

# YOLO INDIAN GAMING LOCAL COMMUNITY BENEFIT COMMITTEE INDIAN GAMING SPECIAL DISTRIBUTION FUND GRANT APPLICATION

Pursuant to Government Code section 12710 et seq., the Yolo Indian Gaming Local Community Benefit Committee (IGLCBC) awards grants to local government jurisdictions within Yolo County to mitigate casino impacts. The Yolo IGLCBC has a total allocation of \$59,432 to award as local government grants in Fiscal Year 2011-12.

<p style="text-align: center;"><b>APPLICATIONS DUE BY 5 PM ON FRIDAY, MARCH 30, 2012</b></p> <p style="text-align: center;">RETURN COMPLETED FORM TO: YOLO INDIAN GAMING LOCAL COMMUNITY BENEFIT COMMITTEE C/O Christopher Lee 625 Court Street, Room 202 Woodland, CA 95695</p>	<p style="font-size: small;">Office Use Only Date Stamp</p> <p style="font-size: large; font-weight: bold;">RECEIVED</p> <p style="font-size: large;">MAR 29 2012</p> <p style="font-size: small;">YOLO COUNTY ADMINISTRATOR'S OFFICE</p>
<b>APPLICANT INFORMATION</b>	

*Applicants may be required to appear before the committee regarding this application. Advance written notice of the date and time of the meeting at which you shall appear will be forwarded to the contact person listed below.*

NAME OF JURISDICTION: <u>MERCSA</u>		CONTACT PERSON:	
<u>Madison Esparto Regional County Service Area</u>		<u>Regina Espinoza</u>	
LEGAL ADDRESS OF JURISDICTION:		CITY:	ZIP CODE:
<u>292 W. Beamer St.</u>		<u>Woodland</u>	<u>95695-2598</u>
PHONE: (530) <u>666-8725</u>	FAX: (530) <u>666-8728</u>	E-MAIL: <u>Regina.Espinoza@yolocounty.org</u>	FEDERAL TAX ID NUMBER:

AMOUNT OF GRANT FUNDING REQUESTED THROUGH THIS APPLICATION: \$ 46,800

**GRANT PROJECT IS FOR:**

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Law Enforcement          | <input type="checkbox"/> Environmental Impacts                    | <input type="checkbox"/> Waste Disposal   |
| <input type="checkbox"/> Fire Services            | <input type="checkbox"/> Emergency Medical Services               | <input type="checkbox"/> Water Supplies   |
| <input type="checkbox"/> Behavioral Health        | <input type="checkbox"/> Recreation & Youth Programs              | <input type="checkbox"/> Public Health    |
| <input type="checkbox"/> Child Care Programs      | <input checked="" type="checkbox"/> Planning & Adjacent Land Uses | <input checked="" type="checkbox"/> Roads |
| <input type="checkbox"/> Other (briefly describe) |   |   |

**WHAT IS THE TOTAL COST OF THE PROJECT:** \$ 62,000 \$46,800 from fund

Will project expenditures include expenditures that mitigate impacts from a casino and also provide other benefits to the local jurisdiction? Yes  No

If Yes, what percentage of the expenditures will mitigate impacts from a casino? 100%

Does your grant request exceed the proportional share of the expenditures that will mitigate impacts from a casino? Yes  No

Name other sources of funding, if any, that will be contributed to the project and the amount provided by each source:

In-kind Syar Foundation; Heitman Foundation

Will the project be competitively bid?  Yes  No

What is the project time frame? After permits, 6 months

**FURTHER INSTRUCTIONS:**

1. Complete and include with this application Attachment A – Project Description.
2. Complete and include with this application Attachment B – Indian Gaming Impacts.
3. Complete and include with this application Attachment C – Mitigation Objectives.
4. Complete and include with this application Attachment D – Proportional Funding Worksheet (if needed)
5. Complete and include with this application Attachment E – Public Notice Requirements
6. Complete and include with this application Attachment F – Acknowledgment of Terms of Grant

**SIGNATURES:**

  
Department or Agency Head

CSA Manager  
Specific Title MERCSA

8-29-12  
Date

Department or Agency Head

Specific Title

Date

INDIAN GAMING LOCAL COMMUNITY BENEFIT COMMITTEE  
Special Distribution Fund Grant Application

Attachment A – Project Description

Provide a complete description of the project:

*Attached*

## Attachment A-Project Description

### TRAFFIC CALMING IN ESPARTO

- 1) Creation of traffic calming measures at the corner of Yolo Avenue (Highway 16) and Woodland Ave.
- 2) Display of public art and/or murals on the Southwest and Northwest corners of Yolo Avenue (Highway 16)
- 3) Build a safe “buffer zone” between the northwest corner of Yolo Avenue and the State Highway 16
- 4) Continuation of the principals and projects approved by the Yolo County Board of Supervisors, SACOG, CalTrans, IGLCBC committees and the community at large for Esparto Streetscape design and traffic calming as a mitigation to increased casino traffic.

The corner at Yolo Ave. (Highway 16) and Woodland Ave. in Esparto is the most critical unimproved traffic corner in Esparto. There are estimates from CalTrans, Yolo County and the Yocha Dehe Tribe on traffic impacts studies all with an estimate of 1300-1700 cars passing through on a weekday and 2000-7000 on a weekend. <sup>1</sup> However, this is also the “Main Street” of the town of Esparto and the only commercial corridor.

On the Southwest Corner is the site of the former Wyatt Building, now a large hole with worn fencing in the front of the property facing Yolo Ave. This site is owned by a nonprofit Crystal River Project in San Diego, CA. who is currently seeking public financing of cleanup through a CalEPA grant of the identified toxic substances. The site itself will not be able to be built upon or covered for an estimated two years. It is currently surrounded by a chain link fence along the Caltrans public right of way on the property.

#### **Project Proposal-Southwest Corner of Highway 16 and Woodland Ave.**

- Brace the existing fencing to hold “transportation art work”<sup>2</sup> along the public right of way of State Highway 16. Caltrans calls this “transportation art”<sup>3</sup>.
  - Place public art on the fencing in the forms of murals depicting locally inspired graphics along the public right of way.
  - Build a buffer zone along State Highway 16 side of the public right of way property with drought resistant plants and local stones  
(Additional funding and in-kind support has already been sought from local foundations to work on a pocket park on the undisturbed portion of the Wyatt property)
-

On the Northwest Corner is the Esperanza Train Station. This Train Station is now owned by an architect from the Bay Area, Maria McVarish. The public right of way on the Train Station property is a crucial zone for traffic calming. Fortunately, Maria McVarish has engaged the community in her project and will have the interior structural work, roof and outside paint and lead abatement work completed on the Train Station by the end of the summer. In the meantime, the California College of the Arts; Capay Valley Vision; New Season Community Development Corp. and the Train Station owner have mentored a class of graduate level design students working on design projects for the Train Station. They will be presenting their creations on April 21, 2012. (See Exhibit A). Completion of transportation art and a safety buffer on the public right of way will aid the overall safety of this traffic corner.

#### **Project Proposal-Northwest Corner of Highway 16 and Woodland Ave.**

- Implement a transportation art project with the help of the California College of the Arts students' creativity on the Train Station public right of way.
- Provide a rock and plant safety buffer zone along the public right of way extending from the transportation art proposed above to the entrance of the Community Service District (CSD) at Fremont St.

(Also, funding has been received for a façade project on the front of the actual Train Station.)

Members of the Streetscape Advisory Committee including CalTrans, Yocha Dehe Tribe, Yolo County and the Esparto Community acknowledge that these are traffic calming measures that have their full approval and support. MERCSA members have consistently been a part of these community discussions and planning on Streetscape Design and CalTrans safety and calming projects in Esparto.<sup>4 5</sup>

With the addition of these safety traffic calming measures on the public right of way on Highway 16 in concert with the other projects on the non-public land --- the transformation can begin. This TRAFFIC CALMING IN ESPARTO project will turn a hazardous, unsightly and unsafe road and corner into a calming project with reduced speed impacts, safety buffer zones and transportation art for all road users, especially casino patrons and community residents.

1 Tribal TEIR, 2006 and Fehr and Peers commissioned by Yolo County, 2008

2,3 Main Streets: Flexibility in Design and Operations, CalTrans 2005

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4 Dan Burden Streetscape Plan, Town of Esparto, Main Street Revitalization Plan, 2007, SACOG funded by Federal Transportation Safety fund

5 CalTrans Esparto Traffic Calming Study 2004

INDIAN GAMING LOCAL COMMUNITY BENEFIT COMMITTEE  
Special Distribution Fund Grant Application

Attachment B – Indian Gaming Impacts

Provide a description of the impacts on your jurisdiction associated with the tribal casino in Yolo County (Please include historical data, if available.)

*Attached*

## Attachment B-Indian Gaming Impacts

### TRAFFIC CALMING IN ESPARTO

There have numerous traffic studies done by both the Yocha Dehe Tribe, CalTrans and Yolo County to measure the impacts on State Highway 16 (Yolo Ave.). It has been estimated that weekday traffic has between 1300 to 1700 cars a day traveling through Esparto. It has been estimated that there are 2000 to 7000 cars passing by Esparto Park on peak weekends when there are events at the casino or up the Capay Valley <sup>1</sup> Whatever study is utilized still results in traffic impacts on all entities along State Highway 16 (Yolo Ave.).

In the past, the Yolo County Mitigation Agreement funded by the Yocha Dehe Tribe provided funds for properties along the right of way because there was direct evidence of casino impact. While the IGLCBC funds are state driven, not county, MERCESA believes that the properties along Highway 16 for this project, the Northwest and Southwest corners of Highway 16 and Woodland Ave merit the same conclusion of the need for safety and traffic calming improvements.

The IGLCBC fund statewide has provided support for traffic improvements and traffic calming measure and recognizes it as a direct impact to the communities along the path of casino traffic.<sup>2</sup> This IGLCBC fund has also previously awarded funds that relate to traffic improvements in Esparto, including funding a portion of the Streetscape improvements like crosswalks, streetprint and lane lines. The nexus between casino traffic and mitigation has been proved on both local and state levels. Most important locally, traffic is the largest overall casino impact on the Esparto community.

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<sup>1</sup> Tribal TEIR, 2006 and Fehr and Peers commissioned by Yolo County, 2008

<sup>2</sup> California Government Code Section 12715



INDIAN GAMING LOCAL COMMUNITY BENEFIT COMMITTEE  
Special Distribution Fund Grant Application

Attachment C – Mitigation Objectives

Provide an explanation of how the proposed project will mitigate impacts of the casino.

Attached

## Attachment C-Mitigation Objectives

### TRAFFIC CALMING IN ESPARTO

#### Background on Traffic Calming -

The Federal Highway Administration describes Traffic Calming in the following manner:

- To encourage citizen involvement in the traffic calming process by incorporating the preferences and requirements of the citizens,
- To reduce vehicular speeds,
- To promote safe and pleasant conditions for motorists, bicyclists, pedestrians, and residents,
- To improve the environment and livability of neighborhood streets
- To improve real and perceived safety for non-motorized users of the streets,
- To discourage use of residential streets by non-citizens cut through vehicular traffic<sup>1</sup>

All of these purposes are incorporated into this proposed mitigation project. It began with the citizen involvement with Caltrans in the Esparto Traffic Calming Study in 2004 and moved forward with the Streetscape project in 2007. It still continues with an official Streetscape Task Force appointed by the Yolo County Board of Supervisors.<sup>2</sup>

All of the community supports traffic calming in Esparto. Additionally, traffic calming features are supported by Federal, California law and transportation studies<sup>3</sup> and *ibid*<sup>1</sup>

- 1) Creation of traffic calming measures at the corner of Yolo Avenue (highway 16) and Woodland Ave.

Reduction of speed is mitigated by street art. The City of Cambridge, Massachusetts, found that they were able to reduce speeds from 30 miles an hour to 25 MPH with street art. Seemingly modest reduction but traffic experts cited that the chances a pedestrian would survive an accident at that rate is vastly improved at the lower speed.<sup>4</sup> Caltrans calls it Transportation Art and states that it is an important element of a Main Street that is also a state highway (Highway 16).<sup>5</sup>

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<sup>1</sup> Federal Highway Administration, Traffic Calming: State of the Practice, 1999

<sup>2</sup> County of Yolo, Board letter, January 2008, approved unanimously

<sup>3</sup> Main Streets: Flexibility in Design and Operation, Caltrans 2005 and *Ibid* (1)

<sup>4</sup> City of Cambridge, Massachusetts, The Department of Community Development, 2009

<sup>5</sup> *Ibid* (1)

- 2) Display of public art and/or murals on the southwest and northwest corners of Yolo Avenue

Again, public art is cited by Caltrans as a means of traffic calming.

“Transportation art provides a means by which local communities and artists can enhance existing transportation facilities to reflect a community’s values, culture and characteristics. Transportation art may include graphic or sculptural artwork, either freestanding or placed on required engineering features such as sound walls, retaining walls or bridges.” Caltrans landscaping architects have been very helpful in the streetscape process and will be consulted for this project. <sup>6</sup>

- 3) Build a safe “buffer zone” between the northwest corner of Yolo Avenue and the State Highway 16

The buffer zone on the property on the northwest corner from the fenced area to Fremont Street would be in line with Caltrans and SACOG and Yolo County’s approved Streetscape design. The traffic mitigation principle is that of visual cues that reinforce the transition from town and highway. <sup>7</sup>

- 4) Continuation of the principals and projects approved by the Yolo County Board of Supervisors, SACOG, CalTrans, IGLCBC committees and the community at large for Esparto Streetscape design and traffic calming as a mitigation to increased casino traffic.

These principals continue to receive demonstrated support over the past ten years from Caltrans, Yolo County, SACOG, IGLCBC and community feedback.

The key to TRAFFIC CALMING IN ESPARTO is that traffic calming is a major mitigation component for casino traffic on Highway 16.<sup>8</sup> The traffic count on Yolo Ave. has increased 90% since the introduction of the casino. The traffic count has been proven consistently and repeatedly to exist on Yolo Ave.<sup>9</sup> yet there are still large components of both the Caltrans Esparto Traffic Calming plan and the Esparto Streetscape plan that have not been completed or mitigated. This project would work on one of those components by providing traffic calming mitigation at a crucial corner in Esparto.

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<sup>6</sup> Federal Highway Administration, Traffic Calming: State of the Practice, 1999

<sup>7</sup> Ibid

<sup>8</sup> Ibid

<sup>9</sup> Tribal EIR, 2006 and Fehr and Peers commissioned by Yolo County, 2008

INDIAN GAMING LOCAL COMMUNITY BENEFIT COMMITTEE  
Special Distribution Fund Grant Application

Attachment D – Proportional Funding Worksheet

For projects that mitigate an impact from a casino on a local jurisdiction and also provide other benefits to the local jurisdiction, state law requires that grant funds shall be used to finance only the proportionate share of the expenditure that mitigates the impact from the casino (Government Code Section 12715(h)).

If the project expenditures will require proportional funding (i.e. the expenditure mitigates an impact and also provides a benefit to the local jurisdiction), please describe the method used to determine the proportional funding, and include any historical data used to determine percentages.

For example: if 20% of an agency's caseload is related to the casino and the proposed mitigation project will also benefit the entire community the agency serves, then 20% of project costs are eligible to be financed with IGLCBC grant funds.

Attached

## Attachment D-Proportional Funding Worksheet

### TRAFFIC CALMING AND ESPARTO

90% of the funds requested of the IGLCBC will mitigate the impacts from traffic from the casino. Other sources of funds and in-kind support will be brought to bear on this TRAFFIC CALMING AND ESPARTO project along Highway 16 (Yolo Ave.) at Woodland Ave. corner intersection. Ten percent of the funds are contributed by other local sources for traffic calming that relates to local traffic. This support comes from Syar Foundation, Heitman Foundation and the property owners. MERCESA will provide administrative support for the project. The 90% funds represent \$46,800.

INDIAN GAMING LOCAL COMMUNITY BENEFIT COMMITTEE  
Special Distribution Fund Grant Application

Attachment E – Public Notice Requirement

Provide an explanation of how you intend to meet the requirement that grant recipients must provide notice to the public, either through a slogan, signage or other mechanism, which states that the project has received funding from the Indian Gaming Special Distribution Fund.

Attached

## Attachment E-Public Notice Requirement

### TRAFFIC CALMING AND ESPARTO

There will be signage placed on the murals and outdoor traffic art that gives notice that funding for the project was provided by the IGLCBC. Language that is acceptable to Yolo County and the IGLCBC guidelines will be used. In addition, we will put information in the Valley Voice newspaper to announce this award and the intent of the project.

INDIAN GAMING LOCAL COMMUNITY BENEFIT COMMITTEE  
Special Distribution Fund Grant Application

Attachment F –Acknowledgement of Terms of Grant

Grant recipients must adhere to the following requirements of the program:

1. If a local jurisdiction uses grant funds for any unrelated purpose, the grant shall terminate immediately and any moneys not yet spent will revert to the Indian Gaming Special Distribution Fund.
2. If a local jurisdiction approves an expenditure that mitigates an impact from a casino on a local jurisdiction and that also provides other benefits to the local jurisdiction, the grant funds shall be used to finance only the proportionate share of the expenditure that mitigates the impact from the casino.
3. A local government jurisdiction that is a recipient of a grant from the County Tribal Casino Account shall provide notice to the public, either through signage, or another mechanism, stating that the local government project has received funding from the Indian Gaming Special Distribution Fund.
4. At the request of the County, I agree to submit an annual report that will include the following information: 1) the amount of grant funds received; 2) a description of the project funded; 3) a description of how the project mitigates the impact of tribal gaming; 4) the total expenditures for the project; 5) all administrative costs related to the project; 6) the funds remaining at the end of the fiscal year; 7) an explanation regarding how any remaining funds will be spent, including the estimated time for expenditure; and 8) a description of whether each project is funded once or on a continuing basis.

I agree to adhere to the grant program requirements:

  
Signature

3-29-12  
Date



Exhibit A

made possible with generous support from:  
Maria McVarish, Architect



EXHIBITION  
april 21, 2012 • 3pm  
esparto, ca

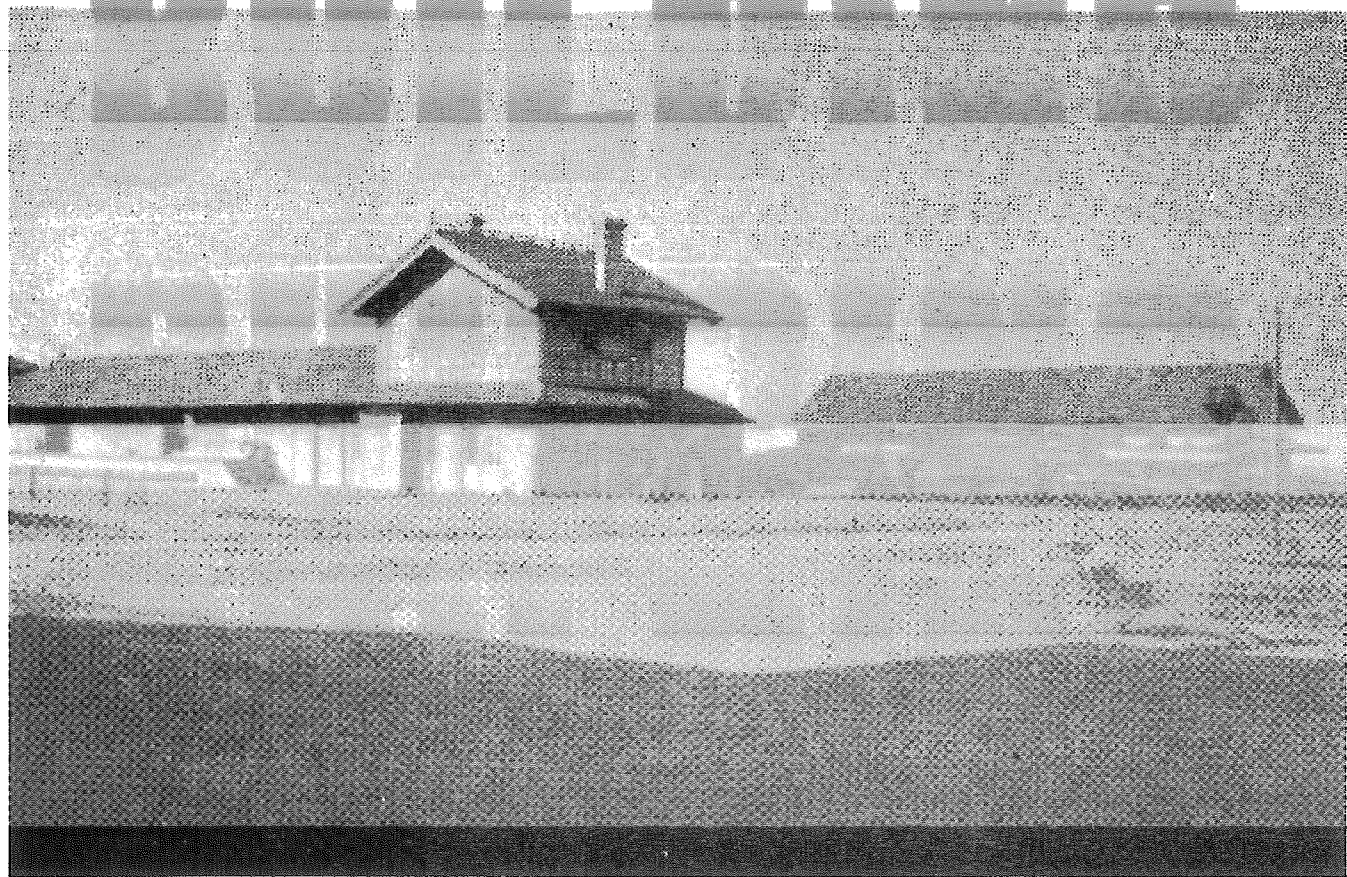
students from Californn  
College of the Arts

invite you to join them at the Esparto Train  
Depot for an exhibition of on-site installations -  
a series of first steps to re-engage the space and  
inspire further revitalization.

# BUILDING

narratives

installations for a  
transitional space



# YOLO INDIAN GAMING LOCAL COMMUNITY BENEFIT COMMITTEE INDIAN GAMING SPECIAL DISTRIBUTION FUND GRANT APPLICATION

Pursuant to Government Code section 12710 et seq., the Yolo Indian Gaming Local Community Benefit Committee (IGLCBC) awards grants to local government jurisdictions within Yolo County to mitigate casino impacts. The Yolo IGLCBC has a total allocation of \$59,432 to award as local government grants in Fiscal Year 2011-12.

<p><b>APPLICATIONS DUE BY 5 PM ON FRIDAY, MARCH 30, 2012</b></p> <p style="text-align: center;">RETURN COMPLETED FORM TO: YOLO INDIAN GAMING LOCAL COMMUNITY BENEFIT COMMITTEE C/O Christopher Lee 625 Court Street, Room 202 Woodland, CA 95695</p>	<p style="font-size: small;">Office Use Only Date Stamp</p> <p style="font-size: large; font-weight: bold; letter-spacing: 2px;">RECEIVED</p> <p style="font-size: large; font-weight: bold;">MAR 30 2012</p> <p style="font-size: small;">YOLO COUNTY ADMINISTRATOR'S OFFICE</p>
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## APPLICANT INFORMATION

*Applicants may be required to appear before the committee regarding this application. Advance written notice of the date and time of the meeting at which you shall appear will be forwarded to the contact person listed below.*

NAME OF JURISDICTION: County of Yolo		CONTACT PERSON: Panos Kokkas	
LEGAL ADDRESS OF JURISDICTION: 292 W. Beamer Street		CITY: Woodland, CA	ZIP CODE: 95695
PHONE: (530) 666-8775	FAX: (530) 666-8156	E-MAIL: <a href="mailto:Panos.kokkas@yolocounty.org">Panos.kokkas@yolocounty.org</a>	FEDERAL TAX ID NUMBER: 94-6000548

AMOUNT OF GRANT FUNDING REQUESTED THROUGH THIS APPLICATION: \$ 59,000

**GRANT PROJECT IS FOR:**

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Law Enforcement          | <input type="checkbox"/> Environmental Impacts         | <input type="checkbox"/> Waste Disposal   |
| <input type="checkbox"/> Fire Services            | <input type="checkbox"/> Emergency Medical Services    | <input type="checkbox"/> Water Supplies   |
| <input type="checkbox"/> Behavioral Health        | <input type="checkbox"/> Recreation & Youth Programs   | <input type="checkbox"/> Public Health    |
| <input type="checkbox"/> Child Care Programs      | <input type="checkbox"/> Planning & Adjacent Land Uses | <input checked="" type="checkbox"/> Roads |
| <input type="checkbox"/> Other (briefly describe) |  |   |

**WHAT IS THE TOTAL COST OF THE PROJECT: \$ 309,000**

Will project expenditures include expenditures that mitigate impacts from a casino and also provide other benefits to the local jurisdiction? Yes X No \_\_\_\_\_

If Yes, what percentage of the expenditures will mitigate impacts from a casino? 76.4%

Does your grant request exceed the proportional share of the expenditures that will mitigate impacts from a casino?  
Yes \_\_\_\_\_ No X

Name other sources of funding, if any, that will be contributed to the project and the amount provided by each source:

SACOG Community Design Category III funds - \$100,000. Previous IGLCBC Grant to YCTD - \$150,000


Will the project be competitively bid?  Yes  No

What is the project time frame? If funded, construction will be timed to coincide with construction of new bus stop and bus pad.

**FURTHER INSTRUCTIONS:**

1. Complete and include with this application Attachment A – Project Description.
2. Complete and include with this application Attachment B – Indian Gaming Impacts.
3. Complete and include with this application Attachment C – Mitigation Objectives.
4. Complete and include with this application Attachment D – Proportional Funding Worksheet (if needed)
5. Complete and include with this application Attachment E – Public Notice Requirements
6. Complete and include with this application Attachment F – Acknowledgment of Terms of Grant

**SIGNATURES:**

  
\_\_\_\_\_  
Department or Agency Head

County Administrator  
\_\_\_\_\_  
Specific Title

3/30/12  
\_\_\_\_\_  
Date

\_\_\_\_\_  
Department or Agency Head

\_\_\_\_\_  
Specific Title

\_\_\_\_\_  
Date

INDIAN GAMING LOCAL COMMUNITY BENEFIT COMMITTEE  
Special Distribution Fund Grant Application

Attachment A – Project Description

Provide a complete description of the project:

The proposed project augments the Yolo County Transportation District project to provide a new bus stop and bus pad in the community of Madison by rehabilitating and repaving the portions of Railroad Street that will experience the most wear as a result of the re-routed buses. The areas that will be improved include the pavement before and after the new bus pad and portions of Railroad Street including the entry and exit to County Road 89 from Railroad Street. These areas will experience the most wear as the busses will be stopping and accelerating at these locations.

INDIAN GAMING LOCAL COMMUNITY BENEFIT COMMITTEE  
Special Distribution Fund Grant Application

Attachment B – Indian Gaming Impacts

Provide a description of the impacts on your jurisdiction associated with the tribal casino in Yolo County (Please include historical data, if available.)

Impacts to the County of Yolo associated with the operation of the Cache Creek Casino Resort have been documented in a series of Tribal Environmental Impact Reports and other environmental documents dating back to 2002\*. Yolobus Route 215 operates 17 eastbound and 17 westbound trips each day between the City of Woodland and the Cache Creek Casino Resort. While the buses help to alleviate traffic on SR-16, bus traffic on county roads in Madison not designed to carry such heavy loads results in significant road wear.

*\* See: Cache Creek Indian Bingo & Casino Expansion Project Environmental Evaluation, 2002; Capay Hills Golf Club Final Environmental Impact Report, April 2005; Rumsey Band of Wintun Indians Cache Creek Destination Resort Project Draft Tribal Environmental Impact Report, April 2008; and Cache Creek Casino Resort Event Center Project Draft Tribal Environmental Impact Report, June 2010.*

INDIAN GAMING LOCAL COMMUNITY BENEFIT COMMITTEE  
Special Distribution Fund Grant Application

Attachment C – Mitigation Objectives

Provide an explanation of how the proposed project will mitigate impacts of the casino.

The project mitigates the road wear impacts of increased traffic related to the operation of the Cache Creek Casino Resort. The proposed project will augment the Madison bus stop improvement project by rehabilitating portions of the roadway in Madison subject to increased wear as a result of bus transportation financed with casino revenues and designed to provide alternative transportation access to the Cache Creek Casino Resort.

**INDIAN GAMING LOCAL COMMUNITY BENEFIT COMMITTEE**  
**Special Distribution Fund Grant Application**

**Attachment D – Proportional Funding Worksheet**

For projects that mitigate an impact from a casino on a local jurisdiction and also provide other benefits to the local jurisdiction, state law requires that grant funds shall be used to finance only the proportionate share of the expenditure that mitigates the impact from the casino (Government Code Section 12715(h)).

If the project expenditures will require proportional funding (i.e. the expenditure mitigates an impact and also provides a benefit to the local jurisdiction), please describe the method used to determine the proportional funding, and include any historical data used to determine percentages.

For example: if 20% of an agency's caseload is related to the casino and the proposed mitigation project will also benefit the entire community the agency serves, then 20% of project costs are eligible to be financed with IGLCBC grant funds:

At the peak traffic hour for SR-16, (5 - 6 PM) traffic counts have shown that approximately 90 vehicles travel in and out of the SR-16/CR-89 intersection from the southern leg of CR-89 (see Exhibit 1). There are two Yolobus Route 215 buses that pass through Madison during the 5 – 6 PM hour (see Exhibit 2).

According to passenger survey data from Yolobus, approximately 80% of bus passengers use Route 215 to travel to and from the casino. According to data from the Federal Highways Administration, one bus is equivalent to the impact of 969 cars (see Exhibit 3). Applying the 80% casino-related passenger levels to the impact of 2 buses ( $80\% * (969 * 2) = 1550.4$ ) results in the equivalent of 1550.4 casino-related car trips during the peak hour.

To determine the non-casino related traffic levels on Railroad street, we can make the assumptions that all of the 90 vehicles are cars\*, none of the car trips are related to the casino, and that all of the vehicles are coming or going to the town of Madison via Railroad Street. These assumptions are very conservative and very likely overstate the proportion of non-casino related traffic (i.e.: they assume that none of the CR 89 traffic is going or coming from Winters or other destinations south of Madison).

Based on these assumptions we can create the following chart of impacts:

	<i>Gross Count</i>	<i>Total car-equivalent trips</i>	<i>Proportion of casino-related trips</i>	<i># casino-related car-equivalent trips</i>
<i>Bus Trips</i>	2	1938	80%	1550.4
<i>Car Trips</i>	90	90	0%	0
<b>Total</b>	-	<b>2028</b>	-	<b>1550.4</b>

The proportion of road wear associated with casino-related trips on Railroad Street is estimated to be 76.4% ( $1550.4 / 2028$ ); therefore, the non-IGLCBC match must consist of at least 23.6% of total project costs. Total IGLCBC funding toward the bus stop improvement project is  $\$150,000 + \$59,000 = \$209,000$ . The  $\$100,000$  SACOG match therefore provides 32.3% of project funds, exceeding the required match. Local cost overruns and the commitment of state transit assistance funds earmarked for Yolo County will likely contribute to an even higher proportional non-IGLCBC match.

*\*Note: some of the north or southbound traffic on CR-89 at the SR-16 intersection may include heavier trucks, however, Railroad Street provides access to the residential areas of Madison. Therefore, it is unlikely that a significant number of truck trips occur on the portion of Railroad Street subject to this grant application. Traffic count data for Railroad Street itself is unavailable.*

INDIAN GAMING LOCAL COMMUNITY BENEFIT COMMITTEE  
Special Distribution Fund Grant Application

Attachment E – Public Notice Requirement

Provide an explanation of how you intend to meet the requirement that grant recipients must provide notice to the public, either through a slogan, signage or other mechanism, which states that the project has received funding from the Indian Gaming Special Distribution Fund.

The County will issue a press release when the project is constructed indicating that it was funded with a grant from the Indian Gaming Special Distribution Fund.



INDIAN GAMING LOCAL COMMUNITY BENEFIT COMMITTEE  
Special Distribution Fund Grant Application

Attachment F –Acknowledgement of Terms of Grant

Grant recipients must adhere to the following requirements of the program:

1. If a local jurisdiction uses grant funds for any unrelated purpose, the grant shall terminate immediately and any moneys not yet spent will revert to the Indian Gaming Special Distribution Fund.
2. If a local jurisdiction approves an expenditure that mitigates an impact from a casino on a local jurisdiction and that also provides other benefits to the local jurisdiction, the grant funds shall be used to finance only the proportionate share of the expenditure that mitigates the impact from the casino.
3. A local government jurisdiction that is a recipient of a grant from the County Tribal Casino Account shall provide notice to the public, either through signage, or another mechanism, stating that the local government project has received funding from the Indian Gaming Special Distribution Fund.
4. At the request of the County, I agree to submit an annual report that will include the following information: 1) the amount of grant funds received; 2) a description of the project funded; 3) a description of how the project mitigates the impact of tribal gaming; 4) the total expenditures for the project; 5) all administrative costs related to the project; 6) the funds remaining at the end of the fiscal year; 7) an explanation regarding how any remaining funds will be spent, including the estimated time for expenditure; and 8) a description of whether each project is funded once or on a continuing basis.

I agree to adhere to the grant program requirements:

  
\_\_\_\_\_  
Signature

3/30/12  
Date

# All Traffic Data

(916) 771-8700

File Name : 10-7011-014 CR 89-SR 16  
 Site Code : 00000000  
 Start Date : 1/29/2010  
 Page No : 1

Groups Printed- Unshifted

Start Time	CR 89 Southbound				SR 16 Westbound				CR 89 Northbound				SR 16 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
17:00	0	0	0	0	6	147	1	154	15	1	0	16	0	71	0	71	241
17:15	0	0	0	0	8	142	1	151	11	0	0	11	0	108	2	110	272
17:30	0	1	0	1	8	129	1	138	12	0	0	12	0	90	3	93	244
17:45	0	1	0	1	7	90	0	97	6	0	3	9	0	82	6	88	195
Total	0	2	0	2	29	508	3	540	44	1	3	48	0	351	11	362	952
18:00	0	0	0	0	3	102	0	105	5	0	2	7	0	82	8	90	202
18:15	0	0	0	0	7	100	3	110	8	0	2	10	0	102	3	105	225
18:30	0	0	1	1	4	99	0	103	6	0	5	11	0	79	1	80	195
18:45	0	0	0	0	4	122	0	126	10	0	4	14	0	63	0	63	203
Total	0	0	1	1	18	423	3	444	29	0	13	42	0	326	12	338	825
Grand Total	0	2	1	3	47	931	6	984	73	1	16	90	0	677	23	700	1777
Approch %	0	66.7	33.3	0.2	4.8	94.6	0.6	55.4	81.1	1.1	17.8	5.1	0	96.7	3.3	39.4	
Total %	0	0.1	0.1		2.6	52.4	0.3		4.1	0.1	0.9		0	38.1	1.3		

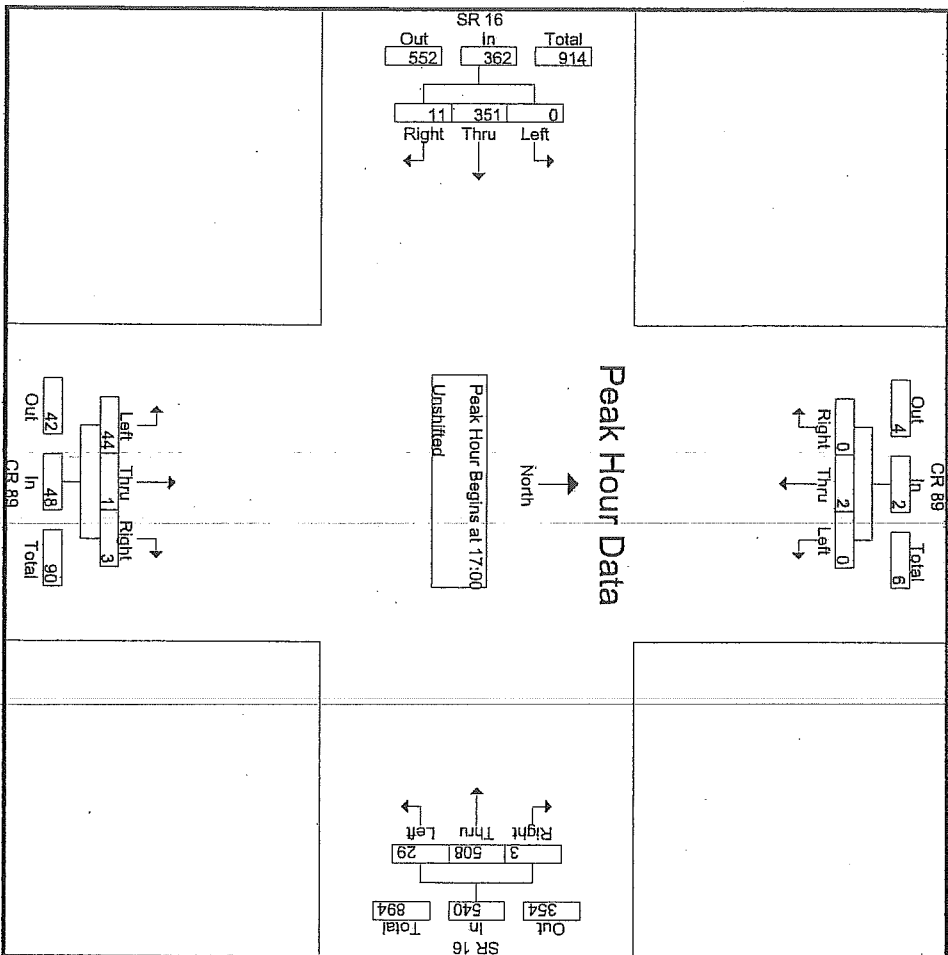
Start Time	CR 89 Southbound				SR 16 Westbound				CR 89 Northbound				SR 16 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
17:00	0	0	0	0	6	147	1	154	15	1	0	16	0	71	0	71	241
17:15	0	0	0	0	8	142	1	151	11	0	0	11	0	108	2	110	272
17:30	0	1	0	1	8	129	1	138	12	0	0	12	0	90	3	93	244
17:45	0	1	0	1	7	90	0	97	6	0	3	9	0	82	6	88	195
Total	0	2	0	2	29	508	3	540	44	1	3	48	0	351	11	362	952
% App. Total	0	100	0		5.4	94.1	0.6		91.7	2.1	6.2		0	97	3		
PHF	.000	.500	.000	.500	.906	.864	.750	.877	.733	.250	.250	.750	.000	.813	.458	.823	.875

Exhibit 1

# All Traffic Data

(916) 771-8700

File Name : 10-7011-014 CR 89-SR 16  
 Site Code : 00000000  
 Start Date : 1/29/2010  
 Page No : 2



Ex. 2

# Route 215

Westbound

## Woodland to Cache Creek Casino

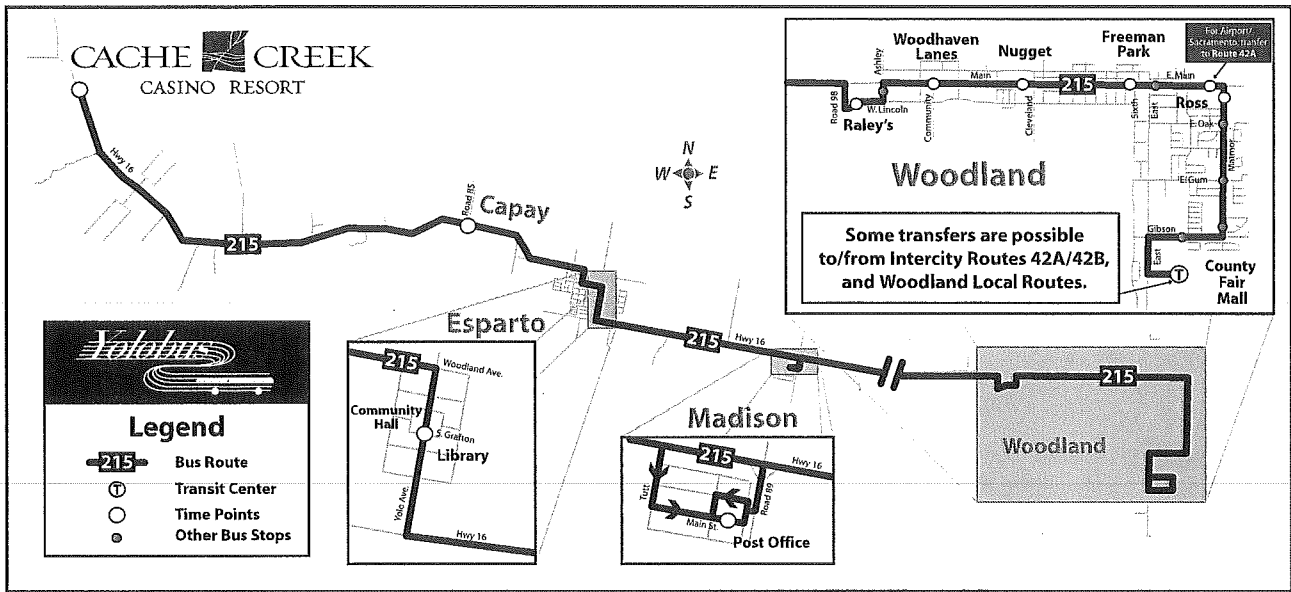
Everyday - Diario

	MORNING - EN LA MAÑANA						AFTERNOON - TARDE						NIGHT - NOCHE					
<b>WOODLAND</b>	County Fair Mall (T)	4:55	5:45	5:55	6:55	7:55	8:55	12:55	1:45	1:55	2:55	3:55	4:55	8:55	9:45	9:55	10:55	11:55
	Matmor at E. Main	5:01	5:51	6:01	7:01	8:01	9:01	1:01	1:51	2:01	3:01	4:01	5:01	9:01	9:51	10:01	11:01	12:01
	Main at 6th St.	5:04	5:54	6:04	7:04	8:04	9:04	1:04	1:54	2:04	3:04	4:04	5:04	9:04	9:54	10:04	11:04	12:04
	Main at Cleveland	5:07	5:57	6:07	7:07	8:07	9:07	1:07	1:57	2:07	3:07	4:07	5:07	9:07	9:57	10:07	11:07	12:07
	Main at Community	5:09	5:59	6:09	7:09	8:09	9:09	1:09	1:59	2:09	3:09	4:09	5:09	9:09	9:59	10:09	11:09	12:09
	W. Lincoln at Road 98	5:13	6:03	6:13	7:13	8:13	9:13	1:13	2:03	2:13	3:13	4:13	5:13	9:13	10:03	10:13	11:13	12:13
	Main at Post Office (Madison)	5:27	6:17	6:27	7:27	8:27	9:27	1:27	2:17	2:27	3:27	4:27	5:27	9:27	10:17	10:27	11:27	12:27
	Yolo at S. Grafton (Esparto)	5:33	6:23	6:33	7:33	8:33	9:33	1:33	2:23	2:33	3:33	4:33	5:33	9:33	10:23	10:33	11:33	12:33
	HWY 16 at Road 85 (Capay)	5:37	6:27	6:37	7:37	8:37	9:37	1:37	2:27	2:37	3:37	4:37	5:37	9:37	10:27	10:37	11:37	12:37
	Cache Creek Casino & Resort	5:49	6:39	6:49	7:49	8:49	9:49	1:49	2:39	2:49	3:49	4:49	5:49	9:49	10:39	10:49	11:49	12:49

**Transit Center**  
 (T) Some transfers are available from Routes 42A, 42B, and Woodland Local routes.

Need help planning a trip?  
 Call Yolobus!  
**1-800-371-BUSS (2877)**

¿Necesita ayuda con su viaje?  
 ¡Llame a Yolobus!  
**1-800-371-BUSS (2877)**



# Route 215

Eastbound

## Cache Creek Casino to Woodland

Everyday - Diario

	MORNING - EN LA MAÑANA						AFTERNOON - TARDE						NIGHT - NOCHE					
<b>WOODLAND</b>	Cache Creek Casino & Resort	6:07	7:07	7:15	8:07	9:07	10:07	2:07	3:07	3:15	4:07	5:07	6:15	10:07	11:07	11:15	12:07	1:07
	HWY 16 at Road 85 (Capay)	6:16	7:16	7:24	8:16	9:16	10:16	2:16	3:16	3:24	4:16	5:16	6:24	10:16	11:16	11:24	12:16	1:16
	Yolo at S. Grafton (Esparto)	6:20	7:20	7:28	8:20	9:20	10:20	2:20	3:20	3:28	4:20	5:20	6:28	10:20	11:20	11:28	12:20	1:20
	Main at Post Office (Madison)	6:26	7:26	7:34	8:26	9:26	10:26	2:26	3:26	3:34	4:26	5:26	6:34	10:26	11:26	11:34	12:26	1:26
	W. Lincoln at Road 98	6:39	7:39	7:47	8:39	9:39	10:39	2:39	3:39	3:47	4:39	5:39	6:47	10:39	11:39	11:47	12:39	1:39
	Main at Community	6:42	7:42	7:50	8:42	9:42	10:42	2:42	3:42	3:50	4:42	5:42	6:50	10:42	11:42	11:50	12:42	1:42
	Main at Cleveland	6:44	7:44	7:52	8:44	9:44	10:44	2:44	3:44	3:52	4:44	5:44	6:52	10:44	11:44	11:52	12:44	1:44
	Main at 6th St.	6:47	7:47	7:55	8:47	9:47	10:47	2:47	3:47	3:55	4:47	5:47	6:55	10:47	11:47	11:55	12:47	1:47
	Matmor at E. Main*	6:49	7:49	7:57	8:49	9:49	10:49	2:49	3:49	3:57	4:49	5:49	6:57	10:49	11:49	11:57	12:49	1:49
	County Fair Mall (T)	6:55	7:55	8:03	8:55	9:55	10:55	2:55	3:55	4:03	4:55	5:55	7:03	10:55	11:55	12:03	12:55	1:55

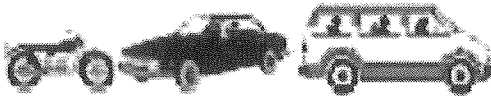
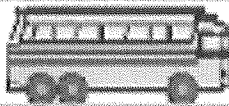
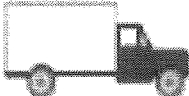
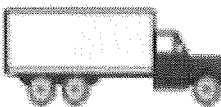
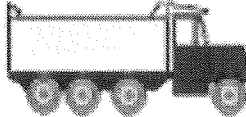
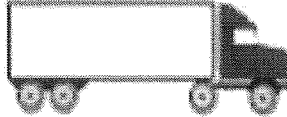

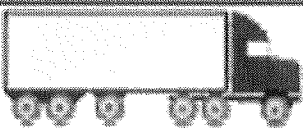

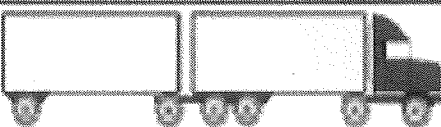
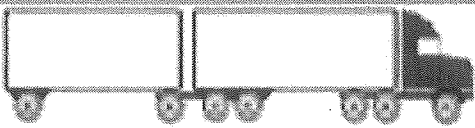
\*For Sac Int'l Airport or Downtown Sacramento, some transfers are available to Route 42A.

**Transit Center**  
 (T) Some transfers are available to Woodland Local routes & Route 42B (Davis, W. Sacramento)

# Exhibit 3

## FHWA VEHICLE CLASSES WITH DEFINITIONS

(Source: <http://www.fhwa.dot.gov/policy/ohp/vehclass.htm>)

Class	Description	Picture	ESAL* /Truck	Traffic Factor (car =1)
Class 1 Class 2 Class 3	Motorcycle Passenger Car Pickup VAN		0.0004	1
Class 4	Bus		0.39	969
Class 5	2 Axles, 6-Tire Single Units		0.04	103
Class 6	3 Axles, Single Unit		0.49	1,236
Class 7	3 to 4 Axles, Single Trailer		2.12	5,296
Class 8	3 to 4 Axles, Single Trailer		0.45	1,116
Class 9	5 Axles, Single Trailer		1.19	2,970
Class 10	6 or More Axles, Single Trailer		1.06	2,650
Class 11	5 or Less Axles, Multi-Trailers		0.96	2,402
Class 12	6 Axles, Multi-Trailers		2.71	6,765
Class 13	7 or More Axles, Multi-Trailers		1.69	4,224

\* ESAL = Equivalent Single Axle Load