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# Federal Priorities

ADOPTED MARCH 1, 2011

## Regulatory Reform

**#1: Secure an amendment to Coast Guard regulations to allow changes in Freeport Bridge operations to reduce County costs.**

Yolo County, in cooperation with Sacramento County, will advocate for an amendment to Coast Guard regulations to reduce the operating hours of the drawbridge at Freeport. The County could realize approximately \$150,000 in savings per year if the regulations are amended.

**#2: Change federal requirement to construct all new bridges with a minimum of two lanes.**

Federal standards require construction of bridges with a minimum of two lanes, even in rural agricultural areas that do not have the traffic volumes to support the additional 35-40% costs. Yolo County and the federal government are paying higher than necessary costs for bridge projects in the remote areas of the County (i.e., Guinda, Rumsey, and the Cache Creek low-water bridge) all of which could more practically be replaced with new single lane bridges.

**#3: Seek modifications to Federal Emergency Management Agency (FEMA) standards for non-residential structures.**

Work with the State of California to establish regulatory flexibility for agricultural processing facilities, agricultural storage buildings, farm stands, wineries, and other structures necessary for economic development in rural areas. As a result of new maps in Yolo County, FEMA requires construction or expansion of structures in the floodplain to meet certain standards. The state Department of Water Resources is developing the Central Valley Flood Protection Plan, which is likely to include a recommendation for regulatory flexibility for economic development projects in rural areas to ensure the continued viability of small communities.

**#4: Promote consistency of regulations and federal funding formulas with policies that discourage urban sprawl, protect open space and reduce greenhouse gas emissions.**

The formulas that guide several federal programs (i.e. Byrne formula funding and energy efficiency block grants) benefit counties with large populations in the unincorporated area. This approach disadvantages counties like Yolo that have directed growth to cities to protect agricultural land and open space and address

climate change. Over 88% of Yolo County's population lives in cities because of responsible land use planning principles. Such efforts have resulted in some of the lowest commute times in the six-county Sacramento region and other benefits related to maintaining a low rate of greenhouse gas emissions. Despite the County's success in encouraging smart growth, it still must provide countywide services to all 200,000 residents in the County. Counties with significant service responsibilities, but low unincorporated area populations, are either not eligible or receive minimal funding from some existing formulas.

## **Flood Control and Emergency Preparedness**

### **#1: Secure funding for Mid-Valley Levee Improvement Project**

Support the U.S. Army Corps of Engineer's request for \$9 million dollars to construct the Mid-Valley Project in fiscal year 2012. The Knights Landing Drainage District and Yolo County are jointly supporting this project, already authorized by the Water Resources Development Act, to construct levee improvements that protect the town of Knights Landing.

### **#2: Protect funding for Cache Creek Flood Control Feasibility Study**

Support the U.S. Army Corps of Engineer's request for \$600,000 to further the Cache Creek Flood Control Feasibility Study in fiscal year 2012. The Yolo County Flood Control and Conservation District, the City of Woodland, and Yolo County are studying alternatives to reduce flooding from Cache Creek that places residents and businesses at risk. The feasibility study is authorized by the Water Resources Development Act.

### **#3: Emergency Communications Improvements**

Support grants or other funding for improvements to the Yolo Emergency Communications Agency's (YECA) aged emergency communications system. Updated equipment is needed to avoid communications failures and achieve interoperability with neighboring jurisdictions. YECA's system is an integral part of first responder efforts in the event of flooding or other disaster in the Delta.

## **Sacramento-San Joaquin Delta**

### **#1: Support federal involvement in the Delta Multi-Hazard Coordination Task Force.**

Support federal involvement in the Delta Multi-Hazard Coordination Task Force. State law established the Task Force in 2008 to develop a emergency preparedness and response strategy for the Delta. The Task Force completed its report in 2011, but has no funding for implementation of its recommendations. The Task Force includes emergency managers from the five Delta counties and key state agencies. The Task Force also coordinates with federal agencies.

### **#2: Support passage of Delta National Heritage Area legislation.**

Yolo County supports passage of legislation to designate the Sacramento-San Joaquin Delta as a National Heritage Area.

### **#3 Bay-Delta Conservation Plan**

Yolo County seeks assistance from federal representatives with efforts to secure a high-level, meaningful role in the Bay-Delta Conservation Plan process.

# Transportation Bill Reauthorization Priorities

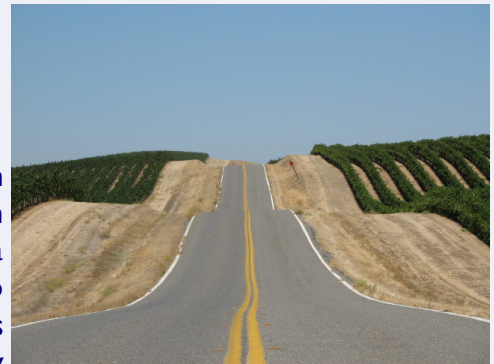
Yolo County supports passage of the federal transportation bill reauthorization in 2011 to further much-needed transportation improvements and create jobs in Yolo County. County staff members are working with the Board of Supervisors and SACOG to develop policies for inclusion in the federal transportation reauthorization bill, including directing funding to farm-to-market routes, goods movement corridors, and safety improvements for important rural-urban connectors.

## **#1: Funding for the I5-113 interchange - \$10 million**

Yolo County supports funding to construct an interchange connecting northbound Interstate 5 and southbound State Route 113 in the City of Woodland. A vehicle or truck must traverse four signalized intersections to access southbound SR 113 from northbound I-5 on a congested city street. The project also will complete the only alternate east-west connection in the Sacramento region, providing an important evacuation route in the event of levee failure or other disaster and an alternative to the increasingly congested I-80 corridor between Davis and Sacramento.

## **#2: Funding for Road 98 Safety Improvement Project and other safety improvements to rural-urban connector routes - \$4 million**

Yolo County has 4 safety improvement projects on rural-urban connector routes that can be implemented in the next 2-3 years with sufficient funding. The largest project would improve Road 98, a critical commuting corridor and farm-to-market route in Yolo County, benefiting residents in the cities of Woodland and Davis and the agricultural community. The other projects are safety improvements to County Road 31 between Davis and Winters, County Road 22 between Woodland and West Sacramento, and the County's primary east-west goods movement corridor, County Road 27. Yolo County received \$6 million from SACOG towards the total Road 98 project cost of \$14 million in 2010. Road 98 currently has one of the highest rates of accidents in the County. The project has federal and state environmental clearance and the County will complete right-of-way acquisition in 2011. Any funding secured in the reauthorization will accelerate completion of these projects and immediately create jobs.



## **#3: Davis-Woodland Alternative Transportation Corridor - \$2.6 million**

Yolo County requests \$2.6 million for design, engineering, and right-of-way acquisition for an off-road bike path between Davis and Woodland. Yolo County and the cities of Davis and Woodland completed a feasibility study in 2009. This project will provide the first off-road bicycle path between the two cities, therefore encouraging bicycle commuting opportunities and helping to address climate change by reducing vehicles miles traveled in the region.

## **#4: Support City of Davis Multi-Modal Transit Station**

Yolo County supports the City of Davis' efforts to secure \$750,000 for a feasibility study to construct infrastructure improvements to enhance transit, bike, pedestrian, and vehicular access to the Davis Multi-Modal Transit Station. The improvements include adding additional parking capacity for motor vehicles, bicyclists, and buses, improving circulation for all modes, and enhancing safety.

# Federal Funding Priorities

## **#1: Maintain President's recommended level of funding for nationwide Habitat Conservation Planning**

Yolo County supports maintaining the President's \$100 million recommended level of funding for the U.S. Fish and Wildlife Service's Cooperative Endangered Species Conservation Fund. This funding will provide needed support to regional Habitat Conservation Plans nationally, including the Yolo Natural Heritage Program.

## **#2: Support funding to encourage energy efficiency and green building.**

Yolo County is seeking to improve the energy efficiency of existing and new buildings, as well as other green building opportunities. An example includes the recent low-interest financing used to purchase solar panels on the Monroe Detention Center. The savings on electricity compensate for the interest payments. Additional federal funding for energy efficiency programs will allow the County to further its efforts to address climate change through energy efficiency improvements or other efforts.

## **#3: Support \$2.5 million for the Delta Long Term Management Strategy (LTMS).**

The Delta Counties Coalition has sent a letter of support for \$2.5 million from the federal government for this program in fiscal year 2012. The LTMS is helping to resolve conflicts related to levee rehabilitation, dredging, and placement of dredged sediments.

## **#4: Support \$20 million for CalFed Levee Stability Improvement Program.**

The Delta Counties Coalition has sent a letter of support for \$20 million in fiscal year 2012 to fund the U.S. Army Corps of Engineers capability for this program.