the elimination of soil compaction.

Mayor Cowan entered into record letters that were received directly by all Council members from David Springer and Jeff Tenpas.

City Attorney Walsh provided the following clarification: On all phases of the project, including Phase 3, Council is not the agency doing the project. SCWA is the lead agency and they have continuously asked for the City's input and have taken that input into account.

Kurt Balasek confirmed that everyone who wishes to speak has been allowed to do so at the WPCC meetings. He concluded by saying the nature park is an amazing success. The master plan had two goals: habitat restoration and getting the public down into the park.

Council Member Biasi confirmed that Council has already approved Phase 3; this is a modification to that phase. The proposed backwater area can always be filled in if it becomes undesirable. These modifications will also provide an ADA ramp down to the flood level.

Council Member Jesse Loren said a letter received from the Friends of Putah Creek claims compaction has led to diminished ground water recharge. As the City liaison with the Water Resources Agency, Council Member Loren said the drop in elevation has been attributed to the drought, although there has been recovery statewide. The groundwater readings at four monitoring stations are behaving normally, similar to those throughout the state as per Tim O-Halloran, General Manager of the Yolo County Flood Control & Water Conservation District. Groundwater data is available at yologroundwater.org

Council Member Anderson, who attended an LPCCC meeting said modifications can be changed later if need be and that this isn't the end of the road for keeping our options open.

Mayor Cowan said the creek used to be totally inaccessible. The work that has been done has provided great results. We are now seeing fish after Phases 1 and 2. Usage and public access has greatly increased. This project is a big benefit to the City and we are long overdue in getting this project finished. Council Member Loren agreed and said she was told long ago by a Winters resident that the removal of the old perc dam would create problems. We now have a beautiful path down to the creek, full of dog walkers, children, and those

strolling along the creek due to the enhancements in Phases 1 & 2. Council Member Neu said he spends a lot of time down at the creek, and randomly asks people where they live. Most are Winters residents, but 20% of those people come from out of town to enjoy the creek and say they plan to return again. The City has waited three years for the final phase to start and it's time to complete the creek project.

Motion by Council Member Biasi, second by Council Member Anderson to approve staff recommendation to accept the recommendation from Winters Putah Creek Committee to support the design modifications for the Winters Putah Creek Nature Park (WPCNP) Phase 3 project to leave a backwater on the eastern half of Phase 3 for wildlife viewing and habitat diversity. Motion carried with the following vote:

AYES:	Council Members Anderson, Biasi, Loren, Neu, Mayor Cowan
NOES:	None
ABSENT:	None
ABSTAIN:	None

3. Electric Car Charging Stations

Associate Elliot Landes gave an overview and said there are too many variables when asked what the additional cost for the City would be for the additional charging stations. The free charging station installed at the Community Center currently costs the City approximately $2,000-$3,000 per year. Elliot said with Option 2, the City has more flexibility to charge a fee and gives the City the ability to track the usage. Council Member Biasi said he preferred the more expensive Option 2 to give the City the ability to charge people. He doesn't like to see the City subsidizing free charging. Council Member Loren said it's important to put in more infrastructure for electronic vehicles to make Winters more attractive to travelers. Mayor Cowan agreed with both comments and said the City doesn't give away free gas, why should the City give away free electricity? The City charges for gas, now the City can charge for electricity. He added it would be worth spending the extra money now and monitor the charging station for one year to determine a fair amount to charge. Council also discussed whether to provide the first two hours of parking for free and then begin charging following the two-hour period. Council Member Anderson said he liked Option 2, but it is taking away parking spaces. He also asked how Vacaville is dealing with electronic vehicles. Elliot said he received a lot of support throughout Vacaville and was given a lot of pointers. Council Member Loren asked for clarification, whether Option 2 included two free hours of charging and Council confirmed it did not.

Motion by Council Member Neu, second by Council member Loren to approve Option 2 of the staff recommendation to add funds to the grant in place to allow

the City to charge for electricity provided to two vehicles. Motion carried with the following vote:

AYES: Council Members Anderson, Biasi, Loren, Neu, Mayor Cowan
NOES: None
ABSENT: None
ABSTAIN: None

4. Resolution 2018-02, Calling for and Consolidating General Municipal Election on June 5, 2018

City Attorney Walsh gave an overview and said an initiative measure on the ballot will include whether the Clerk and Treasurer will be appointed or elected. The statewide trend it to appoint those with expertise as issues continue to get more complex. Council Member Neu said he is in favor of staff recommendation, but the information on the ballot must be really clear and explain why it's happening now. City Attorney Walsh said an impartial analysis will be written, will include arguments for and against the ballot measure, and will clearly provide the intent.

Motion by Council Member Biasi, second by Council Member Neu to approve Resolution 2018-02, calling a General Municipal Election for June 5, 2018, to fill three City Council Member seats, City Clerk and City Treasurer, as well as placing a ballot measure on appointive City Clerk and City Treasurer, and requesting the Yolo County Board of Supervisors to consolidate the elections with the Statewide Primary and any other elections, and directing the County Election's Official to provide services in relation to the election. Motion carried with the following vote:

AYES: Council Members Anderson, Biasi, Loren, Neu, Mayor Cowan
NOES: None
ABSENT: None
ABSTAIN: None

CITY OF WINTERS AS SUCCESSOR AGENCY TO THE WINTERS COMMUNITY DEVELOPMENT AGENCY

1. Resolution SA-2018-01, 2018-2019 ROPS (Recognized Obligation Payment Schedule)

Agency Chairman Biasi opened the Successor Agency at 8:59 p.m.

Director of Financial Management Shelly Gunby gave an overview and said the adoption of the ROPS is very straightforward and would allow the City to receive

funding for debt service for the redevelopment agency. The ROPS will go to the Oversight Board for approval on January 22nd and will then be sent to the Department of Finance before the February 1st deadline.

Motion by Agency Member Anderson, second by Agency Member Neu to adopt Resolution SA-2018-01 adopting a Recognized Obligation Payment Schedule Pursuant to AB1X 26 for the period July 1, 2018 - June 30, 2019. Motion carried with the following vote:

AYES:	Agency Members Anderson, Cowan, Loren, Neu, Agency Chairman Biasi
NOES:	None
ABSENT:	None
ABSTAIN:	None

CITY MANAGER REPORT: The November and December Treasurer and Investment Reports are the worst ones throughout the year. Three funds hold general fund reserves used for cash flow and we don't receive a majority of money until January and May. Staff should receive property tax numbers in the next couple of weeks. Staff has cut almost $600,000 out of the budget as this is one of the most challenging times we've dealt with. Individual budget meetings are being held with staff. Both hotel projects are moving forward and the City will soon see an increase in permit revenue from housing developments over the next 18 months. A joint workshop of the City Council, Planning Commission and Parking Committee has been scheduled for February 21st @ 6pm and the Economic Development Advisory Committee (EDAC) will kick things off in February.

INFORMATION ONLY

1. November 2017 Treasurer Report
2. November 2017 Investment Report

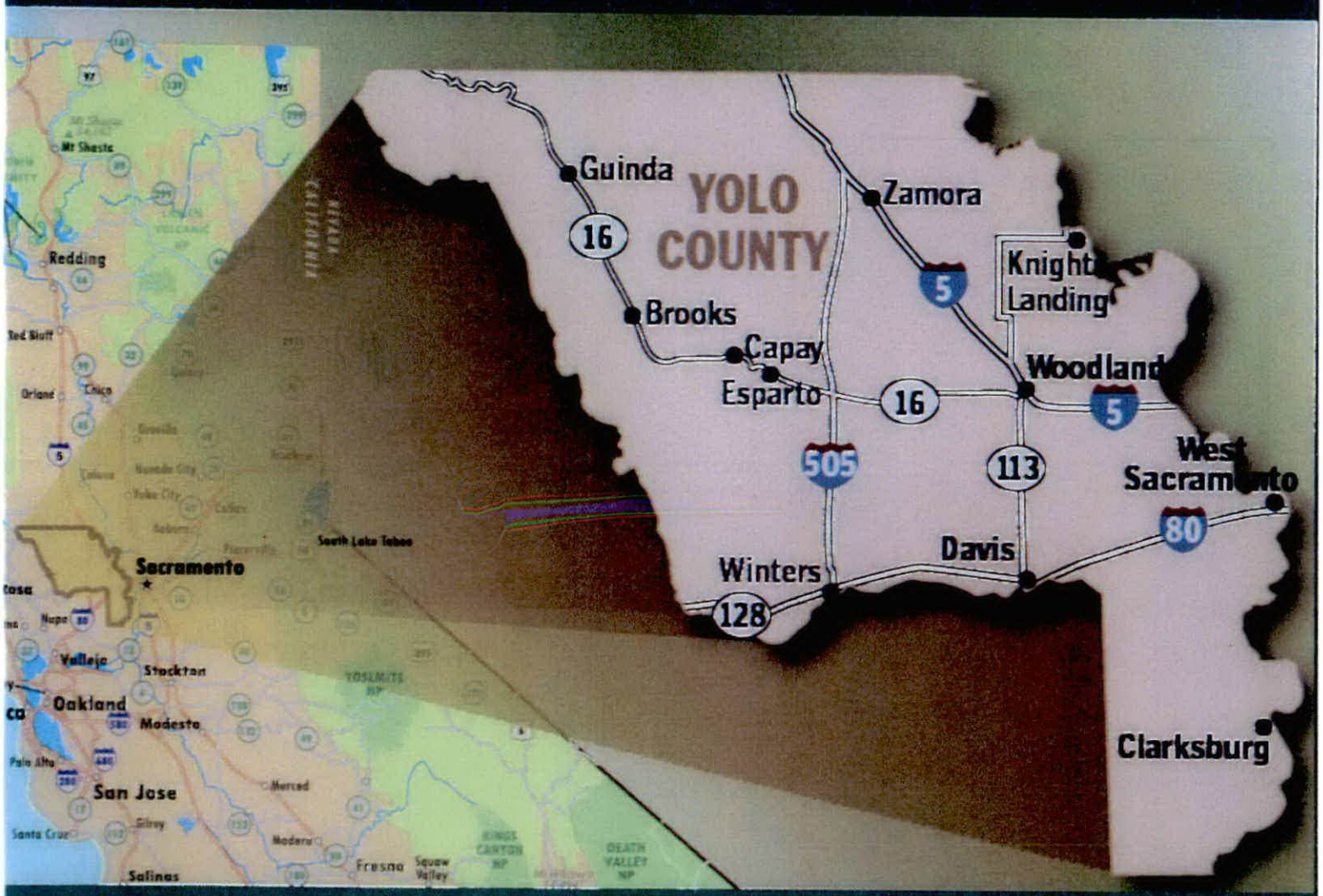
ADJOURNMENT: Mayor Cowan adjourned the meeting at 9:11 p.m.

Wade Cowan, MAYOR

ATTEST:

Nanci G. Mills, City Clerk

YOLO COUNTY EMERGENCY MEDICAL SERVICES AGENCY



2016/2017 EMS SYSTEM REPORT

Table of Contents

Introduction 1
Staff 2
Mission - Vision - Values 3
System Partners 4
System Funding 5
Emergency Dispatch System 6
EMS Service Utilization 7
Ambulance Response Zones 8
Ambulance Response Requirements..... 9
Specialty Medical Centers 10
Air Medical Transport..... 11
Certification and Accreditation 12
Ambulance Permits..... 13
Disaster and Medical Surge..... 14
Cardiac Arrest System of Care..... 15
STEMI System of Care..... 16
STEMI Prehospital Core Measures..... 18
Trauma System of Care..... 19
Stroke System of Care..... 20
System Enhancements..... 22
Community and Education..... 25
Collaboration and Partnership..... 26
Community Response..... 28
Future System Enchancements..... 29
Future Community and Education..... 31
Future Health Improvements..... 32

YEMSA - Yolo County Emergency Medical Services Agency

EMS - Emergency Medical Services

EMR - Emergency Medical Responder

EMT - Emergency Medical Technician

EMTP - Paramedic

BLS - Basic Life Support

ALS - Advanced Life Support

CCT - Critical Care Transport

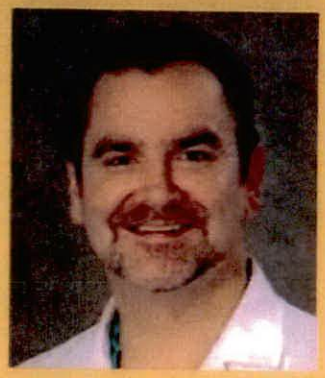
EMD - Emergency Medical Dispatch

PSAP - Public Safety Answering Point

Introduction

Yolo County EMS Agency (YEMSA) started providing an EMS delivery system to Yolo County in July of 2013. The focus was to create a collaborative approach among all partners and the community to enhance the EMS delivery model and improve patient outcomes. The integration of the health department into Yolo County Health and Human Services Agency in 2015 opened new communication and opportunities for EMS to re-align patients with services to meet their immediate and long-term needs. We are excited to be at the forefront of creating an integrative health system. This year's report highlights our delivery system strategies and performance, and our initiatives to promote community awareness and system enhancements.

Kristin Weivoda
EMS Administrator



John S. Rose, MD
EMS Medical Director

Landee Linn
EMS Program Coordinator

YEMSA Staff

Kristin Weivoda ..... EMS Administrator

John S. Rose, MD ..... EMS Medical Director

Landee Linn ..... EMS Program Coordinato

Jessi Scofield ..... EMS Specialist II

Terry Weisser ..... EMS Specialist II

Karisa Huie ..... EMS Specialist I

Yolo County Emergency
Medical Services Agency
137 N Cottonwood Street
Woodland, CA 95695

www.yemsa.org
yemsa@yolocounty.org

Voice Line: (530) 666-8645
Fax Line: (530) 666-3984

Mission-Vision-Values

MISSION

The Mission of Yolo County EMS is to evolve a cost effective, collaborative, and outcome-based EMS Delivery System that produces clinically superior and culturally competent care. We strive to work effectively with our Public Safety and Public Health partners to solve problems, make decisions, and achieve common goals.

VISION

A comprehensive, accessible, and sustainable EMS Delivery System, realized through collaboration, which provides clinically superior, efficient, and innovative care.

VALUES

Leadership
Innovation
Integrity
Collaborative
Patient Centered

System Partners

911 - ALS - CCT Transport Providers

American Medical Response

Paramedic Staffed Fire Departments

Yocha Dehe Fire Departmer

Air Transport Providers

CALSTAR
REACH

Municipal Fire Departments

Davis Fire
UC Davis Fire
West Sacramento Fire
Winters Fire
Woodland Fire
Yocha Dehe Fire

BLS Transport Providers

AMR-Sutter Health
NORCAL Ambulance
ProTransport-1
Sacramento Valley Ambulance
Falck Northern California

Fire Protection Districts

Capay Valley Fire
Clarksburg Fire
Dunnigan Fire
Elkhorn Fire
Esparto Fire
Knights Landing Fire
Madison Fire
West Plainfield Fire
Willow Oak Fire
Yolo Fire
Zamora Fire

System Funding

Yolo County EMS Agency (YEMSA) is funded through the Exclusive Operating Area (EOA) franchise fee, penalty fees, Maddy funds, and fees collected for certifications, ambulance permits, ambulance inspections, and hospital designations.

Penalty fees
$348,150.00

Franchise Fee
$300,000.00

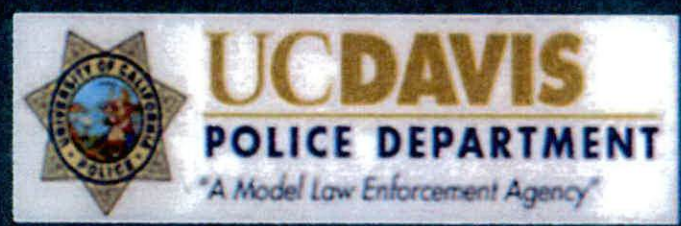
Certifications, Permits, & Inspections
$45,000.00

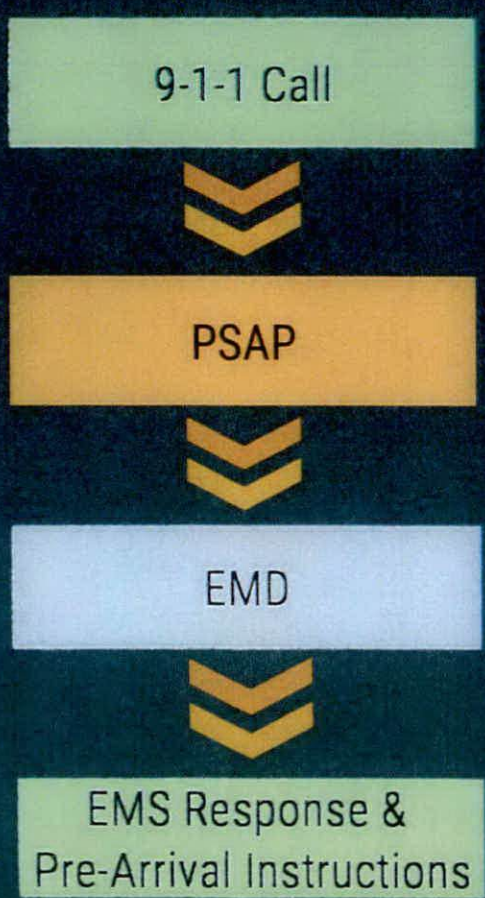
Hospital Designations
$165,000.00

Total EMS Funding
$858,150.00

Emergency Dispatch System

Yolo County is serviced by two primary Public Safety Answering Points (PSAP); Yolo Emergency Communications Center and City of Davis Police. These communication centers are responsible for answering 911 calls. After initial triage the dispatcher will send appropriate EMS response and give pre-arrival instructions according to professional Emergency Medical Dispatch (EMD) protocols.





The Yolo Emergency Communications Center is an Emergency Medical Dispatch (EMD) center that utilizes the Medical Priority Dispatch System. The dispatchers in this system triage calls using specific medical criteria that are based on signs and symptoms told to them by the caller. They send the proper level of care with the proper urgency and provide pre-arrival instructions, guiding the caller through life saving steps including CPR, choking, emergency childbirth, and other medical emergencies. These dispatchers play a vital role in the EMS Chain of Survival as the first point of contact with the public.

EMS Service Utilization by Population

2016	
Population	215,802
Population per square mile	197.9
Square miles EMS system serves	1,024
County median household income	$54,989
County population below poverty	17.5%
Total EMS response	21,802
EMS response per 1,000 people	98.5
Average EMS response per day	58.2

Ambulance Response Zones

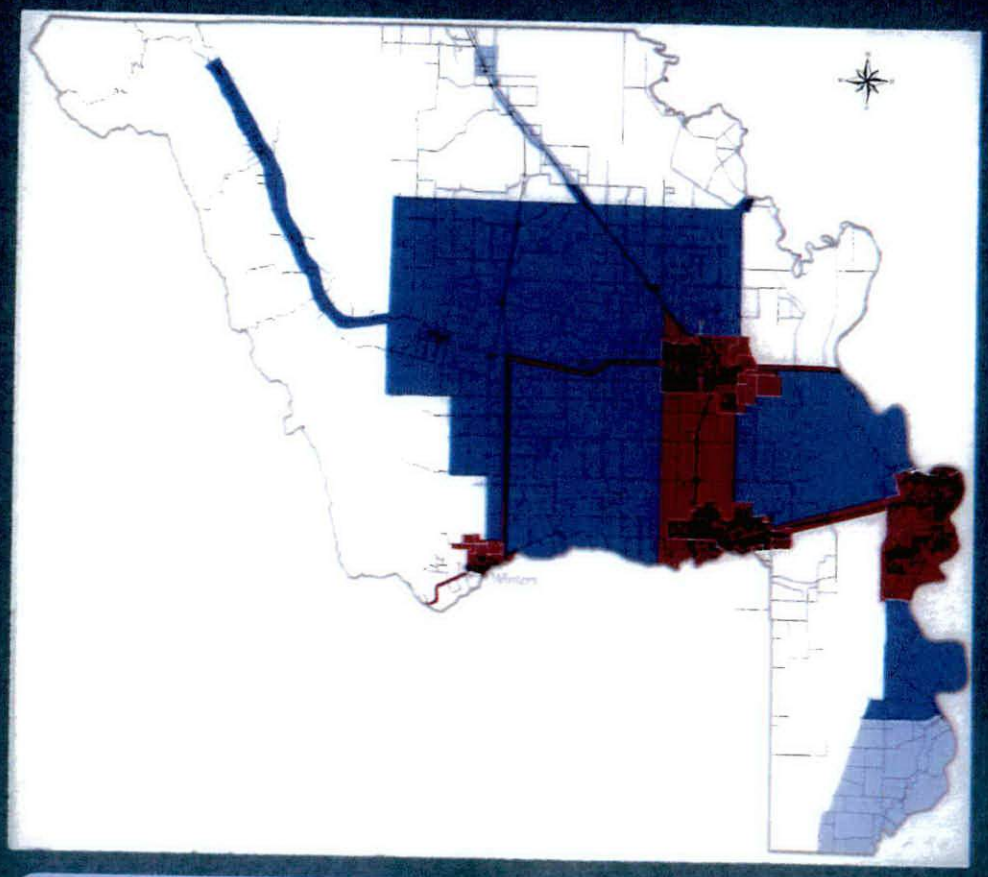
Response time requirements were established by stakeholders and representatives from the county Fire and Hospital providers. The county has four 9-1-1 response zones for ambulance-based Paramedic service. Each zone is geographically and demographically diverse, and average response times reported include urban, suburban, and rural responses. In addition to the response zones there are two response time requirements for ALS and CCT transfers from Yolo County hospitals.

HIGH RESPONSE ZONE
8 Minute Response

Davis
UC Davis
West Sacramento
Winters
Woodland

MODERATE RESPONSE ZONE
15 Minute Response

Brooks
Capay
Clarksburg
Dunnigan
Elkhorn
Esparto
Guinda
Knights Landing
Madison
Rumsey
West Plainfield
Willow Oak
Yocha Dehe
Yolo
Zamora



MODERATE-LOW RESPONSE ZONE
20 Minute Response

Clarksburg
Dunnigan

LOW RESPONSE ZONE
30 Minute Response

Brooks
Dunnigan
Elkhorn
Guinda
Knights Landing
Rumsey
Zamora

Ambulance Response Requirements

2016	Volume	Percent	Time	Required
High	18,297	95%	4:44	8:00
Moderate	1,273	97%	10:03	15:00
Moderate-Low	251	92%	17:32	20:00
Low	79	97%	16:40	30:00
ALS Interfacility	1,027	93%	16:06	30:00
CCT Interfacility	339	90%	34:53	45:00
County Wide	**21,266**	**95%**		

Response Volume Increased 11.2%

2015	Volume	Percent	Time	Required
High	**16,662**	**95%**	**4:55**	**8:00**
Moderate	1,070	95%	10;06	15:00
Moderate-Low	**178**	**97%**	**17:01**	**20:00**
Low	86	98%	13:23	30:00
ALS Interfacility	**796**	**89%**	**16:54**	**30:00**
CCT Interfacility	317	87%	32:34	45:00
County Wide	**19,109**	**94%**		

Response Volume Increased 3.2%

2014	Volume	Percent	Time	Required
High	16,187	94%	4:36	8:00
Moderate	1,211	93%	10:02	15:00
Moderate-Low	150	97%	16:30	20:00
Low	60	100%	17:54	30:00
ALS Interfacility	652	91%	17:45	30:00
CCT Interfacility	255	89%	38:02	45:00
County Wide	18,515	94%		

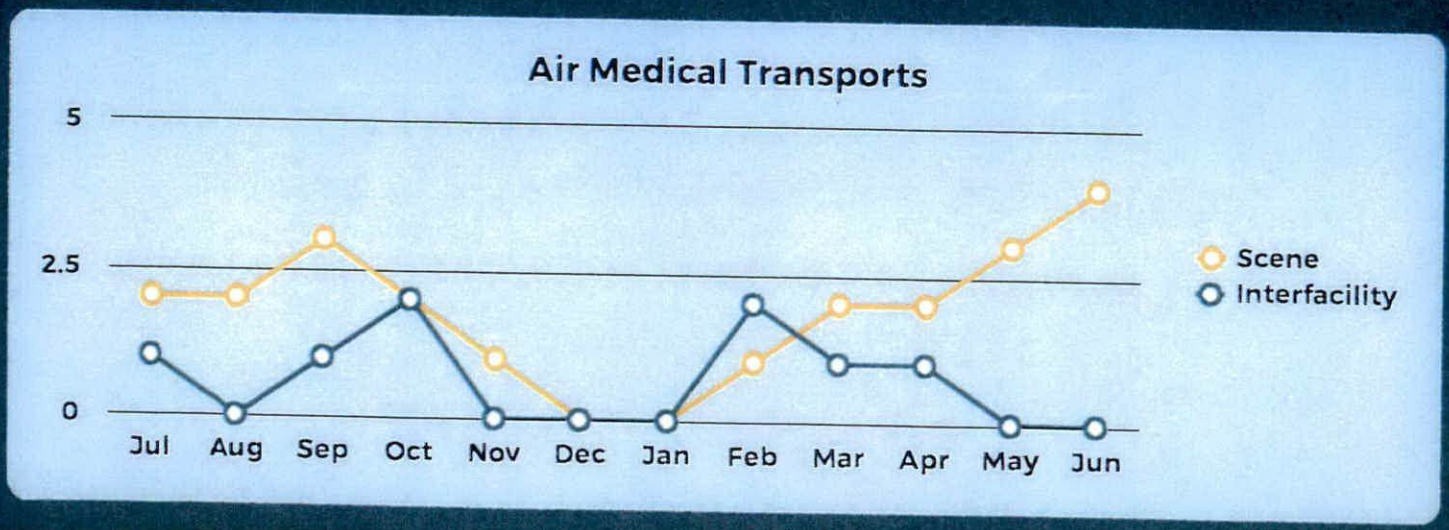
Specialty Medical Centers

Specialty Medical Centers are hospitals with enhanced capabilities to treat specific presenting problems such as trauma, burns, heart attacks (STEMI), stroke, and pediatric patients. A Base Hospital is a local hospital that provides on-line physician consult to EMS personnel. These hospitals work with Yolo County to provide specialty care when it matters most.

Facility	County	Base Hospital	Level I/II Trauma Center	Level III Trauma Center	Pediatric Trauma Center	Burn Receiving Center	STEMI Receiving Center	Stroke Receiving Center
Woodland Memorial Hospital	Yolo	✓						✓
Sutter Davis Hospital	Yolo							✓
Mercy General Hospital	Sacramento						✓	✓
UC Davis Medical Center	Sacramento		✓		✓	✓	✓	
Sutter Medical Center	Sacramento						✓	✓
Kaiser Permanente Vacaville	Solano		✓					
North Bay Medical Center	Solano						✓	
Mercy San Juan	Sacramento							✓
Methodist Hospital	Sacramento							✓

Air Medical Transport

Air Medical Transport provides specialized services throughout Yolo County in response to EMS calls where Air Medical Transport is essential to getting a critically ill or injured patient to definitive care. Air Medical Transport Providers are dispatched for events in rural areas of the county, at the scene of severe traffic accidents, or when hospitals need to transport a critically ill patient to another facility. REACH and CALSTAR are authorized providers in Yolo County. Air Medical Transports make up less than 1% of patient transports in Yolo County annually.



Certification and Accreditation

Emergency Medical Repsonders (EMR) are required to possess a YEMSA EMR certificate before they can practice within the county. Applicants obtain an EMR certificate by providing proof of both employment within the county and completion of training by a certifying entity. An EMR certificate obtained through YEMSA is valid for two years.

Emergency Medical Technicians (EMT) are required by state law to possess a State of California EMT certificate before they can practice. An EMT obtains a State of California EMT certificate by applying to one of California's local EMS agencies. An EMT certificate obtained through YEMSA is valid statewide for two years.

Paramedics (EMT-P) are required to obtain a California Paramedic license from the State of California EMS Authority. Once a Paramedic has obtained a license, they must accredit themselves in the jurisdiction in which they are employed. Accreditation ensures that paramedics meet minimum requirements to practice and have complied with YEMSA EMS Protocols and Policies. Paramedics are required to verify compliance and update their accreditation with YEMSA every two years.

Type of Personnel	2014	2015	2016
Emergency Medical Responder (EMR)	20	44	60
Emergency Medical Technician (EMT)	201	262	290
Paramedic (EMT-P)	154	146	150

Ambulance Permits

Yolo County EMS Agency (YEMSA) has an ordinance code regulating ambulances. The ordinance requires that each ambulance provider obtain a permit before initiating patient transport in the county. YEMSA reviews each application and inspects the applicant's ambulances to ensure public health and safety. YEMSA is also responsible for investigating alleged violations of the ambulance ordinance by permit holders and when necessary takes enforcement action to suspend or revoke an ambulance permit.

Type of Ambulance	2014	2015	2016
ALS Ambulance An ambulance staffed with one Paramedic and one EMT.	20	20	17
BLS Ambulance An ambulance staffed with two EMT's.	23	39	42
CCT Ambulance An ambulance staffed with one Registered Nurse, one Paramedic, and one EMT.	6	6	6

Disaster and Medical Surge Response Program

Disaster Preparedness brings a collaborative network of healthcare organizations as well as public and private sector response partners together to assist in medical surge incidents and disaster response and recovery efforts.

Training/Exercise/Response	Frequency
Radio/Satellite Phone/Situation-Status Drills	**Monthly**
Triage and Tracking Exercises	Bi-monthly
Medical Health Coalition Meetings	**Quarterly**
Disaster Health Volunteers Communication Drills	Quarterly
State Wide Tabletop and Functional Exercises	**Annually**
County Emergency Operations Center Functional Exercises	Annually

Cardiac Arrest System of Care

Cardiac arrest is one of the leading causes of death in adults. It is an electrical malfunction in the heart that causes an irregular rhythm (arrhythmia) and disrupts the flow of blood to the brain, lungs, and other organs. When a person has a cardiac arrest, survival depends on immediately getting CPR from someone nearby. Almost 90 percent of people who suffer out-of-hospital cardiac arrests die. CPR, especially if performed in the first few minutes of cardiac arrest, can double or triple a person's chance of survival. Ventricular tachycardia (VT), and ventricular fibrillation (VF), are two arrhythmias that with quick CPR and use of an AED are considered more survivable than other cardiac arrest arrhythmias.

National Standard Prehospital ROSC
21%

2016 Cardiac Arrest Data

Pre-hospital Return of Spontaneous Circulation (ROSC) All Patients	Survival to Hospital VF/VT Patients
27.8%	**45%**

2015 Cardiac Arrest Data

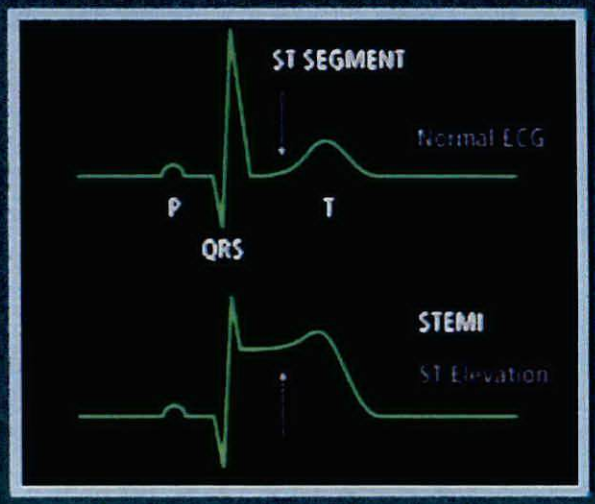
Pre-hospital Return of Spontaneous Circulation (ROSC) All Patients	Survival to Hospital VF/VT Patients	Survival to Hospital Discharge
36.5%	**70 %**	☆ **40%**

National Standard Survival to Hospital Discharge
34%

STEMI System of Care

ST-Elevation Myocardial Infarction (STEMI), known as a heart attack, occurs when blood flow decreases or stops to a part of the heart, causing damage to the heart muscle. 12-Lead Electrocardiogram (EKG) is the process of recording electrical activity of the heart. Paramedics in the field use this as a diagnostic tool to identify a heart attack and to provide early notification to the hospital through electronic transmission. This early notification allows for the hospital to set up the Cath Lab and have all diagnostic equipment and personnel ready to perform interventional treatment.

89 STEMI Activations 2016



Patient Contact to 12-Lead EKG

Average 14:57 mins 2016
Increase of 4:52 mins from 2015

Benchmark
10 mins

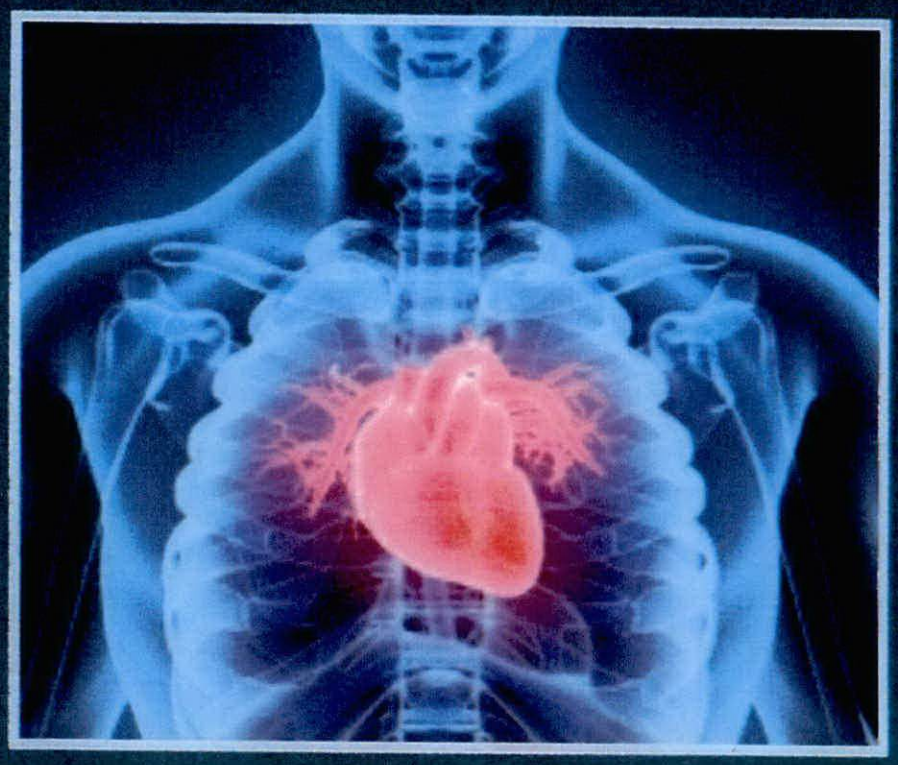
Paramedic 12-Lead Transmission to STEMI Receiving Center

95% Transmission 2016
31% Improvement from 2015

Benchmark
90%

STEMI System of Care

First Medical Contact (FMC) is defined as the time that EMS providers make initial contact with a patient. FMC to intervention is the time from initial contact with a patient to the time the patient receives interventional treatment. Early reopening of blocked coronary arteries reduces the amount of damage to the heart and improves the prognosis of the heart attack.



2016
FMC to Intervention

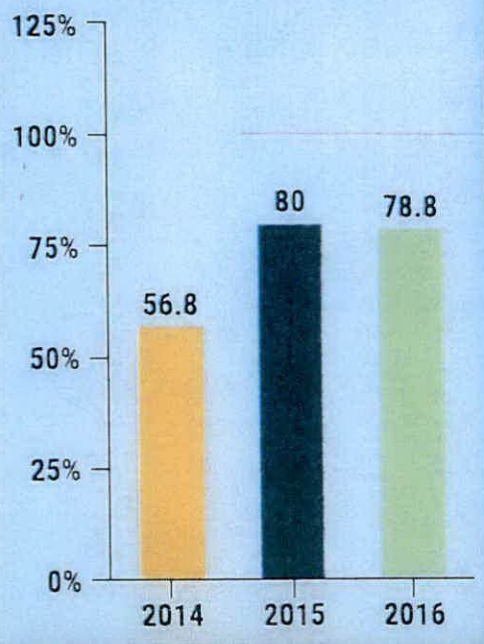
65 Minutes

Benchmark
FMC to Intervention
90 Mins

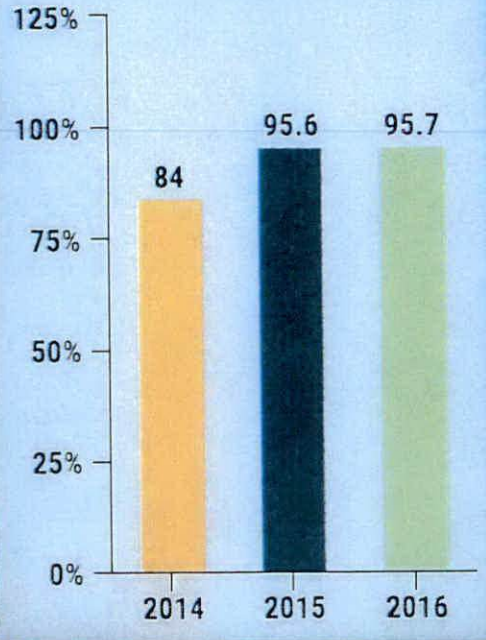
STEMI Prehospital Core Measures

California Core Measures are a set of quality indicators that were developed through a project by the National Quality Forum to measure the performance of EMS systems. The Core Measures are established from evidence based data on processes and treatments that have proven to provide the best possible outcomes for patients. Data collected from prehospital patient care reports are measured to assure and continually seek improvements in the quality of patient care.

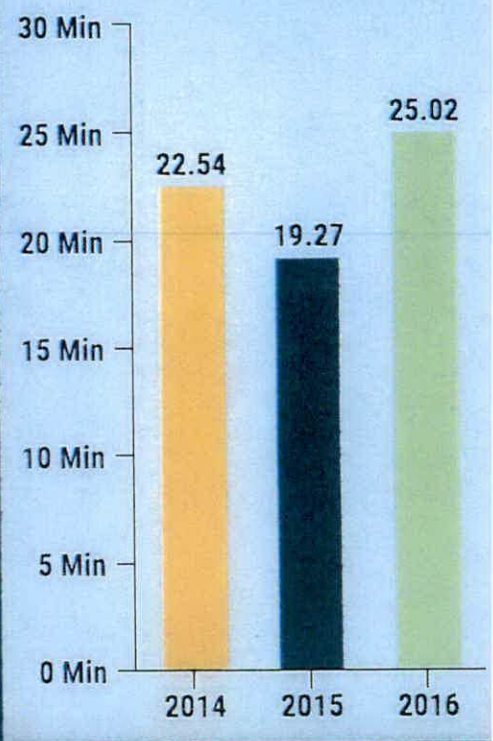
Acute Coronary Syndrome (ACS - 1) Patients 35 and older with suspected cardiac chest pain who receive Aspirin by EMS



Acute Coronary Syndrome (ACS - 2) Patients reporting chest pain/discomfort who have a 12-Lead ECG performed



Acute Coronary Syndrome (ACS - 3) Scene time for suspected ACS patients



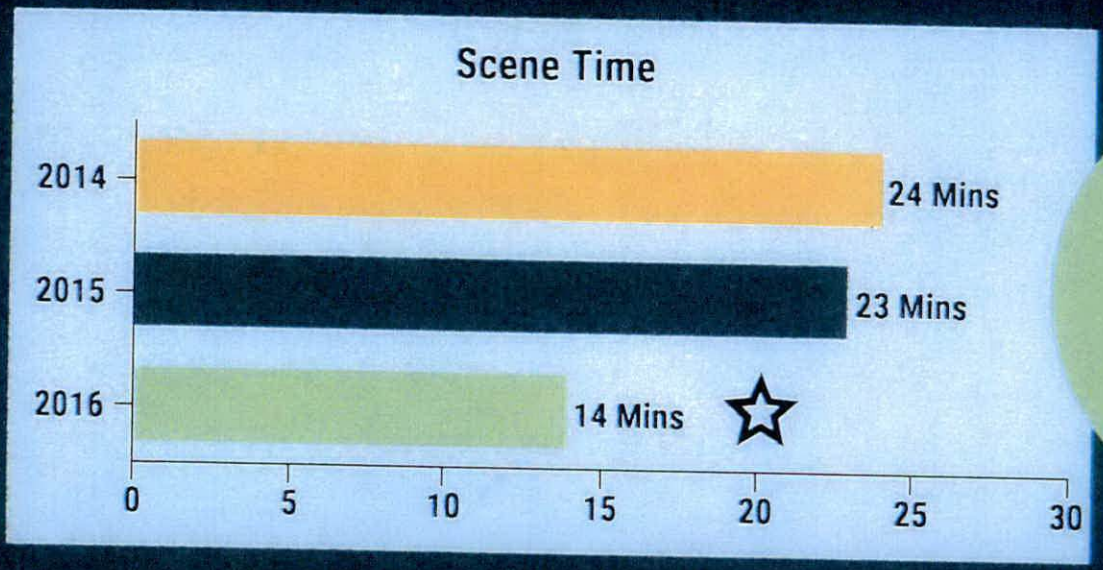
State Average 66.2%

State Average 80.9%

State Average 22:27 Mins

Trauma System of Care

A trauma system is designed to facilitate rapid identification, management, and transport of critical trauma patients to a designated trauma center. Time is a critical factor that directly correlates to increased morbidity and mortality.



Benchmark
15 Mins

State Average
23.4 Mins

2016
Trauma Center
Activations
192

Injury Type	2016
Violent Crime	25
Vehicle Related	179
Falls	47
Machinery Related	2

Stroke System of Care

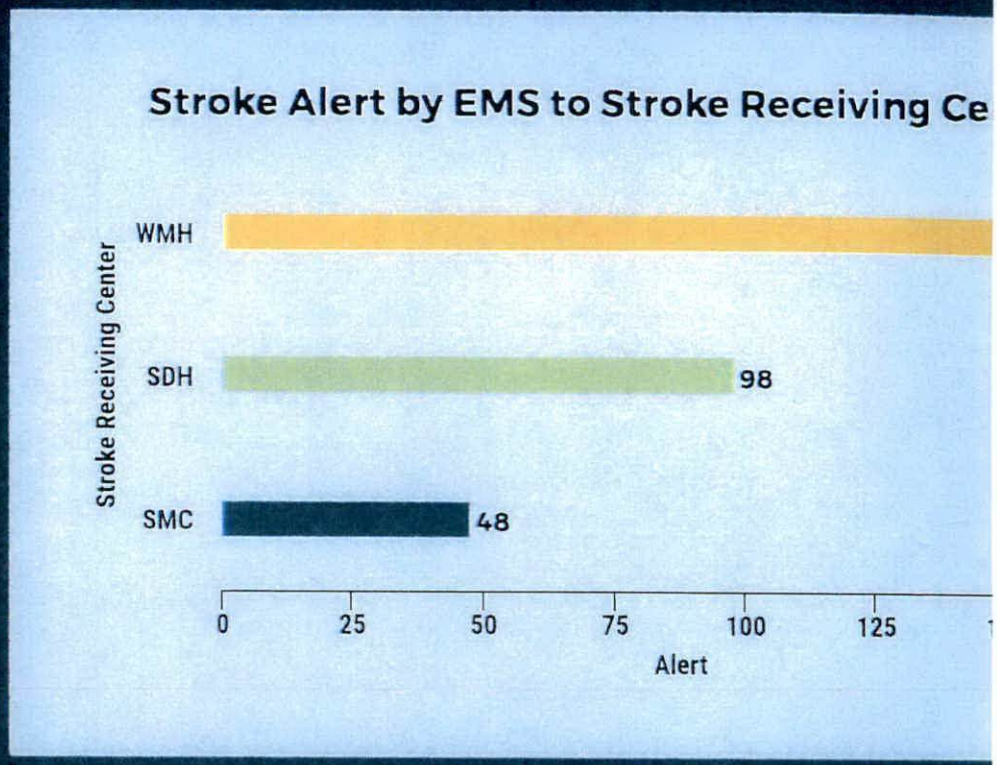
Stroke is one of the leading causes of death and disability in the nation. YEMSA stroke system of care facilitates rapid assessment and transport of patients to designated primary stroke centers. A stroke is a disease that affects the arteries leading to and within the brain. A stroke occurs when a blood vessel that carries oxygen and nutrients to the brain is either blocked by a clot or bursts (ruptures). When that happens, part of the brain cannot get the blood and oxygen it needs which leads to brain cell death. Early recognition by EMS of a stroke allows for early activation of the primary stroke center, shortens time to CT scan, and improves the timeliness of treatment.

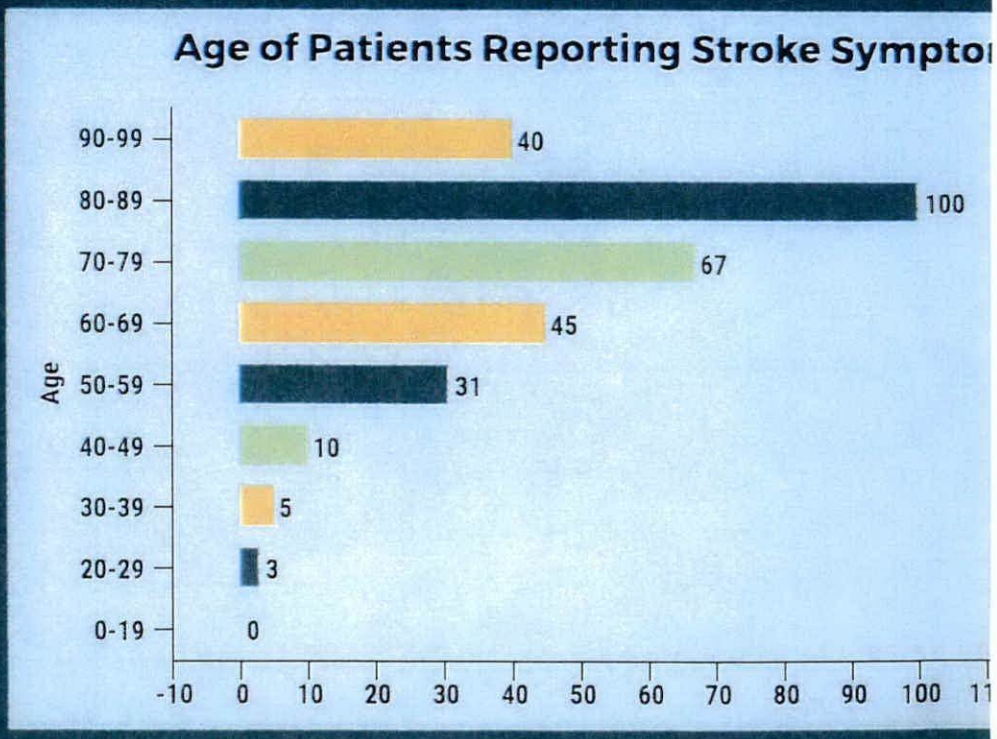
Benchmark Door to CT

25 Minutes

Average Door to CT Time	
Woodland Memorial Hospital	**Sutter Davis Hospital**
17 Minutes	**6 Minutes**
34 Minutes Faster than 2015	15 Minutes Faster than 2015

Stroke System of Car





System Enhancements

The Yolo County Emergency Medical Care Committee (EMCC) has created a sub-committee of its members to create priority recommendations for the utilization of Yolo County EMS Agency penalty fees. These fees are used to enhance the EMS system through partnerships, training, memberships, and software tools.

LEMSA Resources

Memberships
Medical Director

Training

Mindflash
Go Animate
AHA Training
Symposium
Sponsorships

Fire-EMS Software

Code Stat
Pulse Point
YEMSA App

Partnerships

YECA EMD-Q
UCD Training

System Enhancements

PulsePoint AED

Targeted toward off-duty professionals and citizens trained in CPR, the PulsePoint app alerts users when a cardiac arrest occurs in a community, directs them to the location, and provides CPR guidance while EMS is en-route.

Someone has collapsed and needs CPR

App users in the area are alerted that CPR is needed

Users rush to help victims before EMS arrives

For every MINUTE that passes before help arrives, sudden cardiac arrest survival odds decrease by 7-10%

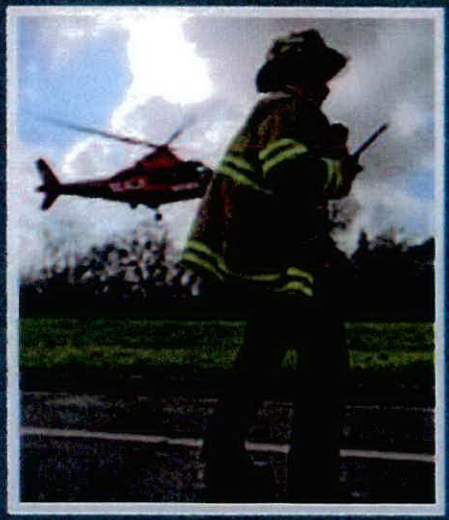
Fire Districts	Total Users	Users Signed up for CPR Alerts
Capay Valley Fire	337	203
Dunnigan Fire	403	245
Madison Fire	462	269
UC Davis & Davis Fire	3554	1616
West Plainfield Fire	437	240
West Sacramento Fire	1711	951
Willow Oak Fire	758	373
Winters Fire	732	406
Woodland Fire	1880	853
Yocha Dehe Fire	419	253
Yolo Fire	820	440
Yolo EMS	1473	690
Total	12,986	6,539

12,986 Yolo County Citizens have downloaded the app!

System Enhancements

Mass Casualty Incident Training Event

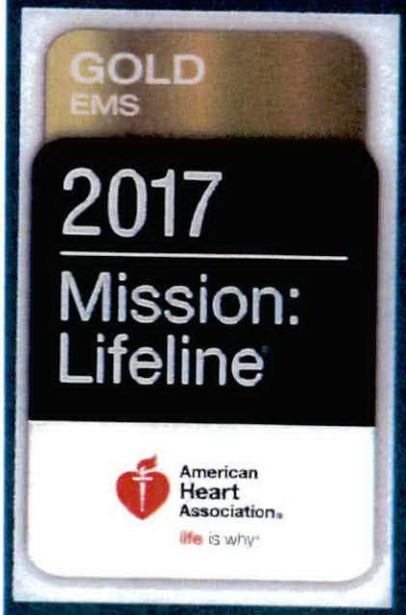
The Mass Casualty Incident (MCI) bus rollover full-scale training exercise that was created to observe and test the capabilities of a multi-agency response involving all stakeholders within the Yolo County emergency response area. The drill was designed to test the emergency response system in its entirety and to observe the setup of command, triage, patient management, and transport during a full-scale drill.



The drill was coordinated by bringing the major stakeholders from the West Valley Regional Fire Training Consortium (WVRFTC), American Medical Repsonse (AMR), Yolo County EMS Agency (YEMSA) and Emergency Preparedness. The event identified both strengths and areas for improvement. A after action plan was created by the WVRFTC to provide an improvement plan for the system.

Community and Education

YEMSA Received the Mission: Lifeline EMS Gold Recognition Award



Achievement: Percentage of patients with non-traumatic chest pain greater than (>) 35 years, treated and transported by EMS who received a prehospital 12-Lead Electrocardiogram (ECG).

Achievement: Percentage of STEMI patients treated and transported directly to a STEMI Receiving Center, with prehospital first medical contact (FMC) to device time less than (<) 90 minutes.

Achievement: Percentage of eligible STEMI patients treated and transported to a STEMI receiving center for fibrinolytic therapy with a door-to-needle time < 30 minutes.

Note: Each measure must achieve at least a 75% compliance rate for the year per award level and be eligible for recognized status.

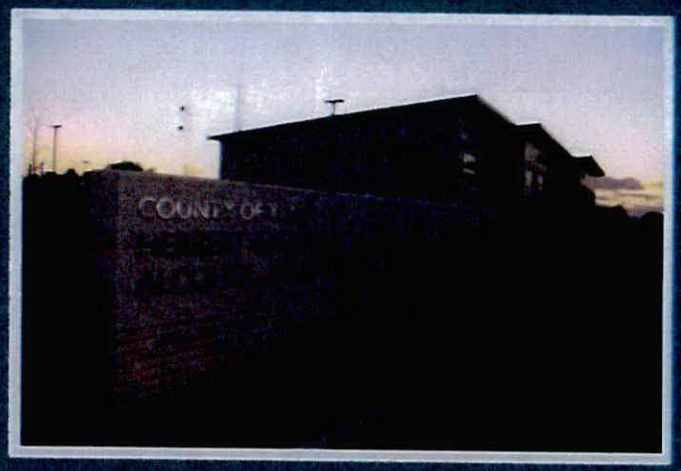
Implemented a CPR Data Collection Program

The cardiac monitors used by EMS providers collect data on rhythms, compressions, ventilations, and shocks provided during cardiac arrest. CPR reports are generated from the data to give feedback to EMS personnel on the treatment provided. This is an opportunity for EMS providers to recognize high quality cardiac arrest care and see precise opportunities for improvement.

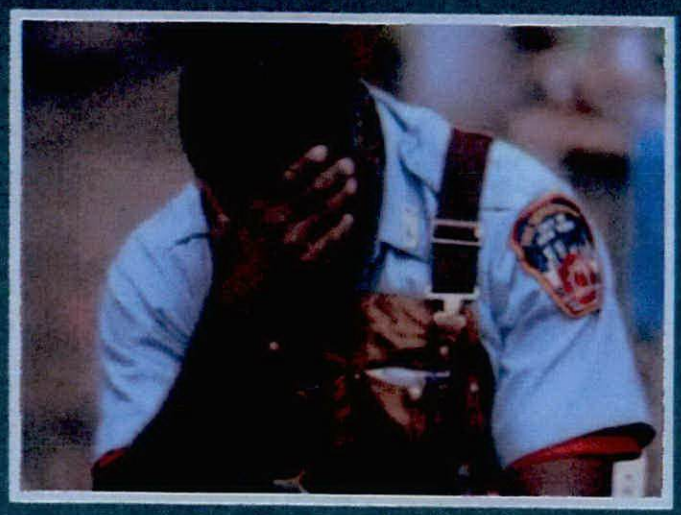
Collaboration and Partnership

Partnership with Yolo County Mental Health Services

YEMSA has partnered with the Yolo County Mental Health Department to better provide mental health services in the prehospital setting. When an EMS crew is called to a patient with a mental health crisis, they will be able to contact a rapid response crisis team who will respond, assess the patient, and create a service plan. This will connect them with the services they need and prevent unnecessary overload in Emergency Departments.



YEMSA and Yolo County Mental Health have also partnered to provide services to first responders who have been involved in a difficult call. There will be a counselor available 24 hours a day and debriefings will be offered to help address emotional trauma that can occur from witnessing or being part of an unfortunate event.



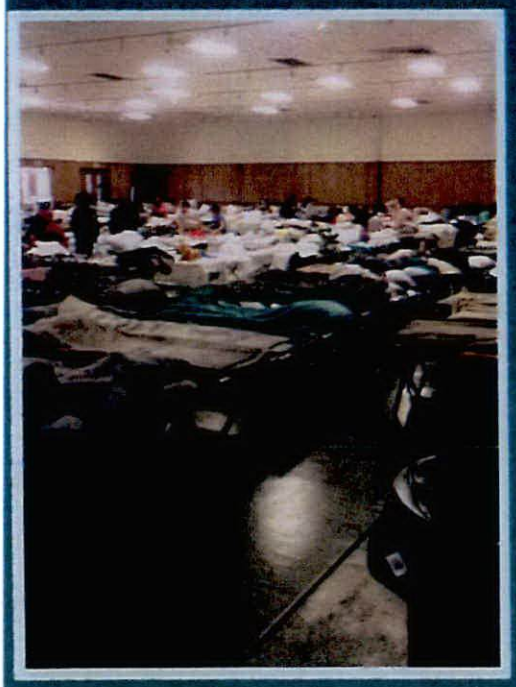
Collaboration and Partnership

Partnership with Yolo County Skilled Nursing Facilities and Hospice to develop a Palliative Care Plan

Palliative care is defined as non-curative care and support services for patients with terminal illnesses and their families. The optimal goal of palliative care is to provide comfort to the patient prior to death, regardless if treatment actually prolongs life expectancy. YEMSA, in partnership with Hospice and skilled nursing facilities, is implementing protocols to address the unique needs of these patients and provide guidelines for EMS responders called to care for them.

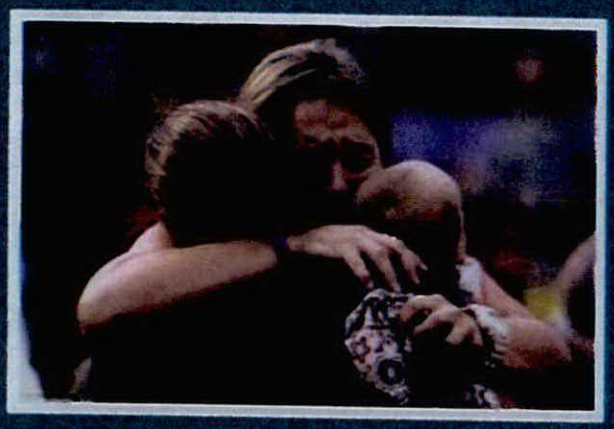
Community Response

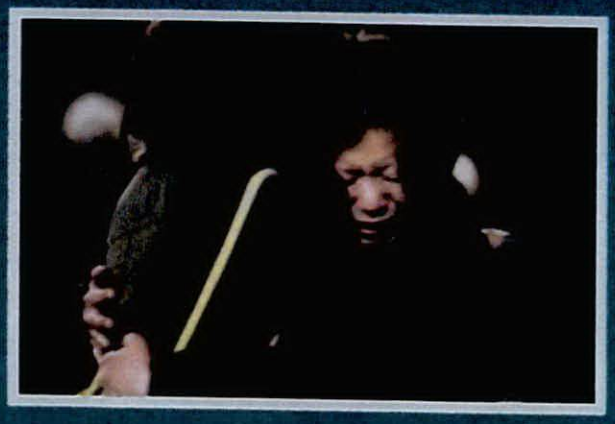
Due to unprecedented rainfall the Oroville Dam emergency spillway was used for the first time in its history on February 11, 2017. On Sunday, February 12, 2017, imminent failure of the emergency spillway with subsequent flooding was anticipated. Oroville, Gridley, and surrounding communities were evacuated resulting in the evacuation of over 180,000 people. Due to the large number of evacuees passing through Yolo County the CAO authorized the opening of an evacuation center at the Yolo County Fairgrounds. Approximately 596 people came to the shelter after being turned away from other shelters that were already at capacity. In addition to the 596 evacuees, another 124 people and their 8 medical providers from a skilled nursing facility in Yuba City were sheltered at the fairgrounds. Yolo County used the Incident Command System (ICS) to organize the evacuation center in partnership with Emergency Preparedness, EMS, local first repsonders, and many volunteers. There was also a donation station set up where the general public could bring clothing, food, water and other necessities for the evacuees.



Future System Enhancements

ReddiNet is a web-based emergency medical communications system that is used to report hospital, patient, and emergency event status. ReddiNet is used by hospitals, EMS, first responders, and other health care providers. Yolo County will use Reddinet during MCIs and other large scale events to provide incident notification, emergency room capacity, estimated number of victims, ambulance dispatch arrival, victim status information, victim identification, and family reunification.





Future System Enhancements

FIRST WATCH

FirstWatch turns raw data into useful, actionable information to improve operations, performance, clinical measures, and provide early warning for crucial events. FirstWatch uses automated EMS-centric reporting and real-time, web-based data visualization tools. User-defined data filters called triggers help monitor performance against defined operational objectives. Real-time data is displayed in dashboards and can be accessed on any mobile device connected to the internet. FirstWatch makes this data available to all agencies participating in the EMS system.

Future Community and Education

First Annual EMS Symposium

YEMSA is excited to host its first annual EMS Symposium in 2018. The goal is to offer educational material based on current topics and best practice guidelines while enhancing and embracing clinical excellence. This event will provide an opportunity for EMS responders to come together to share ideas and learn new and innovative medicine that will enhance their clinical care in the communities they serve.

Educational Sponsorships

YEMSA is sponsoring Yolo County EMS, Fire, and Hospital providers to attend the 2017 California Emergency Medical Services for Children (EMSC) Pediatric Conference.

Future Health Improvements

Cardiac Arrest Registry to Enhance Survival (CARES)

Starting January 2018 Yolo County EMS will be participating in a national cardiac arrest survival registry program which allows for comparative benchmarking and improvement in cardiac arrest emergency care. Through our partnership with CARES, we will collect uniform and reliable outcome information that will help make significant changes to enhance the delivery of CPR by bystanders and improve pre-hospital cardiac arrest care in our communities. CARES data shows that patients are more likely to survive to hospital discharge when they receive care that met or exceeded the CARES standards.

Future Health Improvements

Approval for California Tranexamic Acid Trial Study

Starting January 2018 all accredited Paramedics working in Yolo County will participate in a trial study to improve outcomes for blunt trauma patients. The number one cause of death in blunt trauma is hemorrhagic shock, and the use of Tranexamic Acid (TXA) has been shown to reduce mortality in bleeding trauma patients. Based on historical trauma data and outcomes in Yolo County, blunt trauma is the most common type of traumatic injury, making us an ideal location to participate in the study.

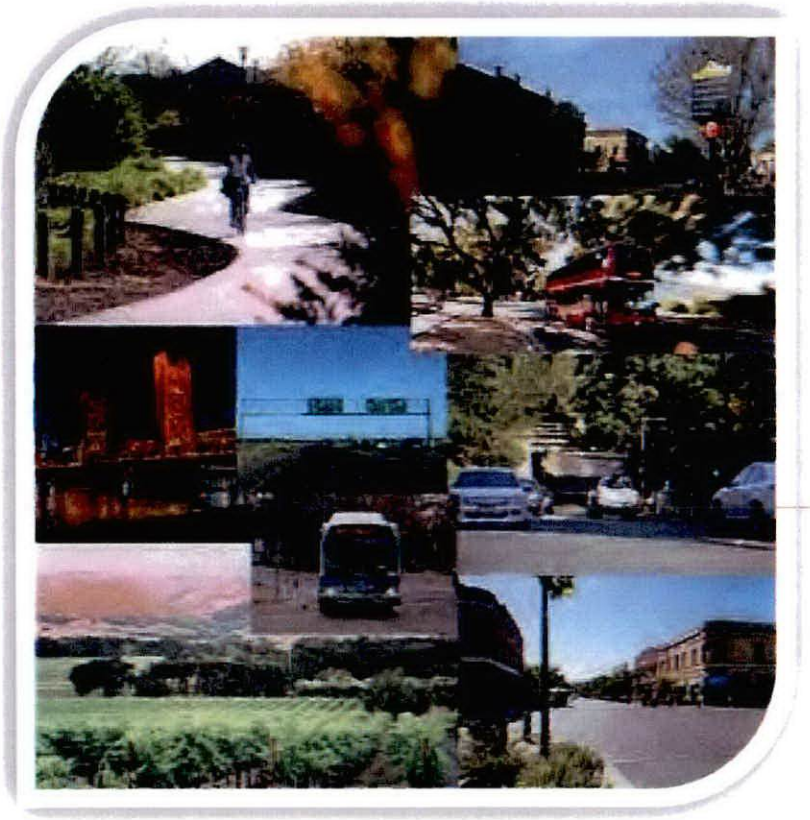
Yolo County EMS Agency

Yolo County
Emergency Medical Services Agency
137 N Cottonwood Street
Woodland, CA 95695
530-666-8645
www.yemsa.org

2016/2017 EMS System Report

Revised Draft – 1/31/18

Countywide Transportation Capital Improvement Plan



Yolo County Transportation District
County of Yolo, City of Davis, City of West Sacramento, City of Winters, City of Woodland
Yolobus, Unitrans, Yolo-Solano AQMD, Caltrans

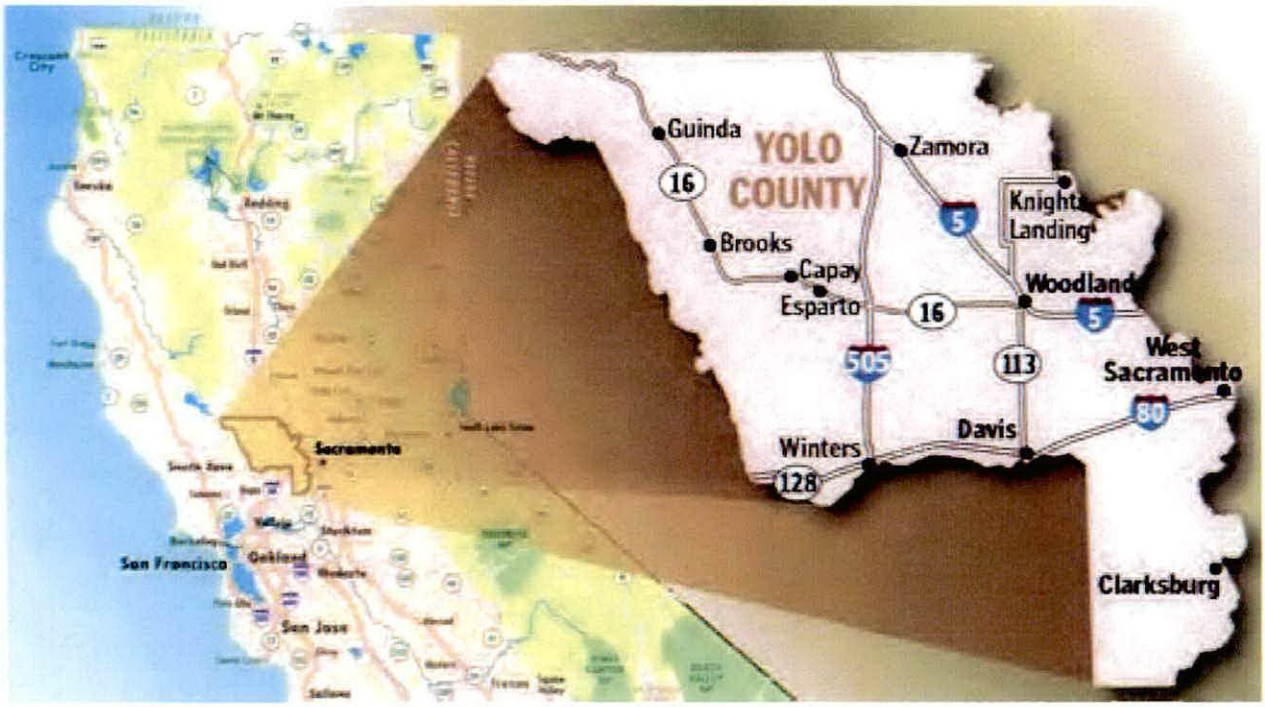
January 31, 2018

"Maintaining high-quality infrastructure is essential to the economic vitality and quality of life of communities. A good capital planning and budgeting process helps communities make smart investments in infrastructure and, thereby, investments in the future."

– Government Finance Officers Association

Executive Summary

This document will be considered by the Board of Directors of the Yolo County Transportation District (YCTD) which also serves by statute as the congestion management agency for Yolo County. The document was drafted by YCTD staff under the supervision of the YCTD Technical Advisory Committee and a subcommittee of the Board of Directors including Councilwoman Xochityl Rodriguez and Supervisor Don Saylor. The document will be reviewed for comments with the City Councils of each Yolo County City and the Yolo County Board of Supervisors. This document will be the foundation of any revenue measure that the YCTD Board, City Councils and Board of Supervisors decide may be warranted to execute its goals.



Vision: A sustainable well maintained and improved multi-modal transportation system that promotes the movement of residents, goods and services throughout the incorporated and unincorporated areas of Yolo County improving the quality of life and economic welfare of all residents and commercial interests located in Yolo County.

Purpose: The Countywide Transportation Capital Improvement Plan is a 20-year plan quantifying the existing priority expenditures for transportation projects set by each of the five jurisdictions of the County, the two transit districts, Caltrans and the Yolo-Solano Air Quality Management District. The 20-year need to fund these projects is approximately $1.42 Billon. The County, as a whole, desires to position itself as a "self-help" county finding local means to leverage state, federal and private sector funding of these key transportation projects. The document also seeks to:

1. Assess the condition of the existing transportation network
2. Incorporate and update projects contained in and support the Sacramento Area Council of Governments (SACOG) Blueprint and Metropolitan Transportation Plan (MTP)
3. Emphasize "Fix It First" projects, like road maintenance and rehabilitation, bus replacements and bus rehabilitation
4. Address congestion mitigation solutions related to the mobility of people and goods

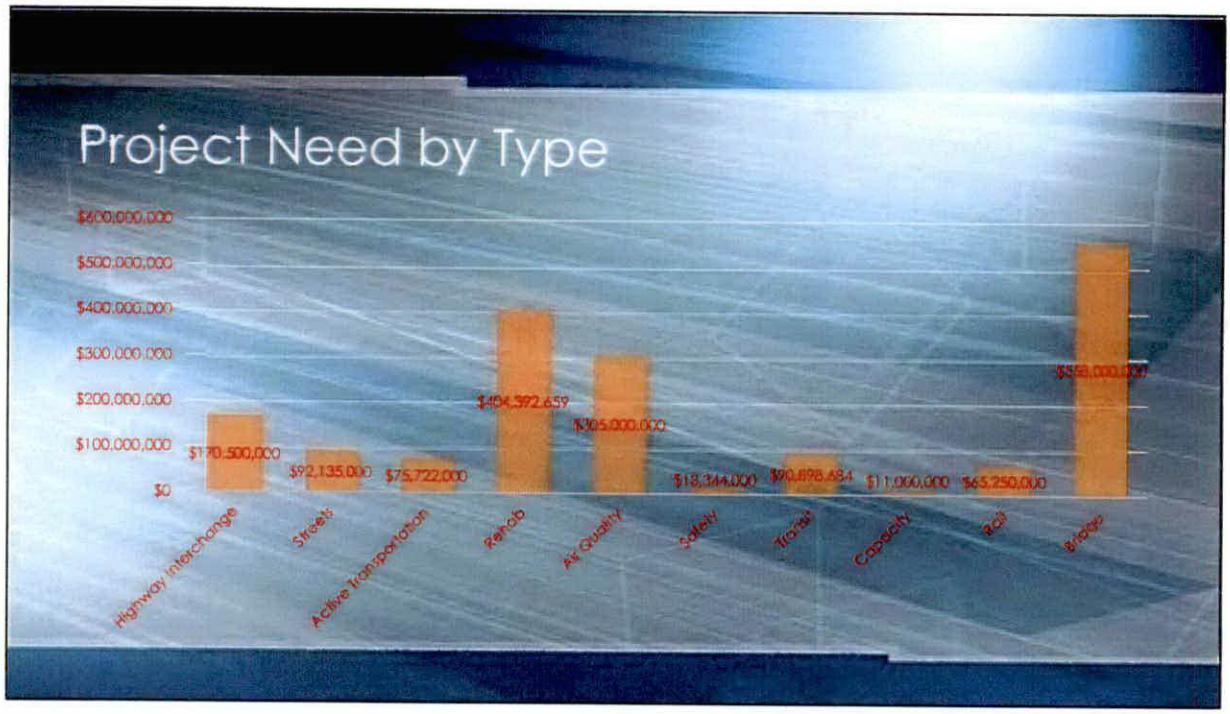
5. Create opportunities for jurisdictions within the Yolo County region to compete for funds
6. Review the existing process and develop improved options and opportunities for obtaining additional funding from:
    a. SACOG controlled processes for federal and state funded projects
    b. State controlled and funded projects
    c. Developing and supporting local or countywide funding measures that benefit one or more jurisdictions in Yolo County
    d. Possible joint ventures with the private sector
    e. Leveraging funds by becoming a self-help County
    f. Promotes corridor projects that affect one or more jurisdictions in Yolo County
    g. Having provisions that address non-corridor transportation projects
    h. Having provisions that address University of California, Davis (UCD) and Caltrans related transportation projects

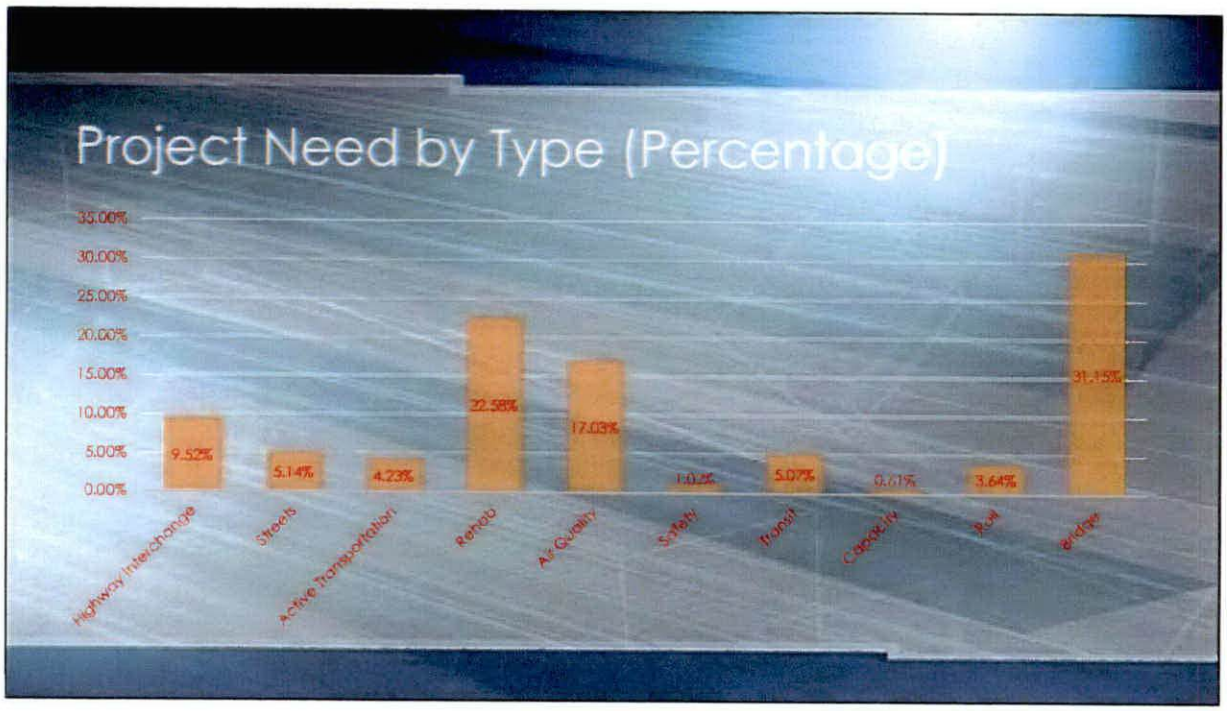
Need

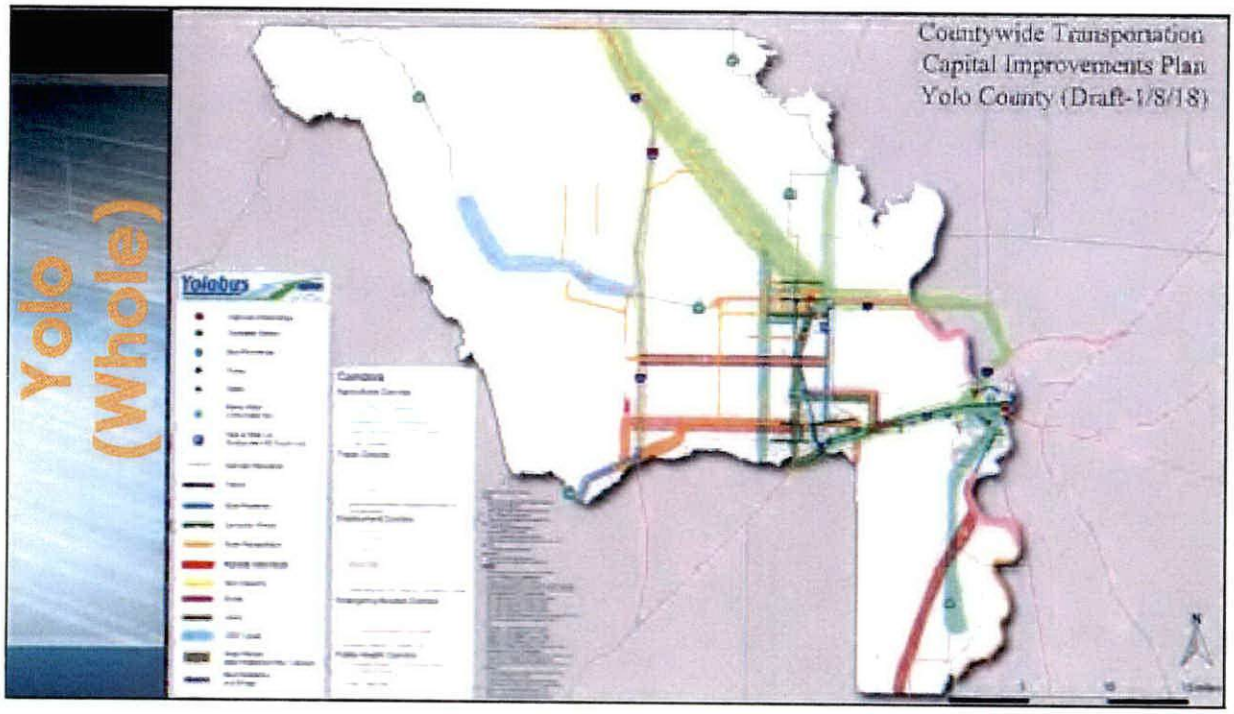
The Technical Advisory Committee of the Yolo County Transportation District met over the past 24 months to develop a comprehensive list of transportation projects needed to address the state of good repair, capacity, connective and active transportation needs. This list encompasses projects which are in reality necessary across the next 10 years, though could reasonably be constructed across the next 20 years if funding were available. A total project cost of $2.3 Billion was submitted which reflects the priorities of the County in terms of transportation needs. Subtracting the amount of local funding available, typical funding received though state and federal grant programs and anticipated Senate Bill 1 (SB1) proceeds that could be dedicated to these projects, a net project or shortfall of $1.37 Billion is needed.

Project Cost by Jurisdiction ($2.34B)
$2,500,000,000
$2,000,000,000
$1,500,000,000
$1,000,000,000
$500,000,000
$0
$1,124,424,000
$359,581,000
$296,500,000
$160,020,000
$7,027,659
$52,098,684
$43,400,000
$305,000,000
$2,348,051,343
West Sacramento
Davis
Woodland
Yolo County
Winters
YCTD
Unitrans
Caltrans
TOTAL

Project Cost-Net Need by Jurisdiction ($1.79B)
2,000,000,000
1,800,000,000
1,600,000,000
1,400,000,000
1,200,000,000
1,000,000,000
800,000,000
600,000,000
400,000,000
200,000,000
0
735,489,000
$243,572,000
253,440,000
160,020,000
6,867,659
$52,098,684
$34,800,000
$305,000,000
$1,791,282,343
West Sacramento
Davis
Woodland
Yolo County
Winters
YCTD
Unitrans
Caltrans
TOTAL


Project Need by Type
$600,000,000
$500,000,000
$400,000,000
$300,000,000
$200,000,000
$100,000,000
$0
$170,500,000
$92,135,000
$75,722,000
$484,392,659
$305,000,000
$18,344,000
$90,898,684
$11,000,000
$65,250,000
$558,000,000
Highway Interchange
Streets
Active Transportation
Rehab
Air Quality
Safety
Transit
Capacity
Rail
Bridge


Project Need by Type (Percentage)
35.00%
30.00%
25.00%
20.00%
15.00%
10.00%
5.00%
0.00%
9.52%
5.14%
4.23%
22.58%
17.03%
1.02%
5.07%
0.61%
3.64%
31.15%
Highway Interchange
Streets
Active Transportation
Rehab
Air Quality
Safety
Transit
Capacity
Rail
Bridge


Yolo
(Whole)
Countywide Transportation
Capital Improvements Plan
Yolo County (Draft-1/8/18)
Yolobus

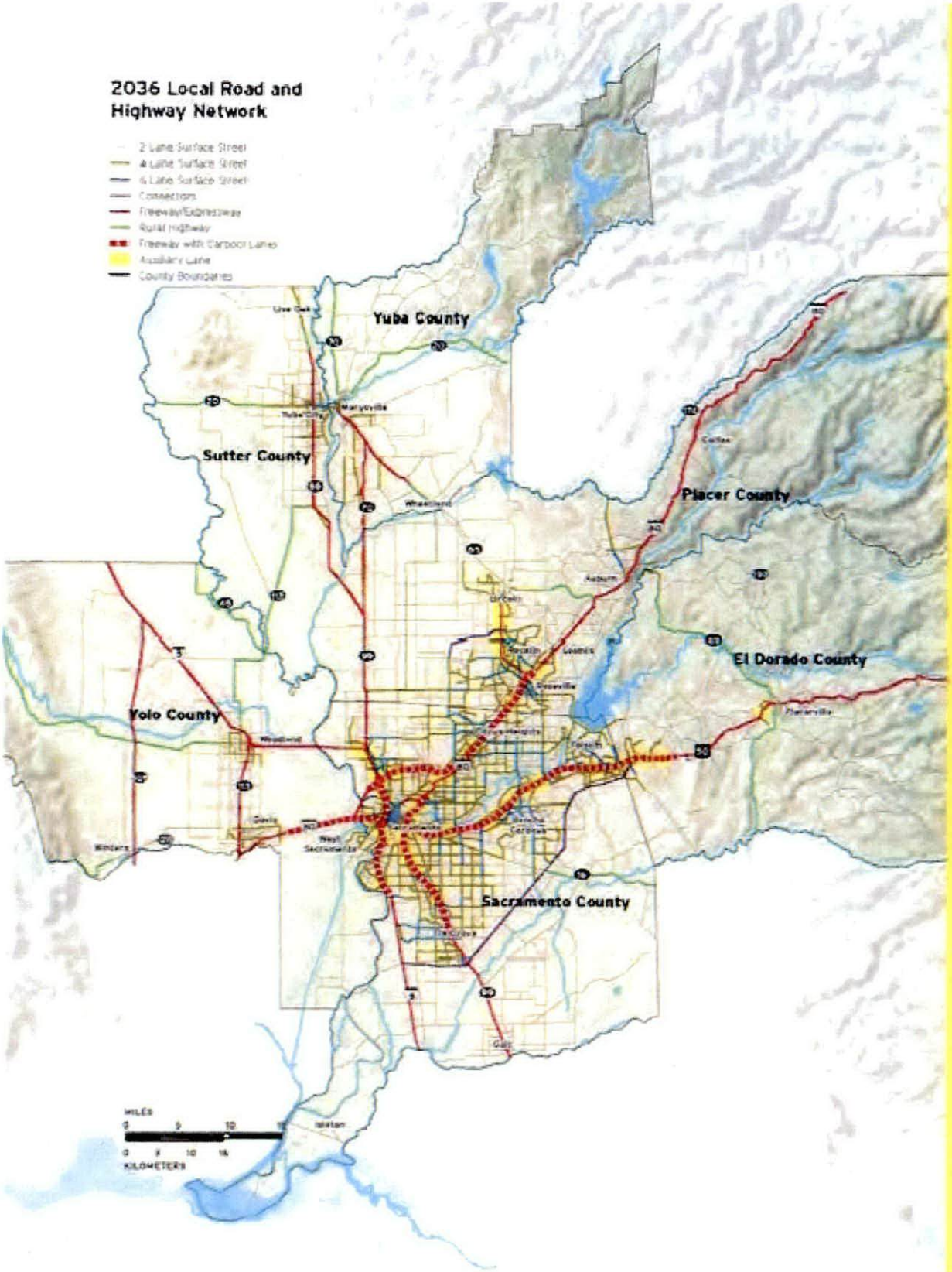

2036 Local Road and Highway Network
2 Lane Surface Street
4 Lane Surface Street
6 Lane Surface Street
Connectors
Freeway/Expressway
Rural Highway
Freeway with Carpool Lanes
Auxiliary Lane
County Boundaries
Yuba County
Sutter County
Placer County
El Dorado County
Yolo County
Sacramento County
MILES
KILOMETERS

Table of Contents

Executive Summary 1
YOLO COUNTY TRANSPORTATION SYSTEM 9
Characteristics and Destinations of Yolo County Residents 9
Population 9
DESTINATIONS 13
Employment 13
Agriculture 17
Educational Facilities 19
Recreation/Entertainment 19
Healthcare 20
TRANSPORTATION MODES 20
Yolo County Roadways 21
Interstate and State Highway Systems 21
Active Transportation System 22
Public Transit 25
Yolobus 26
Unitrans 26
Davis Community Transit 27
Downtown Riverfront Streetcar 27
Capitol Corridor/Amtrak 28
Airport Service 29
Roadway Freight System 29
Agricultural Goods Movement 29
..... 30
General Goods Movement/Distribution/Manufacturing 30
Freight Rail Services 30
Union Pacific Railroad 30
Sierra Northern Railway 31
California Northern Railroad 31
Port of West Sacramento 32
Emergency Access 33
STATE OF GOOD REPAIR 36
Pavement Condition Index 36
Public Transit Fleet Replacement, Changing Fuels & Facility Maintenance 40
Traffic Safety 41
Railroad Facilities 42
Port Facilities 45
Transportation Goals 46
Corridor Focus 47
Priority Transportation Projects/20 Year Transportation Budget 55
TRANSPORTATION FUNDING OPTIONS 60
Existing Funding Measures-Transportation 60
Transportation Impact Fees/Development Exactions 60
Davis Transportation Implementation Plan 60
Woodland Measure F 60
West Sacramento Measure E 60
SB1/State of Good Repair 60
Transportation Development Act(TDA)/ Local Transportation Funding(LTF) 62
State Transit Assistance Program (STA) 62
Potential Funding Measures 66
Countywide Development Impact Fee 66
Countywide Sales Tax-Transportation 66

List of Figures

FIGURE 1- YOLO COUNTY INFLOW/OUTFLOW REPORT 15
FIGURE 2-YOLO COUNTY AGRICULTURAL VALUES 17
FIGURE 3-YOLO COUNTY AGRICULTURAL LANDS/AGRICULTURAL EMPLOYMENT MAP 18
FIGURE 4-YOLO COUNTY TOP 20 AGRICULTURAL COMMODITIES 18
FIGURE 5-WEST SACRAMENTO BIKE/PED/TRAILS MASTER PLAN 23
FIGURE 6-DAVIS PROPOSED BIKE ENHANCEMENTS 24
FIGURE 7-WINTERS BIKEWAY NETWORK 24
FIGURE 8-WOODLAND BIKEWAY MASTER PLAN 25
FIGURE 9-YOLO COUNTY BIKEWAYS 25
FIGURE 14-YOLOBUS SYSTEM MAP 26
FIGURE 15-UNITRANS SYSTEM MAP 27
FIGURE 16-DOWNTOWN RIVERFRONT STREETCAR PROJECT 28
FIGURE 17-NORTHERN CALIFORNIA AMTRAK SERVICE 28
FIGURE 10-SACRAMENTO REGIONAL FREIGHT NETWORK 30
FIGURE 11-YOLO COUNTY RAIL SYSTEM MAP 31
FIGURE 12-CALIFORNIA NORTHERN RAILROAD SYSTEM MAP 32
FIGURE 13-PORT OF WEST SACRAMENTO 32
FIGURE 18-YOLO COUNTY EVACUATION ROUTES 33
FIGURE 19-LOWER SACRAMENTO DELTA NORTH REGION FLOOD CONTROL PROJECT 34
FIGURE 20-FEMA FLOOD ZONES-YOLO COUNTY 35
FIGURE 21-YOLO COUNTY FIRE HAZARD SEVERITY ZONES 35
FIGURE 25-PCI CURVE 37
FIGURE 22-SAVE OUR STREETS CALIFORNIA PCI COMPARISON 37
FIGURE 23-TYPICAL CALIFORNIA ROAD MAINTENANCE RESPONSIBILITY 38
FIGURE 24- YOLO COUNTY PCI 39
FIGURE 26-YOLO REGIONAL FREIGHT RAIL PROJECT 44
FIGURE 27-PORT OF WEST SACRAMENTO 45
FIGURE 28-YOLO COUNTY CORRIDORS MAP (ENTIRE COUNTY) 48
FIGURE 29-CORRIDOR MAP-DAVIS 49
FIGURE 30-CORRIDOR MAP-WEST SACRAMENTO (TOP HALF) 50
FIGURE 31-CORRIDOR MAP-WEST SACRAMENTO BOTTOM HALF 51
FIGURE 32-CORRIDOR MAP-WINTERS 52
FIGURE 33-CORRIDOR MAP-WOODLAND 53
FIGURE 34-CORRIDOR MAP-YOLO COUNTY 54

List of Tables

TABLE 1-POPULATION AND HOUSEHOLDS, 1990 TO 2035 9
TABLE 2-COMMUNITY PROFILE 11
TABLE 3-ASSESSED VALUATION – YOLO COUNTY 13
TABLE 4- MONTHLY LABOR FORCE DATA FOR CITIES AND CENSUS DESIGNATED PLACES (CDP) 14
TABLE 5-YOLO COUNTY TOP 20 EMPLOYERS (2016) 14
TABLE 6-YOLO COUNTY INFLOW OUTFLOW REPORT 16
TABLE 7-YOLO COUNTY INFLOW-OUTFLOW REPORT (HOME DESTINATION) 17
TABLE 8-YOLO COUNTY EDUCATIONAL FACILITIES 19
TABLE 9-MAJOR YOLO COUNTY ATTRACTIONS 19
TABLE 10- YOLO COUNTY MAJOR HEALTHCARE FACILITIES 20
TABLE 11-MAJOR YOLO COUNTY SHOPPING CENTERS 20
TABLE 12-YOLO COUNTY LANE MILES 21
TABLE 13-YOLOBUS, UNITRANS, DAVIS COMMUNITY TRANSIT FLEET 40
TABLE 14CALIFORNIA OFFICE OF TRAFFIC SAFETY-FATALITY AND INJURY DATA BY YEAR 41
TABLE 15-YOLO COUNTY PEDESTRIAN/BICYCLE COLLISIONS/FATALITIES 41
TABLE 16-PERSONS INJURED INDICATING SEAT BELT, HELMET, OR OTHER SAFETY EQUIPMENT USAGE 41
TABLE 17-YOLO COUNTY COLLISION COUNT BY INTERSECTION-2014 42
TABLE 18-PROJECT COST AND NET FUNDING NEEDS BY JURISDICTION 55
TABLE 19-PROJECT NEED BY JURISDICTION 56
TABLE 20-YOLO COUNTY CTCIP LIST OF PRIORITY PROJECTS 57
TABLE 22-HISTORIC YOLO COUNTY SALES TAX DATA 66
TABLE 23-2015 YOLO COUNTY SALES TAX COLLECTIONS 67
TABLE 24-YOLO COUNTY SALES TAX RATES (CURRENT) 67
TABLE 25-COUNTY TRANSPORTATION SALES MEASURES APPROVED OR PROPOSED THROUGH 2016 67
TABLE 26-SALES TAX DATA – POTENTIAL SALES TAX MEASURE 68
TABLE 27-SAMPLE SALES TAX ALLOCATION SCENARIOS 69

YOLO COUNTY TRANSPORTATION SYSTEM

The public road system in Yolo County is comprised of local roads, arterials, intercity roads, agricultural routes, two state highways and three interstate freeways. This road system provides a means of mobility for passenger transport, public transit, goods movement and active transportation. Separated bike, pedestrian and equestrian routes are located in various parts of the County and provide an alternate means for commuter, shoppers and recreation. All of these routes are constructed and maintained by local governments and Caltrans. There are no toll roads in the County as of the development of this document. Bridges over the Sacramento River, Yolo Causeway and Putah Creek form connections to roadways to surrounding counties. Connections to areas outside the County are vital to the economy and quality of life of residents of Yolo County. For this reason, roadways outside the County which provide these connections are also of interest to Yolo County and this plan. These include Interstate 5, Interstate 80, State Highway 16, State Highway 45, State Highway 84, State Highway 113 and State Highway 128.

Public Transit and active transportation are high priorities for Yolo County jurisdictions. The County is an important partner in the Sacramento Region Blueprint Project, creating compact urban development, conserving and protecting farmland and providing viable usable alternatives to single family occupancy vehicles.

Freight movement is critical to the economy of the County. The County's agricultural base, associated agricultural support industrial activities, and large industrial parks require sound roadway, rail and waterborne transportation linkages to surrounding markets and areas.

Characteristics and Destinations of Yolo County Residents

Population

Yolo County is part of the six-county Sacramento Metropolitan Area and adjacent to the outer reaches of the San Francisco Bay Area. Many persons work inside the County commuting within the four cities or work in some of the largest employment areas of the region including Downtown Sacramento, Placer County, Rancho Cordova and Elk Grove.

TABLE 1-POPULATION AND HOUSEHOLDS, 1990 TO 2035

	1990	2000	2010	% change '90 – '10	2015	2020	2035*	% change '10 – '35
Population								
Davis	46,322	60,308	65,622	42%	67,462	69,301	78,060	19%
West Sacramento	28,898	31,615	48,744	69%	55,545	62,346	88,659	82%
Winters	4,639	6,125	6,624	43%	6,882	7,139	9,623	45%
Woodland	40,230	49,151	55,468	38%	55,754	56,040	66,041	19%
Unincorporated	21,121	21,461	24,391	15%	27,106	29,821	34,756	43%
YCTD Service Area Total	**141,210**	**168,660**	**200,849**	**42%**	**212,748**	**224,647**	**276,839**	**38%**
Households								
Davis	17,953	22,948	24,873	39%	26,437	28,001	28,267	13%
West Sacramento	11,052	11,404	17,421	58%	20,437	24,056	34,933	100%
Winters	1,506	1,907	2,186	45%	2,312	2,438	2,463	13%
Woodland	14,317	16,751	18,721	31%	19,891	21,060	24,105	29%
Unincorporated	6,171	6,365	7,671	24%	10,754	13,837	6,828	-11%
YCTD Service Area Total	**50,999**	**59,375**	**70,872**	**39%**	**80,132**	**89,392**	**102,772**	**45%**

Woodland

Woodland is Yolo County's second largest city, with a 2010 population of 55,468. Woodland has a rich agricultural and historic heritage, and as the county seat of Yolo County, is home to many County services. Woodland has seen healthy population growth over the last 20 years, increasing its

population by over 15,000 people (37.9%) between 1990 and 2010. Table 1 shows a slowing in its rate of growth over the next decade. However, it should be noted that those estimates were generated in 2008, when the economy was slipping into a recession so the actual growth rate is likely to be higher.

Davis

Located in southwest Yolo County near the Solano County line, Davis is Yolo County's largest city, with a 2010 population of 65,622. Many residents are students at the county's largest employer and activity center – the University of California-Davis (UCD), which currently has 33,248 students and is closely tied to the City of Davis, both economically and in how the city has grown over the years. The 7,309-acre campus is adjacent to Davis city limits. In Fall 2016 UCD had nearly 26,621 undergraduate students and over 6,807 graduate and professional program students. According to SACOG projections, the population of the City of Davis is expected to increase by 2020 to 67,240, a 2.5% increase over the 2010 city population. However, UCD has considerable plans for expansion in its 2020 Initiative, which would increase the student population by up to 5,000 new undergraduate students by 2020, along with corresponding increases in graduate students, faculty, and staff.

West Sacramento

Incorporated in 1987, West Sacramento is Yolo County's newest city with a 2010 population of 48,744. Located directly across the river from downtown Sacramento, West Sacramento is home to the Port of West Sacramento and the Sacramento Deep Water Channel, which are a benefit to agriculture and the building industry in Northern California. In addition, West Sacramento is home to Raley Field, which hosts games for the Sacramento River Cats, the Oakland A's AAA baseball team and other large events. Southport Business Park, Riverside Centre and the Port Industrial Park are home to some of the largest employers in the region. West Sacramento is in the midst of major new development in the Southport area (south of the Deep Water Channel), the Washington District and the Bridge District near Raley Field and the Tower Bridge crossing to downtown Sacramento. The Pioneer Bluff development south of the Pioneer Bridge is being converted from its former industrial status to another large vibrant riverfront mixed use development areas. Since 2000, the population of West Sacramento has grown 54%, and by 2020, SACOG projects that the population of the city will increase by another 28% to 62,346 residents.

Winters

Located in southern Yolo County along the Solano County line, Winters is Yolo County's smallest city, with a 2010 population of 6,624. As the gateway to Lake Berryessa, Winters maintains a small-town character. Several developments are planned for Winters over the next 10 years including the new PG&E Training Center and hotel development. By 2020, SACOG projects that the population will increase by approximately 8% to 7,139.

TABLE 2-COMMUNITY PROFILE

	Davis		West Sacramento		Winters		Woodland		Unincorporated Yolo County		Six-County SACOG Region
Characteristics	Number	%	Number	%	Number	%	Number	%	Number	%	%
Household Characteristics[1]											
Total Population	65,622	100%	48,744	100%	6,624	100%	55,468	100%	24,391	100%	**2,316,019**
Female	34,444	52.5%	24,657	50.6%	3,273	49.4%	28,151	50.8%	12,389	50.8%	**50.9%**
Male	31,178	47.5%	24,087	49.4%	3,351	50.6%	27,317	49.2%	12,002	49.2%	**49.1%**
19 years and younger	15,317	23.3%	14,287	29.3%	1,950	29.4%	16,820	30.3%	8,449	34.6%	**28.2%**
20 to 54 years	38,830	59.2%	24,699	50.7%	3,337	50.4%	26,800	48.3%	10,430	42.8%	**48.3%**
55 years and older	11,475	17.5%	9,758	20.0%	1,337	20.2%	11,848	21.4%	5,512	22.6%	**23.5%**
Median Age	25.2		33.6		35.9		33.7				
Total Households	24,873	100%	17,421	100%	2,186	100%	18,721	100.0%	7,671	100%	**843,411**
Average Household Size	2.554		2.779		3.027		2.910		2.824		
Race/Ethnicity[1]											
White/Caucasian	38,641	58.9%	23,092	47.4%	2,903	43.8%	23,368	42.1%	12,236	50.2%	**55.6%**
Hispanic/Latino	8,172	12.5%	15,282	31.4%	3,469	52.4%	26,289	47.4%	7,741	31.7%	**20.7%**
Asian	14,213	21.7%	4,961	10.2%	51	0.8%	3,385	6.1%	3,030	12.4%	**11.6%**
Black/African American	1,415	2.2%	2,180	4.5%	39	0.6%	708	1.3%	410	1.7%	**6.7%**
Two or more races	2,714	4.1%	2,211	4.5%	121	1.8%	1,183	2.1%	677	2.8%	**3.9%**
Some other race	467	0.7%	1,018	2.1%	41	0.6%	535	1.0%	297	1.2%	**1.5%**
Social Characteristics[2]											
Place of birth: Native	52,986	81.7%	35,881	78.1%	5,041	76.7%	43,155	78.8%	19,198	79.1%	**82.7%**
Place of birth: Foreign Born	11,856	18.3%	10,080	21.9%	1,531	23.3%	11,630	21.2%	5,060	20.9%	**17.3%**
Language spoken at home: English	45,241	73.0%	26,732	63.6%	3,430	57.0%	30,968	60.9%	14,616	63.3%	**73.3%**
Language spoken at home: Spanish	5,028	8.1%	8,395	20.0%	2,380	39.5%	16,247	32.0%	5,156	22.3%	**12.7%**
Language spoken at home: Asian	7,495	12.1%	2,011	4.8%	201	3.3%	1,306	2.6%	2,280	9.9%	**7.5%**
Language spoken at home: Indo-European	3,409	5.5%	4,573	10.9%	11	0.2%	2,133	4.2%	844	3.7%	**5.8%**
Language spoken at home: Other	813	1.3%	314	0.7%	-	0.0%	184	0.4%	183	0.8%	**0.6%**
Speaks English less than very well	5,369	8.7%	7,788	18.5%	1,526	25.3%	8,615	16.9%	3,779	16.4%	**12.0%**
Income[2]											
Median household income	59,517		53,559		59,679		55,406				
Per capita income	31,247		24,695		25,342		25,616				
Means of Transportation to Work (workers ages 16+)											
Drove alone (car, truck, or van)	17,409	57.6%	15,969	78.0%	2,390	78.6%	18,673	76.8%	5,899	65.4%	**75.2%**

	Davis		West Sacramento		Winters		Woodland		Unincorporated Yolo County		Six-County SACOG Region
Characteristics	Number	%	Number	%	Number	%	Number	%	Number	%	%
Carpooled	2,477	8.2%	2,861	14.0%	456	15.0%	2,941	12.1%	715	7.9%	**12.3%**
Worked at home	1,280	4.2%	585	2.9%	44	1.4%	688	2.8%	631	7.0%	**5.2%**
Walked	1,162	3.8%	216	1.3%	105	3.5%	798	3.3%	708	7.8%	**2.1%**
Public transportation	2,209	7.3%	317	1.5%	15	0.5%	433	1.8%	214	2.4%	**2.6%**
Other means	5,704	18.9%	468	2.3%	29	1.0%	781	3.2%	856	9.5%	**2.7%**
School Enrollment (population ages 3+ enrolled in school)[2]											
Enrolled in preschool, kindergarten, or grades 1-8	6,746	21.4%	6,641	52.6%	1,158	61.3%	8,374	53.9%	2,458	22.0%	**48.80%**
Enrolled in high school	2,966	9.4%	2,903	23.0%	417	22.1%	3,434	22.1%	855	7.7%	**21.70%**
Enrolled in college	21,781	69.2%	3,093	24.5%	315	16.7%	3,727	24.0%	7,836	70.3%	**29.50%**
Educational Attainment (population ages 25 +)[2]											
Less than 9th grade	739	2.2%	2,603	9.0%	583	15.0%	3,684	10.7%	1,465	11.6%	**6.3%**
Less than high school (no diploma)	692	2.1%	2,656	9.2%	324	8.3%	3,941	11.5%	1,035	8.2%	**7.3%**
High school graduate	2,753	8.3%	7,654	26.4%	973	25.1%	8,661	25.3%	2,627	20.9%	**22.3%**
Some college (no diploma)	6,255	18.9%	9,218	31.9%	1,181	30.4%	10,233	29.9%	2,843	22.6%	**35.0%**
BA or higher	22,587	68.4%	6,808	23.5%	820	21.1%	7,751	22.6%	4,621	36.7%	**29.0%**
Potential Transit Market[2]											
One vehicle available per household	8,651	35.8%	6,095	36.1%	616	29.4%	6,206	32.1%	1,967	28.6%	**31.8%**
Zero vehicles available per household	1,648	6.8%	1,405	8.3%	46	2.2%	1,622	8.4%	223	3.2%	**6.3%**
Non-white population	26,981	41.1%	25,652	52.6%	3,721	56.2%	32,100	57.9%	12,155	49.8%	**44.4%**
Individuals below the poverty line		23.5%		16.6%		9.2%		11.2%		5.1%	
Families below the poverty line		7.6%		12.3%		7.3%		7.8%			
Youth 19 and under	15,317	23.3%	14,287	29.3%	1,950	29.4%	16,820	30.3%	8,449	34.6%	**28.2%**
Seniors 65 and older	5,597	8.5%	4,781	9.8%	601	9.1%	6,024	10.9%	2,768	11.3%	**12.0%**
Persons with a disability	3,720	5.7%	6,137	12.9%	NA*	NA*	6,157	11.3%			**12.6%**

Rural Communities

Besides the four incorporated cities, Yolo County is home to several smaller communities. A number of these are located east of I-505 along Highway 16, including Madison, Esparto, Capay, and Brooks. Esparto is the largest of these communities with a 2010 population of 3,108. North of Woodland along Yolo County's border with Colusa County is the community of Dunnigan with about 1,400 residents. Northeast of Woodland along the Sacramento River is Knights Landing, which had a 2010 population of 995. These rural communities are not anticipated by SACOG to grow significantly by 2020.

Yolo County Property Values By Jurisdiction

A testament to the growth in each community is the growth in assessed valuation. Table X shows that each of the areas of the County grew in value due to this growth. Investors and property owners have confidence in the ability of each community to manage itself including providing for viable and sustainable transportation modes, linkages and other assets.

TABLE 3-ASSESSED VALUATION – YOLO COUNTY

Jurisdiction	2017/18	2016/17	Difference	% change
Davis				
Secured	$7,935,081,647	$7,536,741,273	$398,340,374	5.29
Unsecured	$147,857,902	$155,727,533	($7,869,631	(5.05)
Winters				
Secured	$535,859,748	$488,326,755	$47,532,993	9.73
Unsecured	$15,578,820	$15,966,316	($387,496)	(2.43)
Woodland				
Secured	$5,394,178,406	$5,087,977,980	$306,200,486	6.02
Unsecured	$276,774,065	$231,047,868	$45,726,197	19.79
West Sacramento				
Secured	$6,186,22,274	$5,919,866,747	$266,359,527	4.50
Unsecured	$477,671,805	$459,653,221	$18,018,584	3.92
Unincorporated				
Secured	$4,305,635,345	$4,111,435,338	$194,200,007	4.72
Unsecured	$477,681,304	$458,708,025	$22,973,279	5.05
Total County				
Undistributed	$2,612,885	$2,569,535	$44,350	1.73
Secured	$24,356,981,480	$23,144,348,093	$1,212,633,387	5.24
Unsecured	$1,395,563,896	$1,317,202,963	$78,400,933	5.96
TOTAL	**$25,755,158,261**	**$24,464,019,591**	**$1,291,138,670**	**5.28**

DESTINATIONS

Employment

The University of California, Davis (UCD) generates a large amount of both employees and students to the campus as Davis' and the County's largest trip generator. West Sacramento has an even larger employment base with the County's only jobs-housing balance with employees working in its large industrial parks, Washington District and new Bridge District areas. Woodland has a large government employment and industrial base attracting employees from throughout the Sacramento Region. Winters, the gateway to Lake Berryessa, provides local employment and agricultural employment by the Yoche Dehe Wintun Nation, attracts thousands of customers and over 2,300 employees to Brooks along Highway 16 in the Capay Valley.

TABLE 4- MONTHLY LABOR FORCE DATA FOR CITIES AND CENSUS DESIGNATED PLACES (CDP)

Area Name	Labor Force	Employment	Unemployment	
			Number	Rate
Yolo County	106,600	102,000	4,500	4.3%
Davis	35,600	34,400	1,200	3.3%
Esparto	1,600	1,600	100	4.4%
West Sacramento	25,800	24,500	1,300	5.0%
Winters	3,800	3,700	100	3.8%
Woodland	29,800	28,500	1,400	4.5%

TABLE 5-YOLO COUNTY TOP 20 EMPLOYERS (2016)

Rank	Employer	Location	Number of Employees
1	University of California, Davis	Davis	9,599
2	State of California	Various	2,753
3	US Government	Various	2,316
4	Cache Creek Casino Resort	Brooks	2,300
5	Yolo County	Various	1,411
6	Woodland Joint Unified School District	Woodland	1,116
7	Raley's Inc.	West Sacramento	1,007
8	Walgreens	Woodland	839
9	Woodland Memorial Hospital	Woodland	712
10	Sutter Health	Davis, Various	665
11	Clark Pacific	Woodland	591
12	Nugget Market	Various	435
13	City of Davis	Davis	385
14	Hunter Douglas	West Sacramento	384
15	City of West Sacramento	West Sacramento	365
16	Beckman Coulter	West Sacramento	345
17	Norcal Beverage	West Sacramento	284
18	City of Woodland	Woodland	282
19	Safeway	Various	258
20	Monsanto	Woodland	250

Yolo County Employee- Inflow/Outflow

In a metropolitan region of approximately 2.9 million persons, employees move throughout the region to access the workplace which best suits their education, background and talent. Yolo County is the home to over 71,000 jobs as shown in the inflow/outflow table below. Employees use public roads and public transit to access their workplace throughout Northern California.

FIGURE 1- YOLO COUNTY INFLOW/OUTFLOW REPORT

OnTheMap

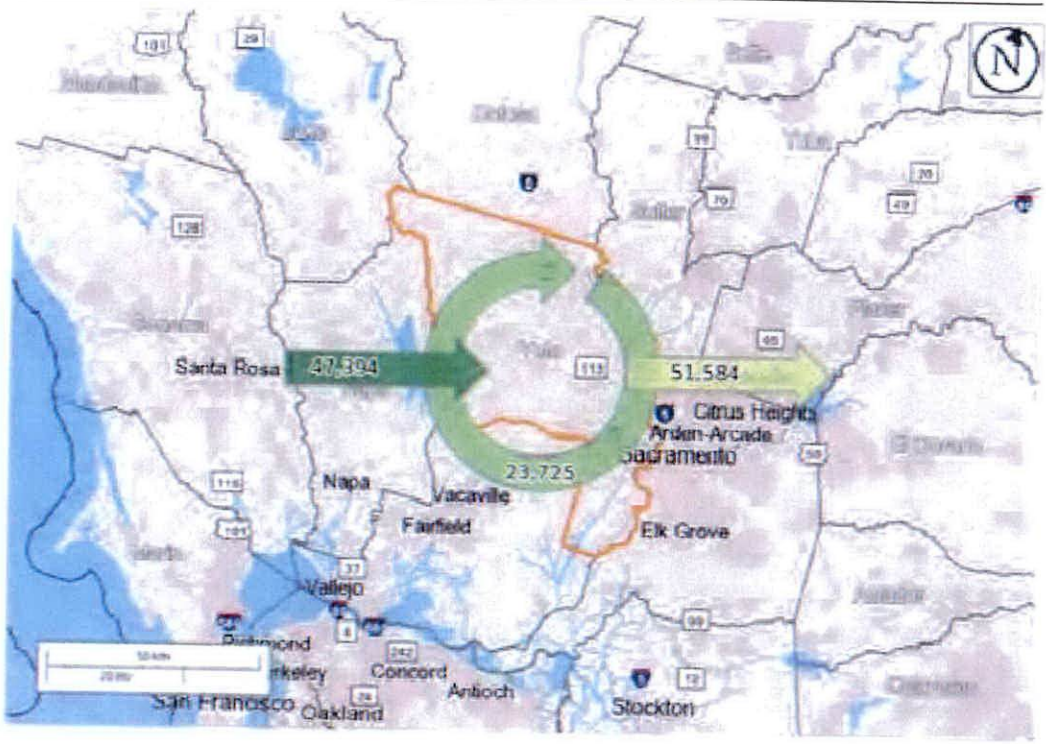
Inflow/Outflow Report

Primary Jobs for All Workers in 2015

Created by the U.S. Census Bureau's OnTheMap http://onthemap.ces.census.gov on 12/18/2017

Inflow/Outflow Counts of Primary Jobs for Selection Area in 2015

All Workers



Map Legend

Selection Areas
- Analysis Selection

Inflow/Outflow
- Employed and Live in Selection Area
- Employed in Selection Area, Live Outside
- Live in Selection Area, Employed Outside

Note: Overlay arrows do not indicate directionality of worker flow between home and employment locations

Page 1 of 1

United States Census Bureau

TABLE 6-YOLO COUNTY INFLOW OUTFLOW REPORT

Inflow/Outflow Report

Selection Area Labor Market Size (Primary Jobs)

	2015	
	Count	Share
Employed in the Selection Area	71,119	100.0%
Living in the Selection Area	75,309	105.9%
Net Job Inflow (+) or Outflow (-)	-4,190	-

In-Area Labor Force Efficiency (Primary Jobs)

	2015	
	Count	Share
Living in the Selection Area	75,309	100.0%
Living and Employed in the Selection Area	23,725	31.5%
Living in the Selection Area but Employed Outside	51,584	68.5%

In-Area Employment Efficiency (Primary Jobs)

	2015	
	Count	Share
Employed in the Selection Area	71,119	100.0%
Employed and Living in the Selection Area	23,725	33.4%
Employed in the Selection Area but Living Outside	47,394	66.6%

Outflow Job Characteristics (Primary Jobs)

	2015	
	Count	Share
External Jobs Filled by Residents	51,584	100.0%
Workers Aged 29 or younger	10,660	20.7%
Workers Aged 30 to 54	29,585	57.4%
Workers Aged 55 or older	11,339	22.0%
Workers Earning $1,250 per month or less	7,804	15.1%
Workers Earning $1,251 to $3,333 per month	14,753	28.6%
Workers Earning More than $3,333 per month	29,027	56.3%
Workers in the "Goods Producing" Industry Class	6,113	11.9%
Workers in the "Trade, Transportation, and Utilities" Industry Class	8,604	16.7%
Workers in the "All Other Services" Industry Class	36,867	71.5%

Inflow Job Characteristics (Primary Jobs)

	2015	
	Count	Share
Internal Jobs Filled by Outside Workers	47,394	100.0%
Workers Aged 29 or younger	11,397	24.0%
Workers Aged 30 to 54	26,370	55.6%
Workers Aged 55 or older	9,627	20.3%
Workers Earning $1,250 per month or less	8,398	17.7%
Workers Earning $1,251 to $3,333 per month	16,710	35.3%
Workers Earning More than $3,333 per month	22,286	47.0%
Workers in the "Goods Producing" Industry Class	9,746	20.6%
Workers in the "Trade, Transportation, and Utilities" Industry Class	14,450	30.5%
Workers in the "All Other Services" Industry Class	23,198	48.9%

Interior Flow Job Characteristics (Primary Jobs)

	2015	
	Count	Share
Internal Jobs Filled by Residents	23,725	100.0%
Workers Aged 29 or younger	5,571	23.5%
Workers Aged 30 to 54	12,542	52.9%
Workers Aged 55 or older	5,612	23.7%
Workers Earning $1,250 per month or less	5,181	21.8%
Workers Earning $1,251 to $3,333 per month	9,134	38.5%
Workers Earning More than $3,333 per month	9,410	39.7%
Workers in the "Goods Producing" Industry Class	4,941	20.8%
Workers in the "Trade, Transportation, and Utilities" Industry Class	3,625	15.3%
Workers in the "All Other Services" Industry Class	15,159	63.9%

TABLE 7-YOLO COUNTY INFLOW-OUTFLOW REPORT (HOME DESTINATION)

Home Destination Analysis (2015)	
To Woodland	11,256
To Sacramento	10,214
To Davis	6,275
To West Sacramento	4,480
To Elk Grove	2,370
To Vacaville	1,423
To Arden-Arcade CDP	1,218
To Yuba City	1,207
To Winters	1,169
To Roseville	1,051
To Other	36,306
Total:	**76969**

Agriculture

Yolo County's economy has been historically centered on agriculture. Although the local economy has diversified, the transportation of agricultural goods from farm to market and delivery of inputs to farms, ranches and orchards is vitally important. The renewed desire of each of the cities in Yolo County to serve as food hubs supporting Yolo County Agriculture and the healthy communities initiative in each of the four cities, and the continuing growth of UCD's agricultural programs, is testimony to the ongoing emphasis placed on agriculture as the most important single economic driver in the County. Transportation to and from farms, ranches and orchards is a key support mechanism for agriculture in Yolo County.

FIGURE 2-YOLO COUNTY AGRICULTURAL VALUES

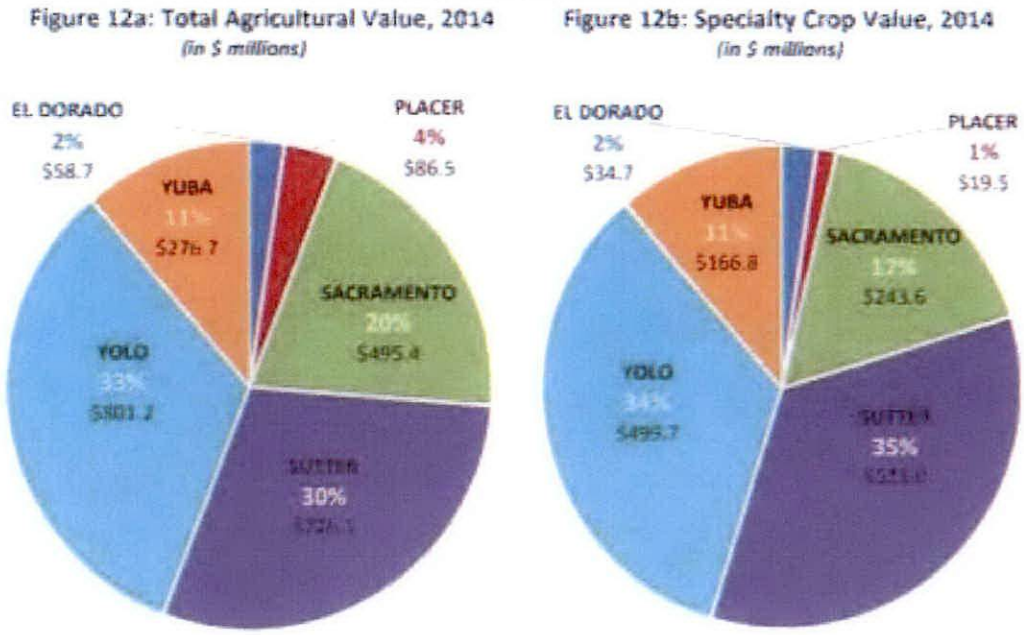


FIGURE 3-YOLO COUNTY AGRICULTURAL LANDS/AGRICULTURAL EMPLOYMENT MAP

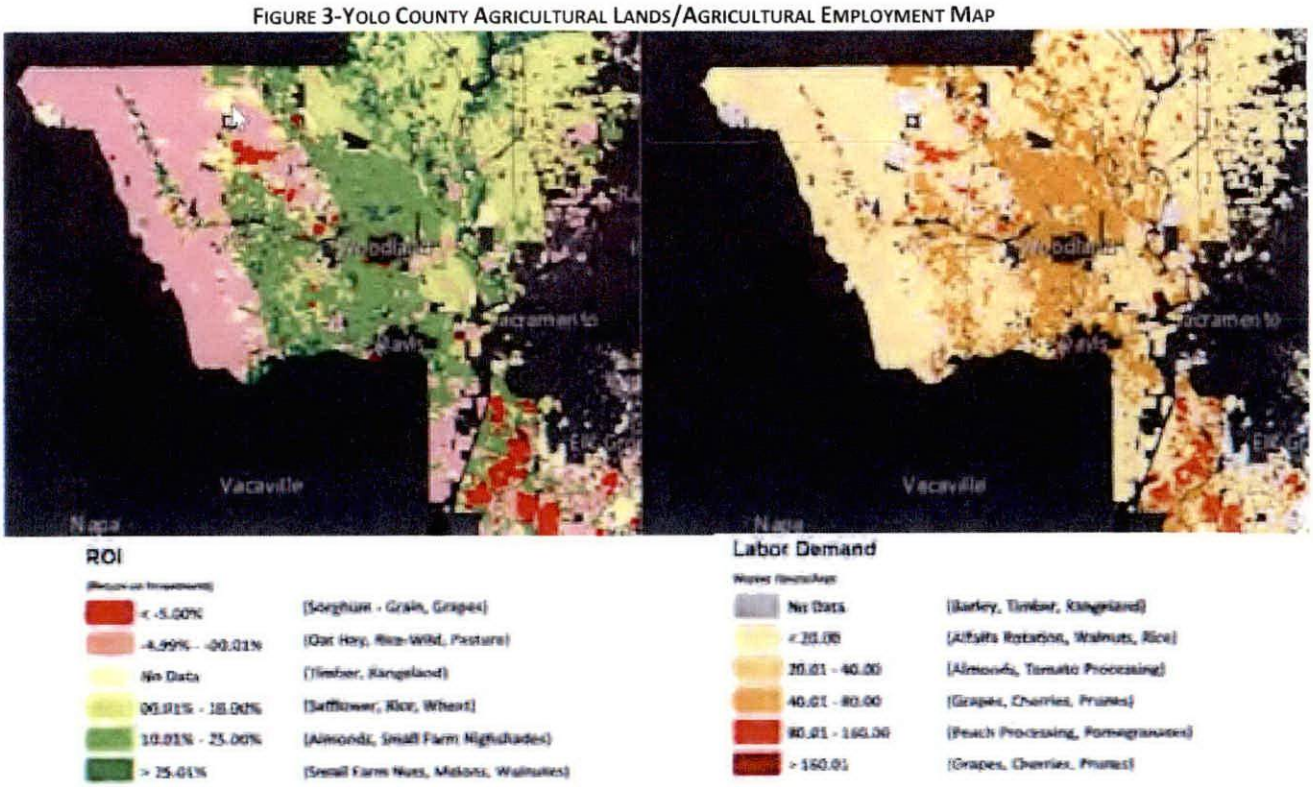


FIGURE 4-YOLO COUNTY TOP 20 AGRICULTURAL COMMODITIES

Commodity	2016	2015	2014
1. Tomatoes, Processing	$ 121,513,000	$ 139,135,000	$ 151,714,000
2. Almonds (Meats)	$ 99,234,000	$ 89,300,000	$ 107,409,000
3. Grapes, Wine (All)	$ 81,264,000	$ 70,462,000	$ 68,960,000
4. Organic Production (All)	$ 58,863,000	$ 51,173,000	$ 52,383,000
5. Rice[1]	$ 43,016,000	$ 36,000,000	$ 69,202,000
6. Sunflower Seed	$ 34,354,000	$ 36,059,000	$ 28,921,000
7. Walnuts (All)	$ 34,176,000	$ 36,782,000	$ 70,083,000
8. Hay, Alfalfa	$ 23,290,000	$ 35,078,000	$ 55,246,000
9. Nursery (All)[2]	$ 18,303,000	$ 13,277,000	$ 13,053,000
10. Cattle and Calves	$ 15,730,000	$ 20,610,000	$ 20,327,000
11. Wheat	$ 9,749,000	$ 10,762,000	$ 14,771,000
12. Apiary[3]	$ 9,115,000	$ 7,183,000	$ 7,120,000
13. Pasture and Grass Seed	$ 6,221,000	$ 5,956,000	$ 5,653,000
14. Olives (Oil)	$ 5,586,000	$ 9,410,000	$ 7,322,000
15. Corn, Field	$ 5,197,000	$ 2,986,000	$ 9,489,000
16. Vine Seed	$ 3,671,000	$ 1,004,000	$ 2,074,000
17. Plums (Dried)	$ 3,137,000	$ 7,578,000	$ 9,773,000
18. Almonds (Hulls)	$ 3,060,000	$ 3,150,000	$ 3,509,000
19. Hay, Grain[4]	$ 2,909,000	$ 4,980,000	$ 13,143,000
20. Sheep and Lambs	$ 2,280,000	$ 2,265,000	$ 2,018,000

Educational Facilities

Educational facilities are located throughout the County. Five post-secondary public institutions have facilities located in the County and five public school district provide secondary education. Access to schools via highways and roads in the County is vital to the economy and welfare of the County's residents. The unincorporated areas of Dunnigan and Knight Landing are served by schools located in Colusa and Sutter Counties, respectively. Schools are a major trip generator in each community and represent a major source and challenge due to congestion at peak periods.

TABLE 8-YOLO COUNTY EDUCATIONAL FACILITIES

Educational Facility/District	Type	Enrollment (12-13)
UC Davis	4-Year University	33,428
Yuba College-Woodland	2-Year Community College	6,216
Los Rios UCD/Davis	2-Year Community College	5,055
Los Rios West Sacramento	2-Year Community College	3,523
Davis Unified School District	Local School District	8,582
Washington Unified School District (West Sacramento)	Local School District	8,083
Woodland Unified School District	Local School District	10,083
Winters Unified School District	Local School District	1,555
Esparto Unified School District	Local School District	967
Yolo County Office of Education	Local School District	571
River Delta Unified School District (Clarksburg Only)	Local School District	442

Recreation/Entertainment

Yolo County's remarkable communities offer unique cultural, creative, entertainment and educational opportunities to visitors from all corners of the world.

TABLE 9-MAJOR YOLO COUNTY ATTRACTIONS

Amenity	Location
West Sacramento Community & Recreational Centers	West Sacramento
The Barn	West Sacramento
Riverfront Park	West Sacramento
Raley Field	West Sacramento
Old Sugar Mill	Clarksburg
Downtown Woodland	Woodland
Woodland Opera House	Woodland
Woodland Community Center	Woodland
California Agricultural Museum	Woodland
Gibson Mansion	Woodland
Mondavi Center	Davis/UC Davis
Downtown Davis	Davis
Davis Community Centers	Davis
Davis Farmers Market	Davis
Davis Arboretum	Davis
UC Davis Sports Facilities	Davis
Vic Fazio Wildlife Area	Davis
US Bicycling Hall of Fame	Davis
Downtown Winters	Winters
Lake Berryessa	Winters

Amenity	Location
Capay Valley	Capay Valley
Cache Creek Recreational Area	Capay Valley
Cache Creek Casino Resort	Brooks

Healthcare

Yolo County has 83.9% of its population covered by some type of health insurance accessing 15 licensed general acute care hospitals in its core market. Numerous doctors' offices, dental facilities and medical clinics are located in each community and throughout the County. The County is home to two hospitals, Sutter-Davis Medical Center in Davis and Woodland Memorial Hospital in Woodland. County Residents also utilize area hospitals in Sacramento and Solano Counties including UC Davis Medical Center, various Sutter Hospitals and Kaiser Hospitals. Access to all of these facilities is vitally important to the healthy communities initiatives of each jurisdiction. Emergency service providers must have very fast access to these facilities when persons are injured or severely ill.

TABLE 10- YOLO COUNTY MAJOR HEALTHCARE FACILITIES

Facility	Type	Location
Sutter Davis Medical Center	Acute Care Hospital	Davis
Woodland Memorial Hospital	Acute Care Hospital	Woodland
UC Davis Medical Center	Acute Care Hospital	Sacramento
Kaiser Vacaville	Acute Care Hospital	Vacaville
Kaiser Morse	Acute Care Hospital	Sacramento
Kaiser South	Acute Care Hospital	Sacramento
Sutter Memorial Hospital	Acute Care Hospital	Sacramento
Davis Community Clinic	Primary Care Clinic	Davis
Kaiser Davis	Primary Care Clinic	Davis
Elica Health Center	Primary Care Clinic	West Sacramento
Sacramento Family Medical	Primary Care Clinic	West Sacramento
North Valley Indian Health	Primary Care Clinic	Woodland
Peterson Clinic	Primary Care Clinic	Woodland
Planned Parenthood	Primary Care Clinic	Woodland
Salud Clinic	Primary Care Clinic	West Sacramento
Winters Healthcare Clinic	Primary Care Clinic	Winters
West Sacramento Dialysis	Chronic Dialysis Clinic	West Sacramento
Woodland Dialysis Services	Chronic Dialysis Clinic	Woodland
Dialysis Clinic Inc.	Chronic Dialysis Clinic	Sacramento Locations

Shopping Centers

Residents, businesses, employees and visitors all spent their dollars in shopping centers located thoughout the County and may travel one or more times to these centers every day. Some of the major shopping centers in the County are shown below

TABLE 11-MAJOR YOLO COUNTY SHOPPING CENTERS

Shopping Facility	Anchors	Location
Davis Commons	Gap	Davis
University Mall	Trader Joes	Davis
Marketplace	Safeway, CVS	Davis
Nugget Shopping Center	Nugget	Davis
Riverpoint Marketplace	Walmart, Ikea, Home Depot	West Sacramento
Southport Town Center	Nugget, Target	West Sacramento
Raleys Shopping Center	Raleys	West Sacramento
Gateway Center	Costco, Target, Best Buy	Woodland

Shopping Facility	Anchors	Location
County Fair Fashion Mall	JC Penny	Woodland
Raleys Shopping Center	Raleys	Woodland

TRANSPORTATION MODES

Yolo County Roadways

Roads owned and maintained by the four cities and County comprise 1,385 road miles and over 2 million daily vehicle miles traveled (DVMT). These roads and the state highway system are used to move persons and goods within and outside Yolo County.

TABLE 12-YOLO COUNTY LANE MILES

Jurisdiction	Lane Miles	% of Lane Miles	DVMT	% DVMT
Davis	162	12	359,180	16
West Sacramento	165	12	401,430	25
Winters	23	2	19,070	1
Woodland	165	12	517,770	22
Yolo County	871	63	757,940	37
Total	1,385	100	2,055,390	100

Interstate and State Highway Systems

State highways in Yolo County are listed below and include freeways, expressways, and conventional highways, which are operated and maintained by Caltrans:

- Interstate 5
- Interstate 80
- US Highway 50
- Interstate 505
- State Route(SR)16
- SR 113
- SR 128
- SR 45
- SR 84

Interstate and U.S. numbered routes are also part of the state highway system, which is maintained by Caltrans. Three Interstate routes (I-5, I-80, and I-505) run through the unincorporated portion of Yolo County. U.S. Highway (U.S.) 50, which originates in West Sacramento and extends more than 3,000 miles to Ocean City, Maryland, provides a connection from I-80 to downtown Sacramento.

I-5 is an important north/south route that in Yolo County primarily provides for the transportation of goods by trucks. Woodland is the primary trucking center for the agricultural and warehousing industry along I-5 and generates high truck traffic during the harvest seasons. From the Sacramento County line to the Colusa County line, I-5 is a four-lane-freeway and provides connections to the communities of Dunnigan, Zamora, and Yolo. It is the principal route for rice commodities moving to the Port and rice terminals in Yolo County.

I-80 is a principal east/west route in Yolo County, providing connections to the San Francisco Bay Area and Sacramento County. I-80 is a major commute route between areas in the greater Sacramento area, UC Davis and the San Francisco Bay Area employment centers. Interstate 80 is a major truck route between the San Francisco Bay Area, Sacramento, and the Tahoe Basin and points east. From the Solano County line to the Intersection with I-80, this interstate is a six-lane freeway that connects the City of Davis and the City of West Sacramento.

US Highway 50 extends from the intersection with Interstate 80 in West Sacramento east to the Sacramento County Line. A direct influence on the high truck volumes is the industrial development, mixed use and riverfront development that is occurring in the West Sacramento area, consisting of truck distribution centers, truck terminals the Port of West Sacramento, Bridge District, Raley Field and Pioneer Bluffs area of West Sacramento.

I-505 is a south to north freeway serving as a major connection for goods movement and interregional travel between I-80 near the City of Vacaville and I-5 in the northern part of Yolo County. I-505 is a four-lane freeway from the Solano County line to I-5 and provides a connection to the City of Winters.

SR 16 serves east-west traffic through the western rural area of Yolo County, including the communities of Rumsey, Guinda, Brooks, Capay, Esparto, and Madison. SR 16 also provides connection to the Cache Creek Resort Casino located near the town of Brooks. North of Rumsey, SR 16 passes though the Cache Creek Regional Park area and is one of the routes used by trucks to access Colusa and Lake Counties. SR 16 extends east as a two-lane conventional highway from the Colusa County line to the Woodland city limits, then north to the connection at I-5.

SR 113 serves as an important link for agricultural and commercial traffic to I-5 and I-80. The segment between Davis and Woodland is a four-lane freeway that terminates at I-5. SR 113 continues from I-5 in Woodland as a two-lane conventional highway north to the Sutter County line near the town of Knights Landing.

SR 128 serves local traffic in the City of Winters and recreational traffic from the greater Sacramento area traveling to Lake Berryessa and Napa Valley. SR 128 extends as a two-lane conventional highway from the Solano County line to I-505 in Winters.

SR 45 and SR 84 serve mainly local and agricultural traffic within the county. SR 84 is a two-lane conventional highway that extends from the Solano County line to U.S. 50 in West Sacramento and a four-lane arterial between U.S. 50 and I-80. SR 45 is also a two-lane conventional highway that extends from the Colusa County line to Knights Landing.

Active Transportation System

A vital component of the transportation system of Yolo County is its bicycle, pedestrian and trail system. Each of the four cities, the County and Caltrans District 3 have adopted bicycle/ pedestrian master plans which are implementing a comprehensive network interconnecting the entire County and connecting to Sacramento, Solano and Sutter Counties. Each jurisdiction has a different way of quantifying their existing and planned network and has an aggressive implementation plans for expanding their bike systems. Davis has obtained platinum and West Sacramento has obtained bronze status as bicycle friendly communities by the League of American Bicyclists.

FIGURE 5-WEST SACRAMENTO BIKE/PED/TRAILS MASTER PLAN

FIGURE 6-DAVIS PROPOSED BIKE ENHANCEMENTS

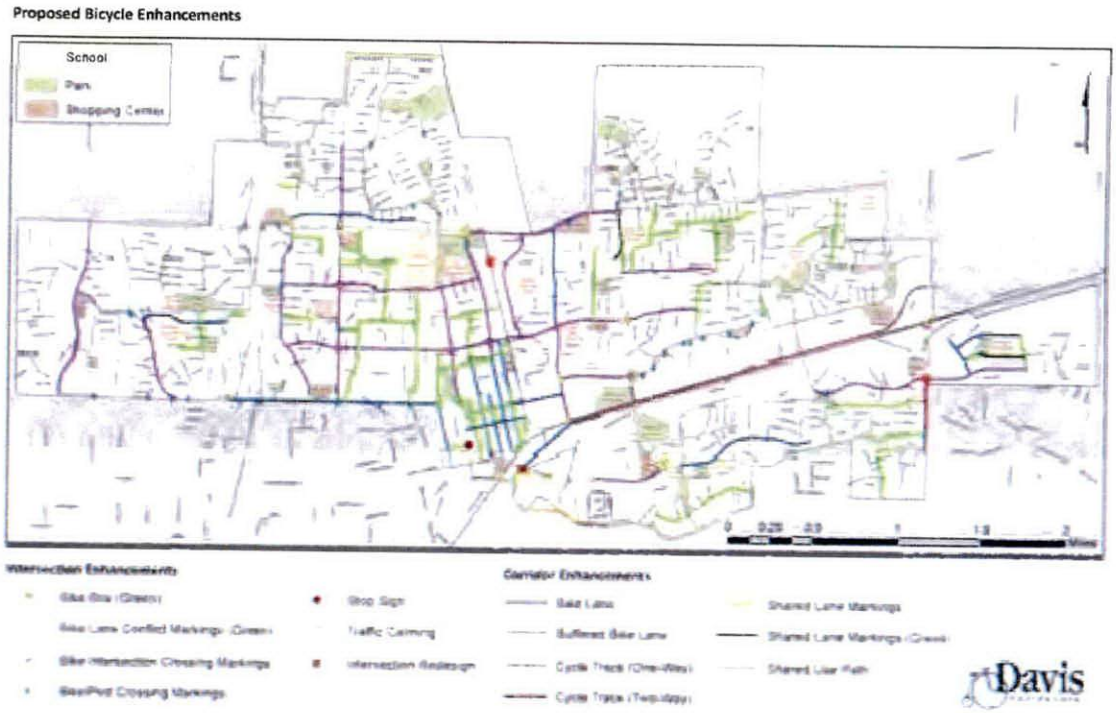


FIGURE 7-WINTERS BIKEWAY NETWORK

Figure 7: Proposed Bikeway Network for Winters, CA

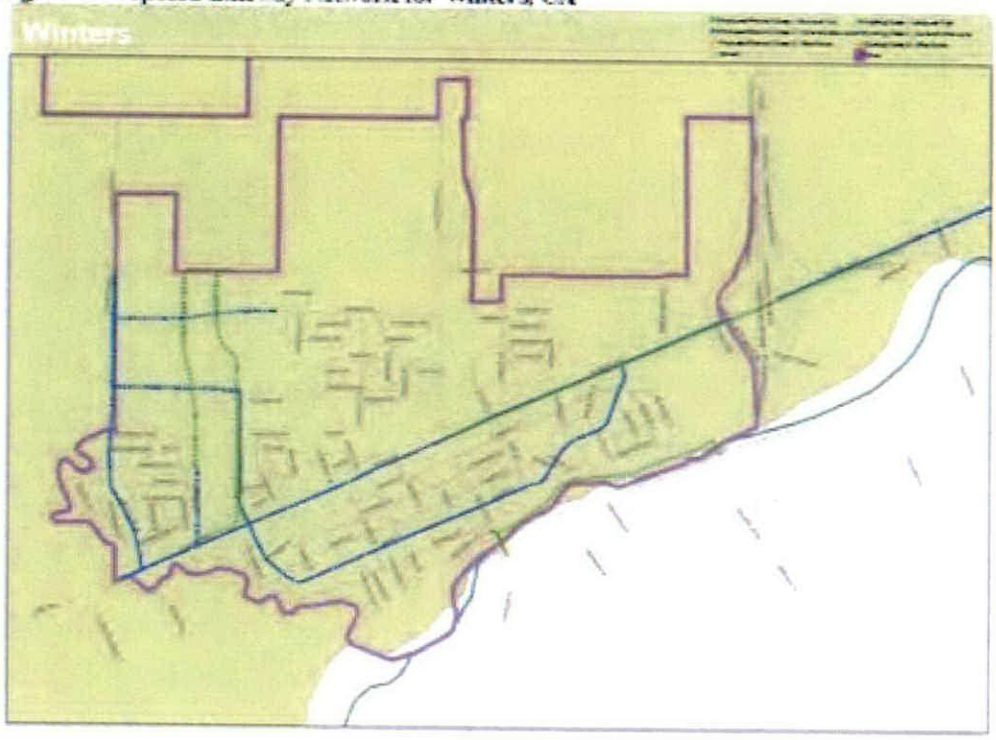


FIGURE 8-WOODLAND BIKEWAY MASTER PLAN

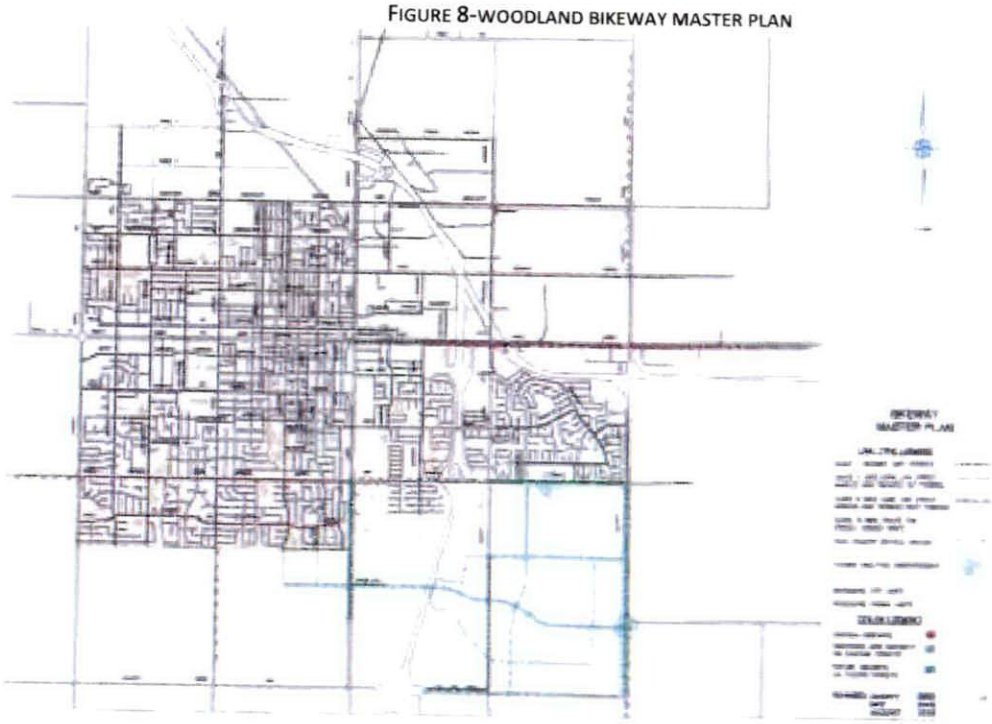
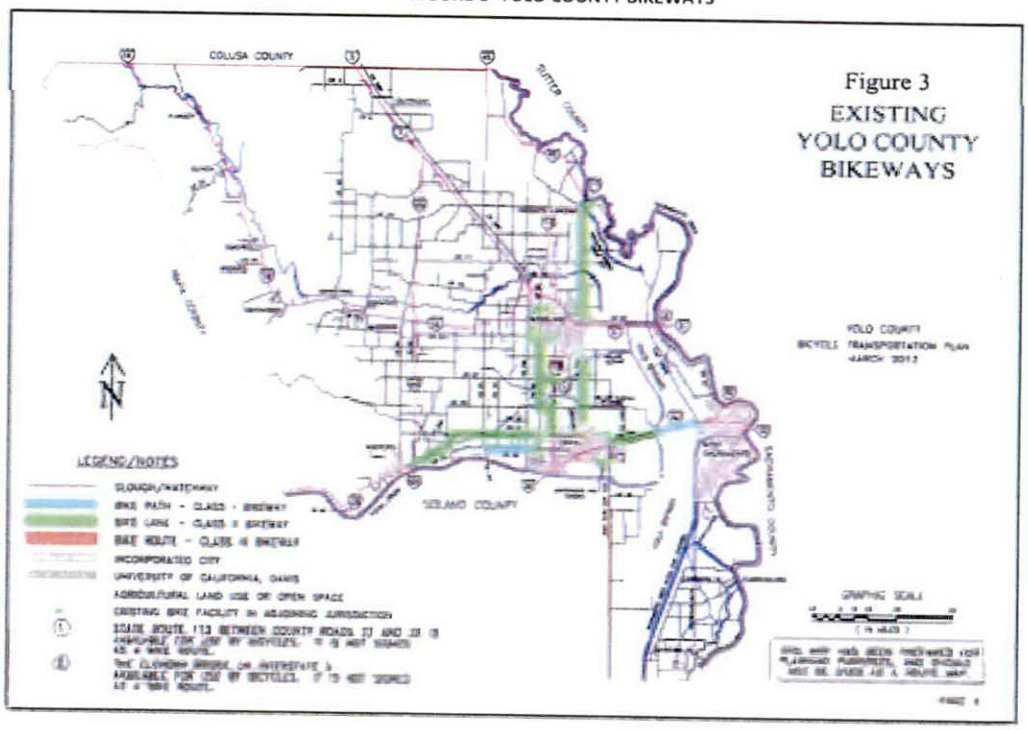


FIGURE 9-YOLO COUNTY BIKEWAYS



Public Transit

Public transportation in the United States is a crucial part of the solution to the nation's economic, energy, and environmental challenges - helping to bring a better quality of life. In increasing numbers,

people are using public transportation and local communities are expanding public transit services. Every segment of American society - individuals, families, communities, and businesses - benefits from public transportation.

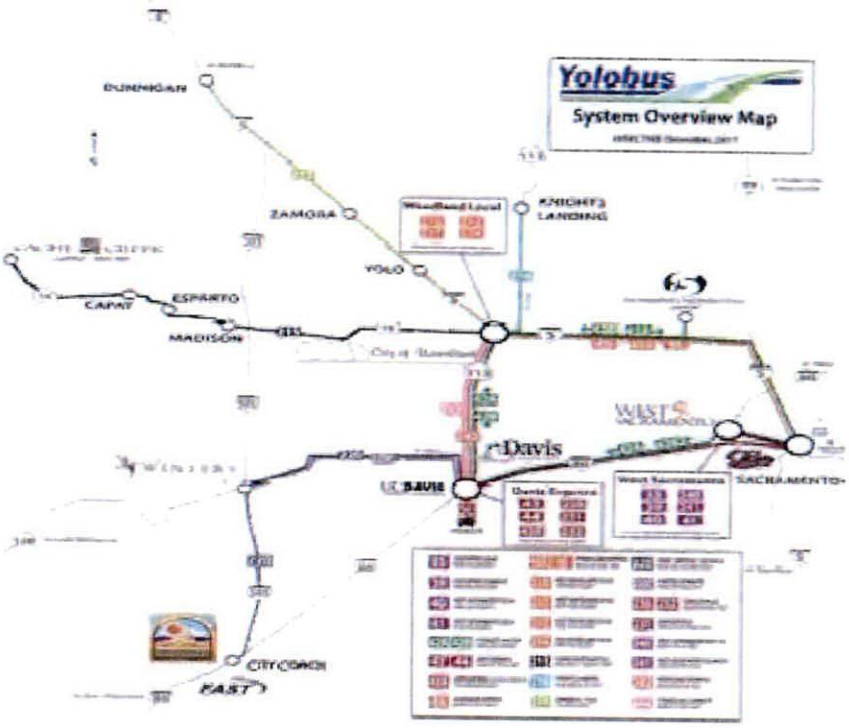
Public transit is an integral part of the transportation system of Yolo County providing persons an alternative to using a single occupancy vehicle to commute to work, attend educational institutions, shop, obtain medical and dental care, access entertainment and visit forms of recreation. Riders on public transit buses and rail are able to connect to outside public transit agencies and go directly to their destinations inside and outside the County.

Yolobus

The Yolo County Transportation District administers Yolobus, which operates local and intercity bus service 365 days a year in Yolo County and neighboring areas. Yolobus serves Davis, West Sacramento, Winters, Woodland, downtown Sacramento, Sacramento International Airport, Cache Creek Casino Resort, Esparto, Madison, Dunnigan and Knights Landing. Yolobus also connects customers to destinations in Downtown Sacramento and Vacaville. As an added convenience for our riders, Yolobus makes connections with other local public transportation systems. With connections to Unitrans and Fairfield-Suisun Transit in Davis, City Coach in Vacaville and Regional Transit Bus and Light Rail in Downtown Sacramento, riders have a wide range of options.

Yolobus Special is the complementary paratransit provider for Unitrans and Yolobus outside of the City of Davis. It is a shared ride, origin-to-destination paratransit service for eligible customers and visitors throughout the County and from the County into the City of Sacramento and to medical facilities in and immediately adjacent to Downtown Sacramento. Yolobus Special also provides service from Yolo County to areas of Vacaville served by the Yolobus Fixed Route System.

Figure 10-yolobus system map

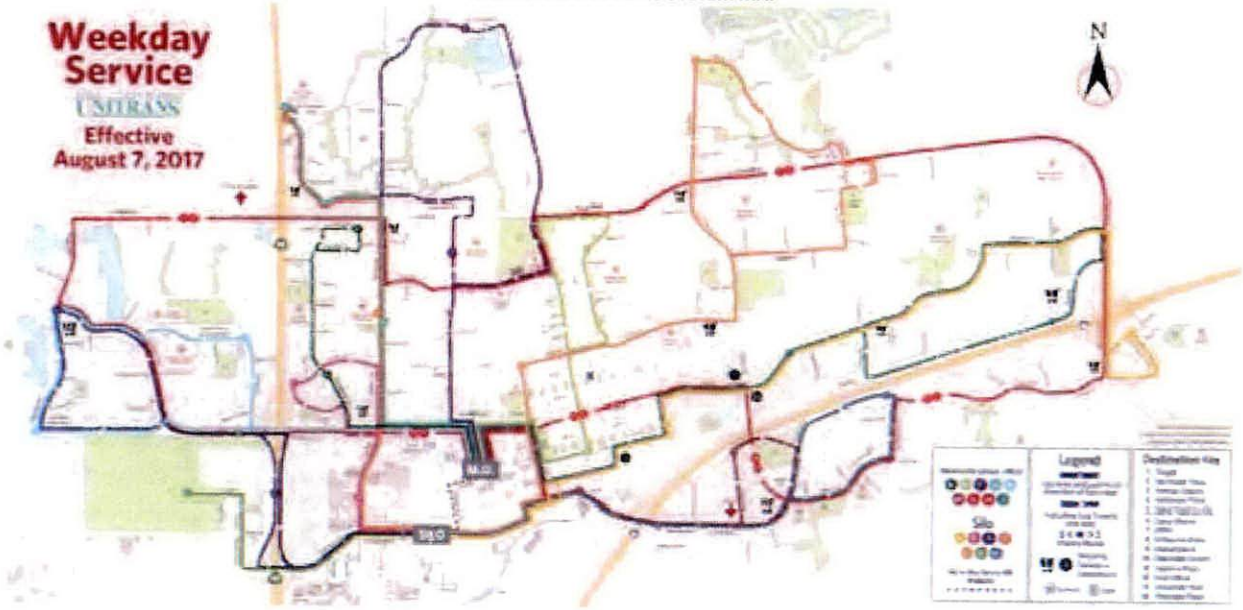


Unitrans

Unitrans is the transit system which operates in Davis, California. It takes its name from an abbreviation of the words "University Transport". Excepting several managerial and maintenance positions, Unitrans is managed and operated entirely by students of the University of California, Davis

who usually work part-time while attending school. The system is well known throughout the area for its use of several distinctive ex-Transport for London double-decker buses, as well as its fleet of modern natural gas single-decks. Ridership exceeds 3 million passenger-trips per year on 18 weekday, 2 school-only and 6 weekend routes. Current fares are $1.00 for the general public and are included in student fees for undergraduate University attendees.

FIGURE 11-UNITRANS SYSTEM MAP



Davis Community Transit

Davis Community Transit (DCT) is the complementary paratransit provider for Unitrans and Yolobus within the City of Davis only. It is a shared ride, origin-to-destination paratransit service for eligible customers and visitors in the city of Davis area.

Downtown Riverfront Streetcar

The 3.3-mile streetcar alignment would extend from the West Sacramento Civic Center to the Midtown entertainment and retail district in Sacramento. Mixed-use neighborhoods in the Washington Neighborhood (designated as a Transit Priority Area in the Metropolitan Transportation Plan) and the Railyards Specific Plan area have been planned around a future high quality transit system intended to serve these new and emerging employment and residential districts. Several key destinations in these neighborhoods would be connected by the Project, including Raley Field, home of the Sacramento Rivercats AAA baseball team; Old Sacramento; Sacramento Valley Station in the Railyards Specific Plan area (the largest urban infill project in the country and the planned terminus of the California High-Speed Rail system);Golden 1 Center; the historic Memorial Auditorium; the Sacramento Community Center Theater; the California State Capitol building; and the Sacramento Convention Center. The alignment also includes service to the Bridge District in West Sacramento along Riverfront Street. With this service, West Sacramento would be served with alternating streetcars split between terminal stops at the West Sacramento Civic Center and in the Bridge District. Also included is the relocation of existing light rail service from K Street to H Street between 7th and 12th streets in Downtown Sacramento. Streetcar service along Riverfront Street and the relocation of LRT to H Street will be constructed within five years of opening day. Two additional future phases are planned from the Washington District into the Railyards and from the Pioneer Bluff Area to Broadway via the Tower Bridge. Those projects will commence planning within the next 20 years but likely constructed sometime after the Broadway Bridge is constructed.

FIGURE 12-DOWNTOWN RIVERFRONT STREETCAR PROJECT

Capitol Corridor/Amtrak

The Capitol Corridor passenger train offers 18 daily trips starting at 5:00 a.m. between Auburn and the San Jose/San Francisco Bay Area. The San Joaquin provides service to Los Angeles. Capitol Corridor is an intercity passenger rail service that operates along a 170-mile track between Silicon Valley/San Jose and the Sacramento region and Sierra foothills. There are 18 stations along the Capitol Corridor route, as well as several bus connections to destinations such as San Francisco, Lake Tahoe, and Santa Barbara. The Capitol Corridor service began in December 1991 with six daily trains between San Jose and Sacramento. The Capitol Corridor has grown into the third busiest intercity passenger rail service in the nation. In August 2006, the CCJPA expanded service by 33% from 24 to 32 weekday trains between Sacramento and Oakland, and 14 daily trains continuing to San Jose. In August 2012, the CCJPA was able to utilize the reconfigured Sacramento station to optimize operational cost effectiveness and reduced service to 30 daily round trips between Sacramento and Oakland (freeing up the two allotted track capacity slots to the sister San Joaquin Intercity Passenger Rail service). Yolo County is served by stations in Davis and Downtown Sacramento. Two Amtrak passenger lines stop in downtown Sacramento providing service daily between San Francisco and Chicago, including stops in Reno and the Lake Tahoe area.

Figure 13-northern California Amtrak service

Airport Service

Passenger Service

Sacramento International Airport, located 12 miles north of West Sacramento and 5 miles east of Woodland along Interstate 5, is the primary, regional passenger facility offering nonstop flights to Atlanta, Chicago, Dallas, Honolulu, Las Vegas, Minneapolis, Phoenix, Portland, Salt Lake City, Seattle, St. Louis and Maui. One stop and connecting flights are available to Boston, Detroit, Kansas City, Miami, New York, Philadelphia, and Washington D.C., as well as many international destinations such as Mexico. Over 150 daily flights are offered by 14 major domestic carriers including Alaska, America West, Hawaiian, Mexicana, Frontier, Horizon, Aloha, Southwest, United, American, Delta, Continental, Jet Blue and Northwest Airlines. Over 8.5 million passengers were carried in 2002.

Air Cargo

Air cargo services are readily available to businesses in West Sacramento. The United Parcel Service (UPS) Regional Processing Center and the United States Postal Service (USPS) Sacramento Regional Processing Center are centrally located in West Sacramento. Sacramento International Airport handles most of the region's air cargo through major carriers Federal Express, DHL and Eagle Global Logistics. Sacramento Mather Airport is an air cargo and general aviation facility located 12 miles to the east and offering service by cargo carriers United Parcel Service and Airborne Express.

General Aviation

Two general aviation airports serve the Yolo County and the largest regional general aviation airport being Sacramento International and Executive Airports. The airports are used for corporate and small private aircraft, aircraft charters, flight training, rental and repair.

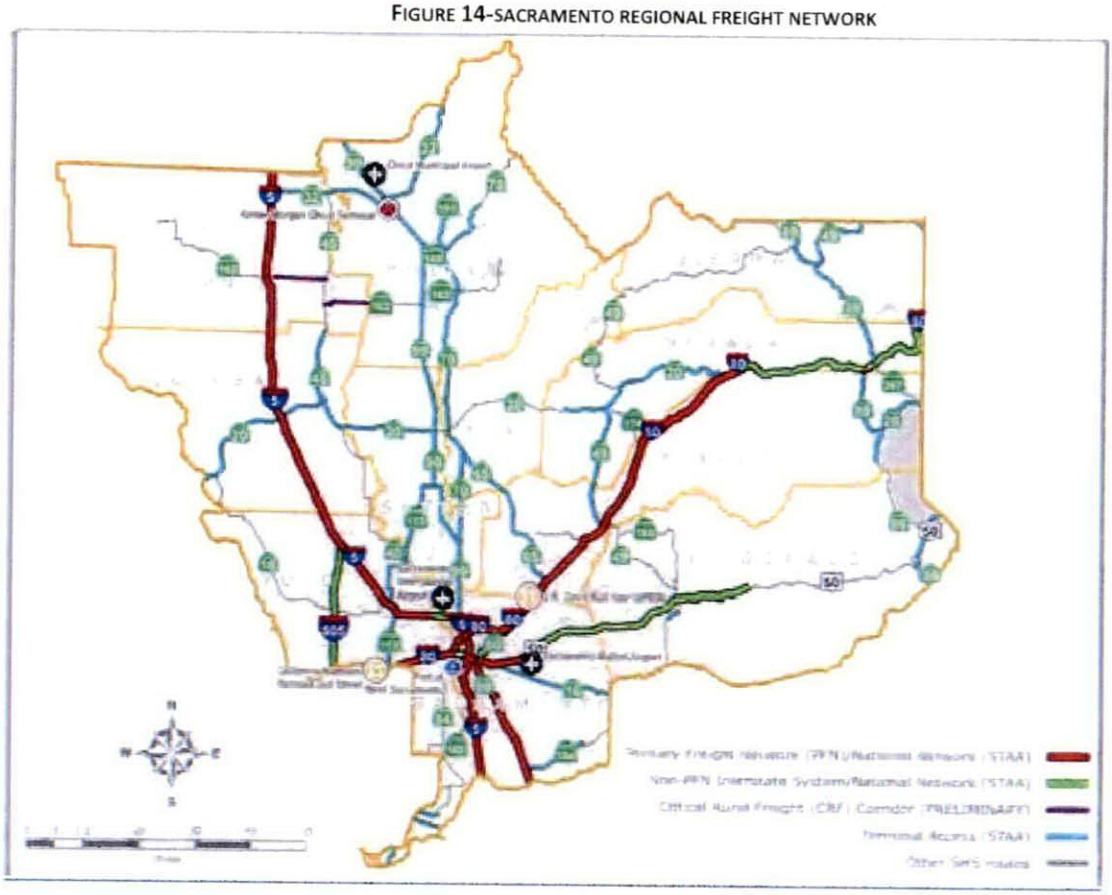
Yolo County Airport (KDWA) is a General Aviation airport, nestled in the heartland of Yolo County, 8 miles southwest of Woodland and 4 miles west of Davis, California. Known for its rich military history during the Second World War, this airport offers a 6,000 foot runway, FBO services, and aircraft hangar space. Non-aviation services are also available and we would be interested in welcoming new opportunities. University Airport is operated as a general aviation airport. The Airport offers the sale of aviation fuel (100 LL) and rents hangars, open shades and tie downs for aircraft storage. Additionally, there are two fixed base operators located at the Airport that provide aircraft maintenance (Davis Air Repair), flight instruction, and aircraft rentals.

Roadway Freight System

Agricultural Goods Movement

Agriculture is transported locally to market, throughout the nation and internationally. Agricultural transportation utilizes a wide range of links and modes arrive at its destination. Every part of this transportation chain is important as most agricultural products are perishable to varying degrees. Agricultural inputs like seed, fertilizer and equipment must arrive at the farm, ranch or orchard in a timely fashion to ensure crops and livestock are produced in a salable fashion. If this transportation chain is significantly impacted or breaks down, the economy of the County suffers. Long term problems with this transportation chain can eventually jeopardize agriculture in affected parts of the County and cause potentially severe employment and market impacts.

FIGURE 14-SACRAMENTO REGIONAL FREIGHT NETWORK



General Goods Movement/Distribution/Manufacturing

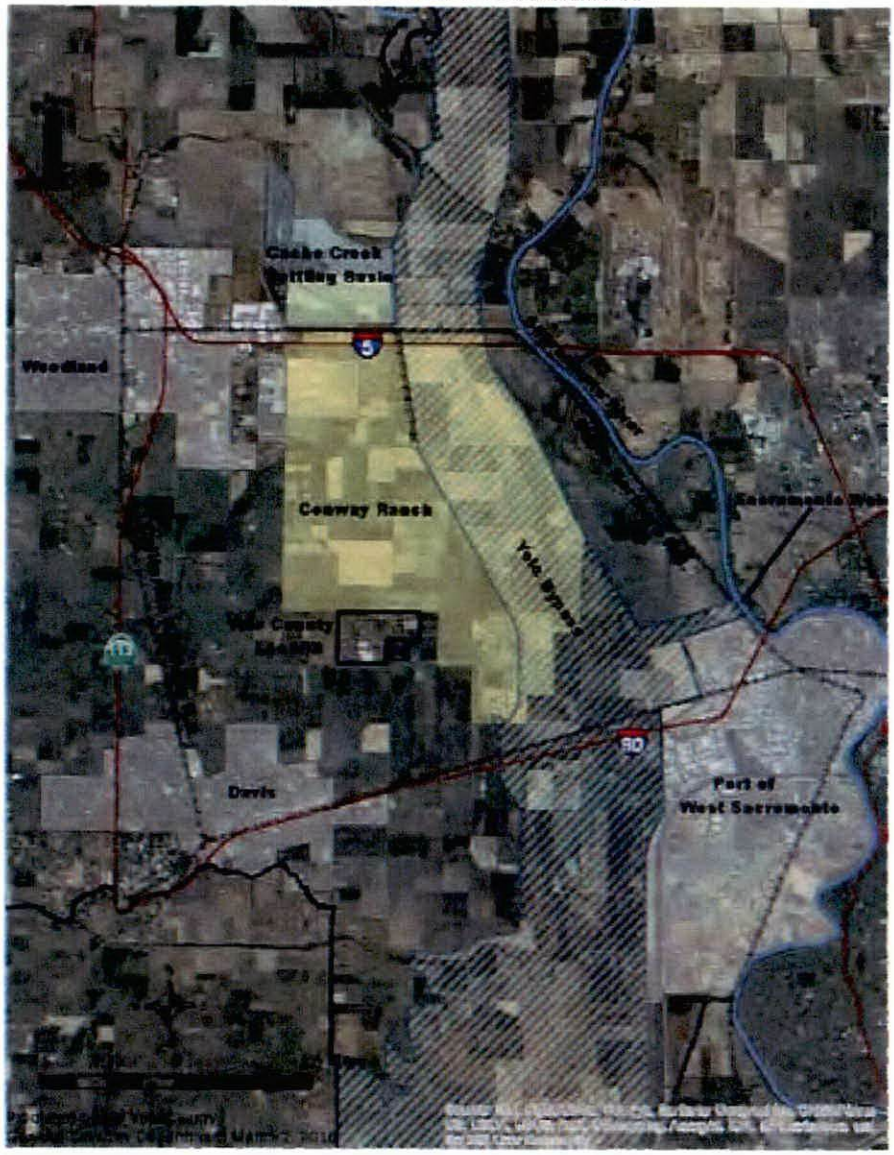
The County is home to other major movement of goods in Northern California. Yolo County is home to two large bulk cement import terminals at the Port of West Sacramento that move hundreds of thousands of tons of cement from international locations to batch plants in Northern California. Woodland and West Sacramento have large distribution centers located in their cities including Target, Walgreens, Home Depot, Tony's Fine Foods, Fedex Ground, and UPS Ground. Manufacturers including Flowmaster Muffler, Shinmei Foods, Norcal Beverage, Millguard Windows and Clark Pacific are also moving inputs and finished goods in and out of their facilities in Yolo County.

Freight Rail Services

Union Pacific Railroad

Both Union Pacific Railroad (UP) and Burlington Northern Santa Fe Railroad (BNSF) provide long haul service to and from Yolo County. UP has a double-track main line running east-west through the County from Oakland to Salt Lake City. Both UP and BNSF operate main lines in Sacramento that run from the Northwest U.S. to the Southwest U.S.. Access to the nationwide rail network is excellent. UP also switches various spurs and sidings in West Sacramento industrial areas.

FIGURE 15-YOLO COUNTY RAIL SYSTEM MAP



Sierra Northern Railway

Sierra Northern Railway operates branch lines that from West Sacramento northwest to Woodland. Sierra Northern also serves the Port of West Sacramento and interchanges with both UP and BNSF. Sierra Northern operates over 100 miles of track in Mendocino, Tuloumne, Stanislaus and Yolo Counties. Sierra Northern provides rail shipping to all of California through interchanges with BNSF and UP. With access several railyards and public warehouses, ports, and industrial complexes, Sierra Northern coordinates the storage and distribution of thousands of carloads annually. From the West Sacramento interchange, Sierra Northern serves rail customers along a 17-mile line between West Sacramento and Woodland, CA including the Port of Sacramento.

California Northern Railroad

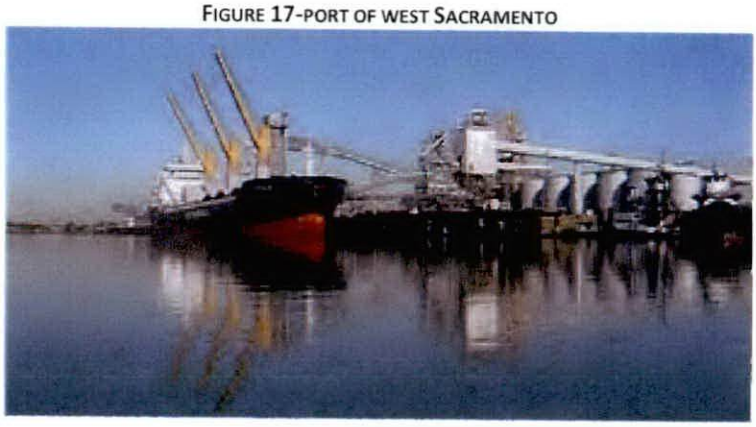
California Northern Railroad (CFNR) provides service from Davis through Woodland to Tehama. The CFNR currently operates over Southern Pacific's former West Valley Line. This line between Woodland and Tehama was constructed by Central Pacific's subsidiary, the Northern Railway. The track between Davis and Woodland was built by the California Pacific Railroad and at one time extended as far north as Yuba City/Marysville via Knight's Landing.

FIGURE 16-CALIFORNIA NORTHERN RAILROAD SYSTEM MAP

Port of West Sacramento

The "Port of Sacramento," located in Yolo County, opened in 1963 and changed its name to the "Port of West Sacramento" in 2008. This inland port is 79 nautical miles northeast of San Francisco and is a deep-water gateway for Northern California agriculture and industrial bulk industries. It is in the heart of the Sacramento Metropolitan area. The Port is centered in one of the world's richest agricultural regions, providing easy access for Northern California farmers. The Port mainly handles agricultural produce, industrial materials, and heavy equipment.

FIGURE 17-PORT OF WEST SACRAMENTO



Emergency Access

Access during times of crisis is of vital importance for every community. Flooding and wildfires are the largest and most pressing potential emergency events facing Yolo County, with many other threats common to other communities across the nation also facing the County, its residents, employees and visitors.

FIGURE 18-YOLO COUNTY EVACUATION ROUTES

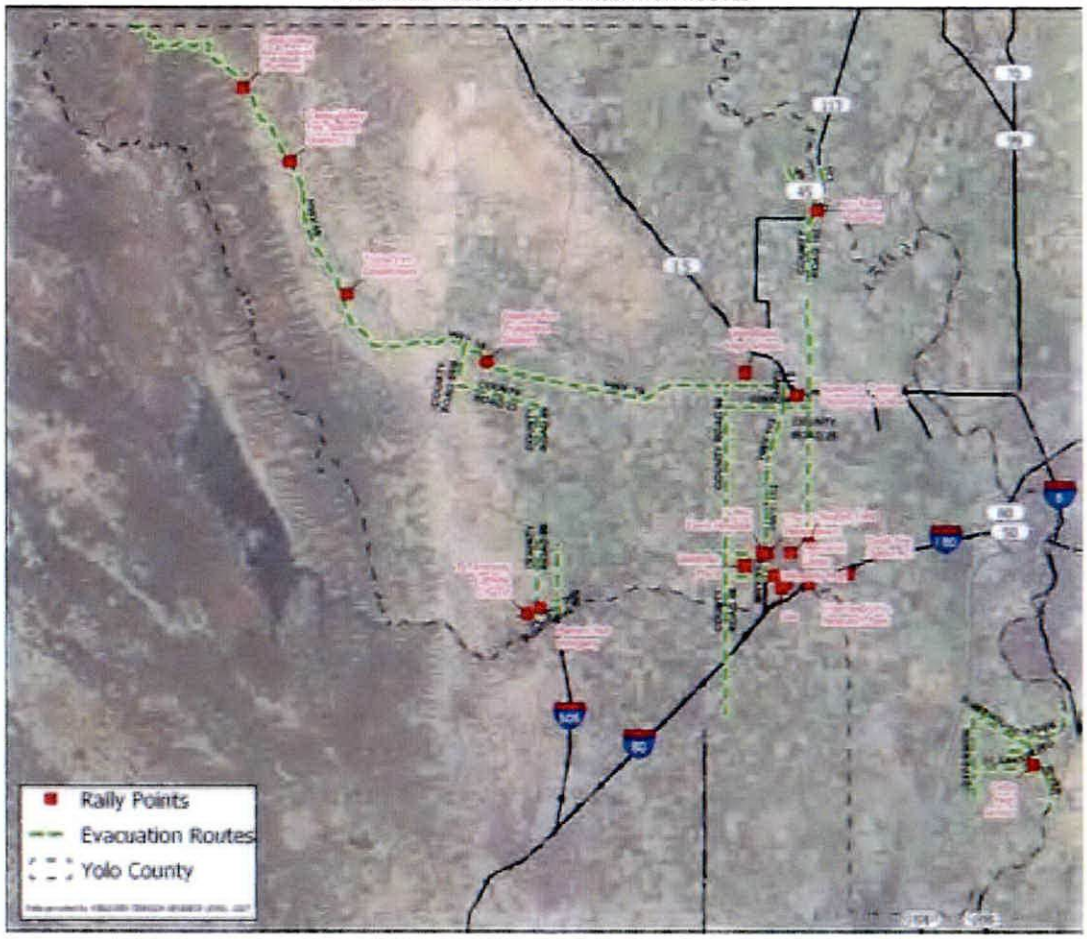


FIGURE 19-LOWER SACRAMENTO DELTA NORTH REGION FLOOD CONTROL PROJECT

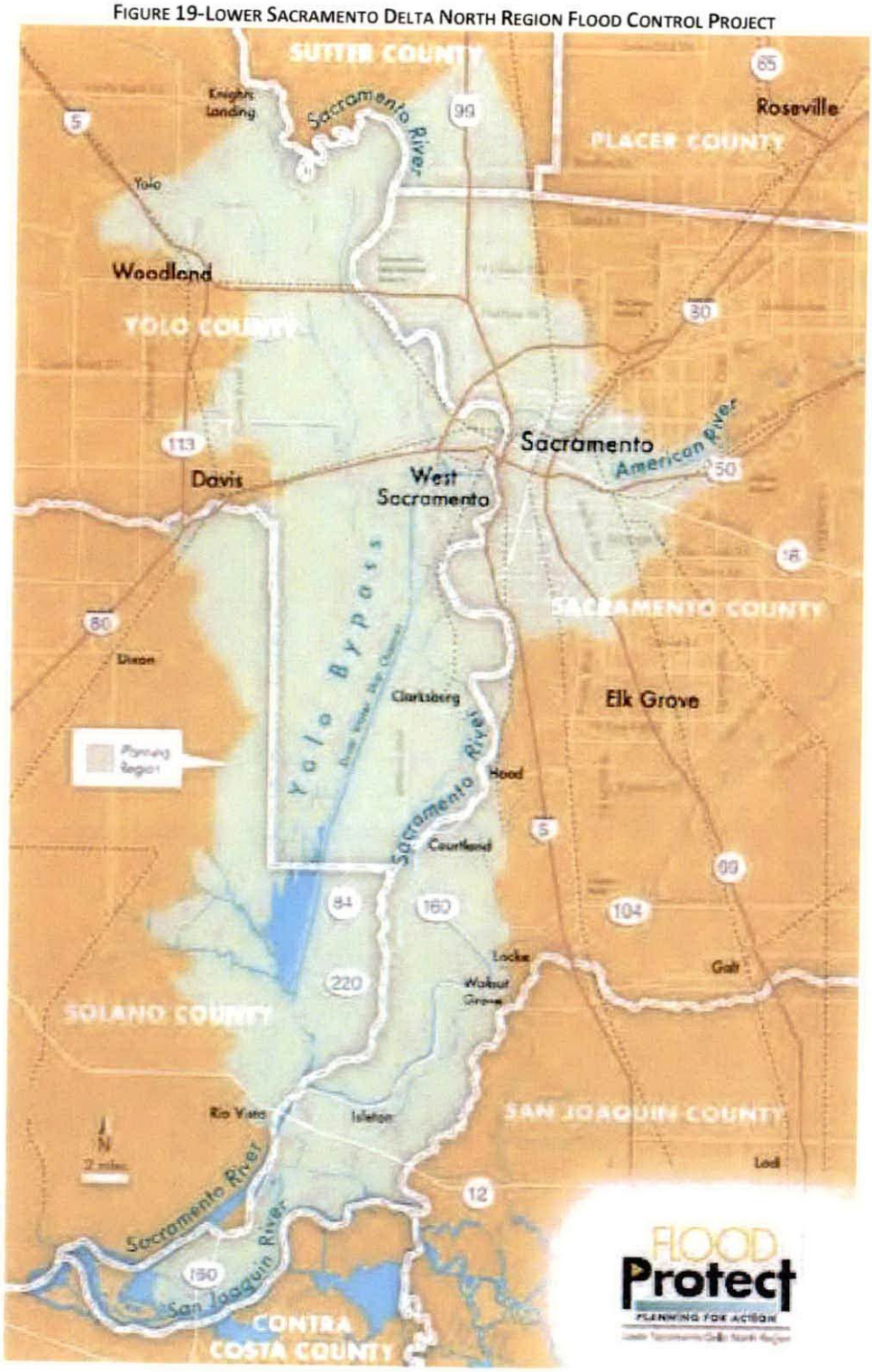


FIGURE 20-FEMA FLOOD ZONES-YOLO COUNTY

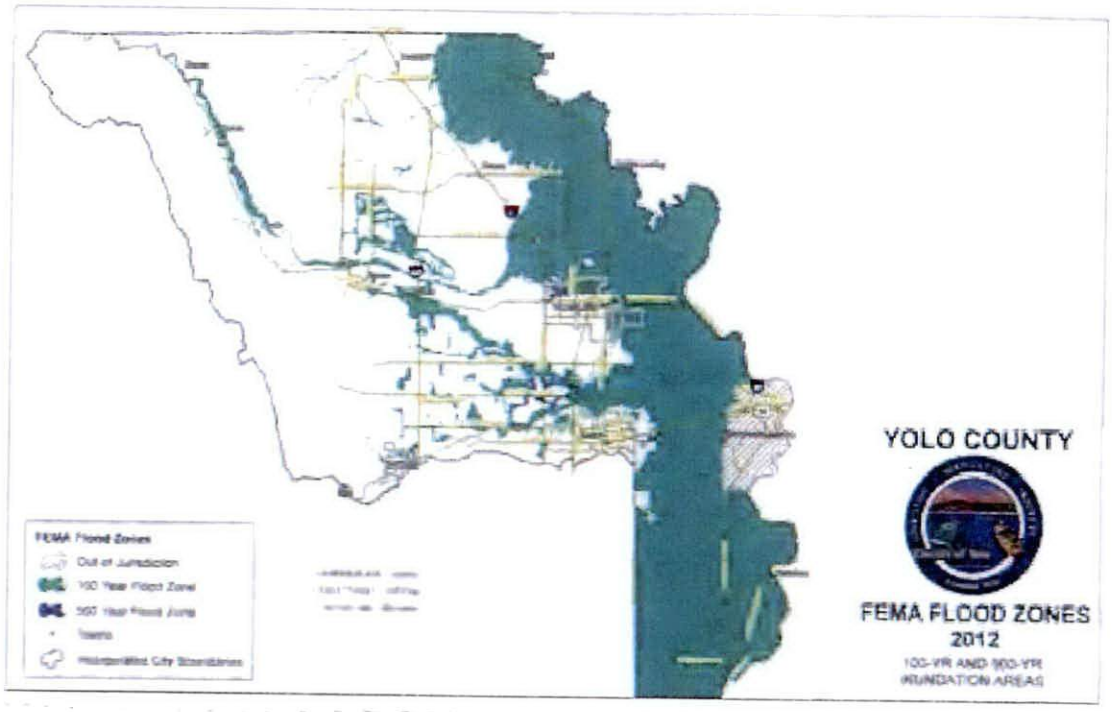


FIGURE 21-YOLO COUNTY FIRE HAZARD SEVERITY ZONES

STATE OF GOOD REPAIR

Transportation assets in Yolo County, like other California communities, can date back to the early days of the automobile. Yolo County has been the beneficiary of the construction of the interstate highway system, but that system, the state highway system and local road systems have suffered greatly from lack of funding for basic maintenance as federal and state funding for the repair, rehabilitation and even basic maintenance has declined since the 1950's. Public transit has also declined for the same reasons and is in great need of funding for basic vehicle replacement and upkeep of support facilities. Rail facilities also suffer from lack of funding to prevent paths from being outmoded, with some facilities in great need of upgrades and regular maintenance.

Pavement Condition Index

The Pavement Condition Index (PCI) is a numerical index between 0 and 100 which is used to indicate the general condition of a pavement. It is widely used in transportation civil engineering. It is a statistical measure and requires manual survey of the pavement. PCI surveying processes and calculation methods have been standardized by ASTM for both roads and airport pavements. Pavement distress types for asphalt pavements include:

- Low ride quality
- Alligator cracking
- Bleeding
- Block cracking
- Bumps and sags
- Corrugations
- Depressions
- Edge cracking
- Joint reflections
- Lane/shoulder drop-off
- Longitudinal and transverse cracking
- Patching and utility cut patching
- Polished aggregate
- Potholes
- Rutting
- Shoving
- Slippage cracking
- Swelling
- Weathering and raveling

The need for additional road maintenance funds is further demonstrated by the 2016 California Streets and Roads Assessment and the County's recent pavement assessment, which as shown in Atts. C and D, respectively, the countywide Pavement Condition Index (PCI) is 55 (at-risk) with the PCI of the unincorporated area at 51 (at-risk). Furthermore, the PCI countywide has steadily declined from 69 in 2008 to 55 in 2016. As shown in the chart below, as the PCI declines the cost to repair and maintain the road increases significantly.

FIGURE 22-PCI CURVE

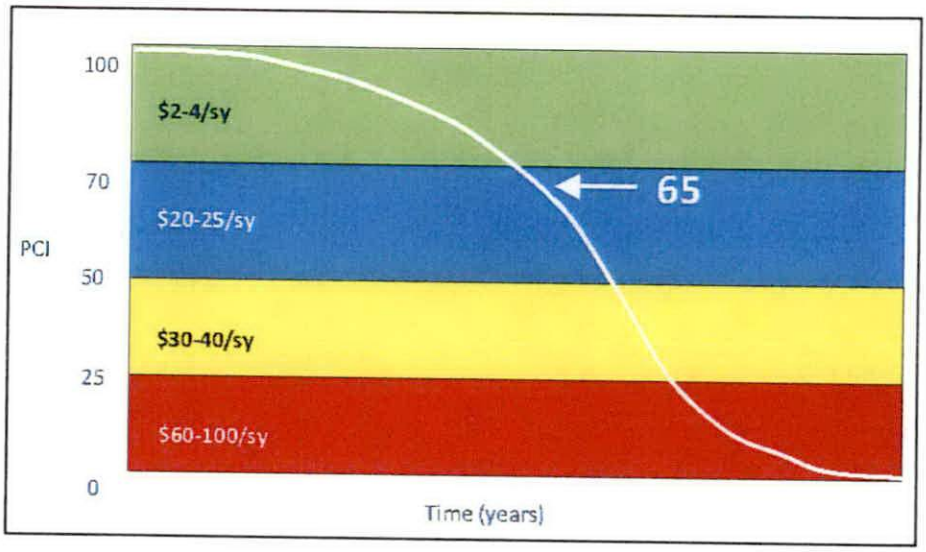


FIGURE 23-SAVE OUR STREETS CALIFORNIA PCI COMPARISON

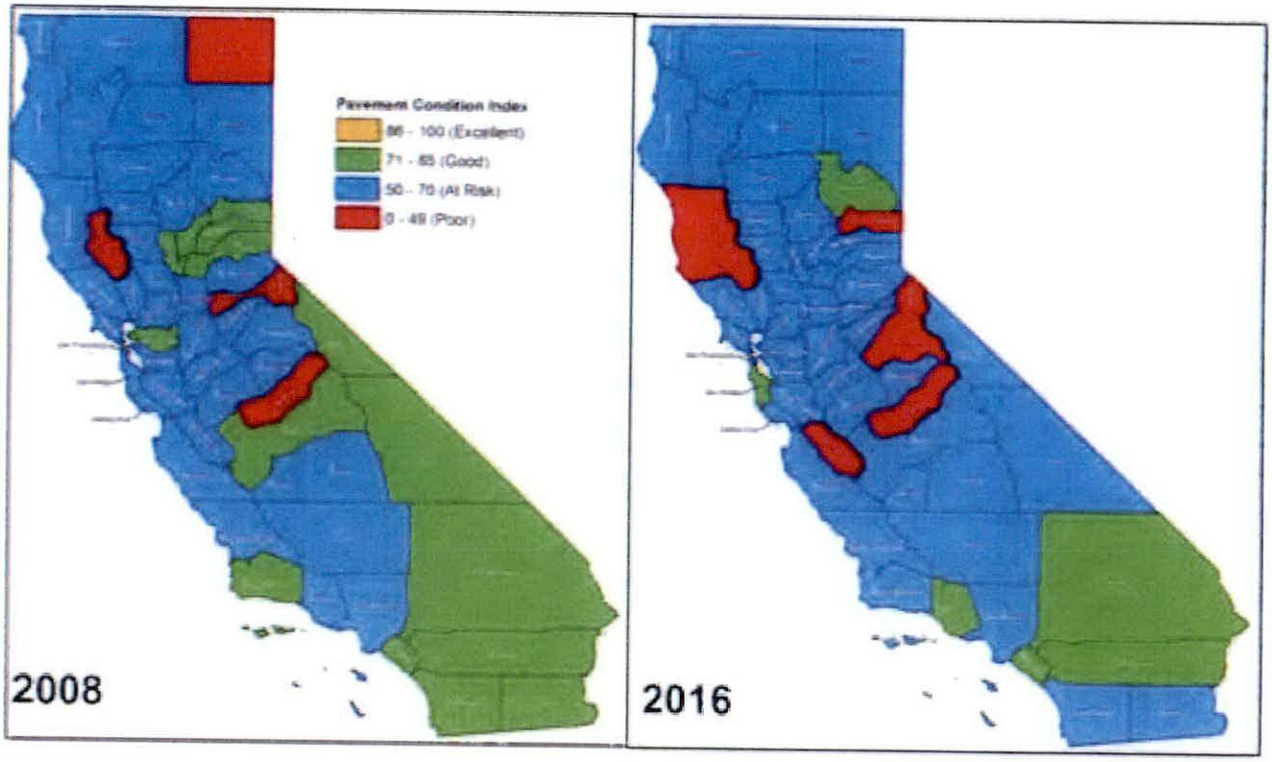


FIGURE 24-TYPICAL CALIFORNIA ROAD MAINTENANCE RESPONSIBILITY

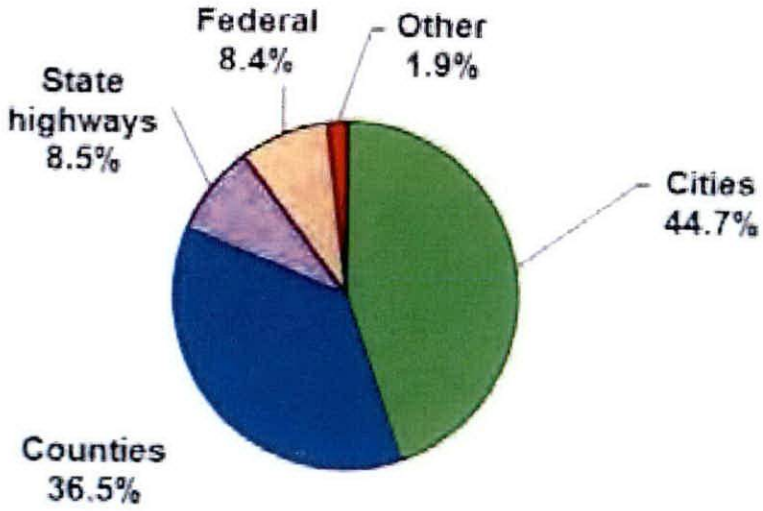
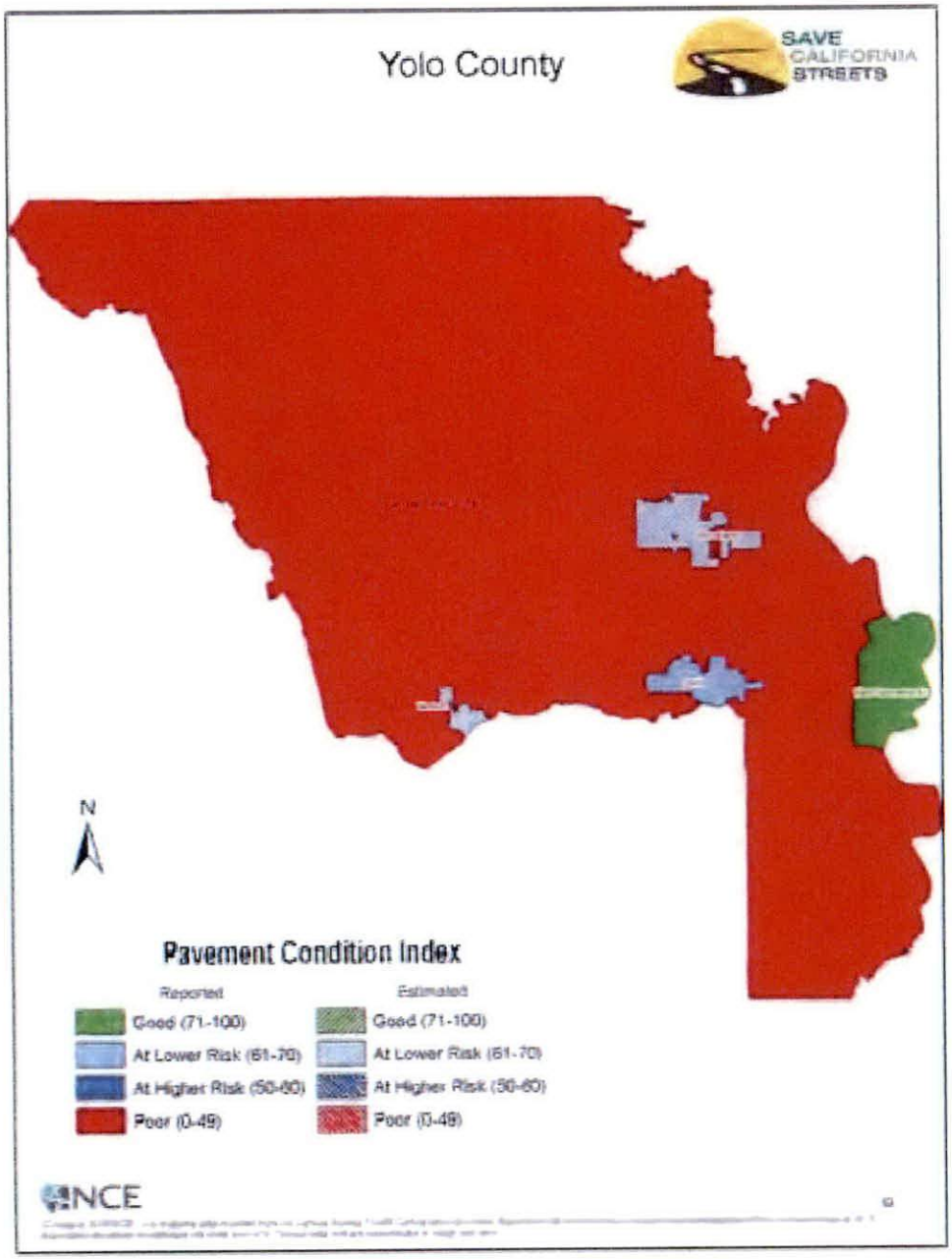


FIGURE 25- YOLO COUNTY PCI



Current 2017 PCI Index
Davis -62
West Sacramento -70 (Update in Progress)
Woodland - 68
Winters – 61 to 70 (Update in Progress)
Yolo County - 49

Public Transit Fleet Replacement, Changing Fuels & Facility Maintenance

YCTD currently has 54 fixed route buses and 11 dial-a-ride vehicles in its fleet, and operates 38 fixed route buses and as many as 9 dial-a-ride vehicles in peak service. Additionally, Yolobus has three staff vehicles, two pickup trucks, and one service truck in the non-revenue fleet. Of the 54 fixed route buses in the fleet, nine reached their useful life in 2008 and seven more reached their useful life in 2011 and will be replaced by a purchase of 17 Gillig 40-foot transit buses in 2017 and 2018 (one bus was an expansion for the Woodland Area). In 2016, YCTD completed the rehabilitation of 12 buses, extending their useful life for six years to FY 2018/19. Of the 10 dial-a-ride vehicles in the fleet, all but three reached their useful life in 2013 and were replaced by a purchase of 9 El Dorado cutaways in 2015. Yolobus, due to the size of the County and the geographic distances it covers, puts a larger number of miles of its buses than normal transit fleets which occasionally necessitates replacement as more frequent intervals.

Unitrans Staff successfully secured federal and state funding through the Congestion Mitigation and Air Quality (CMAQ) program to replace two 2005 single deck buses that were at their useful life with two new Alexander Dennis double-decker buses. Funding for the buses does not rely on Unitrans operating or capital reserves. The buses will be purchased through options included on AC Transit's competitively bid request for proposals for double-decker buses. The purchase cost per vehicle is $2 million and we expect the buses to be delivered by the end of 2018. In December 2016, Unitrans received four New Flyer CNG buses through a joint procurement with Omnitrans. These vehicles were funded through federal grants passed through the City of Davis and arrived approximately 9 months after issuing the 11 purchase order. These buses replaced others that Unitrans purchased in 2003 and retired at the end of their useful lives.

TABLE 13-YOLOBUS, UNITRANS, DAVIS COMMUNITY TRANSIT FLEET

Transit System	Fixed Route Fleet	Typical Useful Life	Paratransit Fleet	Typical Useful Life	Average Vehicle Age
YCTD	50	12 years	11	7 years	10.58
Unitrans	46	12 years	NA	7 years	10.85
Davis Community Transit	NA	12 years		7 years	

The California Air Resources Board has mandated the conversion of all public transit bus fleets to zero emission vehicles by 2040. The fleet replacement plans of both Yolobus and Unitrans has been modified to start this replacement with electric buses starting in 2020-2021. The cost per vehicle is currently approximately 25% higher for electric buses and the cost of electricity is much higher than the equivalent for compressed natural gas (CNG). Both transit agencies will install charging stations and solar power facilities to address the provision of electric power for these new electric buses. At the same time, both agencies must upgrade their aging CNG facilities to meet current service demands and refueling efficiencies before the total conversion of the fleet to zero emissions. Yolobus will also be beginning the use of near zero buses in their current bus procurement of 2018 as mandated by CARB which also increases the cost per vehicle.

Bus maintenance facilities at Yolobus and Unitrans are also aging and in need of replacement or retrofit. Capital plans for both agencies include bus washing, bus maintenance and facility upgrades to address basic needs.

Traffic Safety

Accident data is used to determine locations where the combination of physical geometrics, traffic controls, and driver behavior may contribute to a safety problem. Many city and county agencies use accident data to determine necessary roadway or intersection modifications to improve traffic safety. Currently, jurisdictions in Yolo County use warrants contained in the Traffic Manual (Caltrans 1996) to determine the need for intersection improvements based on accident data. In some cases, accidents are caused by driver behavior and cannot be corrected solely by safety improvements. The recent accident history for Yolo County roadways was researched to identify locations with high accident rates. The County maintains a database of all accidents that have occurred outside of incorporated cities, and Caltrans maintains an accident database for state facilities. Table 17 shows the number of accidents on Yolo County roadways by location. The highest concentration of accidents occurred along Russell Boulevard in Davis and County Road 27 between Woodland and Davis. For accidents that occurred within 200 feet of a county intersection, the most frequent types of accidents were broadside and hit-object collisions.

TABLE 14CALIFORNIA OFFICE OF TRAFFIC SAFETY-FATALITY AND INJURY DATA BY YEAR

Jurisdiction	2015	2014	2013	2012	2011	2010
Davis	220	190	141	178	181	171
Woodend	106	128	108	119	142	111
West Sacramento	279	260	163	133	159	101
Winters	13	7	10	12	9	4
Yolo County Whole Including Freeways	1,047	920	422	992	1,143	387

TABLE 15-YOLO COUNTY PEDESTRIAN/BICYCLE COLLISIONS/FATALITIES

Year	Pedestrian Collisions	Pedestrians Killed	Bicycle Collisions	Bicyclists Killed
2012	39	6	99	1
2013	37	4	92	1
2014	44	5	85	0
2015	30	6	98	2
2016	49	7	115	2

TABLE 16-PERSONS INJURED INDICATING SEAT BELT, HELMET, OR OTHER SAFETY EQUIPMENT USAGE

		Vehicle Occupant Total[1/]	Safety Equipment Used	Safety Equipment Not Used*	Bicyclist Total	Safety Equipment Used	Safety Equipment Not Used*	Motorcyclist Total[2/]	Safety Equipment Used	Safety Equipment Not Used*
CITY	ROAD CLASSIFICATION									
		699	664	35	86	16	70	39	34	5
Davis		107	106	1	51	7	44	8	6	2
West Sacrament		208	199	9	17	1	16	12	12	
Winters										
Woodland		92	84	8	10	1	9			
Unincorporated		292	275	17	8	7	1	19	16	3
	Uninc. State Highways	182	176	6	2	2		11	11	
	County Roadways	110	99	11	6	5	1	8	5	3

TABLE 17-YOLO COUNTY COLLISION COUNT BY INTERSECTION-2014

Rank	Intersection	Jurisdiction	# of Collisions
1	Oak Ave & Russell Blvd	Davis	5
2	CR 27 & CR 98	Unincorporated	4
3	CR 31 & CR 96	Unincorporated	3
4	Capitol Ave & Harbor Blvd	West Sacramento	2
4	Catalina Dr & Covell Blvd	Davis	2
4	CR 104 & CR 32	Unincorporated	2
4	A St & Russell Blvd	Davis	2
4	14th St & F St	West Sacramento	2
4	Beamer St & California St	Woodland	2
4	East St & Gum Ave	Woodland	2

Railroad Facilities

Yolo Rail Relocation

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

The Yolo Rail Realignment concept contemplates the removal and relocation of three separate and distinct rail lines located in the Cities of Davis, West Sacramento, and Woodland. The current configuration and operation of each line is summarized and shown in the map below:

1. Union Pacific Railroad (UPRR) leases the rail line running between Woodland and Davis to California Northern Railroad—Genesee & Wyoming (CNFR). Railcars connect to the UPRR mainline at an interchange yard in Davis and run north through Woodland and beyond into the Sacramento Valley.

2. Sierra Northern Railway (SERA) operates a freight rail operation, as well as recreational rail excursions, originating in Woodland and West Sacramento. The SERA line runs eastward from Woodland across the Yolo Bypass and through the Elkhorn Basin into the City of West Sacramento. Under a joint-use agreement with UPRR, SERA's freight traffic originating in Woodland crosses UPRR tracks south of the Sacramento Weir to reach UPRR's transfer station (Westgate Yard) in West Sacramento. SERA's freight cars then are transferred onto UPRR's main line for shipment to destinations east and west of Westgate Yard. Sacramento River Train rail excursions run along the same approximately 16-mile line between West Sacramento and Woodland.
3. The third line, owned by the Port of West Sacramento and UPRR, connects the Westgate Yard to the Port of West Sacramento and the surrounding industrial districts. Both UPRR and SERA operate on this line, running daily trains to various rail shippers.

The Partnership is evaluating the feasibility of replacing these three alignments with two new alignments. One new line would extend along the northern perimeter of Woodland around the southwesterly edge of the Cache Creek Settling Basin (CCSB), through Conaway Ranch and the area west of the Yolo Bypass, and connect to the UPRR main line at Swingle, east of Davis. This line would be available for joint use by UPRR and SERA and would allow abandonment of the UPRR/CNFR line through Woodland and Davis and the SERA line through the Elkhorn Basin and West Sacramento.

The second new line would extend from the westerly edge of the City of West Sacramento northward under Interstate 80 to connect with the UPRR main line at a new interchange yard. This line would allow abandonment of the Westgate Yard and the line connecting the yard to the city's industrial districts and the Port of West Sacramento from the east.

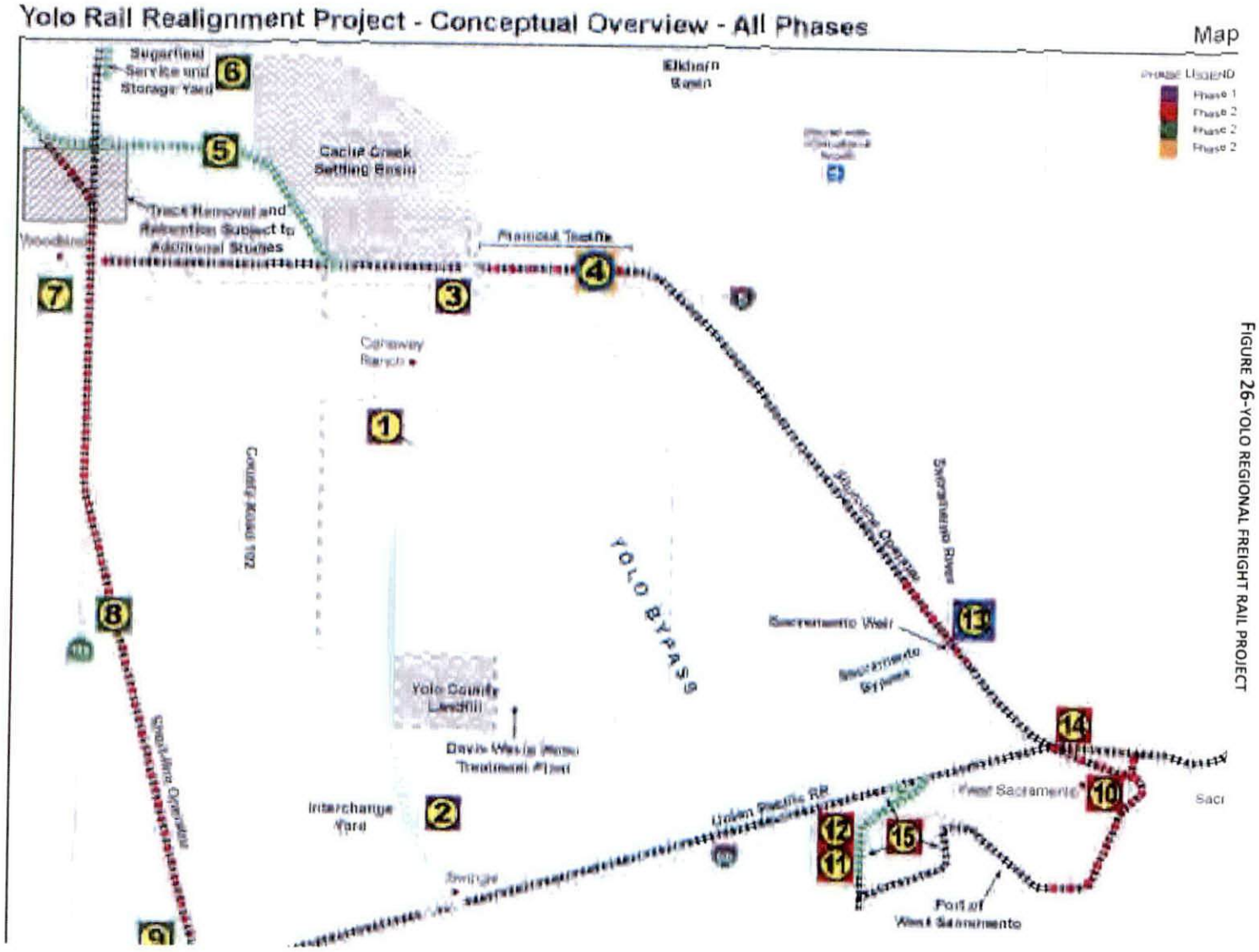


FIGURE 26-YOLO REGIONAL FREIGHT RAIL PROJECT

Port Facilities

In 2006, the City of West Sacramento assumed responsibility for the Port and in 2013 the Port Commission adopted the Port Business Plan, which implemented a new landlord-lessee operating model. As of July 1, 2013, SSA Marine leases and operates the Port's North Terminal cargo facilities. While the channel deepening of the Port remains a long term goal, basic operations of the Port as a shipper of agricultural products and cement remain its focus with roadways leading to and from the Port being its primary infrastructure focus.

FIGURE 27-PORT OF WEST SACRAMENTO

Transportation Goals

Addressing the need for well-mainlined transportation assets is a daunting complicated endeavor but necessary to preserve the health, safety and welfare of the residents, businesses and those employed in Yolo County. The economy of the County, whether from its agricultural base or its increasing diversified employers in the four cities, depends upon the road, public transit, pedestrian, bicycle and rail system. The jurisdictions within the County must work as one cohesive unit to attract more federal, state and private investment in the County. This plan aims to be the first comprehensive step in the direction to accomplish this difficult goal.

Vision: A sustainable, well maintained and improved multi-modal transportation system that promotes the movement of residents, goods and services throughout the incorporated and unincorporated areas of Yolo County improving the quality of life and economic welfare of all residents and commercial interests located in Yolo County. The **goals** of the Yolo County CTCIP are:

1. To assist Yolo County Jurisdictions in implementing the SACOG Blueprint Vision for development for communities in Yolo County and the Rural Urban Connections Study
2. To place a priority on maintenance or improvement of existing facilities and investments (fix it first) and safety improvements funding new or expanded transportation projects
3. To better position jurisdictions in competing for regional, state and federal funding
4. To encourage jurisdictions to work together to leverage the greatest level of investment in all modes of transportation
5. To maximize the useful life of capital investments by scheduling major renovations and modifications at the appropriate time in the lifecycle of the investment
6. To identify and examine current and future infrastructure needs and establish priorities among projects so that available resources are used countywide to their best advantage;
7. The CTCIP provides an opportunity as an internal planning document created by Yolo Jurisdictions which can measure the need and ability to fund transportation projects throughout the incorporated and unincorporated parts of the County
8. To preserve and improve the infrastructure of the jurisdictions within Yolo County through capital asset construction, rehabilitation and maintenance
9. To promote the growth of revenue to support the maintenance of all modes of transportation including roads, rail (local component), transit and active transportation projects
10. To ensure limited public funds are invested wisely and equitably in transportation projects providing public benefit
11. To improve financial planning by comparing needs with resources and identifying potential fiscal implications

Corridor Focus

Residents, employees, businesses and visitors do not place a high value on political boundaries but seek the best means to get from one point to another, from business/farm to market and from home to work. What connects people from one location to another in Yolo County are key corridors used frequently for the shortest most economical trip via roadway, rail, ship or trail. Working together, the jurisdictions of Yolo County can maintain and improve these key corridors, conserve resources and maximize benefit. One of the difficulties of completing a countywide plan is developing a framework of collaboration on projects that many times can only be seen from a particular jurisdiction's prospective. What is needed is a method of supporting projects which collectively can meet countywide goals but also compete better for funding at SACOG and at the State and Federal levels that involve multiple jurisdictions within Yolo County. These corridors include:

Intra County Agricultural Corridors

1. Pacific Coast Producers – Knights Landing-County Road 102-Woodland
2. Clarksburg AVA (American Viticulture Area) – West Sacramento – Highway 84/Jefferson Blvd/US Highway 50
3. County Roads 98 – Interstate 5 to Solano County

Inter County Trade Corridors

4. Rice Growing Areas –Interstate 5 to Woodland & Port of West Sacramento(Via I-5/I-80)
5. I-5, US-50, I-80, I-505
6. Davis/Woodland/West Sacramento Access to County Landfill

Employment Corridors

7. Seed Research Facilities-State Highway 16-City of Woodland
8. County Road 31 – UC Davis/Yolo County
9. Gibson Road

Agriculture & Tourism Corridors

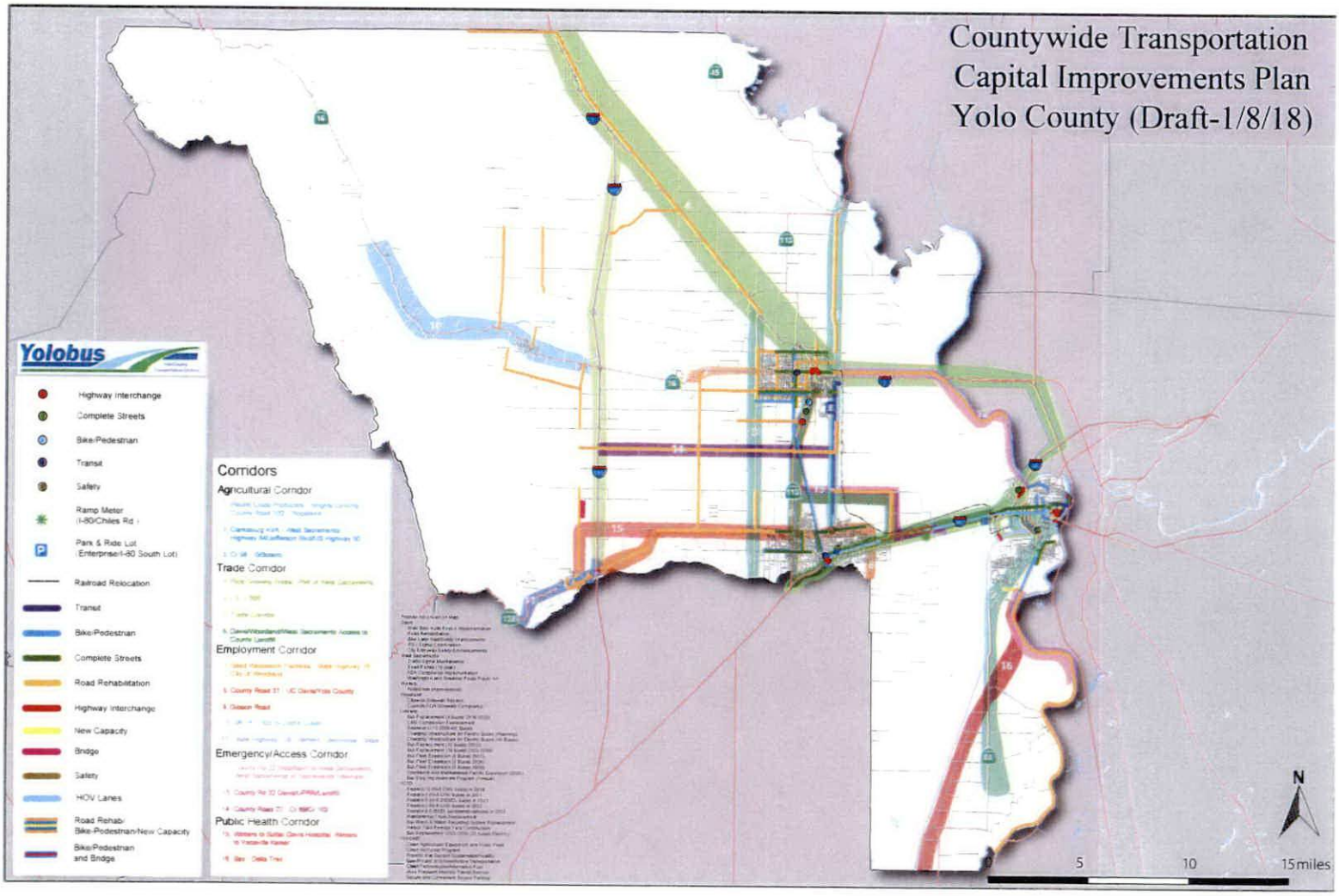
10. State Highway 16 – I-505 to Cache Creek Casino (Brooks)
11. State Highway 128-Winters-Berryessa-Napa

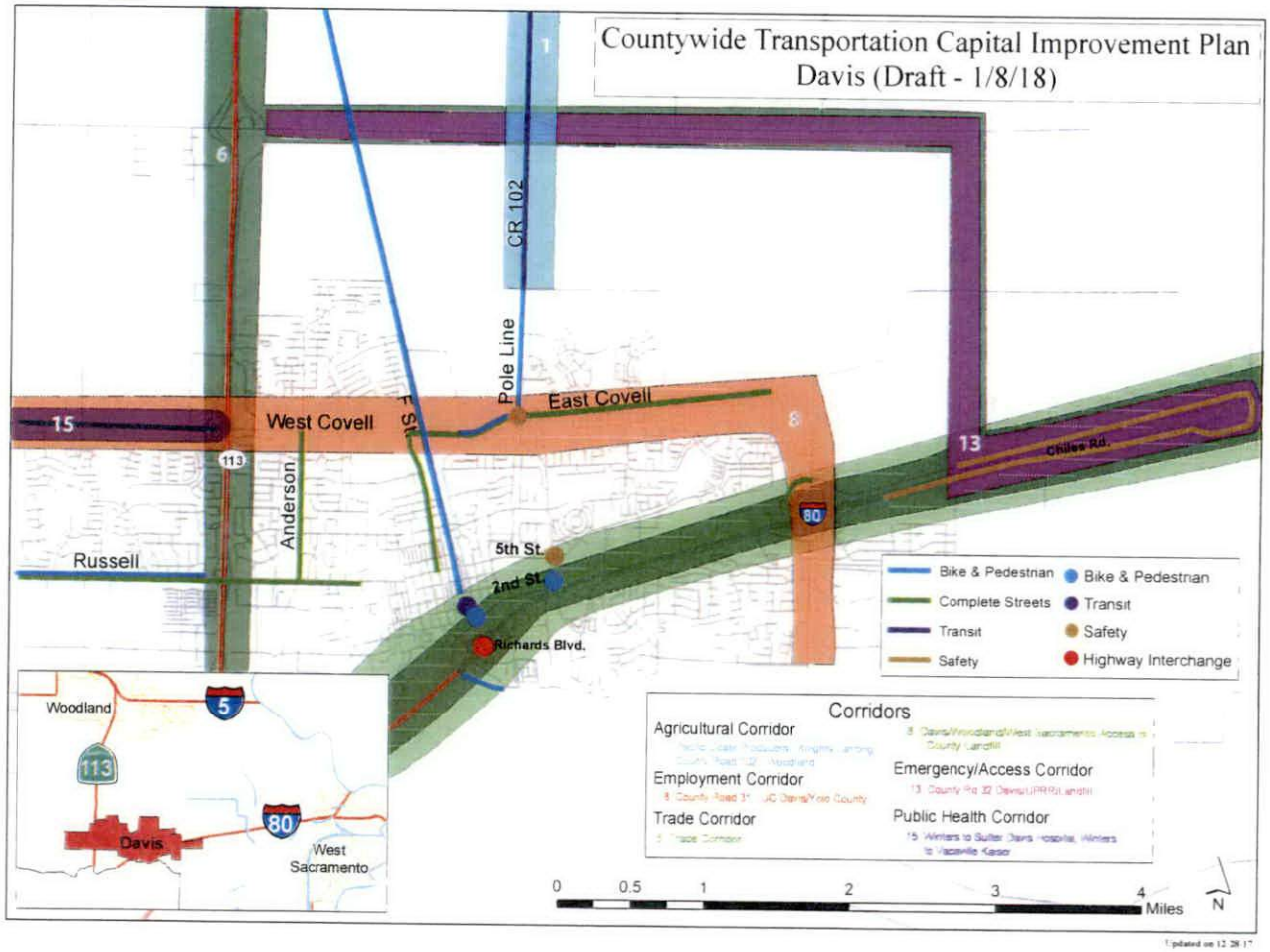
Emergency/Access Corridors

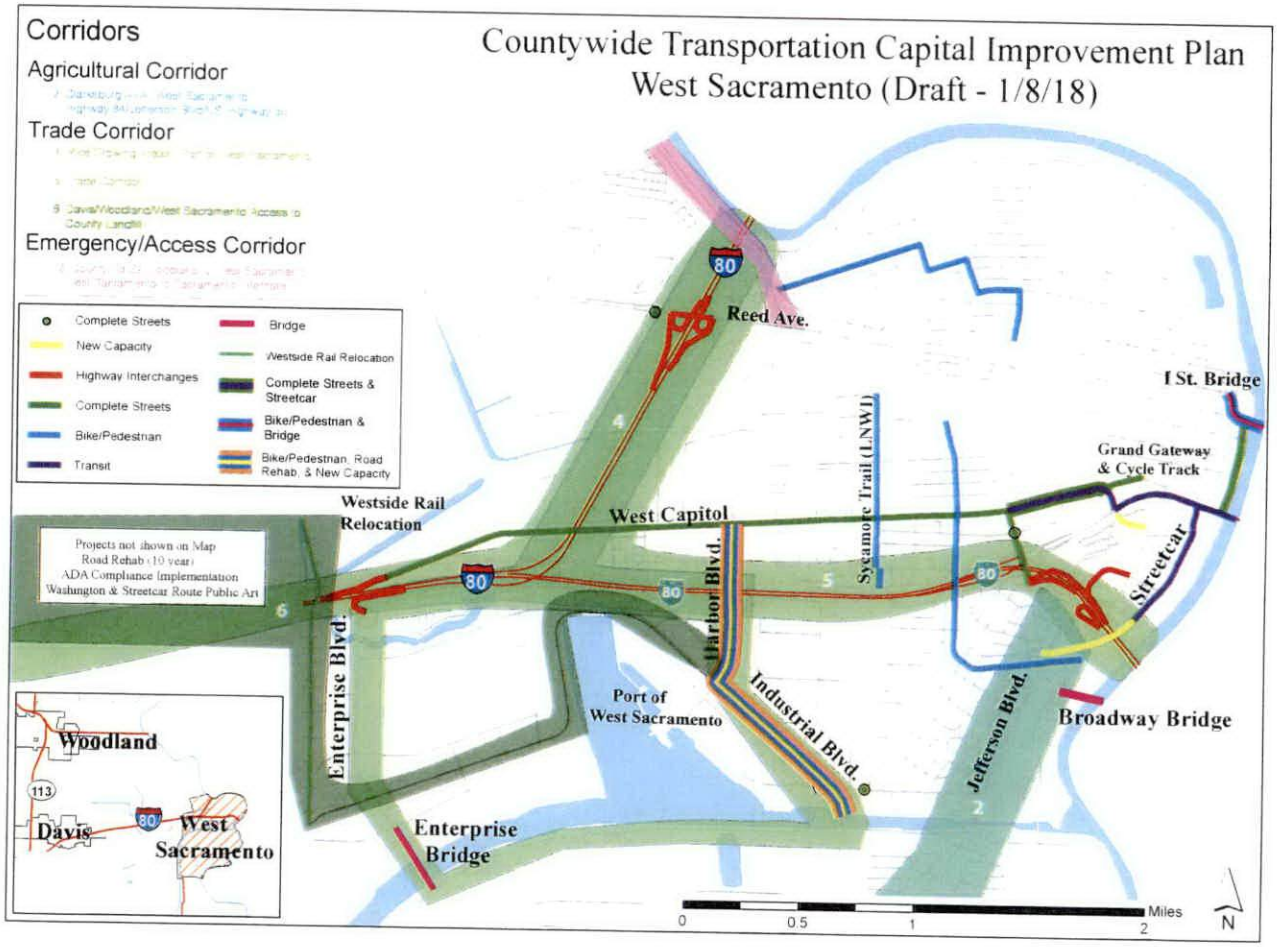
12. County Road 22 – Woodland to West Sacramento/Woodland to Sacramento Alternate
13. County Road 32 – Davis/UPRR/Landfill
14. County Road 27 – County Road 89 to County Road 102

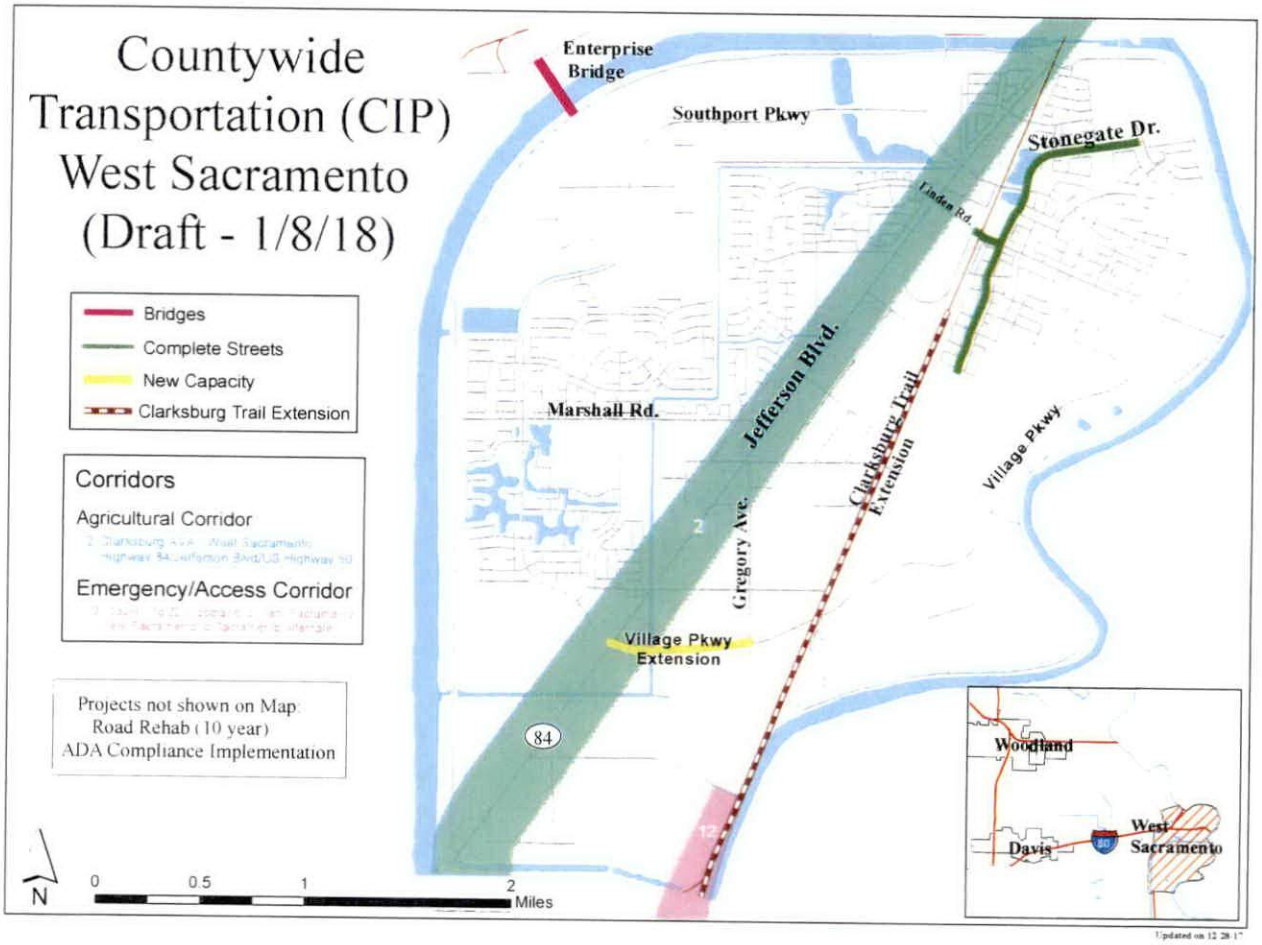
Public Health Corridors

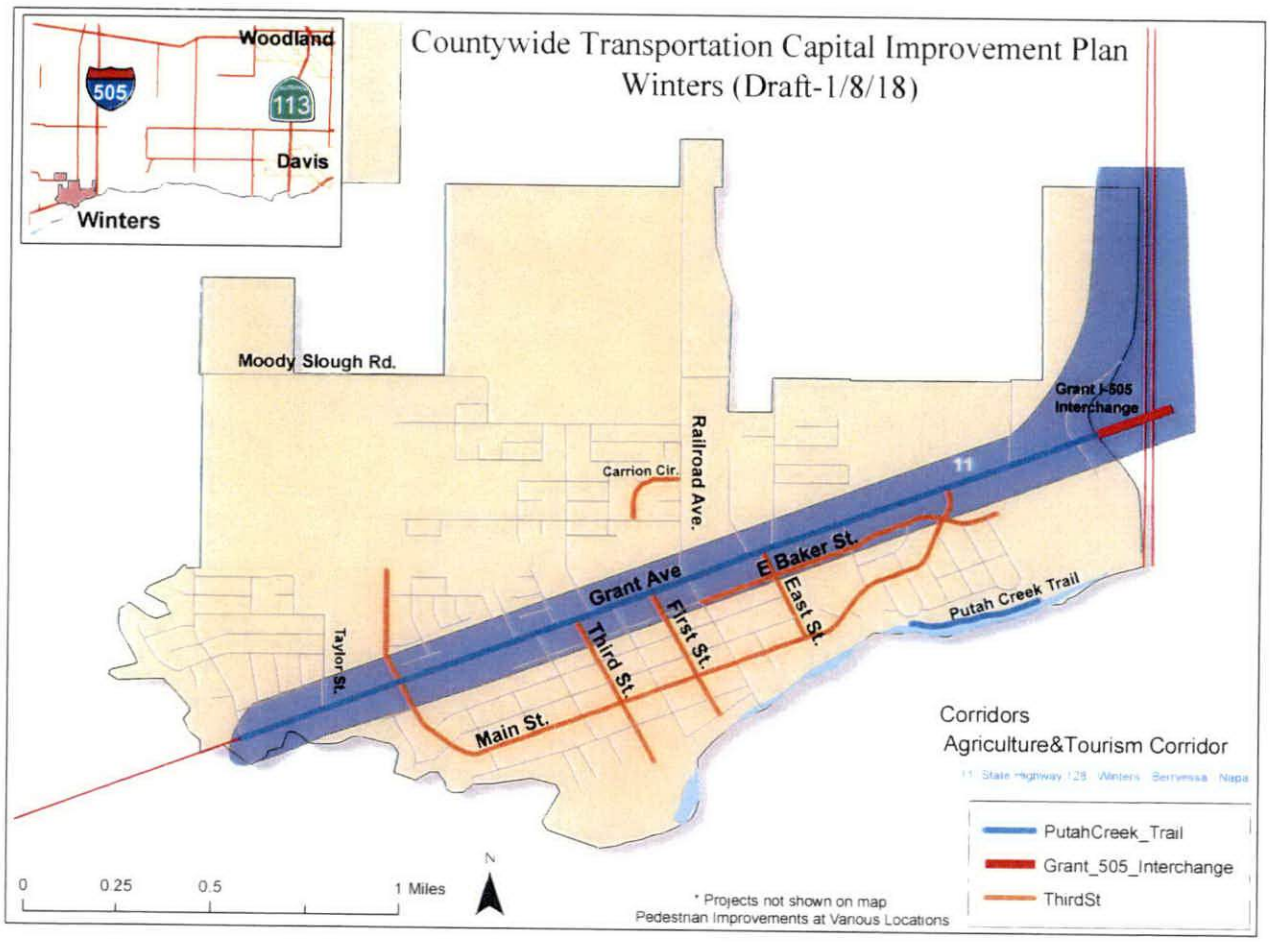
15. County Roads 31/32 - Winters to Sutter Davis Hospital, Winters to Vacaville Kaiser
16. Bay-Delta Trail


Countywide Transportation
Capital Improvements Plan
Yolo County (Draft-1/8/18)
Yolobus
Highway Interchange
Complete Streets
Bike/Pedestrian
Transit
Safety
Ramp Meter
(I-80/Chiles Rd.)
Park & Ride Lot
(Enterprise/I-80 South Lot)
Railroad Relocation
Transit
Bike/Pedestrian
Complete Streets
Road Rehabilitation
Highway Interchange
New Capacity
Bridge
Safety
HOV Lanes
Road Rehab/
Bike-Pedestrian/New Capacity
Bike/Pedestrian
and Bridge
Corridors
Agricultural Corridor
Trade Corridor
Employment Corridor
Emergency/Access Corridor
Public Health Corridor
N
0
5
10
15miles

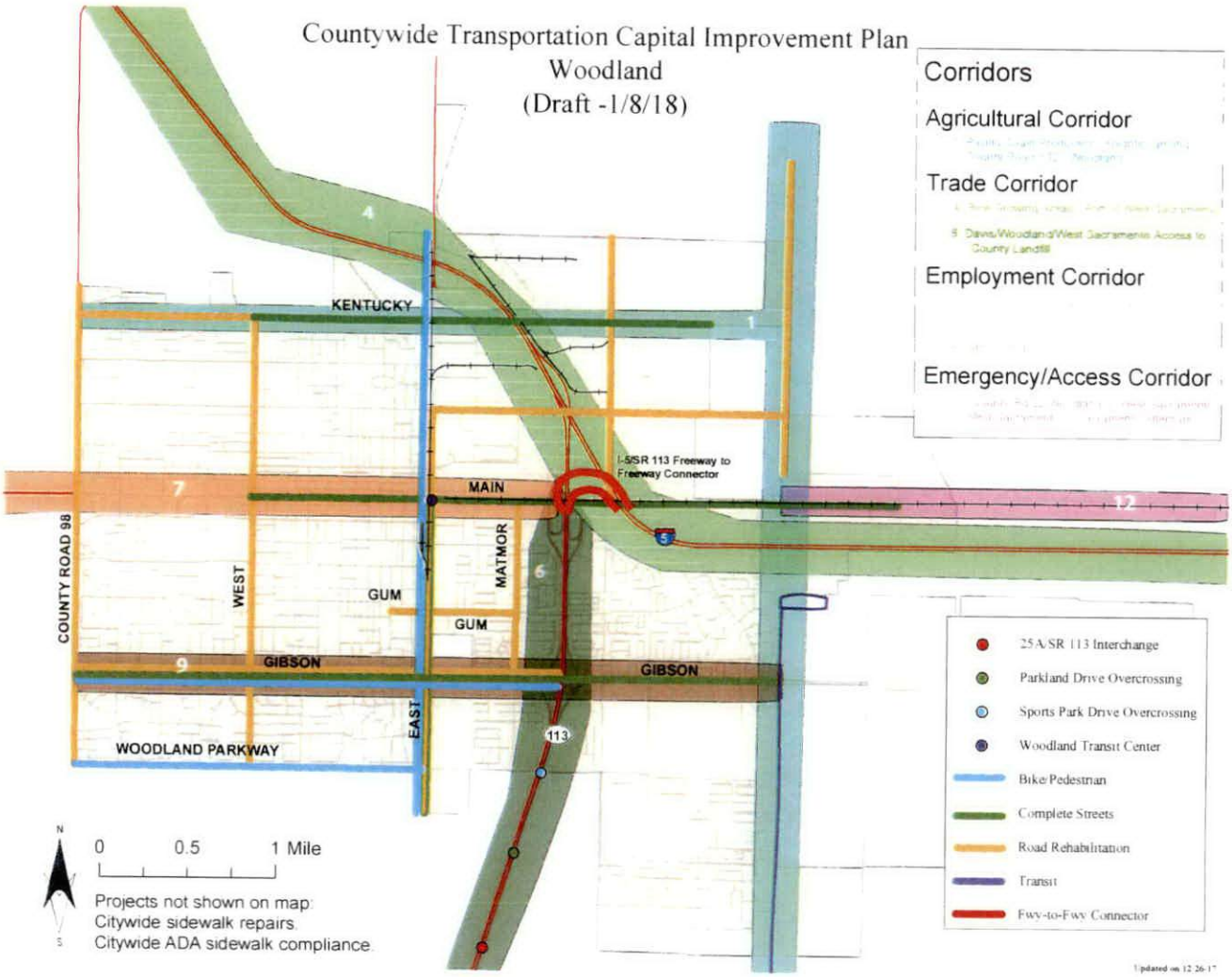

Countywide Transportation Capital Improvement Plan
Davis (Draft - 1/8/18)
1
6
15
13
8
CR 102
Pole Line
East Covell
West Covell
F St
Anderson
Russell
Chiles Rd.
113
80
5th St.
2nd St.
Richards Blvd.
Bike & Pedestrian
Complete Streets
Transit
Safety
Bike & Pedestrian
Transit
Safety
Highway Interchange
Corridors
Agricultural Corridor
Employment Corridor
Trade Corridor
Emergency/Access Corridor
Public Health Corridor
Woodland
5
113
Davis
80
West Sacramento
0
0.5
1
2
3
4
Miles
N

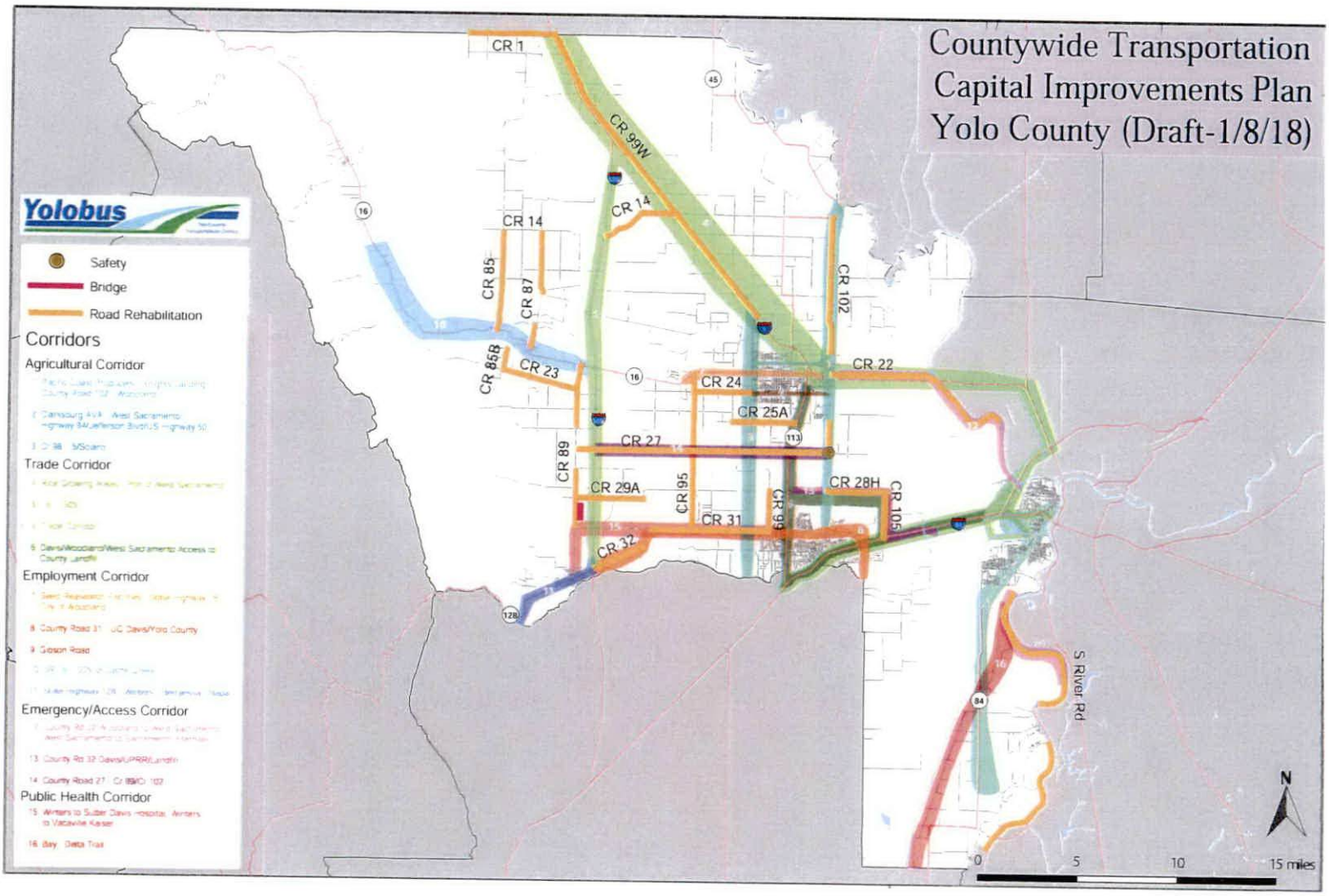

Countywide Transportation Capital Improvement Plan
West Sacramento (Draft - 1/8/18)
Corridors
Agricultural Corridor
Trade Corridor
Emergency/Access Corridor
Complete Streets
New Capacity
Highway Interchanges
Complete Streets
Bike/Pedestrian
Transit
Bridge
Westside Rail Relocation
Complete Streets & Streetcar
Bike/Pedestrian & Bridge
Bike/Pedestrian, Road Rehab, & New Capacity
Projects not shown on Map
Road Rehab (10 year)
ADA Compliance Implementation
Washington & Streetcar Route Public Art
Reed Ave.
I St. Bridge
Grand Gateway & Cycle Track
Westside Rail Relocation
West Capitol
Sycamore Trail (LNWI)
Harbor Blvd.
Streetcar
Enterprise Blvd.
Port of West Sacramento
Industrial Blvd.
Jefferson Blvd.
Broadway Bridge
Enterprise Bridge
Woodland
Davis
West Sacramento
0
0.5
1
2
Miles
N


Countywide Transportation (CIP) West Sacramento (Draft - 1/8/18)
Bridges
Complete Streets
New Capacity
Clarksburg Trail Extension
Corridors
Agricultural Corridor
Emergency/Access Corridor
Projects not shown on Map:
Road Rehab (10 year)
ADA Compliance Implementation
Enterprise Bridge
Southport Pkwy
Stonegate Dr.
Linden Rd.
Jefferson Blvd.
Marshall Rd.
Clarksburg Trail Extension
Village Pkwy
Gregory Ave.
Village Pkwy Extension
84
Woodland
Davis
West Sacramento
N
0
0.5
1
2
Miles

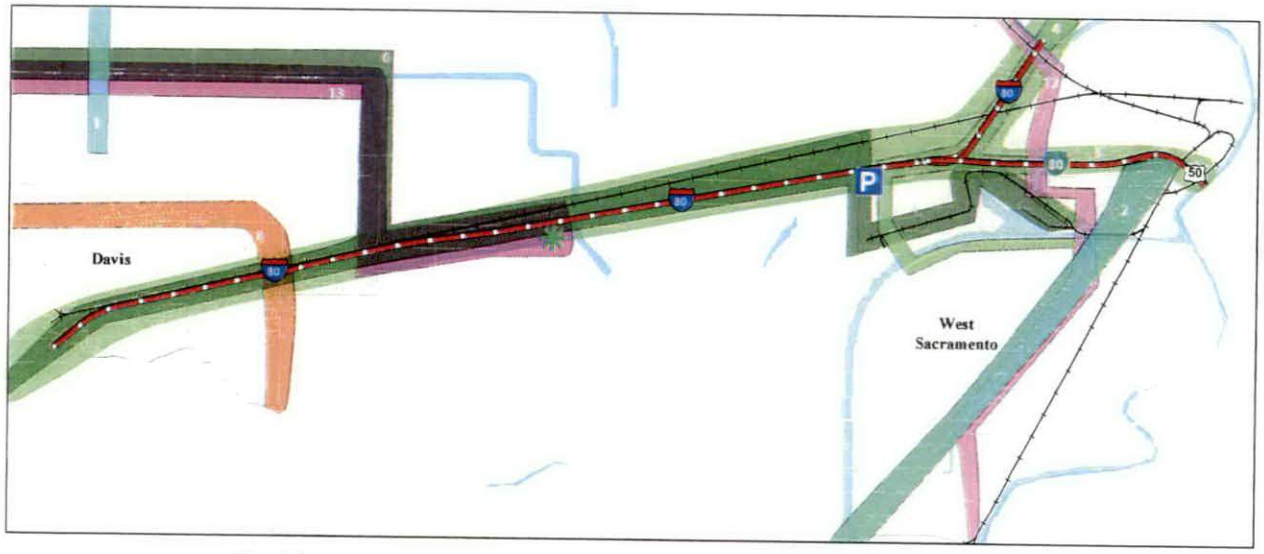


Updated on 12 26 17


Countywide Transportation Capital Improvement Plan
Woodland
(Draft -1/8/18)
Corridors
Agricultural Corridor
Trade Corridor
Employment Corridor
Emergency/Access Corridor
KENTUCKY
MAIN
GUM
GIBSON
WOODLAND PARKWAY
COUNTY ROAD 98
WEST
MATMOR
EAST
I-5/SR 113 Freeway to Freeway Connector
25A/SR 113 Interchange
Parkland Drive Overcrossing
Sports Park Drive Overcrossing
Woodland Transit Center
Bike/Pedestrian
Complete Streets
Road Rehabilitation
Transit
Fwy-to-Fwy Connector
0 0.5 1 Mile
Projects not shown on map:
Citywide sidewalk repairs.
Citywide ADA sidewalk compliance.


Countywide Transportation
Capital Improvements Plan
Yolo County (Draft-1/8/18)
Yolobus
Safety
Bridge
Road Rehabilitation
Corridors
Agricultural Corridor
Trade Corridor
Employment Corridor
Emergency/Access Corridor
Public Health Corridor
CR 1
CR 99W
CR 14
CR 85
CR 87
CR 85B
CR 23
CR 102
CR 22
CR 24
CR 25A
CR 27
CR 89
CR 29A
CR 95
CR 31
CR 32
CR 99
CR 28H
CR 105
S River Rd
N
0
5
10
15 miles

Countywide Transportation Capital Improvement Plan
Caltrans
(Draft-1/8/18)



Corridors

Agricultural Corridor

Trade Corridor

Emergency/Access Corridor

13 County Rd 32 Davis/UPRR/Landfill

Employment Corridor

8 County Road 31 JC Davis/Yolo County

P Park & Ride Lot (Enterprise/ I-80 South Lot)

Ramp Meter (I-80/Chiles Rd.)

HOV Lanes

N

0 0.5 1 2 3 4 5 Miles

Updated on 12 27 17

PRIORITY TRANSPORTATION PROJECTS/20 YEAR TRANSPORTATION BUDGET

The Technical Advisory Committee of the Yolo County Transportation District met over the past 24 months to develop a comprehensive list of transportation projects needed to address the state of good repair, capacity, connective and active transportation needs. This list encompasses projects which are in reality necessary across the next 10 years, though could reasonably be constructed across the next 20 years if funding were available. A total project cost of $2.3 Billion was submitted which reflects the priorities of the County in terms of transportation needs. Subtracting the amount of local funding available, typical funding received though state and federal grant programs and anticipated Senate Bill 1 (SB1) proceeds that could be dedicated to these projects, a net project or shortfall of $1.37 Billion is needed.

Jurisdictions across Yolo County use the same method to calculate their PCI index for roadways. However, there has been and likely will always be a great disparity in the definition of a complete street across jurisdictions. For example, in the unincorporated area, a complete street outside of rural towns is pavement and shoulder. At the other end of the spectrum, is the City of Davis where in some areas it has developed an elaborate "Dutch Intersection" with separate protected paths for pedestrians and bicyclists. The result of this disparity, even within a jurisdiction is that a cost estimate for a section of road may differ widely for the same length of roadway. Likewise, a replacement bus cost can vary widely as Unitrans uses double-decker buses which carry more persons but cost more than the standard 40-foot bus used by Yolobus.

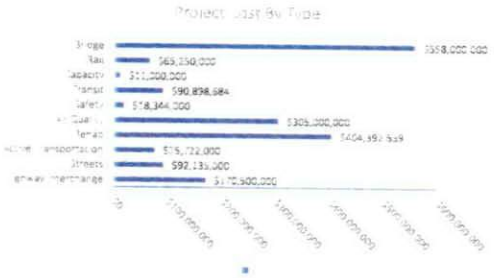
TABLE 18-PROJECT COST AND NET FUNDING NEEDS BY JURISDICTION

Jurisdiction	Total Project Cost	Net Project Cost	Net Funding Need
West Sacramento	$1,124,424,000	735,489,000	$636,733,660
Davis	$359,581,000	$243,572,000	$137,192,454
Woodland	$296,500,000	253,440,000	$191,138,760
Yolo County	$160,020,000	160,020,000	$42,788,880
Winters	$7,027,659	6,862,659	$1,068,419
YCTD	$52,098,684	$52,098,684	$28,415,145
Unitrans	$43,400,000	$34,800,000	$29,520,000
Caltrans	$305,000,000	$305,000,000	$305,000,000
TOTAL	$2,348,051,343	$1,791,282,343	$1,371,857,318

Note - Table 17 represents net need for each project minus a lump sum for each jurisdiction subtracted for local sources, annual average funds from state/federal funding and SB1

TABLE 19-PROJECT NEED BY JURISDICTION (BEFORE LUMP SUM DEDUCTED FOR EACH JURISDICTION FOR ANNUAL GRANT FUNDING, LOCAL SOURCES & SB1)

Jurisdiction	Total	Highway Interchange	Streets	Ped	Rehab	Air Quality	Safety	Transit	Capacity	Rail	Bridge
Davis (33)	$243,572,000	$6,000,000	$30,385,000	$21,752,000	$87,460,000	$3,500,000	$8,225,000	$0	$0	$250,000	$86,000,000
West Sacramento(129)	$735,489,000	$44,500,000	$50,850,000	$21,120,000	$73,000,000	$1,500,000	$9,519,000	$0	$0	$65,000,000	$470,000,000
Winters(88)	$6,862,659	$0	$0	$3,350,000	$3,512,659	$0	$0	$0	$0	$0	$0
Woodland(170)	$253,400,000	$120,000,000	$10,900,000	$29,500,000	$83,000,000	$0	$0	$0	$10,000,000	$0	$0
Yolo County(210)	$160,020,000	$0	$0	$0	$157,420,000	$0	$600,000	$0	$0	$0	$2,000,000
YCTD(51)	$52,098,684	$0	$0	$0	$0	$0	$0	$52,098,684	$0	$0	$0
Unitrans (70)	$34,800,000	$0	$0	$0	$0	$0	$0	$34,800,000	$0	$0	$0
Caltrans(139)	$305,000,000	$0	$0	$0	$0	$300,000,000	$0	$4,000,000	$1,000,000	$0	$0
	$1,791,242,343	$170,500,000	$92,135,000	$75,722,000	$404,392,659	$305,000,000	$18,344,000	$90,898,684	$11,000,000	$65,250,000	$558,000,000



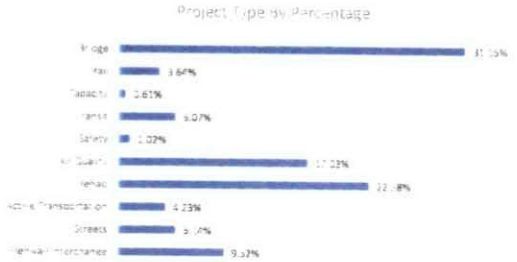


TABLE 19 - CTCIP Compiled Project List
January 31, 2018 Revised Draft

City Project	Key	Name of Project	Type	Status	Total Project Cost	Grants Received/Anticipated	Other Funds/Contributions rec'd or anticipated (Measure J, etc.)	Local Funds Committed	Net Funding Needed (20 years)	Highway Interchange	Complete Streets	Active Transportation	Road Maintenance	Air Quality	Safety	Transit	Planning	Rail	Bridge
Davis		I-80/Richards Blvd Interchange	Highway Interchange	PS&E	110,000,000	16,000,000	10	11,900,000	12,100,000	16,000,000									
Davis		Road Rehabilitation (20 year cost)	Road Rehabilitation	PS&E	1,188,000,000	10	10	187,851,000	181,149,000				181,149,000						
Davis		Bike Path Rehabilitation (20 year cost)	Active Transport	PS&E	13,000,000	10	10	18,688,000	16,311,000				16,311,000						
Davis		Olive Drive/Pole Line Road Active Transport Connection	Active Transport	Planning	74,300,000	13,450,000	10	1,250,000	10			13,450,000							
Davis		Covell Blvd. N/S Shared use Path - Pole Line Road to J Street	Active Transport	PS&E	11,200,000	1,000,000	10	9,950,000	1,250,000			1,250,000							
Davis		Russell Blvd. Bike Path Realignment/Rehabilitation	Active Transport	PS&E	11,752,000	10	10	10	11,752,000			11,752,000							
Davis		East Covell Corridor Plan Phase 1	Complete Streets	Planning	12,000,000	10	10	10	12,000,000		12,000,000								
Davis		Traffic Signal Upgrades (Annual cost)	Air Quality	PS&E	700,000	10	10	10	700,000					700,000					
Davis		Walk Bike Audit Report Implementations	Active Transport	Planning	16,400,000	10	10	2,500,000	13,900,000			13,900,000							
Davis		UPRR ROC - Olive Drive to Amtrak Station	Active Transport	Planning	16,500,000	10,000,000	11,000,000	10	12,500,000			15,500,000							
Davis		Second Street Corridor Improvements - L Street to Mace Blvd	Complete Streets	Planning	12,000,000	10	10	10	12,000,000		11,000,000								
Davis		Amtrak Parking Expansion/Multi-modal connection improvements	Transit	Planning	2,775,000	2,500,000	10	275,000	10										
Davis		Russell Blvd. Corridor Improvements - A Street to west City Limit	Complete Streets	Planning	14,000,000	10	10	10	14,000,000									250,000	
Davis		Anderson Road Corridor Improvements	Complete Streets	Planning	18,000,000	10,000,000	10	180,000	14,810,000		14,810,000								
Davis		Covell Blvd./Pole Line Road Intersection Improvements	Safety	Planning	11,125,000	2,750,000	10	10	1,375,000		1,375,000								
Davis		Putah Creek Multi-use Path Gap Completion	Active Transport	Planning	11,000,000	10	10	10	11,000,000		11,000,000								
Davis		A Street Corridor Improvements - 17th Street to Covell Blvd	Complete Streets	Planning	11,000,000	10	10	10	11,000,000		11,000,000								
Davis		14th Street/Pole Line Road Intersection Improvement	Safety	Planning	11,125,000	10	10	10	11,125,000										
Davis		Citywide Sidewalk Rehabilitation (Annual cost)	Active Transport	PS&E	1,500,000	10	10	1,100,000	400,000			400,000			11,125,000				
Davis		ADA Accessibility Improvements	Complete Streets	PS&E	110,000,000	10	10	10	110,000,000		110,000,000								
Davis		East Covell Corridor Plan Phase 2	Complete Streets	Planning	110,000,000	11,000,000	10	10	18,000,000		18,000,000								
Davis		Bike and Gait/Safety Improvements (Annual cost)	Safety	Planning	1,100,000	10	10	10	1,100,000						1,100,000				
Davis		ITS - Signal Coordination	Air Quality	Planning	13,000,000	10	10	10	13,000,000					13,000,000					
Davis		Pole Line Road Corridor Improvements - Covell Blvd. to north City Limit	Complete Streets	Planning	3,600,000	10	10	10	3,600,000		3,600,000								
Davis		City Wide Safety Improvements	Safety	Planning	12,000,000	10	10	10	12,000,000						12,000,000				
County/Davis		CR 32 A/B Safety Improvements	Safety	Planning	15,000,000	10	10	10	15,000,000						15,000,000				
Davis		Covell Blvd. Corridor Improvements - 14 Th to Lake Blvd	Complete Streets	Planning	11,000,000	10	10	10	11,000,000		11,000,000								
Davis/Woodland		Davis/Woodland Bike Path	Active Transport	Planning	19,000,000	10	10	10	19,000,000			19,000,000							
Davis/Woodland		Rail Relocation ($15.7M-$53M range Midpoint used)	Rail	Planning	186,000,000	10	10	10	186,000,000										186,000,000
		TOTAL Davis			1,959,581,000	128,610,000	11,000,000	1,100,659,000	1,719,471,000	16,000,000	140,385,000	121,752,000	187,960,000	13,500,000	18,771,000	10	10	1,250,000	186,000,000
		Annual Local Transportation Dollars (also to Commit)						16,257,000											
		Local Transportation Dollars (20 years)						325,140,000											
		Average Annual Grant Proceeds			32,000,127														
		Estimated Grant Proceeds (20 Years)			640,002,540														
		Net Need (20 Years)			1,319,578,460	128,610,000	11,000,000	1,100,659,000	1,037,181,540										

City Project	Key	Name of Project	Type	Status	Total Project Cost	Grants Received/Anticipated	Other Funds/Contributions rec'd or anticipated (Measure J, etc.)	Local Funds Committed	Net Funding Needed (20 years)	Highway Interchange	Complete Streets	Active Transportation	Road Maintenance	Air Quality	Safety	Transit	Planning	Rail	Bridge
YCTD		Replace 12 40-ft CNG buses in 2019	Transit	Planning	17,638,480	10	10	10	17,638,480							17,638,480			
YCTD		Replace 4 40-ft Electric buses in 2021	Transit	Other	13,095,149	10	10	10	13,095,149							13,095,149			
YCTD		Replace 6 40-ft Electric buses in 2021	Transit	Other	19,908,221	10	10	10	19,908,221							19,908,221			
YCTD		Replace 2 40-ft Electric buses in 2022	Transit	Other	13,812,802	10	10	10	13,812,802							13,812,802			
YCTD		Replace 9 DIESEL paratransit vehicles in 2022	Transit	Other	11,870,280	10	10	10	11,870,280							11,870,280			
YCTD		Maintenance Truck Replacement	Transit	Other	1240,000	10	10	10	1240,000							1240,000			
YCTD		Bus Wash & Water Reclaiming System Replacement	Transit	Other	11,200,000	10	10	10	11,200,000							11,200,000			
YCTD		Charging Infrastructure for Electric Buses	Transit	Other	13,940,000	10	10	10	13,940,000							13,940,000			
YCTD		Hardel Yard Remote Yard Construction	Transit	Other	12,800,000	10	10	10	12,800,000							12,800,000			
YCTD		Bus Replacement 2023-2030(22 buses-Electric)	Transit	Other	123,128,140	10	10	10	123,128,140							123,128,140			
YCTD		Annual Bus Stop Improvement Program	Transit	Other	11,000,000	10	10	10	11,000,000							11,000,000			
		TOTAL YCTD			152,098,680	10	10	10	152,098,680	10	10	10	10	10	10	152,098,680	10	10	10
		Annual Local Transportation Dollars (also to Commit)						2,996,786											
		Local Transportation Dollars (20 years)						59,935,728,07											
		Average Annual Grant Proceeds			1,880,291														
		Estimated Grant Proceeds (20 Years)			37,707,821														
		Net Need (20 Years)			154,390,860	10	10	59,935,728	94,455,132										

Winters Key Project	Name of Project	Type	Status	Total Project Cost	Grants Pursuing Amount (est)	Other Funds/Contributions (e.g. developer, agencies, percentage, etc)	Local Funds Committed	Net Funding Needed (Est-Fc-Lc) (est)	Highway Improvements	Complete Streets	Active Transportation	Road Rehab	Air Quality	Other	Transit	Capacity	Bike	Ped
Unitrans	Bus Replacement (8 buses 2016-2020, CNG)	Transit	Other	3,800,000	3,040,000		760,000	$0							$0			
Unitrans	CNG Compressor Replacement	Transit	Construction	2,500,000	1,440,000		2460,000	$0							$0			
Unitrans	Replacement of 12 2009-40 Buses	Transit	Other	11,000,000				11,000,000							$0			
Unitrans	Charging Infrastructure for Electric Buses	Transit	Planning	3,000,000	2400,000		3100,000	$0							11,800,000			
Unitrans	Charging Infrastructure for Electric Buses (40 buses)	Transit	Construction	12,500,000				12,100,000							$0			
Unitrans	Bus Replacement (12 buses 2022, Electric)	Transit	Other	8,000,000				8,000,000							12,100,000			
Unitrans	Bus Replacement (19 buses 2023-2030, Electric)	Transit	Other	14,250,000				14,250,000							8,000,000			
Unitrans	Bus Fleet Expansion (3 buses 2023, Electric)	Transit	Other	2,250,000				2,250,000							14,250,000			
Unitrans	Bus Fleet Expansion (3 buses 2026, Electric)	Transit	Other	2,250,000				2,250,000							2,250,000			
Unitrans	Bus Fleet Expansion (3 buses 2030)	Transit	Other	2,250,000				2,250,000							2,250,000			
Unitrans	Operations and Maintenance Facility Expansion (2024)	Transit	Planning	1500,000				1500,000							2,250,000			
Unitrans	Annual Bus Stop Improvement Program	Transit	Construction	2,000,000	1400,000		1200,000	$0							1500,000			
	TOTAL UNITRANS			**43,400,000**	**16,880,000**	**$0**	**$1,720,000**	**$34,800,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**			
	Annual Local Transportation Salaries (Approximate)						1500,000								**$34,800,000**	**$0**	**$0**	**$0**
	Local Transportation Sales (30 years)						17,000,000											
	Average Annual Grant Proceeds	$1,440,000																
	Estimated Grant Proceeds (20 Years)	$28,800,000																
	Net Need (20 Years)			$43,400,000	$16,880,000	$0	$17,500,000	$34,800,000										

Winters Key Project	Name of Project	Type	Status	Total Project Cost	Grants Pursuing Amount (est)	Other Funds/Contributions (e.g. developer, agencies, percentage, etc)	Local Funds Committed	Net Funding Needed (Est-Fc-Lc) (est)	Highway Improvements	Complete Streets	Active Transportation	Road Rehab	Air Quality	Other	Transit	Capacity	Bike	Ped
Winters	Road Rehabilitation Project - Main Street Segments	Road Rehabilitation	Planning	1250,000	$0	$0	125,000	1225,000				1225,000						
Winters	Road Rehabilitation Project - Canyon Circle	Road Rehabilitation	Planning	1100,000	$0	$0	110,000	190,000				190,000						
Winters	Road Rehabilitation Project - East Street Segments	Road Rehabilitation	Planning	1250,000	$0	$0	125,000	1180,000				1180,000						
Winters	Road Rehabilitation Project - Baker Street Segments	Road Rehabilitation	Planning	1250,000	$0	$0	125,000	1225,000				1225,000						
Winters	Road Rehabilitation Project - Various Segments	Road Rehabilitation	Planning	1000,000	$0	$0	100,000	1450,000				1450,000						
Winters	Road Rehabilitation Project - Hill Street Segments	Road Rehabilitation	Planning	1110,000	$0	$0	110,000	1135,000				1135,000						
Winters	Road Rehabilitation Project - Third Street Segments	Road Rehabilitation	Planning	1200,000	$0	$0	120,000	1180,000				1180,000						
Winters	Grant Ave - SR6 Interchange Improvements	Active Transport	Planning	11,100,000	$0	$0	$0	11,100,000			11,100,000							
Winters	Putah Creek Trail Phase 2	Active Transport	Planning	12,900,000	$0	$0	$0	12,900,000			12,900,000							
Winters	Pedestrian Improvements - Various Locations	Active Transport	Planning	1150,000	$0	$0	$0	1150,000			1150,000							
Winters	Road Maintenance Program Various Projects	Road Rehabilitation	Planning	12,927,659	$0	$0	$0	12,927,659				12,927,659						
	TOTAL WINTERS			17,927,659	$0	$0	$165,000	16,862,659	$0	$0	13,150,000	13,512,659	$0	$0	$0	$0	$0	$0
	Annual Local Transportation Salaries (Approximate)																	
	Local Transportation Sales (30 years)			181,482			1196,010											
	Estimated Grant Proceeds (20 Years)			15,879,240			18,966,000											
	Net Need (20 Years)			16,188,659	$0	$0	4,130,000	12,062,659										

West Sacramento Key Project	Name of Project	Type	Status	Total Project Cost	Grants Received/Secured	Grants Pending	Local Contribution (Committed)	Net Funding Needed (20-Yr Est.)	Highway Modernization	Complete Streets	Active Transportation	Road Rehab	Air Quality	Safety	Transit	Capacity	Rail	Bridge
West Sacramento	Stonegate Drive Widening	Complete Streets	Planning	$800,000	$0	$0	$0	$800,000		$450,000								
West Sacramento	Washington Sustainable Community - Grand Gateway	Complete Streets	Construction	$14,000,000	$6,200,000		$8,800,000	$0										
West Sacramento	West Capitol Avenue Cycle Track	Complete Streets	Planning	$450,000	$300,000		$150,000	$0										
West Sacramento	Jacinto Trail Phase 2 & 3	Active Transport	PS&E	$10,000,000	$1,250,000		$250,000	$8,500,000			$8,750,000							
West Sacramento	Dahlberg French Line Trail Extension	Active Transport	Planning	$1,500,000	$0	$0	$0	$1,500,000			$1,500,000							
West Sacramento	Grand Active Transport Overcrossing (Bridge Removal)	Active Transport	Planning	$18,000,000	$8,000,000		$10,000,000	$0										
West Sacramento	Harbor/Industrial Class 2 Bike Lanes	Active Transport	Planning	$18,000,000	$0	$0	$0	$18,000,000			$10,000,000							
West Sacramento	Riverside Rail Relocation	Other	Planning	$62,000,000	$0	$0	$0	$62,000,000									$62,000,000	
West Sacramento	Enterprise Crossing - Interstate to Southport	Bridge	Planning	$250,000,000	$0	$0	$0	$250,000,000		$90,000,000								
West Sacramento	Downtown Street Car	Transit	PS&E	$300,000,000	$100,000,000	$62,000,000	$30,000,000	$8,000,000										$100,000,000
West Sacramento	Street/C Street Bridge Replacement	Bridge	PS&E	$185,000,000	$142,000,000			$43,000,000									$5,000,000	
West Sacramento	Broadway Bridge	Bridge	PA/ED	$250,000,000	$2,000,000	$250,000	$250,000	$247,000,000										$23,000,000
																		$147,000,000
West Sacramento	Road Diets (10-year)	Road Rehabilitation	Planning	$70,000,000	$0	$0	$0	$70,000,000				$70,000,000						
West Sacramento	Reshwalk Road Extension	Complete Streets	PS&E	$2,000,000	$1,600,000			$400,000			$400,000							
West Sacramento	I-80 / Reed Interchange	Highway Interchange	Planning	$10,000,000		$1,000,000		$8,000,000	$8,000,000									
West Sacramento	US-50 / Jefferson Blvd Interchange	Highway Interchange	Planning	$8,000,000		$1,000,000		$7,000,000	$7,000,000									
West Sacramento	US-50 / South River Road Interchange	Highway Interchange	Planning	$2,000,000	$0	$0	$0	$2,000,000	$2,000,000									
West Sacramento	Harbor/Industrial Blvd Intersection Realignment	New Capacity	Planning	$36,000,000	$0	$0	$0	$36,000,000	$36,000,000									
West Sacramento	I-80 / Enterprise Diagonal On-Ramp	Highway Interchange	Planning	$12,000,000	$0	$0	$0	$12,000,000	$12,000,000									
West Sacramento	West Capitol Avenue Streetscape Phase 2 Design	Complete Streets	Planning	$1,000,000	$0	$0	$0	$1,000,000										
West Sacramento	Bridge Parkway Extension - Legacy to Jefferson	New Capacity	Planning	$5,000,000			$5,000,000	$0				$2,500,000						
West Sacramento	Washington and Sheetzer Route Turn-in	Transit	Planning	$200,000			$200,000	$0										
West Sacramento	West Capitol Street Light Installation	Complete Streets	Planning	$60,000			$60,000	$0										
West Sacramento	Markley/Jefferson Intersection Upgrade	Complete Streets	Planning	$140,000			$140,000	$0										
West Sacramento	Sidewalk/Reed Signal Installation	Complete Streets	Planning	$350,000	$0	$0	$0	$350,000					$350,000					
West Sacramento	West Acres/Bona Park Area Bike Improvements	Air Quality	Planning	$110,000	$80,000			$30,000			$30,000							
West Sacramento	Lake Phase 1 Bike Trail	Active Transport	PS&E	$2,465,000	$2,300,000		$165,000	$0										
West Sacramento	Linden Sidewalk Extension	Complete Streets	Planning	$500,000	$0	$0	$0	$500,000			$500,000							
West Sacramento	Bridge District Road Realignment	Complete Streets	Planning	$8,700,000			$8,700,000	$0										
West Sacramento	Riverfront Street Extension	New Capacity	PS&E	$5,200,000	$3,200,000		$2,000,000	$0										
West Sacramento	Cabrillo/Grand Roadway	New Capacity	Planning	$500,000			$500,000	$0										
West Sacramento	Park and Stone Intersection	Complete Streets	Planning	$30,000			$30,000	$0										
West Sacramento	Road Rehabilitation - Harbor & Houston Blvd	Road Rehabilitation	Planning	$3,000,000	$0	$0	$0	$3,000,000				$3,000,000						
West Sacramento	Jefferson/West Capitol Paving/Lighting Project	Complete Streets	Planning	$600,000	$500,000			$100,000										
West Sacramento	ADA Compliance Implementation	Complete Streets	Planning	$30,000,000			$3,000,000	$8,000,000					$169,000					
West Sacramento	TOTAL			$1,124,479,000	$268,040,000	$65,250,000	$59,845,000	$731,488,000	$64,500,000	$90,850,000	$21,170,000	$73,000,000	$1,100,000	$8,519,000	$0	$0	$65,000,000	$470,000,000
	Annual Local Transportation Dollars (Able to Commit)						$1,200,000											
	Local Transportation Dollars 20 Years (Measure E + SB1)						$24,000,000											
	Average Annual Grant Proceeds			$8,187,787														
	Estimated Grant Proceeds 20 Years			$163,755,740														
	Net Need 20 Years			$1,359,243,740	$268,040,000	$65,250,000	$84,045,000	$731,488,000										

Caltrans Key Project	Name of Project	Type	Status	Total Project Cost	Grants Received/Secured	Grants Pending	Local Contribution (Committed)	Net Funding Needed (20-Yr Est.)	Highway Modernization	Complete Streets	Active Transportation	Road Rehab	Air Quality	Safety	Transit	Capacity	Rail	Bridge
Caltrans	80/50 Bus/Carpool Lanes and New Hov 3 bike path over the Yolo Bypass (Yolo County only)	Other	Planning	$300,000,000	$0	$0	$0	$300,000,000					$300,000,000					
Caltrans	Ramp Meter 80/Chiles	Other	Planning	$2,000,000	$0	$0	$0	$2,000,000										
Caltrans	Pole & Ride Lot I Interstate/80	Other	Planning	$4,000,000	$0	$0	$0	$4,000,000										
	TOTAL			$305,000,000	$0	$0	$0	$305,000,000	$0	$0	$0	$0	$300,000,000	$0	$4,000,000	$1,000,000	$0	$0
	Annual Local Transportation Dollars (Able to Commit)			$0														
	Local Transportation Dollars 20 Years (Measure E + SB1)			$0														
	Average Annual Grant Proceeds			$0														
	Estimated Grant Proceeds 20 Years																	
	Net Need 20 Years			$305,000,000	$0	$0	$0	$305,000,000										

Woodland Key Project	Name of Project	Type	Status	Total Project Cost	Grants Received/[illegible]	Other Funds/Contributions by other agencies (developers etc)	Local Funds Committed	Net Funding Needed [illegible]	Highway Interchange	Complete Streets	Active Transportation	Road Rehab	Air Quality	Safety	Transit	Capacity	Rail	Bridge
Woodland	Road Rehabilitation (Annual cost)	Road Rehab	PS&E	$76,000,000	$0	$0	$30,000,000	$46,000,000				$46,000,000						
Woodland	Sports Park Drive POC	Active Transport	Planning	$4,000,000	$0	$2,000,000	$0	$2,000,000			$2,000,000							
Woodland	Woodland Downtown Transit Center	Transit	Planning	$4,000,000	$4,000,000	$0	$0	$0							$0			
Woodland	I-5/SR 113 direct connector, Phase 2	Highway Interch	Final Design	$50,000,000	$0			$50,000,000	$50,000,000									
Woodland	I-5/SR 113 direct connector, Phase 3	Highway Interch	PA/ED	$100,000,000	$0			$50,000,000	$50,000,000									
Woodland	Woodland Parkway	Active Transport	Planning	$500,000	$0			$500,000			$500,000							
Woodland	Gibson Road/SR 113 bike ped improvements	Active Transport	Planning	$2,000,000	$0			$2,000,000			$2,000,000							
Woodland	Citywide sidewalk repair	Active Transport	Final Design	$5,000,000	$0	$0	$0	$5,000,000			$5,000,000							
Woodland	Citywide ADA sidewalk compliance	Active Transport	Final Design	$20,000,000	$0	$0	$0	$20,000,000			$20,000,000							
Woodland	West Main St complete streets project	Complete Streets	Planning	$5,000,000	$3,500,000	$0	$1,000,000	$500,000		$500,000								
Woodland	East Main St complete streets project	Complete Streets	Final Design	$5,000,000	$2,500,000	$0	$100,000	$2,400,000		$2,400,000								
Woodland	East St complete streets project	Complete Streets	Planning	$3,000,000	$0	$0	$0	$3,000,000		$3,000,000								
Woodland	Gibson Road complete streets project	Complete Streets	Planning	$3,000,000	$0	$0	$0	$3,000,000		$3,000,000								
Woodland	Kentucky Ave complete streets project	Complete Streets	Planning	$2,000,000	$0	$0	$0	$2,000,000		$2,000,000								
Woodland	Matmor Road (Main to Gibson)	Road Rehab	Planning	$4,000,000	$0	$0	$0	$4,000,000				$4,000,000						
Woodland	Gum Ave (Fourth to Matmor)	Road Rehab	Planning	$3,000,000	$0	$0	$0	$3,000,000				$3,000,000						
Woodland	West Kentucky Ave (CR 98 to West)	Road Rehab	Planning	$4,000,000	$0	$0	$0	$4,000,000				$4,000,000						
Woodland	Gibson Road (CR 98 to SR 113)	Road Rehab	Planning	$10,000,000	$0	$0	$0	$10,000,000				$10,000,000						
Woodland	East St (Main St to south City limits)	Road Rehab	Planning	$4,000,000	$0	$0	$0	$4,000,000				$4,000,000						
Woodland	North Pioneer Ave	Road Rehab	Planning	$6,000,000	$0	$0	$0	$6,000,000				$6,000,000						
Woodland	East Beamer St	Road Rehab	Planning	$7,000,000	$0	$0	$0	$7,000,000				$7,000,000						
Woodland	West Street	Road Rehab	Planning	$5,000,000	$0	$0	$0	$5,000,000				$5,500,000						
Woodland	Parkland Drive Overcrossing	New Capacity	Planning	$10,000,000	$0	$0	$0	$10,000,000								$10,000,000		
Woodland	SR 113/CR 25A interchange	Highway Interch	Planning	$20,000,000	$0	$0	$0	$20,000,000	$20,000,000									
	TOTAL WOODLAND			$296,500,000	$10,000,000	$2,000,000	$1,100,000	$213,400,000	$120,000,000	$10,900,000	$29,500,000	$88,000,000	$0	$0	$0	$10,000,000	$0	$0
	Annual Local Transportation Dollars Able to Commit						[illegible]											
	Local Transportation Dollars (20 years)						[illegible]											
	Average Annual Grant Proceeds			$5,113,062														
	Estimated Grant Proceeds (20 Years)			$102,261,240														
	Net Need (20 Years)			$194,238,760	$10,000,000	$2,000,000	[illegible]	[illegible]										

Yolo County Key Project	Name of Project	Type	Status	Total Project Cost	Grants Received/[illegible]	Other Funds/Contributions by other agencies (developers etc)	Local Funds Committed	Net Funding Needed [illegible]	Highway Interchange	Complete Streets	Active Transportation	Road Rehab	Air Quality	Safety	Transit	Capacity	Rail	Bridge
Yolo County	CR 102/CR 27 intersection improvements	Safety		$600,000			$0	$600,000						$600,000				
Yolo County	CR27 (CR99-I505)	Road Reconstr		$1,000,000			$0	$1,000,000				$1,000,000						
Yolo County	CR27 (I505-East)	Road Reconstr		$4,600,000			$0	$4,600,000				$4,600,000						
Yolo County	CR27(CR89-SR113)	Road Reconstr		$1,300,000			$0	$1,300,000				$1,300,000						
Yolo County	CR27(SR113-CR102)	Road Reconstr		$5,600,000			$0	$5,600,000				$5,600,000						
Yolo County	CR31(CR98A-Davis)	Road Reconstr		$8,000,000			$0	$8,000,000				$8,000,000						
Yolo County	CR32(I505-CR98A)	Road Reconstr		$4,500,000			$0	$4,500,000				$4,500,000						
Yolo County	CR89(CR31 Union School St)	Road Reconstr		$4,200,000			$0	$4,200,000				$4,200,000						
Yolo County	CR89(CR26-SR16)	Road Reconstr		$4,300,000			$0	$4,300,000				$4,300,000						
Yolo County	CR89 bridge over Chickahominy Slough, Replacement-Eng/Env	Local Bridge		$500,000			$0	$500,000										$500,000
Yolo County	CR89 bridge over Chickahominy Slough, Replacement-Construction	Local Bridge		$1,500,000			$0	$1,500,000										$1,500,000
Yolo County	CR87 (SR 16 to Cache Creek)	Road Reconstr		$1,600,000			$0	$1,600,000				$1,600,000						
Yolo County	CR87 (CR 19 CR16)	Road Reconstr		$4,300,000			$0	$4,300,000				$4,300,000						
Yolo County	CR85 (SR 16-CR14)	Road Reconstr		$6,300,000			$0	$6,300,000				$6,300,000						
Yolo County	CR85B (CR23-CR21A)	Road Reconstr		$2,300,000			$0	$2,300,000				$2,300,000						
Yolo County	CR22(Woodland-Yolo Bypass, west levee)	Road Reconstr		$2,600,000			$0	$2,600,000				$2,600,000						
Yolo County	CR22(Yolo Bypass (L-CR118)	Road Reconstr		$2,500,000			$0	$2,500,000				$2,500,000						
Yolo County	CR22 (CR118-end Monument Bend)	Road Reconstr		$6,720,000			$0	$6,720,000				$6,720,000						
Yolo County	CR102(Kentucky-I5)	Road Reconstr		$11,300,000			$0	$11,300,000				$11,300,000						
Yolo County	CR102(Woodland-CR27)	Road Reconstr		$2,400,000			$0	$2,400,000				$2,400,000						
Yolo County	CR28H(CR102-CR105)	Road Reconstr		$4,000,000			$0	$4,000,000				$4,000,000						
Yolo County	CR105(CR28H-CR32A)	Road Reconstr		$3,000,000			$0	$3,000,000				$3,000,000						
Yolo County	S River Road (WS-Freeport Br)	Road Reconstr		$8,000,000			$0	$8,000,000				$8,000,000						
Yolo County	S River Road(Freeport Br to Rose Rd.)	Road Reconstr		$3,000,000			$0	$3,000,000				$3,000,000						
Yolo County	S River Road (CR142 Sacto Co.)	Road Reconstr		$6,100,000			$0	$6,100,000				$6,100,000						
Yolo County	CR 99W (CR 18 to County Line)	Road Reconstr		$23,000,000			$0	$23,000,000				$23,000,000						
Yolo County	CR 14 (I-5 to I-505)	Road Reconstr		$5,000,000			$0	$5,000,000				$5,000,000						
Yolo County	CR 1 (CR 84 to 99W)	Road Reconstr		$4,800,000			$0	$4,800,000				$4,800,000						
Yolo County	CR 23 (CR 85B to 89)	Road Reconstr		$5,200,000			$0	$5,200,000				$5,200,000						
Yolo County	CR 24 (CR 95 to CR 98)	Road Reconstr		$3,900,000			$0	$3,900,000				$3,900,000						
Yolo County	CR 25A (CR97 - 113)	Road Reconstr		$4,500,000			$0	$4,500,000				$4,500,000						
Yolo County	CR 99 (CR29 to CR31)	Road Reconstr		$3,100,000			$0	$3,100,000				$3,100,000						
Yolo County	CR95(SR16-CR31)	Road Reconstr		$10,100,000			$0	$10,100,000				$10,100,000						
	Total			$160,020,000	$0	$0	$0	$160,020,000	$0	$0	$0	$157,420,000	$0	$600,000	$0	$0	$0	$2,000,000
	Annual Local Transportation Dollars Able to Commit						[illegible]											
	Local Transportation Dollars (20 years)																	
	Average Annual Grant Proceeds			$5,863,356														
	Estimated Grant Proceeds (20 Years)			$117,267,120														
	Net Need (20 Years)			$42,752,880	$0	$0	$0	$42,752,880										

TRANSPORTATION FUNDING OPTIONS

Existing Funding Measures-Transportation

Each local jurisdiction has the ability to generate revenue for basic services including transportation. Pressures on general and enterprise fund revenues for cities, counties and special districts have required those funds be dedicated to only basic services such as police, fire and parks. Transportation funds have been restricted to impact fees/development exactions, transportation development act/local transportation funds and special sales taxes/set asides.

Transportation Impact Fees/Development Exactions

New development is required to pay its fair share of the impact of that new development on the transportation system of the community in which it resides. Each jurisdiction in Yolo County decides on charging new development an impact fee or requiring it to construct facilities to address transportation impacts. After constructing or paying for this new transportation impact, typically the ongoing maintenance of either existing transportation facilities or the new facilities constructed are either not funded or underfunded. Some of the economic benefits of the new commercial development pay for this maintenance but often development does not pay for ongoing maintenance. New development does not pay for existing shortfalls in transportation funding.

Davis Transportation Implementation Plan

In 2015, the City of Davis adopted a five-year capital improvement program for its transportation projects. This plan combined projects from its Bicycle Action Plan (Beyond Platinum, Davis Climate Action and Adaptation Plan, General Plan Transportation Element and several area plans within the City. Davis is currently exploring a $125 parcel tax for transportation projects within the City of Davis that could generate up to $1.4 million dollars per year. This would be in addition to the $4 million currently allocated by Davis from its general fund and other city sources for transportation projects.

Woodland Measure F

Measure F was approved in November 2016 which authorized the City of Woodland to continue to collect an existing one-half cent sales tax for a period of twelve years, and does not increase taxes, for general city services including, but not limited to, street maintenance, parks and facility capital projects, and public safety.

West Sacramento Measure E

Measure E was a ballot measure proposed by the West Sacramento City Council and approved by West Sacramento voters in November 2016. The measure added a quarter percent increase to the City's portion of the local Transactions and Use Tax (sales tax) rate. The ballot language identified several areas of focused investment To fund City services and initiatives such as repairing roads, building and maintaining bicycle/pedestrian trails, reducing homelessness and its community impacts, improving educational and career opportunities for youth, and enhancing internet access and the use of smart technologies, shall the City of West Sacramento enact a 1/4 percent transactions and use tax (sales tax) raising approximately $3.3 million annually on an ongoing basis for general governmental purposes.

SB1/State of Good Repair

The recently passed and signed SB 1 is estimated to provide Yolo County $66m over the next ten years for road maintenance and repairs (annualized amount approximately

$6.6m/year). For reference, the County's FY17-18 road budget (Att. A) is approximately $20m with $10.5m spent directly on road infrastructure (that $10.5m figure does not include the amount spent on routine maintenance- potholes, tree-trimming, etc. performed by the County road crews). However, of that $10.5m, $6.5m is federal funding which is restricted to specific projects (such as bridges, federally funded large-scale road improvements). The remaining $4m consists of Highway User Tax Apportionments (HUTA), i.e. gas tax, $2.5m and $1.5m in one time General Fund (set aside for the pavement preservation project). However, despite these funds being discretionary, they are frequently used as the required 12% local match for federal projects, further reducing the amount that is actually available for discretionary maintenance projects.

While the new SB 1 funds will significantly increase the expenditure on discretionary road maintenance, the County as a whole currently faces backlog of maintenance needs. A comparison of the estimated SB1 funding and existing 10 year maintenance need for the County and the cities is detailed below.

SB 1 also includes $200m/year for the state-local partnership program. These funds can be directed on a formulaic or discretionary basis to "self-help" counties. Yolo County in conjunction with the cities of Davis, West Sacramento, Winters, Woodland, and the Yolo County Transportation District (YCTD) has been analyzing the potential for Yolo County to become a "self-help" county and implement a local sales tax to fund local transportation projects. Previously funds within the state-local partnership program were allocated on a 95% formulaic, 5% discretionary basis with the formula being population-driven. County staff had estimated that under the previous funding regulations, Yolo County could have expected $1m annually in formulaic funding (similarly sized Marin County received $1.1m). However, the California Transportation Commission (CTC) recommended the new state-local partnership program funds provided by SB 1 be allocated on a 50% formulaic, 50% discretionary basis. This recommendation prompted push back from the existing self-help counties which were concerned with the program moving towards a discretionary/competitive funding basis, as such the CTC "directed staff to work with the Self-Help Counties Coalition to reach a compromise on the portion of the program to be competitive versus formulaic." Final guidelines released demonstrate how to pursue self-help county status and it is necessary to adopt a local sales tax that is solely dedicated to transportation improvements, i.e. a special tax. A county may by action of its Board of Supervisors adopt a sales and use tax. Voter approval is required for new and increased local taxes. A tax levied to fund a specific governmental project or program, or any tax in which the proceeds are not placed in the general fund, and are not made available for general government purposes, is a special tax. A special tax requires both a two-thirds vote of all members of the Board and approval by a two-thirds vote of voters.

Transportation Development Act(TDA)/ Local Transportation Funding(LTF)

The TDA creates in each county a local transportation fund for the transportation purposes specified in the Act. Revenues to the LTF are derived from 1/4¢ of the retail sales tax collected statewide. The 1/4¢ is returned by the State Board of Equalization to each county according to the amount of sales tax collected in that county. Payments from the LTF are made by the county auditor, but only in accordance with written allocation instructions issued in compliance with the Act by the county's Regional Transportation Planning Agency (RTPA). The RTPAs are designated by the Director of the Department of Transportation and are statutorily created agencies, councils of governments, or local transportation commissions. SACOG is the RTPA for the four counties (Sacramento, Sutter, Yolo, & Yuba) and the jurisdictions within those counties. Revenues to a county's LTF must be apportioned by population to areas within the county, and allocations to claimants in a given area may not exceed the apportionment of that area. For a county without a transit district, apportionments are made for the incorporated area of each city and for the county unincorporated area.

Funding from the LTF is a three-step process: (1) apportionment, (2) allocation, and (3) payment. Apportionment is the required division of available funds by population to jurisdictions within each county (cities and unincorporated portions of the counties). Once funds are apportioned to a given jurisdiction, they are available only for allocation to claimants for that jurisdiction. Allocation is the discretionary action of the SACOG Board of Directors designating funds for a specific claimant for a specific purpose. Payment is authorized by the allocation instructions, which may call for payment in a lump sum, in installments, or as funds become available. Interest earned by SACOG on the moneys allocated to a claimant does not accrue to the project, but only accrue to the local transportation fund to be apportioned to future projects.

State Transit Assistance Program (STA)

The State Transit Assistance (STA) program was created under Chapter 161 of the Statutes of 1979 (SB 620) The program provides a second source of Transportation Development Act (TDA) funding for transportation planning, public transportation, and community transit purposes as specified by the Legislature. Unlike LTF, STA funds may not be allocated for fund administration, streets, roads, or pedestrian/bicycle facility purposes.

STA funds are derived from a statewide excise tax on diesel fuel at a rate that generates the equivalent of the previous sales tax on gasoline and the statewide sales tax on diesel fuel both of which are deposited in the Transportation, Planning and Development account. This is based on legislation passed in March 2010 (Assembly Bills 6 and 9). The March 2010 changes to the Statutes may be subject to further modification based on the interpretation of Propositions 22, 25 and 26, which were passed in the November 2010 election. SB 508 signed by the Governor in October 2015 amended STA compliance requirements. The future of the STA fund is not certain and SACOG recommends transit claimants take into account the uncertainty of this funding source.

STA funds are derived from the Statewide excise tax on use fuel (diesel), which is deposited in the Transportation Planning and Development Account in the State Transportation Fund. The money is appropriated to the State Controller for allocation by formula to each regional planning entity such as SACOG. The formula allocates 50% of the funds based on the population of the region compared to the population of the state, and the remaining 50% is allocated according to the prior-year proportion of regional transit operator revenues compared with statewide transit operator revenues. STA allocations are deposited in each regional entity's STA fund. The process for allocation and payment of funds from the STA fund is similar to that for LTF.

Legislation passed in 2015 and amended in 2017 requires that operators receiving STA funds must meet either of the following efficiency standard. The passing of Senate Bill 1 (SB1) in 2017 will increase available STA funding.

Table 23 represents both the LTF and STA Estimates for Yolo County for Fiscal Year 2017-2018. New State STA guidelines have recently been released. Table 24 represents the revision to the Fy-2017 and 2018 STA Funding at this time.

Table B-1

ESTIMATED 2017/18 LTF & STA TO YCTD BY JURISDICTION

(Local Transportation Fund & State Transit Assistance Fund)

	Davis				Woodland				West Sacramento			
	Final 2015/16	Final 2016/17	Preliminary 2017/18	Change	Final 2015/16	Final 2016/17	Preliminary 2017/18	Change	Final 2015/16	Final 2016/17	Preliminary 2017/18	Change
LTF Estimate by Jurisdiction	$3,039,004	$3,240,798	$2,816,949	-13.1%	$2,608,931	$2,792,619	$2,369,029	-15.2%	$2,317,733	$2,489,060	$2,144,594	-13.8%
STA Estimate by Jurisdiction	$337,102	$230,238	$252,528	9.7%	$289,396	$198,261	$217,605	9.8%	$257,095	$177,156	$193,952	9.5%
	$3,376,106	$3,512,526	$3,069,477	-12.6%	$2,898,327	$3,026,769	$2,586,634	-14.5%	$2,574,828	$2,697,758	$2,338,546	-13.3%
LTF & STA to YCTD												
YCTD Fixed Route	$1,426,221	$1,496,685	$1,507,412	0.7%	$1,136,648	$1,141,473	$1,174,885	2.9%	$1,731,906	$1,645,195	$1,667,323	1.3%
YCTD Capital	$0	$67,771	$0	-100.0%	$0	$54,289	$0	-100.0%	$0	$56,168	$0	-100.0%
YCTD Paratransit Service	$262,320	$307,213	$304,466	-0.9%	$314,556	$361,499	$358,266	-0.9%	$198,620	$228,261	$226,220	-0.9%
Total Required LTF & STA	$1,688,540	$1,871,669	**$1,811,878**	-3.2%	$1,451,204	$1,557,261	**$1,533,151**	-1.5%	$1,930,526	$1,929,624	**$1,893,542**	-1.9%
Amount Not Used By YCTD	$1,687,566	$1,640,857	$1,257,599	-23.4%	$1,447,123	$1,469,508	$1,053,483	-28.3%	$644,302	$768,134	$445,004	-42.1%
% to non YCTD	50.0%	46.7%	41.0%	-12.3%	49.9%	48.6%	40.7%	-16.1%	25.0%	28.5%	19.0%	-33.2%

	Winters				County				Total			
	Final 2015/16	Final 2016/17	Preliminary 2017/18	Change	Final 2015/16	Final 2016/17	Preliminary 2017/18	Change	Final 2015/16	Final 2016/17	Preliminary 2017/18	Change
LTF Estimate by Jurisdiction	$318,189	$337,590	$297,155	-12.0%	$1,125,538	$1,305,164	$1,114,126	-14.6%	$9,409,395	$10,165,231	$8,741,853	-14.0%
STA Estimate by Jurisdiction	$35,295	$23,663	$26,306	11.2%	$124,851	$92,735	$101,700	9.7%	$1,043,739	$722,053	$792,091	9.7%
	$353,484	$365,896	$323,461	-11.6%	$1,250,389	$1,414,597	$1,215,826	-14.1%	$10,453,134	$11,017,546	$9,533,944	-13.5%
LTF & STA to YCTD												
YCTD Fixed Route	$127,049	$133,147	$147,279	10.6%	$152,265	$138,099	$189,351	37.1%	$4,574,089	$4,554,599	$4,686,250	2.9%
YCTD Capital	$0	$8,300	$0	-100.0%	$0	$40,204	$0	-100.0%	$0	$226,732	$0	-100.0%
YCTD Paratransit Service	$0	$0	$0		$48,396	$48,226	$37,040	-23.2%	$823,891	$945,199	$925,991	
Total Required LTF & STA	$127,049	$141,447	**$147,279**	4.1%	$200,661	$226,529	**$226,390**	-0.1%	$5,397,980	$5,726,530	**$5,612,241**	-2.0%
Amount Not Used By YCTD	$226,435	$224,449	$176,182	-21.5%	$1,049,728	$1,188,068	$989,436	-16.7%	$5,055,154	$5,291,016	$3,921,703	-26.9%
% to non YCTD	64.1%	61.3%	54.5%	-11.2%	84.0%	84.0%	81.4%	-3.1%	48.4%	48.0%	41.1%	-14.3%

November 2017

SACRAMENTO AREA COUNCIL OF GOVERNMENTS

Regional Share of Statewide PUC Allocation: $15,507,677

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS (STA)

FY 2017-18 [illegible]

PUBLIC UTILITY CODE SECTION 99313 & 99314

JURISDICTION	POPULATION	POPULATION AS A % OF TOTAL	ALLOCATION PUC 99313	ALLOCATION PUC 99314	STA Total
SACRAMENTO COUNTY					
Unincorporated	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Citrus Heights	[illegible]	[illegible]	[illegible]		[illegible]
Elk Grove	165,121	8.87%	$1,002,516	$81,751	$1,084,267
Folsom	76,122	4.09%	$462,167	$30,454	$492,621
Galt	25,081	1.35%	$152,155		$152,155
Isleton	840	0.05%	$5,100		$5,100
Rancho Cordova	70,968	3.81%	$430,875		$430,875
Sacramento	482,110	25.90%	$2,927,084		$2,927,084
Sacramento Regional Transit District	NA	NA	NA	$3,631,825	$3,631,825
YOLO COUNTY					
Unincorporated	26,885	1.44%	$163,230		$163,230
Davis	66,757	3.59%	$405,309	$143,273	$548,582
West Sacramento	51,272	2.75%	$311,293		$311,293
Winters	6,954	0.37%	$42,221		$42,221
Woodland	57,525	3.09%	$349,257		$349,257
Yolo County Transportation District	NA	NA	NA	$201,676	$201,676
SUTTER COUNTY					
Unincorporated	21,039	1.13%	$127,736		$127,736
Live Oak	8,546	0.46%	$51,886		$51,886
Yuba City	[illegible]	[illegible]	[illegible]		[illegible]
YUBA COUNTY					
Unincorporated	[illegible]	[illegible]	[illegible]		[illegible]
Marysville	[illegible]	[illegible]	[illegible]		[illegible]
Wheatland	[illegible]	[illegible]	[illegible]		[illegible]
Yuba-Sutter Transit Authority	NA	NA	NA	[illegible]	[illegible]
TOTAL	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

County of Sacramento Total	[illegible]
Rancho Cordova Total	[illegible]
Sacramento Total	[illegible]
Available to SRTD	[illegible]
Available to County of Sacramento	[illegible]
Available to Yuba-Sutter Transit Authority	[illegible]

% in JPA District	Transfer to SRTD
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]

Sacramento County
[illegible]

[illegible]

Potential Funding Measures

Countywide Development Impact Fee

In the early 1990's the County developed a set of Countywide Impact Fees that would be applied to all new development within the four cities and the unincorporated area. One of those fees developed was an impact fee for transportation to cover the cost of maintenance and reconstruction of County roads linking the four cities. It was decided at the time to only implement a fee to pay for Countywide facilities and not transportation. If the County decided to implement this transportation fee again on new development, it could be a viable source of funding for those linking to County roads.

Countywide Sales Tax-Transportation

A countywide sales tax likely offers the best method available to fund the shortfall in all jurisdictions both for current and future transportation needs. As shown in Table 24, many counties in California have become or are proposing to become "self-help" counties and have passed or are proposing special sales tax measures for transportation. SB1 contains a separate amount of funding for self-help aspiring counties and counties that are self-help have been more successful at obtaining grants from the state and federal governments.

A countywide special sales tax can be placed on the general ballot by either the County Board of Supervisors or the Yolo County Transportation District. A special sales tax could be proposed in perpetuity by the County Board of Supervisors and for 20-years by the Yolo County Transportation District. A two-thirds majority vote all registered voters participating in the election is required. Based upon the 2015 receipt of sales tax countywide, and as shown in Table 25, as much as $19.9 million could be generated by a ½ cent special tax and $9.9 million annually for a ¼ cent special tax. Allocation of the proceeds of the special tax would have to be developed. There are several methods or combinations of methods to develop an allocation

Staff recommends the Board consider the District propose any potential transportation sales tax measure given its countywide representation and unique position to collaboratively implement the CTCIP and apportion funding generated by a potential transportation sales tax measure. The current Board structure lends itself well to ensuring the measure meets the needs of its member jurisdictions and similarly overseeing its implementation.

- Road/Lane miles
- Vehicle Miles Traveled
- Sales Tax Point of Generation
- Percentage of Total
- Population
- Socio-Economic Need
- State Formulas (SB1)
- Discretionary

TABLE 21-HISTORIC YOLO COUNTY SALES TAX DATA

Jurisdiction	2011-2012	2013-2014	2014-2015
Davis	$4,111,277	$4,862,390	$5,243,786
West Sacramento	$10,674,733	$12,281,245	$12,497,136
Winters	$315,181	$406,925	$416,990

Woodland	$7,047,409	$7,934,155	$8,098,858
Yolo	$2,379,452	$2,562,417	$2,928,080
Total	**$24,528,052.00**	**$28,049,146.00**	**$29,184,850**

TABLE 22-2015 YOLO COUNTY SALES TAX COLLECTIONS

Jurisdiction	Sales Tax (2015 BOE)	Percentage of Sales Tax Base
Davis	$5,243,786	18
West Sacramento	$12,497,1365	43
Winters	$416,990	1
Woodland	$8,098,858	28
Yolo	$2,928,080	10
Total	**$29,184,850**	**100**

State law caps the combined rate of all local sales taxes (county and city imposed taxes) in a county at 2%; however, special legislation can waive this cap. The existing capacity within this two 2% local sales tax cap for jurisdictions within Yolo County is denoted in the chart below. Should a quarter-cent sales tax be approved, Yolo jurisdictions would have a remaining capacity of 0.75%-1.75% within the 2% cap.

TABLE 23-YOLO COUNTY SALES TAX RATES (CURRENT)

Jurisdiction	Sales Tax Rate	Existing Local Rate	Existing Total Sales Tax Rate	Capacity Within 2% Local Sales Tax Cap
Davis	7.25%	0.75%	8.25%	**1%**
West Sacramento	7.25%	0%	8%	**1.25%**
Winters	7.25%	0.75%	7.25%	**2%**
Woodland	7.25%	0.75%	8%	**1.25%**
Yolo County	7.25%	0%	7.25%	**2%**

TABLE 24-COUNTY TRANSPORTATION SALES MEASURES APPROVED OR PROPOSED THROUGH 2016

Aspriring County	Revenue Estimates ($M/Year)
Butte	$ 13.7
El Dorado	$ 8.9
Humboldt*	$ 10.0
Kern	$ 72.6
Kings	$7.0
Lake	$2.7
Merced*	$ 15.0
Monterey*	$ 20.0
Placer*	$ 53.3
San Benito	$ 8.0
San Luis Obispo*	$ 25.0

Aspriring County	Revenue Estimates ($M/Year)
Santa Cruz*	$ 16.7
Shasta	$ 13.2
Solano	$ 33.7
Stanislaus*	$ 30.0
Ventura*	$ 70.0
	*proposed

TABLE 25-SALES TAX DATA – POTENTIAL SALES TAX MEASURE

Proposed ½ Cent sales tax	$17,000,000
Proposed ¼ Cent sales tax	$8,500,000

Sales Tax Allocation Formulas

There are many ways to allocate sales tax for a potential revenue measure. Equally, there are many methods to weight the allocation methods. Table 26 represents eight sample scenarios for discussion that use the following allocation methods

- Sales Tax Origin
- Centerline Lane Miles
- Daily Vehicle Miles Traveled
- Population

Also important are set-asides for non-jurisdiction based needs such as public transit. In Table 26, a sample set-aside of 15% for transit is shown. There also may be a need for a small jurisdiction such as Winters, who may need a minimum set-aside used to construct a project. Finally, there may be a need for a discretionary fund to be set up so that each year, the collective group of elected participants in this revenue measure could fund a project of countywide importance for example.

Key Milestones – for Countywide Transportation Capital Improvement Plan and Steps Required for Possible November 2018 Transportation Sales Tax Measure

1. **YCTD Board of Directors** Workshop – January 8, 2018 (Completed)
2. Board of Supervisors Workshop – February 6, 2018
3. Winters City Council Workshop – February 6. 2018
4. West Sacramento City Council Workshop – February 14, 2018
5. Woodland City Council Workshop – February 20, 2018
6. Davis City Council Workshop– March 6, 2018 p
7. **YCTD Board of Directors Adopt CTCIP** – March 11 or April 8, 2018
8. Yolo Leaders Group Meeting – April 25, 2018
9. City Councils/Board of Supervisors Vote On Whether To Support Measure – May 2018
10. **YCTD Board of Directors** Public Hearing to Place Measure on Ballot– June 11, 2018

11. Final Day to Submit a "Resolution Requesting Consolidation of Election and Ordering of Such Election" along with the "Notice to County Elections Official of Measure Submitted to the Voters" – July 6, 2018
12. Board of Supervisors Meeting with action to consolidate elections for November – July 24, 2018
13. Deadline for the submission of Arguments for or against any local measure & Tax Rate Statements-August 10, 2018
14. Deadline for the submission of Impartial Analysis for a local measure-August 10,2018
15. General Election - November 6, 2018

COUNTYWIDE TRANSPORTATION CAPITAL IMPROVEMENT PLAN (CTCIP)-SALES TAX ALLOCATION SCENARIOS-JANUARY 31,2018

A- Equal Weighted Sales Tax Origin/Lane Miles/DVMT - 1/4 cent sales tax

This option gives equal weight to the origin of where sales tax is generated, the amount of maintained centerline miles in each jurisdiction and the daily vehicle miles traveled in each jurisdiction
(data source:Caltrans Public Road Data 2015)

B- 50% Weighted Sales Tax Origin/25 % Lane Miles/25% DVMT - 1/4 cent sales tax

This option gives 50% weight to the origin of where sales tax is generated, 25% weight to the amount of maintained centerline miles in each jurisdiction and 25% weight to the the daily vehicle miles traveled in each jurisdiction
(data source:Caltrans Public Road Data 2015)

C- 50% Weighted Sales Tax Origin/25 % Population/25% DVMT - 1/4 cent sales tax

This option gives 50% weight to the origin of where sales tax is generated, 25% weight to the population in each jurisdiction and 25% weight to the the daily vehicle miles traveled in each jurisdiction
(data source:Caltrans Public Road Data 2015, Department of Finance Population Estimates 2015)

D- 50% Weighted Sales Tax Origin/25 % Population/25% DVMT - 1/4 cent sales tax (Discretionary Setaside)

This option gives 50% weight to the origin of where sales tax is generated, 25% weight to the population in each jurisdiction and 25% weight to the the daily vehicle miles traveled in each jurisdiction
This option creates a discretionary setaside that can be used for projects of countywide importance chosen annually or by an interval larger than annually
(data source:Caltrans Public Road Data 2015, Department of Finance Population Estimates 2015)

E- 50% Weighted Sales Tax Origin/25 % Population/25% DVMT - 1/4 cent sales tax (Discretionary Setaside+Winters Carveout)

This option gives 50% weight to the origin of where sales tax is generated, 25% weight to the population in each jurisdiction and 25% weight to the the daily vehicle miles traveled in each jurisdiction
This option creates a discretionary setaside that can be used for projects of countywide importance chosen annually or by an interval larger than annually
This option creates a setaside for the City of Winters due to the small amount of funds available each year to do a project in Winters
(data source:Caltrans Public Road Data 2015, Department of Finance Population Estimates 2015)

F- 50% Weighted Sales Tax Origin/50% DVMT - 1/4 cent sales tax (Discretionary Setaside+Winters Carveout)

This option gives equal weight to the origin of where sales tax is generated and the daily vehicle miles traveled in each jurisdiction
This option creates a discretionary setaside that can be used for projects of countywide importance chosen annually or by an interval larger than annually
This option creates a setaside for the City of Winters due to the small amount of funds available each year to do a project in Winters
(data source:Caltrans Public Road Data 2015)

G- 50% Weighted Sales Tax Origin/25 % Lane Miles/25% Population - 1/4 cent sales tax

This option gives 50% weight to the origin of where sales tax is generated, 25% weight to the amount of maintained centerline miles in each jurisdiction and 25% weight to the the population in each jurisdiction
This option creates a discretionary setaside that can be used for projects of countywide importance chosen annually or by an interval larger than annually
(data source:Caltrans Public Road Data 2015, Department of Finance Population Estimates 2015)

H- DVMT/Lane Miles/Population - 1/4 cent sales tax(Discretionary Setaside)

This option gives equal weight to the the daily vehicle miles traveled, the amount of maintained centerline miles in each jurisdiction and the population in each jurisdiction
This option creates a discretionary setaside that can be used for projects of countywide importance chosen annually or by an interval larger than annually
(data source:Caltrans Public Road Data 2015, Department of Finance Population Estimates 2015)

COUNTYWIDE TRANSPORTATION CAPITAL IMPROVEMENT PLAN (CTCIP)-SALES TAX ALLOCATION SCENARIOS-JANUARY 17,2018

A-1 Equal Weighted Sales Tax Origin/Lane Miles/DVMT - 1/4 cent sales tax

		Percent of Sales Tax Base	Lane Miles	Percent of Sales Tax Base	DVMT	Percent of DVMT	Equal Weighted Average	ST Origin+Lane Miles+DVMT Percentage Method (1/4 cent)	minus Transit@15%	Net
Davis	$5,243,786	17.97%	162	11.69%	359,180	17.48%	15.71%	$1,335,374	$200,306	$1,135,068
West Sacramento	$12,497,136	42.82%	165	11.90%	401,430	19.53%	24.75%	$2,103,920	$315,588	$1,788,332
Winters	$416,990	1.43%	23	1.66%	19,070	0.93%	1.34%	$113,788	$17,068	$96,720
Woodland	$8,098,858	27.75%	165	11.90%	517,770	25.19%	21.62%	$1,837,298	$275,595	$1,561,703
Yolo County	$2,928,080	10.03%	871	62.84%	757,940	36.88%	36.58%	$3,109,621	$466,443	$2,643,178
Total	$29,184,850	100.00%	1,386	100.00%	2,055,390	100.00%	100.00%	$8,500,000	$1,275,000	$7,225,000

B-1 50% Weighted Sales Tax Origin/25 % Lane Miles/25% DVMT - 1/4 cent sales tax

		Percent of Sales Tax Base	Lane Miles	Percent of Lane Miles	DVMT	Percent of DVMT	Percent of Sales Tax Base	Percent of Lane Miles	Percent of DVMT	Weight Sales Tax	Weight Lane Miles	Weight DVMT	Weighted Average	ST Origin+Lane Miles+DVMT Percentage Method (1/4 cent)	minus Transit@15%	Net
Davis	$5,243,786	17.97%	162	11.69%	359,180	17.48%	17.97%	11.69%	17.48%	2	1	1	16.27%	$1,383,339	$207,501	$1,175,839
West Sacramento	$12,497,136	42.82%	165	11.90%	401,430	19.53%	42.82%	11.90%	19.53%	2	1	1	29.27%	$2,487,878	$373,182	$2,114,696
Winters	$416,990	1.43%	23	1.66%	19,070	0.93%	1.43%	1.66%	0.93%	2	1	1	1.36%	$115,703	$17,355	$98,347
Woodland	$8,098,858	27.75%	165	11.90%	517,770	25.19%	27.75%	11.90%	25.19%	2	1	1	23.15%	$1,967,666	$295,150	$1,672,516
Yolo County	$2,928,080	10.03%	871	62.84%	757,940	36.88%	10.03%	62.84%	36.88%	2	1	1	29.95%	$2,545,414	$381,812	$2,163,602
Total	$29,184,850	100.00%	1,386	100.00%	2,055,390	100.00%	100.00%	100.00%	#REF!				100.00%	$8,500,000	$1,275,000	$7,225,000

C-1 50% Weighted Sales Tax Origin/25 % Population/25% DVMT - 1/4 cent sales tax

		Percent of Sales Tax Base	DVMT	Percent of DVMT	2015 DOF Population	Percent of Population	Percent of Sales Tax Base	Percent of DVMT	Percent of Population	Weight Sales Tax	Weight Population	Weight DVMT	Weighted Average	ST Origin+Population+DVMT Percentage Method (1/4 cent)	minus Transit@15%	Net
Davis	$5,243,786	17.97%	359,180	17.48%	67,169	31.81%	17.97%	17.48%	31.81%	2	1	1	21.31%	$1,811,024	$271,654	$1,539,371
West Sacramento	$12,497,136	42.82%	401,430	19.53%	51,267	24.28%	42.82%	19.53%	24.28%	2	1	1	32.36%	$2,750,908	$412,636	$2,338,272
Winters	$416,990	1.43%	19,070	0.93%	7,070	3.35%	1.43%	0.93%	3.35%	2	1	1	1.78%	$151,600	$22,740	$128,860
Woodland	$8,098,858	27.75%	517,770	25.19%	57,973	27.46%	27.75%	25.19%	27.46%	2	1	1	27.04%	$2,298,192	$344,729	$1,953,463
Yolo County	$2,928,080	10.03%	757,940	36.88%	27,647	13.10%	10.03%	36.88%	13.10%	2	1	1	17.51%	$1,488,276	$223,241	$1,265,034
Total	$29,184,850	100.00%	2,055,390	100.00%	211,126	100.00%	100.00%	100.00%	100.00%				100.00%	$8,500,000	$1,275,000	$7,225,000

D-1 50% Weighted Sales Tax Origin/25 % Population/25% DVMT - 1/4 cent sales tax (Discretionary Setaside)

		Percent of Sales Tax Base	DVMT	Percent of DVMT	2015 DOF Population	Percent of Population	Percent of Sales Tax Base	Percent of Sales Tax Base	Percent of DVMT	Weight Sales Tax	Weight Population	Weight DVMT	Weighted Average	ST Origin+Population+DVMT Percentage Method (1/4 cent)	minus Transit@15%	Minus Discretionary @5%	Net
Davis	$5,243,786	17.97%	359,180	17.48%	67,169	31.81%	17.97%	17.48%	31.81%	2	1	1	21.31%	$1,811,024	$271,654	$90,551	$1,448,819
West Sacramento	$12,497,136	42.82%	401,430	19.53%	51,267	24.28%	42.82%	19.53%	24.28%	2	1	1	32.36%	$2,750,908	$412,636	$137,545	$2,200,727
Winters	$416,990	1.43%	19,070	0.93%	7,070	3.35%	1.43%	0.93%	3.35%	2	1	1	1.78%	$151,600	$22,740	$7,580	$121,280
Woodland	$8,098,858	27.75%	517,770	25.19%	57,973	27.46%	27.75%	25.19%	27.46%	2	1	1	27.04%	$2,298,192	$344,729	$114,910	$1,838,554
Yolo County	$2,928,080	10.03%	757,940	36.88%	27,647	13.10%	10.03%	36.88%	13.10%	2	1	1	17.51%	$1,488,276	$223,241	$74,414	$1,190,621
Total	$29,184,850	100.00%	2,055,390	100.00%	211,126	100.00%	100.00%	100.00%	100.00%				100.00%	$8,500,000	$1,275,000	$425,000	$6,800,000

E-1 50% Weighted Sales Tax Origin/25 % Population/25% DVMT - 1/4 cent sales tax (Discretionary Setaside+Winters Carveout)

		Percent of Sales Tax Base	DVMT	Percent of DVMT	2015 DOF Population	Percent of Population	Percent of Sales Tax Base	Percent of DVMT	Percent of Population	Weight Sales Tax	Weight Population	Weight DVMT	Weighted Average	ST Origin+Population+DVMT Percentage Method (1/4 cent)	minus Transit@15%	Minus Discretionary @5%	Net
Davis	$5,243,786	17.97%	359,180	17.48%	67,169	31.81%	17.97%	17.48%	31.81%	2	1	1	21.31%	$1,757,138	$263,571	$87,857	$1,405,711
West Sacramento	$12,497,136	42.82%	401,430	19.53%	51,267	24.28%	42.82%	19.53%	24.28%	2	1	1	32.36%	$2,669,057	$400,359	$133,453	$2,135,246
Winters	$416,990	1.43%	19,070	0.93%	7,070	3.35%	1.43%	0.93%	3.35%	2	1	1	1.78%	$400,000	$60,000	$20,000	$320,000
Woodland	$8,098,858	27.75%	517,770	25.19%	57,973	27.46%	27.75%	25.19%	27.46%	2	1	1	27.04%	$2,229,811	$334,472	$111,491	$1,783,849
Yolo County	$2,928,080	10.03%	757,940	36.88%	27,647	13.10%	10.03%	36.88%	13.10%	2	1	1	17.51%	$1,443,993	$216,599	$72,200	$1,155,195
Total	$29,184,850	100.00%	2,055,390	100.00%	211,126	100.00%	100.00%	100.00%	100.00%				100.00%	$8,500,000	$1,275,000	$425,000	$6,800,000

F-1 50% Weighted Sales Tax Origin/50% DVMT - 1/4 cent sales tax (Discretionary Setaside+Winters Carveout)

		Percent of Sales Tax Base	DVMT	Percent of DVMT	Percent of Sales Tax Base	Pecent of DVMT	Weighted Average	ST Origin+DVMT Percentage Method (1/4 cent)	minus Transit@15%	Minus Discretionary @5%	Net
Davis	$5,243,786	17.97%	359,180	17.48%	17.97%	17.48%	17.72%	$1,452,537	$217,881	$72,627	$1,162,030
West Sacramento	$12,497,136	42.82%	401,430	19.53%	42.82%	19.53%	31.18%	$2,555,334	$383,300	$127,767	$2,044,267
Winters	$416,990	1.43%	19,070	0.93%	1.43%	0.93%	1.18%	$400,000.00	$60,000	$20,000	$320,000
Woodland	$8,098,858	27.75%	517,770	25.19%	27.75%	25.19%	26.47%	$2,169,678	$325,452	$108,484	$1,735,742
Yolo County	$2,928,080	10.03%	757,940	36.88%	10.03%	36.88%	23.45%	$1,922,451	$288,368	$96,123	$1,537,960
Total	$29,184,850	100.00%	2,055,390	100.00%	100.00%	100.00%	100.00%	$8,500,000.00	$1,275,000	$425,000	$6,800,000

G-1 50% Weighted Sales Tax Origin/25 % Lane Miles/25% Population - 1/4 cent sales tax(Discretionary Setaside)

	Sasles Tax	Percent of Sales Tax Base	Lane Miles	Percent of Lane Miles	2015 DOF Population	Percent of Population	Percent of Sales Tax Base	Percent of Lane Miles	Percent of Population	Weight Sales Tax	Weight Population	Weight DVMT	Weighted Average	ST Origin+Lane Miles+Population Percentage Method (1/4 cent)	minus Transit@15%	Minus Discretionary @5%	Net
Davis	$5,243,786	17.97%	162	11.69%	67,169	31.81%	17.97%	11.69%	31.81%	2	1	1	19.86%	$1,688,056	$253,208	$84,403	$1,350,445
West Sacramento	$12,497,136	42.82%	165	11.90%	51,267	24.28%	42.82%	11.90%	24.28%	2	1	1	30.46%	$2,588,859	$388,329	$129,443	$2,071,087
Winters	$416,990	1.43%	23	1.66%	7,070	3.35%	1.43%	1.66%	3.35%	2	1	1	1.97%	$167,147	$25,072	$8,357	$133,718
Woodland	$8,098,858	27.75%	165	11.90%	57,973	27.46%	27.75%	11.90%	27.46%	2	1	1	23.72%	$2,015,863	$302,379	$100,793	$1,612,690
Yolo County	$2,928,080	10.03%	871	62.84%	27,647	13.10%	10.03%	62.84%	13.10%	2	1	1	24.00%	$2,040,074	$306,011	$102,004	$1,632,059
Total	$29,184,850	100.00%	1,386	100.00%	211,126	100.00%	100.00%	100.00%	100.00%				100.00%	$8,500,000	$1,275,000	$425,000	$6,800,000

H-1 DVMT/Lane Miles/Population - 1/4 cent sales tax(Discretionary Setaside)

	DVMT	Percent of DVMT	Lane Miles	Percent of Lane Miles	2015 DOF Population	Percent of Population	Percent of DVMT	Percent of Lane Miles	Percent of Population	Weight Sales Tax	Weight Population	Weight DVMT	Weighted Average	ST Origin+Lane Miles+Population Percentage Method (1/4 cent)	minus Transit@15%	Minus Discretionary @5%	Net
Davis	359,180	17.48%	54	3.90%	67,169	31.81%	17.48%	3.90%	31.81%	1	1	1	17.73%	$1,506,931	$226,040	$75,347	$1,205,544
West Sacramento	401,430	19.53%	30	2.16%	51,267	24.28%	19.53%	2.16%	24.28%	1	1	1	15.33%	$1,302,703	$195,405	$65,135	$1,042,163
Winters	19,070	0.93%	23	1.66%	7,070	3.35%	0.93%	1.66%	3.35%	1	1	1	1.98%	$168,186	$25,228	$8,409	$134,549
Woodland	517,770	25.19%	165	11.90%	57,973	27.46%	25.19%	11.90%	27.46%	1	1	1	21.52%	$1,829,046	$274,357	$91,452	$1,463,237
Yolo County	757,940	36.88%	871	62.84%	27,647	13.10%	36.88%	62.84%	13.10%	1	1	1	37.60%	$3,196,381	$479,457	$159,819	$2,557,105
Total	2,055,390	100.00%	1,143	82.47%	211,126	100.00%	100.00%	100.00%	100.00%				94.16%	$8,500,000	$1,200,487	$400,162	$6,899,351

Updated: 1/31/18