YOLO LOCAL AGENCY FORMATION COMMISSION

Regular Meeting
AGENDA

September 26, 2024 - 9:00 a.m.

BOARD OF SUPERVISORS CHAMBERS
625 COURT STREET, ROOM 206
WOODLAND, CA 95695

COMMISSIONERS
BILL BIASI, CHAIR (CITY MEMBER)
GLORIA PARTIDA, VICE CHAIR (CITY MEMBER)
LUCAS FRERICHS (COUNTY MEMBER)
PAMELA MILLER (PUBLIC MEMBER)
OSCAR VILLEGAS (COUNTY MEMBER)

ALTERNATE COMMISSIONERS
RICHARD DELIBERTY (PUBLIC MEMBER)
TANIA GARCIA-CADENA (CITY MEMBER)
JIM PROVENZA (COUNTY MEMBER)

CHRISTINE CRAWFORD
EXECUTIVE OFFICER

ERIC MAY
COMMISSION COUNSEL

Meetings of the Yolo Local Agency Formation Commission (LAFCo) are held in person in the Board of Supervisors chambers, located at 625 Court Street, Suite 206, Woodland, CA. LAFCo will, to the best of its ability, provide hybrid and remote options for LAFCo meeting participants and to the public; however, LAFCo cannot guarantee these options will be available due to technical limitations outside our control. For assurance of public comment, LAFCo encourages in-person and written public comments to be submitted. The Zoom link / phone number and instructions for participating in the meeting through Zoom are set forth in the "Public Participation Instructions" on the final page of this agenda.

NOTICE:

This agenda has been posted at least five (5) calendar days prior to the meeting in a location freely accessible to members of the public, in accordance with the Brown Act and the Cortese-Knox-Hertzberg Act. The public may subscribe to receive emailed agendas, notices and other updates by contacting staff at lafco@yolocounty.org.

All persons are invited to testify and submit written comments to the Commission. If you challenge a LAFCo action in court, you may be limited to issues raised at the public hearing or submitted as written comments prior to the close of the public hearing. If you wish to submit written material at the hearing, please supply 8 copies.

FPPC - Notice to All Parties and Participants in LAFCo Proceedings

All parties and participants on a matter to be heard by the Commission that have made campaign contributions totaling more than $250 to any Commissioner in the past 12 months must disclose this fact, either orally or in writing, for the official record as required by Government Code Section 84308.

Contributions and expenditures for political purposes related to any proposal or proceedings before LAFCo are subject to the reporting requirements of the Political Reform Act and the regulations of the Fair Political Practices Commission, and must be disclosed to the Commission prior to the hearing on the matter.

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 Chair or Commission members.

CALL TO ORDER

1. Pledge of Allegiance

2. Roll Call

3. Public Comment: This is an opportunity for members of the public to address the Commission on subjects relating to LAFCo purview but not relative to items on this Agenda. The Commission reserves the right to impose a reasonable time limit on any topic or on any individual speaker.

CONSENT AGENDA

4. Approve the LAFCo Meeting minutes of July 25, 2024

5. Review and file Fiscal Year 2023/24 Fourth Quarter Financial Update

6. Review and file the Yolo LAFCo Financial Statement for Fiscal Years ending 2023, 2022, and 2021

7. Correspondence

PUBLIC HEARING

8. Consider adopting **Resolution 2024-11**, approving the PIRMI and Sports Park Reorganization to the City of Woodland (annexation to the City and concurrent detachment from the Springlake Fire Protection District) and determining no further environmental review is needed under the California Environmental Quality Act (CEQA) (LAFCo No. 24-01)

9. Continued Public Hearing to consider approval of Resolution 2024-10 adopting the Municipal Service Review (MSR) for Flood Protection Services and approving a Sphere of Influence (SOI) Update for Reclamation District (RD) 999, and determine the MSR/SOI is exempt from the California Environmental Quality Act (CEQA) (LAFCo No. 23-03)

REGULAR AGENDA

10. Consider a request from the Elkhorn Fire Protection District (FPD) to waive the Yolo LAFCo Deposit/Fee Schedule for its application to dissolve the FPD in response to the 2022 municipal services review (MSR) for fire protection agencies

EXECUTIVE OFFICER'S REPORT

11. A report by the Executive Officer on recent events relevant to the Commission and an update of staff activity for the month. The Commission or any individual Commissioner may request that action be taken on any item listed.

    a. LAFCo Recruitment Update

    b. 09.26.24 Long Range Planning Calendar

    c. EO Activity Report - July 22 through September 20, 2024

    d. CALAFCO Legislative Summary

COMMISSIONER REPORTS

12. Action items and reports from members of the Commission, including announcements, questions to be referred to staff, future agenda items, and reports on meetings and information which would be of interest to the Commission or the public.

ADJOURNMENT

13. Adjourn to the next Regular LAFCo Meeting

I declare under penalty of perjury that the foregoing agenda was posted by 5:00 p.m. Friday, September 20, 2024, at the following places:

- On the bulletin board outside the east entrance of the Erwin W. Meier County Administration Building, 625 Court Street, Woodland, CA;
- On the bulletin board outside the Board of Supervisors Chambers, 625 Court Street, Room 206, Woodland, CA: and,
- On the LAFCo website at: www.yololafco.org.

ATTEST:

Terri Tuck, Clerk
Yolo LAFCO

A.D.A. NOTICE

If requested, this agenda can be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 and the Federal Rules and Regulations adopted in implementation thereof. Persons seeking an alternative format should contact the Commission Clerk for further information. In addition, a person with a disability who requires a modification or accommodation, including auxiliary aids or services, in order to participate in a public meeting should contact the Commission Clerk as soon as possible and at least 24 hours prior to the meeting. The Commission Clerk may be reached at 530-666-8048 or at the following address: Yolo LAFCo, 625 Court Street, Suite 107, Woodland, CA 95695.

PUBLIC PARTICIPATION INSTRUCTIONS:

Meetings of the Yolo Local Agency Formation Commission (LAFCo) are held in person in the Board of Supervisors chambers, located at 625 Court Street, Room 206, Woodland, CA. If you cannot attend the LAFCo meeting in person but desire to follow the meeting remotely, make a public comment, or comment on a specific item on the agenda, you may do so by:

- Joining through Zoom on your computer at https://yolocounty.zoom.us/j/88179429444, or participate by phone by calling 1-408-638-0968, Webinar ID: 881 7942 9444. Please note there is no participant code, you will just hit # again after the recording prompts you.
- If you are joining the meeting via Zoom and wish to make a comment on an item, press the "raise a hand" button. If you are joining the meeting by phone, press *9 to indicate a desire to make a comment. The moderator will call you by name or phone number when it is your turn to comment. Press *6 to unmute. The Commission reserves the right to impose a reasonable limit on time afforded to any topic or to any individual speaker.
- If you wish to submit a written comment on a specific agenda item or on an item not on the agenda, please email the Commission Clerk at lafco@yolocounty.gov or send to 625 Court Street, Suite 107, Woodland, CA 95695. Please include meeting date and item number. Please submit your comment by 2:00pm the day prior to the meeting, if possible, to provide the Commission a reasonable opportunity to review your comment in advance of the meeting. All written comments are distributed to the Commission, filed into the record, but will not be read aloud.

Please note that LAFCo cannot guarantee that hybrid and remote options will be available due to technical limitations outside our control. For assurance of public comment, LAFCo encourages in-person or written public comments to be submitted.

YOLO
LOCAL
AGENCY
FORMATION
COMMISSION

Consent 4.

LAFCO
Meeting Date: 09/26/2024

Information

SUBJECT
Approve the LAFCo Meeting minutes of July 25, 2024

RECOMMENDED ACTION
Approve the LAFCo Meeting minutes of July 25, 2024.

Attachments

ATT-Minutes 07.25.24

Form Review

Form Started By: Terri Tuck
Started On: 09/18/2024 10:30 AM
Final Approval Date: 09/18/2024

DRAFT

Item 4

YOLO LOCAL AGENCY FORMATION COMMISSION

MEETING MINUTES

July 25, 2024

The Yolo Local Agency Formation Commission met on the 25th day of July 2024, at 9:00 a.m. in the Yolo County Board of Supervisors Chambers, 625 Court Street, Room 206, Woodland CA. Voting members present were City Members Bill Biasi, Vice Chair, and Gloria Partida, County Members Lucas Frerichs and Oscar Villegas, and Public Member Pamela Miller. Others present were Executive Officer Christine Crawford, Clerk Terri Tuck, and Counsel Eric May.

CALL TO ORDER

Vice Chair Biasi called the Meeting to order at 9:07 a.m.

Item № 1 Pledge

Oscar Villegas led the Pledge of Allegiance.

Item № 2 Roll Call

PRESENT: Frerichs, Miller, Partida, Villegas, Biasi ABSENT: None

Item № 3 Public Comments

There were no public comments.

Item № 4 Oath of Office

Pamela Miller was sworn in prior to the meeting

CONSENT

Item № 5 Approve the LAFCo Meeting Minutes of June 27, 2024

Item № 6 Consider an update to the Yolo LAFCo Administrative Policies and Procedures to add a new Section 3.1 Role of Commissioners and amend Section 5.17 Reimbursement Policies to delete a reference to reimbursement for LAFCo meetings

Item № 7 Correspondence

Minute Order 2024-32: The recommended actions were approved, directing staff to make the following changes:

Item 5 on Consent – remove Commissioner Villegas from voting aye on Item 11 of the June 27th minutes, as he did not attend that meeting.

Item 6 on Consent – correct the staff report to reflect that the LAFCo meeting where the Commission discussed increasing alternate members' participation was held on June 27, 2024 and not June 7th.

MOTION: Frerichs SECOND: Partida
AYES: Frerichs, Miller, Partida, Villegas, Biasi
NOES: None
ABSTAIN: Miller abstained from Item 5 on Consent, approving the minutes of June 27, 2024

PUBLIC HEARING

Item № 8 Consider approval of Resolution 2024-10 adopting the Municipal Service Review (MSR) for Flood Protection Services and approving a Sphere of Influence (SOI) Update for Reclamation District (RD) 999, and determine the MSR/SOI is exempt from the California Environmental Quality Act (CEQA) (LAFCo No. 23-03)

After an overview report by staff, the Chair opened the Public Hearing. Speakers included William Mattos from RD 537, David Dickson from RD 765, and Tom Slater from RD 999.

Minute Order 2024-33: The item was continued to the September 26, 2024 meeting to give the RD 999 Board time to discuss the service review and sphere of influence update recommendations at its next regular meeting in August.

MOTION: Villegas SECOND: Frerichs
AYES: Frerichs, Miller, Partida, Villegas, Biasi
NOES: None

REGULAR AGENDA

Item № 9 Elect new officers to the Commission to serve the rest of a one-year term ending February 1, 2025

Minute Order 2024-34: Commissioner Biasi was elected as Chair to complete the rest of a one-year term, ending February 1, 2025.

MOTION: Frerichs SECOND: Miller
AYES: Frerichs, Miller, Partida, Villegas, Biasi
NOES: None

Minute Order 2024-35: Commissioner Partida was elected as Vice Chair to complete the rest of a one-year term, ending February 1, 2025.

MOTION: Frerichs SECOND: Villegas
AYES: Frerichs, Miller, Partida, Villegas, Biasi
NOES: None

Item № 10 Designate two LAFCo members for an Executive Officer working group on reinvigorating the YED Talks

Minute Order 2024-36: The recommended action was approved and Commissioners Frerichs and Miller were appointed to the YED Talks working group.

MOTION: Biasi SECOND: Partida

AYES: Frerichs, Miller, Partida, Villegas, Biasi
NOES: None

Item № 11 Consider CALAFCO 2024 Board of Director nominations for one county member for the Central Region and designate a voting delegate and alternate for the election at the CALAFCO Annual Conference

Minute Order 2024-37: There were no County Member nominations for the CALAFCO 2024 Board of Director seat. By consensus and according to the Yolo LAFCo Administrative Policies and Procedures, Bill Biasi and Christine Crawford were designated as the voting delegate and alternate, respectively.

Item № 12 Executive Officer's Report

The Commission was given written reports of the Executive Officer's activities for the period of June 24 through July 19, 2024, and was verbally updated on recent events relevant to the Commission, including the Long Range Planning Calendar and Legislative Summary.

Staff commented that a proposal application was received from the City of Woodland for a reorganization to annex the areas of Barnard Ct./Westucky, PIRMI, and the Sports Park.

Staff stated that recruitment for the LAFCo analyst position continues, with initial screening interviews completed this week with eight of the nine minimally qualified candidates as one of the applicants was a no show. Final panel interviews will be conducted mid-August with two to three of the highest qualified candidates.

Staff stated that she would be meeting with two board members of the Elkhorn Fire Protection District regarding dissolution of the district.

Item № 13 Commissioner Reports

There were no reports.

Item № 14 Adjournment

Minute Order 2024-38: By order of the Vice Chair, the meeting was adjourned at 10:42 a.m. to the next regular meeting.

_____
Bill Biasi, Chair
Local Agency Formation Commission
County of Yolo, State of California

ATTEST:

_____
Terri Tuck
Clerk to the Commission

YOLO
LOCAL
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COMMISSION

Yolo LAFCo
Collaboration for Better Government

Consent 5.

LAFCO
Meeting Date: 09/26/2024

Information

SUBJECT
Review and file Fiscal Year 2023/24 Fourth Quarter Financial Update

RECOMMENDED ACTION
Review and file Fiscal Year 2023/24 Fourth Quarter Financial Update.

REASONS FOR RECOMMENDED ACTION
The intent of the quarterly financial report is to provide the Commission with an update on how LAFCo performed financially in the previous quarter as compared to the adopted budget and to discuss any issues as appropriate. The practice was recommended during a previous audit as an additional safeguard to ensure sound financial management, given the small size of the LAFCo staff. In accordance with LAFCo Administrative Policies and Procedures, the Commission adopts the final budget and is authorized to make adjustments as appropriate.

BACKGROUND
The LAFCo FY 2023/24 budget was adopted on May 25, 2023. During the fourth quarter, LAFCo remained on track with regard to both revenue and expenditures and closed the fiscal year "in the black".

REVENUES
LAFCo received 106% of its budgeted revenue, exceeding estimates in a few accounts: LAFCo fees exceeded the budget by $23,119 and investment earnings by $9,666. These unexpected revenues will decrease the amount of fund balance used to balance our budget. LAFCo's overall revenue came from the following sources: agency funding (83%), use of available fund balance (11%), and fees and investments (6%).

EXPENDITURES
LAFCo's total expenditures for the fiscal year ended at 86% of the total budget. Salaries and Benefits ended the fiscal year at 99% of budget, Services and Supplies closed at 56% of budget, and none of the appropriations for Contingency were used. A few accounts under Services and Supplies significantly exceeded appropriations during this fiscal year. Maintenance-Bldg Improvement (510071) exceeded its appropriation by 1,146%, due to County staff charging the wrong account to LAFCo for water, sewer, and HVAC debt for the administration building. Staff appropriated the $2,864 to account 540500-3005, as recommended in the County's Budget Instructions. Office Exp-Postage (510111) exceeded its total appropriation by 325% due to the postage needed for a public hearing notice and conducting authority protest proceedings notice for the PIRMI & Sports Park Reorganization to the City of Woodland (LAFCo #24-01). Most of the overage in this account will be charged back to the applicant.

In Attachment B, the Yolo County Department of Financial Services (DFS) recorded a debit of $2,836 on investment earnings to comply with Government Accounting Standard Board (GASB) reporting requirements. However, it is a financial reporting adjustment only and is not considered an expense for budget purposes. Therefore, the adjustment was not included in the Budget Status Summary.

BUDGET REPORTS
The Budget Status Summary (Attachment A) is an easy-to-read summary of the budget. The General Ledger Report (Attachment B) shows a running balance of all transactions, including both revenue and expenditure amounts.

Attachments

ATT A-FY23-24 4th QTR Budget Status Summary
ATT B-FY23-24 4th QTR General Ledger

Form Review

Inbox	Reviewed By	Date
Christine Crawford	Christine Crawford	09/18/2024 11:25 AM
Form Started By: Terri Tuck		Started On: 09/18/2024 07:31 AM
Final Approval Date: 09/18/2024		

LAFCO BUDGET - 4th QUARTER BUDGET STATUS SUMMARY **FISCAL YEAR 2023/24**

Account #	Account Name	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year to Date	FY 22/23 Budget	% Budget
REVENUES								
403100	INVESTMENT EARNINGS-POOL	$0.00	$1,358.33	$4,679.10	$6,628.20	$12,665.63	$ 3,000	422.19%
430020	OTHER GOVT AGENCY-COUNTY	$242,749.00	$0.00	$0.00	$0.00	$242,749.00	$ 242,749	100%
430023	OTHER GOVT AGENCY-WEST SACRAMENTO	$83,755.00	$0.00	$0.00	$0.00	$83,755.00	$ 83,755	100%
430025	OTHER GOVT AGENCY-WOODLAND	$72,666.00	$0.00	$0.00	$0.00	$72,666.00	$ 72,666	100%
430027	OTHER GOVT AGENCY-WINTERS	$7,869.00	$0.00	$0.00	$0.00	$7,869.00	$ 7,869	100%
430029	OTHER GOVT AGENCY-DAVIS	$78,462.00	$0.00	$0.00	$0.00	$78,462.00	$ 78,462	100%
440520	OTH CHRG FR SVC-LAFCO FEES	$11,400.00	$0.00	$7,617.02	$4,102.37	$23,119.39	$0	0.00%
470999	USE FUND BALANCE AVAILABLE-BUDGET ONLY	$0.00	$0.00	$0.00	$0.00	$ 61,185	$ 61,185	
	TOTAL AGENCY COST						$ 485,501	
	TOTAL OTHER LISTED SOURCES						$ 64,185	
	TOTAL FINANCING SOURCES	**$ 496,901**	**$ 1,358**	**$ 12,296**	**$ 10,731**	**$ 582,471**	**$ 549,686**	**105.96%**

LAFCO BUDGET - 4th QUARTER BUDGET STATUS SUMMARY **FISCAL YEAR 2023/24**

Account #	Account Name	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year to Date	FY 22/23 Budget	% Budget
SALARIES AND BENEFITS								
500100	REGULAR EMPLOYEES	$56,747.45	$56,150.53	$65,556.81	$66,271.35	$244,726.14	$249,502	98.09%
500110	EXTRA HELP	$0.00	$0.00	$540.00	$4,207.50	$4,747.50	$0.00	0.00%
501100	RETIREMENT (CALPERS)	$18,961.21	$18,872.29	$22,035.31	$22,070.70	$81,939.51	$86,252	95.00%
501110	SOCIAL SECURITY TAX (OASDI)	$3,576.14	$3,397.22	$4,627.18	$4,919.14	$16,519.68	$16,260	101.60%
501120	MEDICARE	$836.36	$794.51	$1,082.16	$1,113.51	$3,826.54	$4,267	89.68%
501130	HEALTH INSURANCE (Life Ins/EAP/in-lieu)	$30.42	$36.00	$945.00	$1,649.10	$2,660.52	$150.00	1773.68%
501150	OPEB - RETIREE HEALTH INSURANCE	$4,349.17	$4,314.35	$5,032.86	$5,079.82	$18,776.20	$19,202	97.78%
501170	UNEMPLOYMENT INSURANCE	$0.00	$793.00	$0.00	$0.00	$793.00	$793	100.00%
501180	WORKERS' COMP INSURANCE	$500.00	$0.00	$0.00	$0.00	$500.00	$500	100.00%
501190	OTHER EMPLOYEE BENEFITS	$10,512.44	$10,368.32	$12,605.84	$11,405.60	$44,892.20	$44,792	100.22%
	TOTAL SALARY & BENEFITS	**$95,513.19**	**$94,726.22**	**$112,425.16**	**$116,716.72**	**$419,381.29**	**$ 421,718**	**99.45%**
SERVICES AND SUPPLIES								
510025	COMMUNICATIONS - INTERNAL CHARGE	$537.00	$537.00	$537.00	$549.00	$2,160.00	$2,358	91.60%
510051	INSURANCE-PUBLIC LIABILITY	$500.00	$0.00	$0.00	$0.00	$500.00	$500	100.00%
510030	FOOD	$0.00	$0.00	$291.91	$52.48	$344.39	$0	0.00%
510070	MAINTENANCE-EQUIPMENT	$0.00	$65.54	$42.49	$132.84	$240.87	$700	34.41%
510071	MAINTENANCE-BLDG IMPROVEMENT	$0.00	$0.00	$0.00	$2,864.00	$2,864.00	$250	1145.60%
510090	MEMBERSHIPS	$4,646.00	$1,281.00	$813.00	$0.00	$6,740.00	$6,750	99.85%
510110	OFFICE EXPENSE	$12.00	$102.72	$269.94	$339.62	$724.28	$1,000	72.43%
510111	OFFICE EXP-POSTAGE	$0.00	$169.82	$470.80	$10.35	$650.97	$200	325.49%
510120	IT SERVICE-DEPARTMENT SYSTEM MAINTENANCE	$0.00	$0.00	$0.00	$0.00	$0.00	$6,000	0.00%
510121	IT SERVICES-ERP (Enterprise/Resource/Planning)	$345.00	$345.00	$345.00	$86.00	$1,121.00	$1,379	81.29%
510122	IT SERVICES-CONNECTIVITY	$1,180.00	$1,180.00	$1,180.00	$1,135.00	$4,675.00	$4,719	99.07%
510160	PUBLICATIONS AND LEGAL NOTICES	$143.10	$152.22	$137.92	$381.22	$814.46	$1,000	81.45%
510170	RENTS AND LEASES - EQUIPMENT	$21.45	$15.99	$17.07	$17.49	$72.00	$100	72.00%
510173	RENTS INTERNAL CHARGE (Records Storage-Archives)	$0.00	$0.00	$0.00	$1,648.00	$1,648.00	$1,648	100.00%
510180	TRAINING	$1,375.00	$0.00	$525.00	$0.00	$1,900.00	$4,000	47.50%
510190	MINOR EQUIPMENT (Computers)	$10.79	$0.00	$0.00	$0.00	$10.79	$0	0.00%
510200	TRANSPORTATION AND TRAVEL	$91.70	$1,921.73	$94.32	$483.43	$2,591.18	$5,000	51.82%
510251	PROF & SPEC SVC-AUDITING & ACCOUNTING	$0.00	$0.00	$0.00	$0.00	$0.00	$0	0.00%
510252	PROF & SPEC SVC-INFO TECH SERVICES	$3,045.00	$0.00	$676.80	$7,045.09	$10,766.89	$9,500	113.34%
510256	PROF & SPEC SVC-LEGAL SERVICES	$0.00	$0.00	$0.00	$10,840.00	$10,840.00	$10,000	108.40%
510275	PROF & SPEC SVC-OTHER	$1,000.00	$150.00	$3,525.00	$0.00	$4,675.00	$40,000	11.69%
	TOTAL SERVICES & SUPPLIES	**$12,907.04**	**$5,921.02**	**$8,926.25**	**$25,584.52**	**$53,338.83**	**$ 95,104**	**56.08%**
OTHER CHARGES								
526601	PAYMENTS TO OTHER GOVERNMENT INSTITUTIONS	$0.00	$0.00	$50.00	$350.00	$400.00	$0	0.00%
	TOTAL OTHER CHARGES	**$0.00**	**$0.00**	**$50.00**	**$350.00**	**$400.00**	**$0**	**0.00%**
OTHER FINANCING USES								
540500-3005	TRANSFER OUT (Trane debt-water,sewer,HVAC)	$0.00	$2,864.00	$0.00	($2,864.00)	$0.00	$2,864	0.00%
590100	APPROP FOR CONTINGENCY	$0.00	$0.00	$0.00	$0.00	$0.00	$25,000	0.00%
590999	CONTRIBUTIONS TO FUND BALANCE	$0.00	$0.00	$0.00		$0.00	$5,000	0.00%
	TOTAL APPROPRIATIONS	**$0.00**	**$2,864.00**	**$0.00**	**($2,864.00)**	**$0.00**	**$ 32,864**	**0.00%**
	TOTAL EXPENDITURES	**$ 108,420**	**$ 103,511**	**$ 121,401**	**$ 139,787**	**$ 473,120**	**$ 549,686**	**86.07%**

FY2023/24 4th Quarter General Ledger

PostingDate	ClosePeriod	Account	Description	Amount	GLCode	AccountTotals
ACCOUNT 403100	**INVESTMENT EARNINGS-POOL**					
04/01/2024	April 2024	403100	Q3 INTEREST APPORTIONMENT	-3888.34	JE	
04/01/2024	April 2024	403100	Q3 INTEREST APPORTIONMENT FEES	72.23	JE	
06/30/2024	June 2024	403100	Q4 INTEREST APPORTIONMENT	-2902.55	JE	
06/30/2024	June 2024	403100	Q4 INTEREST APPORTIONMENT FEE	90.46	JE	-$6,628.20
ACCOUNT 403199	**GASB 31 FAIR MARKET VALUE -DFS ONLY**					
06/30/2024	June 2024	403199	063024 GASB 31 FMV ADJ	2836.00	JE	$2,836.00
ACCOUNT 440520	**OTHER CHARGES FOR SERVICES-LAFCO FEES**					
04/19/2024	April 2024	440520	Final Payment-LAF#23-07 WRTP Reorg to Woodland	-3911.92	CL	
04/23/2024	April 2024	440520	16949 - CA DEPT OF TAX AND FEE ADMIN	2000.00	AD	
04/29/2024	April 2024	440520	Final Pmt-Promenade Reorg to Davis LAF#23-05	-4040.45	CL	
05/16/2024	May 2024	440520	16949 - CA DEPT OF TAX AND FEE ADMIN	1500.00	AD	
06/30/2024	June 2024	440520	CORR 2022 NOE DEPOSITS	100.00	JE	
06/30/2024	June 2024	440520	CORR 2023 NOE DEPOSITS	100.00	JE	
06/30/2024	June 2024	440520	CORR 2024 NOE DEPOSITS	150.00	JE	-$4,102.37
ACCOUNT 500100	**REGULAR EMPLOYEES**					
04/12/2024	April 2024	500100	Summarized transaction	7589.96	PW	
04/12/2024	April 2024	500100	Journal created by run group GHRPR100000000000066	39.83	PW	
04/12/2024	April 2024	500100	Journal created by run group GHRPR100000000000066	327.51	PW	
04/12/2024	April 2024	500100	Summarized transaction	337.38	PW	
04/12/2024	April 2024	500100	Summarized transaction	928.40	PW	
04/12/2024	April 2024	500100	Journal created by run group GHRPR100000000000066	398.30	PW	
04/12/2024	April 2024	500100	Journal created by run group GHRPR100000000000066	-251.48	PW	
04/26/2024	April 2024	500100	Summarized transaction	4345.08	PW	
04/26/2024	April 2024	500100	Summarized transaction	4938.92	PW	
04/26/2024	April 2024	500100	Summarized transaction	337.38	PW	
04/26/2024	April 2024	500100	Journal created by run group GHRPR100000000000068	-251.48	PW	
05/10/2024	May 2024	500100	Summarized transaction	8394.44	PW	
05/10/2024	May 2024	500100	Journal created by run group GHRPR100000000000070	491.27	PW	
05/10/2024	May 2024	500100	Summarized transaction	337.38	PW	
05/10/2024	May 2024	500100	Journal created by run group GHRPR100000000000070	39.83	PW	
05/10/2024	May 2024	500100	Journal created by run group GHRPR100000000000070	358.47	PW	
05/10/2024	May 2024	500100	Journal created by run group GHRPR100000000000070	-251.48	PW	
05/24/2024	May 2024	500100	Summarized transaction	9204.35	PW	
05/24/2024	May 2024	500100	Summarized transaction	337.38	PW	
05/24/2024	May 2024	500100	Journal created by run group GHRPR100000000000072	39.83	PW	
05/24/2024	May 2024	500100	Journal created by run group GHRPR100000000000072	39.83	PW	
05/24/2024	May 2024	500100	Journal created by run group GHRPR100000000000072	-251.48	PW	
06/07/2024	June 2024	500100	Summarized transaction	8064.48	PW	
06/07/2024	June 2024	500100	Summarized transaction	337.38	PW	
06/07/2024	June 2024	500100	Summarized transaction	928.40	PW	
06/07/2024	June 2024	500100	Journal created by run group GHRPR100000000000074	291.12	PW	
06/07/2024	June 2024	500100	Journal created by run group GHRPR100000000000074	-251.48	PW	
06/21/2024	June 2024	500100	Summarized transaction	7067.28	PW	
06/21/2024	June 2024	500100	Journal created by run group GHRPR100000000000076	2071.16	PW	
06/21/2024	June 2024	500100	Journal created by run group GHRPR100000000000076	145.56	PW	
06/21/2024	June 2024	500100	Summarized transaction	337.38	PW	
06/21/2024	June 2024	500100	Journal created by run group GHRPR100000000000076	-244.95	PW	
06/30/2024	June 2024	500100	ACCR PAYROLL 7/5 100%	9369.90	JE	
06/30/2024	June 2024	500100	ACCR PAYROLL 7/19 7%	675.50	JE	$66,271.35
ACCOUNT 500110	**EXTRA HELP**					
04/12/2024	April 2024	500110	Journal created by run group GHRPR100000000000066	697.50	PW	
05/10/2024	May 2024	500110	Journal created by run group GHRPR100000000000070	472.50	PW	
05/24/2024	May 2024	500110	Journal created by run group GHRPR100000000000072	1687.50	PW	
06/07/2024	June 2024	500110	Journal created by run group GHRPR100000000000074	585.00	PW	
06/21/2024	June 2024	500110	Journal created by run group GHRPR100000000000076	540.00	PW	
06/30/2024	June 2024	500110	ACCR PAYROLL 7/5 100%	225.00	JE	$4,207.50
ACCOUNT 501100	**RETIREMENT**					
04/01/2024	April 2024	501100	Summarized transaction	-93.38	P1	
04/12/2024	April 2024	501100	Summarized transaction	3227.94	PD	
04/12/2024	April 2024	501100	Summarized transaction	-93.38	P1	
04/26/2024	April 2024	501100	Summarized transaction	3227.94	PD	
05/10/2024	May 2024	501100	Summarized transaction	3227.95	PD	
05/24/2024	May 2024	501100	Summarized transaction	3227.95	PD	
06/01/2024	June 2024	501100	Summarized transaction	-93.38	P1	
06/01/2024	June 2024	501100	Summarized transaction	-93.38	P1	
06/01/2024	June 2024	501100	Summarized transaction	-93.38	P1	
06/07/2024	June 2024	501100	Summarized transaction	3227.94	PD	
06/07/2024	June 2024	501100	Summarized transaction	-93.38	P1	

06/21/2024	June 2024	501100	Summarized transaction	3230.20	PD	
06/21/2024	June 2024	501100	Summarized transaction	-93.44	P1	
06/30/2024	June 2024	501100	ACCR PAYROLL 7/5 100%	3134.56	JE	
06/30/2024	June 2024	501100	ACCR PAYROLL 7/19 7%	219.94	JE	$22,070.70
ACCOUNT 501110	**OASDI**					
04/11/2024	April 2024	501110	10118 - DAVIS ENTERPRISE	157.95	AD	
04/12/2024	April 2024	501110	Journal created by run group GHRPR100000000000066	43.25	PD	
04/12/2024	April 2024	501110	Summarized transaction	636.30	PD	
04/26/2024	April 2024	501110	Summarized transaction	636.32	PD	
05/10/2024	May 2024	501110	Journal created by run group GHRPR100000000000070	29.29	PD	
05/10/2024	May 2024	501110	Summarized transaction	636.30	PD	
05/24/2024	May 2024	501110	Journal created by run group GHRPR100000000000072	104.63	PD	
05/24/2024	May 2024	501110	Summarized transaction	636.31	PD	
06/07/2024	June 2024	501110	Journal created by run group GHRPR100000000000074	36.27	PD	
06/07/2024	June 2024	501110	Summarized transaction	636.31	PD	
06/21/2024	June 2024	501110	Journal created by run group GHRPR100000000000076	33.48	PD	
06/21/2024	June 2024	501110	Summarized transaction	636.71	PD	
06/30/2024	June 2024	501110	ACCR PAYROLL 7/5 100%	650.26	JE	
06/30/2024	June 2024	501110	ACCR PAYROLL 7/19 7%	45.76	JE	$4,919.14
ACCOUNT 501120	**FICA / MEDICARE**					
04/12/2024	April 2024	501120	Journal created by run group GHRPR100000000000066	10.11	PD	
04/12/2024	April 2024	501120	Summarized transaction	148.82	PD	
04/26/2024	April 2024	501120	Summarized transaction	148.82	PD	
05/10/2024	May 2024	501120	Journal created by run group GHRPR100000000000070	6.85	PD	
05/10/2024	May 2024	501120	Summarized transaction	148.80	PD	
05/24/2024	May 2024	501120	Journal created by run group GHRPR100000000000072	24.47	PD	
05/24/2024	May 2024	501120	Summarized transaction	148.82	PD	
06/07/2024	June 2024	501120	Journal created by run group GHRPR100000000000074	8.49	PD	
06/07/2024	June 2024	501120	Summarized transaction	148.82	PD	
06/21/2024	June 2024	501120	Journal created by run group GHRPR100000000000076	7.83	PD	
06/21/2024	June 2024	501120	Summarized transaction	148.90	PD	
06/30/2024	June 2024	501120	ACCR PAYROLL 7/5 100%	152.08	JE	
06/30/2024	June 2024	501120	ACCR PAYROLL 7/19 7%	10.70	JE	$1,113.51
ACCOUNT 501130	**HEALTH INSURANCE**					
04/12/2024	April 2024	501130	Summarized transaction	230.25	PD	
04/12/2024	April 2024	501130	Summarized transaction	3.00	PD	
04/26/2024	April 2024	501130	Summarized transaction	233.25	PD	
05/10/2024	May 2024	501130	Summarized transaction	233.25	PD	
05/24/2024	May 2024	501130	Summarized transaction	233.25	PD	
06/07/2024	June 2024	501130	Summarized transaction	230.25	PD	
06/07/2024	June 2024	501130	Summarized transaction	3.00	PD	
06/21/2024	June 2024	501130	Summarized transaction	233.25	PD	
06/30/2024	June 2024	501130	ACCR PAYROLL 7/5 100%	233.25	JE	
06/30/2024	June 2024	501130	ACCR PAYROLL 7/19 7%	16.35	JE	$1,649.10
ACCOUNT 501150	**OPEB - RETIREE HEALTH INSURANCE**					
04/12/2024	April 2024	501150	Summarized transaction	718.98	PD	
04/26/2024	April 2024	501150	Summarized transaction	718.98	PD	
05/10/2024	May 2024	501150	Summarized transaction	718.98	PD	
05/24/2024	May 2024	501150	Summarized transaction	718.98	PD	
06/07/2024	June 2024	501150	Summarized transaction	718.98	PD	
06/21/2024	June 2024	501150	Summarized transaction	719.48	PD	
06/30/2024	June 2024	501150	ACCR PAYROLL 7/5 100%	718.98	JE	
06/30/2024	June 2024	501150	ACCR PAYROLL 7/19 7%	46.46	JE	$5,079.82
ACCOUNT 501190	**OTHER EMPLOYMENT BENEFITS**					
04/12/2024	April 2024	501190	Summarized transaction	1613.24	PW	
04/26/2024	April 2024	501190	Summarized transaction	1613.24	PW	
05/10/2024	May 2024	501190	Summarized transaction	1613.24	PW	
05/24/2024	May 2024	501190	Summarized transaction	1613.24	PW	
06/07/2024	June 2024	501190	Summarized transaction	1613.24	PW	
06/21/2024	June 2024	501190	Summarized transaction	1613.24	PW	
06/30/2024	June 2024	501190	ACCR PAYROLL 7/5 100%	1613.24	JE	
06/30/2024	June 2024	501190	ACCR PAYROLL 7/19 7%	112.92	JE	$11,405.60
ACCOUNT 510025	**COMMUNICATIONS INTERNAL CHARGE**					
06/30/2024	June 2024	510025	FY23/24 TELECOM Q4 & TRUE UP	549.00	JE	$549.00
ACCOUNT 510030	**FOOD**					
06/13/2024	June 2024	510030	10380 - US BANCORP CARD SERVICES INC	52.48	AD	$52.48
ACCOUNT 510070	**MAINTENANCE - EQUIPMENT**					
04/02/2024	April 2024	510070	16728 - WIZIX TECHNOLOGY GROUP INC	129.22	AD	
04/02/2024	April 2024	510070	16728 - WIZIX TECHNOLOGY GROUP INC	3.62	AD	$132.84
ACCOUNT 510071	**MAINTENANCE - BUILDING IMPROVEMENT**					
05/02/2024	May 2024	510071	RECLASS TRANE DEBT CHARGES	2864.00	JE	$2,864.00

ACCOUNT 510110	**OFFICE EXPENSE**					
04/11/2024	April 2024	510110	10058 - STAPLES CONTRACT & COMMERCIAL	65.45	AD	
04/11/2024	April 2024	510110	10246 - ALHAMBRA	5.75	AD	
04/15/2024	April 2024	510110	10380 - US BANCORP CARD SERVICES INC	170.00	AD	
05/10/2024	May 2024	510110	10246 - ALHAMBRA	0.00	AD	
05/22/2024	May 2024	510110	LAFCO E-2097	75.90	JE	
06/03/2024	June 2024	510110	10246 - ALHAMBRA	11.50	AD	
06/30/2024	June 2024	510110	10246 - ALHAMBRA	11.02	AD	$339.62
ACCOUNT 510111	**OFFICE EXPENSE - POSTAGE**					
04/15/2024	April 2024	510111	10380 - US BANCORP CARD SERVICES INC	10.35	AD	$10.35
ACCOUNT 510121	**IT SERVICES - ERP**					
06/30/2024	June 2024	510121	FY23/24 ERP Q4 & TRUE UP	86.00	JE	$86.00
ACCOUNT 510122	**IT SERVICES - CONNECTIVITY**					
06/30/2024	June 2024	510122	FY23/24 CONNECTIVITY Q4 & TRUE UP	1135.00	JE	$1,135.00
ACCOUNT 510160	**PUBLICATIONS AND LEGAL NOTICES**					
04/04/2024	April 2024	510160	10118 - DAVIS ENTERPRISE	218.70	AD	
04/18/2024	April 2024	510160	10118 - DAVIS ENTERPRISE	90.00	AD	
05/13/2024	May 2024	510160	10380 - US BANCORP CARD SERVICES INC	72.52	AD	
06/13/2024	June 2024	510160	10380 - US BANCORP CARD SERVICES INC	142.98	AD	
06/13/2024	June 2024	510160	10380 - US BANCORP CARD SERVICES INC	-142.98	AD	$381.22
ACCOUNT 510170	**RENTS AND LEASES - EQUIPMENT**					
04/11/2024	April 2024	510170	10246 - ALHAMBRA	5.69	AD	
05/10/2024	May 2024	510170	10246 - ALHAMBRA	5.69	AD	
06/03/2024	June 2024	510170	10246 - ALHAMBRA	5.69	AD	
06/30/2024	June 2024	510170	10246 - ALHAMBRA	0.42	AD	$17.49
ACCOUNT 510173	**RENT INTERNAL CHARGE**					
06/21/2024	June 2024	510173	FY24 RECORDS CENTER IB	1648.00	JE	$1,648.00
ACCOUNT 510200	**TRANSPORTATION AND TRAVEL**					
05/13/2024	May 2024	510200	10380 - US BANCORP CARD SERVICES INC	207.87	AD	
05/16/2024	May 2024	510200	12674 - CHRISTINE CRAWFORD	275.56	AD	$483.43
ACCOUNT 510252	**PROFESSIONAL & SPECIAL SERVICES - INFO TECH SERVICES**					
04/09/2024	April 2024	510252	OnBase FY24/25 Records Management	3184.86	JE	
04/11/2024	April 2024	510252	16932 - WOODLAND ACCESS VISUAL ENTERPRISES	288.00	AD	
05/10/2024	May 2024	510252	16932 - WOODLAND ACCESS VISUAL ENTERPRISES	324.00	AD	
05/15/2024	May 2024	510252	GIS-RDs MSR/SOI LAF#23-03	1218.00	JE	
06/13/2024	June 2024	510252	16932 - WOODLAND ACCESS VISUAL ENTERPRISES	288.00	AD	
06/21/2024	June 2024	510252	Use of County Zoom Acct FY24/25	177.73	JE	
06/24/2024	June 2024	510252	ITSD INV# LAFCo May24 GIS Services	693.00	JE	
06/30/2024	June 2024	510252	ITSD-JUNE 2024 LAFCO	367.50	JE	
06/30/2024	June 2024	510252	16932 - WOODLAND ACCESS VISUAL ENTERPRISES	504.00	AD	$7,045.09
ACCOUNT 510256	**PROFESSIONAL & SPECIAL SERVICES - LEGAL SERVICES**					
05/10/2024	May 2024	510256	Legal Services 1st&2nd QTR FY23/24	2560.00	JE	
05/10/2024	May 2024	510256	Legal Services 3rd QTR FY23/24	5160.00	JE	
06/30/2024	June 2024	510256	Legal Services 4th QTR FY23/24	3120.00	JE	$10,840.00
ACCOUNT 526601	**PAYMENTS TO OTHER GOVERNMENT INSTITUTIONS**					
06/30/2024	June 2024	526601	CORR 2023 PAYMENT TO BOE	350.00	JE	$350.00
ACCOUNT 540500-3005	**UTILITIES INTERNAL CHARGES**					
05/02/2024	May 2024	540500-3005	RECLASS TRANE DEBT CHARGES	-2864.00	JE	-$2,864.00
ACCOUNT 100000	**CASH IN TREASURY**					
04/01/2024	April 2024	100000	To zone balancing entry	3888.34	ZB	
04/01/2024	April 2024	100000	To zone balancing entry	-72.23	ZB	
04/01/2024	April 2024	100000	To zone balancing entry	93.38	ZB	
04/02/2024	April 2024	100000	To zone balancing entry	-50.00	ZB	
04/02/2024	April 2024	100000	To zone balancing entry	-50.00	ZB	
04/09/2024	April 2024	100000	To zone balancing entry	-3184.86	ZB	
04/11/2024	April 2024	100000	To zone balancing entry	-351.54	ZB	
04/12/2024	April 2024	100000	To zone balancing entry	-16699.29	ZB	
04/12/2024	April 2024	100000	To zone balancing entry	93.38	ZB	
04/18/2024	April 2024	100000	To zone balancing entry	-364.89	ZB	
04/18/2024	April 2024	100000	To zone balancing entry	-338.30	ZB	
04/19/2024	April 2024	100000	To zone balancing entry	3911.92	ZB	
04/25/2024	April 2024	100000	To zone balancing entry	-2090.00	ZB	
04/26/2024	April 2024	100000	To zone balancing entry	-15948.45	ZB	
04/29/2024	April 2024	100000	To zone balancing entry	4040.45	ZB	
05/10/2024	May 2024	100000	To zone balancing entry	-5160.00	ZB	
05/10/2024	May 2024	100000	To zone balancing entry	-2560.00	ZB	
05/10/2024	May 2024	100000	To zone balancing entry	-16457.07	ZB	
05/15/2024	May 2024	100000	To zone balancing entry	-1218.00	ZB	
05/16/2024	May 2024	100000	To zone balancing entry	-329.69	ZB	
05/16/2024	May 2024	100000	To zone balancing entry	-280.39	ZB	
05/22/2024	May 2024	100000	To zone balancing entry	-75.90	ZB	

05/23/2024	May 2024	100000	To zone balancing entry	-1775.56	ZB	
05/24/2024	May 2024	100000	To zone balancing entry	-17765.06	ZB	
06/01/2024	June 2024	100000	To zone balancing entry	93.38	ZB	
06/01/2024	June 2024	100000	To zone balancing entry	93.38	ZB	
06/01/2024	June 2024	100000	To zone balancing entry	93.38	ZB	
06/07/2024	June 2024	100000	To zone balancing entry	-16578.20	ZB	
06/07/2024	June 2024	100000	To zone balancing entry	93.38	ZB	
06/13/2024	June 2024	100000	To zone balancing entry	-17.19	ZB	
06/20/2024	June 2024	100000	To zone balancing entry	-288.00	ZB	
06/20/2024	June 2024	100000	To zone balancing entry	-52.48	ZB	
06/21/2024	June 2024	100000	To zone balancing entry	-1648.00	ZB	
06/21/2024	June 2024	100000	To zone balancing entry	-177.73	ZB	
06/21/2024	June 2024	100000	To zone balancing entry	-16539.52	ZB	
06/21/2024	June 2024	100000	To zone balancing entry	93.44	ZB	
06/24/2024	June 2024	100000	To zone balancing entry	-693.00	ZB	
06/30/2024	June 2024	100000	To zone balancing entry	-367.50	ZB	
06/30/2024	June 2024	100000	To zone balancing entry	-1135.00	ZB	
06/30/2024	June 2024	100000	To zone balancing entry	-86.00	ZB	
06/30/2024	June 2024	100000	To zone balancing entry	-549.00	ZB	
06/30/2024	June 2024	100000	To zone balancing entry	-3120.00	ZB	
06/30/2024	June 2024	100000	To zone balancing entry	2902.55	ZB	
06/30/2024	June 2024	100000	To zone balancing entry	-90.46	ZB	-$110,716.33
ACCOUNT 100000	**CASH IN TREASURY**					
06/30/2024	June 2024	100099	063024 GASB 31 FMV ADJ	-2836.00	JE	
ACCOUNT 200000	**ACCOUNTS PAYABLE**					
04/02/2024	April 2024	200000	Accounts payable accrual	-129.22	AC	
04/02/2024	April 2024	200000	Accounts payable accrual	-3.62	AC	
04/04/2024	April 2024	200000	Accounts payable accrual	-218.70	AC	
04/11/2024	April 2024	200000	Payment Accrual	218.70	AP	
04/11/2024	April 2024	200000	Payment Accrual	129.22	AP	
04/11/2024	April 2024	200000	Payment Accrual	3.62	AP	
04/11/2024	April 2024	200000	Accounts payable accrual	-288.00	AC	
04/11/2024	April 2024	200000	Accounts payable accrual	-65.45	AC	
04/11/2024	April 2024	200000	Accounts payable accrual	-157.95	AC	
04/11/2024	April 2024	200000	Accounts payable accrual	-5.75	AC	
04/11/2024	April 2024	200000	Accounts payable accrual	-5.69	AC	
04/15/2024	April 2024	200000	Accounts payable accrual	-170.00	AC	
04/15/2024	April 2024	200000	Accounts payable accrual	-10.35	AC	
04/18/2024	April 2024	200000	Payment Accrual	65.45	AP	
04/18/2024	April 2024	200000	Payment Accrual	5.75	AP	
04/18/2024	April 2024	200000	Payment Accrual	5.69	AP	
04/18/2024	April 2024	200000	Payment Accrual	288.00	AP	
04/18/2024	April 2024	200000	Payment Accrual	157.95	AP	
04/18/2024	April 2024	200000	Payment Accrual	170.00	AP	
04/18/2024	April 2024	200000	Payment Accrual	10.35	AP	
04/18/2024	April 2024	200000	Accounts payable accrual	-90.00	AC	
04/23/2024	April 2024	200000	Accounts payable accrual	-2000.00	AC	
04/25/2024	April 2024	200000	Payment Accrual	2000.00	AP	
04/25/2024	April 2024	200000	Payment Accrual	90.00	AP	
05/10/2024	May 2024	200000	Accounts payable accrual	-5.69	AC	
05/10/2024	May 2024	200000	Accounts payable accrual	0.00	AC	
05/10/2024	May 2024	200000	Accounts payable accrual	-324.00	AC	
05/13/2024	May 2024	200000	Accounts payable accrual	-207.87	AC	
05/13/2024	May 2024	200000	Accounts payable accrual	-72.52	AC	
05/16/2024	May 2024	200000	Payment Accrual	5.69	AP	
05/16/2024	May 2024	200000	Payment Accrual	0.00	AP	
05/16/2024	May 2024	200000	Payment Accrual	324.00	AP	
05/16/2024	May 2024	200000	Payment Accrual	207.87	AP	
05/16/2024	May 2024	200000	Payment Accrual	72.52	AP	
05/16/2024	May 2024	200000	Accounts payable accrual	-275.56	AC	
05/16/2024	May 2024	200000	Accounts payable accrual	-1500.00	AC	
05/23/2024	May 2024	200000	Payment Accrual	1500.00	AP	
05/23/2024	May 2024	200000	Payment Accrual	275.56	AP	
06/03/2024	June 2024	200000	Accounts payable accrual	-11.50	AC	
06/03/2024	June 2024	200000	Accounts payable accrual	-5.69	AC	
06/13/2024	June 2024	200000	Payment Accrual	11.50	AP	
06/13/2024	June 2024	200000	Payment Accrual	5.69	AP	
06/13/2024	June 2024	200000	Accounts payable accrual	-288.00	AC	
06/13/2024	June 2024	200000	Accounts payable accrual	-142.98	AC	
06/13/2024	June 2024	200000	Accounts payable accrual	142.98	AC	
06/13/2024	June 2024	200000	Accounts payable accrual	-52.48	AC	

06/20/2024	June 2024	200000	Payment Accrual	288.00	AP	
06/20/2024	June 2024	200000	Payment Accrual	142.98	AP	
06/20/2024	June 2024	200000	Payment Accrual	-142.98	AP	
06/20/2024	June 2024	200000	Payment Accrual	52.48	AP	
06/30/2024	June 2024	200000	Accounts payable accrual	-0.42	AC	
06/30/2024	June 2024	200000	Accounts payable accrual	-11.02	AC	
06/30/2024	June 2024	200000	Accounts payable accrual	-504.00	AC	-$515.44
ACCOUNT 20550	**ACCRUED PAYROLL-GROSS**					
06/30/2024	June 2024	205500	ACCR PAYROLL 7/5 100%	-13762.77	JE	
06/30/2024	June 2024	205500	ACCR PAYROLL 7/19 7%	-965.90	JE	-$14,728.67
ACCOUNT 206000	**DUE TO OTHER GOVERNMENTS**					
06/30/2024	June 2024	206000	ACCR PAYROLL 7/5 100% DENTAL	-125.84	JE	
06/30/2024	June 2024	206000	ACCR PAYROLL 7/5 100% PENSION	-2208.66	JE	
06/30/2024	June 2024	206000	ACCR PAYROLL 7/19 7% DENTAL	-8.48	JE	
06/30/2024	June 2024	206000	ACCR PAYROLL 7/19 7% PENSION	-153.25	JE	-$2,496.23
ACCOUNT 209300	**DEPOSITS FROM OTHERS**					
04/02/2024	April 2024	209300	NOD-Promenade Reorg to Davis LAF#23-06	50.00	JE	
04/02/2024	April 2024	209300	NOD-WRTP Reorg to Davis LAF#23-07	50.00	JE	
06/30/2024	June 2024	209300	CORR 2022 NOE DEPOSITS	-100.00	JE	
06/30/2024	June 2024	209300	CORR 2023 NOE DEPOSITS	-100.00	JE	
06/30/2024	June 2024	209300	CORR 2023 PAYMENT TO BOE	-350.00	JE	
06/30/2024	June 2024	209300	CORR 2024 NOE DEPOSITS	-150.00	JE	-$600.00

General Ledger Code

AC	Vendor Invoice Accrual
AD	Vendor Invoicer Distribution
AP	Vendor Payment
CL	Banking Transaction
JE	Journal Entry
PD	Employee Payroll Deduction
PW	Employee Payroll Wages
ZB	Interzone Balancing

YOLO
LOCAL
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Yolo LAFCo
Collaboration for Better Government

Consent 6.

LAFCO
Meeting Date: 09/26/2024

Information

SUBJECT
Review and file the Yolo LAFCo Financial Statement for Fiscal Years ending 2023, 2022, and 2021

RECOMMENDED ACTION
Review and file the Yolo LAFCo Financial Statement. This financial statement is in preparation for our upcoming audit of the last three fiscal years (2024, 2023 and 2022), which will occur this fall.

REASONS FOR RECOMMENDED ACTION
Yolo LAFCo Administrative Policies and Procedures section 5.18 states, "LAFCo shall have financial audits performed on a three-year cycle (i.e. the auditor reviews the prior three fiscal years at one time). For those interim years when a formal audit has not yet been performed, staff from the County Department of Financial Services shall prepare a financial statement for Commission review following the close of the fiscal year". LAFCo has already contracted with Richardson & Company, LLP Certified Public Accountants to perform our audit this fall of fiscal years ending 2024, 2023 and 2022.

BACKGROUND
There are no irregularities or issues to report in the financial statement. Even though the financial statement includes 2023, 2022 and 2021 information, the Commission reviewed and filed the 2022 financial statement last year and 2021 was included in our previous audit (i.e. these previous years are included in the presentation but are not new information). Staff can answer any questions about these reports if desired.

Statement of Net Position
The Statement of Net Position and the Statement of Activities present financial data on a full accrual basis and includes balances that affect the agency over the long-term. The additional account balances presented in the Statement of Net Position are as follows:

- Compensated absences -- The balance in this account represents the estimated value of banked vacation hours that is subject to payout at the time of employee separation.
- Net pension liability -- This balance is the difference between the present value of projected benefit payments and the assets set aside in a trust restricted to paying these benefits.
- Other Post-Employment Benefits (OPEB) liability -- This balance is the difference between the present value of projected benefit payments and the assets set aside in a trust restricted to paying these benefits.
- Deferred inflows of resources and deferred outflow of resources for pension and OPEB are actuarial balances that arise from the differences between expected and actual experience, net difference between projected and actual earnings on plan investments, and from changes in plan assumptions. These balances are amortized over time to either pension or OPEB expenses.

The variance in these accounts from year-to-year can vary significantly due to changes in actuarial assumptions, plan changes, actual earnings on plan investments, demographic changes, etc.

Governmental Fund Statements
The Governmental Funds statements (Balance Sheet and Statement of Revenues, Expenditures and Changes in Fund Balance on page 5) present financial data which focus on short-term balances. These are the balances used for budget purposes. The overall fund balance remained consistent from 2022 to 2023.

Attachments

ATT A-Yolo LAFCo Financial Statements for FYE 2023 2022 and 2021

Form Review

Inbox	Reviewed By	Date

Christine Crawford (Originator)	Christine Crawford	09/18/2024 11:14 AM
Form Started By: Christine Crawford		Started On: 09/17/2024 04:46 PM
Final Approval Date: 09/18/2024		

YOLO LOCAL AGENCY FORMATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS FOR FISCAL YEARS ENDED JUNE 30, 2023, JUNE 30, 2022 AND JUNE 30, 2021

Statement of Net Position and Statement of Activities

The Statement of Net Position and the Statement of Activities present financial data on a full accrual basis. As such, it includes balances that affect the agency over the long-term while the Balance Sheet – Governmental Fund and the Statement of Revenues, Expenditures and Changes in Fund Balance – Governmental Fund present balances that are short-term in nature and are used in the annual budgets.

The additional account balances presented in the Statement of Net Position are as follows:

- Compensated absences – The balance in this account represents the estimated value of banked vacation hours that is subject to payout at the time of employee separation. (This amount is provided by County)
- Net pension liability – This balance is the difference between the present value of projected benefit payments and the assets set aside in a trust restricted to paying these benefits. (This amount has been audited and provided by County)
- OPEB liability – This balance is the difference between the present value of projected benefit payments and the assets set aside in a trust restricted to paying these benefits. (This amount has been audited and provided by County)
- Deferred inflows of resources and deferred outflow of resources for pension and OPEB are actuarial balances that arise from the differences between expected and actual experience, net difference between projected and actual earnings on plan investments, and from changes in plan assumptions. These balances are amortized over time to either pension or OPEB expense. (These amounts have been audited and provided by County)

The variances to the net pension liability, OPEB liability and related deferred inflow and outflows can vary significantly from year-to-year due to changes in actuarial assumptions, plan changes, actual earnings on plan investments, demographic changes, etc. The net liability change (excess inflows and liability over deferred outflows) from FY 2022 to FY 2023 was a decrease of $57,465 for pension balances, and a decrease of $35,213 for OPEB. Accrued compensated absence liability decreased by $6,165. These balance net changes are reflected as increases in the salaries and benefits expense line-item in the Statement of Activities.

Governmental Fund Statements

The Governmental Funds statements, the Balance Sheet and Statement of Revenues, Expenditures and Changes in Fund Balance, present financial data on the modified accrual basis which focuses on short-term balances. These are the balances used for budget purposes.

Summary

Cash and investments increased by $846 mostly due revenue exceeding expenditures by $232 and increase in payables by $514. Overall fund balance increased by $232.

Revenue:

FY 2023 total revenues of $461,881 was $57,168 more than the prior year due to a $61,115 increase in the County and City's annual contribution. In the prior year, FY 2022, the annual County and City contribution did not increase over the FY 2021 contribution but instead fund balance was used to balance the FY 2022 budget. It was necessary to increase the contribution in for FY 2023 to maintain the current level of service.

Expenditures

Fiscal year 2023 expenditures were $25,162 less than the previous year mostly due to the following non-recurring expenditures in FY 2022:

- $12,900 for audit
- $11,363 for digitizing records

YOLO COUNTY LOCAL AGENCY FORMATION COMMISSION
STATEMENT OF NET POSITION
JUNE 30, 2023, JUNE 30, 2022 AND JUNE 30, 2021
(UNAUDITED)

	Governmental Activities		
	2023	2022	2021 Audited
ASSETS			
Current Assets:			
Cash and investments	$ 169,396	$ 168,550	$ 249,121
Accounts receivable	-	100	-
Total Assets	169,396	168,650	249,121
DEFERRED OUTFLOW OF RESOURCES			
Pension plan	104,154	8,994	90,567
OPEB plan	-	3,382	22,025
	104,154	12,376	112,592
LIABILITIES			
Current Liabilities:			
Accounts payable	89	134	70
Accrued payroll	14,451	13,892	12,329
Compensated absences - current	5,113	8,196	8,140
Total current liabilities	19,653	22,222	20,539
Noncurrent liabilities:			
Compensated absences - noncurrent	5,111	8,193	8,137
Net pension liability	623,372	400,289	528,211
OPEB liability	92,431	107,394	109,913
Total noncurrent liabilities	720,914	515,876	646,261
Total Liabilities	740,567	538,098	666,800
DEFERRED INFLOWS OF RESOURCES			
Pensions	13,742	199,130	61,498
OPEB	3,926	27,558	34,362
Total Deferred Inflows of Resources	17,668	226,688	95,860
NET POSITION			
Unrestricted (deficit)	(484,685)	(583,760)	(400,947)
Total Net Position	$ (484,685)	$ (583,760)	$ (400,947)

YOLO COUNTY LOCAL AGENCY FORMATION COMMISSION
STATEMENT OF ACTIVITIES
FOR THE THREE YEARS ENDED JUNE 30, 2023, JUNE 30, 2022 AND JUNE 30, 2021

	Governmental Activities		
	2023	**2022**	**2021 Audited**
Program Expenses			
Salaries and benefits	$ 305,871	$ 507,290	$ 318,171
General and administrative	17,897	31,100	13,132
Information technology	8,127	11,726	7,796
Legal	7,860	14,883	7,176
Office expense	11,378	11,337	11,344
LAFCo project costs	3,631	9,464	13,942
Training, travel and transportation	8,042	1,726	-
Total program expenses	362,806	587,526	371,561
Program Revenues			
Intergovernmental revenues:			
County of Yolo	225,678	195,121	195,121
City of West Sacramento	78,983	68,210	66,974
City of Woodland	65,369	55,747	55,514
City of Winters	7,283	5,883	6,021
City of Davis	74,043	65,280	66,612
Federal	-	-	5,221
Charges for services	4,083	18,068	17,165
Total program revenues	455,439	408,309	412,628
Net Program (Expenses) Revenues	92,633	(179,217)	41,067
General Revenues			
Interest income	6,442	(3,596)	1,902
Total general revenues	6,442	(3,596)	1,902
Change in net position	99,075	(182,813)	42,969
Net Position, Beginning of Year	(583,760)	(400,947)	(443,916)
Net Position, End of Year	$ (484,685)	$ (583,760)	$ (400,947)

YOLO COUNTY LOCAL AGENCY FORMATION COMMISSION
BALANCE SHEET - GOVERNMENTAL FUND
JUNE 30, 2023, JUNE 30, 2022 AND JUNE 30, 2021

	2023	2022	2021 Audited
ASSETS			
Cash and investments	$ 169,396	$ 168,550	$ 249,121
Accounts receivable	-	100	-
Total Assets	169,396	168,650	249,121
LIABILITIES			
Accounts payable	$ 89	$ 134	$ 70
Accrued payroll	14,451	13,892	12,329
Due to other governments	-		
Deposits from others	-	-	-
Total Liabilities	14,540	14,026	12,399
FUND BALANCE			
Assigned - Capital asset replacement	-	-	2,805
Assigned - Other	5,000		
Assigned - General reserve	75,000	3,750	
Unassigned	74,856	150,874	233,917
Total Fund Balance	154,856	154,624	236,722
Total Fund Balance and Liabilities	$ 169,396	$ 168,650	$ 249,121

YOLO COUNTY AGENCY FORMATION COMMISSION
RECONCILIATION OF THE BALANCE SHEET TO THE GOVERNMENT-WIDE STATEMENT OF NET POSITION
JUNE 30, 2023, JUNE 30, 2022 AND JUNE 30, 2021

	Governmental Activities		
	2023	2022	2021 Audited
Fund Balance - Governmental Fund	$ 154,856	$ 154,624	$ 236,722
Amounts reported for governmental activities in the statement of net position are different because:			
Deferred outflows and inflows of resources related to pensions and OPEB are applicable to future periods and therefore are not reported in governmental funds:			
Deferred outflows related to pensions	104,154	12,376	90,567
Deferred outflows related to OPEB	-	-	22,025
Deferred inflows related to pensions	(13,742)	(199,130)	(61,498)
Deferred inflows related to OPEB	(3,926)	(27,558)	(34,362)
Long-term liabilities are not due and payable in the current period, and therefore are not reported in governmental funds:			
Net pension liability	(623,372)	(400,289)	(528,211)
OPEB liability	(92,431)	(107,394)	(109,913)
Compensated absences	(10,224)	(16,389)	(16,277)
Net position (deficit) of Governmental Activities	$ (484,685)	$ (583,760)	$ (400,947)

YOLO COUNTY LOCAL AGENCY FORMATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCE - GOVERNMENTAL FUND
FOR THE THREE YEARS ENDED JUNE 30, 2023, JUNE 30, 2022 AND JUNE 30, 2021

	2023	2022	2021 Audited
Revenues			
Intergovernmental revenues:			
County of Yolo	$ 225,678	$ 195,121	$ 195,121
City of West Sacramento	78,983	68,210	66,974
City of Woodland	65,369	55,747	55,514
City of Winters	7,283	5,883	6,021
City of Davis	74,043	65,280	66,612
State	-	-	5,221
LAFCo fees	4,083	16,505	13,016
CALAFCO	-	1,333	4,000
Interest	6,442	(3,596)	1,902
Other	-	230	150
	461,881	404,713	414,531
Expenditures			
Salaries and benefits	404,714	406,575	391,111
General and administrative	17,897	31,100	13,131
Information technology	8,127	11,726	7,796
Legal	7,860	14,883	7,176
Office expense	11,378	11,337	11,344
LAFCo project costs	3,631	9,464	13,942
Training, travel and transportation	8,042	1,726	-
	461,649	486,811	444,500
Net Change in Fund Balance	232	(82,098)	(29,969)
Fund Balance, Beginning of Year	154,624	236,722	266,691
Fund Balance, End of Year	$ 154,856	$ 154,624	$ 236,722

YOLO COUNTY AGENCY FORMATION COMMISSION
RECONCILIATION OF THE GOVERNMENTAL FUND STATEMENTS OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE TO THE GOVERNMENT-WIDE STATEMENTS OF ACTIVITIES
FOR THE YEARS ENDED JUNE 30, 2023, JUNE 30, 2022 AND JUNE 30, 2021

	Governmental Activities		
	2023	2022	2021 Audited
Change in fund balances - Governmental Fund	$ 232	$ (82,098)	$ (29,969)
Amounts reported for governmental activities in the statement of activities are different because:			
Some expenses reported in the statement of activities do not require the use of current financial resources, and therefore are not reported as expenditures in governmental funds:			
Change in pension liability	57,465	(91,283)	58,382
Change in OPEB liability	35,213	(9,320)	17,582
Change in compensated absences	6,165	(112)	(3,026)
Change in net position of Governmental Activities	$ 99,075	$ (182,813)	$ 42,969

YOLO
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Consent 7.

LAFCO
Meeting Date: 09/26/2024

Information

SUBJECT
Correspondence

RECOMMENDED ACTION
Review and file the following correspondence:

A. CHW Newsletter-Summer 2024

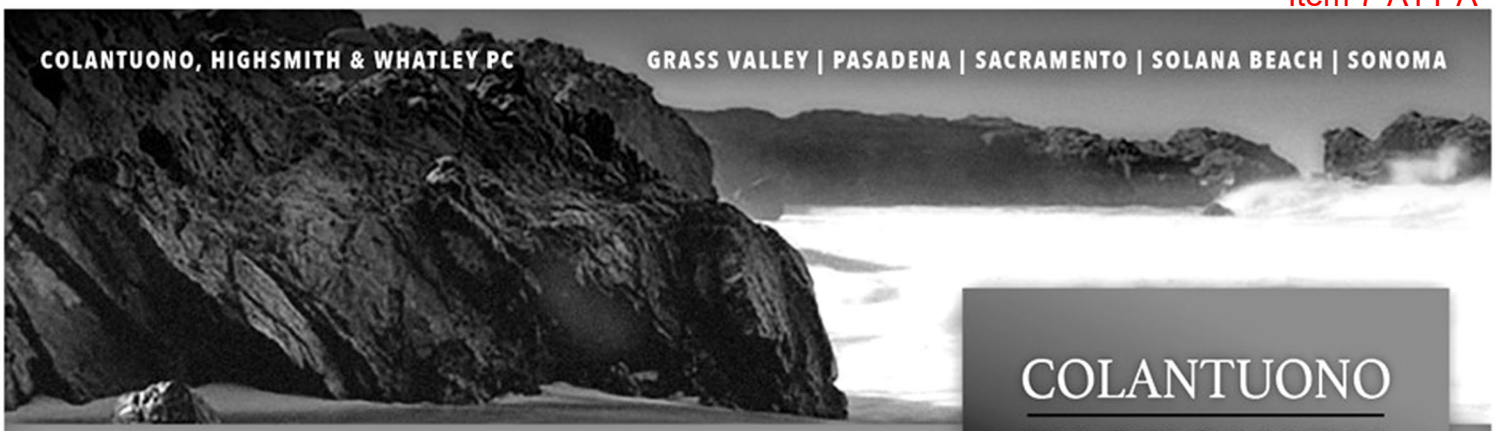
B. LAFCo NOP Response-Shriners Property Project Aug 2024

Attachments

ATT A-CHW Newsletter-Summer 2024
ATT B-LAFCo NOP Response-Shriners Property Project Aug 2024

Form Review

Form Started By: Terri Tuck Started On: 09/18/2024 10:35 AM
Final Approval Date: 09/18/2024



Newsletter | Summer 2024

COLANTUONO HIGHSMITH WHATLEY, PC

Update on Public Law

Another Loss for Tiered Water Rates

By Michael G. Colantuono, Esq.

The San Diego Court of Appeal recently issued the latest published decision striking down tiered water rates under Proposition 218, *Coziahr v. Otay Water District*. Such rates make water progressively more expensive as use becomes inefficient to encourage efficiency. The District serves communities to the southeast of San Diego. The Court concluded a deferential standard of review applies on appeal (making it difficult to overturn a trial court loss) and that the trial court properly accepted an after-the-fact expert's report to invalidate the rates.

The District raised on appeal many open issues under Proposition 218. This Court rules against government on nearly all of them. The Court's many unwelcome conclusions include: refunds are available in Proposition 218 cases; water rates require firm justification in historical cost data, not reasonable projections and estimates; policy goals like ensuring water affordability and encouraging conservation cannot justify rates; Otay's record showed that tiering rates for residential but not commercial and irrigation customers was discriminatory; refunds could not be based on estimates and projections because historic data could be made available; evidence can be submitted to a court that was not submitted in agency hearings; ratemaking decisions are not "quasi-judicial" such that some judicial deference is appropriate; the issues are not primarily legal so as to allow more searching appellate review; reasonableness of ratemaking judgments is not sufficient to comply with Proposition 218 – firm rooting in "relevant, verifiable data" is needed (disagreeing with earlier published cases); refunds can be established using expert evidence; and a remedy based on average cost (i.e., after-the-fact uniform rates) could not be justified without obtaining customer payment data and historical cost information. Whew! The Court remanded for retrial of damages.

(continued on page 2)

Class of 2024

CHW's Fall class is arriving between now and October.

Adam Mentzer joins our Pasadena litigation team as a 7th year lawyer, bringing deep housing expertise from work in both the Portland City Attorney's Office and the Housing Authorities of the City of Salem and Clackamas County, Oregon. He has licenses in four western states and comes to us from Neighborhood Legal Services in Los Angeles.

Darianne Young, joins us from a "big law" business litigation practice as a soon-to-be 3rd year in Pasadena. She has her law degree from the Thurgood Marshall School of Law at the Texas Southern University. She has had diverse experience in civil and administrative litigation.

(continued on page 3)

SCOTUS Restores Local Power to Regulate Public Places

by Mackenzie D. Anderson, Esq.

The U.S. Supreme Court's recent decision in *City of Grants Pass, Oregon v. Johnson et al.* held that enforcing generally applicable laws restricting camping on public property does not constitute cruel and unusual punishment under the Eighth Amendment of the U.S. Constitution. This means that cities and counties can enforce restrictions on camping in public places (including in vehicles) without evaluating shelter capacity.

The Ninth Circuit's 2019 *Martin v. Boise* decision held the City of Boise, Idaho violated the Eighth Amendment by enforcing anti-camping restrictions against the homeless when the number of unhoused persons exceeded the number of "practically available" shelter beds, as sleeping outside was an involuntary and unavoidable consequence of their homeless status. In 2023, the Ninth Circuit applied *Martin* to prohibit Grants Pass from enforcing its camping regulations against homeless people sleeping in cars or outside when there is no shelter space available in the city.

The Court noted that, although a homeless defendant charged with illegal camping cannot rely on the Eighth Amendment to avoid conviction, she can still invoke the defenses of necessity, insanity, diminished capacity, or duress. And, beyond the Eighth Amendment, the Constitution still protects against unfair notice, unequal treatment under the laws, and selective prosecution.

Local governments may now enforce restrictions on camping in public places. Cities and counties may want to revisit policies or ordinances tailored to the Ninth Circuit's *Martin* and *Grants Pass* decisions.

Grants Pass did **not** overturn the Ninth Circuit's decision in *Lavan v. City of Los Angeles*, which prohibits cities from seizing and destroying the personal property of homeless people without providing reasonable notice and an opportunity for owners to reclaim their possessions before they are destroyed.

So, this case restores government's authority to regulate the use of public places and, in appropriate contexts, to use a threat of fines or penalties to induce homeless persons to accept services and come in off the street. But homeless advocates continue to litigate and further developments are likely. Be alert to those. And, of course, we will keep you posted!

For more information, please contact Mackenzie at MAnderson@chwlaw.us or 916.898.0042.

Another Loss for Tiered Water Rates (*continued from page 1*)

The case is not yet final. Supreme Court review and depublication (which would preserve the ruling for Otay but eliminate it as precedent for others) are possible. San Diego's tiered rates will soon be argued to the Riverside Court of Appeal, which could disagree with *Coziahr*. And the Legislature is considering bills which disagree with some of these points, including AB 1827 (promoting tiered water rates), AB 2257 (allowing local agencies to require litigants to raise issues in rate hearings before suit), and SB 1072 (stating refunds are not available under Proposition 218), all of which may soon be on the Governor's desk.

The decision is discouraging for those of us who have been working to implement Proposition 218 since 1996. What is a water agency to do? Make sure you get good legal advice when making rates and keep an eye out for new developments in the courts and the Legislature. We'll keep you posted!

For more information, please contact Michael at MColantuono@chwlaw.us or 530.432.7357.

New ADA Rules for Local Governments Online

By: Julia W. Cohene, Esq.

Public agencies must make their web content and mobile apps accessible to individuals with disabilities by April 2026 (cities and counties serving 50,000 or more people) or April 2027 (special districts and smaller cities and counties), according to a Final Rule published by the Department of Justice under the Americans with Disabilities Act ("ADA").

Under this ambitious new rule, public entities, including special districts, must ensure web content and mobile apps they "provide[] or make[] available, directly or through contractual, licensing, or other arrangements" are accessible to and usable by individuals with disabilities.

Web content means more than "content" as that word is commonly used. It means "the information and sensory experience to be communicated to the user by means of a user agent [*e.g.*, a web browser], including code or markup that defines the content's structure, presentation, and interactions." Examples include text, images, sounds, videos, controls, animations, and conventional electronic documents in formats including PDF, Word, PowerPoint, and Excel.

For example, a website must be accessible, including its text, images, and code defining the content's structure, presentation, and user interactions; as must also be documents posted on it. Live audio captioning will be required for synchronized media, like public meeting broadcasts.

The rule also applies to web content and mobile apps that a public entity makes available through contractual, licensing, or other arrangements. For example, a vendor's app allowing the public to pay city parking fees by cellphone must be accessible.

Web content also includes social media posts. As to these, public entities will need to use accessibility features provided by social media platforms, such as text descriptions of images.

Public entities can achieve compliance using Web Content Accessibility Guidelines 2.1 ("WCAG 2.1"), Levels A and AA, which are guidelines intended to make web content accessible for people with disabilities, including blindness and low vision, deafness and hearing loss, limited movement, speech disabilities, and photosensitivity.

Limited exceptions ease the burden. Compliance is not required if a public entity can show compliance would impose an undue financial or administrative burden, or fundamentally change a service, program, or activity. Certain exceptions also apply, including for archived web content and preexisting social media posts.

It may make sense to consult with your technical support and communications teams sooner rather than later.

For more information, please contact Julia at JCohene@chwlaw.us or 213.542.5736.

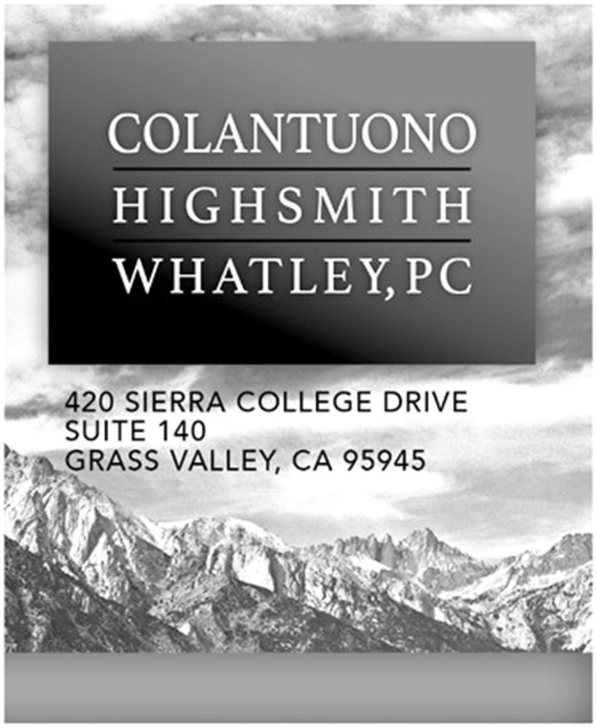
Class of 2024 (*continued from page 1*)

Julia Homaechevarria joins us as a second year in our Pasadena office after completing a clerkship with the Anchorage Superior Court. She will start with a mix of litigation and advisory assignments. She has her J.D. from UC Davis Law School.

We'll have two Law Clerks joining us soon, too — recent law graduates awaiting the results of the July Bar exam. John Hope comes to us from the McGeorge School of Law where he was a judicial extern to Justice Ronald Robey of the Sacramento District Court of Appeal.

Mihir Karode joins us with his J.D. from UC Davis Law School. He has his B.S. in Environmental Science from the University of Illinois at Urbana-Champaign and has an interest in land use and CEQA. At Davis he was the Senior Articles Editor of the Environs Environmental law & Policy Journal.

Welcome, CHW's class of 2024!



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The contents of this newsletter do not constitute legal advice. You should seek the opinion of qualified counsel regarding your specific situation before acting on the information provided here.
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Supervisor – 2nd District

PAMELA MILLER
Public Member

OSCAR VILLEGAS
Supervisor – 1st District

ALTERNATES
RICHARD DELIBERTY
Public Member

TANIA GARCIA-CADENA
Mayor
City of Woodland

JIM PROVENZA
Supervisor – 4th District

STAFF
CHRISTINE M. CRAWFORD, AICP
Executive Officer

TERRI TUCK
Administrative Specialist II/Clerk

COUNSEL
ERIC MAY

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Woodland CA 95695

(530) 666-8048
lafco@yolocounty.org

www.yololafco.org

August 9, 2024

Dara Dungworth
City of Davis Department of Community Development and Sustainability
23 Russell Boulevard, Suite 2
Davis, CA 95616
[sent via email]

Re: Notice of Preparation (NOP) for the Shriners Property Project Draft Environmental Impact Report (EIR)

Dear Ms. Dungworth:

Thank you for the opportunity to comment on the NOP for the Shriners Property Project (the "Project") Draft EIR. As noted, LAFCo will be a Responsible Agency for the Project and, if the Project is approved by the City Council and its voters, LAFCo will rely on this EIR to consider a subsequent Sphere of Influence (SOI) Amendment and Annexation of the Project area to the City of Davis.

Yolo LAFCo's scope of review will include items germane to our mission of protecting agricultural land and open space and providing efficient government services. As such, LAFCo requests that the issues below be addressed in the Draft EIR.

SOI Amendment

The City recently initiated a comprehensive General Plan Update process and there may be an opportunity to have more coordinated and cumulative analysis for future City growth areas that would benefit the Draft EIR analysis and subsequent decision making. LAFCo hopes the General Plan Update will provide an opportunity for a more holistic approach to a comprehensive SOI Update.

The Shriners property was included in the City's SOI at one time but removed with the 2008 Municipal Services Review and Sphere of Influence Update. Development of the site potentially conflicts with several LAFCo Agricultural Conservation Policies. Please see the attached LAFCo comments on the application dated January 4, 2024, to consolidate previous comments already shared.

The SOI Map used for the NOP Figure 3 is outdated. Please use the current City boundary and SOI map here: https://www.yololafco.org/cities-in-yolo-county.

Preserving Open-Space and Prime Agricultural Lands

As already noted in the NOP, the Draft EIR should be consistent with Yolo LAFCo's Agricultural Conservation Policies so LAFCo can rely on it as a Responsible Agency under CEQA without any additional evaluation. Yolo LAFCo Project Policies can be found for review on our website.[1]

[1] https://www.yololafco.org/files/15c90460d/LAFCo+Project+Polices-Updated+10.28.2021.pdf

Please pay close attention to policies 4.8 through 4.12, and 4.16. Impacts to agricultural resources from developing the Project itself, plus impacts to the continued productivity and viability of surrounding agricultural lands should be evaluated in the Draft EIR. In addition, please note Policy 4.16 uses a definition for prime agricultural land in state law that is different from what is more commonly used. The Draft EIR's evaluation of impacts to agricultural resources should be consistent with Yolo LAFCo's definitions of prime agricultural land as well.

Efficient Government Services

The Project site plans do not currently indicate any offsite easements or infrastructure required to implement the Project. If the Project will utilize any easements or infrastructure offsite in the jurisdiction of Yolo County, please indicate such so any potential jurisdictional issues can be addressed and resolved if needed.

Thank you again for consulting with Yolo LAFCo. If you have any questions, please feel free to contact me.

Best regards,

Christine M. Crawford, AICP

encl: LAFCo Comments on the Shriners Property Application dated January 4, 2024

cc: Sherri Metzker, Community Development Director, City of Davis

Leslie Lindbo, Director of Community Services, Yolo County

To: Dara Dungworth, City of Davis Principal Planner

From: Christine Crawford, LAFCo Executive Officer

Re: LAFCo Comments on the Shriners Property Application

Date: January 4, 2024

Thank you for the opportunity to provide comments on the Project.

The Shriners Property Project is not included in the City of Davis' Sphere of Influence (SOI) and as such Yolo LAFCo cannot approve annexation unless amended. In addition, development of this site conflicts with numerous LAFCo Agricultural Conservation Policies 4.0 – 4.16:
https://www.yololafco.org/files/15c90460d/LAFCo+Project+Polices-Updated+10.28.2021.pdf

LAFCo policies state that development of urban uses within the SOI should be encouraged before any proposal is approved which would allow development outside of the existing SOI. **There is sufficient land available in the City's SOI (approximately 1,023 acres) that should be developed before any projects outside the SOI are considered.** This site contains Prime Farmland of the highest value and some smaller amounts of Farmland of Statewide and Local Importance.

In 2008, LAFCo adopted a larger SOI than that requested by the Davis City Council at the time. Even with the larger SOI, the Shriners Property was specifically taken out of the City's SOI for the reasons excerpted below (from the 2008 MSR/SOI pages 102-108 of the PDF):

> *Portions of the SOI to the east and west were removed because they are located on prime agricultural lands and are considered inappropriate for future urbanization within the next 20 years. Appropriate future growth, over the next 20 years, will be concentrated within four areas, with most significant growth in two large areas towards the north and northeast. In addition, the City's current Housing Element Update Steering Committee indicates that these sites are more ideal for the projected growth of the City. The proposed SOI promotes a compact city, thereby discouraging urban sprawl, while allowing for steady growth.*

Ample land in the City's existing SOI remains available to accommodate needed growth for the next 10-20 years:

- The City's SOI adopted in 2008 included 996 acres of undeveloped land.
- LAFCo amended the City's SOI in 2022 adding another 102 undeveloped acres for the DISC 2.0 Project.
- Only 75 acres of this SOI land has been developed and annexed since 2008 for the WDAAC Project.

Therefore, 1,023 of undeveloped acres remains available in the City's SOI.

Please feel free to reach out if you have any questions. Please also see the attached email sent to the Davis City Councilmembers urging them to consider the SOI in the prioritization of new development proposals dated June 5, 2023.

Christine Crawford

From: Christine Crawford
Sent: Monday, June 5, 2023 3:03 PM
To: 'gpartida@cityofdavis.org'; 'bvaitla@cityofdavis.org'; 'warnold@cityofdavis.org'; 'jchapman@cityofdavis.org'; 'dneville@cityofdavis.org'
Cc: Mike Webb, City Manager; Sherri Metzker (SMetzker@cityofdavis.org); Kelly Stachowicz (kstachowicz@cityofdavis.org); 'Clerkweb@cityofdavis.org'
Subject: Yolo LAFCo Comments Re Draft Scoring Rubric Weight for SOI - Item 8

Davis City Councilmembers,

I've reviewed the Draft Scoring Rubric for Item 8 on the April 6th City Council agenda and want to express my strong concern that project location in the sphere of influence (No. 92) is weighted by only one point (i.e., the same value as a bus stop or sidewalk curb cuts). I realize current Councilmembers have not gone through a comprehensive LAFCo Sphere of Influence (SOI) Update process before, as it has not been done since 2008. I am therefore writing to convey the significant meaning and value of the SOI.

For background, an SOI is "a plan for the probable physical boundaries and service area of a local agency, as determined by the commission." (Government Code §56076.) Importantly, **an unincorporated area cannot be annexed into a city unless that area is within the city's SOI**. (Government Code § 56375.5.) State policy provides that new development should be steered to the existing jurisdiction or the existing SOI before going outside those areas, with a preference for non-prime farmland. (Government Code § 56377.)

A comprehensive update to the City of Davis' SOI was last completed in 2008 **following a 10-month long process which included comprehensive analysis of capacity and agricultural issues, public workshops, CEQA analysis, and public hearings**. SOI's are viewed as a type of land use entitlement and the first of a two-step process before LAFCo, with the second set being LAFCo's final approval of the annexation. Indeed, **it is beneficial to the City to prioritize annexations in the SOI, which have fewer legal barriers when compared to projects outside the SOI**.

Yolo LAFCo policies also reflect this strong preference for developing vacant land already within a city's existing SOI first (Yolo LAFCo Policy 4.1). The information required to expand a city's SOI would include justification of land demand for growth including the Regional Housing Needs Analysis (RHNA) (Yolo LAFCo Policy 6.5). The Policies also state land substantially surrounded by existing agency boundaries should be annexed before other lands (Yolo LAFCo Policy 4.4).

In sum, SOIs are a significant consideration for identifying the City's path for future growth**. I urge the City Council to amend the Rubric to weight the SOI with the significant value it deserves, especially as it applies to projects outside the City.**

Thank you for your consideration,
Christine

Christine M. Crawford, AICP
Yolo LAFCo Executive Officer
(916) 798-4618 – mobile
(530) 666-8048 – office

YOLO
LOCAL
AGENCY
FORMATION
COMMISSION

Yolo LAFCo
Collaboration for Better Government

Public Hearings 8.

LAFCO
Meeting Date: 09/26/2024

Information

SUBJECT

Consider adopting **Resolution 2024-11**, approving the PIRMI and Sports Park Reorganization to the City of Woodland (annexation to the City and concurrent detachment from the Springlake Fire Protection District) and determining no further environmental review is needed under the California Environmental Quality Act (CEQA) (LAFCo No. 24-01)

RECOMMENDED ACTION

1. Receive a staff presentation and open the Public Hearing for public comments on this item.
2. Close the Public Hearing and consider the information presented in the staff report and during the Public Hearing.
3. Adopt Resolution No. 2024-11 approving the PIRMI and Sports Park reorganization to the City of Woodland (LAFCo No. 24-01) and determining no further environmental review is needed under CEQA.

FISCAL IMPACT

No fiscal impact. The City of Woodland submitted a deposit and is required per the conditions of approval to reimburse LAFCo for all processing costs.

REASONS FOR RECOMMENDED ACTION

The City of Woodland initiated this proposal via City resolution and submitted an application to Yolo LAFCo for processing and consideration. Government Code Section 56375 provides LAFCo with the power to review and approve proposals for "changes in organization" consistent with policies adopted by the Commission. Government Code Section 56021 defines "changes of organization" to include annexation to a city and detaching from a special district, among other actions. The City of Woodland approved a tax sharing agreement (Agreement No. 23-01) with the Yolo County Board of Supervisors (Agreement No. 22-251) filed on February 1, 2023. The subject territory is included within the Sphere of Influence for the City of Woodland as approved by Yolo LAFCo in December 2018 to match the City's Urban Limit Line (ULL) previously approved by its voters. The City of Woodland approved pre-zoning for the subject territory consistent with its 2035 General Plan on November 7, 2023.

BACKGROUND

Proposal Description

The subject territory consists of approximately 128+/- acres total comprised of two areas: (1) the PIRMI industrial area located in the north periphery of the City of Woodland on the NE corner of Kentucky Ave and N East Street; and (2) the Sports Park parcel located in the south periphery of the City immediately east of (or behind) the Woodland Community and Senior Center. The territory is currently zoned by the County as Heavy Industrial and Agricultural Intensive. Both areas are within the City's Sphere of Influence (SOI). The proposed reorganization includes: (1) annexation to the City of Woodland; and (2) concurrent detachment from the Springlake Fire Protection District (FPD). The Springlake FPD contracts with the City of Woodland for fire protection services already, and the current service agreement passes through all its revenue to the City for services. Therefore, although the reorganization will change the path by which the City receives this fire protection funding, the City provides fire services either way.

Factors to be Considered

In accordance with Government Code Section 56668, the factors to be considered in the review of a proposal shall include, but is not limited to, all of the following:

1. Population, land use, natural boundaries, proximity to other populated areas, and likelihood of significant growth in the area during the next 10 years;
2. The need for organized community services, the adequacy of governmental services and controls in the area,

the probable effect of annexation and alternative courses of action;
3. The effect of the proposed action (and alternative actions) on the adjacent areas, social and economic interests and local governmental structure of the county;
4. The conformity of the proposal and its effects with adopted commission policies on providing planned, orderly and efficient patterns of urban development;
5. The effect of the proposal on maintaining the physical and economic integrity of agricultural lands;
6. The definiteness of the boundaries with parcel lines and the creation of any "islands" or corridors of unincorporated territory;
7. A regional transportation plan;
8. The proposal's consistency with city or county general and specific plans;
9. The sphere of influence of any applicable local agency;
10. The ability of the receiving entity to provide services and the sufficiency of revenue for those services;
11. Availability of water supplies;
12. The extent to which the proposal will affect a city in achieving its regional housing needs as determined by its council of governments;
13. Any information or comments from landowners, voters or residents of the affected territory;
14. Any information relating to existing land use designations;
15. The extent to which the proposal will promote environmental justice, meaning the fair treatment of people of all races, cultures and incomes with respect to the provision of public services; and
16. Any local hazard plan or safety element of a general plan that identifies land as a very high fire hazard zone.

Yolo LAFCo's local standards of evaluation for proposals (Section 2.0) elaborates on these state-mandated factors with the following additional standards:

1. Favoring municipal services by cities in urbanized areas rather than the County or special districts;
2. Consider not only present service needs of the area under consideration, but shall also consider future services which may be required to take care of future growth or expansion;
3. Requiring a service plan that describes the extension, financing and timing of services;
4. The Sacramento Area Council of Governments (SACOG) regional housing needs for the agency, recent update (and certification) of the agency's housing element, whether the agency's inclusionary housing ordinance complies with SACOG's Affordable Housing Compact, the degree to which the proposal meets the agency's "low income" and "very low income" housing targets, and the extent to which the proposal advances or inhibits the agency's housing element; and
5. Consistency with the Agricultural Conservation Policy.

Analysis

The proposed annexation area is within the City's sphere of influence (SOI) and is a logical and orderly extension of the City's urban area. The annexation areas either already have City services/utilities or will need them, and the City has the capacity and is the appropriate agency to provide services. The subject territory is mostly surrounded by existing city jurisdiction and the proposal does not create any "islands" or corridors of unincorporated territory. Both annexation areas are not identified for growth in the June 2024 Land Use Assumptions adopted by SACOG for the regional transportation plan. However, both areas are already mostly developed and are consistent with the City's 2035 General Plan land use designations. The City of Woodland has pre-zoned the PIRMI area as Industrial (I)/Light Industrial Flex Overlay (IF) and Pubic/Quasi-Public (PQP) with Light Industrial Flex Overlay (IF) with one 8.75-acre parcel designated as Flood Study Area (FSA). The Sports Park parcel is prezoned Public/Quasi Public (PQP) consistent with its General Plan and the existing surrounding uses.

The PIRMI area is already developed with industrial uses, and the annexation area is disturbed with no agricultural land remaining. The Sports Park parcel is partially developed (approximately 1/3rd) with sports fields and the rear portion is undeveloped with agricultural uses (approximately 20 acres of Prime Farmland). However, the City exempts public facilities from agricultural mitigation requirements (and the County's mitigation ordinance does as well). Yolo LAFCo Project Policy 4.13 provides "that, in the case of proposals that are undertaken exclusively for the benefit of a public agency, the Commission should review the applicability of the mitigation requirements set forth in this Policy on a case-by-case basis to determine the appropriateness of requiring mitigation in any particular case." Staff recommends mitigation not be required for this portion of the Sports Park parcel because the City does not have a practical option to locate elsewhere, impacts are not growth inducing, a Statement of Overriding Considerations has already been adopted for this impact, the City does not have additional funding to mitigate this impact which would reduce public facilities, and the public good is served by the Sports Park project. Therefore, staff recommends the proposal is consistent with Yolo LAFCo's Agricultural Conservation Policy.

The City's 2035 General Plan and CAP EIR analyzed the capacity and availability of public services and utilities and concluded that the City has the capacity to serve the project. Because the territory will be zoned Industrial and Public/Quasi Public, it will not affect the City in achieving its regional housing needs. The proposal boundary does

not exclude any existing communities that should be provided equal access to municipal services. The subject area is not identified as a "very high fire hazard zone". The City and County have approved a property tax exchange agreement. For all these reasons, staff recommends that the annexation proposal complies with required state factors and local standards of evaluation. There are 12 parcels affected in the PIRMI (Pacific International Rice Mills) area which do not have 100% landowner participation and 1 Sports Park parcel owned by the City (13 total). Therefore, LAFCo approval of the proposed reorganization is subject to Protest Proceedings and the protest hearing will be scheduled for the October 31, 2024, LAFCo meeting.

Agency and Public Comments

The project was routed to all subject, affected, and interested agencies on July 22, 2024. No issues or objections have been received from any affected or interested agency. Public notices were mailed to all landowners and registered voters within 300 feet, and published in the Woodland Daily Democrat on September 4, 2024. Staff received a telephone call from the property owner of 1000 Kentucky Ave. with questions about the proposal, but he was not concerned about the annexation. Staff received another phone message, but has not connected with the caller yet.

CEQA

The Woodland City Council approved pre-zoning for the subject territory on November 7, 2023, and determined the Project was not subject to further CEQA environmental review pursuant to Guidelines Section 15183. Yolo LAFCo's CEQA review as a Responsible Agency is more limited than a Lead Agency. Pursuant to CEQA Guidelines Section 15096, Yolo LAFCo has considered the determination by the City of Woodland and has determined that it is acceptable and legally adequate for use by Yolo LAFCo. The proposed annexations are consistent with the development type and density established by existing land use designations under the City of Woodland General Plan policies for which an EIR was certified in 2017 ("2035 General Plan and CAP EIR").

When Yolo LAFCo prepared a Municipal Service Review and expanded the City's Sphere of Influence to match the Urban Limit Line (ULL), LAFCo disclosed that future annexation would result in the loss of prime agricultural land. The City's 2035 General Plan EIR mitigates this loss consistent with LAFCo policies and LAFCo concluded that this loss was significant and unavoidable (Yolo LAFCo Resolution No. 2018-10 adopted on January 24, 2019). Annexation does not result in any additional impacts that were not already disclosed.

No new significant impacts specifically related to the proposed annexations or annexation areas are anticipated that were not otherwise identified under the 2035 General Plan and CAP EIR. There would not be potentially significant off-site and/or cumulative impacts that the 2035 General Plan and CAP EIR failed to evaluate. There is no substantial new information that would result in more severe impacts than anticipated by the 2035 General Plan and CAP EIR.

The proposed annexations would be subject to uniformly applied policies, regulations, and development standards that implement the 2035 General Plan, as applicable to any future development located within the annexation areas. Where the 2035 General Plan includes policies and implementation programs developed for the purposes of minimizing and avoiding environmental impacts and that would not be otherwise enforced through existing regulations, the City would enforce implementation of such policies and implementation programs through Conditions of Approval. Therefore, no further review is required for the project pursuant to CEQA Guidelines Section 15183.

Attachments

ATT A-Reso 2024-11 PIRMI and Sports Park Reorg to City of Woodland 09.26.2024
ATT B-Annexation Area Prezoning and Location Exhibit
ATT C-Correspondence
ATT D-City of Woodland Annexation Initial Study_June 2022

Form Review

Inbox	Reviewed By	Date
Christine Crawford (Originator)	Christine Crawford	09/17/2024 11:26 AM
Form Started By: Christine Crawford		Started On: 09/10/2024 12:57 PM
Final Approval Date: 09/17/2024		

YOLO LOCAL AGENCY FORMATION COMMISSION
RESOLUTION № 2024-11

Approving the PIRMI and Sports Park Reorganization to the City of Woodland and determining no further environmental review is needed under the California Environmental Quality Act (CEQA) (LAFCo № 24-01)

WHEREAS, on August 9, 2024, the City of Woodland submitted an application to the Yolo Local Agency Formation Commission (LAFCo) for a reorganization of three areas totaling 144 +/- acres on the periphery of the City of Woodland (City); and

WHEREAS, the application was subsequently amended to remove the "Westucky and Barnard" area because it did not meet the definition of "contiguous" per Government Code Section 56031(b);

WHEREAS, the amended application includes an annexation of the "PIRMI" (Pacific International Rice Mills) area (88 +/- acres) Assessor's Parcel Numbers (APNs): 027-340-005, 027-340-008, 027-340-010; 027-340-020; 027-340-022; 027-340-027; 027-340-033; 027-340-034; 027-340-035; 027-340-037; 027-340-038; 027-340-039; and of the "Sports Park" area (40 +/- acres) APN 041-080-002 ("subject territory") to the City of Woodland and a concurrent detachment of the subject territory from the Springlake Fire Protection District; and

WHEREAS, the City initiated the application via Resolution No. 8172 adopted on November 7, 2023, pursuant to Section 56654 of the Government Code; and

WHEREAS, the proposal is subject to a negotiated tax exchange per Revenue and Taxation Code Section 99 which was approved by the Yolo County Board of Supervisors (Agreement No. 22-251) and the City of Woodland (Agreement No. 23-01), filed on February 1, 2023; and

WHEREAS, the project was routed to all subject, affected, and interested agencies on July 22, 2024 and public notices were mailed to all landowners and registered voters within 300 feet and published in the Woodland Daily Democrat on September 4, 2024; and

WHEREAS, the project was analyzed in accordance with all applicable sections of the Cortese-Knox-Hertzberg Act, Yolo LAFCo Standards of Evaluation and Agricultural Policy, and all other matters presented as prescribed by law; and

WHEREAS, the Executive Officer reviewed the proposal and prepared and filed a report with recommendations with this Commission at least five (5) days prior to the date of the September 26, 2024, meeting during which the project was set to be considered; and

WHEREAS, an opportunity was given to all interested persons, organizations, and agencies to present oral or written testimony, protests, objections, and any other information concerning the proposal and all related matters; and

WHEREAS, at said meeting, the Commission reviewed and considered the California Environmental Quality Act (CEQA) documentation and the Executive Officer's Report including all the information, recommendations, findings, and conditions contained therein.

NOW, THEREFORE, BE IT RESOLVED that the Yolo Local Agency Formation Commission approves the PIRMI and Sports Park Reorganization to the City of Woodland (LAFCo No. 24-01), consisting of (1) Annexation to the City; and (2) Concurrent detachment from the Springlake Fire Protection District

of APNs 027-340-005, 027-340-008, 027-340-010; 027-340-020; 027-340-022; 027-340-027; 027-340-033; 027-340-034; 027-340-035; 027-340-037; 027-340-038; 027-340-039; and APN 041-080-002, as illustrated in Exhibit A, subject to the following findings and conditions of approval. The Executive Officer is directed to file a CEQA Notice of Determination and set the conducting authority protest proceeding on this reorganization.

Findings

CEQA Findings

1. Finding: No further environmental review is required under CEQA for the PIRMI and Sports Park Reorganization to the City of Woodland (LAFCo № 24-01) pursuant to CEQA Guidelines Section 15183, which applies to projects consistent with the development density established by existing General Plan policies for which an EIR was certified and there are no project-specific significant effects which are particular to the project or the site.

   Evidence: The Woodland City Council approved pre-zoning for the subject territory on November 7, 2023, and determined the Project was not subject to further CEQA environmental review pursuant to Guidelines Section 15183. Yolo LAFCo's CEQA review as a Responsible Agency is more limited than a Lead Agency. Pursuant to CEQA Guidelines Section 15096, Yolo LAFCo has considered the determination by the City of Woodland and has determined that it is acceptable and legally adequate for use by Yolo LAFCo. The proposed annexations are consistent with the development type and density established by existing land use designations under the City of Woodland General Plan policies for which the City certified an EIR in 2017 ("2035 General Plan and CAP EIR").

   When Yolo LAFCo prepared a Municipal Service Review and expanded the City's Sphere of Influence to match the Urban Limit Line (ULL), LAFCo disclosed that future annexation would result in the loss of prime agricultural land. The City's 2035 General Plan EIR mitigates for this loss in a manner that is consistent with LAFCo policies, and LAFCo concluded that this loss was significant and unavoidable (Yolo LAFCo Resolution No. 2018-10 adopted on January 24, 2019). Annexation does not result in any additional impacts that were not already disclosed.

   No new significant impacts specifically related to the proposed annexations or annexation areas are anticipated that were not otherwise identified under the 2035 General Plan and CAP EIR. There would not be potentially significant off-site and/or cumulative impacts that the 2035 General Plan and CAP EIR failed to evaluate. There is no substantial new information that would result in more severe impacts than anticipated by the 2035 General Plan and CAP EIR.

   The proposed annexations would be subject to uniformly applied policies, regulations, and development standards that implement the 2035 General Plan, as applicable to any future development located within the annexation areas. Where the 2035 General Plan includes policies and implementation programs developed for the purposes of minimizing and avoiding environmental impacts and that would not be otherwise enforced through existing regulations, the City would enforce implementation of such policies and implementation programs through Conditions of Approval. Therefore, no further review is required for the project pursuant to CEQA Guidelines Section 15183.

Project Findings

2. Finding: The reorganization proposal was considered and analyzed in accordance with the required factors listed in Government Code Section 56668 and Yolo LAFCo Standards of Evaluation for proposals (Yolo LAFCo Project Policies Section 2.0).

   Evidence: The proposed annexation area is within the City's sphere of influence (SOI) and is a logical and orderly extension of the City's urban area. The annexation areas either already have City services/utilities or will need them, and the City has the capacity and is the appropriate agency to provide services. The subject territory is mostly surrounded by existing city jurisdiction and the proposal does not create any "islands" or corridors of unincorporated territory. Both annexation areas are not identified for growth in the June 2024 Land Use Assumptions adopted by SACOG for the regional transportation plan. However, both areas are already mostly developed and are consistent with the City's 2035 General Plan land use designations. The City of Woodland has pre-zoned the PIRMI area as Industrial (I)/Light Industrial Flex Overlay (IF) and Pubic/Quasi-Public (PQP) with Light Industrial Flex Overlay (IF) with one 8.75-acre parcel designated as Flood Study Area (FSA). The Sports Park parcel is prezoned Public/Quasi Public (PQP) consistent with its General Plan and the existing surrounding uses.

   The PIRMI area is already developed with industrial uses, and the annexation area is disturbed with no agricultural land remaining. The Sports Park parcel is partially developed (approximately 1/3rd) with sports fields and the rear portion is undeveloped with agricultural uses. The loss of agricultural land (approximately 20 acres of Prime Farmland) for the future development of the remainder of the parcel was determined to be significant and unavoidable because much of Yolo County contains fertile agricultural soils, it is difficult to expand the City's footprint without impacting agricultural land. However, the City's ULL preempts any uncontrolled sprawl.

   The City exempts public facilities from agricultural mitigation requirements (and the County's mitigation ordinance does as well). Yolo LAFCo Project Policy 4.13 provides "that, in the case of proposals that are undertaken exclusively for the benefit of a public agency, the Commission should review the applicability of the mitigation requirements set forth in this Policy on a case-by-case basis to determine the appropriateness of requiring mitigation in any particular case." Staff recommends mitigation not be required for this portion of the Sports Park parcel because the City does not have a practical option to locate elsewhere, impacts are not growth inducing, a Statement of Overriding Considerations has already been adopted for this impact, the City does not have additional funding to mitigate this impact which would reduce public facilities, and the public good is served by the Sports Park project. Therefore, the proposal is consistent with Yolo LAFCo's Agricultural Conservation Policy.

   The City's 2035 General Plan and CAP EIR analyzed the capacity and availability of public services and utilities and concluded that the City has the capacity to serve the project. Because the territory will be zoned Industrial and Public/Quasi Public, it will not affect the City in achieving its regional housing needs. The proposal boundary does not exclude any existing communities that should be provided equal access to municipal services. The proposal area is not identified as a "very high fire hazard zone". The City and County have approved a property tax exchange agreement. For all these reasons, staff recommends that the annexation proposal complies with required state factors and local standards of evaluation.

3. Finding: The mitigation requirements of Yolo LAFCo Project Policy 4.09 for the annexation of prime agricultural lands associated with the Sports Park are excused because the Project is undertaken exclusively for the benefit of a public agency and meets the factors identified in Policy 4.13.

   Evidence: The Project includes the annexation of approximately 20 acres of prime agricultural lands, representing approximately half of the Sports Park parcel. Yolo LAFCo Project Policy 4.09 generally requires the preservation of an acre of farmland for each acre of prime farmland annexed into the City. However, Policy 4.13 provides "that, in the case of proposals that are undertaken exclusively for the benefit of a public agency, the Commission should review the applicability of the mitigation requirements set forth in this Policy on a case-by-case basis to determine the appropriateness of requiring mitigation in any particular case." In making this determination, the Commission considered the following factors:

   - The City does not have a practical option to locate the Sports Park on non-prime or less prime agricultural land.
   - The City's ULL limits the potential for further sprawl, and annexation of the Sports Park parcel does not have growth inducing impacts.
   - The Sports Park project is exempt from the City's mitigation requirements. Similarly, had the project been undertaken in the unincorporated area, the project would have been exempt from the County's mitigation ordinance as well. *See* Yolo County Code of Ordinances § 8-2.404(c)(2)(ii).
   - The 2035 General Plan and Climate Action Plan (CAP) EIR (pages 6-13 and 6-14) (City of Woodland 2016) determined that new development throughout the region would convert agricultural land, including Important Farmland, to nonagricultural uses resulting in a significant cumulative impact. New development envisioned by the 2035 General Plan would convert all the farmland in the Planning Area to non-agricultural uses (see Table 6-5 of the 2035 General Plan and CAP EIR). Therefore, the City analyzed the loss of agricultural land associated with implementation of the General Plan including the Sports Park project and determined that there was no feasible mitigation and that the impact was significant and unavoidable. The City adopted a Statement of Overriding Considerations for this impact, and LAFCo concluded that this loss was significant and unavoidable (Yolo LAFCo Resolution No. 2018-10 adopted on January 24, 2019).
   - The City does not have funding available for the acquisition of farmland conservation easements, and imposing LAFCo's mitigation requirement would reduce the funding available for the recreational facilities associated with the project.
   - The Sports Park project is necessary to meet the City's immediate needs for increased park and recreational space.
   - The public good served by the Sports Park project, including enhanced recreational opportunities for children and adults, outweighs the purposes served by LAFCo Policy 4.09.

Conditions of Approval

1. The applicant and the real party of interest, if different, agree to defend, indemnify, hold harmless and release the Yolo Local Agency Formation Commission, its agents, officers, attorney and employees from any claim, action or proceeding brought against any of them, the purpose of which to attack, set aside, void, or annul the approval of this application or adoption of the environmental review which accompanies it. This indemnification obligation shall include, but not be limited to, damages, costs, expenses, attorney fees, or expert witness fees that may be asserted by any person or entity, including the applicant, arising out of or in connection with

the approval of this application, whether or not there is concurrent passive negligence of the part of the Yolo Local Agency Formation Commission its agents, officers, attorney or employees.

2. The project will be subject to all appropriate LAFCo, State Board of Equalization, and County Clerk-Recorder fees prior to recording the Certificate of Completion for the PIRMI and Sports Park Reorganization to the City of Woodland (LAFCo № 24-01).

3. Provided the thresholds for a protest are not met, the Executive Officer shall record a Certificate of Completion with the County Recorder.

4. The effective date of the approval of this annexation will be 5 days after the date the Certificate of Completion is recorded by the County Recorder.

PASSED AND ADOPTED by the Yolo Local Agency Formation Commission, State of California, this 26th day of September 2024, by the following vote.

AYES:
NOES:
ABSENT:

Bill Biasi, Chair
Yolo Local Agency Formation Commission

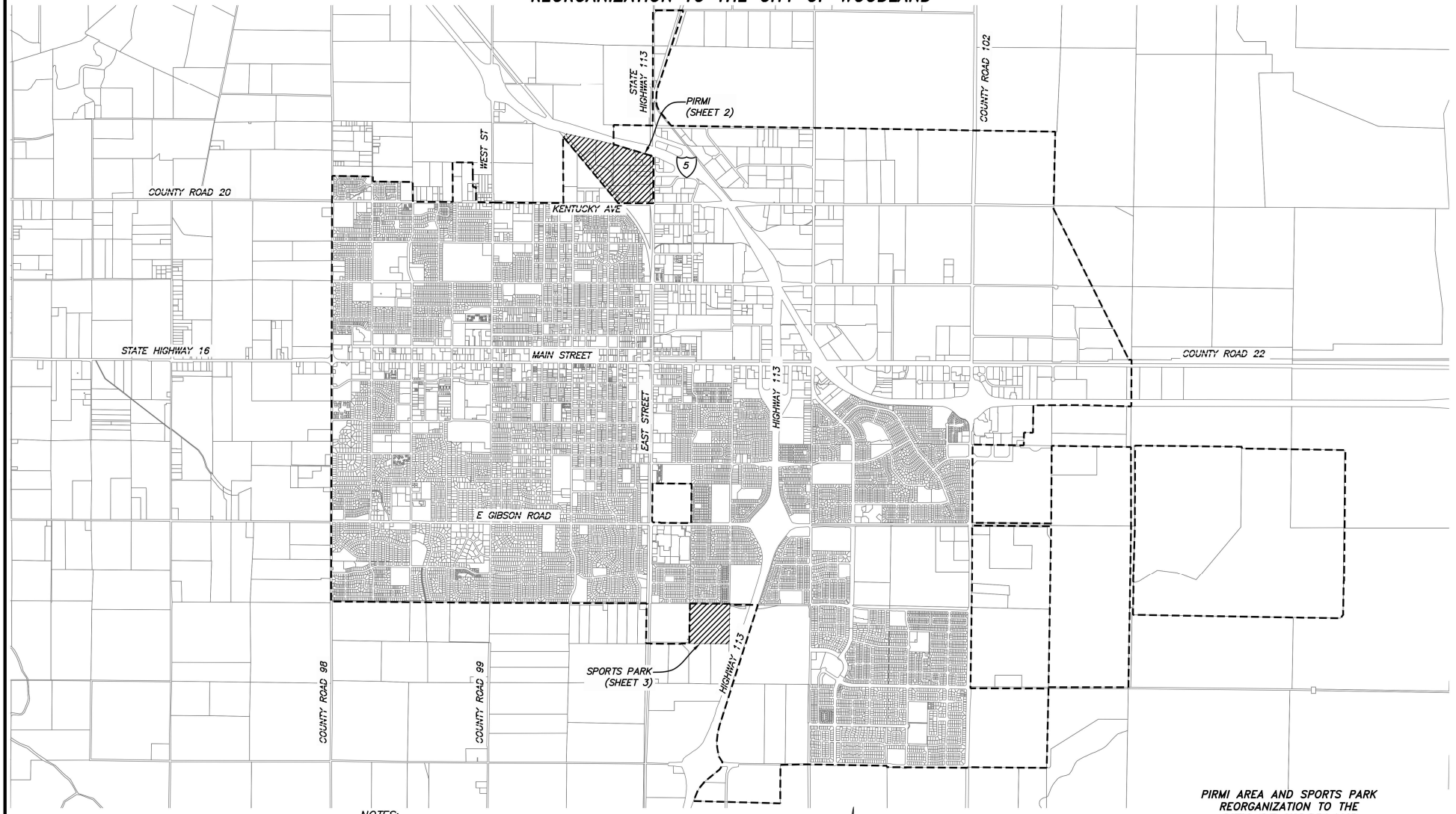
ATTEST:

Christine Crawford, Executive Officer
Yolo Local Agency Formation Commission

Approved as to form:

Eric May, Commission Counsel

PIRMI AREA AND SPORTS PARK
REORGANIZATION TO THE CITY OF WOODLAND



APPROVED BY LAFCO
LAFCO PROCEEDING NO. _____

_____ _____
CHAIRMAN DATE

NOTES:

1. THIS MAP WAS CREATED FOR THE PURPOSE OF DEFINING NEW CITY OF WOODLAND BOUNDARIES. THE EXTERIOR BOUNDARY OF THE ANNEXATION AREAS SHOWN HEREON WERE NOT SURVEYED AND PLOTTED FROM RECORD INFORMATION.
2. PIRMI AREA ENCOMPASSING 87.987 ACRES, SPORTS PARK AREA ENCOMPASSING 40.043 ACRES, FOR A COMBINED TOTAL OF 128.030 ACRES, MORE OR LESS.

LEGEND

– – – – – – – – – EXISTING WOODLAND CITY LIMITS

0 1000 2000 4000
SCALE: 1"=2000'

LICENCED LAND SURVEYOR
MATTHEW K. SOUZA
9-16-2024
L.S. 9215
STATE OF CALIFORNIA

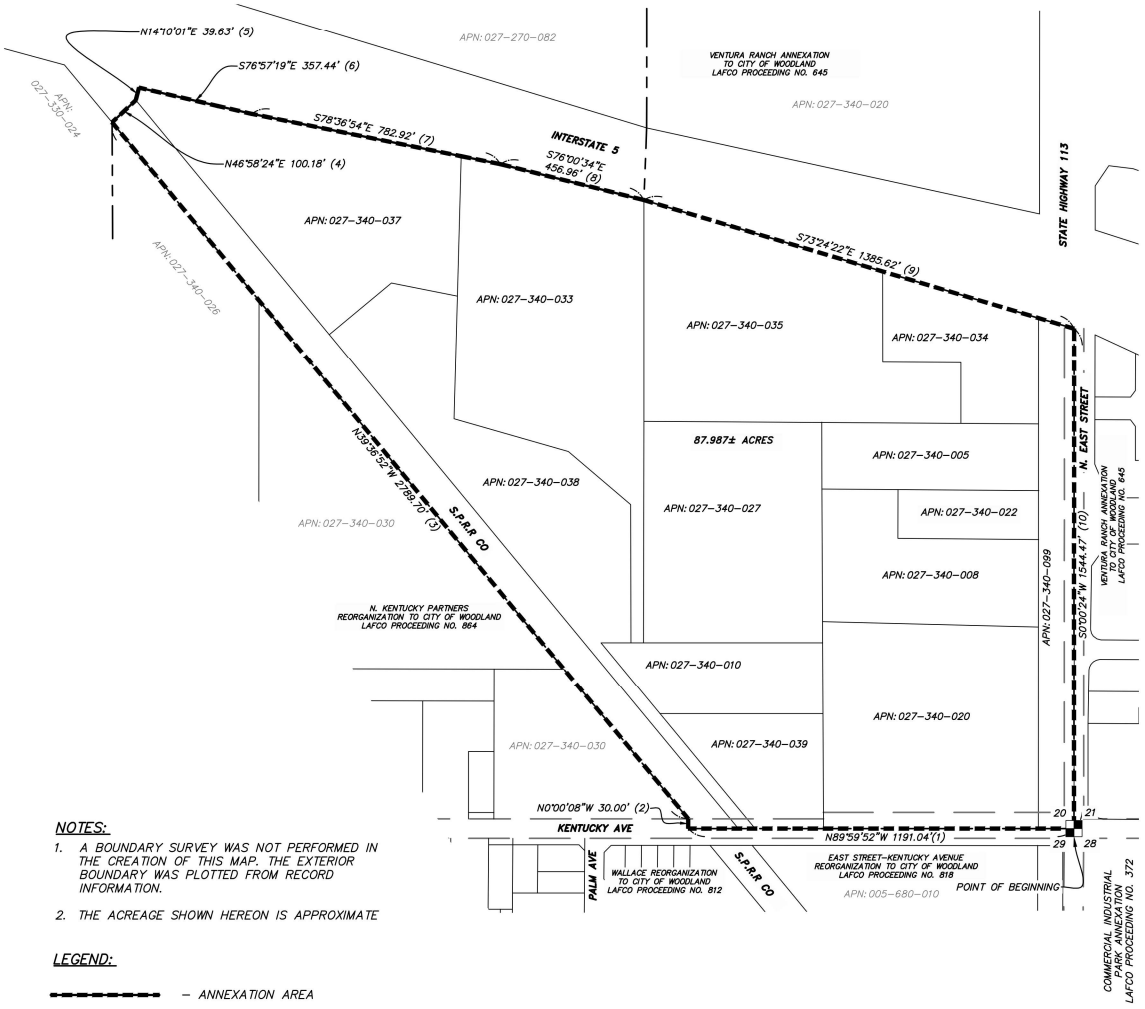
PIRMI AREA AND SPORTS PARK REORGANIZATION TO THE CITY OF WOODLAND

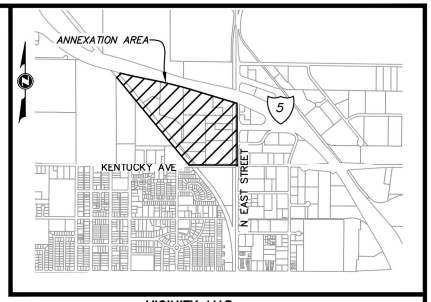
YOLO COUNTY CALIFORNIA
KEY MAP

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

SHEET 1 OF 3 SEPTEMBER 16, 2024

#449-161





VICINITY MAP
NO SCALE

BOUNDARY DESCRIPTION:

THAT PORTION OF REAL PROPERTY SITUATE IN THE COUNTY OF YOLO, STATE OF CALIFORNIA, AND BEING A PORTION OF SECTION 20, TOWNSHIP 10 NORTH, RANGE 2 EAST, MOUNT DIABLO BASE AND MERIDIAN, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID SECTION 20, SAID POINT ALSO BEING THE NORTHWEST CORNER OF "COMMERCIAL INDUSTRIAL PARK ANNEXATION" LAFCO PROCEEDING NO. 372, SAID POINT ALSO BEING THE NORTHEAST CORNER OF "EAST STREET–KENTUCKY AVENUE REORGANIZATION" LAFCO PROCEEDING NO. 818;

(1) THENCE, FROM SAID POINT OF BEGINNING AND ALONG THE NORTH LINE OF SAID "EAST STREET–KENTUCKY AVENUE REORGANIZATION", NORTH 89°59'52" WEST 1,191.04 FEET TO THE SOUTHEAST CORNER OF THE "NORTH KENTUCKY PARTNERS REORGANIZATION" LAFCO PROCEEDING NO. 864; THENCE, ALONG THE NORTHEASTERLY LINE OF SAID "NORTH KENTUCKY PARTNERS REORGANIZATION" THE FOLLOWING TWO COURSES AND DISTANCES:
(2) NORTH 00°00'08" WEST 30.00 FEET;
(3) THENCE NORTH 39°36'52" WEST 2,789.70 FEET TO THE MOST NORTHERLY CORNER OF SAID "NORTH KENTUCKY PARTNERS REORGANIZATION";
(4) THENCE NORTH 46°58'24" EAST 100.18 FEET TO INTERSTATE 5 RIGHT–OF–WAY; THENCE, ALONG SAID INTERSTATE 5 RIGHT–OF–WAY THE FOLLOWING FOUR COURSES AND DISTANCES:
(5) THENCE NORTH 14°10'01" EAST 39.63 FEET;
(6) THENCE SOUTH 76°57'19" EAST 357.44 FEET;
(7) THENCE SOUTH 78°36'54" EAST 782.92 FEET;
(8) THENCE SOUTH 76°00'34" EAST 456.96 FEET TO AN ANGLE POINT IN THE WESTERLY LINE OF THE "VENTURA RANCH REORGANIZATION" LAFCO PROCEEDING NO. 645; THENCE, ALONG SAID "VENTURA RANCH REORGANIZATION" THE FOLLOWING TWO COURSES AND DISTANCES:
(9) SOUTH 73°24'22" EAST 1,385.62 FEET;
(10) THENCE SOUTH 00°00'24" WEST 1,544.47 FEET TO THE POINT OF BEGINNING.

CONTAINING 87.987 ACRES OF LAND, MORE OR LESS

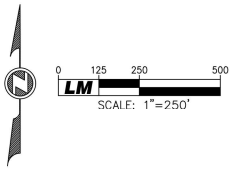
END OF DESCRIPTION.

NOTES:

1. A BOUNDARY SURVEY WAS NOT PERFORMED IN THE CREATION OF THIS MAP. THE EXTERIOR BOUNDARY WAS PLOTTED FROM RECORD INFORMATION.
2. THE ACREAGE SHOWN HEREON IS APPROXIMATE

LEGEND:

– ANNEXATION AREA
– EXISTING CITY LIMITS
– ADJACENT PROPERTY LINES



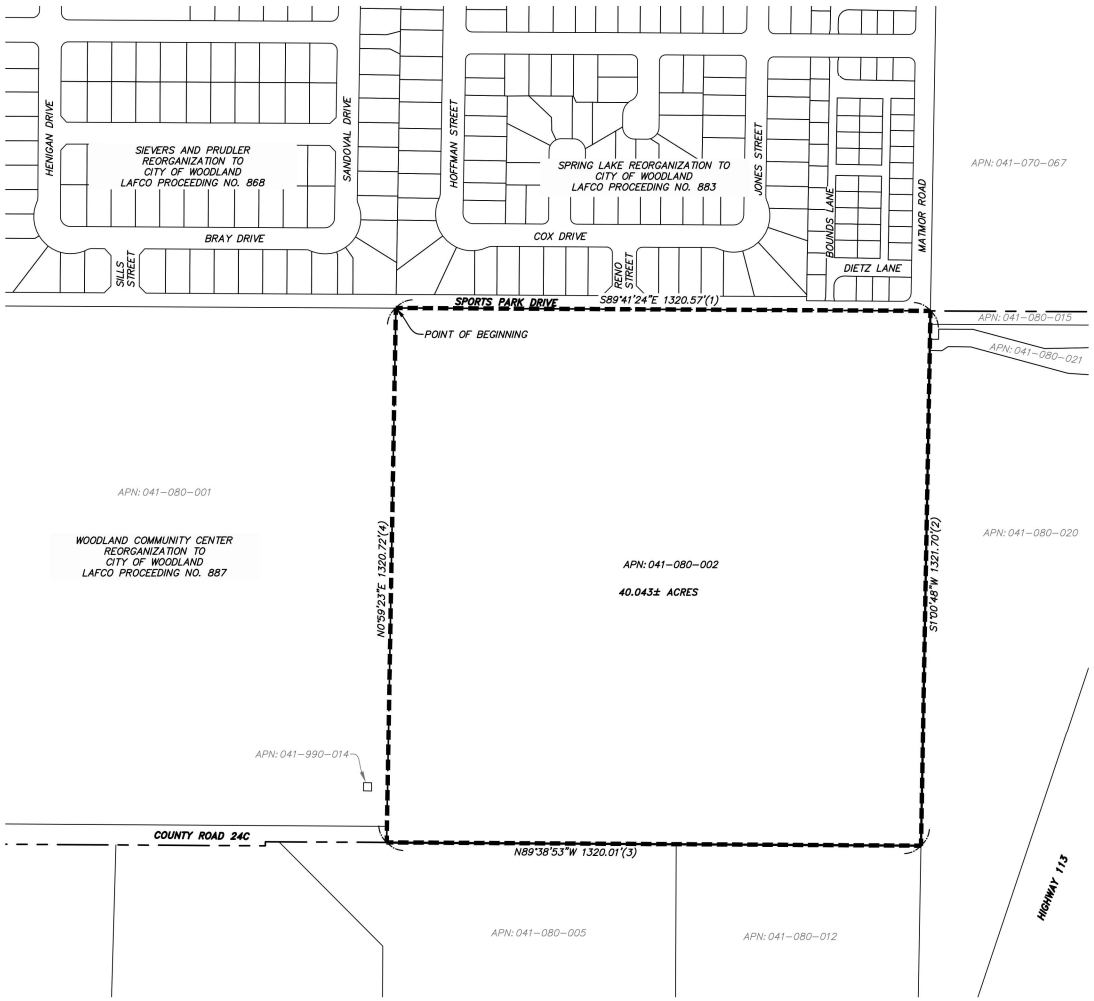
PIRMI AREA AND SPORTS PARK REORGANIZATION TO THE CITY OF WOODLAND

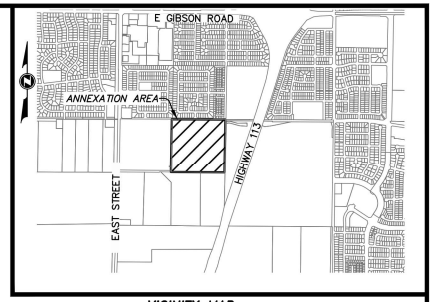
BEING A PORTION OF THE SOUTHEAST QUARTER OF SECTION 20, TOWNSHIP 10 NORTH, RANGE 2 EAST, MOUNT DIABLO BASE AND MERIDIAN, YOLO COUNTY CALIFORNIA

PIRMI AREA

LM LAUGENOUR AND MEIKLE
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P.O. BOX 828, WOODLAND, CALIFORNIA 95776 · FAX: (530) 662-4602

SEPTEMBER 16, 2024
#449-161





VICINITY MAP
NO SCALE

NOTES:

1. A BOUNDARY SURVEY WAS NOT PERFORMED IN THE CREATION OF THIS MAP. THE EXTERIOR BOUNDARY WAS PLOTTED FROM RECORD INFORMATION.
2. THE ACREAGE SHOWN HEREON IS APPROXIMATE

LEGEND:

- – ANNEXATION AREA
- – EXISTING CITY LIMITS
- – ADJACENT PROPERTY LINES

BOUNDARY DESCRIPTION:

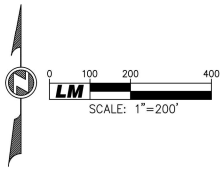
THAT PORTION OF REAL PROPERTY SITUATE IN THE COUNTY OF YOLO, STATE OF CALIFORNIA, AND BEING A PORTION OF SECTION 4, TOWNSHIP 9 NORTH, RANGE 2 EAST, MOUNT DIABLO BASE AND MERIDIAN, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 4, SAID POINT ALSO BEING THE SOUTHEAST CORNER THE "SIEVERS & PRUDLER REORGANIZATION", LAFCO PROCEEDING NO. 868, SAID POINT ALSO BEING THE WESTERLY TERMINUS OF COURSE 21 OF THE "SPRINGLAKE REORGANIZATION" LAFCO PROCEEDING NO. 883, SAID POINT ALSO BEING THE NORTHEAST CORNER OF THE "WOODLAND COMMUNITY CENTER REORGANIZATION" LAFCO PROCEEDING NO. 887;

(1) THENCE, FROM SAID POINT OF BEGINNING AND ALONG THE SOUTH LINE OF SAID COURSE 21 OF SAID "SPRINGLAKE REORGANIZATION", SOUTH 89°41'24" EAST 1,320.57 FEET TO THE NORTHEAST CORNER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 4;
(2) THENCE, LEAVING SAID SOUTH LINE AND ALONG THE EAST LINE OF SAID NORTHEAST QUARTER, SOUTH 01°00'48" WEST 1,321.70 FEET TO THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 4;
(3) THENCE, ALONG THE SOUTH LINE OF SAID NORTHEAST QUARTER, NORTH 89°38'53" WEST 1,320.01 FEET TO THE SOUTHEAST CORNER OF SAID LAFCO PROCEEDING NO. 887;
(4) THENCE, ALONG THE EAST LINE OF SAID LAFCO PROCEEDING NO. 887, NORTH 00°59'23" EAST 1,320.72 FEET TO THE POINT OF BEGINNING.

CONTAINING 40.043 ACRES OF LAND, MORE OR LESS

END OF DESCRIPTION.



PIRMI AREA AND SPORTS PARK REORGANIZATION TO THE CITY OF WOODLAND

BEING THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 4 TOWNSHIP 9 NORTH, RANGE 2 EAST, MOUNT DIABLO BASE AND MERIDIAN, YOLO COUNTY CALIFORNIA

SPORTS PARK

LM LAUGENOUR AND MEIKLE
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P.O. BOX 828, WOODLAND, CALIFORNIA 95776 · FAX: (530) 662-4602

SHEET 3 OF 3 SEPTEMBER 16, 2024

#449-161

PIRMI AREA AND SPORTS PARK REORGANIZATION TO THE CITY OF WOODLAND

PIRMI AREA

THAT portion of real property situate in the County of Yolo, State of California, and being a portion of Section 20, Township 10 North, Range 2 East, Mount Diablo Base and Meridian, and being more particularly described as follows:

BEGINNING at the Southeast corner of said Section 20, said point also being the Northwest corner of "Commercial Industrial Park Annexation" LAFCO Proceeding No. 372, said point also being the Northeast corner of "East Street-Kentucky Avenue Reorganization" LAFCO Proceeding No. 818;

(1) thence, from said POINT OF BEGINNING and along the North line of said "East Street-Kentucky Avenue Reorganization", North 89°59'52" West 1,191.04 feet to the Southeast corner of the "North Kentucky Partners Reorganization" LAFCO Proceeding No. 864; thence, along the Northeasterly line of said "North Kentucky Partners Reorganization" the following two courses and distances:
(2) North 00°00'08" West 30.00 feet;
(3) thence North 39°36'52" West 2,789.70 feet to the most Northerly corner of said "North Kentucky Partners Reorganization";
(4) thence North 46°58'24" East 100.18 feet to Interstate 5 right-of-way; thence, along said Interstate 5 right-of-way the following four courses and distances:
(5) thence North 14°10'01" East 39.63 feet;
(6) thence South 76°57'19" East 357.44 feet;
(7) thence South 78°36'54" East 782.92 feet;
(8) thence South 76°00'34" East 456.96 feet to an angle point in the Westerly line of the "Ventura Ranch Reorganization" LAFCO Proceeding No. 645; thence, along said "Ventura Ranch Reorganization" the following two courses and distances:



Matthew K. Souza

9-4-2024
Date

(9) South 73°24'22" East 1,385.62 feet;
(10) thence South 00°00'24" West 1,544.47 feet to the POINT OF BEGINNING.

Containing 87.987 acres of land, more or less.

End of description.

LAUGENOUR AND MEIKLE
CIVIL ENGINEERING · LAND SURVEYING · PLANNING

449-161
September 4, 2024

PIRMI AREA AND SPORTS PARK REORGANIZATION TO THE CITY OF WOODLAND

SPORTS PARK

THAT portion of real property situate in the County of Yolo, State of California, and being a portion of Section 4, Township 9 North, Range 2 East, Mount Diablo Base and Meridian, being more particularly described as follows:

BEGINNING at the Northwest corner of the Northeast Quarter of the Southwest Quarter of said Section 4, said point also being the Southeast corner the "Sievers & Prudler Reorganization", LAFCO Proceeding No. 868, said point also being the Westerly terminus of Course 21 of the "Springlake Reorganization" LAFCO Proceeding No. 883, said point also being the Northeast corner of the "Woodland Community Center Reorganization" LAFCO Proceeding No. 887;

(1) thence, from said POINT OF BEGINNING and along the South line of said Course 21 of said "Springlake Reorganization", South 89°41'24" East 1,320.57 feet to the Northeast corner of the Northeast Quarter of the Southwest Quarter of said Section 4;
(2) thence, leaving said South line and along the East line of said Northeast Quarter, South 01°00'48" West 1,321.70 feet to the Southeast corner of the Northeast Quarter of the Southwest Quarter of said Section 4;
(3) thence, along the South line of said Northeast Quarter, North 89°38'53" West 1,320.01 feet to the Southeast corner of said LAFCO Proceeding No. 887;
(4) thence, along the East line of said LAFCO Proceeding No. 887, North 00°59'23" East 1,320.72 feet to the POINT OF BEGINNING.

Containing 40.043 acres of land, more or less.

End of description.



Matthew K. Souza

9-4-2024
Date

Attachment B – Annexation Area Prezoning and Location Exhibit

Annexation Area	Existing Yolo County Zoning	Existing City of Woodland General Plan Designation	City Prezoning
PIRMI	Heavy Industrial (I-H)	Industrial (I)/Light Industrial Flex Overlay (IF); Public/Quasi-Public with Light Industrial Flex Overlay; One parcel of 8.75 acres designated as Flood Study Area (FS)	Industrial (I)/Light Industrial Flex Overlay (IF); Public/Quasi-Public with Light Industrial Flex Overlay; One parcel of 8.75 acres designated as Flood Study Area (FSA)
Sports Park	Agricultural Intensive (A-N)	Public/Quasi Public (PQP)	Public/Quasi Public (PQP)



Existing City Boundary
Proposed City Boundary
Annexation Parcel

Key Number	APN	Acres
1	027-340-037-000	8.75
2	027-340-033-000	11.76
3	027-340-038-000	9.14
4	027-340-035-000	10.8
5	027-340-034-000	3.4
6	027-340-027-000	8.51
7	027-340-005-000	3.1
8	027-340-022-000	1.5
9	027-340-008-000	4.94
10	027-340-010-000	2.96
11	027-340-039-000	2.8
12	027-340-020-000	8.81

Proposed Woodland City Limits

N
W E
S

0 250 500 1,000 Feet

Annexation Parcels Exhibit

City of Woodland
County of Yolo, California



Existing City Boundary

Proposed City Boundary

Annexation Parcel

Key Number	APN	Acres
1	041-080-002-000	40.04

Proposed Woodland City Limits

N
W E
S

0 250 500 1,000 Feet

Annexation Parcels Exhibit

City of Woodland

County of Yolo, California

County of Yolo

www.yolocounty.org

TOM HAYNES
Chief Financial Officer
EVIS MORALES
Deputy Chief Financial Officer

DEPARTMENT OF FINANCIAL SERVICES
625 Court Street, Room 102
PO BOX 1268
WOODLAND, CA 95776
PHONE: (530) 666-8190
FAX: (530) 666-8215
EMAIL: DFS@yolocounty.org

- *Financial Leadership*
- *Budget & Financial Planning*
- *Treasury & Finance*
- *Tax & Revenue Collection*
- *Accounting & Financial Reporting*
- *Internal Audit*

September 6, 2024

TO: Christine Crawford, LAFCo

FROM: Tom Haynes, CFO
By: Bowen Au Young

SUBJECT: LAFCo 24-01 PIRMI Area and Sports Park Reorganization to the City of Woodland

The LAFCo project referenced above will reorganize approximately 117.43 acres. If granted the parcel would be annexed into the City of Woodland boundaries and detach from the Springlake Fire Protection District.

Per LAFCo, this proposal is subject to Section 99 of the Revenue and Taxation code. Pursuant to Revenue and Taxation Code §99 and related subsections, the County Assessor's Office provided the Department of Financial Services, in our role as Auditor-Controller, with the tax rate areas of those properties located within the boundaries of the proposed LAFCo project. Utilizing the Assessor's information, the agencies included in the Tax Rate Area are shown on the enclosure.

Pursuant to §99(b)(1)(B)3, the Auditor shall notify the government body of each local agency whose service area or service responsibility will be altered by the amount of, and allocation factors with respect to, property tax revenue estimated pursuant to §99(b)(2) that is subject to a negotiated exchange.

Except as otherwise provided by law, pursuant to §99(b)(1)(B)(4), upon receipt of the enclosed estimates, the local agencies shall commence negotiations to determine the amount of property tax revenues to be exchanged between the local agencies. This

negotiation period shall not exceed 60 days. The final exchange resolution shall specify how the annual tax increment shall be allocated in future years. Note that the City of Woodland and Yolo County have already executed a tax exchange agreement for this proposal.

Please do not hesitate to contact Alexander Tengolics in the County Administrator's Office at (530) 666-8068 prior to the anticipated Board meeting with any concerns or questions about this determination.

Respectfully,

Bowen Au Young

Bowen Au Young
Department of Financial Services
Property Tax Accounting Unit

TH:BA

Cc: Gerardo Pinedo, CAO
City of Woodland
Springlake Fire Protection District

LAFCo: 24-01
Project Name: PIRMI Area and Sports Park Reorganization to the City of Woodland
R&T Code Section: 99
Existing Tax Rate Area(s): 087-019, 087-046
Net Assessed Value: 45,161,486
Estimated 1% Property Tax Revenue: $451,614.86

AGENCY NAME
County General Fund
County ACO Fund
County Library
City of Woodland
County Road District #2
Springlake Fire Protection District
Sacto-Yolo Mosquito & Vector Control
Yolo County Resources Conservation District
Yolo County Flood Control District
Yolo County Office of Education
Woodland Joint Unified School District
Yuba Community College

APN	TRA	Acreage/SF	Land	Imps	Fixtures	PP	Total	Exemption	Total Value
027-340-005	087-019	3.00	239,247	12,963	-	-	252,210	-	252,210
027-340-008	087-019	4.96	744,967	1,209,777	-	-	1,954,744	-	1,954,744
027-340-010	087-019	3.00	282,034	-	-	-	282,034	-	282,034
027-340-020	087-019	9.89	1,484,629	6,324,799	19,029,480	3,514,140	30,353,048	-	30,353,048
027-340-022	087-019	1.55	260,262	509,355	6,200	201,510	977,327	-	977,327
027-340-027	087-019	8.50	135,304	-	-	-	135,304	-	135,304
027-340-033	087-019	11.76	187,196	-	-	-	187,196	-	187,196
027-340-034	087-019	3.38	244,292	809,620	-	-	1,053,912	-	1,053,912
027-340-035	087-019	10.76	5,610,000	510,000	-	-	6,120,000	-	6,120,000
027-340-037	087-019	9.00	1,372,000	378,000	-	-	1,750,000	-	1,750,000
027-340-038	087-019	8.94	794,998	-	-	-	794,998	-	794,998
027-340-039	087-019	2.69	272,223	332,362	-	-	604,585	-	604,585

Table continued from prior page…

APN	TRA	Acreage/SF	Land	Imps	Fixtures	PP	Total	Exemption	Total Value
041-080-002	087-046	40.00	696,128	-	-	-	696,128	-	696,128
Secured Total		117.43	12,323,280	10,086,876	19,035,680	3,715,650	45,161,486	-	45,161,486

Listed below are the existing agencies in the 1% tax rate in tax rate area **087-019**

Agency	Pre ERAF DISTRIB%	Before ERAF	% Of Factor Shift to ERAF	Post ERAF DISTRIB%	After ERAF
County General Fund	0.34300272	152,517.39	0.6575421	0.117463995	52,230.79
County ACO Fund	0.01405812	6,250.99		0.014058120	6,250.99
County Library	0.03186750	14,170.00	0.3406287	0.021012514	9,343.29
County Road District #2	0.02498988	11,111.84	0.1037848	0.022396311	9,958.60
Springlake Fire District	0.08008691	35,610.93	0.0822308	0.073501299	32,682.62
Sacto-Yolo Mosquito & Vector Control	0.00988500	4,395.40		0.009885000	4,395.40
Yolo County Flood Control District	0.01165057	5,180.47	0.3814253	0.007206748	3,204.51
County Schools	0.03550804	15,788.78		0.035508040	15,788.78
Woodland Joint Unified School District	0.37137420	165,132.87		0.371374200	165,132.87
Yuba Community College	0.07757706	34,494.92		0.077577060	34,494.92
ERAF				0.250016714	111,170.83
Total	1.0000000	444,653.58		1.0000000	444,653.58

Listed below are the proposed agencies in the 1% tax rate in the proposed new tax rate area.

Agency Name				Post ERAF DISTRIB%	After ERAF
County General Fund	-	-	-	0.058731997	26,115.39
County ACO Fund	-	-	-	0.000000000	-
City of Woodland	-	-	-	0.189700240	84,350.89
County Library	-	-	-	0.000000000	-
County Road District #2	-	-	-	0.000000000	-
Springlake Fire District	-	-	-	0.000000000	-
Sacto-Yolo Mosquito & Vector Control	-	-	-	0.009885000	4,395.40
Yolo County Flood Control District	-	-	-	0.007206748	3,204.51
County Schools	-	-	-	0.035508040	15,788.78
Woodland Joint Unified School District	-	-	-	0.371374200	165,132.87
Yuba Community College	-	-	-	0.077577060	34,494.92
ERAF				0.25001671	111,170.83
Total				1.0000000	444,653.58

Listed below are the existing agencies in the 1% tax rate in tax rate area **087-046**

Agency	Pre ERAF DISTRIB%	Before ERAF	% Of Factor Shift to ERAF	Post ERAF DISTRIB%	After ERAF
County General Fund	0.34284231	2,386.62	0.65754209	0.117409061	817.32
County ACO Fund	0.01405155	97.82		0.014051550	97.82
County Library	0.03185259	221.73	0.34062874	0.021002682	146.21
County Road District #2	0.0249782	173.88	0.10378479	0.022385843	155.83
Springlake Fire District	0.08004945	557.25	0.08223081	0.073466919	511.42
Sacto-Yolo Mosquito & Vector Control	0.00988038	68.78		0.009880380	68.78
Yolo County Resources Conservation Dist.	0.00046765	3.26	0.2766692	0.000338266	2.35
Yolo County Flood Control District	0.01164512	81.06	0.38142526	0.007203377	50.14
County Schools	0.03549144	247.07		0.035491440	247.07
Woodland Joint Unified School District	0.37120053	2,584.03		0.371200530	2,584.03
Yuba Community College	0.07754078	539.78		0.077540780	539.78
ERAF				0.250029172	1,740.52
Total	1.0000000	6,961.28		1.0000000	6,961.28

Listed below are the proposed agencies in the 1% tax rate in the proposed new tax rate area.

Agency Name				Post ERAF DISTRIB%	After ERAF
County General Fund	-	-	-	0.000000000	-
County ACO Fund	-	-	-	0.000000000	-
City of Woodland	-	-	-	0.248316055	1,728.60
County Library	-	-	-	0.000000000	-
County Road District #2	-	-	-	0.000000000	-
Springlake Fire District	-	-	-	0.000000000	-
Sacto-Yolo Mosquito & Vector Control	-	-	-	0.009880380	68.78
Yolo County Resources Conservation District	-	-	-	0.000338266	2.35
Yolo County Flood Control District	-	-	-	0.007203377	50.14
County Schools	-	-	-	0.035491440	247.07
Woodland Joint Unified School District	-	-	-	0.371200530	2,584.03
Yuba Community College	-	-	-	0.077540780	539.78
ERAF	-	-	-	0.25002917	1,740.52
Total				1.0000000	6,961.28

After review, there is a property tax loss or exchange between agencies for the subject property. A new tax rate area will be necessary to accomplish the proposed annexation.

From: Ram Sah
To: Christine Crawford
Subject: Ram Sah
Date: Tuesday, September 10, 2024 3:53:05 PM
Attachments: 2024-09-10 Annexation of PIRMI Rice mill to the city.pdf

---

It was nice talking to you Christine. We own 1000 Kentucky Ave to the south of PIRMI

Ram N. Sah, President
Sah Group Inc
1731 Research Park Drive, Suite 101
Davis, CA 95618
Mobile:530-409-5167
Fax: 866-833-4003
www.SahGroupInc.com

[THIS EMAIL ORIGINATED FROM OUTSIDE YOLO COUNTY. PLEASE USE CAUTION AND VALIDATE THE AUTHENTICITY OF THE EMAIL PRIOR TO CLICKING ANY LINKS OR PROVIDING ANY INFORMATION. IF YOU ARE UNSURE, PLEASE CONTACT THE HELPDESK (x5000) FOR ASSISTANCE]

Item 8-ATT D

Final

City of Woodland Annexation Initial Study

Prepared for:

City of Woodland

AECOM

June 2022

Final

City of Woodland Annexation Initial Study

Prepared for:

City of Woodland
Community Development Department
Woodland, CA 95695

Contact:

Erika Bumgardner
Principal Planner / Business Development Liaison
(530) 661-5886

Prepared by:

AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

Contact:

Matthew Gerken
Project Manager
916/414-5800

AECOM

June 2022

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Acronyms and Abbreviations

AB	Assembly Bill
AMMs	avoidance and minimization measures
A-N	Agricultural Intensive
AQAPs	Air quality attainment plans
BMPs	Best Management Practices
CAAQS	California Ambient Air Quality Standard
CalGreen	California Green Building Standards Code
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGS	California Geological Survey
C-H	Highway Service Commercial
City	City of Woodland
C-L	Local Commercial
D	Urban and Built-up Land
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
DWQ	Division of Water Quality
DWR	California Department of Water Resources
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping and Monitoring Program
FR	Federal Register
FSA	Flood Study Area
G	Grazing Land
g	percentage of gravity
GHG	Greenhouse Gas
GIS	geographic information systems
GVFZ	Great Valley Fault Zone

HCP	Habitat Conservation Plan
HVAC	heating, ventilation, and air conditioning
I	Industrial
IF	Light Industrial Flex Overlay
I-H	Heavy Industrial
in/sec	inches per second
L	Farmland of Local Importance
LAFCo	Local Agency Formation Commission
LOS	level of service
LP	Farmland of Local Potential
L-R	Low Density Residential
Lv	velocity level in decibels referenced to 1 microinch per second and based on the root mean square velocity amplitude
MBTA	Migratory Bird Treaty Act
MRZ	mineral resource zone
MS4	Municipal Separate Storm Sewer System
msl	mean sea level
MT CO_2e	metric tons carbon dioxide equivalent
NAAQS	national ambient air quality standards
NCCP	Natural Community Conservation Planning
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
P	Prime Farmland
PM_{10}	particulate matter with aerodynamic diameter less than 10 microns
PQP	Public/Quasi-Public
RC	Regional Commercial
ROG	reactive organic gases
RR-2	Residential Rural-2 acre
RWQCB	Regional Water Quality Control Board
SIP	State Implementation Plan
SMAQMD	Sacramento Metropolitan Air Quality District
SOI	Sphere of Influence
SWPPP	storm water pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant

ULL	Urban Limit Line
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
VMT	vehicle miles travelled
VOC	volatile organic compound
WJUSD	Woodland Joint Unified School District
YSAQMD	Yolo-Solano Air quality Management District

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1 INTRODUCTION

1.1 OVERVIEW

The City of Woodland (City) has prepared this Initial Study to comprehensively assess the potential impacts associated with annexations of six (6) distinct locales, and identify applicable mitigation as appropriate to each annexation area. Each of the six areas proposed for annexation are within the City's Sphere of Influence (SOI). Annexation would include land use designations for each of the annexation areas that is consistent with the current land use designations under the City's 2035 General Plan, but would not propose any development or other physical change to the proposed annexation areas.

1.2 PURPOSE OF THIS ENVIRONMENTAL CHECKLIST

The California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) requires that all state and local government agencies consider the environmental consequences of projects they propose to carry out or over which they have discretionary authority, before implementing or approving those projects. The public agency that has the principal responsibility for carrying out or approving a project is the lead agency for CEQA compliance (CEQA Guidelines Section 15367); in this case, the City has principal responsibility for carrying out any development that would occur within the proposed annexation areas and is therefore the CEQA lead agency, though the Yolo Local Agency Formation Commission (LAFCo) will also use this Environmental Checklist to fulfill its CEQA obligations in its role in approving annexations to the City.

California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 provide an exemption from additional environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. CEQA Guidelines Section 15183 specifies that examination of environmental effects shall be limited to those effects that: a) are peculiar to the project or the parcel on which the project would be located; b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent (including off-site or cumulative impacts); or c) are previously identified significant effects which, as a result of substantial new information that was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR. CEQA Guidelines Section 15183(c) further specifies that "if an impact is not peculiar to the parcel or to the proposed project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, then an additional EIR need not be prepared for that project solely on the basis of that impact.

In 2017, the City adopted the Findings of Fact and the Statement of Overriding Considerations, pursuant to the CEQA Guidelines Sections 15091 and 15093, and certified the Final EIR for the 2035 General Plan and Climate Action Plan (CAP) (henceforth referred to at the 2035 General Plan and CAP EIR). The 2035 General Plan and CAP EIR addresses impacts associated with development of the City's Planning Area, inclusive of all area within the City's SOI. Although the proposed annexations would not result in a direct or indirect physical change in the environment, and may thereby be considered exempt from CEQA under CEQA Guidelines Section 15060(b)(2), this initial study follows the format of Appendix G of the CEQA Guidelines to comprehensively evaluate the proposed annexations relative to that assumed under the City's 2035 General Plan and CAP EIR. As such, this

initial study has been prepared in accordance with the CEQA Guidelines to comprehensively demonstrate applicability of CEQA Guidelines Section 15183 and qualification for CEQA exemption, as well as isolate the effects of annexation and identify the applicable policies and implementation measures of the City's 2035 General Plan and CAP that the City will impose as conditions for future project applications in the annexation areas to ensure compliance with these measures. Pursuant to CEQA Guidelines Section 15150, relevant information from the 2035 General Plan and CAP EIR (State Clearinghouse Number 2013032015) (City of Woodland 2016a) is hereby incorporated by reference into this initial study, and should be considered as part of the information upon with this the evaluation of the proposed annexations under this initial study is based.

1.3 DESCRIPTION OF PROPOSED ANNEXATIONS

1.3.1 ANNEXATION AREA LOCATIONS

The proposed project (proposed annexations) proposed by the City is to annex six distinct areas within the City's SOI that are not currently within its limits, as shown in Exhibit 1-1. The proposed project does not include any application for development of these areas[1]. The proposed annexation areas were included in the City's map of Opportunity Sites on page LU 2-7 of the City's General Plan; the Opportunity Sites and the geographic information systems (GIS) data used to inform the 2035 General Plan and CAP EIR assumed a range of employment densities in these areas. These land use change assumptions were used to prepare the rigorous environmental analysis that was included in the City's 2035 General Plan and CAP EIR and to identify detailed mitigation requirements for future projects developed under the General Plan in the form of environmental policies and implementation programs (in General Plan Appendix A).

1.3.2 EXISTING AND PROPOSED LAND USE

The existing land use designations identified in the City's General Plan and the existing zoning per the County of Yolo Zoning Code within each of the proposed annexation areas are listed in Table 1-1 below. The proposed annexations include prezoning for each annexation area, consistent with the current General Plan land use designations; zoning would become effective upon finalization of annexation.

Annexation Area 1: The majority of Barnard Street Annexation Area is undeveloped, but there is an existing fast-food restaurant as well as a gasoline station with attached convenience store in the northwest portion of the Barnard Street Annexation Area. County Road 99 (West Street) is the western boundary and Interstate 5 serves as the northwest to southeast boundary of the Barnard Street Annexation Area, with undeveloped and agricultural land to the north of Interstate-5. Undeveloped and agricultural land uses are to the west, southwest, and south of the Barnard Street Annexation Area. The land to the west and south is designated Flood Study Area by the City.

Annexation Area 2: Westucky Annexation Area consists of existing industrial uses and several existing homes throughout the annexation area. Surrounding the Westucky Annexation Area, land is designated Industrial to the north and west, Corridor Mixed Use to the south and Specific Plan-3A to the east.

[1] An application for development within the Barnard Annexation Area (ZF #2020-0041 Chevron Gas Station and RFC2019-0033 Lakeview Petroleum, Arco Gas Station) is being reviewed by the County, including documentation under CEQA, as required. Application review and, if approved, entitlement under the County is anticipated to be complete prior to any action by the City for annexation, although construction of this development may occur after annexation would be complete.

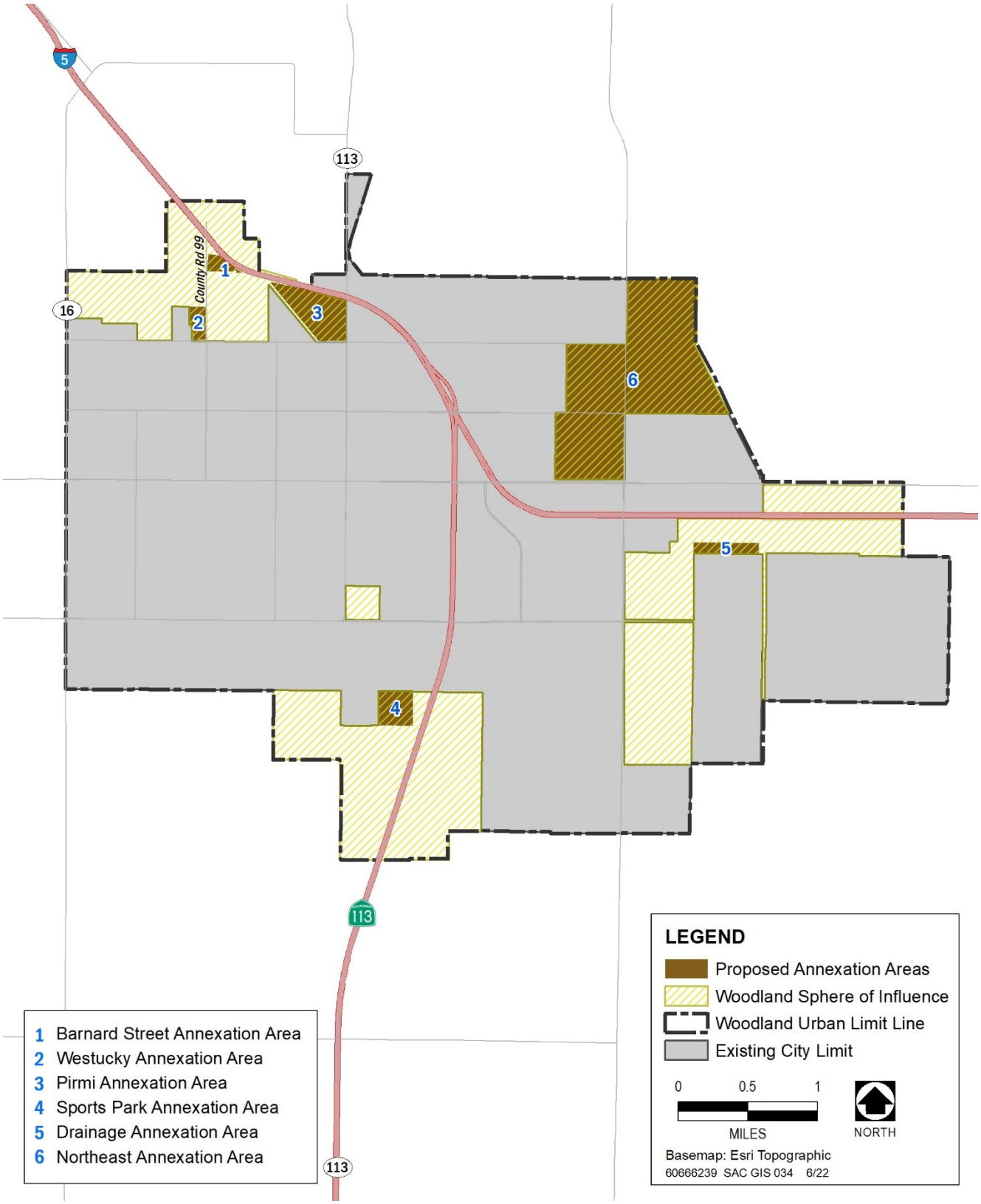


Exhibit 1-1. Proposed Annexation Areas

Table 1-1. Existing Land Use Designations and Zoning for Proposed Annexation Areas

Annexation Area	Size (acres)	Existing City of Woodland General Plan Designation	Existing Yolo County Zoning
Annexation Area 1: Barnard Street Annexation Area	12	Flood Study Area (FS)	Highway Service Commercial (C-H)
Annexation Area 2: Westucky Annexation Area	16	Industrial (I)/Light Industrial Overlay (IF)	Agricultural Intensive (A-N); Local Commercial (C-L); Low Density Residential (L-R); Public/Quasi-Public (PQP); Residential Rural-2 acre (RR-2);
Annexation Area 3: Pirmi East Street Annexation Area	79	Industrial (I)/Light Industrial Overlay (IF); Public/Quasi-Public with Light Industrial Overlay; One parcel of 8.75 acres designated as Flood Study Area (FSA)	Heavy Industrial (I-H)
Annexation Area 4: Sports Park Annexation Area	40	Public/Quasi Public (PQP)	Agricultural Intensive (A-N)
Annexation Area 5: Drainage Annexation Area	23.5	Regional Commercial (RC)	Agricultural Intensive (A-N)
Annexation Area 6: Northeast Annexation Area	635	Industrial (I) Eastern perimeter designated as Flood Study Area (FSA)	Parcels West of County Road 102 and North of East Beamer Street are Public/Quasi-Public (PQP); Parcels West of County Road 102 and South of East Beamer Street are Heavy Industrial (H-I); Parcels East of County Road 102 are Agricultural Intensive (A-N)

Annexation Area 3: Pirmi East Street Annexation Area is primarily developed with industrial/light industrial uses. A stormwater detention basin exists in the public-open space designated area in the northwest of the annexation area on land currently owned by the City of Woodland. Interstate 5 serves as the Pirmi East Street Annexation Area's northern perimeter and the southern perimeter that runs northwest to southeast Union Pacific Railroad tracks are adjacent to. Land east of the annexation area is designated by the City as Regional Commercial and Corridor Mixed Use/Light Industrial Overlay to the east; land to the west is designated as Corridor Mixed Use/Light Industrial Overlay and a small area of Flood Study Area in the northwest; land to the south is designated Low Density Residential and Corridor Mixed Use.

Annexation Area 4: Sports Park Annexation Area is currently developed as a community park with a baseball field and minor supporting infrastructure. The surround open space to the east and south is outside the Woodland City Limit but is within the City's SOI and is designated by the City as Specific Plan (1C). State Route 113 runs southwest to northeast near the Sports Park Annexation Area eastern boundary. Land to the west is designated by the City as Public/Quasi-Public and includes the City's Community and Senior Center. Land to the north across

Sports Park Drive is designated by the City as Low-Density Residential and contains single-family residential homes.

Annexation Area 5: Drainage Annexation Area consists of approximately 23.5 acres. It sits in the eastern portion of the city and is bounded by the Woodland-Davis Clean Water agency to the south, private land to the north, an unnamed road to the east, and private land to the west. The parcel is largely undeveloped apart from some access roads. Surrounding land use is utilized by the Clean Water Agency and commercial activities.

Annexation Area 6: Northeast Annexation Area is approximately 635 acres in the northeastern portion of the City's SOI. Land within the Northeast Annexation Area is predominantly undeveloped, with just under 40 acres of industrial development directly northwest of the intersection of East Main Street and County Road 102, and an existing drainage basin within the parcel north of East Beamer Street and West of County Road 102. The majority of the Northeast Annexation Area is designated by the City as Industrial, with the easternmost portion running from the northwest to the southeast designated as Flood Study Area. Land to the east and south of the Northeast Annexation Area is designated as Industrial and Regional Commercial with a Light Industrial Overlay.

Annexations of the proposed areas would be consistent with the City's planning assumption over the horizon of the 2035 General Plan, would include prezoning consistent with the 2035 General Plan land use designations for the respective areas, and would not propose any land use designation changes nor physical changes within the proposed annexation areas.

1.4 SUMMARY OF FINDINGS

Section 2 of this document contains the evaluation and discussion of potential environmental impacts of the proposed annexations. The analysis in this Environmental Checklist concludes that the proposed annexations would have no physical impacts on the environment. In addition, the analysis in this Environmental Checklist has identified mitigation measures in the form of uniformly applied development standards that would apply to all future development within the annexation areas and consistent with the land use designations proposed for each annexation area.

Consistent with CEQA Guidelines Section 15183, the proposed annexations qualify for an exemption because they would be consistent with the following CEQA requirements:

- The proposed annexations would be consistent with the development type and density established by existing land use designations under the General Plan policies for which an EIR was certified in 2017.
- There would be no effects which are peculiar to the proposed annexations or annexation areas that were not otherwise identified under the 2035 General Plan and CAP EIR.
- There would not be potentially significant off-site and/or cumulative impacts that the 2035 General Plan and CAP EIR failed to evaluate.
- There is no substantial new information that would result in more severe impacts than anticipated by the 2035 General Plan and CAP EIR.
- The proposed annexations would be subject to uniformly applied policies, regulations, and development standards that implement the 2035 General Plan, as applicable to any future development located within the

annexation areas. Where the 2035 General Plan includes policies and implementation programs developed for the purposes of minimizing and avoiding environmental impacts and that would not be otherwise enforced through existing regulations, the City would enforce implementation of such policies and implementation programs through Conditions of Approval or requirements incorporated within the respective Development Agreements (see Appendix A).

As such, further environmental review is not required by CEQA for the proposed annexations. The City, as a part of the annexations, has conditioned the approval of the annexations on the implementation of applicable Conditions of Approval and/or requirements included within respective Development Agreements to ensure that all policies from the City's General Plan developed for the purpose of minimizing and avoiding environmental impacts, and not otherwise achieved through uniformly applied policies, regulations, and development standards, are implemented in the case that any future development is proposed within an annexation area.

1.5 APPROVALS

Approvals associated with the proposed annexations include the City's approval of the request to annex for each annexation area (may be individually by annexation area or otherwise grouped), a General Plan amendment to adjust the city limit, and prezoning consistent with the City's General Plan The proposed annexation(s) would also be reviewed by the LAFCo for approval to annex each proposed annexation area to the City and prezoning. Zoning would become effective upon finalization of annexation.

1.6 DOCUMENT ORGANIZATION

This Initial Study is organized into three sections:

- **Section 1, "Introduction and Project Description,"** describes the purpose and content of this Initial Study, provides the project location, project objectives, and detailed project description and phasing, and summarizes the findings as determined by the analysis contained in Section 2 of this initial study.

- **Section 2, "Environmental Evaluation,"** contains the completed environmental checklist, following the format of Appendix G of the CEQA Guidelines. The checklist contains an assessment and discussion of impacts associated with each particular environmental issue. In addition, while the proposed annexations do not propose any physical development or to alter the land in any way, each impact discussion acknowledges the planned development of the City's Planning Area, consistent with the 2035 General Plan Update and inclusive of the proposed annexation areas. For this purpose, the applicable General Plan and CAP policies and related mitigation measures or uniformly applied development standards from the 2035 General Plan and CAP EIR are also identified as conditions of approval of future proposed development within the annexation areas, as applicable, and provided as Appendix A to this initial study.

- **Section 3, "References,"** identifies the information sources used in preparing this initial study.

2 ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION

1.	**Project Title:**	City of Woodland Annexations
2.	**Lead Agency Name and Address:**	City of Woodland Community Development Department 300 First Street Woodland, CA 95695
3.	**Contact Person and Phone Number:**	Erika Bumgardner, Principal Planner / Business Development Liaison (916) 567-5468
4.	**Project Location:**	Six (6) annexation areas, totaling approximately 806 acres, outside the Woodland City Limit but distributed throughout the City's Sphere of Influence.
5.	**General Plan Designation(s):**	Flood Study Area; Industrial; Industrial/Light Industrial Flex Overlay; Public/Quasi-Public; Regional Commercial
6.	**Zoning:**	Zoning varies by and within each annexation areas, and includes A-N, C-L, L-R, PQP, RR-2, and I-H, per the Yolo County Zoning Code.
7.	**Description of Project:**	The proposed project would involve annexation of six (6) distinct areas currently within the City's Sphere of Influence, totaling approximately 806 acres, into the City's jurisdictional limits. No development is proposed.
8.	**Surrounding Land Uses and Setting:**	Land uses surrounding the proposed annexation areas vary for each area, but are primarily agricultural and open space, as well as some commercial, industrial, and residential.
9:	**Other public agencies whose approval is required:**	Yolo Local Agency Formation Commission

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

Y/N	Resource Area	Y/N	Resource Area	Y/N	Resource Area
N	Aesthetics	N	Agriculture and Forestry Resources	N	Air Quality
N	Biological Resources	N	Cultural Resources	N	Energy
N	Greenhouse Gas Emissions	N	Geology / Soils	N	Hazards & Hazardous Materials
N	Hydrology / Water Quality	N	Land Use / Planning	N	Mineral Resources
N	Noise	N	Population / Housing	N	Public Services
N	Recreation	N	Transportation	N	Tribal Cultural Resources
N	Utilities / Service Systems	N	Wildfire	N	Mandatory Findings of Significance

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.	**No**
I find that although the proposed project **COULD** have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.	**No**
I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.	**No**
I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.	**No**
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	**Yes**

Signature	Date
Printed Name	Title
City of Woodland	Agency

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:
   - the significance criteria or threshold, if any, used to evaluate each question; and
   - the mitigation measure identified, if any, to reduce the impact to less than significance.

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2.1 AESTHETICS

a) Have a substantial adverse effect on a scenic vista?

No Impact. The 2035 General Plan and CAP EIR found that aesthetic impacts associated with effects on a scenic vista would be less than significant. As discussed in the 2035 General Plan and CAP EIR Impact 4.1-1 (pages 4.1-20 through 4.1-22), Woodland's relatively flat topography results in few scenic vistas. Views consist mainly of the farmland surrounding the built environment seen from some adjacent properties at the urban edge, as well as limited views of the Coastal Ranges from the western edge of the City's Planning Area. The 2035 General Plan and CAP EIR concluded that although views may be obstructed in localized areas due to proposed new development, views would not be affected on an area-wide basis. In addition, the Yolo County 2030 General Plan includes policies to protect farmland outside of incorporated cities' SOIs.

The annexation areas are located in an area where rural landscapes abut urban development. Agricultural lands are visible from the annexation areas, but urban development is also located immediately adjacent to the annexation areas. While limited views of the North Coast Range can be seen from Annexation Area 1, and the open space and farmland surrounding the other annexation areas could be considered scenic vistas to those on local roadways and adjacent properties in the vicinity, the flat topography in these areas makes views primarily limited to the near- and mid-distance landscape features. Similarly, vegetation to the east of the Northeast Annexation Area includes riparian woodland east of the drainage canal that parallels the eastern perimeter of the annexation area and obscures any potential scenic vistas to the east.

No existing scenic vistas are within the annexation areas, nor are the annexation areas within existing scenic vistas of surrounding parcels. Thus, **there would be no impact**. There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The 2035 General Plan and CAP EIR found that aesthetic impacts associated with effects on scenic resources within a State scenic highway would be less than significant. There are no State-designated scenic highways in Yolo County (California Department of Transportation 2021). Old River Road, locally designated as a scenic highway by Yolo County, parallels the west side of the Sacramento River from the southern end of the Sacramento Bypass north to the Fremont Weir and is more than 5 miles east of the easternmost proposed annexation areas (e.g., the Water Plant and Northeast Area Annexation Areas) (Yolo County 2009). Because of the flat topography in the region, Old River Road is not visible from the Northeast Annexation Area, which is the furthest east of the proposed annexation areas. The 2035 General Plan and CAP EIR identifies scenic resources within the Downtown Woodland Historic District, including many structures that are listed or eligible for listing on the National Register of Historic Places. However, the Downtown District is not located in the immediate vicinity of and cannot be viewed from the annexation areas. Thus, **there would be no impact**. There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized

area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact. The 2035 General Plan and CAP EIR found that aesthetic impacts associated with the existing visual character or quality to be significant. The proposed annexation areas are within the City's Urban Limit Line and adjacent to or surrounded by urbanized areas. The current zoning applicable to the annexation areas is that of the Yolo County Zoning Code, as the areas are currently outside the Woodland City Limit. Current Yolo County Zoning and the City's General Plan Land Use Designations for the annexation areas are provided in Table 2-1.

Table 2-1. Existing Land Use Designations and Zoning for Proposed Annexation Areas

Annexation Area	Existing City of Woodland General Plan Designation	Existing Yolo County Zoning
Annexation Area 1: Barnard Street Annexation Area	Flood Study Area (FS)	Highway Service Commercial (C-H)
Annexation Area 2: Westucky Annexation Area	Industrial (I)/Light Industrial Flex Overlay (IF)	Agricultural Intensive (A-N); Local Commercial (C-L); Low Density Residential (L-R); Public/Quasi-Public (PQP); Residential Rural-2 acre (RR-2);
Annexation Area 3: Pirmi East Street Annexation Area	Industrial (I)/Light Industrial Flex Overlay (IF); Public/Quasi-Public with Light Industrial Flex Overlay; One parcel of 8.75 acres designated as Flood Study Area (FSA)	Heavy Industrial (I-H)
Annexation Area 4: Sports Park Annexation Area	Public/Quasi Public (PQP)	Agricultural Intensive (A-N)
Annexation Area 5: Drainage Annexation Area	Regional Commercial (RC)	Agricultural Intensive (A-N)
Annexation Area 6: Northeast Annexation Area	Industrial (I) Eastern perimeter designated as Flood Study Area (FSA)	Parcels West of County Road 102 and North of East Beamer Street are Public/Quasi-Public (PQP); Parcels West of County Road 102 and South of East Beamer Street are Heavy Industrial (H-I); Parcels East of County Road 102 are Agricultural Intensive (A-N)

The 2035 General Plan proposes land use designations for all parcels within the City's Planning Area, including on unincorporated county land within the City's SOI. Yolo County has jurisdiction over unincorporated land in the County, including the proposed annexation areas, but annexation requires no discretionary review by the County as land that is within the City's SOI, so the County's policies and standards do not apply.

Annexation of the proposed areas would be consistent with the City's planning assumption over the horizon of the 2035 General Plan and would not propose any land use designation changes from that presented in the 2035 General Plan, nor development projects within the proposed annexation areas. Therefore, the visual character and quality of the annexation areas would not change as a result of annexation into the Woodland City Limits and **there would be no impact**. There are no impacts that are peculiar to the proposed annexations that were not

addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. As discussed in the 2035 General Plan and CAP EIR Impact 4.1-3 (pages 4.1-25 through 4.1-31), much of the new development in the City would be of a similar type and mass, and of an equal or higher quality design than the development that already exists. The City of Woodland Community Design Standards reduce impacts on the visual character and quality of the City by establishing site planning and architectural design standards for new development and modifications to existing buildings. The 2035 General Plan and CAP EIR concluded that, despite proposed policies and implementation programs, implementation of the 2035 General Plan would still accommodate development in new growth areas that would inherently change Woodland's visual character. The General Plan includes numerous policies that promote high quality design to ensure that new urban development in the City is visually attractive and aesthetically pleasing. The City's design review process ensures new development is consistent with the design standards outlined in the 2035 General Plan and the City's Community Design Standards current at the time of any future project application for development within the proposed annexation areas.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact. The 2035 General Plan and CAP EIR found that aesthetic impacts associated with new sources of light or glare adversely affecting day or night views to be significant. The proposed annexation areas are along the periphery of the existing Woodland City Limits, but within the City's Urban Limit Line. Each of the annexation areas includes some level of urban development at one or more adjacent perimeters. Proposed annexations do not include any development or other sources of light or glare. Thus, **there would be no impact**. There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. As discussed in the 2035 General Plan and CAP EIR Impact 4.1-4 (pages 4.1-32 through 4.1-33), the City anticipates that new development could produce light and glare in areas that currently do not experience these effects. General Plan Policies 2.F.4 and 2.F.5 were identified as new policies to implement as mitigation to address potential new sources of substantial light or glare with buildout of the 2035 General Plan. These policies require the control of artificial lighting to avoid spill-over and prevent glare. Section 9 of the City's *Engineering Standards: Design Standards, Standard Details and Construction Specifications* (City of Woodland 2016b) include requirements for lighting values for each type of street; street light locations, types, and spacing; poles; mast arm lengths; service connections; pull boxes; and conductors. Lighting requirements are also set forth in the City's Community Design Standards (2004). Furthermore, future development must include improvement plans for City review of proposed street lighting. The City of Woodland Municipal Code Section 17.92.060(f) and the City's Interim Zoning Code Article 3 also contain design regulations and performance standards for lighting and glare. These design standards and local codes would serve as uniformly applied development standards of any future proposed development within the annexation areas, as detailed in Appendix A, Table A-1, thereby ensuring consistency with the 2035 General Plan and CAP EIR.

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2.2 AGRICULTURE & FORESTRY RESOURCES

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. As discussed in the 2035 General Plan and CAP EIR Impact 4.2-1 (pages 4.2-28 through 4.1-36), development in new growth areas within the City's Planning Area would convert farmland, including Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance, to urban land uses. Proposed annexations do not include any proposed development or physical alteration of the land in any way. Thus, **there would be no impact**. There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. General Plan Policy 2.A.1 establishes an Urban Limit Line (ULL) that permanently circumscribes urban development and complies with provisions for protection of agricultural lands. The proposed annexation areas are located inside the City's Urban Limit Line. The 2035 General Plan included site-specific conversion of this farmland to urban land uses as shown in the 2035 General Plan and CAP EIR Figure 2-5, "Land Use Diagram" (page LU 2-33 of the 2035 General Plan). The 2035 General Plan and CAP EIR concluded that, despite proposed policies, implementation of the 2035 General Plan would still accommodate development in new growth areas that would convert farmland, including Important Farmland, defined as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance, to urban uses. As shown in Table 2-2, based on the California Department of Conservation Farmland Mapping and Monitoring Program (2016) and information in the 2035 General Plan and CAP EIR (pages 4.2-2 to 4.2-3), Prime Farmland associated with the proposed annexation areas is within the Barnard Street Annexation Area, Sports Park Annexation Area, and Northeast Annexation Area. Lands within the Drainage Annexation Area and Northeast Annexation Area are also identified as Urban and Built-up Land, Farmland of Local Importance, and Farmland of Local Potential; these lands are not prime farmland, unique farmland, or farmland of statewide potential.

Table 2-2. Acreage per Farmland Mapping and Monitoring Category by Annexation Area

Farmland Category	Annexation Area 1: Barnard Street Area	Annexation Area 2: Westucky Area	Annexation Area 3: Pirmi Area	Annexation Area 4: Sports Park Area	Annexation Area 5: Drainage Area	Annexation Area 6: Northeast Annexation Area
Urban and Built-up Land (D)	NA	16.06	50.49	6.53	1.56	193.38
Grazing Land (G)	NA	NA	NA	NA	16.10	4.71
Farmland of Local Importance (L)	NA	NA	NA	NA	0.78	402.42
Farmland of Local Potential (LP)	NA	NA	NA	NA	5.06	27.91
Prime Farmland (P)	0.34	NA	NA	33.02	NA	3.08
Other Land (X)	11.68	NA	28.77	NA	NA	3.72

Source: California Department of Conservation, Farmland Mapping and Monitoring Program, 2016.

The 2035 General Plan and CAP EIR Mitigation Measure 4.2-1 recommending new General Plan Policy 2.A.3 (requiring for every acre of farmland that is converted, an acre of that same type (or better) of farmland will be conserved) was adopted as part of the 2035 General Plan. Chapter 15.33 of the City of Woodland Municipal Code implements Policy 2.A.3 of the 2035 General Plan, requiring that, for every acre converted to urban development, one acre of mitigation will be required (1:1 ratio); agricultural mitigation land must be of same quality of land or higher than the land being converted; and specified agricultural mitigation lands must be located wholly within Yolo County.[2] In addition, Yolo LAFCo prepared a municipal service review and SOI study for the City of Woodland (Yolo LAFCo 2019) and determined that:

> "Development of the proposed SOI would result in the loss of prime agricultural land. However, most of Yolo County is fertile agricultural soils and it is difficult to expand the City's footprint without impacting agricultural land and the City's Urban Limit Line preempts any uncontrolled sprawl. The City's General Plan Environmental Impact Report mitigates for this loss consistent with LAFCo policies and concludes that this loss is significant and unavoidable."

The City of Woodland Ordinance No. 1642, to implement the agricultural land conservation policies contained in the City of Woodland 2035 General Plan with a program designed to permanently protect agricultural land located in Yolo County, as implemented by the City of Woodland Municipal Code Chapter 15.33, would serve as a uniformly applied development standard, as provided in Appendix A, Table A-1, for any future proposed development that would convert existing farmland within the annexation areas. General Plan Policy 7.C.5 requires new development that occurs at the edge of the ULL (i.e., eastern portion of the Northeast Annexation Area) to accommodate an agricultural buffer; this policy would be implemented as a Condition of Approval of future proposed development within the annexation areas, as applicable, as detailed in Appendix A, Table A-2.

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

No Impact. The annexations will be approved by the City and will not need any approval from Yolo County that relates to the existing zoning of the annexation areas. Annexation of the proposed areas would be consistent with the City's planning assumption over the horizon of the 2035 General Plan and would not propose any land use designation changes. In addition, as identified in the 2035 General Plan and CAP EIR (Exhibit 4.2-2, page 4.2-9), no lands are under Williamson Act contract within the proposed annexation areas. Therefore, the proposed annexations would not conflict with existing zoning for agricultural use or a Williamson Act contract that would lead to any adverse impact under CEQA, and **there would be no impact**. There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code

[2] Chapter 15.33 states that the determination of quality will be based on the most current classification from the Farmland Mapping and Monitoring Program (FMMP) of the California Department of Conservation, Division of Land Resource Protection and take into consideration any utilization of the property that may have changed the farmland quality.

section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. None of the annexation areas are zoned as forest land, timberland, or a Timberland Production Zone. Therefore, the proposed annexations would not conflict with existing zoning for, or cause rezoning of, forest land or timberland. **There would be no impact**.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The annexation areas are within the City of Woodland's Urban Limit Line. While some of the annexation areas are undeveloped, they do not contain timberland as defined by Public Resources Code Section 4526 or contain 10 percent native tree cover that would be classified as forestland under Public Resources Code Section 12220(g). In addition, the proposed annexations do not propose any development or other alteration of the physical environment. Thus, the annexations would not result in conversion of forest land to non-forest use. Thus, **there would be no impact**.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. Urban development can result in direct and indirect impacts on agricultural. This impact focuses on the indirect effects. Urban development has the potential to divide large tracts of agricultural land leaving smaller, less viable tracts of land for farming. Urban development can result in conflicts at the urban edge with adjacent agricultural practices, and lead to restrictions on the use of agricultural chemicals, complaints regarding noise, dust and odors, trespassing, and vandalism. The Yolo County Agricultural Commissioner requires a buffer between pesticide application and environmentally sensitive areas, including residential developments, as explained in the Regulatory Settings. The farmer has responsibility for providing this buffer, and therefore the buffer potentially limits the amount of land that can be used for agriculture.

These conflicts may increase costs of agricultural operations and, together with other factors, encourage the conversion of additional farmland to urban uses. In addition, urban growth may increasingly compete with agriculture for the use of water resources, and may conflict with farm-to-market use and/or operational use of area roadways.

As stated in item d) above, there is no forest land within the proposed annexation areas. The direct conversion of farmland within the annexation areas is addressed in item c) above. As explained above, the proposed annexations do not include any proposed development or any physical change. Therefore, there would be no other changes in the existing environment that could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. **There would be no impact**. There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

Any potential future development, as accounted for within the 2035 General Plan and CAP EIR for opportunity areas, including the proposed annexation areas, would occur within the City's SOI and Urban Limit Line, and therefore would not divide large agricultural tracts in any way not already accounted for under the 2035 General Plan and CAP EIR or addressed by General Plan Policy and mitigation, as addressed under item a) above.

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2.3 AIR QUALITY

a) Conflict with or obstruct implementation of the applicable air quality plan?

No Impact. Air quality plans describe air pollution control strategies to be implemented by a city, county, or regional air district. The primary purpose of an air quality plan is to bring an area that does not attain the national ambient air quality standards (NAAQS) and California Ambient Air Quality Standard (CAAQS) into compliance with those standards pursuant to the requirements of the Clean Air Act and California Clean Air Act.

The Yolo-Solano Air quality Management District (YSAQMD) is responsible for preparing air quality attainment plans for each criteria pollutant that does not meet the standard. Air quality attainment plans (AQAPs) are transmitted to the California Air Resources Board (CARB) and the Environmental Protection Agency (EPA) for incorporation into the State Implementation Plan (SIP), a comprehensive plan that describes how an area will attain and maintain the NAAQS for complying with the federal Clean Air Act.

A project is non-conforming with an air quality plan if it conflicts with or delays implementation of any applicable attainment or maintenance plan. YSAQMD recommends that an evaluation for consistency with the AQAP and SIP consider consistency with the AQAP and SIP population and vehicle use projections and AQAP and SIP transportation control measures, as well as a consideration of buffer zones around sources of odors and toxics (YSAQMD 2007). The proposed annexations would not result in a change in any population or vehicle use from that analyzed under the 2035 General Plan and CAP EIR and would not include any proposed development. Therefore, the proposed annexations would have no bearing on the implementation of applicable air quality plans. **There would be no impact** Therefore, there are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. While, as explained above, the proposed annexations would not include any development, any future proposed development within the annexation areas would be required to comply with all applicable rules and regulations, including YSAMD Rules and Regulations and permitting requirements for any stationary sources, adopted for the purposes of reducing air pollutant emissions and supporting regional attainment of the CAAQS and NAAQS pursuant to the AQAP and SIP. Adopted YSAQMD rules and regulations, as well as the YSAQMD-recommended thresholds of significance, have been developed with the intent to ensure continued attainment, or work toward attainment, of the NAAQS and CAAQS, consistent with the air quality plans. By exceeding the YSAQMD's mass emission thresholds, a project may be considered to conflict with or obstruct implementation of the YSAQMD air quality planning efforts. Impacts 4.3-1 and 4.3-2 (pages 4.3-21 through 4.3-33) of the 2035 General Plan and CAP EIR identify General Plan and CAP policies and additional mitigation measures with which future development must comply, as applicable. These policies and mitigation measures would serve as conditions of approval for future development, and are summarized in Appendix A, Table A-2, as they pertain to item b) below.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

No Impact. The nonattainment status of regional pollutants is a result of past and present development within the Sacramento Valley Air Basin, and this regional impact is cumulative in nature rather than being attributable to any one source. A single project's emissions may be individually limited, by could be cumulatively considerable when considered in combination with past, present, and future emissions sources within the air basin. The YSAQMD has established project-level construction and operational emissions thresholds of significance for reactive organic gases (ROG), nitrogen oxides (NO_X), and particulate matter with aerodynamic diameter less than 10 microns (PM_{10}). As identified in the YSAQMD Handbook for Assessing and Mitigating Air Quality Impacts, "[a]ny proposed project that would individually have an air quality impact [as identified by the project-level thresholds of significance] would also be considered to have a significant cumulative impact." (YSAQMD 2007). Therefore, if a project's emissions are below the YSAQMD thresholds of significance, the project is not considered to result in a cumulatively considerable contribution to a significant impact on regional air quality.

As described above, the proposed annexations do not include any proposed development or any physical change that would result in a net increase in criteria air pollutant or ozone precursor emissions. **There would be no impact**. Therefore, there are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

The 2035 General Plan and CAP EIR assumes development within the annexation areas, with the exception of the areas designated as Flood Study Area (i.e., within the Barnard Street Annexation Area, Pirmi Annexation Area, and Northeast Annexation Area), based upon the 2035 General Plan land use designations and development density assumptions. While, as explained above, the proposed annexations would not include any development, any future development within the annexation areas could result in a net increase in short-term and/or long-term emissions of criteria air pollutants or ozone precursors for which the project region is in non-attainment under an applicable federal or state ambient air quality standard.

Impacts 4.3-1 and 4.3-2 (pages 4.3-21 through 4.3-33) of the 2035 General Plan and CAP EIR identify General Plan and CAP policies and additional mitigation measures, including General Plan Policy 7.F.2 and Implementation Program 7.18, with which future development must comply, as applicable, to reduce criteria air pollutant and ozone precursor emissions associated with future projects. For Industrial land use, Woodland's Municipal Code Section 17.92.060(B) requires a conditional use permit for any use that could generate offensive or objectionable dust, fumes, noise, odors, smoke, or vibration offensive or objectionable beyond the premises. In addition, applicable to Industrial/Light Industrial Flex zones, the City's Interim Zoning Section 3.11.B.5 requires construction best management practices to minimize dust. Finally, the YSAQMD Rules and Regulations are also applicable to all projects within the City of Woodland and have been developed and adopted by the YSAQMD for the purposes of improving air quality and minimizing criteria air pollutant emissions from existing and future construction and operations within the region in order to attain and maintain the applicable CAAQS and NAAQS. These City regulations and YSAQMD Rules and Regulations would ensure compliance with General Plan Policy 7.F.2. However, General Plan Implementation Program 7.18 includes additional requirements not otherwise included in the above noted regulations; this Program would serve as a Conditions of Approval for future development, as provided in Appendix A, Table A-2.

c) Expose sensitive receptors to substantial pollutant concentrations?

No Impact. As explained under Section 2.3.2 above, the proposed annexations would not result in a net increase in air pollutant emissions. Therefore, the proposed annexations would not result in carbon monoxide hotspots, substantial short-term or long-term generation of diesel particulate matter emissions in proximity to sensitive receptors, or other substantial emissions sources that would expose sensitive receptors to substantial pollutant concentrations. **There would be no impact**. Therefore, here are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations would not include any proposed development or physically alter the land in any way that would result in a net increase in air pollutant emissions, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. Potential future projects within the annexation areas could result in the generation of air pollutant emissions, including those that could result in the exposure of sensitive receptors to substantial pollutant concentrations.

Children, pregnant women, the elderly, those with existing health conditions, and athletes or others who engage in frequent exercise are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered sensitive receptors include schools, daycare centers, parks and playgrounds, and medical facilities. Residential areas are considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to pollutants present. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial and commercial areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent as the majority of the workers tend to stay indoors most of the time.

The 2035 General Plan and CAP EIR (pages 4.3-33 to 4.3-35) discusses potential impacts related to generation of local mobile-source emissions of carbon monoxide near roadway intersections within the General Plan. Although transport of carbon monoxide is extremely limited because it disperses rapidly with distance from the source under normal meteorological conditions, under specific meteorological conditions, carbon monoxide concentrations near roadways may reach unhealthy levels for local sensitive land uses. The 2035 General Plan and CAP EIR evaluated the potential for future hotspots using a screening analysis and considering buildout of the City's Planning Area, and determined that the impact from potential carbon monoxide hotspots would be less than significant.

Heavy-duty construction equipment, haul trucks, on-site generators, and construction worker vehicles associated with construction could generate diesel PM (DPM), which the CARB has identified as a toxic air contaminant (TAC). The 2035 General Plan and CAP EIR (pages 4.3-35 to 4.3-36) discusses potential impacts related to exposure of sensitive receptors to construction-related TACs due to buildout of the General Plan. Although transport of TACs is extremely limited because it disperses rapidly with distance from the source and exposure duration would be limited to temporary periods of construction, the exact location with respect to sensitive receptors and length of construction activities could not be determined at the time of the analysis of the General Plan. Therefore, it was conservatively assumed that certain construction activities could expose sensitive receptors to substantial TAC concentrations and this impact of the General Plan was considered potentially significant.

The 2035 General Plan and CAP EIR (pages 4.3-37 to 4.3-45) discusses potential impacts related to exposure of sensitive receptors to operational TACs. To analyze potential impacts due to proximity of sensitive receptors to roadways, the General Plan EIR used the Sacramento Metropolitan Air Quality District (SMAQMD) Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways guidance, which is consistent with the CARB recommendations in the CARB Air Quality and Land Use Handbook: A Community Health Perspective (CARB 2005), and with detailed guidance for the Sacramento region (SMAQMD 2011). The protocol states that if the nearest sensitive receptor's increase in individual cancer risk is lower than the evaluation criterion of 276 cases per million, no further roadway-related air quality evaluation is recommended. Based on analysis within the 2035 General Plan and CAP EIR, the General Plan was found to be consistent with the protocol recommendations, and no adverse health risks were anticipated from the roadways in the City's Planning Area.

The 2035 General Plan and CAP EIR also discusses potential impacts related to exposure of sensitive receptors to operational TACs due to proximity to operational sources of TACs associated with specific future land uses. Operational activities that require the use of diesel-fueled vehicles for extended periods, such as commercial trucking facilities or delivery/distribution areas, may generate emissions that could expose sensitive receptors to DPM emissions. In addition, it is possible that projects developed under the General Plan would include stationary sources of TACs, such as gasoline-dispensing facilities and diesel-fueled backup generators. Stationary sources in the City's Planning Area would be permitted and regulated to prevent land use compatibility conflicts with existing uses. However, because the actual proposed uses had not been determined at the time of the analysis for the General Plan, it was assumed possible that future development planned under the General Plan could generate substantial TAC emissions as a result of long-term operations and that existing and future sensitive land uses could be exposed to substantial TAC concentrations and this impact of the General Plan was considered potentially significant.

The 2035 General Plan and CAP EIR identified General Plan Policies 7.F.2 and 7.F.3. and Mitigation Measures 4.3-3c and 4.3-3d (implemented as part of the Final General Plan as Implementation Programs 7.17 and 7.19, respectively). As explained for Air Quality impact discussion b) above, City policies and YSAQMD Rules and Regulations would ensure compliance with General Plan Policy 7.F.2. However, General Plan Policy 7.F.3 and Implementation Programs 7.17 and 7.19 would be required as Conditions of Approval of future proposed development within the annexation areas to both reduce the generation of TAC emissions and reduce exposure of sensitive receptors to such TAC emission, as provided in Appendix A, Table A-2.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

No Impact. YSAQMD has developed a list of facilities that are known producers of odors where more analysis may be warranted or where greater distance should separate a project from the odor source. Those facilities include, but are not limited to, wastewater treatment facilities, chemical manufacturing, sanitary landfills, transfer stations, painting/coating operations (e.g., auto body shops), and food processing facilities. The proposed annexations due not include any development, and therefore would not result in the establishment of any other emissions sources, such as those leading to odors. **There would be no impact.** Therefore, there are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change that would result in a net increase in air pollutant emissions, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. The 2035 General Plan and CAP EIR (pages 4.3-45 to 4.3-48) discusses potential impacts related to exposure of a substantial number of people to objectionable odors. The General Plan EIR identified construction of proposed land uses as well as diesel-fueled trucks traveling on local roadways as a minor source of odors that would generate exhaust odors from diesel engines. The construction activities would also generate volatile organic compound (VOC) emissions associated with asphalt paving and the application of architectural coatings, which may be considered offensive odors to some individuals. However, because odors associated with diesel fumes would be temporary and would disperse rapidly with distance from the source, construction-generated and mobile-source odors would not result in the frequent exposure of on-site receptors to objectionable odor emissions. The General Plan EIR also identified operational sources of odors, such as garbage collection areas and charbroilers associated with commercial uses as potential minor sources of odors relevant that may be relevant to the existing or future development within the proposed annexation areas. These are known to have some temporary, less concentrated odorous emissions, but not uses that are typically associated with numerous odor complaints. The General Plan EIR concluded that compliance with permitting requirements, air district rules and regulations, and state and local requirements would reduce potential odor-related impacts, and accounted for compatible uses in the land use planning to support the 2035 General Plan Update. The proposed annexations would not propose any changes to the land use designations of the 2035 General Plan and therefore would be consistent with the development assumptions used to inform the 2035 General Plan and CAP EIR.

2.4 BIOLOGICAL RESOURCES

Since the adoption of the 2035 General Plan and CAP EIR, the Yolo Habitat Conservation Plan (HCP)/Natural Community Conservation Planning (NCCP) was adopted in 2018, and incidental take permits were issued in 2019 (CDFW 2019). Because the proposed annexation areas are within the Yolo HCP/NCCP coverage area, any future projects within the proposed annexation areas, regardless of annexation status, would be subject to the HCP/NCCP; this would include applying for the HCP/NCCP coverage and payment of relevant fees prior to issuance of a grading permit, as well as carrying out species-specific preconstruction surveys, as applicable, and implementing all relevant avoidance and minimization measures (AMMs) from the HCP/NCCP.

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?

No Impact. Land use development can directly or indirectly adversely affect species through destruction of active nests and other direct harm or degradation or loss of suitable or occupied habitat. As the proposed annexations do not include any proposed development or physical alteration of the land in any way, they do not have the potential to adversely affect any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). **There would be no impact.** There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. A reconnaissance-level biological resources survey for the proposed annexation areas was conducted on September 7 and September 8, 2021. The purpose of the survey was to evaluate habitats, map land cover, and identify sensitive biological resources present within the proposed annexation areas. The detailed methodology and results are provided as a Biological Resources Memorandum for the Woodland Annexations (AECOM 2021a).

As detailed in the Biological Survey Report, based on the literature review and nearby records, as well as the results of the field surveys, four species were deemed to have high potential occurrence in the annexation areas. Specifically, the annexation areas, with the exception of the Westucky Annexation Area, contain grassland and agricultural areas that may provide suitable foraging habitat for Swainson's hawk, burrowing owl, and tricolored blackbird, as well as emergent wetlands and/or ditches that may provide suitable nesting habitat for tricolored blackbird and/or burrowing owl. Some ditch banks in the project area, specifically within the NE and Sports Park Annexation areas, were observed to have small mammal burrows present, potentially suitable for burrowing owl use. All these burrows appeared inactive at the time of the survey. Nest trees for Swainson's hawk within the project area a virtually absent, however, they are plentiful in the form of shade trees along parcel-side roads, the most notable concentration of which occurring within the Westucky Annexation Area and adjacent areas. Wetlands in the study area, particularly irrigation ditches containing standing water, may also provide suitable habitat for giant garter snake. All four species have numerous records within 3 miles of the proposed annexation areas and are species are covered under the Yolo HCP/NCCP (Ascent 2018).

Based on the results of the biological reconnaissance survey and literature review, the trees, irrigation ditches, vegetation, and agricultural fields present in and around the proposed project area could also provide marginally suitable nesting substrate for migratory birds covered by the Migratory Bird Treaty Act (MBTA). The MBTA prohibits the killing, possessing, or trading of migratory birds, and essentially all native bird species in California are covered by the MBTA. Migratory bird and raptor nests are protected further by Sections 3503 and 3503.5, respectively, of the California Fish and Game code. Common raptors that could nest on or near the proposed annexation areas include red-tailed hawk, great horned owl, and barn owl. If trees were to be removed during the raptor breeding season (February – August), mortality of eggs and chicks of tree-nesting raptors could result if an active next were present. In addition, construction could disturb active nests near a construction area, potentially resulting in nest abandonment by the adults and mortality of chicks and eggs.

Potential affects to the special-status species above and migratory birds covered by the MBTA may be minimized by avoiding impacts to wetlands and conducting nesting bird surveys prior to ground disturbing activities. As noted above, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas, and the proposed annexations would not propose and land use designations inconsistent with that of the 2035 General Plan Land Use Plan. Because the proposed annexation areas are within the Yolo HCP/NCCP coverage area, any future projects within the proposed annexation areas would be required to individually apply for HCP/NCCP coverage prior to grading permit issuance. Developers for each individual project would be responsible for applying for the HCP/NCCP coverage and payment of relevant fees. Each project proponent would be required to carry out species-specific preconstruction surveys in accordance with the conditions of approval described below and included in Appendix A to this initial study.

General Plan Policy 7.B.11 and Implementation Program 7.4 minimize potential impacts to any species identified as a candidate, sensitive, or special-status species. Local, state and federal regulations are in place to ensure compliance with these policies, including the City of Woodland Tree Ordinance (City of Woodland Municipal Code Chapter 12.48), City of Woodland Municipal Code Chapter 15.32 for the implementation of the Yolo HCP/NCCP, California Fish and Game Code Section 3505 for the protection of bird nests and raptors, and the federal Migratory Bird Treaty Act. As the Yolo HCP/NCCP has been adopted since the adoption of the 2035 General Plan, to supplement Implementation Program 7.4, the AMMs of the HCP/NCCP would also be applicable to the proposed annexation areas; specifically, AMMs 16 and 18 would be applicable to the proposed annexation areas. In addition, and as explained above, compliance with the MBTA is required by law; Compliance Measure 1 is included in Appendix A, Table A-1, outlining the details of compliance requirements by law of any future proposed development within the annexation areas in order to avoid direct loss of protected birds. Compliance with City of Woodland Municipal Code Chapter 15.32 shall be a Condition of Approval of any future development projects within the proposed annexation areas to ensure compliance with the Yolo HCP/NCCP and the aforementioned AMM's, regardless of whether discretionary approval is required. Appendix A contains the applicable mitigating policies and regulations in Table A-1 and the Condition of Approval for compliance with the Yolo HCP/NCCP in Table A-2. Additional detail for each individual annexation area is also provided in the Biological Survey Memorandum (AECOM 2021a).

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?

No Impact. CDFW maintains a list of plant communities that are native to California (CDFW 2020). Within that list, CDFW identifies special-status plant communities (a.k.a. sensitive natural communities), which they define

as communities that are of limited distribution statewide or within a county or region and often vulnerable to environmental effects of projects; these are afforded consideration as sensitive habitats under CEQA. Oak woodland, riparian, and wetland habitats are considered sensitive natural communities by CDFW (CDFW 2020). Riparian and wetland habitats are also protected by the State under the CDFW Code Section 1600 to 1607. Additionally, the importance of protecting and preserving wetland and riparian habitats is recognized in the County's General Plan policies (Ascent 2018). As the proposed annexations do not include any proposed development or physical alteration of the land in any way, they do not have the potential to adversely affect any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by CDFW or USFWS. **There would be no impact.** There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. The State of California, through the Oak Woodland Conservation Act, also considers oak woodland preservation important. The proposed project encompasses approximately 11.41 acres of land cover types considered to be sensitive habitat. These include Fresh Emergent Wetland, Valley Foothill Riparian, and Valley Oak Woodland. Specifically, as detailed in the Biological Resources Memorandum (AECOM 2021a), Valley foothill riparian landcover is present in the Pirmi East Street Annexation Area and Sports Park Annexation Area. Approximately 1.99 acres total of features mapped as valley foothill riparian woodland are present within these two annexation areas; such features did not abut standing water, but rather, features mapped as fresh emergent wetlands. Freshwater emergent wetland type is typically associated with level to gently rolling landscapes along rivers, lakes, and creeks, but can be found anywhere the topography permits perennial or seasonal soil saturation or flooding by fresh water. Saline emergent wetlands are also included in this category in the HCP. Areas mapped as Fresh Emergent Wetland in the project area vary widely in topography and vegetative communities, although the most common feature is an irrigation ditch. Most areas mapped were done so based on vegetation alone, although a few contained standing water at the time of the survey. Based on the results of the field study and database review, future proposed development within the annexation areas would be subject to the 2035 General Plan Policies 7.B.8 and 7.B.11 and Implementation Programs 7.5 and 7.6. City of Woodland Community Design Standards and Municipal Code Chapter 12.48 (Woodland Tree Ordinance) address the requirements of General Plan Policy 7.B.8, and requirements under California Fish and Game Code Section 1602 address Implementation Program 7.6, as shown in Appendix A, Table A-1. As detailed under Biological Resource impact discussion a) above, compliance with the City of Woodland Municipal Code Chapter 15.32 shall be required of any future proposed development projects, by-right or discretionary, as a Condition of Approval, as detailed in Appendix A, Table A-2.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. There are approximately 9.12 acres of freshwater emergent wetland land cover mapped within the annexation areas, specifically within Pirmi East Street, Sports Park, Water Plant, and Northeast Annexation Areas. Freshwater emergent wetland type is typically associated with level to gently rolling landscapes along rivers, lakes, and creeks, but can be found anywhere the topography permits perennial or seasonal soil saturation or flooding by fresh water. Saline emergent wetlands are also included in this category in the HCP. Areas mapped as Fresh Emergent Wetland in the project area vary widely in topography and vegetative communities, although

the most common feature is an irrigation ditch. Most areas mapped were done so based on vegetation alone, although a few contained standing water at the time of the survey. The proposed annexations do not include any proposed development or any physical change. Therefore, there would be no potential for the annexations to have a substantial adverse effect on state or federally protected wetlands, and **there would be no impact**. There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. Potential future projects within the annexation areas could allow development in areas that currently support, or may support, wetlands and other waters, including vernal pools and other freshwater wetlands, ponds, and drainage canals. Impacts on wetlands and other waters could occur through habitat conversion, encroachment, routine maintenance, or other activities in the immediate vicinity of waterways and in habitat supporting wetlands. Land conversion could result in direct fill of wetlands and other waters. Indirect impacts could result from adjacent development that leads to habitat modifications such as changes in hydrology and reduction in water quality caused by urban runoff, erosion, and siltation.

It is likely that some wetlands and waterways in the proposed annexation areas would qualify as waters of the United States due to hydrological connectivity to navigable waters (e.g., the Sacramento River via Willow Slough, Cache Creek, and the Yolo Bypass) or adjacency to other waters of the United States; however, some wetlands may be disclaimed by the U.S. Army Corps of Engineers (USACE) as isolated waters or may be excluded from regulation under the Clean Water Act. Ditches, including agricultural ditches that were not constructed in streams, are not modified streams, do not drain wetlands, and have only ephemeral or intermittent flow are generally excluded from the Clean Water Act according to the Clean Water Rule issued July 13, 2015 (80 Federal Register [FR] 37053). As required, compliance with Section 404 of the Clean Water Act would reduce potential impacts on federally protected wetlands because it would require project applicants to obtain a permit from the USACE for any activity resulting in fill of wetlands and other waters of the United States. A wetland mitigation plan that satisfies USACE requirements will be needed as part of the permit application. Project applicants that obtain a Section 404 permit would also be required to obtain water quality certification from the Central Valley Regional Water Quality Control Board (RWQCB) pursuant to Section 401 of the Clean Water Act. If the project involves work in areas containing waters disclaimed by the USACE, project applicants would be required to obtain a Waste Discharge Requirement permit from the Central Valley RWQCB pursuant to the Porter Cologne Act. In accordance with these state and federal regulations, mitigation resulting in no net loss of functions and values of affected wetlands and waters is required. General Plan Policy 7.B.11 requires that new development be sited to maximize the protection of native tree species and special-status plan and wildlife habitats and General Plan Implementation Programs 7.4 (as provided under item ‘a)’ above) and 7.5 minimize the loss and degradation of federally protected wetlands. Compliance with the policies would be required as Conditions of Approval of any future proposed development within the annexation areas, thereby reducing the potential direct removal, filling, hydrological interruption, or other adverse effects on state or federally protected wetlands. In addition, in order to avoid loss or degradation of federally protected waters, Compliance Measure 2 would be required as a Condition of Approval of any future development within the proposed annexation areas, as applicable. These policies, implementation programs, and the compliance measure are identified in Appendix A, Table A-2.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. The City of Woodland is located within the Pacific flyway, which is a major north-south route for migratory birds along western North America. Large numbers of waterfowl and shorebirds may move through the area seasonally and may congregate and forage in wetlands, grasslands, and agricultural fields during winter or use them as resting grounds during longer migrations from the Arctic to Central or South America. There are no native wildlife nursery sites within the proposed annexation areas. The proposed annexations do not include any proposed development or any physical change. Therefore, there would be no potential for the annexations to have a substantial adverse effect on state or federally protected wetlands, and **there would be no impact**. There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. As detailed in Impact 4.4-5 of the 2035 General Plan and CAP EIR, the City's Planning Area and areas designated for development under the do not currently provide an important connection between any areas of natural habitat that would otherwise be isolated and the Planning Area is not located within any of the ecological corridors identified in the Yolo HCP/NCCP as important to maintaining connectivity between communities, habitat patches, species populations, or the Yolo HCP/NCCP proposed reserve system, and development envisioned under the 2035 General Plan would not cause any areas of natural habitat to become isolated. No native wildlife nursery sites have been identified in the City's Planning Area. Potential future projects within the annexation areas would be consistent with that accounted for under the 2035 General Plan and CAP EIR.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. Although a tree inventory has not been completed for the annexation areas, the reconnaissance surveys confirmed several trees are present in the annexation areas. The proposed annexations would not propose any development or physically alter the land in any way, and therefore would not have any effect on these resources and **there would be no impact.** There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. Potential future projects within the annexation areas could propose development with the potential to affect these trees, and several of these trees could be potential, heritage trees or other trees protected under the City of Woodland Tree Ordinance (Woodland Municipal Code Chapter 12.48). However, the City requires compliance with the Tree Ordinance as a part of the City's review process development applications, minimizing the potential for loss or damage to such trees.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. Annexation areas are within the Yolo HCP/NCCP, and any future development will be required to comply with all applicable AMMs as provided in Chapter 7 of the Yolo HCP/NCCP (Yolo Habitat Conservancy 2018). The proposed annexations would not propose any development or physically alter the land in any way, and therefore would not have any effect on these resources and **there would be no impact.** There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. The avoidance, minimization, and mitigation measures included in Appendix A to address biological resources are consistent with the Yolo HCP/NCCP (Yolo Habitat Conservancy 2018), as well as the 2035 General Plan policies and implementation programs, which maintain consistency with the Yolo HCP/NCCP. General Plan General Plan Implementation Program 7.4 requires implementation of the Yolo HCP/NCCP to mitigate the impacts of growth projected under the General Plan on plant and wildlife habitats in the Woodland area. There are no sensitive habitats or other lands in the proposed annexation areas that are identified in the Yolo HCP/NCCP as a part of the future reserves system. Therefore, any potential future projects within the proposed annexation areas would not reduce the effectiveness of the Yolo HCP/NCCP conservation strategy and would not interfere with attaining the overall biological goals and objectives of the Yolo HCP/NCCP. Furthermore, the Conditions of Approval identified to address impact questions a) and b) above would ensure consistency of future projects with the provisions of the Yolo County HCP/NCCP. The City of Woodland is a permittee and participant of the Yolo HCP/NCCP, and will avoid, minimize, and mitigate impacts on covered species and habitats consistent with the Yolo HCP/NCCP conservation strategy, as described above.

2.5 CULTURAL RESOURCES

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

No Impact. As documented in support of the 2035 General Plan Update and CAP EIR, there are no California Register of Historical Resources eligible or otherwise resources within the City's Planning Area, and a California Native American Heritage Commission review of the Sacred Lands File resulted in no identified resources of concern within the City's Planning Area, inclusive of the proposed annexation areas. Furthermore, a reconnaissance pedestrian cultural resources survey of the proposed annexation areas was conducted on September 15, 16, 23, 30, and October 4, 2021. The detailed methodology and results are provided as a Cultural Resources Memorandum for the Woodland Annexations (AECOM 2021b). As detailed in this memorandum, no cultural resources either historic or prehistoric were observed during these surveys.

Though record searches and reconnaissance pedestrian cultural resources survey did not identify historical resources in the proposed annexation areas, the broader vicinity does have an elevated sensitivity for cultural resources, due to the long-standing Native American inhabitation and past historical agricultural and settlement uses. It is reasonable to assume that there could be unknown resources in the vicinity that could be historical resources under CEQA.

Land use modifications with intensive grading, trenching, excavation, soil stockpiling, and other earthmoving activities could impact previously unrecorded cultural resources, including the potential to damage or destroy unknown cultural resources that qualify as historical resources under CEQA. The significance of such resources could be materially impaired because their ability to convey significance could be destroyed or diminished. As the proposed annexations do not include any proposed development or physical alteration of the land in any way, they do not have the potential to change the significance of a historical resource pursuant to Section 15064.5. **There would be no impact.** There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. As noted above, no known historical resources pursuant to Section 15064.5 are present within the proposed annexation areas. However, the potential exists for previously undiscovered resources to occur within the proposed annexation areas. If previously undiscovered resources were to be found during construction of future projects within the proposed annexation areas, such activity could cause a substantial adverse change in the significance of a historical resource pursuance to Section 15064.5. In order to minimize impacts associated with the potential occurrence and disturbance of previously undiscovered resources, any future proposed development within the annexation areas would be subject to 2035 General Plan Policy 7.E.2 and related Implementation Program 7.13 as Conditions of Approval to address the discovery of resources, including evaluation and protection, as appropriate, in accordance with applicable federal and state laws and regulations. In addition, Compliance Measure Cultural 1 would be required as a Condition of Approval, to provide appropriate cultural resources sensitivity training to all on-site workers to identify potential resources and be informed of required actions in the case of discovery. These Conditions of Approval for future development projects within the proposed annexation areas are detailed in Appendix A, Table A-2.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

No Impact. As documented in support of the 2035 General Plan Update and CAP EIR, there are no previously recorded archaeological resources within the City's Planning Area. Furthermore, a reconnaissance pedestrian cultural resources survey of the proposed annexation areas was conducted on September 15, 16, 23, 30, and October 4, 2021, as detailed in Appendix C to this initial study; there were no signs of subsurface artifacts. Nonetheless, projects involving intensive grading, trenching, excavation, soil stockpiling, and other earthmoving activities could impact previously unrecorded cultural resources including the potential to damage or destroy archaeological and historic architectural resources that qualify as historical resources or unique archaeological resources under CEQA. The significance of such resources could be materially impaired because their ability to convey significance could be destroyed or diminished. However, as the proposed annexations do not include any proposed development or physical alteration of the land in any way, they do not have the potential to change the significance of a historical resource pursuant to Section 15064.5. **There would be no impact.** There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. As noted above, the potential exists for previously undiscovered archaeological resources to occur within the proposed annexation areas. If previously undiscovered resources were to be found during construction of future projects within the proposed annexation areas, such activity could cause a substantial adverse change in the significance of an archaeological resource pursuance to Section 15064.5. As explained above under the discussion of Cultural Resources impact topic a), 2035 General Plan Policy 7.E.2 and related Implementation Program 7.13, as well as Compliance Measure Cultural 1, would be required as Conditions of Approval for future development projects within the proposed annexation areas, as detailed in Appendix A, Table A-2.

c) Disturb any human remains, including those interred outside of formal cemeteries?

No Impact. he proposed annexations do not include any proposed development or physical alteration of the land in any way, they do not have the potential to change the significance of a historical resource pursuant to Section 15064.5. **There would be no impact.** There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. While there is no indication that any particular area in the City's Planning Area, including the proposed annexation areas, has been used for human burial purposes outside of designated cemeteries in the recent or distant past, there is nonetheless the potential for discovery during construction of development and infrastructure projects. To minimize this potential, 2035 General Plan and CAP EIR Mitigation Measure 4.6-2 (incorporated into the final 2035 General Plan as Implementation Program 7.14) requires the City and any contractor take steps in accordance with the California Health and Safety Code, Section 6050 through 7052 and Sections 8010 through 8030. Any potential future development within the annexation areas would be

required to comply with these regulations, which would serve as uniformly applied development standards, as detailed in Appendix A, Table A-1.

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2.6 ENERGY

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

No Impact. The proposed annexations would not include development or physically alter the land in any way. Therefore, it would not result in the consumption of energy resources. **There would be no impact**. Therefore, there are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. While, as explained above, the proposed annexations would not include any development, any future development within the annexation areas could result in the consumption of energy. Energy could be consumed during multiple phases of potential future development construction and operations. Energy-requiring activities range from equipment operating during construction, to building operations, to transportation serving both construction and operational phases.

With regard to construction-related energy consumption, the 2035 General Plan and CAP determined that the Planning Area and anticipated development do not have any unusual characteristics that would necessitate the use of construction equipment or methods that would be less energy-efficient than at comparable construction sites in the City. With regard to operational transportation and building energy consumption, the General Plan contains several policies that promote mixed-use and infill development and site residents, jobs, and retail amenities in proximity of each other to reduce the need for motor vehicle travel, including within new growth areas and opportunities sites, which include land within the proposed annexation areas. Many policies through various mechanisms also support development of pedestrian and bicycle facilities and encourage alternative transportation and transit that would promote non-vehicular modes of travel. General Plan policies also encourage minimizing energy and water demand and wastewater generation and encourage methods to minimize solid waste generation and increase waste diversion systems. Similarly, in addition to several City-led initiatives and programs, General Plan Policies 2.E.4, 3.F.4, and 5.H.9 require design features of new development to accommodate alternative modes of transportation and reduce water and wastewater demand and generation, further reducing associated energy consumption. These policies are consistent with components of the California Building Code, Title 20 and Title 24, respectively containing appliance and building energy efficiency standards, and the California Code of Regulations, Title 23, Waters, Divisions 2 (the California Department of Water Resources, Chapter 2.7 Model Water Efficient Landscape Ordinance). The City's Municipal Code also contains provision for water conservation in landscaping water use and the City's Interim Zoning Ordinance contains guidelines for new development within Community Commercial Zones to be designed to include connectivity for pedestrian, bicycle, and vehicle access, to enhance opportunities for non-vehicular travel, provide for outdoor spaces and parking lot shading. In addition, Policy 2.C.2 also requires new development to be consistent with the objectives and targets of the City's CAP, which specifically provides objectives, strategies, and implementation measures to reduce energy demand associated with the City's Planning Area. The actions identified as required of new development and applicable to the land uses that would be consistent with the prezoning and future zoning of the proposed annexation areas would be achieved through compliance with the California Building Code, including Title 20 and 24. In addition, since the adoption of the General Plan and CAP, the City has implemented several actions to realize the goals of the CAP, including those related to energy conservation and efficiency; these action include, but are not limited to

becoming a member of the Valley Clean Energy Alliance Join Powers Authority to offer increased options for renewable and carbon-free power sources to the community, incremental replacement of the City's infrastructure with energy efficient technology, and conversion of gasoline and diesel-powered City vehicles with those powered by alternative fuel technology. Therefore, any future proposed development within the annexation areas would achieve energy efficiency and conservation through uniformly applied development standards, as included in Appendix A, Table A-1.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. As described in Section 2.6.1 above, the proposed annexations would result in any energy consumption. In addition, they would not include any land use change and would obstruct a state or local plan for renewable energy or energy efficiency. **There would be no impact**. Therefore, there are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. While, as explained above, the proposed annexations would not include any development, any future development within the annexation areas would comply with the most current California Building Energy Efficiency Standards Code and California Green Building Standards Code (CalGreen), and City's Design Review Standards and Municipal Code, as applicable, which implement design features consistent with the actions identified as required of new development within the City's CAP, as outlined in Appendix A. Therefore, any future proposed development within the annexation areas would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

2.7 GEOLOGY AND SOILS

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)

No Impact. The annexation areas are not located within or adjacent to a fault zoned under the Alquist-Priolo Earthquake Fault Zone Act. (California Geological Survey [CGS] 2015). As detailed in the 2035 General Plan and CAP EIR (page 4.7-5), the nearest fault zoned under the Alquist-Priolo Act is the Green Valley Fault Zone, in the Howell Mountains (also called the Mt. George Range), approximately 29.5 miles to the southwest. Thus, **there would be no impact**.

ii) Strong seismic ground shaking?

No Impact. There are no known fault traces within or adjacent to the annexation areas or the City's Planning Area as a whole. However, segments 3 and 4 of the Great Valley Fault Zone (GVFZ), which is a blind-thrust fault belt located along the margin between the Central Valley and the Coast Ranges, is located approximately 6 miles to the west of the City's border.

The intensity of ground shaking depends on the distance from the earthquake epicenter to the site, the magnitude of the earthquake, and site soil conditions. Peak horizontal ground acceleration, which is a measure of the projected intensity of ground shaking from seismic events, can be estimated by probabilistic method using a computer model. The CGS Probabilistic Seismic Hazards Assessment Model (CGS 2008) indicates that a minimum peak horizontal acceleration of 0.26 *g* (where *g* is the percentage of gravity) could be expected. This means there is a 1-in-10 probability that an earthquake will occur within 50 years that would result in a peak horizontal ground acceleration exceeding 0.26 *g* in the City's SOI, which indicates that a moderate level of seismic ground shaking could occur. The 2007 Working Group on California Earthquake Probabilities (2008) has projected that segments 3 and 4 of the GVFZ could produce an earthquake with a maximum moment magnitude of 6.6–6.8. An earthquake of this magnitude along the GVFZ or any of the other active faults in the Coast Ranges would result in strong seismic ground shaking within the city of Woodland.

The proposed annexations would not include any proposed development and therefore would not have the potential for any risk of loss, injury, or death involving strong seismic ground shaking. **There would be no impact**. Therefore, there are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. While, as explained above, the proposed annexations would not include any development, any future development within the annexation areas would comply with state earthquake protection law (Health and Safety Code Section 19100 et seq.), which requires that structures be designed to resist stresses produced by lateral forces caused by wind and earthquakes, as well as the California Code of Regulations Title 5,

Division, Chapter 14, Sections 14001–14036, which require preparation of a site-specific geotechnical and engineering report that contains recommendations to reduce seismic, geologic, and soils hazards. Furthermore, any potential future development would be required by law to be designed and constructed in accordance with the current edition of the California Building Code, which contains engineering and design requirements (including preparation of a geotechnical report) that are specifically intended to reduce the loss of life and property from seismic hazards, including strong seismic ground shaking. Any future development within the proposed annexation areas would be consistent with that anticipated under the 2035 General Plan and CAP EIR and the potential for substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking would be addressed through compliance with regulatory compliance, including design standards, where applicable, as uniformly applied development standards, as detailed in Appendix A, Table A-1.

iii) Seismic-related ground failure, including liquefaction?

No Impact. Soil liquefaction occurs when ground shaking from an earthquake causes a sediment layer saturated with groundwater to lose strength and take on the characteristics of a fluid, becoming similar to quicksand. Factors determining liquefaction potential are soil type, level, and duration of ground motions, and depth to groundwater. Liquefaction is most likely to occur in low-lying areas where the substrate consists of poorly consolidated to unconsolidated water-saturated sediments, recent Holocene-age sediments, or deposits of artificial fill. The locations that are most susceptible to liquefaction-induced damage have loose, water-saturated, granular sediment that is within 40 feet of the ground surface. However, where this condition is known to exist, proper structural and foundation design can usually minimize or eliminate liquefaction hazards to new construction.

Groundwater elevations in the Woodland area have varied over time depending on the amount of precipitation and the amount of groundwater pumping. Historically, groundwater elevations in the region have ranged from approximately 20 feet to 50 feet mean sea level (msl) (City of Woodland 2011). Furthermore, portions of the city, including within the annexation areas, are composed of unconsolidated Holocene-age alluvial deposits, and an active seismic source (the GFVZ) is located nearby. Therefore, these areas could be subject to liquefaction in the event of a large magnitude earthquake. However, the proposed annexations do not include any proposed development and therefore would not have the potential for any risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. Therefore, **there would be no impact**. There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. While, as explained above, the proposed annexations would not include any development, any future development within the annexation areas would be required to be designed and constructed in accordance with the current edition of the California Building Code, which contains engineering and design requirements (including preparation of a geotechnical report) that are specifically intended to reduce the loss of life and property from seismic hazards. The California Building Code regulates all aspects of building and foundation design and construction, including regulations that are specifically designed to reduce the risks from seismic hazards to the maximum extent practicable. Compliance with the CBC is required by law, and would serve as uniformly applied development standards for future proposed development within the annexation areas, as applicable.

iv) Landslides?

No Impact. Landslide susceptibility is based on various combinations of factors such as rainfall, rock and soil types, slope, vegetation, seismic conditions, and human construction activities. Generally, landslides are expected to occur most often on slopes steeper than 15 percent, in areas with a history of landslides, and in areas underlain by geologic units that are weakly cemented. The proposed annexation areas are located on a nearly flat alluvial plain in the central Sacramento Valley. There are no steep slopes within the annexation areas or in the vicinity where landslides could occur. Thus, **there would be no impact**.

b) Result in substantial soil erosion or the loss of topsoil?

No Impact. As discussed in the 2035 General Plan and CAP EIR Impact 4.7-2 (pages 4.7-27 through 4.7-29), construction projects have the potential to cause an increase in soil erosion due to increased grading, excavation, movement of construction vehicles, and other development-related construction activities. However, the proposed annexations do not include any proposed development or any physical change, and therefore would not have the potential to cause an increase in soil erosion or the loss of topsoil. **There would be no impact**. Therefore, there are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. Potential future development within the annexation areas would be designed and constructed in accordance with the Central Valley Regional Water Quality Control Board and City permitting requirements, which are specifically designed to minimize constructed-related soil erosion to the maximum extent feasible. Chapter 15.12 of the City of Woodland Municipal Code addresses erosion and sediment control under the City's Grading Ordinance. Proposed development within the city must obtain a grading permit that includes submittal of a soils engineering report and an engineering geology report specific to the project site, as required by Appendix Chapter 33 of the CBC, Section 3309. Chapter 8.08 of the City's Municipal Code regulates discharges into the municipal storm drain system, including compliance with applicable provisions of construction National Pollutant Discharge Elimination System (NPDES) permit requirements. Furthermore, projects that would disturb more than 1 acre of land, must comply with the requirements in the State Water Resources Control Board (SWRCB) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order 2009-009-Division of Water Quality [DWQ] as amended by Order No. 2012-0006-DWQ). The SWRCB general permit contains a numeric, two-part, risk-based analysis process and requires development of a storm water pollution prevention plan (SWPPP) and implementation of Best Management Practices (BMPs). The SWPPP must include a site map and a description of construction activities, and must identify the BMPs that will be employed to prevent soil erosion and discharge of other construction-related pollutants. Project applicants for any potential future projects would be required to comply with the City's Engineering Standards: Design Standards, Standard Details and Construction Specifications (City of Woodland 2016b). These standards apply to transportation, storm drainage, sewer, wastewater pumping, water distribution, graywater distribution, underground pipelines, and other improvements, and are designed, in part, to avoid impacts related to geologic and seismic constraints. In addition, General Plan Policy 5.I.4 requires new development and redevelopment projects to incorporate site design and low impact development runoff requirements, in accordance with the Municipal Code, and Policy 5.I.5 prohibits grading activities during the rainy season, unless adequately mitigated, such as through implementation of BMPs and the SWPPP consistent with Municipal Code Chapter 8.08, as detailed above, to avoid sedimentation of storm drainage facilities. These

General Plan policies would be achieved through the above noted City Municipal Code and State regulations, that would serve as uniformly applied development standards applicable to future proposed development within the annexation areas and are provided in Appendix A, Table A-1.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

No Impact. As discussed in the 2035 General Plan and CAP EIR Impact 4.7-3 (pages 4.7-30 and 4.7-31), construction in unstable and expansive soils could result in structural damage to buildings, roads, and bridges. Expansive soils shrink and swell as a result of moisture change. These volume changes can result in damage over time to building foundations, underground utilities, and other subsurface facilities and infrastructure if they are not designed and constructed appropriately to resist the damage associated with changing soil conditions. Low soil bearing strength and long periods of soil saturation can result in subsidence from the weight of overlying structures. The proposed annexations do not include any proposed development or physically alter the land in any way, and therefore would not have the potential to cause an increase in soil erosion or the loss of topsoil. **There would be no impact**. Therefore, there are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. As discussed in Section 2.7.a (iv), there are no slopes within the annexation areas or in the vicinity where landslides would be likely to occur. However, as discussed in Section 2.7.a (iii) above, groundwater elevations in the region have historically ranged from approximately 20 feet to 50 feet msl (City of Woodland 2011) and active seismic sources are located nearby, making these areas reasonably subject to liquefaction, lateral spreading, and subsidence in the event of a large magnitude earthquake. Future development within the annexation areas would be designed and constructed in accordance with the California Building Code and City permitting requirements, which contain engineering and design requirements (including preparation of a geotechnical report) that are specifically intended to reduce the loss of life and property from geologic hazards, including unstable soils. Any future development within the annexation areas would be consistent with that anticipated under the 2035 General Plan and CAP EIR and the potential for on- or off-site landslide, lateral spreading, liquefaction, or collapse would be addressed through compliance with regulatory compliance, including design standards, where applicable.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating direct or indirect substantial risks to life or property?

No Impact. Expansive soils are composed largely of clays, which greatly increase in volume when saturated with water and shrink when dried. Expansive soils shrink and swell as a result of moisture change. These volume changes can result in damage over time to building foundations, underground utilities, and other subsurface facilities and infrastructure if they are not designed and constructed appropriately to resist the damage associated with changing soil conditions. Based on a review of the U.S. Natural Resources Conservation Service (2015) soil survey data, most of the soil types in the City, including the annexation areas (as shown in General Plan Figure 4.7-3, page 4.7-11), have a moderate to very high shrink-swell potential, indicating that the soils are expansive.

Because of this shrink-swell effect, structural foundations may rise during the rainy season and fall during the dry season. If this expansive movement varies beneath different parts of a structure, the foundation may crack and portions of the structure may become distorted. Retaining walls and underground utilities may be damaged for the same reasons. However, the proposed annexations do not include any development and therefore would not have the potential to create a direct or indirect substantial risk to life or property due to structures or infrastructure located on expansive soil. **There would be no impact**. Therefore, there are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or physically alter the land in any way, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. Future development within the annexation areas would be designed and constructed in accordance with the California Building Code (CBC). Chapter 18 of the CBC regulates the excavation of foundations and retaining walls. This chapter regulates the preparation of a preliminary soil report, engineering geologic report, geotechnical report, and supplemental ground-response report. Chapter 18 also regulates analysis of expansive soils and the determination of the depth to groundwater table. Compliance with the CBC is required by law. The CBC requires preparation of geotechnical engineering reports that include specific recommendations for construction in expansive soil, which would ensure that buildings, roads, and parking lots are designed appropriately based on site-specific conditions. In addition, future development within the proposed annexation areas would be subject to General Plan Policy 8.A.3, requiring the evaluation and avoidance of siting structures across soil materials of substantially different expansive properties, as well as appropriate design specification in areas of expansive soils. This General Plan policy is detailed in Appendix A and would serve as a Condition of Approval of future proposed development within the annexation areas in areas of expansive soils as defined in Table 18-1-B of the Uniform Building Code (1994, as updated).

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. Based on a review of Natural Resources Conservation Service (2015) soil data, the soils within Woodland are rated with moderate limitations for construction of buildings and roads because of low soil strength, subsidence potential, and ponding and soil saturation, as well as a moderate to very high shrink-swell potential, indicating that the soils are expansive. Construction in unstable soils could result in structural damage to buildings, roads, and bridges. Soils within Woodland have a low permeability rate and a high water holding capacity and thus tend to "perc" too slowly, rendering them unsuitable for conventional septic systems. Based on a review of Natural Resources Conservation Service (2015) soil data, the soils are generally unsuitable for conventional septic systems. However, the proposed annexations do not include any development and therefore there would be no use of septic tanks or alterative wastewater disposal systems. There would be no impact. Therefore, there are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or physically alter the land in any way, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. Future development within the annexation areas would be designed and constructed in accordance with the California Building Code. The General Plan also contains policies to address

unstable soils and on-site wastewater treatment for any future proposed development. Policy 5.H.6 requires that all sewage generators within its service area to connect to the City's system, except those areas where the City has determined a connection to the City's sewage collection system would be infeasible. In addition, in accordance with Mitigation Measure 4.7-3a of the 2035 General Plan and CAP EIR was incorporated as part of the Final General Plan (Implementation Program 5.14) to require site-specific evaluation where soils are proposed for use as leach fields associated with wastewater treatment and require that all septic systems or other forms of on-site wastewater treatment and disposal facilities by design to meet specific criteria. This General Plan policy and mitigation measure are detailed in Appendix A and would serve as conditions of approval of any future proposed development within the annexation areas.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. Geologic units that are exposed at the surface in the Woodland area consist of levee, channel, and basin deposits, and the Modesto and Riverbank Formations (see Exhibit 4.7-1 of the 2035 General Plan and CAP EIR). These deposits are underlain by the Pleistocene-age Red Bluff Formation, and the Plio-Pleistocene-age Tehama Formation. Collectively, the thickness of the Holocene deposits and the Modesto, Riverbank, and Red Bluff Formations is approximately 100–200 feet (City of Woodland 2011: Appendix C). As a common industry threshold, a fossil is typically considered a unique paleontological resource if it is more than 11,700 years old (i.e., the generally accepted end of the last glacial period of the Pleistocene Epoch). The levee, channel, and basin deposits in the Woodland Area are of the Holocene age (i.e., 11,700 years Before Present to present day), and contain only the remains of extant, modern taxa, if any resources are present; therefore these formations are not considered "unique" paleontological resources. The Modesto Formation and Riverbank Formation deposits are of the Pleistocene age and more likely to contain a unique paleontological resource or site or unique geologic feature. In addition, a records search conduced in support of the 2035 General Plan and CAP EIR (page 4.7-17) identified several vertebrate fossil localities referable to either the Modesto or the Riverbank Formations in the region. Because of the age and number of vertebrate fossils that have been recovered from the Modesto and Riverbank Formations, they are considered to be of high paleontological sensitivity. The proposed annexations do not include any proposed development or physically alter the land in anyway and therefore would not have the potential to, directly or indirectly, destroy a unique paleontological resource or site or unique geologic feature. **There would be no impact**. Therefore, there are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or physically alter the land in any way, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. Future development within the annexation areas could include ground disturbance and other construction or operational activities that could impact a unique paleontological resource or site or unique geologic feature. Exhibit 4.7-1 of the 2035 General Plan and CAP EIR depicts geologic formations in the City's Planning Area and shows that the only potentially paleontologically sensitive deposits are within the southernmost corner of Annexation Area 3. General Plan Policy 7.E.2, which requires the evaluation and protection of any cultural, archaeological, or paleontological resources that are discovered during construction in accordance with applicable federal and State laws and regulations, as appropriate. Furthermore, the 2035 General Plan and CAP EIR Mitigation Measure 4.7-4 (incorporated into the Final General Plan as Implementation Program 7.15) outlines requirements in the case that paleontological resources are discovered and would be applicable to any ground disturbing work within the proposed annexation areas. This General Plan policy and

Implementation Program are detailed in Appendix A; Implementation Program 7.15 would serve as a Conditions of Approval of any future proposed development within the annexation areas to ensure the appropriate handling of such resources in the case of unanticipated discovery, even in areas of low potential for unique paleontological resources.

2.8 GREENHOUSE GAS EMISSIONS

a, b) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with an Applicable Plan, Policy, or Regulation Adopted for the Purposes of Reducing Emissions of Greenhouse Gas Emissions?

No Impact. The proposed annexations do not include development or any physical change. Therefore, it would not result in the generation of greenhouse gas emissions. **There would be no impact**. Therefore, there are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

The 2035 General Plan and CAP EIR assumes development within the annexation areas, with the exception of the areas designated as Flood Study Area (i.e., within the Barnard Street Annexation Area, Pirmi Annexation Area, and Northeast Annexation Area), based upon the 2035 General Plan land use designations and development density assumptions. While, as explained above, the proposed annexations do not include any development, any future development within the annexation areas could result in the generation of greenhouse gas emissions during multiple phases of potential future development construction and operations. Greenhouse gas-generating activities range from equipment operating during construction, to building operations, to transportation serving both construction and operational phases.

The 2035 General Plan and CAP EIR Impact 4.5-1 (pages 4.5-20 to 4.5-41) discusses potential impacts related to generation of Greenhouse Gas (GHG) emissions from implementation of the 2035 General Plan and CAP. The EIR estimates the maximum annual and total GHG emissions from development throughout the City's Planning Area anticipated under the 2035 General Plan, in addition to short-term emissions associated with equipment upgrades, renewable energy facility installations, energy efficiency building upgrades, tree planting, and other measures included in the City's 2035 CAP. Maximum annual emissions (operations plus amortized annual construction emissions) and the projected service population within the City's Planning Area for the year 2035 were used to estimate the GHG efficiency rate for implementation of the 2035 General Plan and CAP.

The General Plan contains several policies that promote mixed-use and infill development and site residents, jobs, and retail amenities in proximity of each other to reduce the need for motor vehicle travel, which is a primary source of greenhouse gas emissions from implementation of the 2035 General Plan. Many policies through various mechanisms also support development of pedestrian and bicycle facilities and encourage alternative transportation and transit that would promote non-vehicular modes of travel. General Plan policies also encourage minimizing water use and wastewater generation and encourage methods to minimize solid waste generation and increase waste diversion systems. Policy 2.C.2 requires new development to be consistent with the objectives and targets of the City's CAP[3], and Policy 7.F.9 requires the CAP be implemented to achieve the City's GHG reduction targets by 2020, 2035, and 2050. In addition, the 2035 General Plan and CAP EIR identified Mitigation Measure 4.5-1a to ensure that the City maintain and update its GHG inventory and CAP as new information becomes available and to ensure the City stays on target to achieve is GHG emissions targets for future years.

[3] The City of Woodland 2035 CAP establishes GHG emissions targets for the years 2020 and 2035 for the City's Planning Area. The 2020 target of the 2035 CAP was set to achieve emissions 15 percent below 2005 levels. The 2035 target of the 2035 CAP was developed to achieve an emissions efficiency level of 2.25 MT CO_2e per service population (residents + employees).

Ultimately, the 2035 General Plan and CAP EIR determined that implementation of the CAP would achieve local annual reductions that, when combined with estimated future anticipated statewide reductions, would achieve a GHG efficiency per service population that would contribute a fair share of the emissions reductions required by the State's emissions reductions consistent with Assembly Bill (AB) 32, Executive Order (EO) B-30-15 (since signed into law via SB 32), and Executive Order S-3-05 emissions reductions, based on the contemplated land use within the 2035 General Plan. Achieving this level of GHG emissions efficiency in Woodland for the 2035 General Plan horizon year demonstrates the City's share of the State's emissions targets for 2020, 2035, and 2050. The proposed annexations do not propose any change in land use designation from what was analyzed under the 2035 General Plan and CAP EIR and the prezoning for each annexation area would be consistent with the General Plan land use designations within each of the proposed annexation areas.

CEQA Guidelines 15183.5(b) states "a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances." As noted above, General Plan Policy 2.C.2 requires that new development, including that which could be proposed in the future within the proposed annexation areas, be consist with the objectives and targets of the City's CAP[4], which specifically provides objectives, strategies, and implementation measures to reduce GHG emissions so that such development would not result in a cumulatively considerable contribution to the significant cumulative impact of global climate change. Since the adoption of the 2035 General Plan and CAP, the City has implemented several actions to reduce GHG emissions associated with the City's Planning Area, including establishing a CAP Consistency Checklist for proposed development, subject to CEQA, to demonstrate consistency with the City's CAP; those strategies identified as required of land uses consistent with the zoning of the proposed annexation areas would be achieved through compliance with the California Building Code, including Title 20 and 24. In addition, as described in Section 2.17, "Transportation," of this Initial Study, General Plan Policy 3.A.4 is required as a Condition of Approval of any future proposed development within the annexation areas, thereby achieving GHG emissions reductions from vehicle travel consistent with the 2035 General Plan and CAP EIR. However, the City's CAP is required to be reviewed and revised periodically to reflect the evolving state targets and regulatory framework for GHG reductions over time. Therefore, General Plan Policy 2.C.2 would serve as a Condition of Approval required of any future proposed development within the annexation areas to ensure such development is consistent with the City's then-current CAP and state targets, plans and regulations for the reduction of GHG emissions.

[4] The City of Woodland 2035 CAP establishes GHG emissions targets for the years 2020 and 2035 for the City's Planning Area. The 2020 target of the 2035 CAP was set to achieve emissions 15 percent below 2005 levels. The 2035 target of the 2035 CAP was developed to achieve an emissions efficiency level of 2.25 MT CO_2e per service population (residents + employees).

2.9 HAZARDS AND HAZARDOUS MATERIALS

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

No Impact. As discussed in the 2035 General Plan and CAP EIR (page 4.8-2), major transportation routes within Woodland include Interstate 5 and State Route 113, surface streets, the California Northern Railroad, and the Sierra Northern Railway. Natural gas pipelines also extend throughout Woodland, roughly following Interstate 5 to the northwest and Farnham Avenue to the southeast; along North Pioneer Avenue and Bourn Drive from East Beamer Street to the southern City limits; Main Street and East Gibson Road between Bourn Drive and East Street; and County Road 98 from Interstate 5 to West Main Street. Transportation accidents involving hazardous materials could occur on any of the routes, potentially resulting in explosions, physical contact by emergency response personnel, environmental degradation, and exposure to the public.

New land uses may require the routine use, transport, and disposal of hazardous material and waste and may increase exposure to risk of hazards. Construction activities may also generate hazardous materials and waste, such as fuels and oils from construction equipment and vehicles. However, the proposed annexations do not include any proposed development or related transport, use, or disposal of hazardous materials. Therefore, **there would be no impact**. There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

The 2035 General Plan and CAP EIR assumes development within the annexation areas, with the exception of the areas designated as Flood Study Area (i.e., within the Barnard Street Annexation Area, Pirmi Annexation Area, and Northeast Annexation Area), based upon the 2035 General Plan land use designations and development density assumptions. While, as explained above, the proposed annexations do not include any development, any potential future development within the annexation areas could include the transport, use, or disposal of hazardous materials during construction or operational phases.

Federal and State regulations require adherence to specific guidelines regarding the use, transportation, disposal, and accidental release of hazardous materials. The U.S. EPA is responsible for administering the Federal Toxic Substances Control Act and Resource Conservation and Recovery Act, which regulate the generation, transportation, treatment, storage, and disposal of hazardous waste. The Yolo County Department of Community Services Environmental Health Services Division is the Certified Unified Program Agency for the County and responsible for implementing hazardous waste and materials State standards, including a Hazardous Materials Business Plan, California Accidental Release Prevention Program, and managing fuel storage tanks. The U.S. Department of Transportation, Caltrans, and the California Highway Patrol regulate and manage routine transport of hazardous materials on Interstate 5 and State Route 113. The Yolo County Environmental Health HazMat Unit and Multi-Agency Emergency Response Team, which includes the City of Woodland, respond to local hazardous materials emergencies. The City's General Plan Policies 8.E.2 and 8.E.3 are designed to reduce the potential for adverse impacts from hazardous materials and would be achieved, as applicable, through compliance with requirements administered by the Yolo County Department of Community Services Environmental Health Division. Furthermore, the City of Woodland Building Division, as the City's responsible division for coordinating the enforcement of the City's Building Code and related policies concerning constriction within the City, provides oversight through a "plan check" and "inspection" process that ensures projects are designed and constructed according to the state and local codes. The City includes a Hazardous Materials Survey, as a part of

this process, to identify applicable measures with regard to hazardous materials prior to the issuance of a building permit. In addition, City of Woodland Municipal Code 8.20.010 prescribes regulations of state codes governing conditions hazardous to life and property from fire, explosion, or hazardous materials. Any impacts from the routine transport, use, or disposal of hazardous materials associated with future potential development within the annexation areas would be mitigated through compliance with the aforementioned local and regional uniformly applied development policies, and consistent with those impact identified under the 2035 General Plan and CAP EIR, as detailed in Appendix A, Table A-1.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

No Impact. Releases, leaks, or disposal of chemical compounds, such as petroleum hydrocarbons, on or below the ground surface, can lead to contamination of underlying soil and groundwater. Disturbance of a previously contaminated area through grading or excavation operations could expose the public to health hazards from physical contact with contaminated materials or hazardous vapors. Improper handling or storage of contaminated soil and groundwater can further expose the public to these hazards, or potentially spread contamination through surface water runoff or air-borne dust. However, the proposed annexations do not include any proposed development or physically alter the land in any way, and therefore would not have the potential for upset and/or accident conditions involving the release of hazardous materials into the environment. **There would be no impact**. There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

The 2035 General Plan and CAP EIR assumes development within the annexation areas, with the exception of the areas designated as Flood Study Area (i.e., within Annexation Areas 1, 3, and the Northeast Annexation Area), based upon the 2035 General Plan land use designations and development density assumptions. While, as explained above, the proposed annexations do not include any development, certain land uses under any future proposed development within the annexation areas could result in upset and accident conditions involving the release of hazardous materials into the environment.

Currently, there are no reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment within the proposed annexation areas. As detailed in the 2035 General Plan and CAP EIR (pages 4.8-1 to 4.8-3) and based upon the Department of Toxic Substances Control (DTSC) EnviroStor hazardous waste facility and cleanup sites databases (DTSC 2016), as well as the State Water Resources Control Board GeoTracker permitted Underground Storage Tanks and cleanup sites databases (SWRCB 2016), there are no sites with known or suspected release of hazardous materials to soil and groundwater, and where current cleanup activities monitored by the State Water Resources Control Board or the Department of Toxic Substances Control are active, within the proposed annexation areas. The nearest open cleanup sites to the proposed annexation areas identified in the 2035 General Plan and CAP EIR are one at Kentucky Avenue at the southwest corner of the Westucky Annexation Area, and one at East Beamer Street just west of the Northeast Annexation Area.

Although the risk of upset and accident conditions involving the release of hazardous materials into the environment cannot be completely eliminated, it can be reduced to a manageable level. Any potential future development would be subject to federal, State, and local regulations, as detailed under impact discussion a)

above. These regulations and policies are designed to reduce the potential for adverse impacts from accidental release of hazardous materials, including risks associated with future operation of the various types of land uses that would be allowable under the existing land use designations for the proposed annexation areas, and would serve as uniformly applied development standards for any discretionary development project or new development that will generate hazardous wastes or utilize hazardous materials within the proposed annexation areas, as detailed in Appendix A, Table A-1.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less-than-Significant Level. There are no existing or proposed schools within one-quarter mile of the proposed annexation areas. **There would be no impact**.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. In October 2021, AECOM performed a search of publicly available databases maintained under Public Resources Code Section 65962.5 (i.e., the "Cortese List") to determine whether any known hazardous materials are present either on or within 0.25 mile of the project site. The results of these records searches indicated that the proposed annexation areas do not include a known hazardous materials site (DTSC 2021, SWRCB 2021, EPA 2021). Therefore, the proposed annexation areas would not result in a significant hazard to the public or the environment, and **there would be no impact**.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The nearest public use airport is the Yolo County Airport located at 25170 Aviation Avenue in Davis, approximately 6.2 miles southwest of the City's boundaries. The nearest Airport Land Use Compatibility Plan area is that of the Sacramento International Airport; the plan area extends within the eastern extent of the City's boundaries, but not to the proposed annexation areas. The proposed annexation areas are not located within an Airport Land Use Plan area nor within two miles of a public airport or public use airport. **There would be no impact**.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The adopted Yolo County Emergency Operations Plan (in which the City is a participant) addresses the County and incorporated Cities' planned response to extraordinary emergency situations associated with any type of natural disaster, technological incident, or state of war emergency. General Plan Policy 8.F.2 supports the continued coordination between the City and relevant agencies in preparing for and operating during an emergency. The proposed annexations do not propose any development nor any physical change, and therefore would not have the potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. **There would be no impact**. There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

The 2035 General Plan and CAP EIR assumes development within the annexation areas, with the exception of the areas designated as Flood Study Area (i.e., within the Barnard Street Annexation Area, Pirmi Annexation Area, and Northeast Annexation Area), based upon the 2035 General Plan land use designations and development density assumptions. While, as explained above, the proposed annexations do not include any development, potential future development within the proposed annexation areas could result in an increased population that may require emergency response services or evacuation. However, any proposed development would subject to design review by the City, and are required to comply with City standards relating to appropriate street design to accommodate emergency vehicles and emergency evacuation thoroughfares to ensure that emergency response or evacuation would not be impaired.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

No Impact. As shown on General Plan Figure 8-7, "Fire Hazards," and Exhibit 4.8-4 in the 2035 General Plan CAP EIR, the proposed annexation areas are not located in or near a State Responsibility Area, but are located in a Local Responsibility Area. Furthermore, the proposed annexation areas are not located in a high or very high fire hazard severity zone and are not located in a wildland-urban interface fire area. As a result, the wildland fire threat is considered low by the local agency responsible for fire protection services (i.e., the City of Woodland). Therefore, **there would be no impact** related to wildland fire hazards.

2.10 HYDROLOGY AND WATER QUALITY

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

No Impact. As discussed in the 2035 General Plan and CAP EIR Impact 4.9-1 (pages 4.9-33 through 4.9-38), land use changes have the potential to alter the types, quantities, and timing of contaminant discharges in stormwater runoff. Sediment, trash, organic contaminants, nutrients, trace metals, pathogens (e.g., bacteria and viruses), and oil and grease compounds are common urban runoff pollutants that can affect receiving water quality. In addition, agricultural runoff commonly contains elevated levels of nutrients, pesticides, and herbicides. As the proposed annexations do not include any proposed development or physical alteration of the land in any way, they do not have the potential to degrade surface or ground water quality in any way. **There would be no impact.** There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or physically alter the land in any way, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. However, before new urban development can proceed, a grading and drainage plan must be submitted to the City Department of Public Works that must incorporate stormwater pollution control, as well as storm drainage design features to control increased runoff, as required by the Woodland Municipal Code Chapter 8.08. The City's Urban Stormwater Quality Management and Discharge Control Ordinance requires implementation of BMPs where a discharge has the potential to cause or contribute to pollution or contamination of stormwater, the City's storm drainage system, or receiving waters. Urban development projects are also required to comply with the City's *Post-Construction Standards Plan* (2015) to reduce post-construction runoff through the incorporation of BMPs, low impact development, and hydromodification management techniques. Industrial and commercial facilities require appropriate NPDES permits/waste discharge requirements, and implementation of BMPs consistent with the *California Stormwater Quality Association Industrial/Commercial BMP Handbook* (2019) *or* its equivalent, including annual reporting of any structural control measures and treatment systems. Urban development projects must also comply with the requirements in the SWRCB's *General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Construction General Permit) (Order 2009-009-DWQ as amended by Order No. 2012-0006-DWQ) with requires preparation of a SWPPP and implementation of BMPs designed to reduce erosion and pollutant transport. General Plan Policies 5.I.3, 5.I.4, 5.I.5, and 7.A.4 were designed to reduce the potential for violation of water quality standards and waste discharge requirements, and are implemented through the above noted regulations and permit requirements as uniformly applied development standards, as detailed in Appendix A, Table A-1.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that there the project may impede sustainable groundwater management of the basin?

No Impact. As discussed in the 2035 General Plan and CAP EIR Impact 4.9-4 (page 4.9-48), an increase in water demands and associated depletion of groundwater supplies could result from the land use changes throughout the City's Planning Area. The proposed annexations do not propose any new development or otherwise result in an increase in water demand or otherwise deplete groundwater supplies. Therefore, **there would be no impact.** There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or physically alter the land in any way, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. As noted above, new development could generate an increased demand and associated depletion of groundwater supplies. In a partnership with the City of Davis, Woodland has secured water rights on the Sacramento River and the Woodland-Davis Clean Water Agency Regional Water Treatment Facility was designed to provide up to 18 million gallons per day (55 acre-feet per day) of surface water to Woodland. As part of the Woodland-Davis Regional Water Supply Project (which was completed in 2016), Woodland now has direct use of surface water, as well as the ability to store some of the treated surface water in the aquifer during low water demand months to be recovered and distributed to customers during high water demand months, under the City's aquifer storage and recovery program. The City also maintains wells for emergency use and for landscape irrigation in City parks. A limited amount of groundwater from three existing City wells is blended with the surface water; by adding surface water as well as recycled water (for industrial use) to the water supply that has previously been entirely dependent on groundwater, the potential for groundwater depletion is decreased even though implementation of the 2035 General Plan would involve projects that could increase water demand. The 2015 Urban Water Management Plan projects zero retail water to come from groundwater sources between 2020 and 2040; 100 percent of water supplies would come from surface water and recycled water supplies. Thus, the addition of surface water to Woodland's water supply portfolio will substantially reduce groundwater extractions, reduce reliance on groundwater resources, as well as improved water quality.

The Sacramento Valley Groundwater Basin – Yolo Subbasin is a high priority basin as designated by California Department of Water Resources (DWR), but is not in a state of critical overdraft (DWR 2019). The Yolo Subbasin Groundwater Agency is the Groundwater Sustainability Agency responsible for preparation of the required groundwater sustainability plan. The Yolo Subbasin Groundwater Sustainability Plan is in process and will be completed by January 1, 2022, as required by DWR (Yolo Subbasin Groundwater Agency 2020).

As discussed in the 2035 General Plan and CAP EIR Impact 4.9-4 (pages 4.9-47 through 4.9-50), the primary areas of groundwater recharge in the Woodland area are the Sacramento River and other active stream channels. There are no major groundwater recharge areas in the city. Groundwater recharge also occurs as rainfall infiltrating through the soil to the aquifer, particularly in agricultural and open space areas. When impervious surfaces associated with new urban development are constructed on soils with a high water infiltration rate, a localized reduction in groundwater recharge can occur. However, most soils in the city are composed of loams and clays, which typically have low infiltration rates. Although potential future development within the proposed annexation areas could generate an increased demand for water supply, the proposed annexations do not propose any change in land use designation from that under the 2035 General Plan and accounted for in the 2035 General Plan and CAP EIR. Furthermore, any potential future development would be required to comply with the City's *Technical Guidance Manual for Stormwater Quality Control Measures* (2006) and *Post Construction Standard Plan* (2015) and incorporate BMPs, such as conserving natural areas and minimizing impervious area, which would reduce potential project interference with groundwater recharge. General Plan Policy 5.I.4 requires the implementation of low impact development features, which could have the potential to locally, and likely minimally, increase groundwater recharge through the construction of infiltrative storm drainage facilities, and would be achieved by any future development within the annexation areas through compliance with the aforementioned state and local regulations and Municipal Code. Therefore, substantial depletion of groundwater supplies or substantial interference with groundwater recharge that would impede sustainable groundwater management of the basin as a result of potential future development within the proposed annexation areas would

be substantially mitigated by City-administered uniformly applied development standards, as detailed in Appendix A, Table A-1.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site;

No Impact. As discussed in the 2035 General Plan and CAP EIR Impact 4.9-2 (pages 4.9-40 through 4.9-43), earth-moving activities associated with construction of new urban development would result in increased erosion and sedimentation, that could in turn result in degradation of waterways and conflict with beneficial uses, water quality objectives, and standards established in the as set forth in the Water Quality Control Plan for the Sacramento and San Joaquin River Basins (CVRWQCB 2018). In addition, accidental spills of construction-related contaminants (e.g., fuels, oils, paints, solvents, cleaners, concrete) could also occur during construction, thereby degrading water quality. Construction dewatering also has the potential to degrade water quality if proper dewatering procedures are not followed and water is not properly stored and disposed of. As the proposed annexations do not include any proposed development or physical alteration of the land in any way, they do not have the potential to result in erosion or siltation on- or off-site. **There would be no impact.** There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or physically alter the land in any way, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. General Plan Policies such as 5.I.3, 5.I.4, 5.I.5, and 7.A.4 were developed to minimize potential erosion impacts from potential development throughout the City's Planning Area. Consistent within these policies and as required by the City's Municipal Code, before new urban development can proceed, project applicants must comply with Chapter 15.12 of the City's Municipal Code, which addresses erosion and sediment control under the City's Grading Ordinance, and Chapter 8.08 of the City's Municipal Code, which regulates discharges into the municipal storm drain system including compliance with applicable provisions of construction NPDES permit requirements. Furthermore, projects applicants must obtain grading permits that include submittal of a soils engineering report and an engineering geology report specific to the project site, as required by Appendix Chapter 33 of the CBC, Section 3309. Projects that disturb more than 1 acre of land must comply with the requirements in the SWRCB *General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Order 2009-009-DWQ as amended by Order No. 2012-0006-DWQ). The SWRCB general permit contains a numeric, two-part, risk-based analysis process and requires development of a SWPPP and implementation of BMPs. The SWPPP must include a site map and a description of construction activities, and must identify the BMPs that will be employed to prevent soil erosion and discharge of other construction-related pollutants. Finally, project applicants for future projects proposed must comply with the City's *Engineering Standards: Design Standards, Standard Details and Construction Specifications* (City of Woodland 2016b).

Any future development within the proposed annexation areas would be required to occur in compliance with the existing land use, stormwater, grading, and erosion control regulations described above. Project applicants for future projects proposed within the proposed annexation areas would be required to implement BMPs and develop and implement SWPPPs as required by CVRWQCB, and obtain grading permits from the City, all of which are

specifically designed to minimize erosion and siltation on- and off-site to the maximum extent feasible. Therefore, substantial erosion or siltation on- or off-site as a result of potential future development within the proposed annexation areas would be substantially mitigated by City-administered uniformly applied development standards, as detailed in Appendix A, Table A-1.

ii, iii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;

No Impact. Land use changes contribute different relative amounts of stormwater runoff corresponding to the percentage of impervious surface added. The relative amount of impervious surface associated with development ranges from low (e.g., open space) to high (e.g., large commercial projects with large parking areas, major roads, etc.). The proposed annexations do not include any proposed development or physical alteration of the land in any way and, therefore, would not change the rate or amount of surface runoff. **There would be no impact.** There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or physically alter the land in any way, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. As discussed in the 2035 General Plan and CAP EIR Impact 4.9-3 (pages 4.9-43 through 4.9-45), potential future development, including that which could occur within the proposed annexation areas, could increase the rate and amount of surface water runoff (primarily from construction of new impervious surfaces), which could exceed the capacity of stormwater conveyance systems, result in on-site or off-site flooding, and result in additional sources of polluted runoff. However, the proposed annexation areas are identified within the 2035 General Plan as opportunity areas and anticipated for potential development within the City's Planning Area, and prezoning for each annexation area would be consistent with the land use designations for these areas within the 2035 General Plan. In addition, all projects within the City of Woodland are required to comply with City's Post Construction Standard Plan to reduce post-runoff in compliance with the City's Phase II Municipal Separate Storm Sewer System (MS4) permit with the State Water Resources Control Board through the incorporation of BMPs, low impact development features, and hydromodification management techniques. In addition to the above-described requirement, all development projects disturbing more than an acre of soil are required to submit a Storm Water Pollution Prevention Plan prepared per the State Water Resources Control Board Construction General Permit, prepared by a Qualified SWPPP Developer. Projects smaller than one acre shall meet all requirements to prevent storm water runoff from entering the City's storm system per the City's Stormwater Ordinance (Municipal Code Chapter 8.08), and may be required to submit an Erosion and Sediment Control Plan prepared by a Qualified SWPPP Developer. The City's *Engineering Standards: Design Standards, Standard Details and Construction Specifications* (City of Woodland 2016b) include design capacities for storm drains, open channels, bridges, culverts, regional storage facilities, and drains, as well as requirements to ensure access for maintenance and operation of drainage systems. These permit requirements and design standards implement General Plan Policies such as 5.I.3, 5.I.4, 5.I.5, and 7.A.4, which are designed to reduce the alteration of drainage patterns.

Any future development within the proposed annexation areas would be required to occur in compliance with the existing land use, stormwater, grading, and erosion control regulations described above. Project applicants for any future proposed projects proposed within the proposed annexation areas would be required to implement BMPs

and develop and implement SWPPPs as required by Central Valley RWQCB, and obtain grading permits from the City, all of which are specifically designed to maintain or improve current rate and amount of surface runoff. Therefore, changes in the rate or amount of surface runoff in a manner which would result in flooding on- or off-site or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff as a result of potential future development within the proposed annexation areas would be substantially mitigated by City-administered uniformly applied development standards, as detailed in Appendix A, Table A-1.

iv) Impede or redirect flood flows.

No Impact. Portions of the Barnard, Pirmi, and Northeast Annexation Areas are within the lands designated Flood Study Area under the 2035 General Plan. In addition, the entirety of these annexation areas and the Water Plant Annexation Area are within the 200-year flood hazard area. The Flood Study Area land use designation was developed under the 2035 General Plan for areas that may be needed to support future flood infrastructure. The Flood Study Area designation is applied to areas restricted from urban development due to health and safety concerns related to flood risk or because the property falls within a likely future flood project improvement area. Only agriculture, recreation, and open space uses are permitted in the Flood Study Area, although existing structures and business operations in areas designated as Flood Study Area may remain but may not expand. Until a comprehensive flood solution is implemented, infill development in the flood hazard area is permitted to proceed provided that it mitigates risk from flooding to an urban flood level of protection, consistent with Federal Emergency Management Agency (FEMA) and State requirements, and does not create flood impacts on other properties. The proposed annexations do not include any proposed development or physical alteration of the land in any way and, therefore, would not change the rate or amount of surface runoff. **There would be no impact.** There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or physically alter the land in any way, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. 2035 General Plan Policies 8.B.2, 8.B.3, 8.B.5, 8.B.7, and 8.B.11 establish requirements for approval of new development to ensure the project approvals are based on thorough evaluations and that projects are in compliance with existing regulations and protected from the effects of flooding. As discussed in the 2035 General Plan and CAP EIR Impact 4.9-5 (pages 4.9-50 through 4.9-58), potential future development within the flood hazard zone could impede or redirect flood flows. Specifically, potential future development within a designated flood hazard zone could require soil cut and fill to raise the site's ground elevation or other protective design features, which could create an obstruction to overland flow within the floodplain and increase maximum flood elevations in a project's vicinity. As described in impact discussions 2.10.c.i and 2.10.ii, iii above, development within the City's jurisdiction would be required to comply with the City's Municipal Code Chapters 8.08 and 15.12, as well as described state regulations, for the purpose of managing surface water runoff and discharges into the municipal storm drain system. In addition, the City's Municipal Code Chapter 17.96 provides protection against flood damage for uses and service facilities in designated flood prone areas by requiring proper design at the time of initial construction. Therefore, the potential for any potential future development within the flood hazard areas of the proposed annexation areas to impede or redirect flood flows would be substantially mitigated by City-administered uniformly applied development standards, as detailed in Appendix A, Table A-1.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. See impact discussion c.iv) above for the discussion of potential hazards related to development within a flood zone.

Tsunamis ae defined as sea waves created by undersea fault movement or other underwater disturbance that displace a large volume of water, resulting in flooding hazards to coastal development. A seiche is a long-wavelength, large-scale wave action set up in a closed body of water such as a lake or reservoir. The proposed annexation areas are not located in proximity to a coastline, nor adjacent to or within close proximity to a large, closed body of water, and would not be potentially affected by flooding risks associated with tsunamis or seiches. **There would be no impact**.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. For the reasons described in impact discussions a) and b) above, the proposed project would not conflict with or obstruct implementation of the Water Quality Control Plan for the Sacramento and San Joaquin River Basins (CVRWQCB 2018), and would not interfere with planning efforts for the Yolo Subbasin Groundwater Sustainability Plan that is in process and will be completed by January 1, 2022. **There would be no impact** associated with implementation of the proposed annexations. Any potential future development within the proposed annexation areas would be consistent with the anticipated development under the 2035 General Plan and subject to the uniformly applied development standards, as described in impact discussions a) and b) above.

2.11 LAND USE AND PLANNING

a) Physically divide an established community?

No Impact. Implementation of the proposed annexation areas would not result in impacts that would physically divide any of Woodland's established communities. The type of linear project most likely to have this effect would be a major new road, highway, or similar infrastructure. The proposed annexations do not propose any development or physically alter the land in any way, and therefore would not have any effect on these resources and **there would be no impact.** There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or physically alter the land in any way, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. A project risks dividing an established community if the project would introduce infrastructure or alter land uses so as to change the land use conditions in the surrounding community, or isolate an existing land use. However, prezoning for each annexation area would be consistent with the land use designations for these areas within the 2035 General Plan, for which and land use compatibility was considered in the City's land use planning process for the General Plan. The proposed annexation areas are identified within the 2035 General Plan as opportunity areas and anticipated for potential development within the City's overall Planning Area. In addition, the existing land use designations are not proposed to change and were considered in the City's overall land use and transportation planning in support of the 2035 General Plan.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The proposed annexation areas are identified opportunity sites within the City's 2035 General Plan and are within the City's approved SOI. The prezoning for the proposed annexation areas would be consistent with the General Plan land use designations for the respective areas; the proposed annexations would not include any change to the land use designations from that identified in the 2035 General Plan and analyzed under the 2035 General Plan and CAP EIR.

Yolo County has jurisdiction over unincorporated land in the county and while some of the City's proposed land use designations are consistent with those of the County, including portions of Annexation Area 3 and the Northeast Annexation Area, other land use designations in the 2035 General Plan differ from the County's current zoning, as noted in Table 1-1. For example, there is a large parcel west of County Road 102 and north of Beamer Street within the Northeast Annexation Area, for which the County zoning is Public/Quasi-Public and the 2035 General Plan designates Industrial.

Land use inconsistencies between the City's land use designations for the proposed annexation areas under the 2035 General Plan and Yolo County's zoning requirements are not physical effects on the environment under CEQA unless the inconsistency would cause a physical impact on the environment. Each technical section of this Initial Study provides a detailed analysis of relevant physical environmental effects, as appropriate. The proposed annexations would not conflict with the land use designation or zoning in a way that would generate any adverse physical impacts beyond those addressed in detail in the environmental sections of this Initial Study (air quality, agricultural resources, biological resources, cultural resources, etc.). In addition, the proposed annexation areas

are outside of the Yolo County Airport and Sacramento International Airport Influence Areas.[5] Issues relating to potential conflicts with an Airport Land Use Compatibility Plan are discussed in Section 2.9, "Hazards and Hazardous Materials," of this Initial Study. **There would be no impact**.

[5] Airport Influence Areas are defined as the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses.

2.12 MINERAL RESOURCES

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. Under the Surface Mining and Reclamation Act, the State Mining and Geology Board may designate certain mineral deposits as being regionally significant to satisfy future needs. The Board's decision to designate an area is based on a classification report prepared by the California Geological Survey and on input from agencies and the public. The City of Woodland lies within the designated Sacramento-Fairfield Production-Consumption Region for Portland cement concrete aggregate. The largest and one of the most important mineral resource sectors within the Sacramento-Fairfield Production-Consumption Region is located along Cache Creek between the towns of Capay and Yolo. Mining and other environmental resource issues for this area are guided by the Cache Creek Resources Management Plan (Yolo County 2002) and the Off-Channel Mining Plan (Yolo County 1996). As detailed in the City's 2035 General Plan and CAP EIR (page 4.7-13 and Exhibit 4.7-4), the City's Urban Limit Line is approximately 0.25 mile (1,300 feet) southeast of the Cache Creek resource sector and the Cache Creek Resources Management Plan boundaries; the 2035 General Plan and CAP EIR determined that there would be no impact related to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state from implementation of the General Plan, which included consideration of development within the annexation areas as part of the City's Planning Area. Furthermore, there are no areas of known mineral resources within or immediately adjacent to the proposed annexation areas (i.e., areas that have been classified as mineral resource zone [MRZ]-2 by CGS), and the nearest annexation areas to the designated Cache Creek mineral resource sector are Annexation Area 1 and Annexation Area 2, which are each more than 1 mile west of the Cache Creek mineral resource sector. Therefore, **there would be no impact** related to the loss of availability of mineral resources.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. The City's 2035 General Plan indicates that the only locally important mineral resource recovery sites in the county are those designated by CGS as MRZ-2. As described in item a) above, these MRZ-2 areas are outside of the City's Urban Limit Line. There are no mineral resources within the annexation areas or in the immediate vicinity. Thus, **there would be no impact**.

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2.13 NOISE AND VIBRATION

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

No Impact. The proposed annexations do not include any proposed development or any physical change. Therefore, the proposed annexations would not include any temporary or permanent noise-generating sources, nor have the potential to increase ambient noise levels temporarily or permanently. **There would be no impact**. There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any other physical change, the 2035 General Plan and CAP EIR accounts for potential future proposed development within opportunity areas, which include the proposed annexation areas. Future development or other infrastructure within the annexation areas could generate a temporary increase in ambient noise from construction-related activities, including use of equipment and construction-related traffic, and a long-term (or permanent) increase in ambient noise from operational activities including area noise sources (e.g., heating, ventilation, and air conditioning [HVAC], landscape, parking lot, commercial and industrial cavities, and recreation activities and events, agricultural activities) and traffic noise.

As detailed in the 2035 General Plan and CAP EIR (pages 4.11-48-49), noise levels anticipated over temporary periods of time as a result of construction for buildout of the General Plan could expose sensitive receptors to noise levels that would exceed the City's noise standards. In accordance with General Plan Policy 8.G 11, the City considers construction noise an acceptable impact that is an expected byproduct of planned growth, so long as the land use is consistent with the General Plan, and noise levels are consistent with the General Plan and Construction Noise Ordinance. In addition, the City has established guidelines for construction noise within or near residential areas limiting noisy construction activities to weekdays and Saturdays between 7:00 A.M. and 6:00 P.M. and Sundays between 9:00 A.M. and 6:00 P.M.[6] The City incorporated this construction noise guideline into the Final General Plan as Implementation Program 8.13, implemented through Municipal Code Chapter 9.28.

Similarly, as detailed in the 2035 General Plan and CAP EIR (pages 4.11-51 to 55), noise-sensitive uses that exist or are developed near noise-generating commercial, industrial, or agricultural uses with outdoor operations and noise-sensitive uses near higher-volume roadways could experience noise levels in excess of the General Plan noise standards. General Plan Policy 8.G addresses noise compatibility for residential uses, as a noise-sensitive land use, to ensure that existing and planned land uses are compatible with the current and projected noise environment. However, the policy also acknowledges that urban development and increased density, as supported by the City in the General Plan, generally results in greater ambient (background) noise than lower density areas. It is the City's intent to meet specified indoor noise thresholds, and to create peaceful backyard living spaces where possible, but ambient outdoor thresholds may not always be achievable. Where residential development is allowed pursuant to the General Plan, these greater noise levels are acknowledged and accepted, notwithstanding the guidelines in Table 8-5 of the General Plan. General Plan Policy 8.G.2 requires that the General Plan's Land Use Noise Compatibility Standards (Table 8-5 of the General Plan) be used as a review criteria for new land uses, as implemented through Municipal Code Chapter 9.28, Chapter 17.92 for Industrial Uses, and Interim Zoning

[6] Please see the Code Compliance Division of the Community Development Department website for more details: http://www.cityofwoodland.org/gov/depts/cd/divisions/code/cng.asp.

Ordinance Section 3.11.B.7.g (Noise Standards, applicable to Industrial/Light Industrial Flex Overlay land uses, and in the process of being revised to require General Plan Noise standards of all land use zones) and the City's Community Design Standards; where it is not possible to reduce noise levels to the "normally acceptable" range using practical application of the best-available noise reduction measures, greater exterior noise levels may be allowed, provided that all available reasonable and feasible exterior noise level reduction measures have been implemented. General Plan Policies 8.G.3, 8.G.5, 8.G.6, 8.G.7, 8.G.8, 8.G.10, 8.G.13, 8.G.14, and 8.G.15 were developed for the purpose of minimizing impacts associated with new development and infrastructure generating an increase in ambient noise levels, particularly in proximity to noise-sensitive land uses. Compliance with these General Plan polices, as well as General Plan Implementation Program 8.13, for any potential future development within the proposed annexation areas would be achieved through compliance with the City's Municipal Code, as detailed above. Therefore, the potential for any future development within the proposed annexation areas to result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies would be substantially mitigated by City-administered uniformly applied development standards, as detailed in Appendix A, Table A-1.

b) Generation of excessive groundborne vibration or groundborne noise levels?

No Impact. The proposed annexations do not include any proposed development or any physical change. Therefore, the proposed annexations would not include any temporary or permanent vibration-generating sources, nor have the potential to generate excessive groundborne vibration or groundborne noise levels. **There would be no impact**. There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. Construction and demolition activities have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used, the location of construction activities relative to sensitive receptors, and operations/activities involved. Vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The type and density of soil can also affect the transmission of energy. These vibration levels drop off at a rate of about 9 vibration decibels per doubling of distance between the noise source and receptor. Heavy truck traffic can generate groundborne vibration, which varies considerably depending on vehicle type, weight, and pavement conditions. However, groundborne vibration levels generated from vehicular traffic are not typically perceptible outside of the road right-of-way.

Temporary, short-term vibration levels from construction sources could exceed the Federal Transit Authority's maximum-acceptable vibration standard of 80 vibration decibels with respect to human response for residential uses (i.e., annoyance) at vibration-sensitive land uses. If construction activities were to occur during more noise-sensitive hours, vibration from construction sources could annoy and/or disrupt the sleep of occupants of residences and expose persons to excessive groundborne vibration or groundborne noise levels. General Plan Implementation Program 8.12 requires the use of project-specific vibration mitigation measures (preparation of vibration analysis and implementation of vibration abatement measures, as necessary and to the greatest extent feasible) and best practices during construction to mitigate vibration impacts to sensitive land uses. This Implementation Program is detailed in Appendix A and would serve as a Condition of Approval of future projects

within the annexation areas that would occur within proximity of vibration sensitive uses and would be anticipated to otherwise exceed the standards of General Plan Implementation Program 8.12.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less-than-Significant Impact. The proposed annexation areas are not located within 2 miles of a public airport. The proposed annexations are not located in the vicinity of any public or private airports. Medlock Field is the closest private airport, located 4.7 miles from the project annexation areas, and the Yolo County Airport is the closest public airport, located approximately 10 miles from the project site. As such, the proposed annexation areas are not located within two miles of any public airports or private airstrips and does not fall within an airport land use plan area. Therefore, the proposed annexations would not expose people working or residing in the area to excessive noise produced by an airport. Because the proposed annexation areas are located outside of the Airport Comprehensive Land Use Plan area and the proposed annexations would not involve any aircraft uses for construction or operation, the proposed annexations would not affect any airport operations; and would not expose people on- or off-site to excessive aircraft noise levels **There would be no impact**.

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2.14 POPULATION AND HOUSING

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. As discussed in the 2035 General Plan and CAP EIR Impact 4.10-1 (pages 4.10-26 through 4.10-30), the 2035 General Plan anticipates development of currently undeveloped areas that would result in infrastructure being extended into areas that are currently undeveloped and could result in pressure to plan for and entitle development beyond that anticipated under the 2035 General Plan. The proposed annexations do not propose any development, and therefore would not induce population growth directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). **There would be no impact.** There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. Any potential future development within the proposed annexation areas could directly and indirectly induce population growth. The 2035 General Plan includes specific policies for both infill and new development that would avoid unplanned development that could be induced through infrastructure expansions into new growth areas. This reduces the potential for unplanned, induced growth. In addition, the City's ultimate boundaries are circumscribed by a permanent Urban Limit Line established by a vote of the people in 2006 (Policy 2.A.1). The Urban Limit Line may only be modified by another vote by the people, and the initiative measure also places restrictions on the provision of services outside of the Urban Limit Line. The proposed annexation areas are within the Urban Limit Line. This provides an effective constraint to induced growth outside of the boundary. In addition, the proposed annexations would not propose any change to the land use designations from those in the 2035 General Plan and therefor would not result in a change in land use type or density associated with the proposed annexation areas from that anticipated under the 2035 General Plan and CAP EIR.

As stated in the 2035 General Plan and CAP EIR, growth inducement may indirectly lead to environmental effects. Such environmental effects may include increased traffic, degradation of air quality, conversion of agricultural land to urban uses directly from population and employment growth and indirectly from development associated with goods and services needed by such growth. Physical impacts associated with development of residential and nonresidential land uses, such as traffic, air quality degradation, noise, greenhouse gas emissions, and increased demand for public services and utilities, are evaluated in the respective specific resource areas throughout this Initial Study.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed annexation areas do not contain a substantial amount of existing housing. In addition, the proposed annexations would not propose any development or any physical change. Therefore, the proposed annexations would not result in the displacement or relocation of any residents that would necessitate the construction of replacement housing elsewhere. Any potential future development within the proposed annexation areas would be consistent with the land use designations and land use development planned for under the 2035

General Plan and anticipated in the analysis under the 2035 General Plan and CAP EIR. **There would be no impact**.

2.15 PUBLIC SERVICES

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire Services?

No Impact. The Woodland Fire Department provides fire and emergency medical services in the Planning Area. In 1982, the City of Woodland Fire Department merged with the Springlake Fire Protection District. Now, the Fire Department protects an area of 56 square miles, which includes 15 square miles of land within the City limits and 41 square miles of rural area north, east, and south of the City limits in unincorporated Yolo County.

The City staffs three fire stations, with a minimum of 13 personnel on duty per day. This provides enough personnel to meet the National Fire Protection Association's Standard 1910 for residential structure fire responses. The City has robust automatic aid agreements with neighboring jurisdictions to ensure sufficient firefighting personnel arrive at a fire in a commercial building. The current fire service areas, inclusive of the proposed annexation areas, would not change with the proposed annexations. The proposed annexations would not propose any development, and therefore would not result in new or physically altered fire protection facilities or the need for new or physically altered fire protection facilities. **There would be no impact.** There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. As discussed in the 2035 General Plan and CAP EIR Impact 4.12-1 (pages 4.12-29 through 4.12-32), General Plan Goal 5.B establishes a comprehensive program of fire protection services as a priority in the 2035 General Plan. Policy 5.B.4 requires development projects to develop and/or fund fire protection facilities, equipment, personnel, and operations and maintenance that maintain the City's fire protection service standards. Policy 5.B.7 reduces the need for new facilities through enforcement of safe building standards, and Policy 5.B.8 requires review of development applications by the fire department. Policy 5.B.10 of the 2035 General Plan specifically addresses the location of new fire stations in relation to planned growth. The environmental effects from construction and operation of new or expansion of existing fire stations were evaluated in the 2035 General Plan and CAP EIR throughout the individual environmental topic sections.

The Fire Prevention Division of the Woodland Fire Department provides plan review services for both new and existing construction projects. Services include the review of designs and installation of automatic fire sprinkler and fire alarm. The Fire Prevention Division is responsible for ensuring these projects adhere to code requirements regulating the safety of people who will occupy the building or area. Project applicants for any potential future proposed projects within the proposed annexation areas would be required to submit project design plans to the City of Woodland Community Risk Reduction Division and implement recommended conditions, as well as provide funding to ensure fire protection personnel and equipment is provided to meet increased demand for fire protection services (General Plan Policy 5.B.4). Incorporation of all California Fire Code, City development standards, and Woodland Fire Department requirements into project designs would reduce the dependence on fire department equipment and personnel by reducing fire hazards. The City's

Municipal Code Chapter 8.20.010 formally adopted the 2019 California Building Standards Code, Title 24, California Code of Regulations, Part 9, (California Fire Code) in its entirety. In addition, the City's Community Risk Reduction Division consists of a Fire Marshal and Fire Prevention Specialists directly responsible for code enforcement, fire plans review, fire investigation, and fire and life safety education. Therefore, impacts associated with fire services as a result of potential future development within the proposed annexation areas would be substantially mitigated by City-administered uniformly applied development standards, as detailed in Appendix A, Table A-1.

Police Protection?

No Impact. Law enforcement services in unincorporated portions of Yolo County are typically provided by the County Sheriff-Coroner Department. The department has a staff of 276 full time employees, 95 of which are full-time sworn officers, and is located at 140 Tony Diaz Drive in Woodland. Each of the proposed annexation areas is currently served by City Fire and Police services through an agreement with the County. The Woodland Police Department could also respond to an emergency if needed. With annexation, the priority service response would switch such that police services would be provided primarily by the Woodland Police Department, but the Yolo County Sherriff-Coroner Department could also respond, if needed.

The Woodland Police Department provides a full range of police services. The Woodland Police Department determines staffing needs based on the amount of uncommitted time per officer, number of calls for service per officer per day, and number of major crimes assigned to detectives per day. The proposed annexations do not propose any development, and therefore would not result in new or physically altered police protection facilities or the need for new or physically altered police protection facilities. **There would be no impact.** There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. As discussed in the 2035 General Plan and CAP EIR Impact 4.12-2 (pages 4.12-32 through 4.12-35), future development consistent with the General Plan is not expected to require new Woodland Police Department facilities, but may require additional staff and policing resources to account for workload and to meet response time standards. Goal 5.A provides for sufficient law enforcement services that will adequately meet the needs of increasing population and non-residential development. Development projects are required to fund police facilities. General Plan Policy 5.A.7 ensures projects are reviewed for consideration of adequate police services through project application review by the Police Department. In the event that new police facilities would be needed, they would be located within the development footprint analyzed in the 2035 General Plan and CAP EIR, and individual development projects would be required to conduct environmental review pursuant to CEQA prior to approval. There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

Schools?

No Impact. Woodland Joint Unified School District (WJUSD) calculates school capacities for each school based on the number of permanent classrooms, the number of portable classrooms, the number of classrooms used for programs other than classroom instruction, and loading standards (i.e., students per classroom for each grade

level). In addition, the WJUSD uses student generation factors (students per new dwelling units) for single- and multi-family development in order to project student enrollment. The proposed annexations do not propose any development, and therefore would not result in new or physically altered school facilities or the need for new or physically altered school facilities. **There would be no impact.** There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. As discussed in the 2035 General Plan and CAP EIR Impact 4.12-3 (pages 4.12-35 through 4.12-38), the 2035 General Plan and CAP EIR analyzed the projected student enrollment of full buildout of the General Plan. However, the proposed annexation areas are not designated as residential land use under the 2035 General Plan and, therefore, if there is future proposed development within the annexation areas, this would not be anticipated to contribute substantially to future student generation within the City's Planning Area or WJUSD enrollment.

Parks? Other Public Facilities?

No Impact. The proposed annexations do not propose new development. Therefore, the proposed annexations would not involve the construction of new housing or other land uses that would increase demand for parks, recreation facilities, or other public facilities. **There would be no impact**. There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. As discussed in the 2035 General Plan and CAP EIR Impact 4.12-6 (pages 4.12-46 through 4.12-48), additional population growth would induce demand for parks and other public facilities throughout the City's Planning Area. However, the 2035 General Plan and CAP EIR fully accounted for the City's planned growth, and General Plan Policy 5.C.3 requires that new development of parks and recreation facilities keeps pace with development and growth within the city in order to achieve and maintain the City's standard of 6.0 acres of parks per 1,000 residents, and General Plan Policy ensures that new development provide for its fair share of this standard. In addition, the proposed annexation areas are not designated as residential land use under the 2035 General Plan and, therefore, if there is future proposed development within the annexation areas, this would not be anticipated to contribute substantially to future demand for parks and recreational facilities within the City's Planning Area.

Public utilities and service systems are addressed in Section 2.19 of this Initial Study.

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2.16 RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. The Sport Park Annexation Area is the only existing park and recreational facility within or adjacent to the proposed annexation areas. There are several small neighborhood parks within less than a mile of the Pirmi Area and Westucky Avenue annexation areas. Pioneer Park and Klenhard Park are the nearest existing parks to the Water Plant and Northeast annexation areas, more than a mile from each of the nearest point of each of the respective annexation areas.

The proposed annexations do not propose new development. Therefore, the proposed annexations would not involve the construction of new housing or other land uses that would increase the use of existing parks or other recreational facilities. **There would be no impact**. There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. As discussed in the 2035 General Plan and CAP EIR Impact 4.12-6 (pages 4.12-46 through 4.12-48), additional population growth would place added physical demands on existing park facilities by increasing the number of people using the parks, lengthening the periods of time during which the parks would be in active use, and/or increasing the intensity of use over the course of a typical day. However, the City also anticipated that new parkland would be created to serve new residential growth areas. As discussed in the 2035 General Plan and CAP EIR Impact 4.12-4 (pages 4.12-35 through 4.12-43), the 2035 General Plan Policy 5.C.3 requires 6 acres of parkland per 1,000 residents. For any new future master or specific plan area, parkland would be required to support residential development according to the 2035 General Plan standard. However, the proposed annexation areas are not designated as residential land use under the 2035 General Plan and, therefore, if there is future proposed development within the annexation areas, there would not be an increase in use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

No Impact. The proposed annexations would not propose new development. Therefore, the proposed annexations would not involve the construction of new housing or other land uses that would increase the use of existing parks or other recreational facilities. **There would be no impact**. There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. New or relocated recreational facilities would be located consistent with specified

land use designations and allowable development densities and intensities of the 2035 General Plan. As stated in the 2035 General Plan and CAP EIR, physical impacts such as traffic, air quality degradation, noise generation, greenhouse gas emissions, and degradation and biological or cultural and tribal resources, associated with the construction and operation of new or relocated facilities are evaluated in the respective specific resource areas throughout this initial study. The proposed annexations would include prezoning consistent with the City's 2035 General Plan land use designations analyzed as part of the 2035 General Plan, and therefore anticipated recreational requirements were analyzed as part of the General Plan and CAP EIR.

2.17 TRANSPORTATION

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No Impact. The proposed annexations do not propose new development. Therefore, the proposed annexations would not involve the construction of new land uses that would affect current or planned programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, or pedestrian facilities. **There would be no impact**. There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. As discussed in the 2035 General Plan and CAP EIR Impact 4.13-4 (pages 4.13-23 through 4.13-27), population and employment growth would increase demand for transit, bicycling and pedestrian activity. Goals and policies documented in the 2035 General Plan call for the development of a multi-modal transportation system (Goal 3.A) and providing complete streets (Goal 3.B). Roadway functional classifications and street typology are described in Goal 3.C. Other key policies address protecting residential streets (Goal 3.D), providing a comprehensive pedestrian system (3.E) and bicycle system (3.F), promoting an effective transit system (3.G), and maintaining the safe and efficient movement of goods (3.I). The 2035 General Plan also complies with AB 1358 requiring the inclusion of a complete streets policy in city and county general plans to promote balance and compatibility across transportation modes. Any future proposed development within the annexation areas will be required to be consistent with the land use designations of the 2035 General Plan, and development of public right-of-way will be reviewed for consistency with General Plan Policies, including Policy 2.J.6 that states that the City will "[r]equire convenient, attractive, and safe pedestrian, bicycle, and transit connections both within commercial centers and between centers and surrounding neighborhoods and other destinations", and Policy 3.A.11 that "[r]equire[s] all new development to provide convenient bicycle and pedestrian environments and access through building orientation, site layout, traffic management, and connections to transit service and local commercial and community facilities." Future proposed development within the annexation areas would also be reviewed for consistency with the City Master Plans as a part of the Site Plan/Design Review process and would be required to comply with the City of Woodland Interim Zoning Code Section 3.06.E.7 for Connectivity within Community Commercial Zones and the California Building Code requirements, including Title 24, which includes provisions for alternative modes of transportation and safety requirements associated with bicycle and pedestrian access, thereby providing for consistency with the City's efforts to address transit, roadway, bicycle, and pedestrian facilities.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

No Impact. Section 15064.3 (b)(3) of the CEQA Guidelines allows a qualitative analysis of potential impacts related to vehicle miles travelled (VMT). The proposed annexations do not propose new development. Therefore, the proposed annexations would not involve the construction of any land use that would generate VMT. **There would be no impact**. There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. Future proposed development within the annexation areas could generate vehicle trips from construction and operational activities. CEQA Guidelines section 15064.3 establishes VMT as the most appropriate measure of transportation impacts, shifting away from the level of service (LOS) analysis that evaluated a project's impacts on traffic conditions on nearby roadways and intersections. The 2035 General Plan and CAP EIR demonstrated that the mix of actions and policies to reduce emissions, inclusive of a 10-percent reduction in VMT across the City's Planning Area, would achieve the necessary GHG reductions for the City's Planning Area. The City's CAP provides for interim monitoring and reevaluation over time to ensure that reduction targets are being met and to allow for adjustments in reduction strategies and policies if they are not being met.

Any future proposed development within the annexation areas will be required to be consistent with the land use designations of the 2035 General Plan and CAP EIR. General Plan Policy 3.A.4 would serve as a Condition of Approval (see Appendix A) of any future proposed development within the annexation areas, requiring that new development projects achieve a 10-percent reduction in VMT per capita or VMT per service population compared to the General Plan 2035 performance, or a 10-percent reduction compared to baseline conditions for similar land use when measuring transportation impacts for subsequent projects and making General Plan consistency findings. This would ensure the any proposed future development within the annexation areas would be consistent with the 2035 General Plan and CAP EIR for the purposes of impacts associated with consistency with CEQA Guidelines Section 15064.3, subdivision (b).

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The proposed annexations do not propose new development. Therefore, the proposed annexations would not involve the construction of any land use or transportation facility that would have the potential to increase hazards due to a geometric design feature or incompatible use. **There would be no impact**. There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. Potential future development within the annexation areas could modify the existing transportation network generally to expand existing facilities or to construct new facilities to accommodate planned population and employment growth. Any future proposed development within the annexation areas would be required to adhere to applicable design standards, including the *City of Woodland Engineering Standards: Design Standards, Standard Details and Construction Specifications* (2016b), which have been developed to minimize the potential for conflicts or collisions.

d) Result in inadequate emergency access?

No Impact. The proposed annexations do not propose new development or any physical change. Therefore, the proposed annexations would not involve construction or operational activities and would not have the potential to affect emergency access. **There would be no impact**. There are no impacts that are peculiar to the proposed

annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. Slow-moving trucks entering and exiting future project sites could slightly delay the movement of emergency vehicles. However, the trucks would typically pull to the side of the road when emergency vehicles use their sirens. Additionally, truck traffic would be temporary and intermittent during construction. Operations of any future proposed development within the proposed annexation areas would be required to meet City standards for turning radii, drive aisle width, and other road geometry, and comply with City landscaping standards requiring that vegetation be set back to maintain the line of sight. Maintaining adequate safety and operation at internal intersections and drive aisles and trimming the shrubbery and landscaping near the internal intersections and site access points would ensure adequate emergency access associated with any future proposed development within the annexation areas.

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2.18 TRIBAL CULTURAL RESOURCES

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geologically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listed in the California Register of Historical Resources, or in local register of historical resources as defined in Public Resources Code section 5020.1(k).

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

No Impact. As the proposed annexations do not include any proposed development or physical alteration of the land in any way, they do not have the potential to change the significance of a tribal cultural resource. **There would be no impact.** There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or physically alter the land in any way, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. The 2035 General Plan and CAP EIR addresses impacts of development of the City's Planning Area, including the proposed annexation areas. As noted under Impact 4.6-1 of the 2035 General Plan and CAP EIR (page 5.4-21) a California Native American Heritage Commission search of the Sacred Lands File resulted in no identified resources within the City's Planning Area. Nevertheless, the possibility exists that construction of future proposed development projects within the annexation areas could result in substantial adverse change in the significance of a tribal cultural resource if previously unknown tribal cultural resources are encountered during ground-disturbing activities. As explained above under the discussion of Cultural Resources impact topic a), 2035 General Plan Policy 7.E.2 and related Implementation Program 7.13, as well as Compliance Measure Cultural 1, would be required as Conditions of Approval for future development projects within the proposed annexation areas, as detailed in Appendix A, Table A-2.

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2.19 UTILITIES AND SERVICE SYSTEMS

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

No Impact. As discussed in the 2035 General Plan and CAP EIR Impact 4.5-4 (pages 4.5-63 through 65), Impact 4.14-2 (pages 4.14-37 through 4.14-42), and Impact 4.14-3 (pages 4.14-42 through 4.14-46), the 2035 General Plan anticipates development of currently undeveloped areas, which would result in infrastructure being extended into areas that are currently undeveloped and could result in the need for new or relocated utilities and services systems. The proposed annexations do not propose any development, and therefore do not require any extension, expansion, relocation, or construction of any public facilities, utilities, or infrastructure. **There would be no impact.** There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or physically alter the land in any way, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. Several General Plan Policies focused on City actions promote planning and coordination, as well as ensure appropriate funding mechanisms are in place, to ensure that demand on utilities and services systems are minimized but also that adequate utilities and service systems are provided for new and existing development throughout the City's Planning Area. In addition, any potential future proposed development will be required to comply with Municipal Code Chapter 13.32, Water Conservation, and Chapter 8.08, Urban Stormwater Quality Management and Discharge Control, as detailed in Appendix A, Table A-2. 2035 General Plan policies are consistent with these regulations that would minimize the need for new utility facilities and ensure appropriate planning and implementation for any new or relocated utilities, including water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. General Plan Policy 5.H.9 requires water-conserving design and equipment in new development, and General Plan Policy 5.I.4 require new development design features to minimize runoff rates, filter out pollutants, and facilitate groundwater infiltration. These policies reduce the increase in demand on water, wastewater, and storm drainage facilities resulting from new development.

As stated in the 2035 General Plan and CAP EIR, physical impacts such as traffic, air quality degradation, noise generation, greenhouse gas emissions, and degradation and biological or cultural and tribal resources, associated with the construction and operation of new or relocated utilities are evaluated in the respective specific resource areas throughout this initial study. The proposed annexations would include prezoning consistent with the City's 2035 General Plan land use designations analyzed as part of the 2035 General Plan, and therefore anticipated utility requirements were analyzed as part of the General Plan and CAP EIR.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

No Impact. As discussed in the 2035 General Plan and CAP EIR Impact 4.14-4 (pages 4.14-46 through 4.14-49), development anticipated under the General Plan would result in water demand to serve the associated land uses. The proposed annexations do not propose any development, and therefore would not result in an increased water demand. **There would be no impact.** There are no impacts that are peculiar to the proposed annexations that

were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. The 2035 General Plan and CAP EIR determined that, based on the supply of surface water and groundwater, the City is expected to successfully meet water demand through 2035 (Table 4.14-3 of the 2035 General Plan and CAP EIR). As detailed in the 2035 General Plan and CAP EIR, according to the Woodland 2015 Urban Water Management Plan, Woodland's surface water availability in 2035 is expected to meet the demand. It is expected that there will be sufficient water supplies available to serve the City from existing entitlements and resources. The City's Urban Water Management Plan considered anticipated development of the City's Planning Area under the 2035 General Plan, which included the proposed annexation areas. The proposed annexations would include prezoning consistent with the City's 2035 General Plan land use designations analyzed as part of the 2035 General Plan, and therefore anticipated water demand analyzed as part of the General Plan and CAP EIR would be the same, if not less due to recent regulatory changes and conservation measures, as that analyzed in the 2035 General Plan and CAP EIR.

c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?

No Impact. As discussed in the 2035 General Plan and CAP EIR Impact 4.14-1 (pages 4.14-32 through 4.14-36), Impact 4.14-2 (pages 4.14-37 through 4.14-42), and Impact 4.14-5 (pages 4.14-49 through 4.14-51) additional residential, commercial, and industrial uses anticipated under the General Plan would generate greater amounts of wastewater effluent compared to existing conditions. The proposed annexations do not propose any development, and therefore would not result in an increased generation of wastewater effluent. **There would be no impact.** There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. General Plan Policy 5.H.6 requires all sewage generators within the City's Planning Area to connect to the City's system. General Plan Policies 5.F.1 ensures that there would be sufficient public services, including wastewater treatment facility capacity, to serve existing and new development in Woodland. Policies 5.F.2, 5.F.3, 5.F.4, and 5.F.5 address fiscal and funding impacts of new development to ensure there is funding available to support public facilities and services. Policies 5.H.2, 5.H.3, 5.H.4, and 5.H.5 address the need to plan for wastewater needs by requiring updates to the Sanitary Sewer Management Plan, consideration of the wastewater needs, active planning for maintenance and repairs, and evaluation and updates to the Capital Improvement Program. Policy 5.H.9 requires a reduction in wastewater system demand. Implementation of policies in the 2035 General Plan, along with existing local, State, and federal requirements would ensure that the wastewater treatment requirements of the CVRWQCB would continue to be met for the anticipated amount of wastewater effluent from existing and future development within the City's Planning Area. In terms of wastewater treatment, as explained in the 2035 General Plan and CAP EIR, the hydraulic capacity of the City's Water Pollution Control Facility is expected to meet the city's projected needs through 2035. The environmental effects from placement of infrastructure were evaluated in the 2035 General Plan and CAP EIR throughout the individual environmental topic area sections.

The proposed annexations would include prezoning consistent with the City's 2035 General Plan land use designations analyzed as part of the 2035 General Plan, and therefore anticipated wastewater flows analyzed as part of the General Plan and CAP EIR would be the same, if not less due to recent regulatory changes and conservation measures, as that analyzed in the 2035 General Plan and CAP EIR.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

No Impact. As discussed in the 2035 General Plan and CAP EIR Impacts 4.14-6 (pages 4.14-51 through 4.14-55), future residential, commercial, and industrial land uses anticipated under the General Plan would increase solid waste generation compared to existing conditions. The proposed annexations do not propose any development, and therefore would not result in an increased generation of solid waste. **There would be no impact.** There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. General Plan Policies 5.J.1 and 5.J.2 require adequate solid waste services and compliance of solid waste collection in new development with local regulations for the purposes of waste reduction. The 2035 General Plan and CAP EIR determined that existing State laws and regulations would reduce the potential environmental impact associated with solid waste generation (AB 341's solid waste diversion requirements and AB 1826's mandatory commercial organics recycling requirements). Furthermore, the City of Woodland Municipal Code reduces the potential environmental impact by regulating solid waste receptacles and disposal services, recyclable materials, and construction and demolition debris. The 2035 General Plan and CAP EIR determined existing landfills have sufficient capacity to accommodate the solid waste disposal needs from anticipated future growth. Solid waste collected from the proposed annexation areas would be hauled to the Yolo County Central Landfill, which has a maximum permitted throughput of 1,800 tons per day, a remaining capacity of approximately 35 million cubic yards, and an expected closure date of 2081 (CalRecycle 2019). Due to the substantial amount of remaining capacity at the Yolo County Central Landfill, the General Plan and CAP EIR determination is still applicable and sufficient capacity is and will continue to be available to accommodate solid-waste disposal needs associated with any potential development within the proposed annexation areas, consistent with the 2035 General Plan.

e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

No Impact. Compliance with federal, State, and local management and reduction statutes and regulations related to solid waste is discussed in the 2035 General Plan and CAP EIR Impacts 4.14-7 (pages 4.14-55 through 4.14-56). As explained in impact discussion d) above, future residential, commercial, and industrial land uses anticipated under the General Plan would increase solid waste generation compared to existing conditions. The proposed annexations do not propose any development, and therefore would not result in an increased generation of waste. **There would be no impact.** There are no impacts that are peculiar to the proposed annexations that were not addressed in the 2035 General Plan and CAP EIR. As provided by CEQA Guidelines Section 15183(b), no additional CEQA review is required.

While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. Construction activities require site clearing and generate various construction-period wastes. Any future proposed projects within the annexation areas will be required to comply with both the City's Construction and Demolition Debris Recycling and Diversion Ordinance (Title 13, Chapter 13.40 of the City of Woodland Municipal Code) and the 2019 CALGreen Code (Title 24, Part 11 of the California Code of Regulations) as it pertains to construction and demolition debris handling. In addition, General Plan Policy 5.J.2 requires compliance of solid waste collection in new development with local regulation. In addition to compliance with State and local regulations pertaining to solid waste, future proposed development within the annexation areas would be required to comply with this General Plan policies as a condition of approval, as detailed in Appendix A.

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2.20 WILDFIRE

a) If Located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

i) Substantially impair an adopted emergency response plan or emergency evacuation plan?

ii) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

iii) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

iv) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. Per the California Department of Forestry and Fire Protection Fire and Resource Assessment Program (2007), the proposed annexation areas are not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. Thus, **there would be no impact**.

As noted on pages 4.8-43 through 4.6-46, most of the Planning Area is non-wildland/non-urban area that is not at risk for wildland fires and Policies 5.B.1, 5.B.2, and 5.B.3 of the 2035 General Plan set standards for and supports the capacity and ability of Fire Department staff. Policies 5.B.5 and 8.C.2 aim to improve public education and awareness of emergencies. Policies 5.B.4, 5.B.6, 5.B.7, 5.B.8, 5.B.10, 8.C.1, and 8.C.3 set standards for the safety of new buildings and developments. While the proposed annexations do not include any proposed development or any physical change, the 2035 General Plan and CAP EIR accounts for potential development within opportunity areas, which include the proposed annexation areas. As noted above, the proposed annexation areas are not within state responsibility areas or lands classified as very high fire hazard severity zones, therefore, there would be no impact. However, in the case of urban fire or wildland fire in surrounding areas, state and local regulation that would serve as uniformly applied development standards for the safety of new buildings and developments to minimize and avoid potential impacts related to fire are further discussed in Section 2.15 with regard to emergency response services, 2.17 with regard to emergency access, and 2.7 and 2.10 with regard to slope stability and erosion.

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2.21 MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

No Impact. The proposed annexations do not include development or physically alter the land in any way. Therefore, it would not have the potential to degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of a rare or endangered plant or animal; or eliminate important examples of the major periods of California history or prehistory. There would be no impact.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

No Impact. The proposed annexations would not result in any impacts; therefore, the there is no potential for project cumulative effects in combination with other planned or anticipated improvements.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

No Impact. The proposed annexations would have no impacts, and therefore would not cause adverse effects on human beings, either directly or indirectly.

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3.2 AESTHETICS

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None.

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None.

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None.

3.16 PUBLIC SERVICES

None.

3.17 RECREATION

None.

3.18 TRANSPORTATION

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None.

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YOLO
LOCAL
AGENCY
FORMATION
COMMISSION

Public Hearings 9.

LAFCO
Meeting Date: 09/26/2024

Information

SUBJECT

Continued Public Hearing to consider approval of Resolution 2024-10 adopting the Municipal Service Review (MSR) for Flood Protection Services and approving a Sphere of Influence (SOI) Update for Reclamation District (RD) 999, and determine the MSR/SOI is exempt from the California Environmental Quality Act (CEQA) (LAFCo No. 23-03)

RECOMMENDED ACTION

1. Reopen the Public Hearing to receive staff presentation and public comment on the MSR/SOI Update.
2. Close the Public Hearing and consider the information presented in the staff report and during the Public Hearing.
3. Approve Resolution 2024-10, adopting the MSR for Flood Protection Services and approving the SOI Update for RD 999.

REASONS FOR RECOMMENDED ACTION

This item was initially heard at the July 25, 2024, meeting and was continued until September 26, 2024, in order to allow additional time for the RD 999 board to meet and discuss the MSR recommendation regarding reorganizing the Clarksburg Basin RDs into RD 999 as the single Local Maintaining Agency successor for the Basin. In the meantime, the RD 999 board has met twice with staff's offers to attend politely declined.

Staff spoke with Tom Slater on the phone on September 5th. He indicated RD 999's opinion is that the US Army Corps of Engineers (USACE) System Wide Improvement Framework (SWIF) plan (i.e. the USACE levee rehabilitation plans for each basin) is working and all three RDs are now coordinating better using the same engineering firm, MBK Engineers. Mr. Slater stated his board is in agreement with the MSR recommendation to eventually reorganize, but it's not the right time to initiate it, and RD 999 does not currently support annexing either RD. He indicated the situation and thinking may shift in the future, but it is premature at this time. Regarding the other two RDs in the Clarksburg Basin, staff confirmed with RD 765 via email that their position has not changed since its July 23rd letter indicating a willingness to be absorbed by RD 999 so long as it didn't involve private water rights. Staff emailed RD 307 multiple times (Aug 8 and Sep 4) urging them to respond and attend the LAFCo meeting, to no avail.

Considering RD 999's position and that, per Government Code Section 56857, the Commission "shall" terminate a proposed annexation if the receiving district requests it, staff removed the previous recommendation from the July meeting to conduct additional outreach with the Clarksburg RDs with the goal of initiating reorganization because it would not be a good use of LAFCo resources. Instead, stronger accountability recommendations have been provided in an attempt to resolve longstanding RD 307 and RD 765 accountability issues. Below is the amended/new recommendation language for RD 307 and RD 765 (new language in bold and italic):

- ***RD 307/765 shall immediately*** secure independent audits of financial reports that meet California State Controller requirements every two years (repeat from 2018 MSR). ***Per Government Code Section 26909, for every special district which does not submit an audit to the county auditor within 12 months of fiscal year-end, the county auditor shall either make or contract an annual audit with any costs borne by the special district.***
- ***Per Water Code 50940 and 50941, RD 307/765 shall keep an office for the business of the district. All district books, maps, papers, records, contracts, and other documents shall be kept in the office and be open to inspection during all business hours by any person interested.***

To summarize and be clear, the MSR recommendation that RDs 307, 765, and 999 should be reorganized (either via dissolution/annexation or consolidation) into RD 999 as the single LMA successor entity for the basin remains in the MSR with a corresponding update to RD 999's SOI. However, the July staff report recommendation that the

Commission direct staff to conduct additional outreach regarding potential reorganization has been removed due to RD 999's objections to initiating any reorganizations at this time.

BACKGROUND

Since the July meeting, the Draft MSR/SOI has been edited to address the following issues:

1. Updated District Performance Indicators on page 2 to include the version organized by Basin.
2. Inserted Updated District Map (reflecting all the districts and not just RDs) on page 20.
3. Corrected the reference to the Sacramento River West Side ~~Drainage~~ ***Levee*** District (affected MSR Overview, Section 1.0, and Section 1.1)
4. Updated the Accountability recommendations for RD 307 and RD 765 as noted previously (affected MSR Overview, Section 6.1, and Section 6.2)

The sections that have been updated are dated September 17, 2024, in the footer. Those sections that remain the same as presented for the July meeting are dated July 8, 2024, in the footer.

Attachments

ATT A-Resolution 2024-10 Adopting MSR-SOI for Flood Protection Services and RD 999 SOI Update - Sep 26, 2024
ATT B- July 25, 2024 Staff Report Exerpts
ATT C-DRAFT MSR-SOI for Flood Protection Services No. 23-03 dated Sep 17, 2024

Form Review

Inbox	Reviewed By	Date
Christine Crawford (Originator)	Christine Crawford	09/17/2024 01:10 PM
Christine Crawford (Originator)	Christine Crawford	09/17/2024 04:12 PM
Christine Crawford (Originator)	Christine Crawford	09/18/2024 10:55 AM
Form Started By: Christine Crawford		Started On: 09/10/2024 03:02 PM
Final Approval Date: 09/18/2024		

YOLO LOCAL AGENCY FORMATION COMMISSION
Resolution № 2024-10

Adopting the Municipal Service Review (MSR) for Flood Protection Services and a Sphere of Influence (SOI) Update for Reclamation District 999 (LAFCo No. 23-03)

WHEREAS, the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 governs the organization and reorganization of cities and special districts by local agency formation commissions (LAFCos) established in each county, as defined and specified in Government Code Sections 56000 et seq. (unless otherwise indicated all statutory references are to the Government Code); and,

WHEREAS, Section 56425 et seq. provides that the LAFCo in each county shall develop and determine the sphere of influence (SOI) of each local governmental agency within the county, and enact policies designed to promote the logical and orderly development of areas within the SOI, as more fully specified in Sections 56425 et seq.; and,

WHEREAS, Section 56430 requires that LAFCos conduct a municipal services review (MSR) prior to, or in conjunction with, consideration of actions to establish or update an SOI in accordance with Sections 56076 and 56425; and,

WHEREAS, in summer 2023, the Yolo LAFCo began conducting an MSR and SOI Update for the agencies that provide flood protection services, comprised of 10 reclamation districts (RDs), County Service Area (CSA) 6, Knights Landing Ridge Drainage District (KLRDD), and the West Sacramento Area Flood Control Agency (WSAFCA) Joint Powers Authority (JPA); and,

WHEREAS, LAFCo staff worked with each agency involved in the MSR to the extent each was willing to respond, and emailed an administrative draft of each agency's MSR for review and comment prior to the Public Draft MSR; and,

WHEREAS, based on the results of the MSR, LAFCo staff has determined that an SOI Update is needed for RD 999 to implement accountability, structure, and efficiencies recommendations; and,

WHEREAS, LAFCo staff has reviewed the MSR pursuant to the California Environmental Quality Act (CEQA) and determined that the proposed MSR and SOI Update are exempt from CEQA pursuant to Section 15061 (b)(3) and Section 15320 of the State CEQA Guidelines. CEQA Guidelines section 15061(b)(3) sets forth the general rule exemption, which provides that CEQA only applies to projects which "have the potential for causing a significant effect on the environment." Section 15320 is a Categorical Exemption for reorganization of local governmental agencies where the changes do not change the geographical area in which previously existing powers are exercised. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA"; and,

WHEREAS, the Executive Officer set a public hearing on July 25, 2024, for consideration of the draft MSR and SOI Update and caused notice thereof to be posted and published at the times and in the manner required by law at least twenty-one (21) days in advance of the date; and,

WHEREAS, on July 25, 2024, the draft MSR and SOI Update was heard before LAFCo, at the time and place specified in the Notice of Public Hearing; and,

WHEREAS, at that time, an opportunity was given to all interested persons, organizations, and agencies to present oral or written testimony and other information concerning the proposal and all related matters; and,

WHEREAS, at said hearing, LAFCo reviewed and considered the draft MSR and SOI Update, and the Executive Officer's Report and Recommendations; each of the policies, priorities, and factors set forth in Government Code Sections Section 56425(e) and 56430 et seq.; LAFCo's Guidelines and Methodology for the Preparation and Determination of MSRs and SOIs; and all other matters presented as prescribed by law; and,

WHEREAS, LAFCo continued the Public Hearing until the next regular meeting on September 26, 2024, and reopened the opportunity for all interested persons, organizations, and agencies to present oral or written testimony and other information concerning the proposal and all related matters; and,

WHEREAS, LAFCo received, heard, discussed, and considered all oral and written testimony related to the SOI Update, including but not limited to protests and objections, the Executive Officer's report and recommendations, the environmental determinations, and the MSR.

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that the Yolo Local Agency Formation Commission hereby:

1. Finds the MSR and SOI Update for Flood Protection Services exempt from the California Environmental Quality Act (CEQA) pursuant to the California Code of Regulations, Title 14, Division 6, Chapter 3 (State CEQA Guidelines) Sections 15061(b)(3) and 15320; and,

2. Adopts Resolution 2024-10 approving the MSR for Flood Protection Services and approving an SOI Update for RD 999 as set forth in Exhibit A, attached hereto and incorporated herein by this reference, subject to the following findings and recommendations for each agency set forth in Exhibit B.

FINDINGS

1. Finding: Approval of the MSR and SOI Update is consistent with all applicable state laws and local LAFCo policies.

   Evidence: The project was prepared consistent with the requirements in the Cortese-Knox-Hertzberg Act for an MSR and SOI Update and all applicable Yolo LAFCo policies and adopted Standards for Evaluation. The MSR includes written determinations for each district as required by Section 56430. The SOI Update include written statements for each applicable district as required by Section 56425(e). The new SOI for RD 999 supports the MSR recommendations to promote improved services, strengthening community identities and increasing efficiencies. Changes in RD 999's SOI will not affect agricultural land or be growth inducing. The MSR evaluated the existing services in light of the governance goal of establishing one Local Maintaining Agency for each hydrologic system/basin and recommended reorganization where appropriate as indicated in the MSR.

2. Finding: The proposed MSR and SOI Update are exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15061(b)(3) and Section 15320 of the State CEQA Guidelines.

   Evidence: CEQA requires analysis of agency approvals of discretionary "projects." A "project," under CEQA, is defined as "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment." Section 15061(b)(3) of the CEQA Guidelines describes the "common sense rule" that CEQA only applies to projects which "have the potential for causing a significant effect on the environment; where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA." Section 15320 is a Categorical Exemption for reorganization of local governmental agencies that do not change the geographical area in which previously existing powers are exercised. Approval of the MSR and SOI Update, and the district reorganization that might follow, do not approve any development project. No physical construction or activity is contemplated as a result of this action. The SOI Update does not change the geographical area in which flood protection services are exercised. The project, therefore, will not have the potential to result in individual or cumulative significant effects on the environment. Furthermore, no special circumstances exist that would create a reasonable possibility that approving the MSR and SOI Update would have a significant effect on the environment. Therefore, the project is exempt from CEQA, and no further environmental review is necessary.

PASSED AND ADOPTED by the Local Agency Formation Commission, County of Yolo, State of California, this 26th day of September 2024, by the following vote:

Ayes:
Noes:
Abstentions:
Absent:

_____
Bill Biasi, Vice Chair
Yolo Local Agency Formation Commission

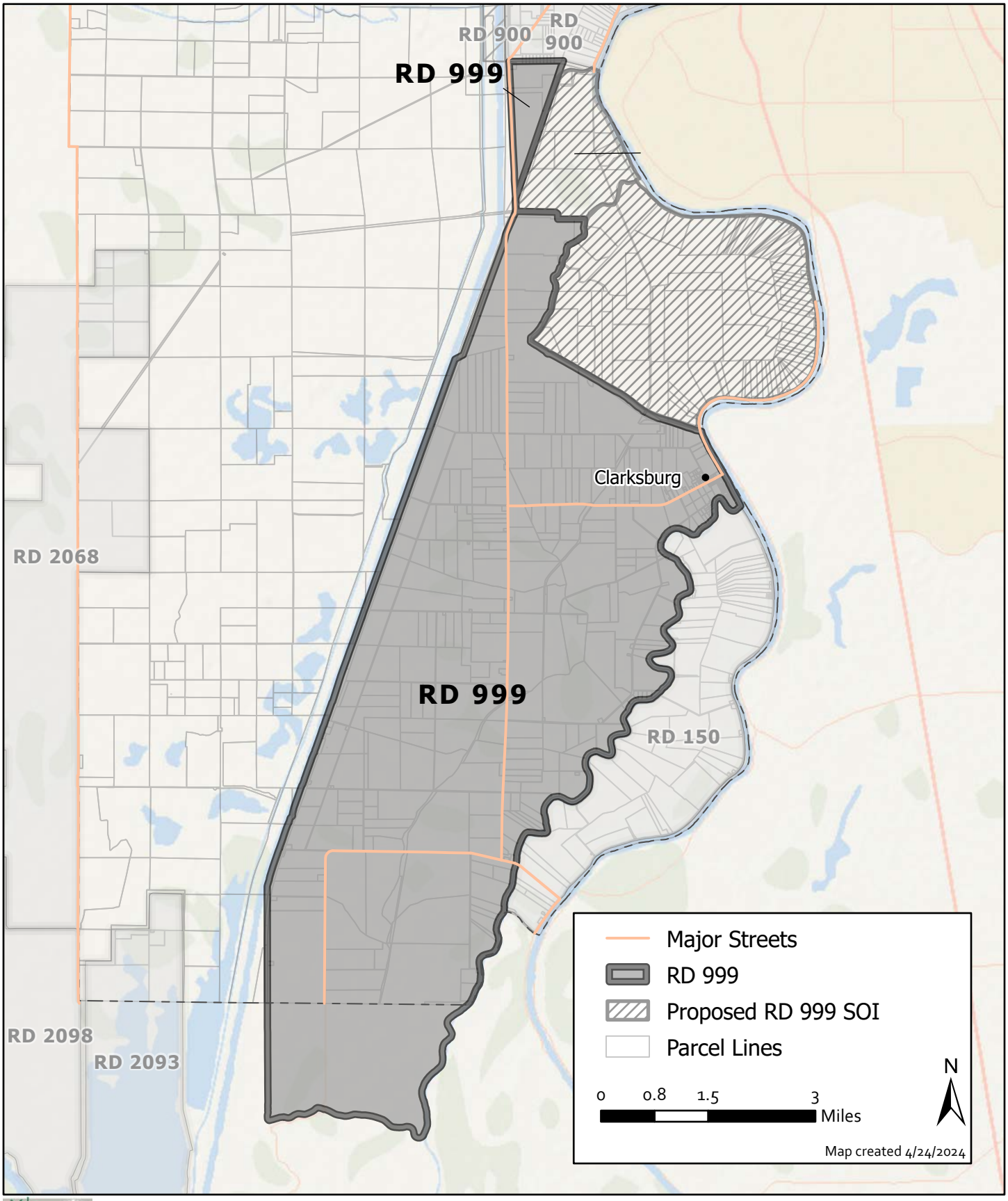
Attest:

_____
Christine Crawford, Executive Officer
Yolo Local Agency Formation Commission

Approved as to form:

_____
Eric May, Commission Counsel

Reclamation District 999 and Sphere of Influence



Yolo LAFCo

Adopted September 26, 2024

Exhibit B - 2024 MSR for Flood Protection Services (LAFCo No. 23-03)
Agency Recommendations

North County Basin

RD 787

Capacity and Adequacy of Public Facilities and Services:

1. RD 787 should implement any remaining DWR Fall 2023 inspection report recommendations and correct issues itemized in the Spring 2024 inspection report:
   - The LMA should continue to maintain the area at the high level seen during the last inspection.

Financial Ability Recommendation(s):

2. Consider undergoing a proposition 218 preceding to establish a special assessment or bill owners a set amount annually to secure a reliable revenue source and provide a positive cash flow to pay expenditures without relying on the receipt of intergovernmental grants and subventions.
3. Adopt a capital improvement plan (CIP) or similar analysis to quantify the possible significant risks, infrastructure costs, or equipment failure to determine what the District fund balance goals should be (and fund accordingly).
4. Separate the RD 787 accounts from River Garden Farms so that financial analysis is transparent and accountable.
5. Develop procedures for the periodic review of the general ledgers to ensure that all transactions posted to the District's funds have been authorized and are accurate.
6. Begin filing the special district State Controller's Financial Transaction Reports annually (due 7 months after close of the fiscal year).

Accountability, Structure, and Efficiencies Recommendation(s):

7. For the Sacramento River West Bank (North County) System, RD 108 is the more robust district in the basin and should eventually absorb RD 787 as the single entity for the Yolo County portion of the basin. However, RD 787 is functioning well and both districts already work closely together, so combining the RDs is not urgent but is the eventual goal.
8. Secure independent audits of financial reports (separate from River Garden Farms) that meet California State Controller requirements every two years.
9. Adopt policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct.
10. Establish a records retention policy to archive important District records.
11. Improve the District's 23% website transparency score https://www.yololafco.org/yolo-local-government-website-transparency-scorecards.

Knights Landing Basin

CSA 6

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

1. CSA 6 should implement any remaining DWR Fall 2023 inspection report recommendations and correct issues itemized in the Spring 2024 inspection report:
   - The LMA should focus more on controlling vegetation to maintain visibility and access.
   - The LMA should continue to maintain the area at the high level seen during the last inspection.

Financial Ability Recommendation(s):

2. To ensure accurate year-end balances, CSA 6 staff should work with County Department of Financial Services to record all relevant material balances.
3. CSA staff should work with County Treasury staff to come up with a plan to manage the capital project fund cash flow.

Accountability, Structure, and Efficiencies Recommendation(s):

4. For the Knights Landing System, KLRDD is the recommended single entity successor agency. However, it is premature to combine CSA 6 and KLRDD at this time due to the Knights Landing Flood Management Project underway to construct new levees and improvements to bring 100-year flood protection to Knights Landing. This recommendation including the timing should be reevaluated in the next MSR/SOI cycle once CSA 6's levees and assessments are brought up to standard.

KLRDD

Capacity and Adequacy of Public Facilities and Services:

1. KLRDD should implement any remaining DWR Fall 2023 inspection report recommendations and correct issues itemized in the Spring 2024 inspection report:
   - The LMA should continue to maintain the area at the high level seen during the last inspection.

Financial Ability Recommendation(s):

None.

Accountability, Structure, and Efficiencies Recommendation(s):

2. For the Knights Landing System, CSA 6 and KLRDD should eventually combine as a single entity. However, it is premature to combine them due to the Knights Landing Flood Management Project underway to construct new levees and improvements to bring 100-year flood protection to the town of Knights Landing. This issue should be reevaluated in the next MSR/SOI cycle to identify a single entity successor agency.
3. Initiate discussions with RD 730 to determine if an agreement to provide services or absorbing it altogether makes sense.
4. KLRDD should improve its 62% website transparency score https://www.yololafco.org/yolo-local-government-website-transparency-scorecards.

RD 730

Capacity and Adequacy of Public Facilities and Services: (Drainage Only, No Levee Maintenance)

None.

Financial Ability Recommendation(s):

1. RD 730 should develop procedures for the periodic review of the general ledgers to ensure that all transactions posted to the District's funds have been authorized and are accurate.
2. Provide financial reports for the trustees to review on a regular basis at meetings.

Accountability, Structure, and Efficiencies Recommendation(s):

3. RD 730 should explore whether a contract for services with RD 108 would be more effective and efficient, or potentially consider annexation into the KLRDD altogether.
4. RD 730 should immediately have audits completed for FYs ending 2022 and 2023 if not already done.
5. RD 730 should adopt policies for District operations and financial management including such topics as: board compensation, travel and expense reimbursements, purchasing and contracting, employee policies, safe practices and operating procedures, etc. (repeat of 2018 MSR recommendation).

6. RD 730 is legally required to maintain a website. Please see the "website resources" section of the website transparency scorecard for website recommendations and scholarship information at https://www.yololafco.org/yolo-local-government-website-transparency-scorecards (repeat of 2018 MSR recommendation).

Woodland/Conaway Basin

RD 2035

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

1. RD 2035 should implement any remaining DWR Fall 2023 inspection report recommendations and correct issues itemized in the Spring 2024 inspection report:
   - The LMA should continue to maintain the area at the high level seen during the last inspection.

Financial Ability Recommendation(s):

None.

Accountability, Structure, and Efficiencies Recommendation(s):

2. RD 2035 should improve its 20% website transparency score https://www.yololafco.org/yolo-local-government-website-transparency-scorecards.

Elkhorn Basin

RD 1600

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

1. RD 1600 should implement any remaining DWR Fall 2023 inspection report recommendations and correct issues itemized in the Spring 2024 inspection report:
   - There is vegetation that significantly impacts access and visibility in this Area.
   - The LMA should focus more on controlling vegetation to maintain visibility and access.
   - The LMA should focus on repairing erosion sites.

Financial Ability Recommendation(s):

2. RD 1600 should continue to increase its fund balance and create a policy for, and establish, an emergency reserve. Once the Yolo Bypass Comprehensive Study determines improvements and they are designed, a more detailed Capital Improvement Plan should be considered.

3. The District should develop written accounting and financial policies and procedures in order to ensure financial transactions are recording consistently and in accordance to generally accepted accounting principles.

Accountability, Structure, and Efficiencies Recommendation(s):

4. For the SacYolo North (Elkhorn) System, RD 537 and RD 1600 should eventually combine as a single entity. However, it is premature to combine them in 2024 due to the Upper Yolo Bypass Regional Planning Process and the Yolo Bypass Comprehensive Study underway to develop alternatives for the Yolo Bypass east levee that may significantly alter the RD 1600 territory. This issue should be reevaluated in the next MSR/SOI cycle to identify a single entity successor agency.

5. RD 1600 should improve its 47% website transparency score https://www.yololafco.org/yolo-local-government-website-transparency-scorecards.

Exhibit B - 2024 MSR for Flood Protection Services (LAFCo No. 23-03)
Agency Recommendations

RD 537

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

1. RD 537 should implement any remaining DWR Fall 2023 inspection report recommendations and correct issues itemized in the Spring 2024 inspection report:
   - The LMA should focus more on controlling woody vegetation.
   - The LMA should enhance its rodent control program.
   - The LMA should focus on repairing erosion sites.

Financial Ability Recommendation(s):

2. Adopt a capital improvement plan (CIP) or similar analysis to quantify the possible significant risks, infrastructure costs, or equipment failure to determine what the District fund balance goals should be (and fund accordingly).
3. The District should develop written accounting and financial policies and procedures in order to ensure financial transactions are recording consistently and in accordance to generally accepted accounting principles.

Accountability, Structure, and Efficiencies Recommendation(s):

4. For the SacYolo North (Elkhorn) System, RD 537 and RD 1600 should eventually combine as a single entity. However, it is premature to combine them due to the Upper Yolo Bypass Regional Planning Process and the Yolo Bypass Comprehensive Study underway to develop alternatives for the Yolo Bypass east levee that may significantly alter the RD 1600 territory. This issue should be reevaluated in the next MSR/SOI cycle to identify a single LMA successor agency.
5. RD 537 should improve its 24% website transparency score https://www.yololafco.org/yolo-local-government-website-transparency-scorecards.

West Sacramento Basin

RD 900

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

1. RD 900 should implement the Fall 2023 DWR Inspection Report Recommendations as follows:
   - The LMA should focus on repairing erosion sites.
   - The LMA should continue to maintain the area at the high level seen during the last inspection.

Financial Ability Recommendation(s):

2. Adopt a capital improvement plan (CIP) or similar analysis to quantify the possible significant risks, infrastructure costs, or equipment failure to determine what the District fund balance goals should be (and fund accordingly).

Accountability, Structure, and Efficiencies Recommendation(s):

3. Adopt policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct.
4. RD 900 should improve its website transparency score of 61% https://www.yololafco.org/yolo-local-government-website-transparency-scorecards.

WSAFCA

Capacity and Adequacy Recommendation(s):

None.

Financial Ability Recommendation(s):

None.

Accountability, Structure, and Efficiencies Recommendation(s):

1. WSAFCA received a 74% score in the 2023 Yolo Local Government Website Transparency Scorecard. Please review the report appendix to see what improvements can be made: https://www.yololafco.org/yolo-local-government-website-transparency-scorecards.

Clarksburg Basin

RD 765

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

1. Prior to the next flood season, obtain an adequate amount of flood fighting materials and store them in a centralized location.
2. Prior to the next flood season, identify a crew and attend flood fight training from DWR. If necessary, "just in time" training is available online at https://musrflood.squarespace.com/ to train new crew members and emergency volunteers.
3. RD 765 should implement any remaining DWR Fall 2023 inspection report recommendations as itemized in the Spring 2024 inspection report:
   - The LMA should focus more on controlling woody vegetation.
   - The LMA should focus more on controlling vegetation to maintain visibility and access.
   - The LMA should focus on repairing erosion sites.

Financial Ability Recommendation(s):

4. RD 765 should use the County Treasury to maintain its funds for improved accounting controls and accuracy.
5. Institute regular annual landowner assessments rather than on an as-needed basis with an automatic inflator to provide for a secure ongoing revenue source and to accumulate reserves.
6. Adopt annual budgets (if not already doing so). Budgets and other financial records/information should be provided to the public and LAFCo consistent with state law, including Section 56386 of the Cortese-Knox-Hertzberg Act Local Government Reorganization Act of 2000 (repeat from 2018 MSR)
7. Adopt a capital improvement plan (CIP) or similar analysis to quantify the possible significant risks, infrastructure costs, or equipment failure to determine what the District fund balance goals should be (and fund accordingly).
8. Provide financial reports for the trustees to review on a regular basis at meetings.

Accountability, Structure, and Efficiencies Recommendation(s):

9. The 2014 UC Davis Flood Governance Study funded by DWR determined that one agency should become the single Local Maintaining Agency (LMA) for each hydrologic basin. For the Sac Yolo South (Clarksburg) System, RD 999 is the most robust district in the basin. Therefore, RDs 307, 765, and 999 should be reorganized (either via dissolution/annexation or consolidation) into RD 999 as the single LMA successor entity for the basin. The Clarksburg Flood Management Project has not yet been finalized nor received funding, therefore there is no known reason to delay this reorganization process. This MSR (and the previous one in 2018) found RD 307 and RD 765 not functioning as responsive, accountable, and transparent government agencies. RDs 307 and 765 have not obtained flood fight materials and stored them in a nearby location (although RD 307 has access to the Delta Emergency Plan supplies), nor has either district received flood fight training recently (i.e., at least the past 5+ years). RD 999 has five full-time employees with the training and resources to respond to an emergency.

10. RD 765 shall immediately secure independent audits of financial reports that meet California State Controller requirements every two years (repeat from 2018 MSR). Per Government Code Section 26909, for every special district which does not submit an audit to the county auditor within 12 months of fiscal year end, the county auditor shall either make or contract an annual audit with all costs borne by the special district.
11. Per Water Code 50940 and 50941, RD 765 shall keep an office for the business of the district. All district books, maps, papers, records, contracts, and other documents shall be kept in the office and be open to inspection during all business hours by any person interested.
12. Adopt policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct (repeat from 2018 MSR).
13. Create a website or adopt a hardship resolution annually in accordance with Government Code sections 6270.6 and 53087.8 to provide the public easily accessible and accurate information about the district (repeat from 2018 MSR).

RD 307

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

1. Prior to the next flood season, identify a crew and attend flood fight training from DWR. If necessary, "just in time" training is available online at https://musrflood.squarespace.com/ to train new crew members and emergency volunteers.
2. RD 307 should implement any remaining DWR Fall 2023 inspection report recommendations as itemized in the Spring 2024 inspection report:
   - There is woody vegetation that significantly impacts access and visibility in this Area.
   - There is vegetation that significantly impacts access and visibility in this Area.
   - The LMA should focus more on controlling woody vegetation.
   - The LMA should focus more on controlling vegetation to maintain visibility and access.
   - The LMA should focus on repairing erosion sites.

Financial Ability Recommendation(s):

3. RD 307 may wish to consider increasing revenues via a Proposition 218 preceding to increase the special assessment including an automatic inflationary factor because revenues may not keep up with inflation.
4. RD 307 should review financial data on a regular basis to ensure County Treasury discrepancies are identified, investigated and corrective action taken in a timely manner.

Accountability, Structure, and Efficiencies Recommendation(s):

5. The 2014 UC Davis Flood Governance Study funded by DWR determined that one agency should become the single Local Maintaining Agency (LMA) for each hydrologic basin. For the Sac Yolo South (Clarksburg) System, RD 999 is the most robust district in the basin. Therefore, RDs 307, 765, and 999 should be reorganized (either via dissolution/annexation or consolidation) into RD 999 as the single LMA successor entity for the basin. The Clarksburg Flood Management Project has not yet been finalized nor received funding, therefore there is no known reason to delay this reorganization process. This MSR (and the previous one in 2018) found RD 307 and RD 765 not functioning as responsive, accountable, and transparent government agencies. RDs 307 and 765 have not obtained flood fight materials and stored them in a nearby location (although RD 307 has access to the Delta Emergency Plan supplies), nor has either district received flood fight training recently (i.e., at least the past 5+ years). RD 999 has five full-time employees with the training and resources to respond to an emergency.
6. RD 307 shall immediately secure independent audits of financial reports that meet California State Controller requirements every two years (repeat of 2018 MSR recommendation). Per Government Code Section 26909, for every special district which does not submit an audit to the county auditor

within 12 months of fiscal year end, the county auditor shall either make or contract an annual audit with all costs borne by the special district.

7. Per Water Code 50940 and 50941, RD 307 shall keep an office for the business of the district. All district books, maps, papers, records, contracts, and other documents shall be kept in the office and be open to inspection during all business hours by any person interested.
8. RD 307 should adopt policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, purchasing/contracting, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct (repeat of 2018 MSR recommendation).
9. RD 307 is required to create a website or adopt a hardship resolution annually in accordance with Government Code sections 6270.6 and 53087.8 to provide the public easily accessible and accurate information about the district (repeat of 2018 MSR recommendation).

RD 999

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

1. RD 999 should implement any remaining DWR Fall 2023 inspection report recommendations as itemized in the Spring 2024 inspection report:
   - The LMA should ensure that the levee crown and access roads are able to be driven in all weather conditions.
   - The LMA should focus more on controlling woody vegetation.
   - The LMA should focus more on controlling vegetation to maintain visibility and access.
   - The LMA should continue to maintain the area at the high level seen during the last inspection.
   - The LMA should continue to maintain the area at the high level seen during the last Structure inspection.

Financial Ability Recommendation(s):

None.

Accountability, Structure, and Efficiencies Recommendation(s):

2. The 2014 UC Davis Flood Governance Study funded by DWR determined that one agency should become the single Local Maintaining Agency (LMA) for each hydrologic basin. For the Sac Yolo South (Clarksburg) System, RD 999 is the most robust district in the basin. Therefore, RDs 307, 765, and 999 should be reorganized (either via dissolution/annexation or consolidation) into RD 999 as the single LMA successor entity for the basin. The Clarksburg Flood Management Project has not yet been finalized nor received funding, therefore there is no known reason to delay this reorganization process. This MSR (and the previous one in 2018) found RD 307 and RD 765 not functioning as responsive, accountable, and transparent government agencies. RDs 307 and 765 have not obtained flood fight materials and stored them in a nearby location (although RD 307 has access to the Delta Emergency Plan supplies), nor has either district received flood fight training recently (i.e., at least the past 5+ years). RD 999 has five full-time employees with the training and resources to respond to an emergency.

Merritt Island Basin

RD 150

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

1. RD 150 should implement any remaining DWR Fall 2023 inspection report recommendations as itemized in the Spring 2024 inspection report:
   - There is vegetation that significantly impacts access and visibility in this Area.
   - The LMA should focus more on controlling vegetation to maintain visibility and access.
   - The LMA should focus on repairing erosion sites.

Exhibit B - 2024 MSR for Flood Protection Services (LAFCo No. 23-03)
Agency Recommendations

Financial Ability Recommendation(s):

2. Adopt a capital improvement plan (CIP) or similar analysis to quantify the possible significant risks, infrastructure costs, or equipment failure to determine what the District fund balance goals should be (and fund accordingly).

Accountability, Structure, and Efficiencies Recommendation(s):

3. Adopt policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct. (repeat from 2018 MSR)

Public Hearings 8.

LAFCO
Meeting Date: 07/25/2024

Information

SUBJECT

Consider approval of **Resolution 2024-10** adopting the Municipal Service Review (MSR) for Flood Protection Services and approving a Sphere of Influence (SOI) Update for Reclamation District (RD) 999, and determine the MSR/SOI is exempt from the California Environmental Quality Act (CEQA) (LAFCo No. 23-03)

RECOMMENDED ACTION

1. Open the Public Hearing to receive staff presentation and public comment on the MSR/SOI Update.
2. Close the Public Hearing and consider the information presented in the staff report and during the Public Hearing. Discuss and direct staff to make any requested changes.
3. Approve Resolution 2024-10, adopting the MSR for Flood Protection Services and approving the SOI Update for RD 999.
4. Direct staff to conduct outreach in the Clarkburg Basin regarding potential reorganization of RD 307, RD 765 and RD 999 and return with a later agenda item accordingly.

REASONS FOR RECOMMENDED ACTION

This is an abbreviated version of the Executive Summary and MSR Overview contained in Section 1 of the attached MSR.

Most of the districts included in this MSR were formed in the late 1800s and early 1900s when farmers could "reclaim" swampland by building their own levees and acquire the land for $1 per acre. Flood protection has evolved over the decades since into a patchwork of federal, state, and local maintenance responsibilities for discreet segments of the overall Sacramento River System, a 1,600-mile system of levees. In 2005, Hurricane Katrina was a wake-up call for the need to step up flood protection resources and planning. Since then and with more state funding allocated, there has been extensive flood planning work done through the Department of Water Resources (DWR) 2012 Central Valley Flood Protection Plan (CVFPP), resulting regional flood management plans, and the DWR funded 2014 UC Davis Yolo County Flood Governance Study. Yolo LAFCo began to implement the governance recommendations contained in these framework documents in its 2018 MSR in an attempt to determine one Local Maintaining Agency (LMA) for each system/basin, because a basin is only as strong as its weakest link. Some of this reorganization work has already been accomplished with dissolving two inactive RDs in 2018 (RDs 2076 and 2120), the 2020 reorganization of the West Sacramento Basin (involving RD 537 and RD 900), and the 2020 reorganization of the Lower Elkhorn Basin (annexing RD 785 and RD 827 into RD 537).

The LMAs in each USACE system (i.e. basin) are inexorably tied together. After Hurricane Katrina, USACE realized it needed to step up its maintenance standards and all the systems were systematically inspected and deemed unacceptable. Rehabilitation plans for each system (called System Wide Improvement Framework or SWIF plans) were required for each system to regain standing in the rehabilitation program. If a system loses its "active" status in the USACE PL 84-99 Rehabilitation Program, districts are no longer eligible for rehabilitation of flood damaged facilities at 100% federal cost sharing to pre-disaster conditions. Therefore, the USACE Rehabilitation Plan is a huge incentive for LMAs to perform. However, any individual LMA can cause the entire system to lose its status, and therefore, can be a liability to other districts.

For this 2024 MSR/SOI, the overarching goal is to continue to identify the recommended "single local entity" for each system/basin. There are 11 systems identified by the US Army Corps of Engineers (USACE) in Yolo County, but 4 of them do not include any LMAs under LAFCo purview (only state agencies). Therefore, this MSR focuses on the 7 systems that do include LMAs. Of these 7 systems, 3 of them are already down to one LMA. In addition to conducting an MSR for each of the 13 agencies included, this MSR recommends a successor agency for each of

these 4 systems/basins. In particular, it is timely to move forward with reorganization for one of these basins, the Clarksburg Basin. Correspondingly, staff recommends LAFCo approve an SOI Update for RD 999 as the successor agency and direct staff to bring back a subsequent item to consider initiating reorganization.

The DWR Flood System Improvement Branch Chief and staff were consulted and concur with LAFCo's governance recommendations for the successor agency identified for each system/basin included in this MSR. DWR operates only roughly 300 miles of the 1,600 total levee miles in the State Plan of Flood Control and, therefore, relies heavily on LMAs, which would benefit from efficiency, shared services, expertise, appropriate size/scale, and borrowing power.

BACKGROUND

The MSR/SOI provides a detailed review of each of the 13 agencies, in addition to an overview section and executive summary. A list of recommendations for each agency is attached to the resolution. Below is a summary overview of each basin and its districts from the Executive Officer's perspective.

North County Basin

This basin extends far up into Colusa County with many agencies involved, and it may be unrealistic to ultimately have one LMA for this entire basin. However, for the Yolo County portion of it, there are 3 districts: RD 787, RD 108, and the Sacramento River West Side Drainage District. The latter two are not included in this MSR because Colusa is their principal county.

RD 787 is unusual in that River Garden Farms Co. owns 86% of the district and essentially operates the district as part of its business (somewhat similar to RD 2035 and Conaway Ranch). Surprisingly, the State Controller's Office and Board of Equalization did not have a record of RD 787 existing. RD 787 generally achieves high ratings from DWR and works closely with RD 108. The MSR recommends RD 787 create some separation and transparency separate from River Garden Farms Co. and operate more as a public agency. The MSR recommends that RD 787 eventually be annexed into RD 108, but it's not urgent because they already work closely together and levee maintenance is not suffering, according to inspection reports.

Knights Landing Basin

CSA 6 was not performing well up until 8--10 years ago, when the County CSA Manager transitioned to new staff. Since then, the CSA has been more active with implementing projects and the County's goal has been to bring the district up to par such that another district would be willing to take it over. DWR funded a Knights Landing Small Communities Study which determined flood projects that would bring the town of Knights Landing out of the 100-year flood plain, so development could resume with fewer restrictions. The Knights Landing Flood Management Project is underway. Once improvements are completed and if a new Prop 218 assessment for maintenance is passed, then CSA 6 will be in a better position to negotiate a governance change. The MSR recommends Knights Landing Ridge Drainage District (KLRDD), which already covers the same territory, should be the successor agency. KLRDD is operated by RD 108, which is a robust, highly functional, and widely respected district. However, a governance change is premature at this time and therefore, the MSR recommends this be revisited in the next MSR cycle.

RD 730 no longer maintains levees (incidentally, it used to maintain the levees now maintained by CSA 6) and its sole function is to operate pump stations to drain farm fields in the event of flooding. The MSR recommends it consider whether KLRDD could operate the District more efficiently. But in the end, RD 730 doesn't pose a risk outside its territory.

Woodland/Conaway Basin

RD 2035 has been the sole LMA in this basin for a long time, and it is performing well in terms of DWR ratings, finances, and accountability. RD 2035 is the one district in this MSR that is also a purveyor of water, both for farmland irrigation and a water supplier to the Woodland-Davis Clean Water Agency. Similar to RD 787 and River Garden Farms Co., this District also operates together with Conaway Ranch. However, there's better separation with its documentation and transparency. There are no recommended governance changes for this basin.

Elkhorn Basin

DWR is completing the Lower Elkhorn Basin Levee Setback (LEBLS) Project to widen the bypass and increase flow capacity. This project greatly impacted the three RDs that were operating in Lower Elkhorn (RDs 537, 785, and 827) and therefore, they voluntarily requested LAFCo combine them under RD 537 as the successor district, which became effective July 2020. Some of RD 537/785/827's poor ratings in the 5-year trend are due to DWR taking control of the bypass levee during project construction. Currently, only RD 537 and RD 1600 remain in the overall Elkhorn Basin. RD 537 is the larger of the two, but RD 1600 also functions reasonably well. Also, DWR is studying a similar widening project for Upper Elkhorn which has the potential to greatly impact RD 1600 (the Upper Yolo

Bypass Regional Planning Process and the Yolo Bypass Comprehensive Study). It's possible that a cross-levee will be constructed such that RD 1600 would become its own basin altogether. Therefore, the MSR recommends that, tentatively, RD 537 should be the successor agency, but this should be revisited in the next MSR cycle once the Upper Elkhorn project is determined.

West Sacramento Basin

This basin was reorganized, detaching RD 537 out of the northern portion of the City and aligning RD 900 with the City boundary. Part of this reorganization was also making RD 900 a subsidiary district under the City of West Sacramento. According to those met with during the MSR process, being a successor district has been a positive change for the RD 900, and it now operates more professionally. The only downside is that the City Council meeting as its Board may not have the same level of technical flood management expertise as before. However, its excellent staff operate the District well. At one point, the City was investigating special legislation which would allow the City Council to appoint several subject-matter experts to the Board, but that effort was abandoned.

RD 900 is very well funded by a robust assessment and has a large fund balance ($12M) that continues to grow (at 17% per year averaging the last 5 years). This balance makes sense because it is the only district in this MSR held to urban flood protection standards and RD 900 is hoping to fund future improvements without carrying any debt. The MSR recommends the District adopt a Capital Improvement Plan (CIP), not because it doesn't have sufficient funds, but because it may want to explain the rationale for the funds it's collecting.

Clarksburg Basin

This basin includes three RDs, two of which are not performing well overall, and reorganization is needed. RD 307 and RD 765 have had consistently unacceptable ratings from DWR 2019-2021 and recent improvements to minimally acceptable may only be a result of the USACE SWIF Rehabilitation Plan. Neither of these RDs participate in training, conduct audits, have a website, or have been responsive to staff during this MSR process. RD 765 in particular only has three landowners and maintains only 1.78 miles of levee. RD 999 is a larger, more robust district with five full-time employees and is a relatively functional, accountable district. Therefore, the MSR recommends RD 999 be the successor agency and LMA for the entire basin, and the SOI Update reflects these future boundaries accordingly. Staff recommends the Commission consider conducting additional outreach and potentially initiating reorganization of these districts at a later date, presumably dissolving RD 307 and RD 765 and annexing the territory into RD 999. Limited feedback from RD 307 has been opposed to the MSR's recommendation and there's no interest in working with RD 999 in any capacity. RD 765 is open to consolidation regarding levee maintenance and drainage responsibilities, but there's a concern about water rights being sought after even though these rights are privately held and not District-owned.

Merritt Island Basin

RD 150 has always been the sole district for this basin and is performing reasonably well. It struggles with sufficient funding because it has many levee miles to maintain as an island and not a lot of acreage to spread assessments across to generate revenue. No governance changes are recommended for this basin.

Agency/Public Outreach

Staff began this MSR/SOI process in August 2023 by emailing an introductory letter and requesting an in-person meeting/site tour with each agency, which occurred during the August through October 2023 timeframe (RD 307 is the only district that would not meet with the Executive Officer). In addition, information was requested from each agency (all eventually responded except RD 307 and RD 765). Staff stayed in sporadic touch with the districts over the winter with questions here and there. Administrative draft MSRs were emailed to each agency for review and comment in early May 2024. Comments were received from all the agencies, except RD 765. A public hearing notice was published in the West Sacramento News-Ledger on June 28, 2024. Staff also prepared social media information that was posted by the City of West Sacramento, Yolo County, and potentially some of the Commissioners' elected official newsletters/social media accounts. A Public Draft MSR/SOI incorporating district comments was posted on the LAFCo website on Monday, July 8th and emails were sent to all 13 agencies notifying them. Additional more targeted follow-up emails were sent on July 12th to the Clarksburg RDs in particular, emphasizing the governance recommendation.

Staff's understanding is that most of the agencies are reasonably okay with the MSR recommendations and some even support them. But since the Draft MSR was posted on July 8th, we have not received any formal comments or any requested changes. In the Clarksburg Basin, RD 765 indicates an openness to reorganization as noted above, and will be submitting correspondence that will be shared in a supplemental packet. RD 999 indicated they would attend the meeting, offer comments and provide input on moving forward. RD 307 has not responded.

CEQA

LAFCo staff has reviewed the MSR pursuant to the California Environmental Quality Act (CEQA) and determined

that the proposed MSR and SOI Update are exempt from CEQA pursuant to Section 15061 (b)(3) and Section 15320 of the State CEQA Guidelines. CEQA Guidelines section 15061(b)(3) sets forth the general rule exemption, which provides that CEQA only applies to projects which "have the potential for causing a significant effect on the environment." Section 15320 is a Categorical Exemption for reorganization of local governmental agencies where the changes do not change the geographical area in which previously existing powers are exercised. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

Attachments

ATT A-Flood Protection Districts Performance Indicators and Map
ATT B-Reso 2024-10 Adopting MSR-SOI for Flood Protection Services July 25 2024
ATT C-Draft MSR-SOI for Flood Protection Services July 8,2024

Form Review

Inbox	Reviewed By	Date
Christine Crawford (Originator)	Christine Crawford	07/18/2024 01:21 PM
Form Started By: Christine Crawford		Started On: 07/15/2024 10:34 AM
Final Approval Date: 07/18/2024		

2024 MSR District Performance Indicators (Organized by Basin)

Districts	DWR Ratings								Accountability		
	2019	2020	2021	2022	2023	% items corrected Spr 2024	Flood Fight Material	Recent Training (~5 yr)	Does Audit	Has Website	Responsive to MSR
North County Basin											
RD 108	(not part of this MSR – principal county is Colusa)										
RD 787	☐	☐	☐	■	☐	100%	☐	☐	☒	☐	☐
Knights Landing Basin											
CSA 6	☐	☒	☒	☒	☒	97%	☐	☐	☐	☐	☐
KLRDD	☐	☐	☐	☐	☐	90%	☐	☐	☐	☐	☐
RD 730[i]	NA								■	■	☐
Woodland/Conaway Basin											
RD 2035	☐	☐	☐	☐	☐	96%	☐	☐	☐	☐	☐
Elkhorn Basin											
RD 537 RD 785[ii] RD 827	☒ ☒ ☒	☒ ☒ ☐	☒ ☒ ☐	■ ☒ ☐	■ ☒ ■	85%	☐	☐	☐	☐	☐
RD 1600	■	☒	☒	☒	■	99%	☐	☐	☐	☐	☐
West Sacramento Basin											
RD 900	☐	☐	☐	☐	☒	82%	☐	☐	☐	☐	☐
Clarksburg Basin											
RD 307	■	■	■	■	☒	53%	☐	■	■	■	■
RD 765	■	■	■	☒	☒	62%	■	■	■	■	■
RD 999	☒	■	☒	☒	☒	68%	☐	☐	☐	☐	☐
Merritt Island Basin											
RD 150	☒	☒	☒	☒	■	80%	☐	☐	☐	☐	☐

Matrix Legend:

☐ *= fully meets criteria/DWR Acceptable Rating*

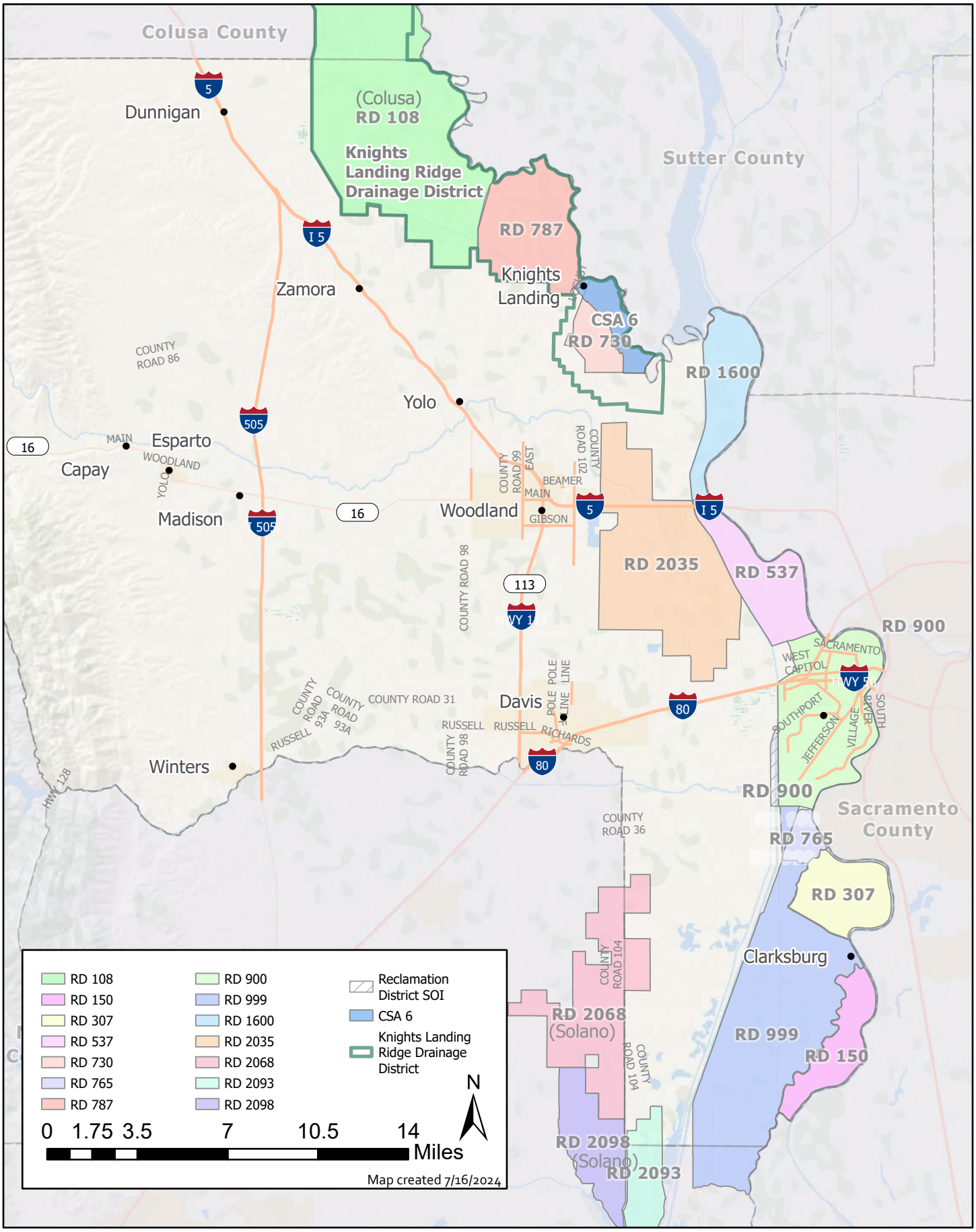
☒ *= mostly meets criteria/DWR Minimally Acceptable Rating*

■ *= does not meet criteria/DWR Unacceptable Rating*

*District in **blue** color indicates the recommended successor entity for each basin. Nuances and timing details are included in each MSR.*

[i] RD 730 does not maintain levees, only drainage pump stations.

[ii] RD 785 and RD 827 were dissolved by LAFCo and annexed into RD 537 effective July 2020, but DWR still maintained separate LMA inspection reports per previous RD territories through fall 2023. In spring 2024, DWR consolidated the RD 537 units and gave it an overall M* rating.



Districts Providing Flood Protection Services

SOMACH SIMMONS & DUNN
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW

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July 23, 2024

Via Electronic Mail Only

Christine Crawford
Executive Officer
Yolo County LAFCO
625 Court Street, Suite 107
Woodland, CA 95695
Christine.Crawford@yolocounty.gov

Re: Reclamation District 765's Comments on Draft MSR/SOI and Public Hearing

Dear Ms. Crawford,

I write on behalf of Reclamation District 765 (RD 765) to provide comments on the Draft Municipal Service Review (MSR)/Sphere of Influence (SOI) Update for Flood Protection Services (LAFCO No. 23-03). RD 765 was formed in 1905 and is a local maintaining agency with the Sacramento Yolo South Levee System (Clarksburg Basin). RD 765 provides levee maintenance and drainage for 1.7 miles of levee along the Sacramento River protecting 1,410 acres.

The MSR/SOI, among other things, recommends that Reclamation District 999 (RD 999) "absorb" RD 765 as well as Reclamation District 307 (RD 307) and that the "timing is appropriate now in 2024." RD 765 is supportive of the idea of consolidation with RD 999 and RD 307 with respect to its maintenance and drainage services and welcomes further discussion with Yolo County LAFCO and the other Reclamation Districts on this issue.

With regard to the other recommendations, RD 765 would note that it does not have any employees or staff and a limited budget. Accordingly, it will attempt to address the other recommendations contained in the MSR/SOI as appropriate under the circumstances.

Please feel free to contact me should you have any questions.

Very truly yours,

Alexis K. Stevens

cc: Patrick Markham (patrick@pmarkhamlaw.com)

Item 9-ATT C

Municipal Service Review (MSR) and Sphere of Influence (SOI) Update

for

Flood Protection Services

LAFCo No. 23-03



County Service Area 6 (Snowball)
Knights Landing Ridge Drainage District
RD 150 (Merritt Island)
RD 307(Lisbon)
RD 537(Lovdal)
RD 730 (Knights Landing)
RD 765 (Glide)
RD 787 (Fair)
RD 900 (West Sacramento)
RD 999 (Netherlands)
RD 1600 (Mull)
RD 2035 (Conaway)
West Sacramento Area Flood Control Agency JPA

Yolo Local Agency Formation Commission

Yolo LAFCo
Collaboration for Better Government

Public Review Draft September 17, 2024

SUBJECT AGENCIES:

This MSR/SOI includes the following RDs (RDs) and other agencies that provide flood protection and/or drainage services (and may have other services as well):

- County Service Area (CSA) 6 (Snowball)
- Knights Landing Ridge Drainage District
- RD 150 (Merritt Island)
- RD 307 (Lisbon)
- RD 537 (Lovdal)
- RD 730 (Knights Landing)
- RD 765 (Glide)
- RD 787 (Fair)
- RD 900 (West Sacramento)
- RD 999 (Netherlands)
- RD 1600 (Mull)
- RD 2035 (Conaway)
- West Sacramento Area Flood Control Agency Joint Powers Authority (WSAFCA)

The following additional agencies also provide flood protection and/or drainage services in Yolo County and are mentioned as an integral part of the overall system but are not a subject agency in this study because the agency is mostly located in a neighboring county and its LAFCo has jurisdiction and is responsible for conducting its MSR/SOI (including the RDs listed below).

- Colusa Basin Drainage District (Colusa)
- Sacramento River Westside Levee District (Colusa County)
- RD 108 (Colusa County)
- RD 2068 (Solano County)
- RD 2093 (inactive - Solano County)

SUBJECT AGENCIES:

RD 150 (Merritt Island)
PO Box 390
Clarksburg, CA 95612
Contact: David Ogilvie, Trustee
http://www.rd150.com/

RD 307 (Lisbon)
PO Box 518
Clarksburg, CA 95612
Contact: Peter Dwyer Jr., Trustee
lisbon307@gmail.com

RD 537 (Lovdal)
PO Box 655
Woodland, CA 5776
Contact: Will Mattos Jr., General Manager
https://rd537.specialdistrict.org/

RD 730 (Knights Landing)
429 First Street
Woodland, CA 95695
Contact: Todd Tommeraason, District Engineer
rnakken@yololaw.com

RD 765 (Glide)
1745 Yolo Street
West Sacramento, CA 95605
Contact: David Dickson, Trustee
david.dickson79@gmail.com

RD 787 (Fair)
c/o River Garden Farms
Knights Landing, CA 95645
Contact: Dominic Bruno, Trustee
http://www.rd787.org/

RD 900 (West Sacramento)
889 Drever Street
West Sacramento, CA 95691
Contact: Blake Johnson, General Manager
http://www.rd900.org/

RD 999 (Netherlands)
38563 Netherlands Road
Clarksburg, CA 95612
Contact: Tom Slater, Trustee
http://rd999.org/

RD 1600 (Mull)
PO Box 655
Woodland, CA 95695
Contact: Ammy Reyes, Trustee
https://rd1600.specialdistrict.org/

RD 2035 (Conaway)
45332 County Road 25
Woodland, CA 95776
Contact: Jesse Clark, Water Master
https://rd2035.specialdistrict.org/

Knights Landing Ridge Drainage District
PO Box 50
Grimes, CA 9550
Contact: Meegan Nagy, General Manager
http://www.rd108.org/knights-landing-ridge-drainage-district

Snowball County Service Area (CSA 6)
292 West Beamer Street
Woodland, CA 95695
Contact: Elisa Sabatini, Yolo County Natural Resources Manager
YoloCSA@yolocounty.org

West Sacramento Area Flood Control Agency (WSAFCA)
1110 West Capitol Avenue
West Sacramento, CA 95691
Contact: Greg Fabun, Flood General Manager
https://www.cityofwestsacramento.org/government/departments/city-manager-s-office/flood-protection

CONDUCTED BY:

Yolo Local Agency Formation Commission
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Terri Tuck, Administrative Specialist/Commission Clerk
Eric May, Commission Counsel

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RD 537 ..... 4.2
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Executive Summary

MSR Purpose

The purpose of this Municipal Services Review (MSR) is to provide a comprehensive inventory and analysis of the services provided by these special districts and evaluate the governance structure and operation, and suggest ways to improve service delivery, financial controls, and accountability. The MSR also informs any recommended sphere of influence (SOI) updates based on the MSR's governance recommendations.

Levee Management Framework

Federal agencies are partners with DWR in oversight and management of the State Plan of Flood Control (SPFC). The US Army Corps of Engineers (USACE) Sacramento District is the district directly involved with the SPFC, and partners with Central Valley Flood Protection Board (CVFPB) to develop new flood management projects in the Sacramento River watershed. USACE has prepared O&M manuals that guide O&M of the various SPFC units.

DWR maintains and operates all works after completion in accordance with regulations prescribed by the USACE. DWR inspects levees maintained by many separate local agencies, and then reports its findings to USACE.

Local levee districts and reclamation districts, known collectively as Local Maintaining Agencies (LMA)s, regularly patrol, maintain, repair, and conduct flood fights as needed on the levees within their jurisdictions. The LMAs have given assurances to the CVFPB that they will operate and maintain the SPFC levees within their respective jurisdictions in perpetuity, in accordance with criteria established by the USACE.

Yolo County Levee Systems/Basins

The USACE has defined levee systems within the overall Central Valley Flood Protection Plan (CVFPP), each being a separate hydrologic basin. If one thinks of each system or basin as a ring of levees that form a metaphorical bathtub, multiple state and local agencies maintain a segment of the bathtub. If there's a levee failure somewhere in the bathtub if affects everyone, so there's an inherent interdependency among the agencies in each system.

There are 11 defined systems/basins in Yolo County, but 4 of them do not include any LMAs that are subject to LAFCo purview. Therefore, this MSR does not focus on all 11 systems/basins, only the 7 that include special districts subject to this LAFCo MSR review. Each system is maintained by a patchwork of local and state agencies as described in more detail in this study.

District Performance Indicators

It is difficult to summarize 12-20 pages of analysis for each individual district into a summary table. Each individual MSR provides individual recommendations for each district. Important details and explanations will unavoidably be glossed over but this information can be found in the individual sections for each district. Below are some key indicators that provide a high-level indication of how functional and accountable each district is performing.

2024 MSR District Performance Indicators (Organized by Basin)

Districts	DWR Ratings								Accountability		
	2019	2020	2021	2022	2023	% items corrected Spr 2024	Flood Fight Material	Recent Training (~5 yr)	Does Audit	Has Website	Responsive to MSR
North County Basin											
RD 108	(not part of this MSR – principal county is Colusa)										
RD 787	☐	☐	☐	■	☐	100%	☐	☐	☒	☐	☐
Knights Landing Basin											
CSA 6	☐	☒	☒	☒	☒	97%	☐	☐	☐	☐	☐
KLRDD	☐	☐	☐	☐	☐	90%	☐	☐	☐	☐	☐
RD 730[i]	NA								■	■	☐
Woodland/Conaway Basin											
RD 2035	☐	☐	☐	☐	☐	96%	☐	☐	☐	☐	☐
Elkhorn Basin											
RD 537 RD 785[ii] RD 827	☒ ☒ ☒	☒ ☒ ☐	☒ ☒ ☐	■ ☒ ☐	■ ☒ ■	85%	☐	☐	☐	☐	☐
RD 1600	■	☒	☒	☒	■	99%	☐	☐	☐	☐	☐
West Sacramento Basin											
RD 900	☐	☐	☐	☐	☒	82%	☐	☐	☐	☐	☐
Clarksburg Basin											
RD 307	■	■	■	■	☒	53%	☐	■	■	■	■
RD 765	■	■	■	☒	☒	62%	■	■	■	■	■
RD 999	☒	■	☒	☒	☒	68%	☐	☐	☐	☐	☐
Merritt Island Basin											
RD 150	☒	☒	☒	☒	■	80%	☐	☐	☐	☐	☐

Matrix Legend:

☐ *= fully meets criteria/DWR Acceptable Rating*

☒ *= mostly meets criteria/DWR Minimally Acceptable Rating*

■ *= does not meet criteria/DWR Unacceptable Rating*

*District in **blue** color indicates the recommended successor entity for each basin. Nuances and timing details are included in each MSR.*

RD 730 does not maintain levees, it only provides interior drainage services, therefore it has no DWR ratings. So, although it should improve its accountability issues, failure to do so doesn't impact anyone outside of its own landowners.

RD 307 and RD 765's DWR rating and accountability issues do have the potential to impact RD 999 and the Clarksburg community. These three RDs are linked together by each maintaining its levee segments in the same system/basin. And if any of these RDs fail to perform, it could result in the entire system/basin losing eligibility for the USACE PL 84-99 Rehabilitation Program, and no longer eligible for rehabilitation at 100-percent federal cost sharing of flood damaged facilities.

2024 MSR/SOI Overall Governance Recommendation

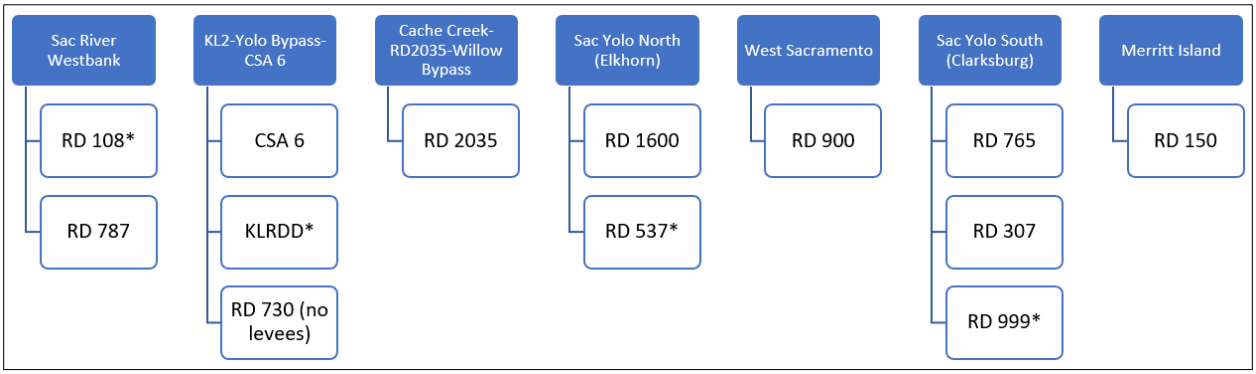
There has been extensive ground laid through the 2012 CVFPP, 2014 UC Davis Flood Governance Study, and the 2018 Yolo LAFCo MSR that establish and reinforce the goal of determining one LMA for each system/basin. Some of this has already been accomplished with the 2020 reorganization of RD 900 in the West Sacramento Basin and combining three RDs into one, RD 537, in the Elkhorn Basin.

For this 2024 MSR/SOI, the overarching goal is to continue this work to identify the recommended "single local entity" for each system/basin. The DWR Flood System Improvement Branch Chief and staff were

consulted and concur with LAFCo's governance recommendations included in this MSR[1]. DWR operates roughly 300 miles of the 1,600 total levee miles in the State Plan of Flood Control and relies heavily on LMAs, which would benefit from efficiency, shared services, expertise, appropriate size/scale, and borrowing power.

Below is a summary table of the districts in each basin, and the single recommended successor district. Three of the basins already have only one local LMA.

Districts in Each Levee System/Basin



* *MSR recommended "single entity" for each system/basin*

Some of these basins are more ready for combining than others. For the Sacramento River West Bank (North County) System, RD 108 is the more robust district in the basin and should eventually absorb RD 787 as the single entity for the basin. However, RD 787 is functioning well and both districts already work closely together, so combining the RDs is not urgent but is the eventual goal.

For the Knights Landing System, KLRDD is the recommended single entity successor agency. However, it is premature to combine CSA 6 and KLRDD at this time due to the Knights Landing Flood Management Project underway to construct new levees and improvements to bring 100-year flood protection to Knights Landing. This recommendation including the timing should be reevaluated in the next MSR/SOI cycle.

For the Sac Yolo North (Elkhorn) System it is premature to combine RD 537 and RD 1600 into a single entity due to the Yolo Bypass Comprehensive Study underway to develop alternatives for the Yolo Bypass east levee that may significantly alter the RD 1600 territory. This issue should be reevaluated in the next MSR/SOI cycle to identify a single entity successor agency.

For the Sac Yolo South (Clarksburg) System, RD 999 is the more robust district in the basin and should absorb RD 307 and RD 765 as the single entity for the basin. The Clarksburg Flood Management Project has not yet received funding. This MSR (and the previous one in 2018) has found RD 307 and RD 765 are not functioning as responsive, accountable, and transparent government agencies, therefore, the timing is appropriate now in 2024.

[1] Meeting with DWR staff on May 30, 2024.

2024 MSR/SOI Agency Recommendations

North County Basin

RD 787

Capacity and Adequacy of Public Facilities and Services:

1. RD 787 should implement any remaining DWR Fall 2023 inspection report recommendations and correct issues itemized in the Spring 2024 inspection report:
   - The LMA should continue to maintain the area at the high level seen during the last inspection.

Financial Ability Recommendation(s):

2. Consider undergoing a proposition 218 preceding to establish a special assessment or bill owners a set amount annually to secure a reliable revenue source and provide a positive cash flow to pay expenditures without relying on the receipt of intergovernmental grants and subventions.
3. Adopt a capital improvement plan (CIP) or similar analysis to quantify the possible significant risks, infrastructure costs, or equipment failure to determine what the District fund balance goals should be (and fund accordingly).
4. Separate the RD 787 accounts from River Garden Farms so that financial analysis is transparent and accountable.
5. Develop procedures for the periodic review of the general ledgers to ensure that all transactions posted to the District's funds have been authorized and are accurate.
6. Begin filing the special district State Controller's Financial Transaction Reports annually (due 7 months after close of the fiscal year).

Accountability, Structure, and Efficiencies Recommendation(s):

7. For the Sacramento River West Bank (North County) System, RD 108 is the more robust district in the basin and should eventually absorb RD 787 as the single entity for the Yolo County portion of the basin. However, RD 787 is functioning well and both districts already work closely together, so combining the RDs is not urgent but is the eventual goal.
8. Secure independent audits of financial reports (separate from River Garden Farms) that meet California State Controller requirements every two years.
9. Adopt policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct.
10. Establish a records retention policy to archive important District records.
11. Improve the District's 23% website transparency score https://www.yololafco.org/yolo-local-government-website-transparency-scorecards.

Knights Landing Basin

CSA 6

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

1. CSA 6 should implement any remaining DWR Fall 2023 inspection report recommendations and correct issues itemized in the Spring 2024 inspection report:
   - The LMA should focus more on controlling vegetation to maintain visibility and access.
   - The LMA should continue to maintain the area at the high level seen during the last inspection.

Financial Ability Recommendation(s):

2. To ensure accurate year-end balances, CSA 6 staff should work with County Department of Financial Services to record all relevant material balances.
3. CSA staff should work with County Treasury staff to come up with a plan to manage the capital project fund cash flow.

Accountability, Structure, and Efficiencies Recommendation(s):

4. For the Knights Landing System, KLRDD is the recommended single entity successor agency. However, it is premature to combine CSA 6 and KLRDD at this time due to the Knights Landing Flood Management Project underway to construct new levees and improvements to bring 100-year flood protection to Knights Landing. This recommendation including the timing should be reevaluated in the next MSR/SOI cycle once CSA 6's levees and assessments are brought up to standard.

KLRDD

Capacity and Adequacy of Public Facilities and Services:

1. KLRDD should implement any remaining DWR Fall 2023 inspection report recommendations and correct issues itemized in the Spring 2024 inspection report:
   - The LMA should continue to maintain the area at the high level seen during the last inspection.

Financial Ability Recommendation(s):

None.

Accountability, Structure, and Efficiencies Recommendation(s):

2. For the Knights Landing System, CSA 6 and KLRDD should eventually combine as a single entity. However, it is premature to combine them due to the Knights Landing Flood Management Project underway to construct new levees and improvements to bring 100-year flood protection to the town of Knights Landing. This issue should be reevaluated in the next MSR/SOI cycle to identify a single entity successor agency.
3. Initiate discussions with RD 730 to determine if an agreement to provide services or absorbing it altogether makes sense.
4. KLRDD should improve its 62% website transparency score https://www.yololafco.org/yolo-local-government-website-transparency-scorecards.

RD 730

Capacity and Adequacy of Public Facilities and Services: (Drainage Only, No Levee Maintenance)

None.

Financial Ability Recommendation(s):

1. RD 730 should develop procedures for the periodic review of the general ledgers to ensure that all transactions posted to the District's funds have been authorized and are accurate.
2. Provide financial reports for the trustees to review on a regular basis at meetings.

Accountability, Structure, and Efficiencies Recommendation(s):

3. RD 730 should explore whether a contract for services with RD 108 would be more effective and efficient, or potentially consider annexation into the KLRDD altogether.
4. RD 730 should immediately have audits completed for FYs ending 2022 and 2023 if not already done.

5. RD 730 should adopt policies for District operations and financial management including such topics as: board compensation, travel and expense reimbursements, purchasing and contracting, employee policies, safe practices and operating procedures, etc. (repeat of 2018 MSR recommendation).
6. RD 730 is legally required to maintain a website. Please see the "website resources" section of the website transparency scorecard for website recommendations and scholarship information at https://www.yololafco.org/yolo-local-government-website-transparency-scorecards (repeat of 2018 MSR recommendation).

Woodland/Conaway Basin

RD 2035

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

1. RD 2035 should implement any remaining DWR Fall 2023 inspection report recommendations and correct issues itemized in the Spring 2024 inspection report:
   - The LMA should continue to maintain the area at the high level seen during the last inspection.

Financial Ability Recommendation(s):

None.

Accountability, Structure, and Efficiencies Recommendation(s):

2. RD 2035 should improve its 20% website transparency score https://www.yololafco.org/yolo-local-government-website-transparency-scorecards.

Elkhorn Basin

RD 1600

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

1. RD 1600 should implement any remaining DWR Fall 2023 inspection report recommendations and correct issues itemized in the Spring 2024 inspection report:
   - There is vegetation that significantly impacts access and visibility in this Area.
   - The LMA should focus more on controlling vegetation to maintain visibility and access.
   - The LMA should focus on repairing erosion sites.

Financial Ability Recommendation(s):

2. RD 1600 should continue to increase its fund balance and create a policy for, and establish, an emergency reserve. Once the Yolo Bypass Comprehensive Study determines improvements and they are designed, a more detailed Capital Improvement Plan should be considered.

3. The District should develop written accounting and financial policies and procedures in order to ensure financial transactions are recording consistently and in accordance to generally accepted accounting principles.

Accountability, Structure, and Efficiencies Recommendation(s):

4. For the SacYolo North (Elkhorn) System, RD 537 and RD 1600 should eventually combine as a single entity. However, it is premature to combine them in 2024 due to the Upper Yolo Bypass Regional Planning Process and the Yolo Bypass Comprehensive Study underway to develop alternatives for the

Yolo Bypass east levee that may significantly alter the RD 1600 territory. This issue should be reevaluated in the next MSR/SOI cycle to identify a single entity successor agency.

5. RD 1600 should improve its 47% website transparency score https://www.yololafco.org/yolo-local-government-website-transparency-scorecards.

RD 537

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

1. RD 537 should implement any remaining DWR Fall 2023 inspection report recommendations and correct issues itemized in the Spring 2024 inspection report:
   - The LMA should focus more on controlling woody vegetation.
   - The LMA should enhance its rodent control program.
   - The LMA should focus on repairing erosion sites.

Financial Ability Recommendation(s):

2. Adopt a capital improvement plan (CIP) or similar analysis to quantify the possible significant risks, infrastructure costs, or equipment failure to determine what the District fund balance goals should be (and fund accordingly).
3. The District should develop written accounting and financial policies and procedures in order to ensure financial transactions are recording consistently and in accordance to generally accepted accounting principles.

Accountability, Structure, and Efficiencies Recommendation(s):

4. For the SacYolo North (Elkhorn) System, RD 537 and RD 1600 should eventually combine as a single entity. However, it is premature to combine them due to the Upper Yolo Bypass Regional Planning Process and the Yolo Bypass Comprehensive Study underway to develop alternatives for the Yolo Bypass east levee that may significantly alter the RD 1600 territory. This issue should be reevaluated in the next MSR/SOI cycle to identify a single LMA successor agency.
5. RD 537 should improve its 24% website transparency score https://www.yololafco.org/yolo-local-government-website-transparency-scorecards.

West Sacramento Basin

RD 900

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

1. RD 900 should implement the Fall 2023 DWR Inspection Report Recommendations as follows:
   - The LMA should focus on repairing erosion sites.
   - The LMA should continue to maintain the area at the high level seen during the last inspection.

Financial Ability Recommendation(s):

2. Adopt a capital improvement plan (CIP) or similar analysis to quantify the possible significant risks, infrastructure costs, or equipment failure to determine what the District fund balance goals should be (and fund accordingly).

Accountability, Structure, and Efficiencies Recommendation(s):

3. Adopt policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct.

4. RD 900 should improve its website transparency score of 61% https://www.yololafco.org/yolo-local-government-website-transparency-scorecards.

WSAFCA

Capacity and Adequacy Recommendation(s):

None.

Financial Ability Recommendation(s):

None.

Accountability, Structure, and Efficiencies Recommendation(s):

1. WSAFCA received a 74% score in the 2023 Yolo Local Government Website Transparency Scorecard. Please review the report appendix to see what improvements can be made: https://www.yololafco.org/yolo-local-government-website-transparency-scorecards.

Clarksburg Basin

RD 765

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

1. Prior to the next flood season, obtain an adequate amount of flood fighting materials and store them in a centralized location.
2. Prior to the next flood season, identify a crew and attend flood fight training from DWR. If necessary, "just in time" training is available online at https://musrflood.squarespace.com/ to train new crew members and emergency volunteers.
3. RD 765 should implement any remaining DWR Fall 2023 inspection report recommendations as itemized in the Spring 2024 inspection report:
   - The LMA should focus more on controlling woody vegetation.
   - The LMA should focus more on controlling vegetation to maintain visibility and access.
   - The LMA should focus on repairing erosion sites.

Financial Ability Recommendation(s):

4. RD 765 should use the County Treasury to maintain its funds for improved accounting controls and accuracy.
5. Institute regular annual landowner assessments rather than on an as-needed basis with an automatic inflator to provide for a secure ongoing revenue source and to accumulate reserves.
6. Adopt annual budgets (if not already doing so). Budgets and other financial records/information should be provided to the public and LAFCo consistent with state law, including Section 56386 of the Cortese-Knox-Hertzberg Act Local Government Reorganization Act of 2000 (repeat from 2018 MSR)
7. Adopt a capital improvement plan (CIP) or similar analysis to quantify the possible significant risks, infrastructure costs, or equipment failure to determine what the District fund balance goals should be (and fund accordingly).
8. Provide financial reports for the trustees to review on a regular basis at meetings.

Accountability, Structure, and Efficiencies Recommendation(s):

9. The 2014 UC Davis Flood Governance Study funded by DWR determined that one agency should become the single Local Maintaining Agency (LMA) for each hydrologic basin. For the Sac Yolo South (Clarksburg) System, RD 999 is the most robust district in the basin. Therefore, RDs 307, 765, and 999

should be reorganized (either via dissolution/annexation or consolidation) into RD 999 as the single LMA successor entity for the basin. The Clarksburg Flood Management Project has not yet been finalized nor received funding, therefore there is no known reason to delay this reorganization process. This MSR (and the previous one in 2018) found RD 307 and RD 765 not functioning as responsive, accountable, and transparent government agencies. RDs 307 and 765 have not obtained flood fight materials and stored them in a nearby location (although RD 307 has access to the Delta Emergency Plan supplies), nor has either district received flood fight training recently (i.e., at least the past 5+ years). RD 999 has five full-time employees with the training and resources to respond to an emergency.

10. RD 765 shall immediately secure independent audits of financial reports that meet California State Controller requirements every two years (repeat from 2018 MSR). Per Government Code Section 26909, for every special district which does not submit an audit to the county auditor within 12 months of fiscal year end, the county auditor shall either make or contract an annual audit with all costs borne by the special district.
11. Per Water Code 50940 and 50941, RD 765 shall keep an office for the business of the district. All district books, maps, papers, records, contracts, and other documents shall be kept in the office and be open to inspection during all business hours by any person interested.
12. Adopt policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct (repeat from 2018 MSR).
13. Create a website or adopt a hardship resolution annually in accordance with Government Code sections 6270.6 and 53087.8 to provide the public easily accessible and accurate information about the district (repeat from 2018 MSR).

RD 307

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

1. Prior to the next flood season, identify a crew and attend flood fight training from DWR. If necessary, "just in time" training is available online at https://musrflood.squarespace.com/ to train new crew members and emergency volunteers.
2. RD 307 should implement any remaining DWR Fall 2023 inspection report recommendations as itemized in the Spring 2024 inspection report:
   - There is woody vegetation that significantly impacts access and visibility in this Area.
   - There is vegetation that significantly impacts access and visibility in this Area.
   - The LMA should focus more on controlling woody vegetation.
   - The LMA should focus more on controlling vegetation to maintain visibility and access.
   - The LMA should focus on repairing erosion sites.

Financial Ability Recommendation(s):

3. RD 307 may wish to consider increasing revenues via a Proposition 218 preceding to increase the special assessment including an automatic inflationary factor because revenues may not keep up with inflation.

4. RD 307 should review financial data on a regular basis to ensure County Treasury discrepancies are identified, investigated and corrective action taken in a timely manner.

Accountability, Structure, and Efficiencies Recommendation(s):

5. The 2014 UC Davis Flood Governance Study funded by DWR determined that one agency should become the single Local Maintaining Agency (LMA) for each hydrologic basin. For the Sac Yolo South (Clarksburg) System, RD 999 is the most robust district in the basin. Therefore, RDs 307, 765, and 999 should be reorganized (either via dissolution/annexation or consolidation) into RD 999 as the single LMA successor entity for the basin. The Clarksburg Flood Management Project has not yet been

finalized nor received funding, therefore there is no known reason to delay this reorganization process. This MSR (and the previous one in 2018) found RD 307 and RD 765 not functioning as responsive, accountable, and transparent government agencies. RDs 307 and 765 have not obtained flood fight materials and stored them in a nearby location (although RD 307 has access to the Delta Emergency Plan supplies), nor has either district received flood fight training recently (i.e., at least the past 5+ years). RD 999 has five full-time employees with the training and resources to respond to an emergency.

6. RD 307 shall immediately secure independent audits of financial reports that meet California State Controller requirements every two years (repeat of 2018 MSR recommendation). Per Government Code Section 26909, for every special district which does not submit an audit to the county auditor within 12 months of fiscal year end, the county auditor shall either make or contract an annual audit with all costs borne by the special district.
7. Per Water Code 50940 and 50941, RD 307 shall keep an office for the business of the district. All district books, maps, papers, records, contracts, and other documents shall be kept in the office and be open to inspection during all business hours by any person interested.
8. RD 307 should adopt policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, purchasing/contracting, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct (repeat of 2018 MSR recommendation).
9. RD 307 is required to create a website or adopt a hardship resolution annually in accordance with Government Code sections 6270.6 and 53087.8 to provide the public easily accessible and accurate information about the district (repeat of 2018 MSR recommendation).

RD 999

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

1. RD 999 should implement any remaining DWR Fall 2023 inspection report recommendations as itemized in the Spring 2024 inspection report:
   - The LMA should ensure that the levee crown and access roads are able to be driven in all weather conditions.
   - The LMA should focus more on controlling woody vegetation.
   - The LMA should focus more on controlling vegetation to maintain visibility and access.
   - The LMA should continue to maintain the area at the high level seen during the last inspection.
   - The LMA should continue to maintain the area at the high level seen during the last Structure inspection.

Financial Ability Recommendation(s):

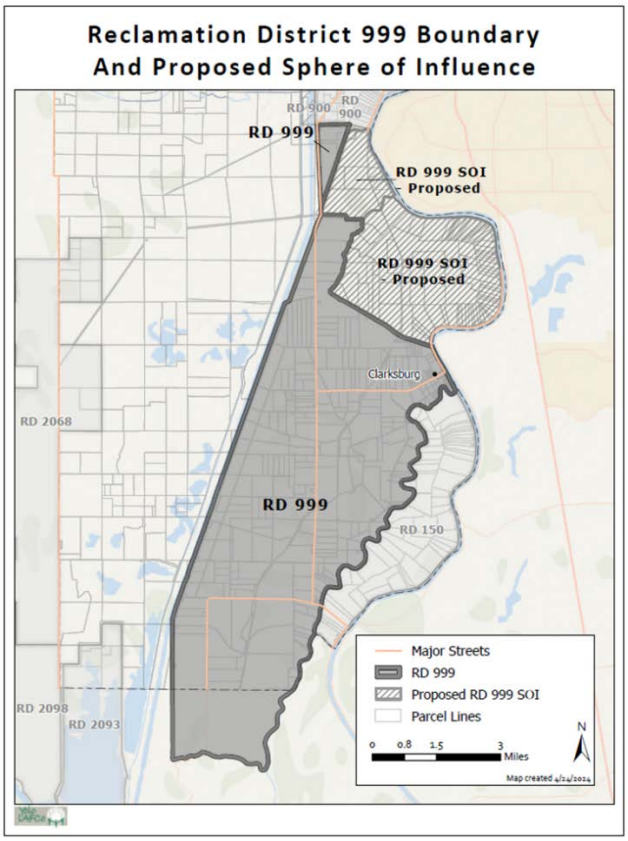
None.

Accountability, Structure, and Efficiencies Recommendation(s):

2. The 2014 UC Davis Flood Governance Study funded by DWR determined that one agency should become the single Local Maintaining Agency (LMA) for each hydrologic basin. For the Sac Yolo South (Clarksburg) System, RD 999 is the most robust district in the basin. Therefore, RDs 307, 765, and 999 should be reorganized (either via dissolution/annexation or consolidation) into RD 999 as the single LMA successor entity for the basin. The Clarksburg Flood Management Project has not yet been finalized nor received funding, therefore there is no known reason to delay this reorganization process. This MSR (and the previous one in 2018) found RD 307 and RD 765 not functioning as responsive, accountable, and transparent government agencies. RDs 307 and 765 have not obtained flood fight materials and stored them in a nearby location (although RD 307 has access to the Delta Emergency Plan supplies), nor has either district received flood fight training recently (i.e., at least the past 5+ years). RD 999 has five full-time employees with the training and resources to respond to an emergency.

Sphere of Influence Update Recommended for RD 999

The following SOI Update is recommended to implement the recommendation to either annex or consolidate with RDs 307 and 765:



Merritt Island Basin

RD 150

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

1. RD 150 should implement any remaining DWR Fall 2023 inspection report recommendations as itemized in the Spring 2024 inspection report:
   - There is vegetation that significantly impacts access and visibility in this Area.
   - The LMA should focus more on controlling vegetation to maintain visibility and access.
   - The LMA should focus on repairing erosion sites.

Financial Ability Recommendation(s):

2. Adopt a capital improvement plan (CIP) or similar analysis to quantify the possible significant risks, infrastructure costs, or equipment failure to determine what the District fund balance goals should be (and fund accordingly).

Accountability, Structure, and Efficiencies Recommendation(s):

3. Adopt policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct. (repeat from 2018 MSR)

MSR/SOI Background and Context

Role and Responsibility of LAFCo

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, as amended ("CKH Act") (California Government Code §§56000 et seq.), is LAFCo's governing law and outlines the requirements for preparing Municipal Service Reviews (MSRs) for periodic Sphere of Influence (SOI) updates. MSRs and SOIs are tools created to empower LAFCo to satisfy its legislative charge of "discouraging urban sprawl, preserving open-space and prime agricultural lands, encouraging the efficient provision of government services, and encouraging the orderly formation and development of local agencies based upon local conditions and circumstances." (§56301.) CKH Act Section 56301 further establishes that "[o]ne of the objects of the commission is to make studies and to obtain and furnish information which will contribute to the logical and reasonable development of local agencies in each county and to shape the development of local agencies so as to advantageously provide for the present and future needs of each county and its communities."

Purpose of a Municipal Service Review (MSR)

The CKH Act gives LAFCo broad discretion in deciding how to conduct MSRs. The commission shall decide in the area designated for service review the county, the region, the subregion, or any other geographic area as is appropriate for an analysis of the service or services to be reviewed. The commission may assess various alternatives for improving efficiency and affordability of infrastructure and service delivery within and contiguous to the sphere of influence, including, but not limited to, the consolidation of governmental agencies.

The purpose of a MSR in general is to provide a comprehensive inventory and analysis of the services provided by local municipalities, service areas, and special districts and evaluate the structure and operation of the local municipalities, service areas, and special districts and suggest ways to improve efficiency and affordability of infrastructure and service delivery. A written statement of the study's determinations must be made in the following areas:

1. Growth and population projections for the affected area.
2. The location and characteristics of any disadvantaged unincorporated communities within or contiguous to the sphere of influence.
3. Present and planned capacity of public facilities, adequacy of public services, and infrastructure needs or deficiencies including needs or deficiencies related to sewers, municipal and industrial water, and structural fire protection in any disadvantaged, unincorporated communities within or contiguous to the sphere of influence.
4. Financial ability of agencies to provide services.
5. Status of, and opportunities for, shared facilities.
6. Accountability for community service needs, including governmental structure and operational efficiencies.
7. Any other matter related to effective or efficient service delivery, as required by commission policy.
    a. Local policy requires the MSR to address broadband availability for local agencies that either serve communities and/or provide emergency services where broadband connection is critical (i.e. cities, community services districts, county service areas, fire protection districts and RDs); and
    b. The status of past MSR recommendations.

The MSR is organized according to these determinations listed above. Information regarding each of the above issue areas is provided in this document.

Purpose of a Sphere of Influence (SOI)

In 1972, LAFCos were given the power to establish SOIs for all local agencies under their jurisdiction. As defined by the CKH Act, "'sphere of influence' means a plan for the probable physical boundaries and service area of a local agency, as determined by the commission." (§56076.) SOIs are designed to both proactively guide and respond to the need for the extension of infrastructure and delivery of municipal services to areas of emerging growth and development. Likewise, they are also designed to discourage urban sprawl and the premature conversion of agricultural and open space resources to urbanized uses. Regular periodic updates of SOIs should be conducted every five years (§56425(g)) with the benefit of better information and data through MSRs (§56430(a)).

Pursuant to Yolo County LAFCo policy, an SOI includes an area adjacent to a jurisdiction where development might be reasonably expected to occur in the next 10-20 years. A MSR is conducted prior to, or in conjunction with, the update of a SOI and provides the foundation for updating it.

LAFCo is required to make five written determinations when establishing, amending, or updating an SOI for any local agency that address the following (§56425(c)):

1. The present and planned land uses in the area, including agricultural and open-space lands.
2. The present and probable need for public facilities and services in the area.
3. The present capacity of public facilities and adequacy of public services that the agency provides or is authorized to provide.
4. The existence of any social or economic communities of interest in the area if the commission determines that they are relevant to the agency.
5. For an update of an SOI of a city or special district that provides public facilities or services related to sewers, municipal and industrial water, or structural fire protection, the present and probable need for those public facilities and services of any disadvantaged unincorporated communities within the existing sphere of influence.

Organization of this MSR/SOI Study

This report has been organized in a checklist format to focus the information and discussion on key issues that may be particularly relevant to the subject agency while providing required LAFCo's MSR and SOI determinations. There is one section per district, grouped by hydrologic basin. The checklist questions are based on the Cortese-Knox-Hertzberg Act, the LAFCo MSR Guidelines prepared by the Governor's Office of Planning and Research, and Yolo LAFCo's local policies and procedures.

District Outreach

Requests for information were sent to each agency in September 2023. Most districts, but not all, eventually responded. During September and October LAFCo staff met with and/or received district tours from most districts who were willing. Questions were emailed back and forth periodically throughout the process. Process outreach culminated in emailing administrative draft MSRs to each agency for review and comment before the public draft was posted for the public hearing.

Yolo County Flood Protection Context

Flood Management Framework Agencies Involved

U.S. Army Corps of Engineers (USACE)

At the Federal level, USACE is primarily responsible for planning, designing, and constructing Federally authorized flood management facilities including dams, levees, and other structures. It also develops the operational rules for federally funded flood management reservoirs, which includes most of the major reservoirs on Central Valley streams. Following the Hurricane Katrina Gulf Coast disaster of 2005, USACE

implemented a National Levee Safety Program, promulgated strict vegetation management guidelines, and strengthened its national levee inspection program.

Central Valley Flood Protection Board (CVFPB)

The CVFPB, with regulatory authority over the State Plan of Flood Control (SPFC) levees, has given assurances to the USACE that the Federally authorized Project levees will be operated and maintained in accordance with USACE criteria. It can serve as the non-Federal sponsor for capital improvement projects for levees in the Region, regulate encroachments, and provide that the various components function as a system.

Department of Water Resources (DWR)

DWR, primarily acting through the Division of Flood Management, is responsible for State-level flood management in the region, including cooperating with USACE in project planning, design and funding flood and water supply forecasting, operating the Flood Operations Center, providing flood fight assistance for local agencies, and maintaining portions of the system (Maintenance Areas MA 4 and 9 in the region). DWR also conducts the annual levee inspection reports.

Local Maintaining Agencies (LMAs)

Local levee districts and reclamation districts, known collectively as LMAs, regularly patrol, maintain, repair, and conduct flood fights as needed on the levees within their jurisdictions. The LMAs have given assurances to the CVFPB that they will operate and maintain the SPFC levees within their respective jurisdictions in perpetuity, in accordance with criteria established by the USACE. Yolo County Flood Control and Water Conservation District also provides flood management O&M and drainage, but it is not an LMA.

Faced with limited funding and staffing, increasing regulatory constraints, and changing expectations for the multiple uses of the flood management system, it is increasingly difficult for local agencies in the Region to operate and maintain levees and channels. Among the most significant constraints are the cost and difficulty of navigating the regulatory process and the constricted time windows in the year when maintenance work can be carried out. Lack of clear and consistent requirements from State and Federal agencies make it more difficult for agencies to comply.

USACE Vegetation Policy Change

There are also complex permitting terms and conditions which end up being costly and cumbersome. A recent change in the USACE (beginning in 2006) approach toward woody levee vegetation also poses new challenges for those who operate and maintain the existing system of levees. Since the levee system failures along the Gulf Coast caused by Hurricane Katrina in 2005, USACE has strengthened their position that no woody vegetation should be tolerated on or near Federal project levees.

However, vegetation can reduce erosion, provide ecological and aesthetic value and is extremely costly for local agencies to remove because USACE policy requires excavating roots down to 1” in diameter, necessitating levee reconstruction when trees are removed. Vegetation can also cause O&M problems like obscuring potential problems and preventing access for flood fighting. Inconsistent policies have made vegetation management more difficult.

Woody vegetation on levees has the potential to compromise the effectiveness of levees. This, however, is a complex issue, as observation and research suggests there are instances where vegetation may be beneficial or at least not a problem. There are existing efforts, such as the California Levee Vegetation Research Program (CLVRP), a partnership of Federal, State, and local agencies, which are researching whether removing vegetation may actually amplify the probability of levee failure due to other risk factors.

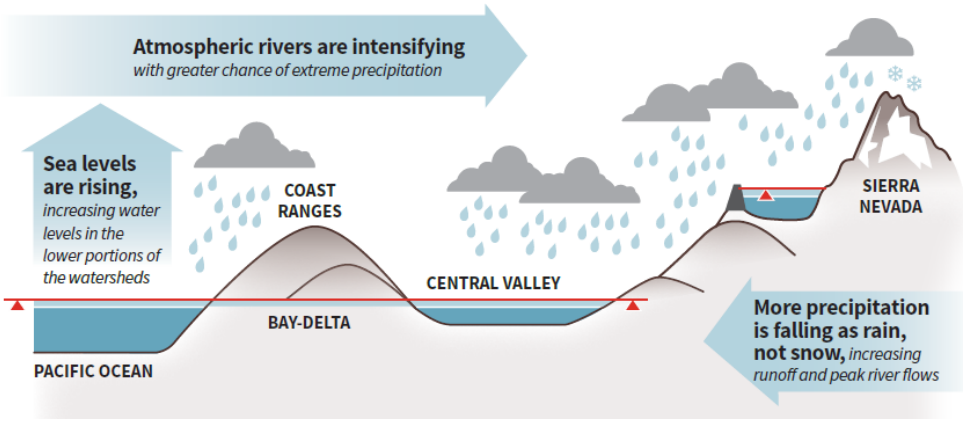
The CVFPP adopts a levee vegetation management approach that is intended to protect public safety while reducing the cost and environmental impacts that would be associated with strict adherence to the USACE policy. This approach allows the retention of vegetation on the lower waterside slope, pruning of vegetation

elsewhere in the levee system for access and inspection, and regular inspection and removal of hazard trees anywhere in the levee system. The CVFPP promotes adaptive management of levee vegetation and the modification of policy based on continued research by the CLVRP and USACE.

Climate Change

Uncertainty of future hydrology is another problem facing the flood management system in the Region. Earlier snowmelt and shifts from snowfall to rainfall will place increased demands on the operation of the reservoirs. Climate change also has the potential to increase the severity of storms in the Region and in wildfires in the watershed which could increase runoff and sedimentation.

Anticipated sea-level increases of 17 to 66 inches by 2100 due to climatic changes will affect water-level stages in the Delta and the lower reaches of the Sacramento River. A rise in sea level would increase exposure to waves and wind set-up, increasing the pressure on levees currently protecting low-lying land, much of which is already below sea level. These effects would contribute to the threat of catastrophic levee failures that could inundate communities, damage infrastructure, and interrupt water supplies throughout the State. Federal and State regulations require studies and projects consider climate change, and subsequent sea-level rise, in planning and design.



Federal Oversight and Management of State Plan of Flood Control2

Federal agencies are partners with DWR in oversight and management of the State Plan of Flood Control (SPFC). The US Army Corps of Engineers (USACE) Sacramento District is the district directly involved with the SPFC, and partners with CVFPB to develop new flood management projects in the Sacramento River watershed. USACE has prepared O&M manuals that guide O&M of the various SPFC units. DWR maintains and operates all works after completion in accordance with regulations prescribed by the USACE.

DWR inspects levees maintained by many separate local agencies, and then reports its findings to USACE. From the inspection information submitted, USACE may choose to conduct follow-up inspections in certain areas. USACE uses its own follow-up inspections and the State's inspection findings to make Public Law 84-99 eligibility determinations for each local agency.

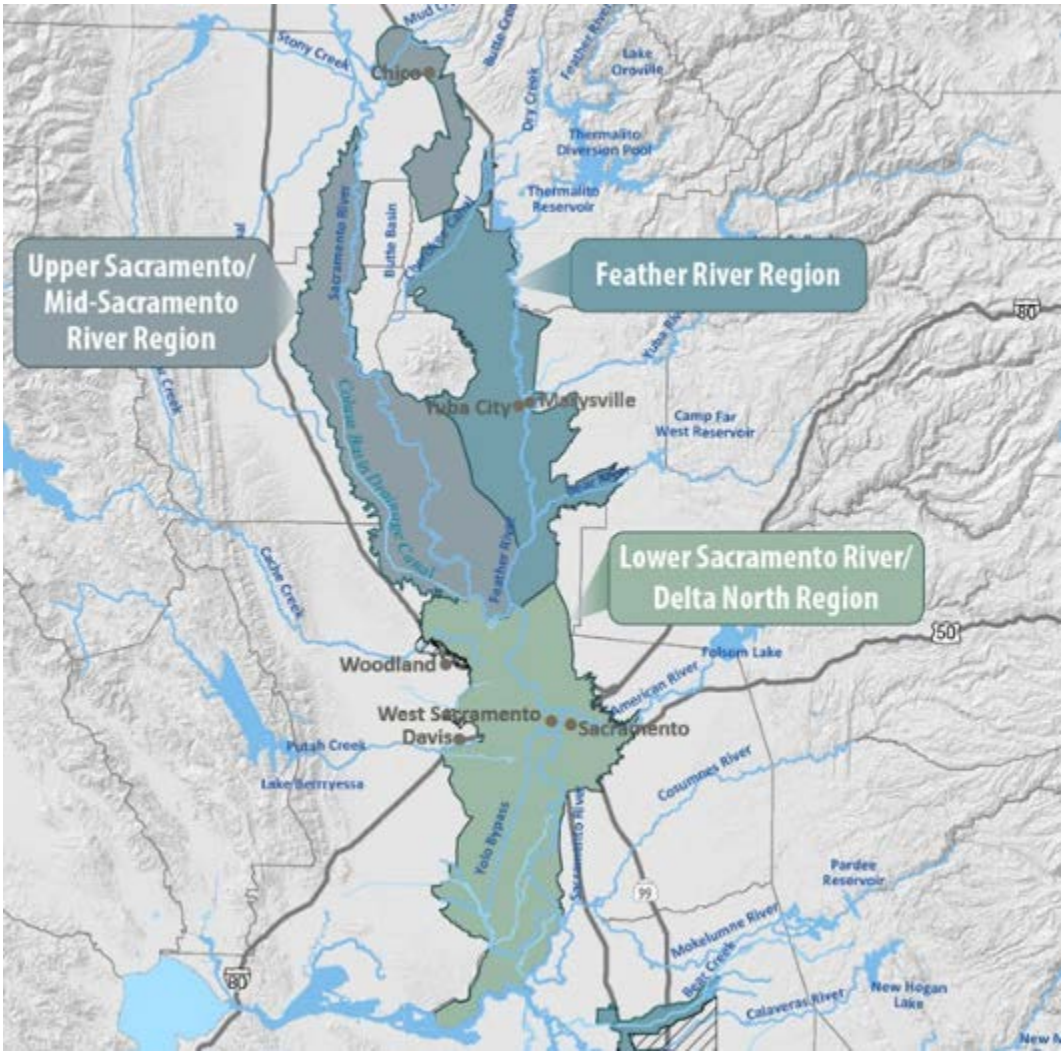
State Central Valley Flood Protection Plan

The Central Valley Flood Protection Plan (CVFPP) is a guide to managing flood risk in the Central Valley adopted by the Central Valley Flood Protection Board (CVFPB). Originally adopted in 2012, it is updated

[2] Central Valley Flood Protection Plan State Plan of Flood Control 2022 Update

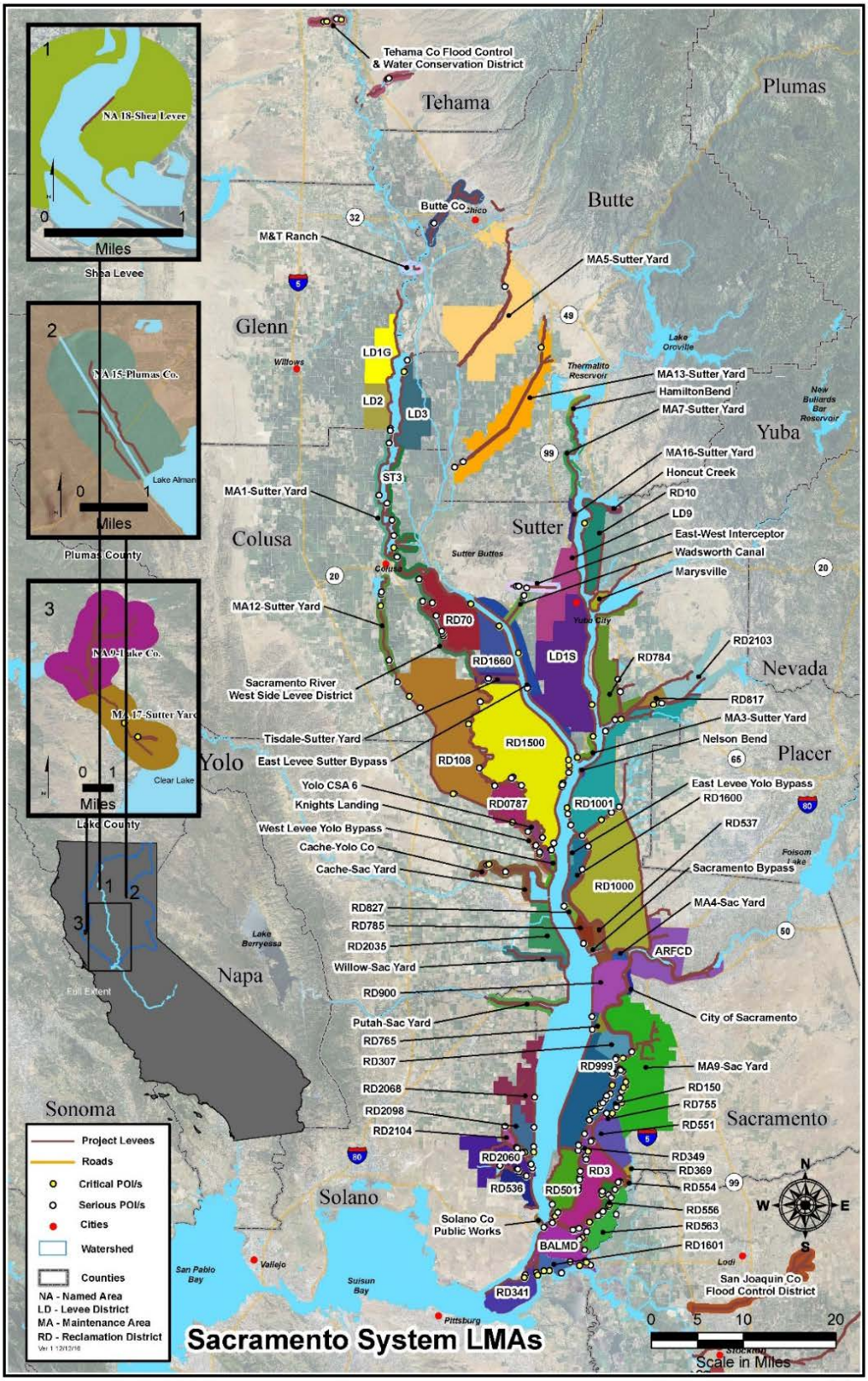
every five years (2017 and 2022). The goal of the CVFPP is to improve flood risk management with the following supporting goals:

- Improve operations and maintenance
- Promote ecosystem functions
- Improve institutional support
- Promote multi-benefit projects



Flood infrastructure is to be planned and managed centrally, but O&M, flood response, and infrastructure implementation can be implemented either regionally or by local maintaining agencies (LMAs). The CVFPP promotes regional governance via local consolidation and collaboration among partnering agencies.

CVFPP Sacramento System Local Maintaining Agencies



DWR Regional Flood Management Plans (2014)

Following adoption of the 2012 CVFPP, the Department of Water Resources funded six regionally led Regional Flood Management Plans (RFMPs) that describe local and regional flood management priorities, challenges, and potential funding mechanisms along with site-specific improvement needs. The six regions span from Chico to Stockton and Yolo County is included in two regions: (1) the Mid Sacramento River region (just north of Knights Landing into Colusa County) and (2) the Lower Sacramento River/Delta North region (from Knights Landing south to Rio Vista). These Regional Flood Management Plans were completed in 2014 and were developed by a regional working group comprised of the counties, cities, flood management agencies, local maintaining agencies (LMA), water agencies, emergency response agencies, citizen groups, tribes, and other interested stakeholders in the Region. The West Side Coordinating Committee, the regional working group for the Lower Sacramento River/Delta North region, is made up of stakeholder representatives from relevant agencies on the west side of the Sacramento River.

UC Davis Flood Governance Study (2014)

In addition to the RFMPs, funding was requested from DWR to conduct a flood governance study to analyze and make recommendations on governance for the agencies in Yolo County. This study was undertaken by the UC Davis Collaboration Center and was completed in August 2014. As part of an overall, integrated, regional flood management approach, the Collaboration Center worked with the various agencies and stakeholders to assess their capacities to address regional flooding issues, their willingness and feasibility of joining together, collaborating and/or consolidating certain functions, and their interests in collaborative flood governance.

The authors engaged with the districts and considered a wide range of existing flood governance models in the nation. The study considered a broad range of six alternatives, from maintaining the status quo to consolidating all the agencies into one new agency. The Study found that while RDs are well suited to continue routine O&M and on-site emergency response, some flood work would benefit from more regionalization and coordination.

Ultimately, the Study recommended a combination of the “regional communication and collaboration network” (Alternative 2) and a “hydrologic basin” approach (Alternative 3). The RDs/local maintaining agencies within Yolo County were loosely divided into five (5) hydrologic basin areas: 1) North County/Knights Landing; 2) Elkhorn; 3) Woodland/Conaway; 4) West Sacramento; and 5) Clarksburg. The hydrologic basins are loosely defined by their geography, community connections, and interdependence of levees and structural flood control needs.

The study recommended that each of the five hydrologic basins develop their own version of coordinated governance. These designations are consistent with current engineering logic, and formally coordinate areas that are either already working together, and/or depend on each other’s compliant flood infrastructure management. According to the Study, Yolo County residents would be better served if each basin provided a consistent level of maintenance and flood response and either functioned as one entity or in a coordinated manner to accomplish this objective.

2018 LAFCo Municipal Service Review & Subsequent Reorganizations

LAFCo 2018 Municipal Service Review

Tiering from the CVFPP and UC Davis study, the 2018 MSR/SOI recommended the agencies responsible for levee O&M in each hydrologic basin develop governance solutions that will provide for a uniform level of operation and maintenance so that the protected area is not at risk due to inconsistent maintenance or flood response capabilities. The governance solution for each basin could take a variety of forms including agency merger/consolidation, contracts for shared services, MOUs, or JPAs. The goal for each basin is to achieve equal service standards, consistent maintenance standards (which may require consistent fee/assessment structures), and improved coordination during flood events.

The MSR did not recommend any substantive changes in governance for the Clarksburg, North County/Knights Landing, Woodland/Conaway, and Elkhorn hydrologic basins, noting the Clarksburg Basin and the North County/Knights Landing Basin should actively participate in DWR’s Small Communities

Feasibility Studies for their basins. For the Elkhorn Basin, the MSR recommended that the districts continue the path to consolidation. Following adoption of the MSR/SOI, the lower Elkhorn RDs applied to dissolve RD 785 and RD 827 and annex the territory into RD 537, which was approved and was effective July 1, 2020.

For the West Sacramento Basin, after much analysis and discussion the MSR ultimately recommended RD 900 become a subsidiary district to the City of West Sacramento, shifting RD 537's boundary north to the city boundary and taking over DWR Maintenance Area (MA) #4 such that the boundaries of RD 900 generally aligned with the City's and the ring levy. This reorganization was approved by LAFCo and became effective July 1, 2020, although RD 900 is still working with the state on taking over MA#4. The Yolo County Grand Jury investigated LAFCo's proceedings and issued a report in FY 2018-19[3].

Overarching/Common Issues Found

Many of the Districts did not have policies for District operations and financial management for such topics as board compensation, travel/expense reimbursement, purchasing and contracting, employee policies, and other operating procedure. The MSR recommended adopting operations and financial management policies.

The MSR included recommendations for each district related to necessary improvements detailed in the 2016 Department of Water Resources Inspection Report. Most of the districts had erosion sites that needed to be repaired as well as vegetation controlled to maintain visibility and access. Many of the districts also had rodent control issues. Operations and Maintenance (O&M) is an ongoing LMA function and DWR inspects levee segments annually.

The Regional Flood Management Plan details specific improvements necessary for each Reclamation District/Local Maintaining Agency, including the estimated cost, design, permitting, and funding readiness. Most of these improvements did not have local funding sources identified and the MSR recommended Districts work with State and Federal Resources to identify funding for these projects.

In terms of transparency, most of the LMAs did not have a website and the MSR recommended the districts consider websites.

Agency Specific Issues

The MSR recommended LAFCo dissolve the two inactive RDs in Yolo County, RD 2076 and RD 2120, pursuant to Section 56879 of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. LAFCo took action to dissolve these inactive RDs on July 26, 2018.

The MSR included a recommendation that RD 1600 may need to consider approving a new assessment to maintain an adequate level of service and build up reserves for needed improvements. The MSR recommended RD 785 consider adopting a regular meeting schedule for consistency and transparency purposes, but this became a moot point because the district was dissolved an annexed into RD 537 effective July 1, 2020.

A few Districts, including RD 765 and RD 307, did not have formal audits prepared (and still do not). The MSR indicated audits should be completed and provided to the State Controller's Office, the Yolo County Department of Financial Services and LAFCo as required by law.

Yolo County Local Maintaining Agencies (LMAs)

At the local level along the Sacramento River System in Yolo County, there are 21 separate DWR levee inspection areas, 7 of which are maintained by the state. Of the 14 areas maintained locally, 3 are managed by RD 108, 2 by Yolo County, and the remaining 9 are individual RDs (two of these RDs, RD 785 and RD 827, were dissolved and annexed into RD 537 effective July 1, 2020. DWR's 2022 annual inspection report acknowledges LAFCo's efforts as follows:

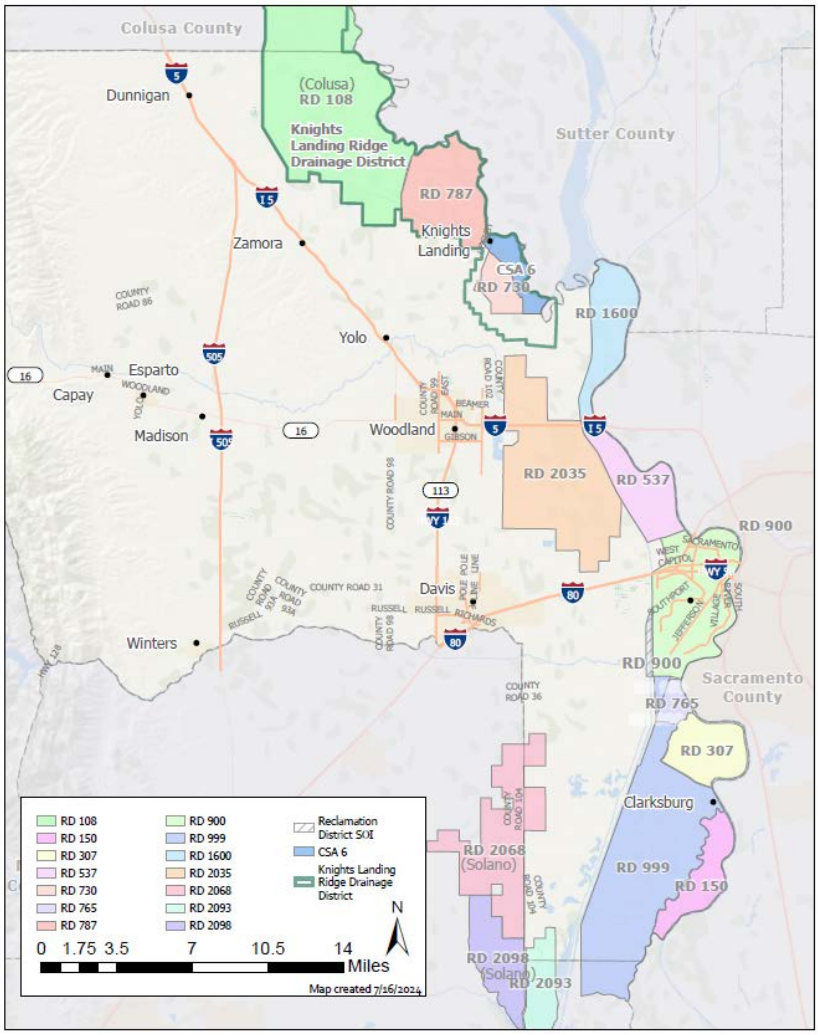
[3] https://www.yolocounty.org/living/grand-jury/yolo-county-grand-jury-reports

In 2021, the Yolo Local Agency Formation Commission approved the reorganization of the Lower Elkhorn Reclamation Districts, dissolving RD 785 and RD 827, and concurrently annexing both territories into RD 537 through the adoption of Resolution 2019-06. RD 900 is also absorbing portions of RD 537 located south of the Sacramento Bypass. DWR acknowledges there is a formal process CVFPB will need to follow to complete the reorganization. Starting 2021, RD 537 has and will continue to report on levees that protect the dissolved RD 785 and RD 827 areas[4].

The United States Army Corps of Engineers (USACE) also maintains the Navigation Levee constructed in association with the Deep-Water Ship Channel.

Each entity has varying capacities and responsibilities related to funding, operations and maintenance (O&M), planning, and policy. Further, there is a great variety in geography, historical development, and the presence of other enterprise activities, such as water sales. The common thread between all flood agencies in Yolo County is the recognition that the flood network is an inter-dependent system. In many cases individual district levees rely on neighboring levee's success. In many areas, if one levee fails, the adjacent levee and the population and land it protects are at risk.

Districts Providing Flood Protection Services in Yolo County

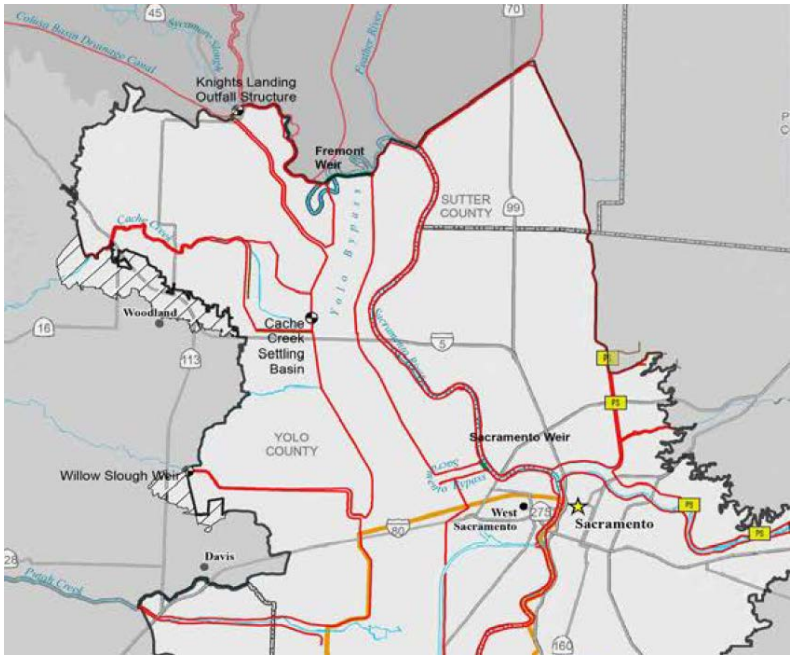


[4] Inspection and Local Maintaining agency Report, DWR 2022, page 34.

Regional Flood Management Facilities in Yolo County

- Colusa Basin Drain[5] provides essential storage which detains and attenuates peak flood flows. Colusa Basin Drain extends from its junction with Willow Creek south to the vicinity of Colusa and then follows the alignment of RD 108's back levee, terminating at the Knights Landing Outfall Gates in Yolo County.
- Willow Slough Weir – Conveys stormwater to the Yolo Bypass and the added capacity protects the City of Davis from flooding.
- Knights Landing Ridge Cut – The Knights Landing Ridge Cut drains the Colusa Basin Drain to the Yolo Bypass.
- Cache Creek Settling Basin – Located along the Yolo Bypass near Cache Creek, this settling basin collects water before entering the Yolo Bypass controlling flow rates and sediment which helps to maintain the flood conveyance integrity of the Yolo Bypass.
- Fremont Weir – Located just south of Knights Landing Outfall Structure at the junction of the Sacramento River and the joint Feather River/Sutter Bypass channel, the Fremont Weir controls the hydraulic energy of flowing water as it enters the Yolo Bypass.
- Sacramento Weir – diverts water from the Sacramento River into the Sacramento Bypass, which discharges into the Yolo Bypass. This bypass protects Sacramento, West Sacramento, and other riverside communities by conveying approximately 80 percent of flood flows through the greater Sacramento Area.
- Storm Water Pump Stations – Storm water pump stations are located along many of the levees and stream channels in the Region. These facilities are used to drain the areas adjacent to the channels protected by levee systems.

Regional Flood Management Facilities in Yolo County



[5] Mid & Upper Sacramento River Regional Flood Management Plan Nov 10, 2014

FloodSAFE/CVFPP

In response to flooding concerns, Hurricane Katrina, and legislation (Senate Bill 5), DWR is currently implementing FloodSAFE, a long-term strategic initiative developed to reduce flood risk in California. One important planning document of FloodSAFE is the Central Valley Flood Protection Plan (CVFPP), which is a critical document to guide California's participation (and influence federal and local participation) in managing flood risk within lands protected by the SPFC. The CVFPP, adopted in 2012, promotes a State Systemwide Investment Approach (SSIA) for sustainable, integrated flood management in areas currently protected by facilities of the SPFC.

The goals and objectives for the Regional Flood Management Plan (RFMP) in Yolo County is:

- Develop the long-term vision for sustainable, integrated flood management in the Region through a collaborative process involving regional stakeholders
- Recommend feasible structural and nonstructural improvements to achieve 200-year level of protection in urban and urbanizing areas including Davis, West Sacramento, and Woodland.
- Recommend feasible structural and nonstructural improvements to achieve 100-year level of protection in small communities including Clarksburg, Knights Landing, and Yolo.
- Develop financing strategies for identified flood risk reduction activities in small communities, rural, and urban areas consistent with the CVFPP system wide investment approach.

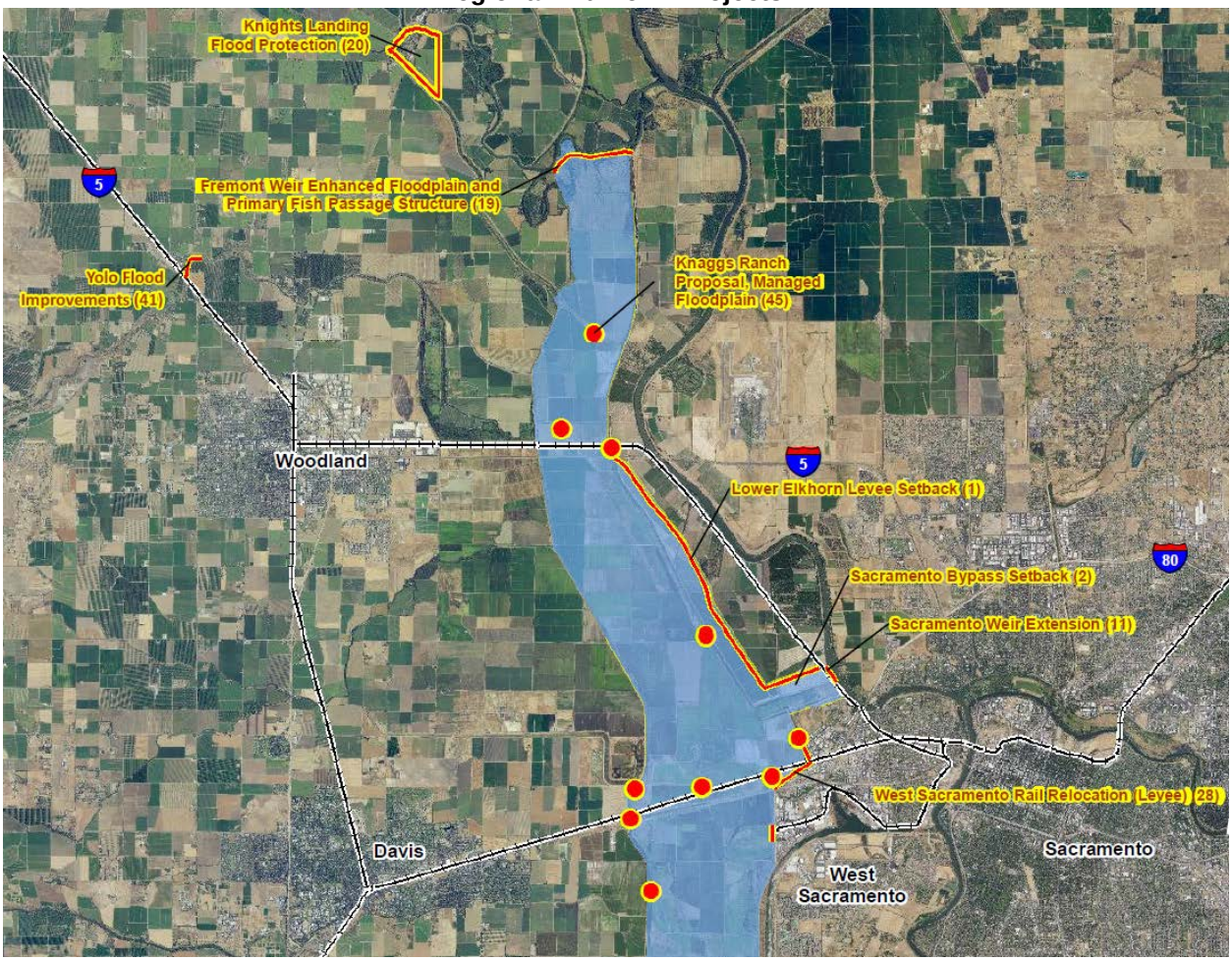
West Side Coordinating Committee

The Lower Sacramento River Flood Plain Coordinating Committee existed prior to the RFMP and includes flood managers from the west side of the Sacramento River. For the purposes of the RFMP, this existing committee is referred to as the West Side Coordinating Committee, and its function is to broadly represent the interests on the west side of the river, including assessing regional flood risk, prioritizing projects, and evaluating funding options. Members include: the Counties of Yolo and Solano; the Cities of West Sacramento, Woodland, Rio Vista, and Davis; Solano County Water Agency; WSAFCA; Yolo County Flood Control and Water Conservation District; DWR Maintenance Areas; and Reclamation Districts (RD) 108, 900, 501, 536, 2060, 730, 1600, 2035, 827, 537, 765, 785, 307, 150, 999, 2068, 2093, 2098, 2104, 2084; and Knights Landing Ridge Drainage District.

Project Focus Areas in Yolo County

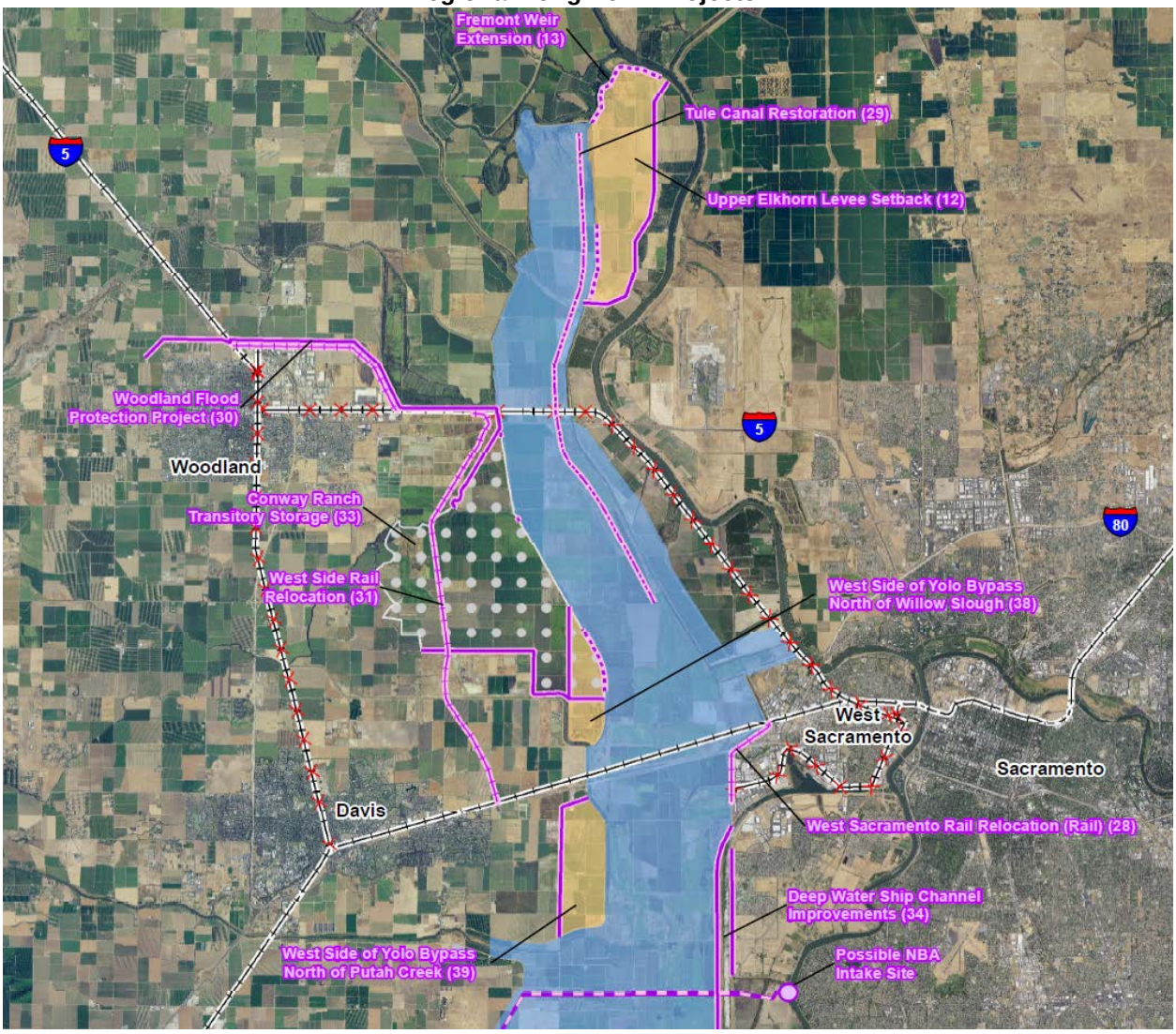
- Yolo Bypass Widening
- Yolo Rail Relocation (Freemont Trestle)
- Small Community Studies to achieve 100-year flood protection for Clarksburg, Knights Landing, and Yolo.

Regional Mid-Term Projects[6]



[6] Lower Sacramento/Delta North RFMP Input for Conservation Strategy Advisory Committee (Draft), Aug 2018

Regional Long-Term Projects[7]



Levee System Governance

Problems arise from levees getting evaluated individually rather than as a system (or as a whole), and critical non-project levees being overlooked. Other institutional problems include LMAs struggling with permitting involving multiple agencies and varying requirements. Particularly, LMAs have difficulty conducting routine operation and maintenance of the levee system because increasingly, the resource agencies are requiring compensatory mitigation. The timelines and cost of permitting, along with those of mitigation are not sustainable for LMAs. A streamlined approach is necessary to meet the public safety needs of the Region, while providing adequate conservation of ecological resources to compensate for impacts from flood projects.

[7] Lower Sacramento/Delta North RFMP Input for Conservation Strategy Advisory Committee (Draft) Aug 2018

- Lack of formalized coordination between adjacent LMAs and their cities and counties (OAs), to include mutual aid agreements
- Many LMAs don't have the funding to maintain adequate staff, plans, and resources
- Some LMAs have inadequate funding and staff for proper O&M or to put together proposals for DWR grant funding.
- Inadequate or nonexistent emergency response or action plans
- No record of updating, practicing, or implementing a plan that does exist
- Incomplete understanding of flood fight roles
- Insufficient or no flood fight training
- No record of participating in any exercises

Yolo County Levee Systems/Basins

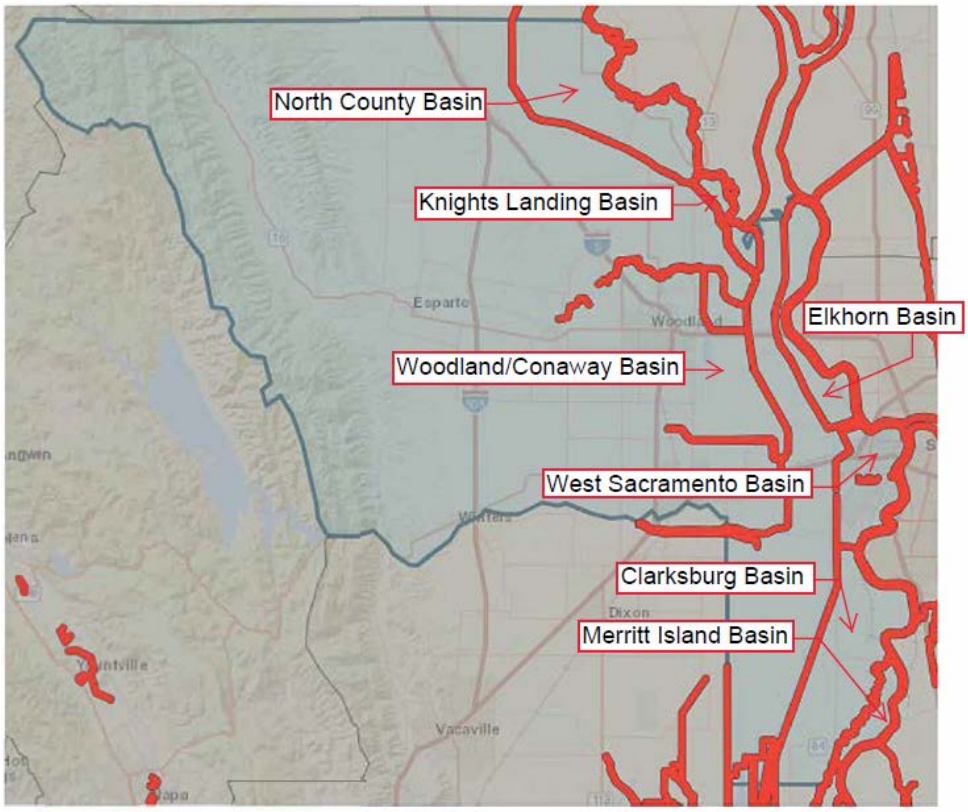
Although the 2014 Yolo Flood Governance Study and 2018 LAFCo Municipal Service Review grouped the districts into 5 hydrologic basins for governance purposes, from an engineering perspective there are additional levee systems that are a hydraulically connected flood zone. These levee systems are defined by the National Levee Database maintained by the USACE.

Several of these levee systems are owned, operated, and maintained by the CVFPB (DWR) and do not contain any local maintaining agencies (LMAs) included in this MSR. All 11 levee systems are briefly described below for countywide context, however this MSR focuses on the 7 systems/basins where special districts act as LMAs of the overall Sacramento River System.

The levee system names correlate to the USACE database and the name in parenthesis corresponds to the name used in the MSRs. For this 2024 MSR, the North County/Knights Landing have been separated and Merritt Island has been separated out from the Clarksburg basin because they are hydraulically separate systems. Therefore, the previous 5 basins from the 2018 MSR has expanded to 7 basins for this 2024 MSR (as shown in bold text below).

1. **Sacramento River West Bank (North County Basin**)
2. **Knights Landing Unit 2 – Yolo Bypass – Service Area 6 (Knights Landing Basin**)
3. Cache Creek Unit 1 – Yolo Bypass Unit 2 – Knights Landing Unit 1
4. Yolo Bypass West Levee – Cache Creek Unit 4
5. **Cache Creek – RD 2035 – Willow Bypass (Woodland/Conaway Basin**)
6. Putah Creek Unit 1 – Yolo Bypass – Willow Slough Unit 2 Levee System
7. Putah Creek Right Bank Unit 2
8. **SacYolo North (Elkhorn Basin**)
9. **West Sacramento Levee System (West Sacramento Basin**)
10. **SacYolo South (Clarksburg Basin**)
11. **RD 150 Merritt Island Levee System (Merritt Island Basin**)

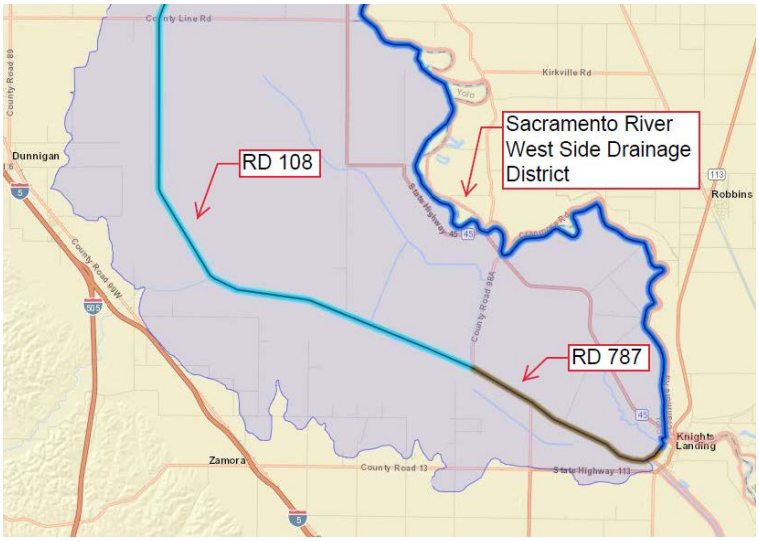
Yolo County Levee System Basins for 2024 MSR



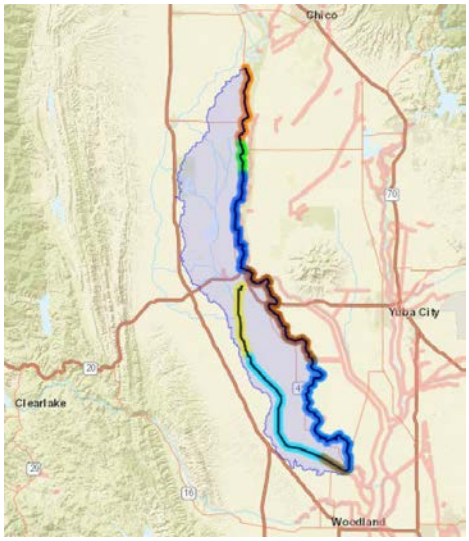
The levee systems/basins information below is sourced from the USACE National Levee Database https://levees.sec.usace.army.mil/#/.

Sacramento River West Bank (North County Basin)

North County Basin (Yolo Portion) – Maintaining Agencies



Entire Basin (into Colusa County)



Sacramento River West Bank is a system of earthen levees spanning multiple counties in the Sacramento River Valley in California. The levee system is 119.72 miles long and contains 8 segments. The eastern portion is made up of five segments along the west bank of the Sacramento River from Ord Bend in Glenn County to Knights Landing in Yolo County. The western portion includes three levee segments along the left bank of Colusa Drain from Colusa to Knight's Landing.

This levee was one of many levees along the Sacramento Valley constructed by local landowners in the late 1800's to reduce the risk of flooding. The exact date of construction and who specifically built it is not known by the USACE. The levees were completed by 1930s. Flood water rose above the top of the levee and caused the levee to breach, or break open, many times during floods after the 1930s construction. The system was reconstructed by the USACE in the 1940s and 1950s. Since then, additional emergency repairs and improvements have been made to the levee system, including installation of stone protection on the banks and increasing the levee height and width. The City of Colusa is the most populated area behind the levee, compared to most of the leveed area which is primarily agricultural.

The levee is in an area that is subject to seasonal flooding. The levee has experienced widespread seepage, or leaking of water through the soils, and erosion, deterioration of the levee soils, as a result of previous flood events. Water has risen high on the levee during past floods.

The foundation soils and soils that were used to build the levee are susceptible to further erosion and can be easily washed away by the fast-moving water expected during flood events. These soils also allow water to seep through them easily. Animal burrows, trees and bushes, discharge pipes, utility poles, and irrigation ditches also provide paths for water to travel through and weaken the levee. Past flooding events have caused erosion and caving on the levee banks at numerous locations, which make the levee more at risk for failure. It is highly likely that future flood events could result in additional seepage and erosion and increase the potential for a levee breach.

If the levee were to break, the northern half of the leveed area (which includes the city of Colusa) would experience shallow flooding, less than 2 feet in depth. South of Colusa, flood water anywhere between 2 and 15 feet deep. The worst of the flooding would occur at the southernmost part of this levee system, near Knight's Landing, where flooding could be greater than 15 feet deep. The majority of major flooding inside the leveed area would occur in primarily agricultural land.

This 119.72-mile moderate risk levee system (which includes large portions in Colusa and Glenn counties) protects an estimated 10,681 population, 3,770 buildings, and $3.25B in property value.

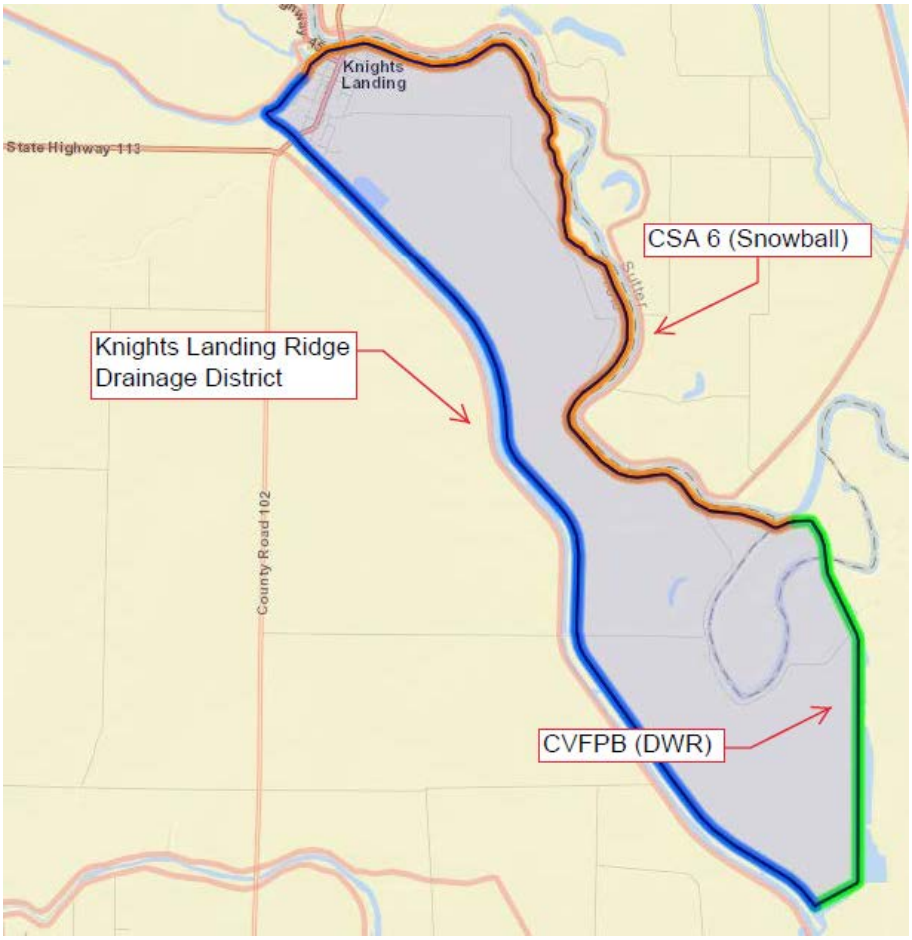
LMAs maintaining segments of this system in Yolo County include:

- Sacramento River West Side ~~Drainage~~ **Levee** District (not reviewed in this MSR because Colusa County is its principal county)
- RD 108 (not reviewed in this MSR because Colusa County is its principal county)
- RD 787

This system is in active/eligible standing in the USACE Rehabilitation Program.

Knights Landing Unit 2 – Yolo Bypass – Service Area 6 (Knights Landing Basin)

Knights Landing Basin – Maintaining Agencies



Knights Landing Unit 2 – Yolo Bypass – Service Area 6 levee system is a portion of the Sacramento River Flood Control Project, a large-scale levee project authorized by Congress and constructed in 1952. The map of the levee system shows the leveed area, the area which would be prone to flooding in the absence of a levee. Knights Landing Unit 2 – Yolo Bypass – Service Area 6 levee system reduces the risk of flooding for Yolo and Sutter County and adjacent agricultural lands from flood waters in Kings River. A nonurban population and a small number of structures are present within the leveed area. Knights Landing Unit 2 – Yolo Bypass – Service Area 6 levee system is constructed of earthen embankments and requires year-round maintenance. The Central Valley Flood Protection Board is the non-federal sponsor and is the responsible agency for operation and maintenance of the levee system.

This 15.2-mile moderate risk levee system protects an estimated 1,192 population, 406 buildings, and a property value of $101M.

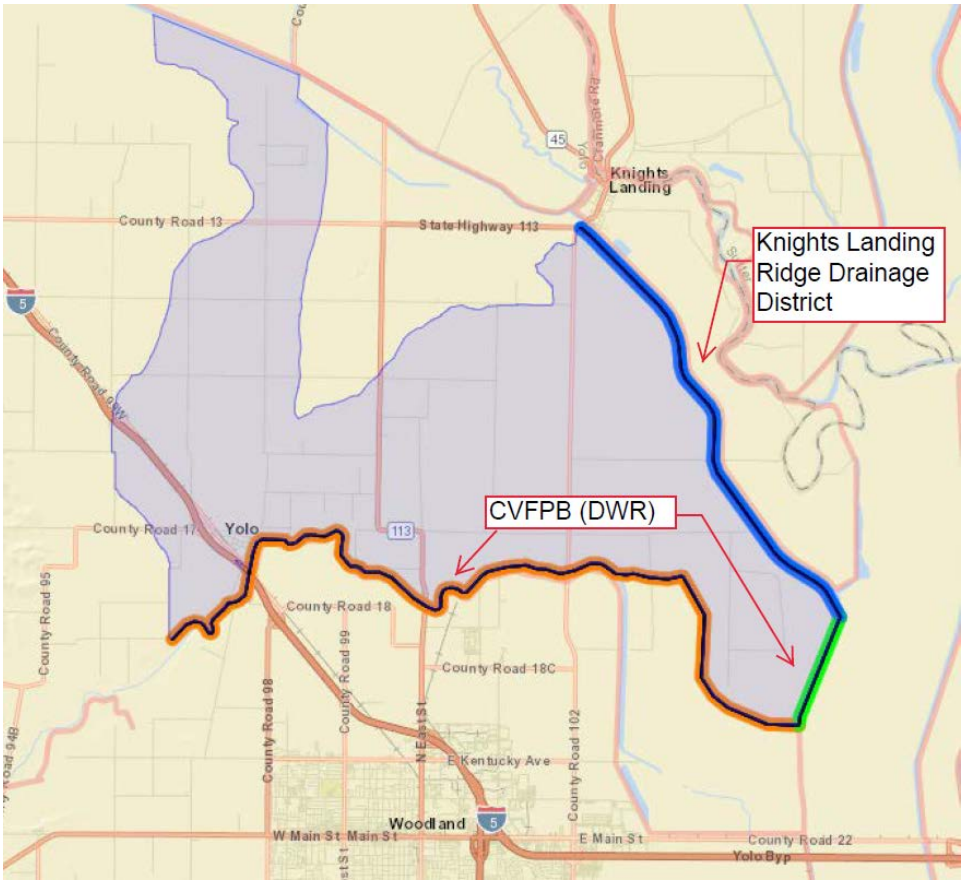
Districts either acting as LMAs maintaining segments of this system or pumping water out of this levee system include:

- County Service Area No. 6 Knights Landing Ridge Drainage District
- Knights Landing Ridge Drainage District
- RD 730 (provides drainage/pumping services only and does not maintain any levees)

This system is in active/eligible standing in the USACE Rehabilitation Program.

Cache Creek Unit 1 – Yolo Bypass Unit 2 – Knights Landing Unit 1

Maintaining Agencies



The Cache Creek Unit 1 - Yolo Bypass Unit 2 - Knights Landing Unit 1 levee system is a portion of the Sacramento River Flood Control Project, a large-scale levee project authorized by congress. The map of the levee system shows the leveed area, the area which would be prone to flooding in the absence of a levee. The Cache Creek Unit 1 - Yolo Bypass Unit 2 - Knights Landing Unit 1 levee system reduces the risk of flooding for the community of Yolo and surrounding agricultural lands from flood waters in Cache Creek, the Cache Creek Settling Basin, Yolo Bypass, and Knights Landing Ridge Cut. In addition to the mostly rural population within the leveed area, a significant number of structures, with property values estimated in the millions of dollars, are present within the leveed area. Highway 113 and Interstate 5 cross through the leveed area. The levees of the Cache Creek Unit 1 - Yolo Bypass Unit 2 - Knights Landing Unit 1 levee system are constructed of earthen embankments and require year-round maintenance. The Central Valley Flood Protection Board is the non-federal sponsor and is the responsible agency for operation and maintenance of the levee system.

This 19.61-mile moderate risk levee system protects an estimated 1,030 population, 396 buildings, and a property value of $101M.

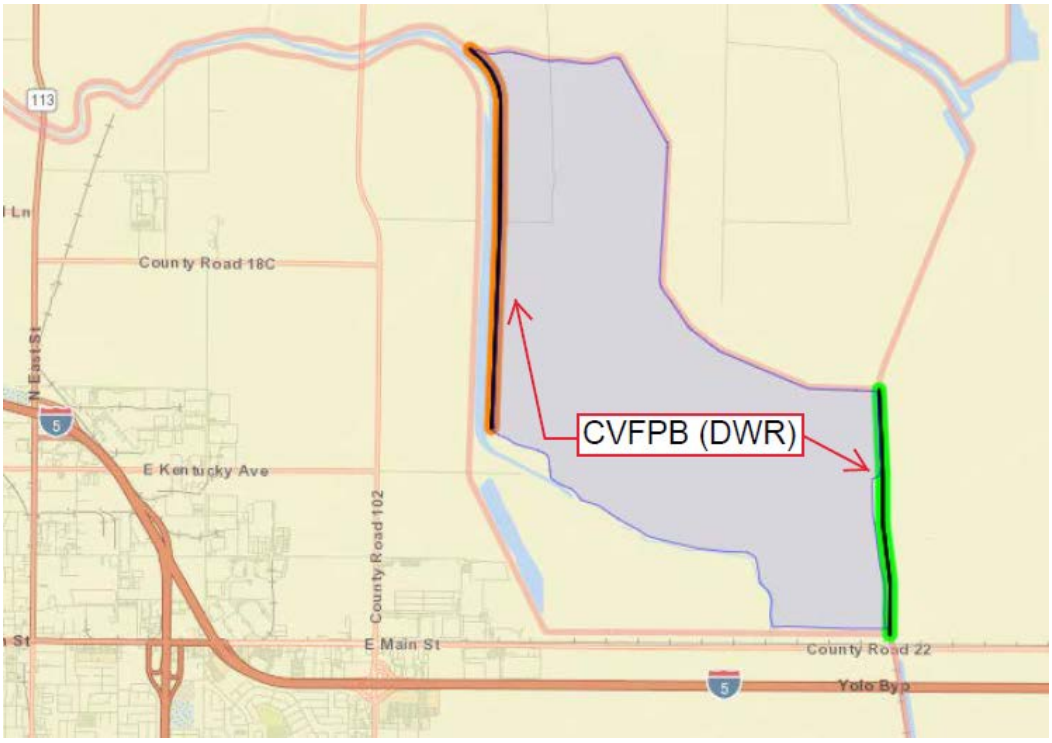
LMAs maintaining segments of this system include:

- Knights Landing Ridge Drainage District

This system is in active/eligible standing in the USACE Rehabilitation Program.

Yolo Bypass West Levee – Cache Creek Unit 4

Maintaining Agencies



Cache Creek runs from west to east and passes by the City of Woodland about three miles north of the city. About four miles northeast of Woodland, Cache Creek is diverted into the Cache Creek Stilling Basin before joining with the Yolo Bypass. This levee system includes two segments within the Cache Creek Stilling Basin along Cache Creek and a part of the west levee of the Yolo Bypass.

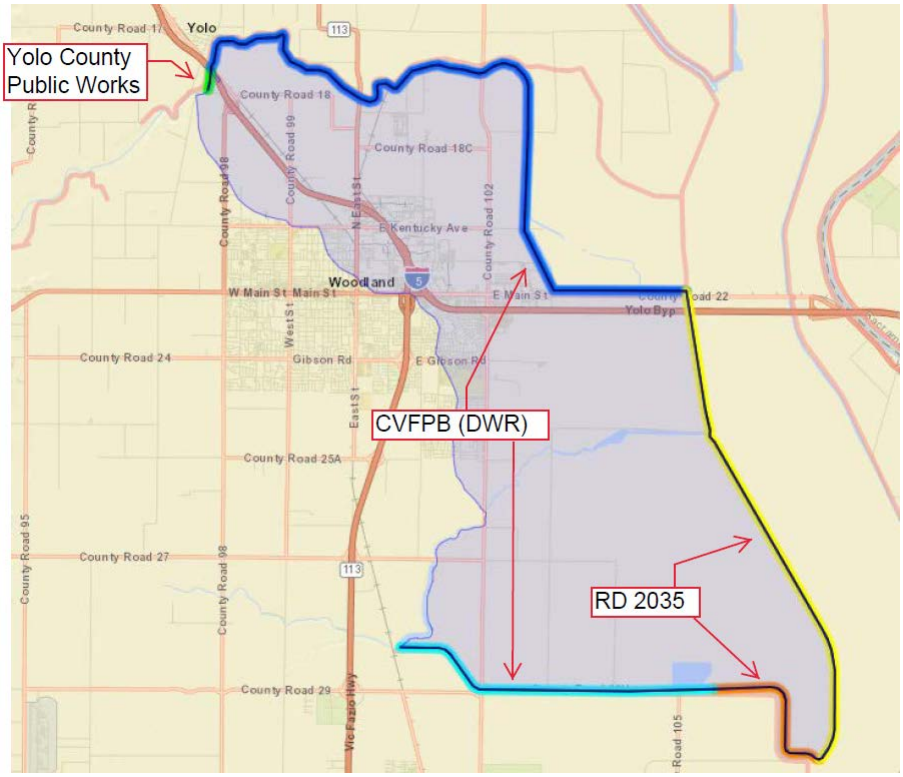
This system was designed to direct the flow of water and sediment from Cache Creek to the Yolo Bypass. The federal government authorized this system in 1917, and the two segments were constructed in the years 1937 and 1991. The California Department of Water Resources (DWR) maintains this levee system, and Central Valley Flood Protection Board is the levee sponsor.

This low risk 3.68-mile levee system protects an estimated 14 population, 4 buildings, and a property value of $1.16M.

The California Department of Water Resources (DWR) maintains this levee system and no special districts maintain this system.

Cache Creek – RD 2035 – Willow Bypass (Woodland/Conaway Basin)

Woodland/Conaway Basin – Maintaining Agencies



The Cache Creek – RD 2035 – Willow Bypass levee system is a portion of the Sacramento River Flood Control Project, a large-scale levee project authorized by congress. The map of the levee system shows the leveed area, the area which would be prone to flooding in the absence of a levee. The Cache Creek – RD 2035 – Willow Bypass levee system reduces the risk of flooding for a portion of the City of Woodland and surrounding agricultural lands from flood waters in Cache Creek, the Cache Creek Settling Basin, Yolo Bypass, and Willow Slough Bypass. In addition to the urban population within the leveed area, a significant number of structures, with property values estimated in the millions of dollars, are present within the leveed area. Highway 113 and Interstate 5 cross through the leveed area. The levees of the Cache Creek – RD 2035 – Willow Bypass levee system are constructed of earthen embankments and require year-round maintenance. The Central Valley Flood Protection Board is the non-federal sponsor and is the responsible agency for operation and maintenance of the levee system.

This 29.1-mile high risk levee system protects an estimated 8,975 population, 2,227 buildings, and $1.61B in property value.

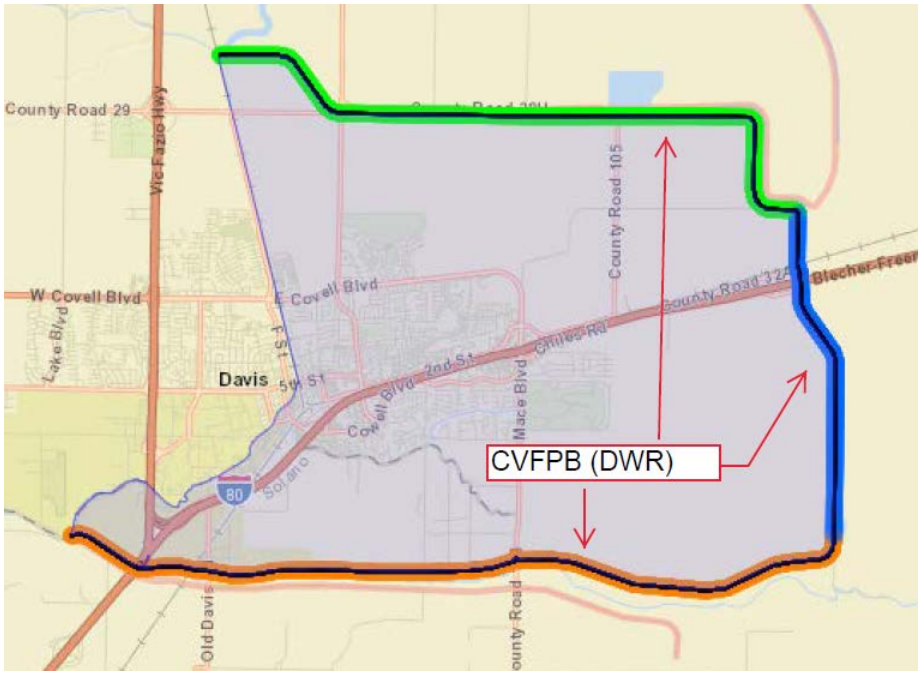
LMAs maintaining segments of this system include:

- RD 2035

This system is in active/eligible standing in the USACE Rehabilitation Program.

Putah Creek Unit 1 – Yolo Bypass – Willow Slough Unit 2 Levee System

Maintaining Agencies



Putah Creek Unit 1 - Yolo Bypass - Willow Slough Unit 2 is a soil levee located in Davis, California. The levee is a roughly 20 mile long, U-shaped system that extends from Brooks Road, west of the I-80/State Route 113 interchange, eastward along the north side of Putah Creek, a northward along a portion of the west side of the Yolo Bypass, and westward along the south side of Willow Slough Bypass, extending upstream to County Road 101A.

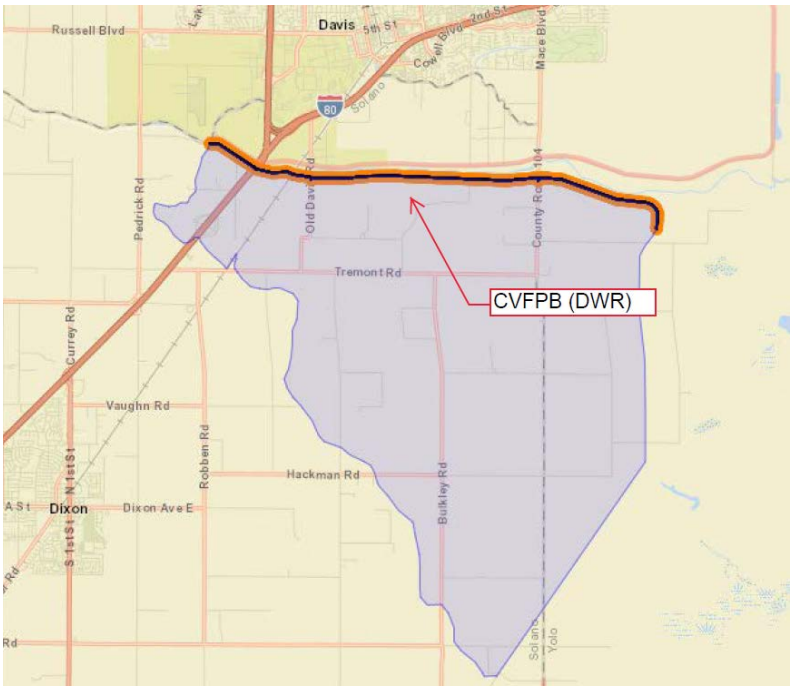
The levee was built from 1946 to 1951 by the U.S. Army Corps of Engineers to reduce the risk of flooding in Davis, which included re-routing Putah Creek from the historical channel through town to the current channel location. The leveed areas include housing structures, farms, commercial and residential buildings, rural agricultural fields and structures, a Union Pacific Railroad line, recreational areas (parks and golf courses), major road crossings and the University of California, Davis.

This moderate risk 19.89-mile levee system protects an estimated 30,649 population, 12,337 buildings, and a property value of $6.56B.

The California Department of Water Resources (DWR) maintains this levee system and no special districts maintain this system.

Putah Creek Right Bank Unit 2

Maintaining Agency



Putah Creek Right Bank - Unit 2 is an earthen levee located just south of Davis, California. The levee is 7.53 miles long and is situated at the southeast portion of Yolo County and the northeast portion of Solano County.

The levee begins about a mile east of the intersection of Vineyard Lane and Pedrick Road, and extends east along the southern bank of Putah Creek, ending near the intersection of County Road 35 and County Road 106. The levee terminates at the Yolo bypass Channel, where floodwater is capable of coming around the downstream end of the levee.

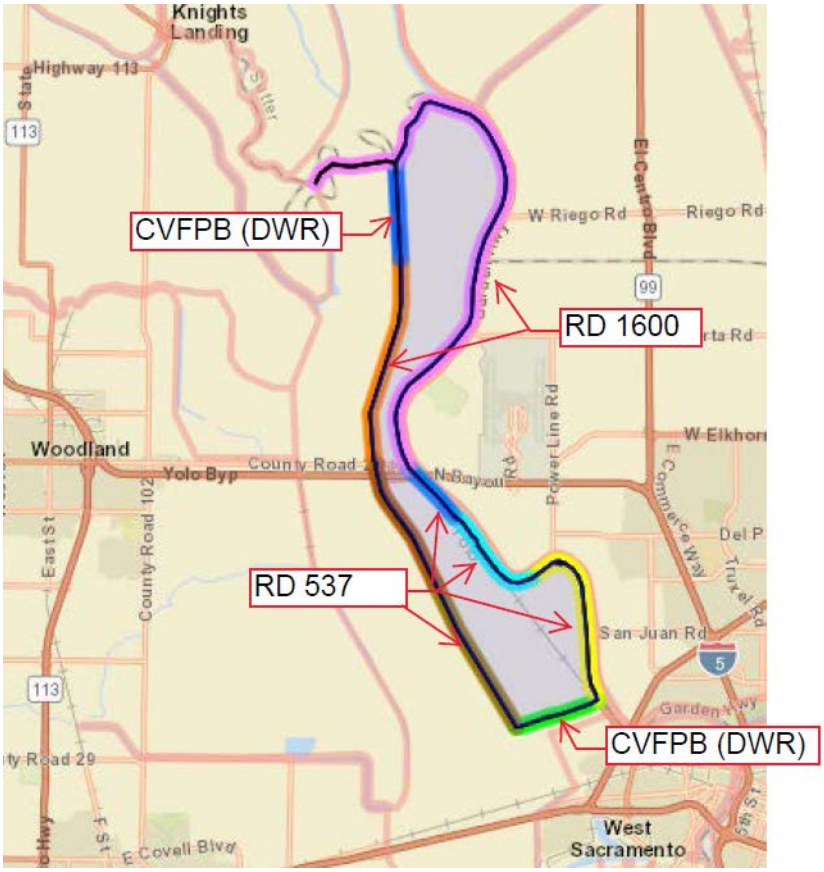
The levee was built from 1946 to 1951 by the U.S. Army Corps of Engineers to reduce the risk of flooding in rural areas south of Davis, which included re-routing Putah Creek from the historical channel through town to the current channel location. The area behind the levee includes agricultural fields, houses, and farms that are south of Putah Creek and west of the Yolo Bypass. Major roadways that cross the levee include Interstate 80, Old Davis Road, County Road 102, and County Road 104, and The Union Pacific Railroad tracks near Old Davis Road.

This low risk 7.2-mile levee system protects an estimated 529 population, 132 buildings, and a property value of $87.1M.

The California Department of Water Resources (DWR) maintains this levee system and no special districts maintain this system.

SacYolo North (Elkhorn Basin)

Elkhorn Basin Maintaining Agencies



RD 1600, 0827, 0785, and 0537 – SacYolo North is a roughly 32-mile-long levee system that runs along the right bank of the Sacramento River and left bank of Yolo Bypass between the Sacramento Bypass and Fremont Weir, in Yolo County, California, northwest of the city of Sacramento, and the intersection of interstates 80 and 5. The levee surrounds mostly agricultural lands, with some residential use. The levee, made of compacted soils, was originally constructed by locals in the 1800s, though the exact construction history is unknown to the USACE. In the early 1900's, reconstruction of the levee by the USACE occurred under the Sacramento River Flood Control Project. Throughout the 1900's, the levee was improved after flood events, including placement of rock on the waterside slope to lower the likelihood of erosion, or washing away of the levee soils, and enlarging segments of the levee and flattening the slopes in the 1960s. The Sponsor for this system is the Central Valley Flood Protection Board.

This levee is considered a low-risk system. The Oroville Dam regulates flows into the Sacramento River upstream of the levee and lowers the expected damages to the levee during a storm. Flood waters have risen more than 70 percent of the way up the levee at some locations in this system. The levee has shown signs of seepage, or water leaking through the levee soils, unstable slopes, and erosion. Unauthorized encroachments, animal burrows, and vegetation on the levee all increase the likelihood for seepage to occur in the future. If the levee were to fail, flood waters are expected to be between 6 and 15 feet for most of the leveed area, with deepest flooding to depths greater than 15 feet occurring at the south end of the leveed are, near the Sacramento Bypass. Yolo County has an Emergency Operations Plan for the system with guidance for how to respond in a flood emergency. The population living inside the leveed area is sparse and there should not be traffic during an evacuation.

This 33.91-mile low risk levee system protects an estimated 102 population, 17 buildings, and $11.8M in property value.

Even though LAFCo annexed RD 785 and RD 827 into RD 537 in 2019, the state has not yet combined these units/districts and still produces separate levee inspection reports. It is anticipated that the state will combine these reports after the Yolo Bypass Setback Levee Project is completed.

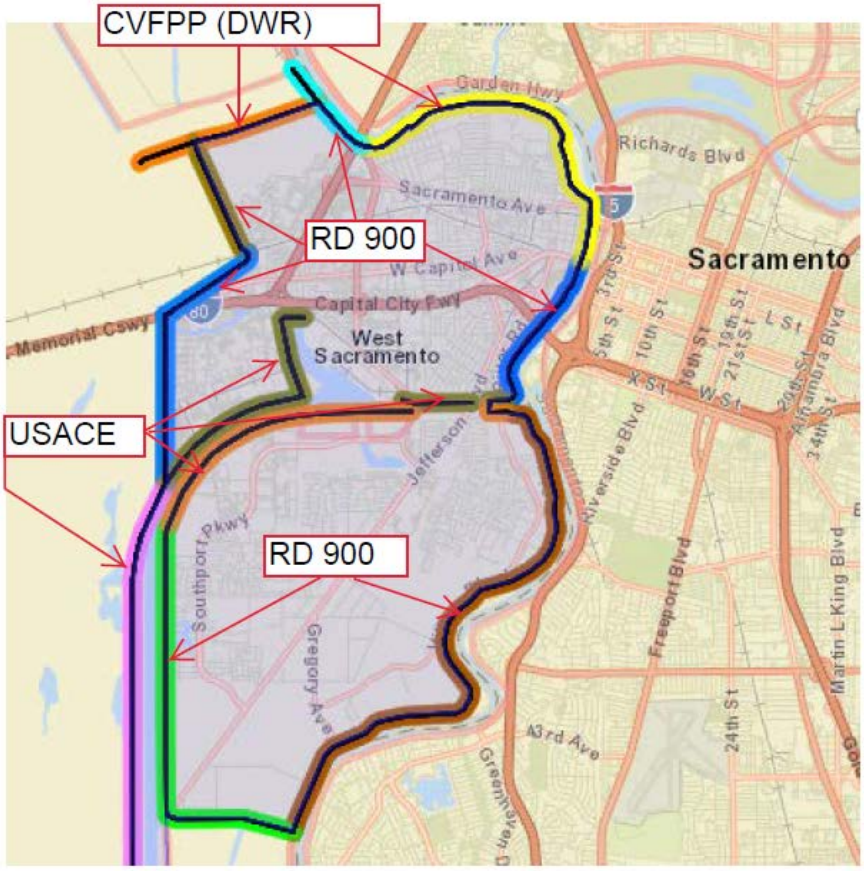
LMAs maintaining segments of this system include:

- RD 537
- RD 1600

This system is in active/eligible standing in the USACE Rehabilitation Program.

West Sacramento Levee System (West Sacramento Basin)

West Sacramento Basin



The West Sacramento levee system is a portion of the Sacramento River Flood Control Project, a large-scale levee project. The West Sacramento levee system is comprised of levees authorized by congress and a non-federal levee, levee which was locally constructed and is locally operated and maintained. The map of the levee system shows the leveed area, the area which would be prone to flooding in the absence of a levee. The West Sacramento levee system reduces the risk of flooding for a northern portion of the City of West Sacramento and adjacent agricultural lands from flood waters in the Sacramento River, Deep Water Ship Channel, and the Yolo Bypass. In addition to the urban population within the leveed area, a significant number of structures, with property values estimated in the billions of dollars, are present within the leveed area. Highway 50 and Interstate 80 cross through the leveed area. The West Sacramento levee system is constructed of a combination of earthen embankments, floodwalls, and four closure structures and which they all require year-round maintenance. The closure structures are closable openings in the levee, which when closed prevent flood flows from entering the leveed area. The Central Valley Flood Protection Board is the non-federal sponsor of the congressionally authorized portion and RD 900 sponsors

the non-federal portion and both are the responsible agencies for operation and maintenance of the levee system.

This 46.98-mile levee system is considered high risk and protects an estimated 49,927 population, 17,617 buildings, and $4.35B in property value.

Even though LAFCo reorganized RD 537 out of this basin in 2019, the state has not yet combined these units/districts and still produces separate levee inspection reports.

LMAs maintaining segments of this system include:

- RD 900

This system is in active/eligible standing in the USACE Rehabilitation Program.

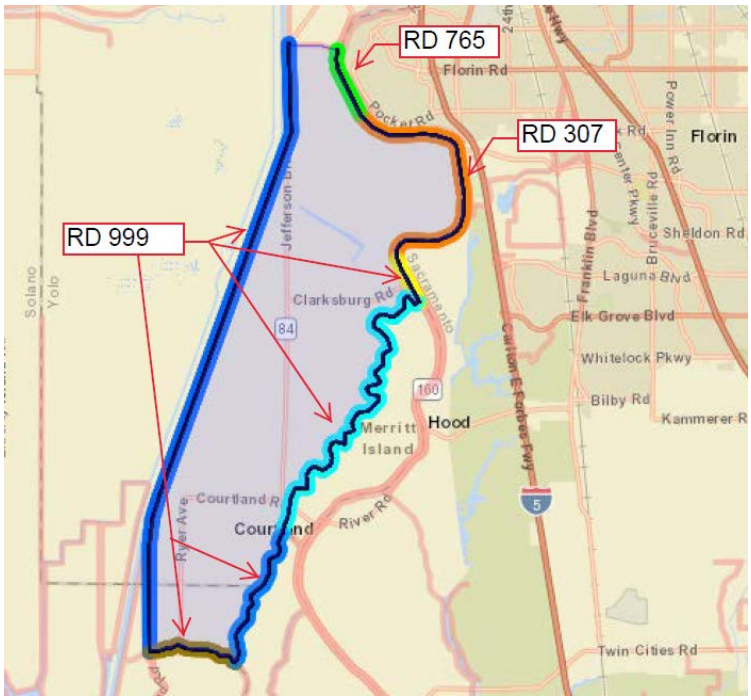
West Sacramento Area Flood Control Agency

The WSAFCA operates under a board-manager form of government and provides flood protection to the City of West Sacramento's residents, businesses, and assets. The Agency provides services related to the construction, maintenance, and regulation of West Sacramento's levee system. Services include the capital expansion and improvement of levee facilities, regulatory services to fulfill legal requirements associated with Federal and State programs that relate to the Agency's activities, surveying and mapping services, and planning services that relate to and provide for the public's health and safety in regard to flood prevention, control, and emergency response.

WSAFCA is a joint powers authority created by an agreement made between the City of West Sacramento, RD 900, and RD 537. The three member WSAFCA Board formulates and enacts policy for the Agency. The elected boards of RD 900, RD 537, and the West Sacramento City Council each appoint a director and alternate director to serve as a member of the WSAFCA Board.

SacYolo South (Clarksburg Basin)

Clarksburg Basin Maintaining Agencies



The SacYolo South levee system is a portion of the Sacramento River Flood Control Project, a large-scale levee project. The map of the levee system shows the leveed area, the area which would be prone to

flooding in the absence of a levee. The SacYolo South levee system reduces the risk of flooding for a portion of a rural area and agricultural lands in Yolo County from flood waters in the Sacramento River, Elk Slough, Sutter Slough, Minor Slough and the Yolo Bypass. In addition to the rural population within the leveed area, a significant number of structures, with property values estimated in the millions of dollars, are present within the leveed area. The SacYolo South levee system is constructed of earthen embankments and requires year-round maintenance. The Central Valley Flood Protection Board is the non-federal sponsor and is the responsible agency for operation and maintenance of the levee system.

This 40.47-mile levee system is considered moderate risk and protects an estimated 1,113 population, 569 buildings, and $167M in property value.

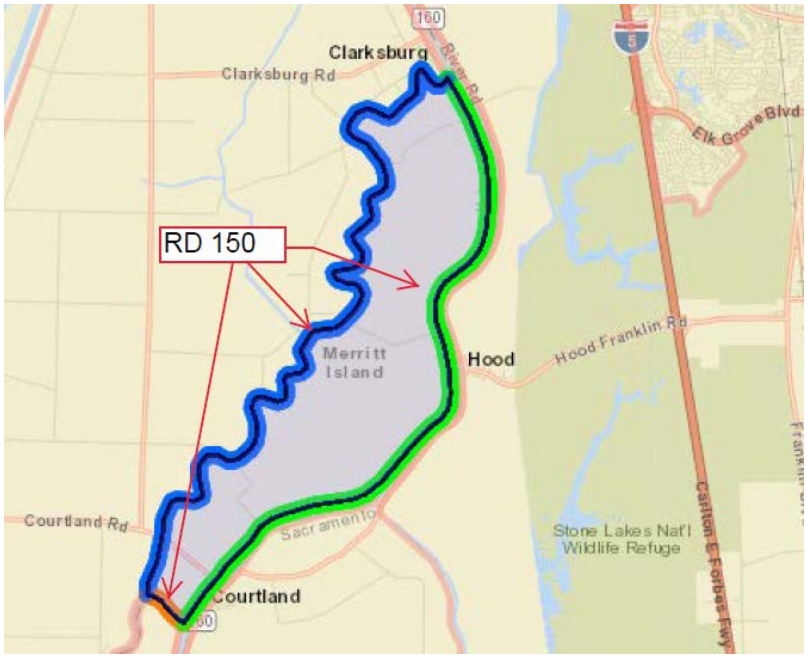
LMAs maintaining segments of this system include:

- RD 307
- RD 765
- RD 999

This system is in active/eligible standing in the USACE Rehabilitation Program.

RD 150 Merritt Island Levee System (Merritt Island Basin)

Merritt Island Basin Maintaining Agency



The RD 0150 - Merritt Island levee system is a portion of the Sacramento River Flood Control Project, a large-scale levee project. The map of the levee system shows the leveed area, the area which would be prone to flooding in the absence of a levee. The RD 0150 - Merritt Island levee system reduces the risk of flooding for agricultural lands located on Merritt Island from flood waters in Elk Slough, Sutter Slough, and the Sacramento River. In addition to the rural population within the leveed area, a significant number of structures, with property values estimated in the millions of dollars, are present within the leveed area. The RD 0150 - Merritt Island levee system is constructed of earthen embankments and requires year-round maintenance. The Central Valley Flood Protection Board is the non-federal sponsor and is the responsible agency for operation and maintenance of the levee system.

This 17.75-mile levee system is considered moderate risk and protects an estimated 119 population, 93 buildings, and $29.4M in property value.

LMAs maintaining segments of this system include:

- RD 150

This system is in active/eligible standing in the USACE Rehabilitation Program.

District Services Provided

District Powers and Services

The following list includes the services of the agencies included in this MSR/SOI.

Flood Control & Drainage Agencies Authorized Services

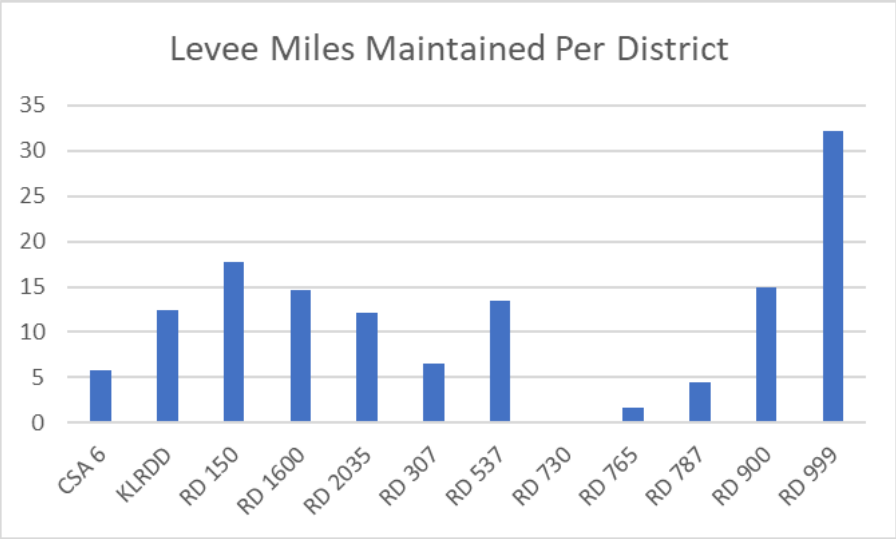
Districts	Agricultural Water/Irrigation	Levee Maintenance	Stormwater Drainage/Pumping
CSA 6		●	
KLRDD		●	
RD 150		●	●
RD 307		●	●
RD 537		●	●
RD 730			●
RD 765		●	●
RD 787		●	●
RD 900		●	●
RD 999		●	●
RD 1600		●	●
RD 2035	●	●	●

Department of Water Resources (DWR) Levee Evaluation Program

DWR annually inspects the State-federal portions of the flood management system within California's Central Valley and develops a summary report documenting the results of these annual levee, channel, and structure inspections, as well as other activities. It also creates detailed inspection reports documenting the deficiencies found in each Local Maintaining Agency (LMA), which are used by the U.S. Army Corps of Engineers (USACE), DWR, the Central Valley Flood Protection Board (CVFPB), and other interested parties[8].

LMAs are required to report specific information related to the project levees by September 30 of each year. DWR consolidates this information and provides an Annual Report to the Central Valley Flood Protection Board (CVFPB) by December 31 of each year. The Annual Report is a summary of information collected from LMAs responsible for the operation and maintenance of the 1,600 miles of project levees in the State-federal flood protection system.

[8] https://water.ca.gov/Programs/Flood-Management/Maintenance/Levee-Inspections



DWR Levee Inspections & Rating

DWR annually inspects the State-federal portions of the flood management system within California's Central Valley and develop a summary report including detailed inspection reports documenting the deficiencies found in each Local Maintaining Agency (LMA), which are used by the U.S. Army Corps of Engineers (USACE), DWR, the Central Valley Flood Protection Board (CVFPB), and other interested parties.

DWR is responsible for developing and administering a program to facilitate LMA reporting requirements. LMAs are required to report to us specific information related to the project levees by September 30 of each year. This information is consolidated in an Annual Report and provided to the Central Valley Flood Protection Board (CVFPB) by December 31 of each year. The Annual Report is a summary of information collected from LMAs responsible for the operation and maintenance of the 1,600 miles of project levees in the State-federal flood protection system.

The summary ratings for the LMAs in Yolo County are listed below. Please note RD 730 is not included in this chart because it does not maintain levees (drainage only). The unacceptable ratings are highlighted.

Each area received one of three possible ratings based on the state of its levees:

- Acceptable (A) – No immediate work required, other than routine maintenance. The food protection project will function as designed and intended with a high degree of reliability, and necessary cyclical maintenance is being performed adequately.
- Minimally Acceptable (M*) – Overall unit threshold percentage is less than 10%; however, U rated miles are present, so the overall unit rating is M* instead of A.
- Minimally Acceptable (M) – One or more deficient conditions exist in the food protection project that needs to be improved or corrected. However, the project will essentially function as designed with a lesser degree of reliability than what the project could provide.
- Unacceptable (U) – One or more deficient conditions exist that may prevent the project from functioning as designed, intended, or required.

DWR Levee Inspections Overall Rating for each LMA

M	Overall Rating *A = Acceptable; M = Minimally Acceptable; and U = Unacceptable*					Total Levee Miles
	2019	2020	2021	2022	2023	
CSA 6	U	M	M*	M	M*	5.87
KLRDD	A	A	A	A	A	
RD 150	M*	M*	M*	M*	U	17.74
RD 307	U	U	U	U	M	12.39
RD 537	M*	M*	M*	U	U	5.93
RD 785[9]	M	M*	M*	M*	M*	5.57
RD 827	M	A	A	A	U	4.12
RD 765	U	U	U	M	M*	1.72
RD 787	A	A	A	U	A	4.45
RD 900	A	A	A	A	M*	12.96
RD 999	M	U	M*	M	M*	32.17
RD 1600	U	M*	M*	M*	U	14.69
RD 2035	A	A	A	A	A	12.15
RD 108 (Colusa)	A	A	A	A	M*	20.92
Sacramento River Westside Levee District (Colusa)	A	A	M*	M*	A	49.64
RD 2068 (Solano)	A	M	M*	M*	M	8.71

Source: Department of Water Resources 2023 Inspection and LMA Report of the Central Valley State-Federal Flood Protection System

Agency Financing

California State Law (California Water Code section 50000 et seq.) grants a RD and drainage districts the authority to use taxes and fees as financing tools to raise money locally to pay for facilities and services. Districts may also charge for provision of water or for other services, including drainage. According to the Public Policy Institute of California (PPIC), RDs may also issue bonds to finance improvements. In addition, districts located in the Delta are eligible to receive reimbursements for flood control work under the Subventions Program and the Delta Levees Program.

Two RDs receive a portion of the 1% Property Tax increment: RD 307 and a portion of RD 537 (for the previous RD 827 territory). The tool most widely used by these districts are special assessments based on the specific benefit each parcel receives from the improvements. Assessments are a levy against district lands that receive special benefits from operation of the district works. Assessments may be used to pay for the design, construction, operation, and maintenance of reclamation works. Assessments are considered a lien against the benefited property, and the property can be sold to pay delinquent assessments. Since Proposition 218 was put into place in 1997, any new or increased assessments may

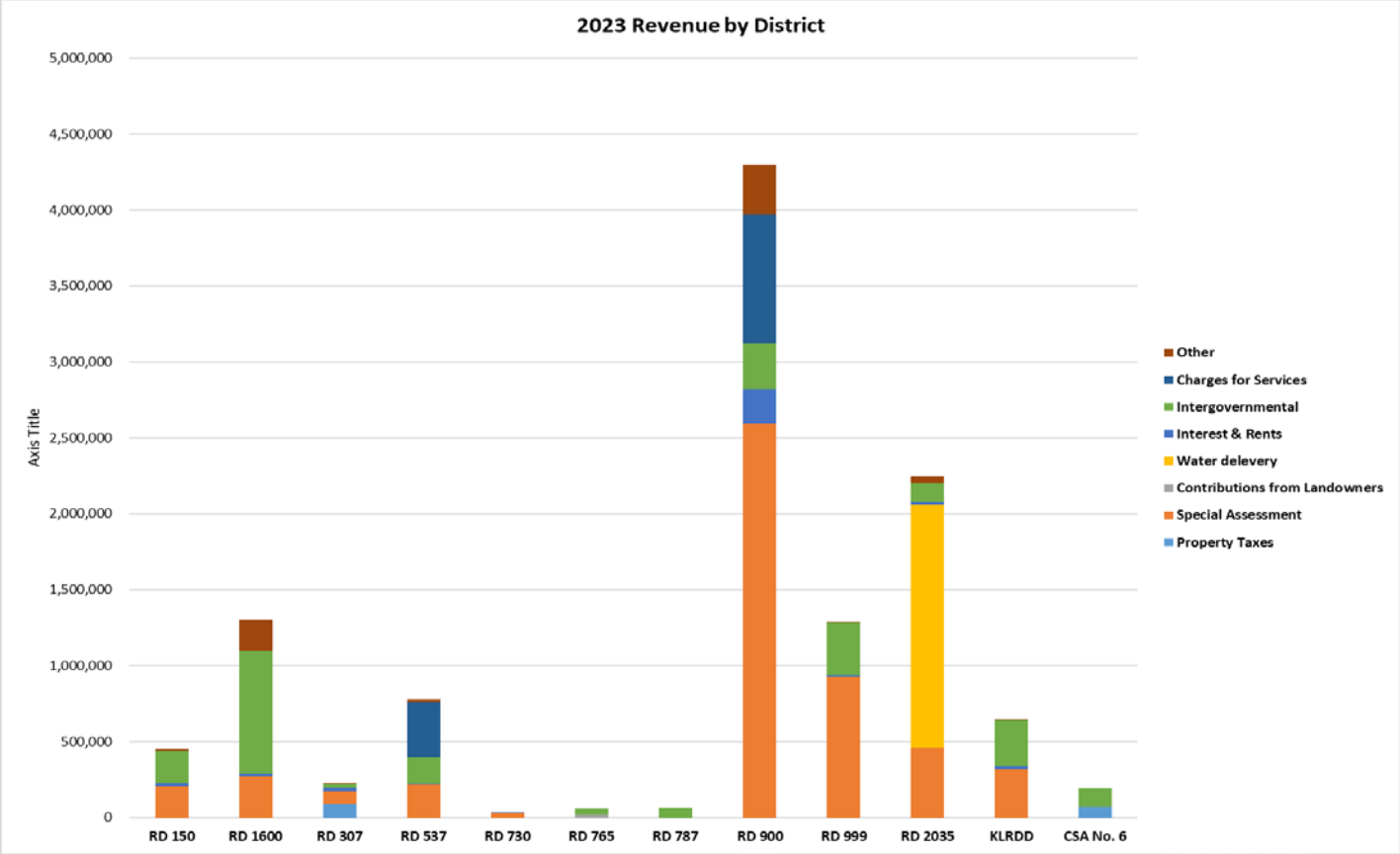
[9] RD 785 and RD 827 were dissolved by LAFCo and annexed into RD 537, but DWR still maintains separate LMA inspection reports by these old RD territories. However, in Spring 2024 the consolidated RD 537 received an overall M* rating.

be imposed only if proportional to the special benefits provided supported by a detailed engineer's report, and approved by a majority vote of the affected landowners.

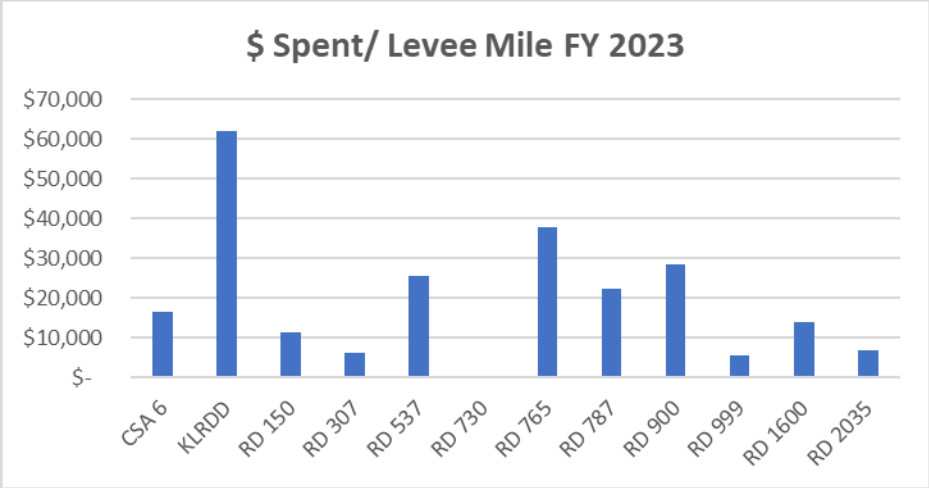
Another financing tool is fees or charges, including minimum and standby charges, for services provided by the RD. The final financing tool is only available to RD 2035 derived from user fees for the irrigation services provided to property owners.

Revenues by District

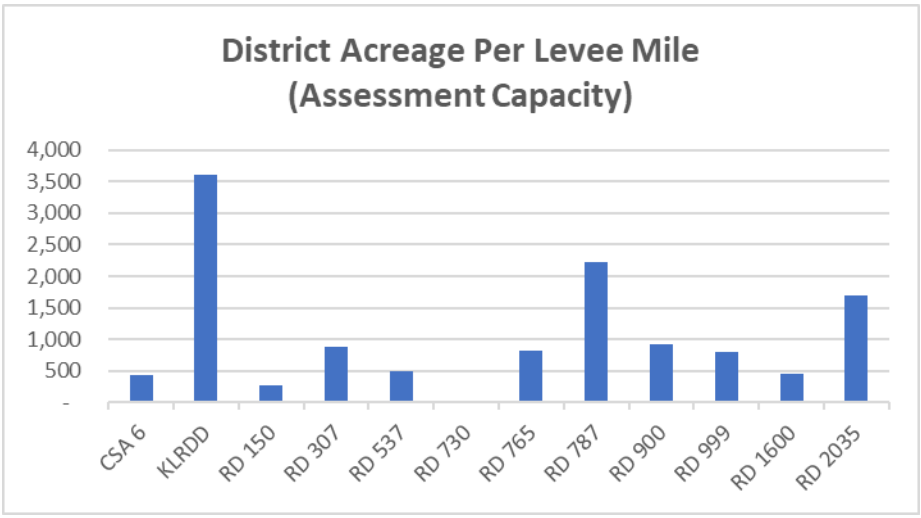
The chart below illustrates the revenues for each of the districts studied in this MSR/SOI. For CSA 6, this does not include the Small Community Flood Risk Reduction Program grant funds to improve the levee system to provide a minimum 100-year level of protection for the Knights Landing Community.



The chart below shows the district expenditures per levee mile according to the 2023 DWR Summary Report:



This chart below compares the size of the district (acres) per levee mile. This is important because it helps illustrate that some districts can spread assessments over a larger area than others. For example, RD 150 is the most limited on the amount of acreage it can assess and has the second highest levee miles to maintain, so its revenue capacity is constrained.



2023/24 MSR Governance Recommendations Overview

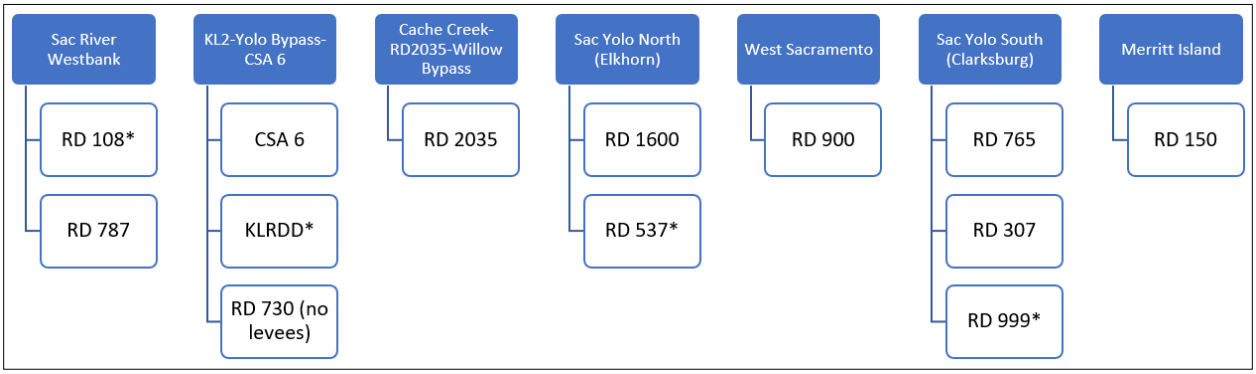
There has been extensive ground laid through the CVFPP, 2014 UC Davis Flood Governance Study, and the 2018 Yolo LAFCo MSR that all indicate the goal of establishing one LMA for each system/basin. Some of this has already been accomplished with the 2020 reorganization of RD 900 in the West Sacramento Basin and the RD 537 reorganization is the Elkhorn Basin.

There are seven USACE levee systems/basins that include special district LMAs under Yolo LAFCo oversight. The key goal for this MSR/SOI is to identify the recommended "single entity" for each system/basin. The DWR Flood System Improvement Branch Chief and staff were consulted and concur

with LAFCo's governance recommendations[10]. DWR operates roughly 300 miles of the 1,600 total levee miles in the State Plan of Flood Control and relies heavily on LMAs, which would benefit from efficiency, shared services, expertise, appropriate size/scale, and borrowing power.

Below is a summary table of the districts in each basin, and the single recommended successor district.

Districts in Each Levee System/Basin



* *MSR recommended successor district for each system/basin*

Some of these basins are more ready for combining than others. For the Sacramento River West Bank (North County) System, RD 108 is the more robust district in the basin and should eventually absorb RD 787 as the single entity for the basin. However, RD 787 is functioning well and both districts already work closely together, so combining the RDs is not urgent but is the eventual goal.

For the Knights Landing System, KLRDD is the recommended single entity successor agency. However, it is premature to combine CSA 6 and KLRDD at this time due to the Knights Landing Flood Management Project underway to construct new levees and improvements to bring 100-year flood protection to Knights Landing. This recommendation including the timing should be reevaluated in the next MSR/SOI cycle.

For the Sac Yolo North (Elkhorn) System it is premature to combine RD 537 and RD 1600 into a single entity due to the Yolo Bypass Comprehensive Study underway to develop alternatives for the Yolo Bypass east levee that may significantly alter the RD 1600 territory. This issue should be reevaluated in the next MSR/SOI cycle to identify a single entity successor agency.

For the Sac Yolo South (Clarksburg) System, RD 999 is the more robust district in the basin and should absorb RD 307 and RD 765 as the single entity for the basin. The Clarksburg Flood Management Project has not yet received funding; therefore, the timing is appropriate now in 2024. This MSR (and the previous one in 2018) has found RD 307 and RD 765 are not functioning as responsive, accountable, and transparent as government agencies, therefore the timing is relatively more urgent.

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[i] RD 730 does not maintain levees, only drainage pump stations.

[ii] RD 785 and RD 827 were dissolved by LAFCo and annexed into RD 537 effective July 2020, but DWR still maintained separate LMA inspection reports per previous RD territories through fall 2023. In spring 2024, DWR consolidated the RD 537 units and gave it an overall M* rating.

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[10] Meeting with DWR staff on May 30, 2024.

Sacramento River West Bank (North County Basin) Levee System Overview[1]

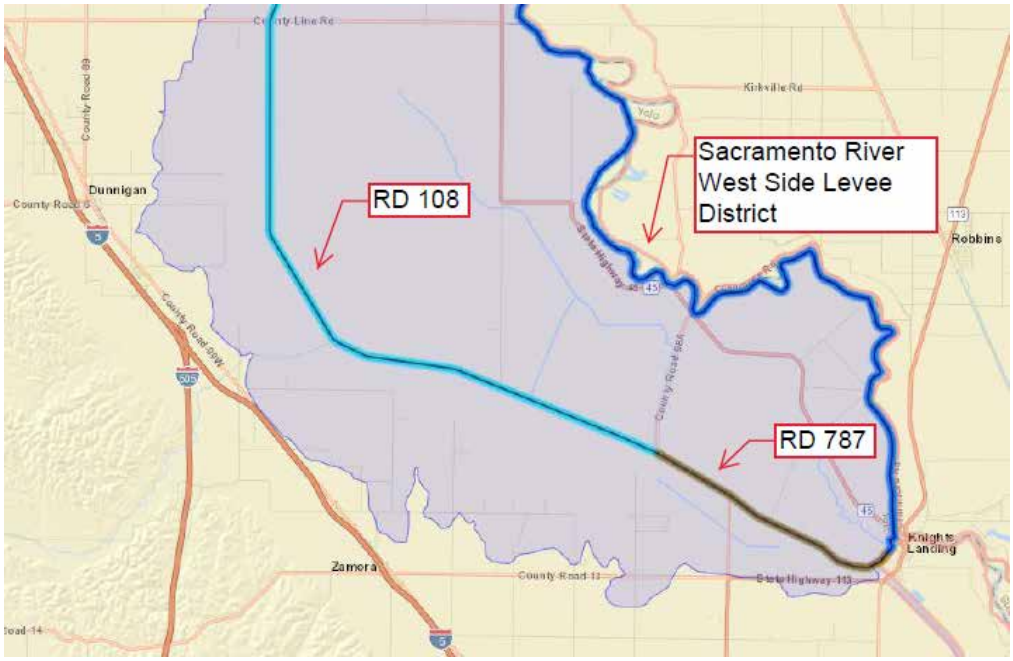
Summary

Sacramento River West Bank is a system of earthen levees spanning multiple counties in the Sacramento River Valley in California. The levee system is 119.72 miles long and contains 8 segments. The eastern portion is made up of five segments along the west bank of the Sacramento River from Ord Bend in Glenn County to Knights Landing in Yolo County. The western portion includes three levee segments along the left bank of Colusa Drain from Colusa to Knight's Landing. This levee was one of many levees along the Sacramento Valley constructed by local landowners in the late 1800's to reduce the risk of flooding. The exact date of construction and who specifically built it is not known by the USACE. The levees were completed by 1930s. Flood water rose above the top of the levee and caused the levee to breach, or break open, many times during floods after the 1930s construction. The system was reconstructed by the USACE in the 1940s and 1950s. Since then, additional emergency repairs and improvements have been made to the levee system, including installation of stone protection on the banks and increasing the levee height and width. The City of Colusa is the most populated area behind the levee, compared to the majority of the leveed area which is primarily agricultural.

The Sacramento River West Bank Levee System includes the following Local Maintaining Agencies (LMAs) in Yolo County:

- RD 108 (not part of this MSR because Colusa is its principal county)
- RD 787
- Sacramento River West Side ~~Drainage~~ **Levee** District (not part of this MSR because Colusa is its principal county)

Sacramento River West Bank Levee System Units and LMAs



The levee system was constructed in 1959 and averages 13 feet in height. Its flooding sources include the Colusa Basin Drainage Canal and Sacramento River.

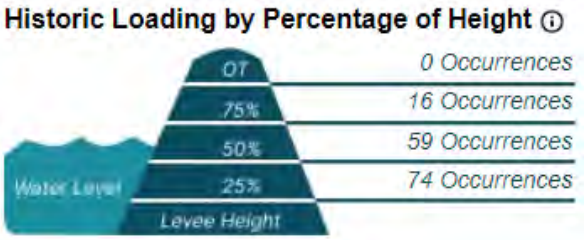
[1] USACE National Structure Inventory 2023

Performance and Condition

No levee can completely reduce the risk of flooding. This levee is considered moderate risk based on the likelihood of the levee failing and the consequences to the people and property if it were to fail. The levee is in an area that is subject to seasonal flooding. The levee has experienced widespread seepage, or leaking of water through the soils, and erosion, deterioration of the levee soils, because of previous flood events. Water has risen high on the levee during past floods. The foundation soils and soils that were used to build the levee are susceptible to further erosion and can be easily washed away by the fast-moving water expected during flood events. These soils also allow water to seep through them easily. Animal burrows, trees and bushes, discharge pipes, utility poles, and irrigation ditches also provide paths for water to travel through and weaken the levee.

Past flooding events have caused erosion and caving on the levee banks at numerous locations, which make the levee more at risk for failure. It is highly likely that future flood events could result in additional seepage and erosion and increase the potential for a levee breach. If the levee were to break, the northern half of the leveed area (which includes the city of Colusa) would experience shallow flooding, less than 2 feet in depth. South of Colusa, flood water anywhere between 2 and 15 feet deep. The worst of the flooding would occur at the southernmost part of this levee system, near Knight's Landing, where flooding could be greater than 15 feet deep. The majority of major flooding inside the leveed area would occur in primarily agricultural land.

Historic flooding/levee loading data is shown in the following graphic.

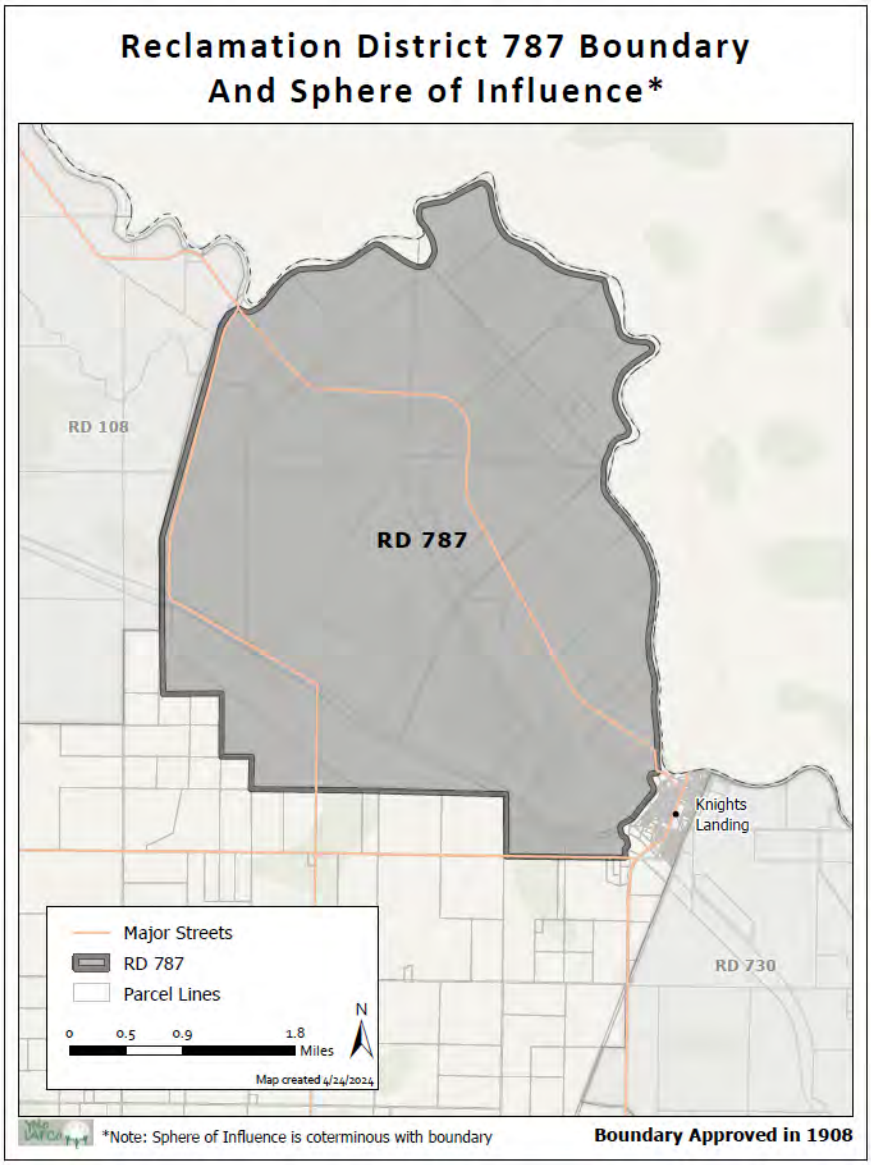


RD 787 AGENCY PROFILE

Formed in 1908, Reclamation District (RD) 787 provides drainage services and levee maintenance for 4.45 levee miles along the Colusa Basin Drain and operates 2 pump stations (with 5 pumps). The District is 9,868 acres in size and is bounded by the Sacramento River to the north and east, the Colusa Basin Drain Canal to the south, and County Road 98A to the west. State Highway 45 and Sycamore Slough bisect the District.

The District has four landowners and costs are apportioned by acreage owned. River Garden Farms Company is the largest landowner (87% of the District) and bears most of the costs. The District has no employees or equipment itself and has an agreement with River Garden Farms for all levee operations and maintenance and equipment needs. The District also contracts for legal and engineering services.

Reclamation District 787 is an independent special district with a three-member board of trustees, which meets annually and calls additional special meetings as needed. Meetings are held at the River Garden Farms office.



MUNICIPAL SERVICE REVIEW

POTENTIALLY SIGNIFICANT MSR DETERMINATIONS

The MSR determinations checked below are potentially significant, as indicated by answers to the key policy questions in the checklist and corresponding discussion on the following pages. If most or all of the determinations are not significant, as indicated by "no" answers, the Commission may find that a MSR update is not warranted.

- ☐ Growth and Population
- ☐ Disadvantaged Unincorporated Communities
- ☐ Capacity, Adequacy & Infrastructure to Provide Services
- ☒ Financial Ability
- ☐ Shared Services
- ☒ Accountability, Structure, and Efficiencies
- ☒ Broadband Access

LAFCO MUNICIPAL SERVICE REVIEW:

☐ On the basis of this initial evaluation, the required determinations are not significant, and staff recommends that a comprehensive MSR is NOT NECESSARY. The subject agency will be reviewed again in five years per Government Code Section 56425(g).

☒ The subject agency has significant and/or potentially significant determinations and staff recommends that a comprehensive MSR IS NECESSARY and has been conducted via this checklist.

1. Growth and Population Growth and population projections for the affected area.	**Significant Issue**	**Potentially Significant**	**No Issue**
a) *Will development and/or population projections over the next 5-10 years impact the subject agency's service needs and demands?*	☐	☐	☒
b) *Do changes in demand suggest a change in the agency's services?*	☐	☐	☒

Discussion:

None.

Growth and Population MSR Determination:

The Sacramento River West Bank levee system that RD 787 is included in has a population of approximately 10,681 permanent residents across a very large levee system spread over 119 miles long. The southern portion including RD 787 is primarily agricultural with only a few residences. Normal fluctuations in rural population will not change current DWR flood protection standards and District levee and drainage services. The more stringent urban level of flood protection standards is not required until the area is developed with 10,000 residents or more, or an urbanizing area that is planned to have 10,000 residents or more within the next 10 years[1]. There is no significant growth and population anticipated in the District that will impact the subject agency's service needs and demands.

[1] Code of Federal Regulations Title 44, Section 59.1 and California Government Code Section 65007(l) and (m)

Recommendation(s):

None.

2. Disadvantaged Unincorporated Communities

The location and characteristics of any disadvantaged unincorporated communities within or contiguous to the sphere of influence.

		Significant Issue	Potentially Significant	No Issue
a)	*If the subject agency provides services related to sewers, municipal and industrial water, or structural fire protection, are there any "inhabited unincorporated communities" (per adopted Commission policy) within or adjacent to the subject agency's sphere of influence that are considered "disadvantaged" (80% or less of the statewide median household income) that do not already have access to public water, sewer, and structural fire protection?*	☐	☐	☒
b)	*If "yes" to a), it is feasible for the agency to be reorganized such that it can extend service to the disadvantaged unincorporated community? If "no" to a), this question is marked "no" because it is either not needed or not applicable.*	☐	☐	☒

Discussion:

None.

Disadvantaged Unincorporated Communities MSR Determination:

RD 787 does not provide sewers, municipal and industrial water, or structural fire protection. The census tract including RD 787 (that is large due to low population) is designated as a disadvantaged unincorporated community, but the District provides services notwithstanding any communities' economic status[2].

Recommendation(s):

None.

[2] CALAFCO Statewide DUCs Refined GIS Layer, RSG, Inc. December 10, 2021

3. Capacity and Adequacy of Public Facilities and Services

Present and planned capacity of public facilities, adequacy of public services, and infrastructure needs or deficiencies including needs or deficiencies related to sewers, municipal and industrial water, and structural fire protection in any disadvantaged, unincorporated communities within or contiguous to the sphere of influence.

	Significant Issue	Potentially Significant	No Issue
a) *Are there any deficiencies in the **infrastructure, equipment, and capacity of agency facilities** to meet existing service needs for which the agency does not have a plan in place to resolve (including deficiencies created by new state regulations)?*	☐	☐	☒
b) *Are there any issues regarding the agency's capacity and ability to meet the service demand of reasonably foreseeable future needs?*	☐	☐	☒
c) *Are there any service needs or deficiencies for disadvantaged unincorporated communities related to sewers, municipal and industrial water, and structural fire protection within or contiguous to the agency's sphere of influence?*	☐	☐	☒
d) *Is the agency needing to consider climate adaptation in its assessment of infrastructure/service needs?*	☐	☐	☒

Discussion:

The Department of Water Resources (DWR), under the authority of Water Code Sections 8360, 8370 and 8371, performs a verification inspection of the maintenance of the Sacramento River Flood Control Project (SRFCP) levees performed by the local responsible agencies, and reports to the United States Army Corps of Engineers (USACE) periodically regarding the status of levee maintenance. The State inspects and reports only on the status of maintenance practices and on observable levee conditions.

DWR completes annual spring inspections by May, documenting the location, size, type, and rating of maintenance deficiencies and provides the resulting inspection reports to the LMAs for their use in planning maintenance activities prior to the food season. DWR completes annual fall inspections by November, verifying the status of previously noted deficiencies, as well as any additional deficiencies, that should be corrected to help ensure adequate performance during the food season. LMAs conduct inspections in the winter and summer, completing the requirement to conduct four inspections each year. Project facilities are inspected at least four times each year. DWR compiles this information for use by stakeholders and will report to CVFPB on inspection activities as requested.

DWR gives an overall levee segment rating only during the annual fall inspections. The table below shows the overall rating from 2019-2023. Three possible ratings are given based on the state of its levees:

- Acceptable (A) – No immediate work required, other than routine maintenance. The flood protection project will function as designed and intended with a high degree of reliability, and necessary cyclical maintenance is being performed adequately.
- Minimally Acceptable (M) – One or more deficient conditions exist in the food protection project that needs to be improved or corrected. However, the project will essentially function as designed with a lesser degree of reliability than what the project could provide.
- Unacceptable (U) – One or more deficient conditions exist that may prevent the project from functioning as designed, intended, or required.

RD 787 achieved an acceptable (i.e., the highest) rating, except in 2022. The flood protection project will function as designed and intended with a high degree of reliability, and necessary cyclical maintenance is being performed adequately.

RD Overall Rating 2019-2023

Local Maintaining Agency	Overall Rating *A = Acceptable; M = Minimally Acceptable; and U = Unacceptable*					Total Levee Miles
	2019	2020	2021	2022	2023	
RD 787	A	A	A	U	A	4.45

Source: Department of Water Resources 2023 Inspection and LMA Report Table 2-2

* *Overall unit threshold percentage is less than 10%; however, U rated miles are present, so the overall unit rating is M instead of A.*

RD 787 contains one segment inspected by DWR that also comprises the overall rating. The unit, length, rating is listed in the table and shown in the map below[3].

RD Units, Length and DWR Inspection Rating

Unit	Name	Bank	Length (Miles)	DWR Rating
Unit No. 01	Colusa Basin Drain	LB	4.45	A



[3] DWR 2023 Sacramento River Individual Agency Summary Reports

DWR Summary of LMA Report

As required by Assembly Bill 156 (Laird, 2007), the California Water Code now requires all Local Levee Maintaining to submit to DWR, by September 30 of each year, specific information relative to the Project Levees they operate and maintain. In turn, DWR is then required to summarize this information in an annual report to the Central Valley Flood Protection Board (CVFPB) by December 31 each year.

The Agency reported accumulation of drift, trash, or debris between LM 0.0 and 4.0, encroachment issues between LM 0.0 and 0.1, sloughing and vegetation issues between LM 0.0 and 4.0. The Agency reported that County Road 112 between district levee and SR 45 is in poor condition and need to be improved in an emergency to aid RD 787. The Agency provided a list of expenses and maintenance activities performed on all levee units. Activities include encroachment control, patrolling, rodent control, surveying and engineering, telemetry maintenance, and vegetation control by spraying and other methods. The reported total maintenance cost for the previous fiscal year was $65,000. The Agency provided a list of planned expenses and maintenance activities for all levee units. Expenses include the cost of encroachment control, office overhead, patrolling, sediment removal, surveying and engineering, telemetry maintenance and vegetation control by mowing, spraying, tree removal, and other methods. The reported total cost for the current fiscal year is $100,000 which corresponds to $22,472 per levee mile.

Spring 2024 DWR Levee Inspection Reports (Maintenance Only, No Rating)[4]

RD 787 was inspected on March 5, 2024. DWR spring inspection reports do not provide an overall rating. The LMA has updated O&M Manuals, adequate flood fighting materials shared with RD 108, and works jointly with RD 108 on flood fight training and flood response.

Summary Table of Spring 2024 Inspection Items

	Items Resolved	Items Not Resolved	Total Items	Notes Regarding Unresolved Items
Unit No. 01	4	0	4	NA
Total %	100%	0%	4	

All the items from the fall 2023 inspection have been corrected and there are no critical issues noted.

USACE Rehabilitation Program Status

RD 787 currently has an “active” status in the USACE PL 84-99 Rehabilitation Program, which means it is eligible for rehabilitation of flood damaged facilities at 100-percent federal cost sharing to pre-disaster condition and level of protection.

Capacity and Adequacy of Public Facilities and Services MSR Determination:

RD 787 has had acceptable ratings from DWR consistently except for 2022. RD 787 transitioned from burning vegetation on the District’s levees to contract grazing in 2022. DWR conducted its 2022 inspection in June, before RD 787’s grazing contractor began providing services. RD 787’s grazing contractor provided grazing services in the early fall, well before the wet season. But the levee maintenance improved significantly in the 2023 inspection and will function as designed and intended with a high degree of reliability. It is remarkable that there are 0% maintenance issues cited by DWR. The reported total cost for the current fiscal year is $100,000 which corresponds to $22,472 per levee mile. The 2024 Spring inspection report indicates 100% of the 4 items noted in the Fall 2023 inspection have been corrected.

[4] https://cdec.water.ca.gov/detailed_reports.html

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

- RD 787 should implement any remaining DWR Fall 2023 inspection report recommendations and correct issues itemized in the Spring 2024 inspection report:
    - The LMA should continue to maintain the area at the high level seen during the last inspection.

4. Financial Ability

Financial ability of agencies to provide services.

		Significant Issue	Potentially Significant	No Issue
a)	*Is the subject agency in a stable financial position, i.e. does the 5-year trend analysis indicate any issues?*	☐	☒	☐
b)	*Is there an issue with the organization's revenue sources being reliable? For example, is a large percentage of revenue coming from grants or one-time/short-term sources?*	☐	☒	☐
c)	*Is the organization's revenue sufficient to fund an adequate level of service, necessary infrastructure maintenance, replacement and/or any needed expansion? Is the fee inconsistent with the schedules of similar local agencies*	☐	☒	☐
d)	*Does the subject agency have a capital improvement plan (CIP)? Has the agency identified and quantified what the possible significant risks and costs of infrastructure or equipment failure? Does the agency have a reserve policy to fund it?*	☐	☒	☐
e)	*Does the agency have any debt, and if so, is the organization's debt at an unmanageable level? Does the agency need a clear debt management policy, if applicable?*	☐	☐	☒
f)	*Can the subject agency improve its use of generally accepted accounting principles including: summaries of all fund balances, summaries of revenues and expenditures, general status of reserves, and any un-funded obligations (i.e. pension/retiree benefits)? Does the agency have accounting and/or financial policies that guide the agency in how financial transactions are recorded and presented?*	☒	☐	☐
g)	*Does the agency staff need to review financial data on a regular basis and are discrepancies identified, investigated and corrective action taken in a timely manner? The review may include reconciliations of various accounts, comparing budgets-to-actual, analyzing budget variances, comparing revenue and expense balances to the prior year, etc. If the agency uses Yolo County's financial system and the County Treasury, does the agency review monthly the transactions in the County system to transactions the agency submitted to the County for processing?*	☐	☒	☐
h)	*Does the agency board need to receive regular financial reports (quarterly or mid-year at a minimum) that provide a clear and complete picture of the agency's assets and liabilities, fully disclosing both positive and negative financial information to the public and financial institutions?*	☐	☐	☒

RECLAMATION DISTRICT NO. 787
STATEMENT OF REVENUE, EXPENDITURES AND CHANGES IN FUND BALANCES

	2019	2020 ***	2021 ***	2022 ***	2023 ***
Revenue					
Intergovernmental grants	$ -	$ 99,395	$ 51,920	$ 77,000	$ 62,808
Total Revenue	-	99,395	51,920	77,000	62,808
Expenditures					
Salaries and benefits	-	40,858	-	2,900	-
Services and supplies	-	82,415	37,388	13,875	-
Total Expenditures	-	123,273	37,388	16,775	-
Net income (loss)	-	(23,878)	14,532	60,225	62,808
Beginning Fund Balance	-	-	(23,878)	(9,346)	50,879
Ending Fund Balances	$ -	$ (23,878)	$ (9,346)	$ 50,879	$ 113,687
Fund Balances					
Unassigned	$ -	$ (23,878)	$ (9,346)	$ 50,879	$ 113,687
Total Fund Balances	$ -	$ (23,878)	$ (9,346)	$ 50,879	$ 113,687
Y-T-Y Change in total Fund Balances					
Amount Increase (Decrease)	$ -	$ (23,878)	$ 14,532	$ 60,225	$ 62,808
Percentage Increase (Decrease)			-60.86%	-644.39%	123.45%

*** Data source is from District provided system for fiscal years ended June 30.

Discussion:

The District does not use the County Treasury and has only provided data for fiscal years 2020 through 2023, the last four fiscal years. Fiscal year 2019 data was not provided (River Garden Farms changed ownership which essentially operates the District). The data shows potential instability with the District's finances. There were year-end deficits at the end of 2020 and 2021. Also, expenditures for 2023 have not yet been posted. Fund balance as of June 30, 2023, was $113,687. RD 787's operations and maintenance expenses have historically been paid by River Garden Farms, which is then reimbursed on an acreage basis by the other landowners within the District. In addition, RD 787 receives funds from intergovernmental sources (DWR Flood Maintenance Assistance Program, or FMAP) which allow the District to undertake additional projects. However, funds must be applied for and as such are not guaranteed. In addition, these revenues often take time to receive after approval temporarily impacting cash flow negatively.

The District has consistently received acceptable levee inspection ratings except for 2022, but it is solely relying on state assistance to maintain the levees. The District does not have a capital improvement plan and indicates it is working on one. The District does not have any debt issues outstanding nor any pension or other postemployment benefits liabilities.

The District can improve its use of generally accepted accounting principles. The District contracts with River Garden Farms for management and administrative services, including accounting. There was a recent change of ownership, and some transition is still taking place. The data provided does include data from fiscal year 2019 and does not include 2023 expenditures which have been delayed being processed. RD 787 should consider adopting a process where unpaid expenditures and revenue due can be accrued so that the District accounting at year end includes all relevant balances conforms to generally accepted accounting principles using the modified accrual basis of accounting. The financials are reviewed at each board of trustees meeting by the trustees and audited as part of River Garden Farms.

Financial Ability MSR Determination:

RD 787 is essentially operated by River Garden Farms which owns 87% of the District. While both entities are sharing services, it also creates some comingling and transparency issues. All accounting and audits

are part of River Garden Farms. Oddly, the Board of Equalization and State Controller's Office was unaware that RD 787 existed because Yolo County does not act as the treasurer for the District, so RD 787 didn't know annual State Controller's Financial Transaction Reports are required. RD 787 has consistently high DWR inspection ratings, which indicates financial ability to do so. LAFCo's only concern is that the District's revenues solely come from the DWR Flood Maintenance Assistance Program (FMAP). While RD 787 does not assess landowners as other districts do, RD 787's landowners do cooperate and fund the District's maintenance and operations. River Garden Farms pays for RD 787's maintenance and operations costs and is reimbursed by the other landowners based on acreage.

Financial Ability Recommendation(s):

- Consider undergoing a proposition 218 preceding to establish a special assessment or bill owners a set amount annually to secure a reliable revenue source and provide a positive cash flow to pay expenditures without relying on the receipt of intergovernmental grants and subventions.
- Adopt a capital improvement plan (CIP) or similar analysis to quantify the possible significant risks, infrastructure costs, or equipment failure to determine what the District fund balance goals should be (and fund accordingly).
- Separate the RD 787 accounts from River Garden Farms so that financial analysis is transparent and accountable.
- Develop procedures for the periodic review of the general ledgers to ensure that all transactions posted to the District's funds have been authorized and are accurate.
- Begin filing the special district State Controller's Financial Transaction Reports annually (due 7 months after close of the fiscal year).

5. Shared Services and Facilities

Status of, and opportunities for, shared facilities.

	Significant Issue	Potentially Significant	No Issue
a) *Are there any opportunities for the organization to share services or facilities with neighboring, overlapping, or other organizations that are not currently being utilized?*	☐	☐	☒

Discussion:

None.

Shared Services MSR Determination:

RD 787 is hydrologically connected to RD 108 and the Sacramento River West Side ~~Drainage~~ **Levee** District in the Sacramento River West Side Levee System. The agencies in this levee system already operate under a collective work plan via the SWIF plan. RD 787 participates as members of the California Central Valley Flood Control Association (CCVFCA) and the Westside Committee for the Regional Flood Management Plan. RD 787 already utilizes shared services as it is operated by River Garden Farms, which owns 87% of the District. It overlaps Sacramento River West Side ~~Drainage~~ **Levee** District, and it is recommended it eventually be subsumed by RD 108.

Recommendation(s):

None.

6. Accountability, Structure, and Efficiencies

Accountability for community service needs, including governmental structure and operational efficiencies.

		Significant Issue	Potentially Significant	No Issue
a)	*Are there any recommended changes to the organization's governmental structure or operations that will increase accountability and efficiency (i.e. overlapping boundaries that confuse the public, service inefficiencies, and/or higher costs/rates)?*	☐	☒	☐
b)	*Does the agency need to secure independent audits of financial reports that meet California State Controller requirements? Are the same auditors used for more than six years? Are audit results not reviewed in an open meeting?*	☐	☒	☐
c)	*Is the agency insured or in a risk management pool to manage potential liabilities?*	☐	☐	☒
d)	*Are there any issues with filling board vacancies and maintaining board members? Is there a lack of board member training regarding the organization's program requirements and financial management?*	☐	☒	☐
e)	*Are there any issues with staff capacity and/or turnover? Is there a lack of staff member training regarding the organization's program requirements and financial management?*	☐	☐	☒
f)	*Does the agency have adequate policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct (see suggested policies list)?*	☐	☐	☒
g)	*Does the organization need to improve its public transparency via a website (see https://www.yololafco.org/yolo-local-government-website-transparency-scorecards)?*	☒	☐	☐

Discussion:

The DWR Central Valley Flood Protection Plan and Lower Sacramento River/Delta North Flood Management Plan (2014) included the recommended action step to "Conduct the necessary stakeholder outreach and coordination to develop organizational structure/governance, cost, policy/procedure, training requirements and synchronization to consolidate Local Maintaining Agencies, operations and maintenance, and emergency response activities". DWR funded the UC Davis Yolo County Flood Governance Study (2014) in collaboration with all the local district stakeholders, which ultimately recommended the "The Hydraulic Basin Approach" that "Yolo County RDs would benefit if each hydraulically connected basin operated as if it were a single entity".

There are seven USACE levee systems/basins that include special district LMAs under Yolo LAFCo oversight. The key goal for this MSR/SOI is to identify the recommended "single entity" for each system/basin. The DWR Flood System Improvement Branch Chief and staff were consulted and concur with LAFCo's governance recommendations. DWR operates roughly 300 miles of the 1,600 total levee miles in the State Plan of Flood Control and relies heavily on LMAs, which would benefit from efficiency, shared services, expertise, appropriate size/scale, and borrowing power.

For the Sacramento River West Bank (North County) System, RD 108 is the more robust district in the basin and should eventually absorb RD 787 as the single entity for the basin. RD 787 is currently functioning reasonably well as operated by River Garden Farms. However, with the goal of evolving to one LMA for

each levee system/hydrologic basin, RD 787 should eventually be absorbed by RD 108 as the much larger district that already operates the Sacramento River West Side ~~Drainage~~ **Levee** District.

All three board member positions are currently filled pursuant to sections 50700 *et seq.* of the California Water Code, and the District is currently transitioning two new members onto the board. The Board of Trustees meets at least once per year at the River Garden Farms office and schedules additional meetings as needed. RD 787 currently obtains services via an agreement with River Garden Farms for staffing needs. RD 787 also contacts with KSN engineers and Downey Brand for legal counsel. There do not appear to be any issues with board or staff turnover.

RD 787 audits are included in the audits for River Garden Farms. It's unknown if RD 787 has written guidelines and procedures for operations and maintenance, and emergencies. RD 787 does not have its own insurance as its employees and offices are covered under River Garden Farms' policies. RD 787 has a website which is an achievement from the 2018 MSR recommendations, but it only received a 23% transparency score in 2023.

Accountability, Structure, and Efficiencies MSR Determination:

RD 787 is currently performing services well as operated by River Garden Farms, which owns 87% of the land within the District. However, the District is essentially run by and comingled with River Garden Farms such that it creates some transparency issues. There do not appear to be any issues with board or staff turnover. RD 787's audits are included in River Garden Farms' audit and its website received a 23% transparency score in 2023. With the goal of evolving to one LMA for each levee system/hydrologic basin, RD 787 should eventually be absorbed by RD 108 as the much larger and resourced district operating in the levee system/basin.

Accountability, Structure, and Efficiencies Recommendation(s):

- For the Sacramento River West Bank (North County) System, RD 108 is the more robust district in the basin and should eventually absorb RD 787 as the single entity for the Yolo County portion of the basin. However, RD 787 is functioning well and both districts already work closely together, so combining the RDs is not urgent but is the eventual goal.
- Secure independent audits of financial reports (separate from River Garden Farms) that meet California State Controller requirements every two years.
- Adopt policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct.
- Establish a records retention policy to archive important District records.
- Improve the District's 23% website transparency score https://www.yololafco.org/yolo-local-government-website-transparency-scorecards.

7. Broadband Access

Any other matter related to effective or efficient service delivery, as required by commission policy.

Per Yolo LAFCo Project Policy 6.2 "*it is the intent of Yolo LAFCo to comprehensively review broadband access in MSRs of local agencies that either serve communities and/or provide emergency services where broadband connection is critical (i.e. cities, CSDs, CSAs, FPDs and RDs).*"

	Significant Issue	Potentially Significant	No Issue
a) *Is there a lack of high-performance broadband (25/3 Mbps) available in the community?*	☐	☒	☐

Discussion:

None.

Broadband Access MSR Determination

RD 787 has varying broadband access depending on location. Near its office, the CPUC California Broadband Availability Map[5] indicates RD 787 is served with fixed wireless speeds of 50/30 Mbps by AFES (but staff is skeptical). However, there is only mobile service east of SR 45 with speeds up to 43/10 Mbps from T-Mobile or 38/5 Mbps from AT&T. This may meet the minimum broadband speeds, but mobile service is inconsistent across the entire district with many pockets that are unserved. Although the District reports some residents also use Starlink satellite broadband service.

Recommendation(s)

None.

SPHERE OF INFLUENCE STUDY

A Sphere of Influence (SOI) is an area delineated on a map and approved by LAFCo that indicates where potential future agency annexations could be proposed. It is recommended that RD 787 eventually be annexed by RD 108, however, Yolo LAFCo does not have authority to update RD 108's SOI since Colusa is RD 108's principal county. Changes to the RD 787's SOI are not needed.

On the basis of the Municipal Service Review:

☒ Staff has reviewed the agency's Sphere of Influence and recommends that a SOI Update is NOT NECESSARY in accordance with Government Code Section 56425(g). Therefore, NO CHANGE to the agency's SOI is recommended and SOI determinations HAVE NOT been made.

☐ Staff has reviewed the agency's Sphere of Influence and recommends that a SOI Update IS NECESSARY in accordance with Government Code Section 56425(g). Therefore, A CHANGE to the agency's SOI is recommended and SOI determinations HAVE been made and are included in this MSR/SOI study.

[5] https://www.broadbandmap.ca.gov/

KL Unit 2–Yolo Bypass–Service Area 6 (Knights Landing Basin) Levee System Overview[1]

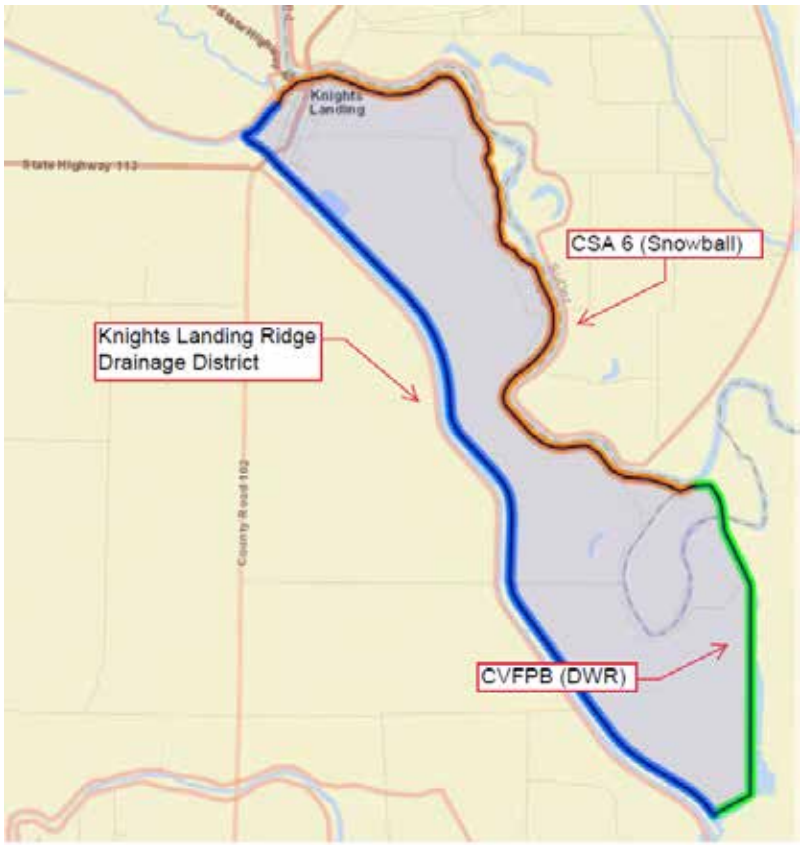
Summary

Knights Landing Unit 2 – Yolo Bypass – Service Area 6 levee system is a portion of the Sacramento River Flood Control Project, a large-scale levee project authorized by Congress. The map of the levee system shows the leveed area, the area which would be prone to flooding in the absence of a levee. Knights Landing Unit 2 – Yolo Bypass – Service Area 6 levee system reduces the risk of flooding for Yolo and Sutter County and adjacent agricultural lands from flood waters in Kings River. A nonurban population and a small number of structures are present within the leveed area. Knights Landing Unit 2 – Yolo Bypass – Service Area 6 levee system is constructed of earthen embankments and requires year-round maintenance. The Central Valley Flood Protection Board is the non-federal sponsor and is the responsible agency for operation and maintenance of the levee system.

The Knights Landing Unit 2 – Yolo Bypass – Service Area 6 Levee System includes the following Local Maintaining Agencies (LMAs):

- County Service Area 6
- Knights Landing Ridge Drainage District

Knights Landing Unit 2 – Yolo Bypass – Service Area 6 System Units and LMAs



The levee system was constructed in 1952 and averages 14 feet in height. Its flooding sources include the Colusa Basin Drainage Canal, Knights Landing Ridge Cut, Sacramento River, and the Yolo Bypass. Historic flooding/levee loading data is shown in the following graphic.

[1] USACE National Structure Inventory 2023



Knights Landing Flood Management Project

In 2017, Yolo County received a grant from the California Department of Water Resources (DWR) Small Community Flood Risk Reduction Program (SCFFRP) to complete a feasibility study of structural and non-structural actions that could reduce flood risk to Knights Landing. The County prepared the 2019 Knights Landing Small Community Flood Risk Reduction Feasibility Study. In 2020, the County received additional grant funding from DWR as part of Phase 2 of the SCFRRP to implement the Knights Landing Flood Management Project, which includes four project elements:

1. The design of levee improvements along the Sacramento River adjacent to Knights Landing and the design and permitting of the Knights Landing Ridge Cut levee, and the design and permitting of the Mid-Valley Levee Reconstruction to include the construction of Site 9 & 10.
2. Completion of Phase 1 concepts for Portuguese Bend and Grays Bend Habitat enhancement projects.
3. The design, permitting, and construction of the Drainage Infrastructure Improvements.
4. The design of the New Cross Levee and New Cross Levee Loop Trail.

When the Knights Landing Flood Management Project is completed, it will reduce or prevent flooding to a population of 995, approximately 321 structures, and 3,500 acres of prime agricultural lands.



CSA 6 AGENCY PROFILE

Formed in 1975, Snowball County Service Area 6 (CSA 6) is responsible for providing levee maintenance for 5.87 miles of levee along the right bank (relative to the view downstream) of the Sacramento River, protecting the town of Knights Landing and surrounding agricultural lands within the Knights Landing hydrologic basin. The District does not own any pumps nor provide drainage services. CSA 6 is bounded by the Sacramento River on the east, the Sycamore Slough on the north, the Knights Landing Ridge Cut ("Ridge Cut") on the west, and the channel of the Old Sacramento River on the south.

Previously, Reclamation District (RD) 730 provided levee maintenance services to this area until 1954, when the State Department of Water Services (DWR) assumed responsibility for the levee system because DWR determined RD 730 was inadequately maintaining it. CSA 6 was formed in August 1975, in response to the rising cost of State services which were annual fees imposed and not subject to a Prop 218 approval process. Reasons for this transition include the State's concern over its increased maintenance costs; fear from local owners that these costs would result in higher fees, taxes, or assessments; and the County's belief that it could provide comparable services at a lower price.

CSA 6 is under the direct supervision of the Yolo County Board of Supervisors and County staff administer the District. The Natural Resources Division has administered CSA-6 since 2016.



MUNICIPAL SERVICE REVIEW

POTENTIALLY SIGNIFICANT MSR DETERMINATIONS

The MSR determinations checked below are potentially significant, as indicated by answers to the key policy questions in the checklist and corresponding discussion on the following pages. If most or all of the determinations are not significant, as indicated by "no" answers, the Commission may find that a MSR update is not warranted.

- ☐ Growth and Population
- ☐ Disadvantaged Unincorporated Communities
- ☒ Capacity, Adequacy & Infrastructure to Provide Services
- ☒ Financial Ability
- ☐ Shared Services
- ☒ Accountability, Structure, and Efficiencies
- ☐ Broadband Access

LAFCO MUNICIPAL SERVICE REVIEW:

☐ On the basis of this initial evaluation, the required determinations are not significant, and staff recommends that a comprehensive MSR is NOT NECESSARY. The subject agency will be reviewed again in five years per Government Code Section 56425(g).

☒ The subject agency has significant and/or potentially significant determinations and staff recommends that a comprehensive MSR IS NECESSARY and has been conducted via this checklist.

1. Growth and Population Growth and population projections for the affected area.	**Significant Issue**	**Potentially Significant**	**No Issue**
a) *Will development and/or population projections over the next 5-10 years impact the subject agency's service needs and demands?*	☐	☐	☒
b) *Do changes in demand suggest a change in the agency's services?*	☐	☐	☒

Discussion:

None.

Growth and Population MSR Determination:

The Knights Landing Unit 2 – Yolo Bypass – Service Area 6 levee system (Knights Landing Levee System) that CSA 6 is included in has a population of approximately 1,192 permanent residents. Normal fluctuations in rural population will not change current DWR flood protection standards and District levee and drainage services. The more stringent urban level of flood protection standards is not required until the area is developed with 10,000 residents or more, or an urbanizing area that is planned to have 10,000 residents or more within the next 10 years[1]. There is no significant growth and population anticipated in the District that will impact the subject agency's service needs and demands.

[1] Code of Federal Regulations Title 44, Section 59.1 and California Government Code Section 65007(l) and (m)

Growth and Population Recommendation(s):

None.

2. Disadvantaged Unincorporated Communities

The location and characteristics of any disadvantaged unincorporated communities within or contiguous to the sphere of influence.

		Significant Issue	Potentially Significant	No Issue
a)	*If the subject agency provides services related to sewers, municipal and industrial water, or structural fire protection, are there any "inhabited unincorporated communities" (per adopted Commission policy) within or adjacent to the subject agency's sphere of influence that are considered "disadvantaged" (80% or less of the statewide median household income) that do not already have access to public water, sewer, and structural fire protection?*	☐	☐	☒
b)	*If "yes" to a), it is feasible for the agency to be reorganized such that it can extend service to the disadvantaged unincorporated community? If "no" to a), this question is marked "no" because it is either not needed or not applicable.*	☐	☐	☒

Discussion:

None.

Disadvantaged Unincorporated Communities MSR Determination:

CSA 6 does not provide sewers, municipal and industrial water, or structural fire protection. Knights Landing is a disadvantaged unincorporated community within CSA 6, but the District provides services notwithstanding any communities' economic status[2].

Disadvantaged Unincorporated Communities Recommendation(s):

None.

[2] CALAFCO Statewide DUCs Refined GIS Layer, RSG, Inc. December 10, 2021

3. Capacity and Adequacy of Public Facilities and Services

Present and planned capacity of public facilities, adequacy of public services, and infrastructure needs or deficiencies including needs or deficiencies related to sewers, municipal and industrial water, and structural fire protection in any disadvantaged, unincorporated communities within or contiguous to the sphere of influence.

	Significant Issue	Potentially Significant	No Issue
a) *Are there any deficiencies in the **infrastructure, equipment, and capacity of agency facilities** to meet existing service needs for which the agency does not have a plan in place to resolve (including deficiencies created by new state regulations)?*	☐	☒	☐
b) *Are there any issues regarding the agency's capacity and ability to meet the service demand of reasonably foreseeable future needs?*	☐	☐	☒
c) *Are there any service needs or deficiencies for disadvantaged unincorporated communities related to sewers, municipal and industrial water, and structural fire protection within or contiguous to the agency's sphere of influence?*	☐	☐	☒
d) *Is the agency needing to consider climate adaptation in its assessment of infrastructure/service needs?*	☐	☐	☒

Discussion:

The Department of Water Resources (DWR), under the authority of Water Code Sections 8360, 8370 and 8371, performs a verification inspection of the maintenance of the Sacramento River Flood Control Project (SRFCP) levees performed by the local responsible agencies, and reports to the United States Army Corps of Engineers (USACE) periodically regarding the status of levee maintenance. The State inspects and reports only on the status of maintenance practices and on observable levee conditions.

DWR completes annual spring inspections by May, documenting the location, size, type, and rating of maintenance deficiencies and provides the resulting inspection reports to the LMAs for their use in planning maintenance activities prior to the food season. DWR completes annual fall inspections by November, verifying the status of previously noted deficiencies, as well as any additional deficiencies, that should be corrected to help ensure adequate performance during the food season. LMAs conduct inspections in the winter and summer, completing the requirement to conduct four inspections each year. Project facilities are inspected at least four times each year. DWR compiles this information for use by stakeholders and will report to CVFPB on inspection activities as requested.

DWR gives an overall levee segment rating only during the annual fall inspections. The table below shows the overall rating from 2019-2023. Three possible ratings are given based on the state of its levees:

- Acceptable (A) – No immediate work required, other than routine maintenance. The flood protection project will function as designed and intended with a high degree of reliability, and necessary cyclical maintenance is being performed adequately.
- Minimally Acceptable (M) – One or more deficient conditions exist in the food protection project that needs to be improved or corrected. However, the project will essentially function as designed with a lesser degree of reliability than what the project could provide.
- Unacceptable (U) – One or more deficient conditions exist that may prevent the project from functioning as designed, intended, or required.

Ratings for CSA 6 have achieved minimally acceptable ratings the last four years. The flood protection will essentially function as designed with a lesser degree of reliability than what the project could provide.

RD Overall Rating 2019-2023

Local Maintaining Agency	Overall Rating *A = Acceptable; M = Minimally Acceptable; and U = Unacceptable*					Total Levee Miles
	2019	2020	2021	2022	2023	
CSA 6	U	M	M*	M	M*	5.87

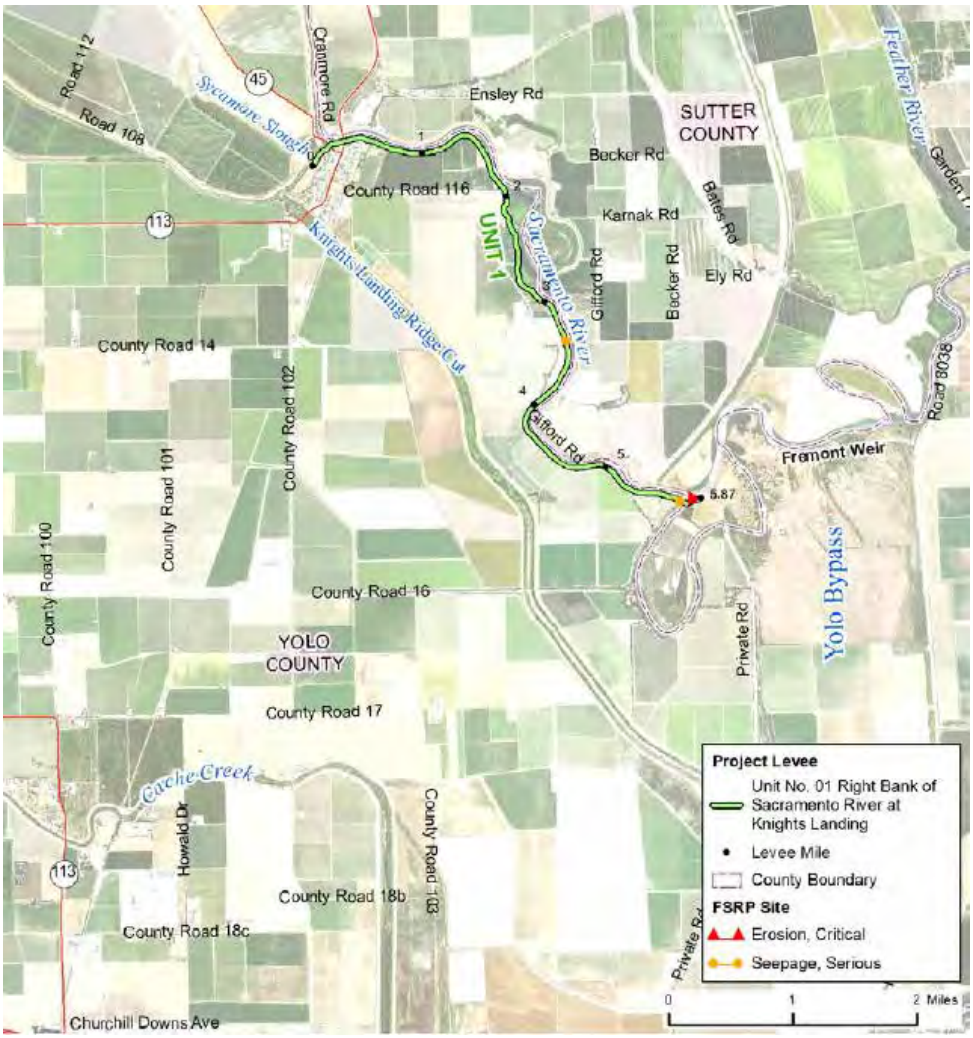
Source: Department of Water Resources 2023 Inspection and LMA Report Table 2-2

* *Overall unit threshold percentage is less than 10%; however, U rated miles are present, so the overall unit rating is M instead of A.*

CSA 6 contains one segment inspected by DWR. The unit, length, rating is listed in the table and shown in the map below[3].

RD Units, Length and DWR Inspection Rating

Unit	Name	Bank	Length (Miles)	DWR Rating
Unit No. 01	Sacramento River	RB	5.87	M*



[3] DWR 2023 Sacramento River Individual Agency Summary Reports

DWR Summary of LMA Report

As required by Assembly Bill 156 (Laird, 2007), the California Water Code now requires all Local Levee Maintaining to submit to DWR, by September 30 of each year, specific information relative to the Project Levees they operate and maintain. In turn, DWR is then required to summarize this information in an annual report to the Central Valley Flood Protection Board (CVFPB) by December 31 each year. For 2023, CSA 6 ("The Agency") reported erosion with a 30-foot vertical face encroaching into the levee prism approximately 800 feet long from levee mile (LM) 5.82 to LM 5.97 (located in Sutter County, whose landowners do not contribute to CSA-6 via ad velorum tax), seepage from LM 2.61 to LM 2.71, LM 3.12 to LM 3.31, seepage and stability concerns from LM 4.3 to LM 5.36, stability concerns during high-water events due to the levee being composed of very sandy soils from LM 0.00 to LM 5.87, and vegetation that do not appear to be compliant with current standards between LM 4.0 and 5.0. The Agency reported levee erosion and burrow holes throughout the entire levee reach between LM 0.00 and LM 5.87, a historic boil located behind the Knights Landing Post Office at LM 0.5, seepage between LM 2.6 and LM 5.4, and seepage during 2023 high water events at the edge of waterside berm. The Agency provided a list of expenses and maintenance activities performed on all levee units. Activities include encroachment control, minor structure repair, patrolling, rodent control, and vegetation control. The reported total maintenance cost for the previous fiscal year was $140,400). Expenses include the cost of encroachment control, rodent control, and vegetation control. The Agency reported that new construction of a 1,000 and 1,100 linear foot seepage cutoff wall, regrading of the levee crown and slope, and placement of aggregate base on the levee crown completed in July 2023. The reported total cost for the current fiscal year is $97,500, which corresponds to $16,610 per levee mile (costs as reported by DWR do not include the separate Small Community Flood Risk Reduction Program funds).

Spring 2024 DWR Levee Inspection Reports (Maintenance Only, No Rating)[4]

CSA 6 was inspected on March 21, 2024. DWR spring inspection reports do not provide an overall rating. The LMA has copies of the O&M Manuals, a stockpile of flood fighting materials, and the crew has had flood fight training.

Summary Table of Spring 2024 Inspection Items

	Items Resolved	Items Not Resolved	Total Items	Notes Regarding Unresolved Items
Unit No. 01	29	1	30	Tree stump (mi 0.29)
Total %	29 (97%)	1 (3%)	30	

There is only one unresolved item, which is merely removal of old tree stump DWR wants removed.

Small Community Flood Risk Reduction Program (SCFRRP)

Created as a result of the adoption of the 2012 Central Valley Flood Protection Plan (CVFPP), the SCFRRP is a local assistance program whose objective is to reduce flood risk for small communities protected by State Plan of Flood Control facilities, as well as for legacy communities. Small communities are defined in the CVFPP as developed areas with between 200 and 10,000 residents. As part of this Program, Yolo County completed the Knights Landing Flood Risk Reduction Program Phase 1 Feasibility Study in 2019 that identified areas of seepage and stability concerns and a plan to improve the levee system to provide a minimum 100-year level of protection for the Knights Landing Community.

Subsequently, Yolo County applied for and received additional funding in the amount of $15.9 million, plus a $1.6 million local match, to construct two critical repairs of the Sacramento River levee in CSA 6 (Mid Valley Sites 9 and 10), to complete design of a third reach of levee (Site 11), and complete geotechnical evaluations and preliminary design for improvements to the remainder of the basin. As of June 2024, the

[4] https://cdec.water.ca.gov/detailed_reports.html

SCFRRP funding has completed construction of Mid Valley Sites 9 and 10, final design and permits for Site 11, and preliminary design, including CEQA, for the remainder of the proposed repairs/improvements within the Knights Landing basin. These efforts have also resulted in a FEMA Hazard Mitigation Grant Program application that has received preliminary approval to provide an additional $40.5 million of grant funding to complete design and construction of all remaining phases.

USACE Rehabilitation Program Status

CSA 6 currently has an "active" status in the USACE PL 84-99 Rehabilitation Program, which means it is eligible for rehabilitation of flood damaged facilities at 100-percent federal cost sharing to pre-disaster condition and level of protection.

Capacity and Adequacy of Public Facilities and Services MSR Determination:

CSA 6 has significantly improved its maintenance compared to the 2018 MSR with minimally acceptable ratings the last four years. The flood protection will essentially function as designed with a lesser degree of reliability than what the project could provide. Improvements were noted from 2022 to 2023 with some minimal vegetation and encroachment issues. The Agency reported that new construction of a 1,000 and 1,100 linear foot seepage cutoff wall, regrading of the levee crown and slope, and placement of aggregate base on the levee crown completed in July 2023. The reported total cost for the current fiscal year is $97,500, which corresponds to $16,610 per levee mile, however, the costs as reported by DWR do not include the separate Small Community Flood Risk Reduction Program (SCFRRP) funds. The 2024 Spring inspection report indicates 97% of the items noted in the Fall 2023 inspection have been corrected.

In addition, as of June 2024 the SCFRRP funding has completed construction of Mid Valley Sites 9 and 10, final design and permits for Site 11, and preliminary design, including CEQA, for the remainder of the proposed repairs/improvements within the Knights Landing basin. These efforts have also resulted in a FEMA Hazard Mitigation Grant Program application that has received preliminary approval to provide an additional $40.5 million of grant funding to complete design and construction of all remaining phases.

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

- CSA 6 should implement any remaining DWR Fall 2023 inspection report recommendations and correct issues itemized in the Spring 2024 inspection report:
    - The LMA should focus more on controlling vegetation to maintain visibility and access.
    - The LMA should continue to maintain the area at the high level seen during the last inspection.

4. Financial Ability

Financial ability of agencies to provide services.

		Significant Issue	Potentially Significant	No Issue
a)	*Is the subject agency in a stable financial position, i.e. does the 5-year trend analysis indicate any issues?*	☐	☐	☒
b)	*Is there an issue with the organization's revenue sources being reliable? For example, is a large percentage of revenue coming from grants or one-time/short-term sources?*	☐	☐	☒
c)	*Is the organization's revenue sufficient to fund an adequate level of service, necessary infrastructure maintenance, replacement and/or any needed expansion? Is the fee inconsistent with the schedules of similar local agencies*	☐	☐	☒
d)	*Does the subject agency have a capital improvement plan (CIP)? Has the agency identified and quantified what the possible significant risks and costs of infrastructure or equipment failure? Does the agency have a reserve policy to fund it?*	☐	☐	☒

e)	*Does the agency have any debt, and if so, is the organization's debt at an unmanageable level? Does the agency need a clear debt management policy, if applicable?*	☐	☐	☒
f)	*Can the subject agency improve its use of generally accepted accounting principles including: summaries of all fund balances, summaries of revenues and expenditures, general status of reserves, and any un-funded obligations (i.e. pension/retiree benefits)? Does the agency have accounting and/or financial policies that guide the agency in how financial transactions are recorded and presented?*	☐	☐	☒
g)	*Does the agency staff need to review financial data on a regular basis and are discrepancies identified, investigated and corrective action taken in a timely manner? The review may include reconciliations of various accounts, comparing budgets-to-actual, analyzing budget variances, comparing revenue and expense balances to the prior year, etc. If the agency uses Yolo County's financial system and the County Treasury, does the agency review monthly the transactions in the County system to transactions the agency submitted to the County for processing?*	☐	☐	☒
h)	*Does the agency board need to receive regular financial reports (quarterly or mid-year at a minimum) that provide a clear and complete picture of the agency's assets and liabilities, fully disclosing both positive and negative financial information to the public and financial institutions?*	☐	☐	☒

Discussion:

The District appears to be financially stable but is dependent on the receipt of other grants for maintenance and improvements to the levees. The District's revenue consists of special assessments, earnings, intergovernmental revenue, and miscellaneous revenue. Over the past 5 years special assessments were 31% of annual revenues and intergovernmental revenues comprised 68%. Overall total fund balance has increased by $47,369, from $221,245 as of July 1, 2019, to $268,614 as of June 30, 2023. There may be an issue with the adequacy of fund balance and having sufficient cash on hand to manage an unanticipated levee failure. Although CSA 6 qualifies for an 100% cost share from the USACE, it takes time for federal reimbursements to come in and that funding gap needs to be managed.

The special assessments are enrolled on the County's tax roll and are subject to proposition 218. The District's revenue most reliable source is from special assessments, while the intergovernmental revenue may not be. The intergovernmental revenue is not guaranteed and are subject to change based on policy changes of the grantor agencies.

The District received an overall rating of M for as part of the Department of Water Resources Fall 2023 inspection. The M rating was first received for the 2020 inspection which was the first year the CSA started to receive funding from the State. It appears the CSA may be dependent on State funding to maintain the levees to a satisfactory standard.

The District does not have a formal CIP plan as it has no capital assets, but instead uses the System Wide Improvement Framework (SWIF) plan for maintenance of its levees and the SCFRRP for rehabilitation and repair of its levee deficiencies. Many deficiencies have been corrected through implementation of the Phase 1 of the Knights Landing Flood Risk Reduction project, funded by DWR.

COUNTY SERVICE AREA NO. 6 (Operations & Maintenance)
STATEMENT OF REVENUE, EXPENDITURES AND CHANGES IN FUND BALANCES

	2019	2020	2021	2022	2023
Revenue					
Property taxes and other related reven	$ 51,512	$ 53,324	$ 57,345	$ 60,841	$ 68,505
Interest	6,397	3,687	(1,122)	(6,401)	2,371
Intergovernmental grants	-	309,986	15,433	201,521	120,363
Other revenue	2,787	-	-	1	-
Total Revenue	60,696	366,997	71,656	255,962	191,239
Expenditures					
Services and supplies	51,970	159,652	169,176	72,181	159,225
Capital outlay	-	240,637	-	46,340	-
Total Expenditures	51,970	400,289	169,176	118,521	159,225
Net income (loss)	8,726	(33,292)	(97,520)	137,441	32,014
Beginning Fund Balance	221,245	229,971	196,679	99,159	236,600
Ending Fund Balances	$ 229,971	$ 196,679	$ 99,159	$ 236,600	$ 268,614
Fund Balances					
Unassigned	$ 229,971	$ 196,679	$ 99,159	$ 236,600	$ 268,614
Total Fund Balances	$ 229,971	$ 196,679	$ 99,159	$ 236,600	$ 268,614
Y-T-Y Change in total Fund Balances					
Amount Increase (Decrease)	$ 8,726	$ (33,292)	$ (97,520)	$ 137,441	$ 32,014
Percentage Increase (Decrease)	3.94%	-14.48%	-49.58%	138.61%	13.53%

COUNTY SERVICE AREA NO. 6 (Capital Project Fund)
STATEMENT OF REVENUE, EXPENDITURES AND CHANGES IN FUND BALANCES

	2019	2020	2021	2022	2023
Revenue					
Interest	$ -	$ -	$ (2,253)	$ 8,449	$ 58,429
Intergovernmental grants		-	354,385	3,043,951	3,218,462
Other revenue	-	-	-	-	50,000
Net transfers in	-	-	1,522,000	-	228,000
Total Revenue	-	-	1,874,132	3,052,400	3,554,891
Expenditures					
Services and supplies	-	-	5,058	-	56,764
Capital outlay	-	-	665,090	3,085,893	7,762,948
Total Expenditures	-	-	670,148	3,085,893	7,819,712
Net income (loss)	-	-	1,203,984	(33,493)	(4,264,821)
Beginning Fund Balance	-	-	-	1,203,984	1,170,491
Ending Fund Balances	$ -	$ -	$ 1,203,984	$ 1,170,491	$ (3,094,330)
Fund Balances					
Restricted	$ -	$ -	$ 1,203,984	$ 1,170,491	$ -
Unassigned	$ -	$ -	$ -	$ -	$ (3,094,330)
Total Fund Balances	$ -	$ -	$ 1,203,984	$ 1,170,491	$ (3,094,330)
Y-T-Y Change in total Fund Balances					
Amount Increase (Decrease)	$ -	$ -	$ 1,203,984	$ (33,493)	$ (4,264,821)
Percentage Increase (Decrease)	0.00%	0.00%	100.00%	-2.78%	-364.36%

Yolo County applied for and received additional funding in the amount of $15.9 million, plus a $1.6 million local match, to construct two critical repairs of the Sacramento River levee in CSA 6 (Mid Valley Sites 9 and 10), to complete design of a third reach of levee (Site 11), and complete geotechnical evaluations and preliminary design for improvements to the remainder of the basin. As of June 2024, the SCFRRP funding has completed construction of Mid Valley Sites 9 and 10, final design and permits for Site 11, and preliminary design, including CEQA, for the remainder of the proposed repairs/improvements within the Knights Landing basin. These efforts have also resulted in a FEMA Hazard Mitigation Grant Program application that has received preliminary approval to provide an additional $40.5 million of grant funding to complete design and construction of all remaining phases.

The accounting for the $15.9M SCFRRP grant is maintained in a separate capital project fund (CPF). As of June 30, 2023, the County has transferred the required county match into the CPF, however the fund had a fund deficit of over $3M and a negative cash balance of $4M. These deficit balances have occurred for two reasons: 1) District staff did not accrue grant revenue in the amount of $2.987M as of June 30, 2023 and 2) There was not a discussion with County Treasury staff on how to manage negative cash flows due to the slow grant reimbursement process.

The District does not have any debt nor any pension or other post-employment benefits liabilities. Budget reports of the CSA are provided quarterly to the BOS and annual snapshots are provided twice per year (June/October).

Financial Ability MSR Determination:

CSA 6 is financially stable and able to provide its services. However, outside funding comprises roughly two-thirds of its revenue and appears necessary to achieve “minimally acceptable” ratings from DWR. CSA 6 does not have any debt and is financially accountable. Although CSA 6 qualifies for a 100% cost share from the USACE in the case of a catastrophic levee failure, it takes time for federal reimbursements to come in and that funding gap needs to be managed. Yolo County applied for and received additional funding in the amount of $15.9 million, plus a $1.6 million local match, to construct two critical repairs of the Sacramento River levee in CSA 6 (Mid Valley Sites 9 and 10), to complete design of a third reach of levee (Site 11), and complete geotechnical evaluations and preliminary design for improvements to the remainder of the basin. These efforts have also resulted in a FEMA Hazard Mitigation Grant Program application that has received preliminary approval to provide an additional $40.5 million of grant funding to complete design and construction of all remaining phases. CSA 6 plans to initiate a Prop 218 process to fund maintenance of the newly constructed SCFRRP projects.

Financial Ability Recommendation(s):

- To ensure accurate year-end balances, CSA 6 staff should work with County Department of Financial Services to record all relevant material balances.
- CSA staff should work with County Treasury staff to come up with a plan to manage the capital project fund cash flow.

5. Shared Services and Facilities

Status of, and opportunities for, shared facilities.

	Significant Issue	Potentially Significant	No Issue
a) *Are there any opportunities for the organization to share services or facilities with neighboring, overlapping, or other organizations that are not currently being utilized?*	☐	☐	☒

Discussion:

None.

Shared Services MSR Determination:

CSA 6 is hydrologically connected to the Knights Landing Ridge Cut Drainage District (KLRDD) and the State Department of Water Resources in the Knights Landing Levee System. The agencies in this levee system already operate under a collective work plan via the SWIF plan.

Yolo County and its staff participates as members of the Yolo Groundwater Sustainability Agency, California Central Valley Flood Control Association (CCVFCA), the Lower Sacramento River-Delta North Regional Flood Management Program, the Yolo Bypass / Cache Slough Partnership, and quarterly coordinating meetings with all other levee maintaining agencies within the County.

Recommendation(s):

None.

6. Accountability, Structure, and Efficiencies

Accountability for community service needs, including governmental structure and operational efficiencies.

		Significant Issue	Potentially Significant	No Issue
a)	*Are there any recommended changes to the organization's governmental structure or operations that will increase accountability and efficiency (i.e. overlapping boundaries that confuse the public, service inefficiencies, and/or higher costs/rates)?*	☐	☒	☐
b)	*Does the agency need to secure independent audits of financial reports that meet California State Controller requirements? Are the same auditors used for more than six years? Are audit results not reviewed in an open meeting?*	☐	☐	☒
c)	*Is the agency insured or in a risk management pool to manage potential liabilities?*	☐	☐	☒
d)	*Are there any issues with filling board vacancies and maintaining board members? Is there a lack of board member training regarding the organization's program requirements and financial management?*	☐	☐	☒
e)	*Are there any issues with staff capacity and/or turnover? Is there a lack of staff member training regarding the organization's program requirements and financial management?*	☐	☐	☒
f)	*Does the agency have adequate policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct (see suggested policies list)?*	☐	☐	☒
g)	*Does the organization need to improve its public transparency via a website (see https://www.yololafco.org/yolo-local-government-website-transparency-scorecards)?*	☐	☐	☒

Discussion:

There are recommended changes to the governmental structure to improve operational efficiencies for the Knights Landing Basin. The DWR Central Valley Flood Protection Plan and Lower Sacramento River/Delta North Flood Management Plan (2014) included the recommended action step to "Conduct the necessary stakeholder outreach and coordination to develop organizational structure/governance, cost, policy/procedure, training requirements and synchronization to consolidate Local Maintaining Agencies,

operations and maintenance, and emergency response activities". DWR funded the UC Davis Yolo County Flood Governance Study (2014) in collaboration with all the local district stakeholders, which ultimately recommended the "The Hydraulic Basin Approach" that "Yolo County RDs would benefit if each hydraulically connected basin operated as if it were a single entity".

There are seven USACE levee systems/basins that include special district LMAs under Yolo LAFCo oversight. The key goal for this MSR/SOI is to identify the recommended "single entity" for each system/basin. The DWR Flood System Improvement Branch Chief and staff were consulted and concur with LAFCo's governance recommendations. DWR operates roughly 300 miles of the 1,600 total levee miles in the State Plan of Flood Control and relies heavily on LMAs, which would benefit from efficiency, shared services, expertise, appropriate size/scale, and borrowing power.

For the Knights Landing System, KLRDD is the recommended single entity successor agency. However, it is premature to combine CSA 6 and KLRDD at this time due to the Knights Landing Flood Management Project underway to construct new levees and improvements to bring 100-year flood protection to Knights Landing. This recommendation including the timing should be reevaluated in the next MSR/SOI cycle. Additionally, there is a portion of levee along the Sacramento River that lies within Sutter County for which CSA 6 is unable to collect any revenues from or perform any maintenance on but is shown as the Levee Maintaining Agency in the State and Federal records. KLRDD can annex this additional territory in Sutter County (while CSA 6 cannot) and collect assessments in both counties.

The Board of Supervisors serves as the Board of Trustees for CSA 6 and Yolo County staff operates the district. Therefore, there are no issues with board or staff turnover.

CSA 6 has written guidelines and procedures for operations and maintenance, and emergencies. It has insurance coverage through YCPARMIA. CSA audits are included in Yolo County's ACFR. The CSA's financial transactions are processed by County staff and are subject to all the County's accounting and financial reporting polices. CSA 6 information is provided as a page on the Yolo County website (that received a 90% transparency score in 2023).

Accountability, Structure, and Efficiencies MSR Determination:

CSA 6 is currently functioning well as operated by Yolo County. With the goal of evolving to one LMA for each levee system/hydrologic basin, KLRDD is preliminarily recommended as the single entity successor agency. However, it is premature to combine CSA 6 and KLRDD at this time due to the Knights Landing Flood Management Project underway to construct new levees and improvements to bring 100-year flood protection to Knights Landing, plus the need for ongoing maintenance funding. This recommendation including the timing should be reevaluated in the next MSR/SOI cycle. The Board of Supervisors serves as the board of CSA 6, and therefore, there are no issues with board or staff turnover. Audits are included in the Yolo County annual audit reports. CSA 6 information is provided as a page on the Yolo County website (that received a 90% transparency score in 2023.

Accountability, Structure, and Efficiencies Recommendation(s):

- For the Knights Landing System, KLRDD is the recommended single entity successor agency. However, it is premature to combine CSA 6 and KLRDD at this time due to the Knights Landing Flood Management Project underway to construct new levees and improvements to bring 100-year flood protection to Knights Landing. This recommendation including the timing should be reevaluated in the next MSR/SOI cycle once CSA 6's levees and assessments are brought up to standard.

7. Broadband Access

Any other matter related to effective or efficient service delivery, as required by commission policy.

Per Yolo LAFCo Project Policy 6.2 "*it is the intent of Yolo LAFCo to comprehensively review broadband access in MSRs of local agencies that either serve communities and/or provide emergency services where broadband connection is critical (i.e. cities, CSDs, CSAs, FPDs and RDs).*"

	Significant Issue	Potentially Significant	No Issue
a) *Is there a lack of high-performance broadband (25/3 Mbps) available in the community?*	☐	☒	☐

Discussion:

None.

Broadband Access MSR Determination

CSA 6 has varying broadband access depending on location. In the town of Knights Landing there is fiber broadband capable of 1 gig speeds from Astound. In the southern portion of the district outside of town, the CPUC California Broadband Availability Map[5] indicates CSA 6 is served with fixed wireless speeds of 50/30 Mbps by AFES (but staff is skeptical). This may meet the minimum broadband speeds, but mobile service can be inconsistent.

Recommendation(s)

None.

SPHERE OF INFLUENCE STUDY

A Sphere of Influence (SOI) is an area delineated on a map and approved by LAFCo that indicates where potential future agency annexations could be proposed. There are not changes to CSA 6 boundaries recommended in this MSR. Therefore, changes to the District's SOI are not needed.

On the basis of the Municipal Service Review:

☒ Staff has reviewed the agency's Sphere of Influence and recommends that a SOI Update is NOT NECESSARY in accordance with Government Code Section 56425(g). Therefore, NO CHANGE to the agency's SOI is recommended and SOI determinations HAVE NOT been made.

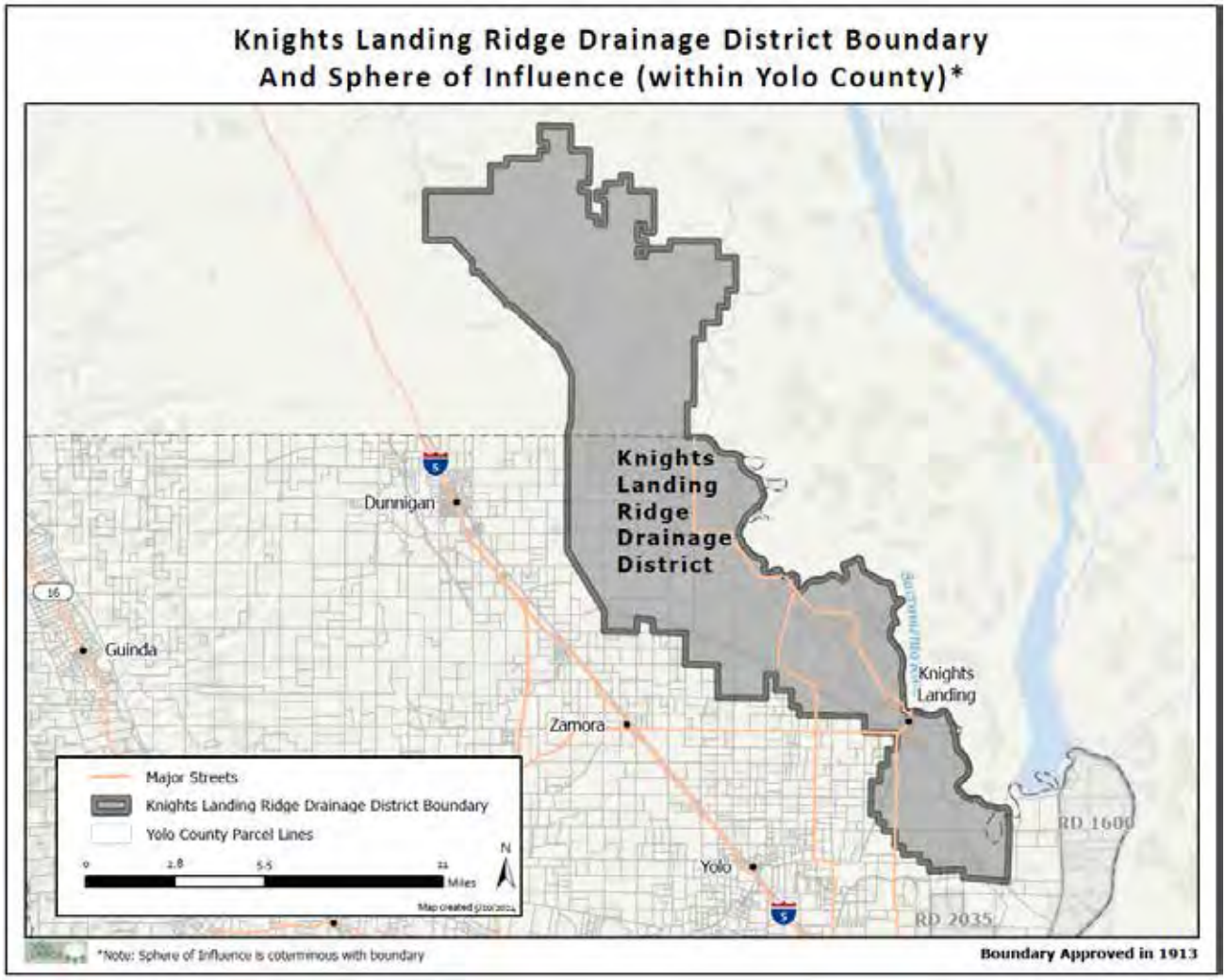
☐ Staff has reviewed the agency's Sphere of Influence and recommends that a SOI Update IS NECESSARY in accordance with Government Code Section 56425(g). Therefore, A CHANGE to the agency's SOI is recommended and SOI determinations HAVE been made and are included in this MSR/SOI study.

[5] https://www.broadbandmap.ca.gov/

Knights Landing Ridge Drainage District Agency Profile

Formed in 1913, the Knights Landing Ridge Drainage District (KLRDD) provides levee maintenance for 12.39 miles of levee constructed as part of the Knights Landing Ridge Cut ("Ridge Cut"). It does not operate any pumping stations or provide ag water. The District is 44,807 acres in size and has approximately 450 landowners (300 in Yolo and 150 in Colusa counties) and was formed primarily to construct the Ridge Cut which was completed in 1916. The Ridge Cut, along with the Colusa Basin Drainage Canal, provides a gravity drainage outlet for the Colusa Basin.

The KLRDD is an independent special district with a five-member Board of Commissioners; three are elected at large from the northern division area and two from the southern division. KLRDD has an MOU with RD 108 to provide full services.



MUNICIPAL SERVICE REVIEW

POTENTIALLY SIGNIFICANT MSR DETERMINATIONS

The MSR determinations checked below are potentially significant, as indicated by answers to the key policy questions in the checklist and corresponding discussion on the following pages. If most or all of the determinations are not significant, as indicated by "no" answers, the Commission may find that a MSR update is not warranted.

- ☐ Growth and Population
- ☐ Disadvantaged Unincorporated Communities
- ☐ Capacity, Adequacy & Infrastructure to Provide Services
- ☒ Financial Ability
- ☐ Shared Services
- ☒ Accountability, Structure, and Efficiencies
- ☒ Broadband Access

LAFCO MUNICIPAL SERVICE REVIEW:

☐ On the basis of this initial evaluation, the required determinations are not significant, and staff recommends that a comprehensive MSR is NOT NECESSARY. The subject agency will be reviewed again in five years per Government Code Section 56425(g).

☒ The subject agency has significant and/or potentially significant determinations and staff recommends that a comprehensive MSR IS NECESSARY and has been conducted via this checklist.

1. Growth and Population Growth and population projections for the affected area.	**Significant Issue**	**Potentially Significant**	**No Issue**
a) *Will development and/or population projections over the next 5-10 years impact the subject agency's service needs and demands?*	☐	☐	☒
b) *Do changes in demand suggest a change in the agency's services?*	☐	☐	☒

Discussion:

None.

Growth and Population MSR Determination:

The Knights Landing Unit 2 – Yolo Bypass – Service Area 6 (Knights Landing) levee system that KLRDD is included in has a population of approximately 1,192 permanent residents. Normal fluctuations in rural population will not change current DWR flood protection standards and District levee and drainage services. The more stringent urban level of flood protection standards is not required until the area is developed with 10,000 residents or more, or an urbanizing area that is planned to have 10,000 residents or more within the next 10 years[1]. There is no significant growth and population anticipated in the District that will impact the subject agency's service needs and demands.

[1] Code of Federal Regulations Title 44, Section 59.1 and California Government Code Section 65007(l) and (m)

Recommendation(s):

None.

2. Disadvantaged Unincorporated Communities

The location and characteristics of any disadvantaged unincorporated communities within or contiguous to the sphere of influence.

		Significant Issue	Potentially Significant	No Issue
a)	*If the subject agency provides services related to sewers, municipal and industrial water, or structural fire protection, are there any "inhabited unincorporated communities" (per adopted Commission policy) within or adjacent to the subject agency's sphere of influence that are considered "disadvantaged" (80% or less of the statewide median household income) that do not already have access to public water, sewer, and structural fire protection?*	☐	☐	☒
b)	*If "yes" to a), it is feasible for the agency to be reorganized such that it can extend service to the disadvantaged unincorporated community? If "no" to a), this question is marked "no" because it is either not needed or not applicable.*	☐	☐	☒

Discussion:

None.

Disadvantaged Unincorporated Communities MSR Determination:

KLRDD does not provide sewers, municipal and industrial water, or structural fire protection. Knights Landing is a disadvantaged unincorporated community within KLRDD, but the District provides services notwithstanding any communities' economic status[2].

Recommendation(s):

None.

[2] CALAFCO Statewide DUCs Refined GIS Layer, RSG, Inc. December 10, 2021

3. Capacity and Adequacy of Public Facilities and Services

Present and planned capacity of public facilities, adequacy of public services, and infrastructure needs or deficiencies including needs or deficiencies related to sewers, municipal and industrial water, and structural fire protection in any disadvantaged, unincorporated communities within or contiguous to the sphere of influence.

	Significant Issue	Potentially Significant	No Issue
a) *Are there any deficiencies in the **infrastructure, equipment, and capacity of agency facilities** to meet existing service needs for which the agency does not have a plan in place to resolve (including deficiencies created by new state regulations)?*	☐	☐	☒
b) *Are there any issues regarding the agency's capacity and ability to meet the service demand of reasonably foreseeable future needs?*	☐	☐	☒
c) *Are there any service needs or deficiencies for disadvantaged unincorporated communities related to sewers, municipal and industrial water, and structural fire protection within or contiguous to the agency's sphere of influence?*	☐	☐	☒
d) *Is the agency needing to consider climate adaptation in its assessment of infrastructure/service needs?*	☐	☐	☒

Discussion:

The Department of Water Resources (DWR), under the authority of Water Code Sections 8360, 8370 and 8371, performs a verification inspection of the maintenance of the Sacramento River Flood Control Project (SRFCP) levees performed by the local responsible agencies, and reports to the United States Army Corps of Engineers (USACE) periodically regarding the status of levee maintenance. The State inspects and reports only on the status of maintenance practices and on observable levee conditions.

DWR completes annual spring inspections by May, documenting the location, size, type, and rating of maintenance deficiencies and provides the resulting inspection reports to the LMAs for their use in planning maintenance activities prior to the food season. DWR completes annual fall inspections by November, verifying the status of previously noted deficiencies, as well as any additional deficiencies, that should be corrected to help ensure adequate performance during the food season. LMAs conduct inspections in the winter and summer, completing the requirement to conduct four inspections each year. Project facilities are inspected at least four times each year. DWR compiles this information for use by stakeholders and will report to CVFPB on inspection activities as requested.

DWR gives an overall levee segment rating only during the annual fall inspections. The table below shows the overall rating from 2019-2023. Three possible ratings are given based on the state of its levees:

- Acceptable (A) – No immediate work required, other than routine maintenance. The flood protection project will function as designed and intended with a high degree of reliability, and necessary cyclical maintenance is being performed adequately.
- Minimally Acceptable (M) – One or more deficient conditions exist in the food protection project that needs to be improved or corrected. However, the project will essentially function as designed with a lesser degree of reliability than what the project could provide.
- Unacceptable (U) – One or more deficient conditions exist that may prevent the project from functioning as designed, intended, or required.

Ratings for KLRDD have achieve an acceptable (i.e., the highest) rating all five years. The flood protection project will function as designed and intended with a high degree of reliability, and necessary cyclical maintenance is being performed adequately.

RD Overall Rating 2019-2023

Local Maintaining Agency	Overall Rating *A = Acceptable; M = Minimally Acceptable; and U = Unacceptable*					Total Levee Miles
	2019	2020	2021	2022	2023	
KLRDD	A	A	A	A	A	12.39

Source: Department of Water Resources 2023 Inspection and LMA Report Table 2-2

* *Overall unit threshold percentage is less than 10%; however, U rated miles are present, so the overall unit rating is M instead of A.*

KLRDD contains two segments inspected by DWR that comprise the overall rating. Each unit, length, rating is listed in the table and shown in the map below[3].

RD Units, Length and DWR Inspection Rating

Unit	Name	Bank	Length (Miles)	DWR Rating
Unit No. 01	Knights landing Ridge Cut	RB	6.36	A
Unit No. 02	Knights landing Ridge Cut	LB	6.03	A



[3] DWR 2023 Sacramento River Individual Agency Summary Reports

The DWR summary from the fall 2023 inspection reported that the District performed annual Winter/Summer inspections as required. The District concurs with the information contained in the Spring 2023 inspection reports with the exception of pipe ownership/responsibility. The District continues to perform routine maintenance including, but not limited to visual inspections, rodent baiting, vegetation management, and erosion repairs as needed. Encroachment enforcement remains an ongoing process that is leading to varied success. The Agency reported multiple erosion sites on Unit Nos. 1 and 2. The Agency provided a list of expenses and maintenance activities performed on all levee units. Activities include erosion repair, levee crown maintenance, patrolling, rodent control, surveying and engineering, and vegetation control by spraying and other methods. The reported total maintenance cost for the previous fiscal year was $742,033. The Agency reported a budget of $767,456, which corresponds to $61,942 per levee mile.

Spring 2024 DWR Levee Inspection Reports (Maintenance Only, No Rating)[4]

KLRDD was inspected on February 27, 2024. DWR spring inspection reports do not provide an overall rating. The LMA has updated O&M Manuals, a stockpile flood fighting materials, a written response plan, and the crew has regular flood fight training.

Summary Table of Spring 2024 Inspection Items

	Items Resolved	Items Not Resolved	Total Items	Notes Regarding Unresolved Items
Unit No. 01	17	3	20	Erosion/bank caving (mi. 1.66, 3.78), unauthorized gate and culvert (mi 2.58)
Unit No. 02	10	0	10	
Total %	27 (90%)	3 (10%)	30	

The only critical issue noted includes the unauthorized gate and culvert. KLRDD has resolved 90 percent of the items found in the fall 2023 inspection.

USACE Rehabilitation Program Status

KLRDD currently has an “active” status in the USACE PL 84-99 Rehabilitation Program, which means it is eligible for rehabilitation of flood damaged facilities at 100-percent federal cost sharing to pre-disaster condition and level of protection.

Capacity and Adequacy of Public Facilities and Services MSR Determination:

KLRDD has had Acceptable ratings from DWR consistently for the past 5 years. The flood protection project will function as designed and intended with a high degree of reliability. There was some minimal vegetation, animal control and cracking issues worsening in 2023, but KLRDD still maintains the highest rating from DWR. The reported total maintenance cost for the previous fiscal year was $742,033. The Agency reported a budget of $767,456, which corresponds to $61,942 per levee mile. The 2024 Spring inspection report indicates 90% of the items noted in the Fall 2023 inspection have been corrected.

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

- KLRDD should implement any remaining DWR Fall 2023 inspection report recommendations and correct issues itemized in the Spring 2024 inspection report:
    - The LMA should continue to maintain the area at the high level seen during the last inspection.

[4] https://cdec.water.ca.gov/detailed_reports.html

4. Financial Ability

Financial ability of agencies to provide services.

		Significant Issue	Potentially Significant	No Issue
a)	*Is the subject agency in a stable financial position, i.e. does the 5-year trend analysis indicate any issues?*	☐	☐	☒
b)	*Is there an issue with the organization's revenue sources being reliable? For example, is a large percentage of revenue coming from grants or one-time/short-term sources?*	☐	☐	☒
c)	*Is the organization's revenue sufficient to fund an adequate level of service, necessary infrastructure maintenance, replacement and/or any needed expansion? Is the fee inconsistent with the schedules of similar local agencies*	☐	☐	☒
d)	*Does the subject agency have a capital improvement plan (CIP)? Has the agency identified and quantified what the possible significant risks and costs of infrastructure or equipment failure? Does the agency have a reserve policy to fund it?*	☐	☒	☐
e)	*Does the agency have any debt, and if so, is the organization's debt at an unmanageable level? Does the agency need a clear debt management policy, if applicable?*	☐	☐	☒
f)	*Can the subject agency improve its use of generally accepted accounting principles including: summaries of all fund balances, summaries of revenues and expenditures, general status of reserves, and any un-funded obligations (i.e. pension/retiree benefits)? Does the agency have accounting and/or financial policies that guide the agency in how financial transactions are recorded and presented?*	☐	☐	☒
g)	*Does the agency staff need to review financial data on a regular basis and are discrepancies identified, investigated and corrective action taken in a timely manner? The review may include reconciliations of various accounts, comparing budgets-to-actual, analyzing budget variances, comparing revenue and expense balances to the prior year, etc. If the agency uses Yolo County's financial system and the County Treasury, does the agency review monthly the transactions in the County system to transactions the agency submitted to the County for processing?*	☐	☐	☒
h)	*Does the agency board need to receive regular financial reports (quarterly or mid-year at a minimum) that provide a clear and complete picture of the agency's assets and liabilities, fully disclosing both positive and negative financial information to the public and financial institutions?*	☐	☐	☒

KNIGHTS LANDING RIDGE DRAINAGE DISTRICT
STATEMENT OF REVENUE, EXPENDITURES AND CHANGES IN FUND BALANCES

	2018	2019	2020	2021	2022
Revenue					
Special assessment	335,901	335,323	351,313	300,435	317,364
Interest	15,798	26,014	16,077	8,634	5,590
Rents and concessions	-	-	5,556	11,407	16,310
Intergovernmental grants	602,409	577,670	96,413	95,874	300,031
Other revenue	14,590	4,250	4,250	4,250	8,293
Total Revenue	968,698	943,257	473,609	420,600	647,588
Expenditures					
Services and supplies	198,112	920,810	141,391	373,668	692,957
Debt service (principal and interest)	565,421	-	-	-	-
Capital outlay	-	-	73,014	-	-
Total Expenditures	763,533	920,810	214,405	373,668	692,957
Net income (loss)	205,165	22,447	259,204	46,932	(45,369)
Beginning Fund Balance	683,703	888,868	911,315	1,170,519	1,217,451
Ending Fund Balances	$ 888,868	$ 911,315	$ 1,170,519	$ 1,217,451	$ 1,172,082
Fund Balances					
Unassigned	$ 888,868	$ 911,315	$ 1,170,519	$ 1,217,451	$ 1,172,082
Total Fund Balances	$ 888,868	$ 911,315	$ 1,170,519	$ 1,217,451	$ 1,172,082
Y-T-Y Change in total Fund Balances					
Amount Increase (Decrease)	$ 205,165	$ 22,447	$ 259,204	$ 46,932	$ (45,369)
Percentage Increase (Decrease)	30.01%	2.53%	28.44%	4.01%	-3.73%

Discussion:

The 5-year trend indicates KLRDD appears to be in a stable financial position but had incurred a loss of $45,369 in 2023 because of increased services and supplies, without a similar increase in revenue. However, there is ample fund balance to cover the loss which increased by $488,379 from 2018 to 2023. The District's revenues consist of special assessments (Yolo County portion enrolled on tax roll), interest, rents, intergovernmental revenue other miscellaneous other revenue. In fiscal year 2022 the District's expenditures were $319.289 higher than the previous year, while revenues increased by $226,988 due to the receipt of FMAP funding from the State. The increased expenditures were due to two maintenance projects.

Over the past 5 years the District has relied on special assessments and intergovernmental revenue for 96% of annual funding. Special assessments are very reliable while intergovernmental revenues are not a guaranteed source of revenue. It must be applied for and in some case is limited to specific purposes and is subject to grantor policy changes.

The District received an overall rating of A as part of the Department of Water Resources Fall 2023 inspection which is a good indication that existing revenues are sufficient to fund an adequate level of service. The District does not have a capital improvement plan.

The District does not have any debt issues outstanding nor any pension or other postemployment benefits liabilities. The District contracts for accounting and administrative services with Reclamation District No. 108 and contracts with and independent CPA for an audit annually. The Board reviews financial updates at each meeting, three times per year.

Financial Ability MSR Determination:

KLRDD appears financially stable and is able to provide required services at a consistently high level. The District is operated by RD 108 via an MOU agreement. About half of District funding comes from DWR's Flood Maintenance Assistance Program and maintenance may be curtailed should this grant funding ever be reduced or the program ended. The District does not have an adopted capital improvement plan but maintains a large fund balance.

Financial Ability Recommendation(s):

None.

5. Shared Services and Facilities

Status of, and opportunities for, shared facilities.

	Significant Issue	Potentially Significant	No Issue
a) *Are there any opportunities for the organization to share services or facilities with neighboring, overlapping, or other organizations that are not currently being utilized?*	☐	☐	☒

Discussion:

None.

Shared Services MSR Determination:

KLRDD is hydrologically connected to CSA 6 in the Knights Landing Unit 2 – Yolo Bypass – Service Area 6 Levee System. The agencies in this levee system already operate under a collective work plan via the SWIF plan. KLRDD participates as members of the California Central Valley Flood Control Association (CCVFCA) and the Westside Committee for the Regional Flood Management Plan. KLRDD already utilizes shared services as it is operated by RD 108.

Recommendation(s):

None.

6. Accountability, Structure, and Efficiencies

Accountability for community service needs, including governmental structure and operational efficiencies.

	Significant Issue	Potentially Significant	No Issue
a) *Are there any recommended changes to the organization's governmental structure or operations that will increase accountability and efficiency (i.e. overlapping boundaries that confuse the public, service inefficiencies, and/or higher costs/rates)?*	☐	☒	☐
b) *Does the agency need to secure independent audits of financial reports that meet California State Controller requirements? Are the same auditors used for more than six years? Are audit results <u>not</u> reviewed in an open meeting?*	☐	☐	☒
c) *Is the agency insured or in a risk management pool to manage potential liabilities?*	☐	☐	☒

d)	*Are there any issues with filling board vacancies and maintaining board members? Is there a lack of board member training regarding the organization's program requirements and financial management?*	☐	☐	☒
e)	*Are there any issues with staff capacity and/or turnover? Is there a lack of staff member training regarding the organization's program requirements and financial management?*	☐	☐	☒
f)	*Does the agency have adequate policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct (see suggested policies list)?*	☐	☐	☒
g)	*Does the organization need to improve its public transparency via a website (see https://www.yololafco.org/yolo-local-government-website-transparency-scorecards)?*	☒	☐	☐

Discussion:

There are recommended changes to the governmental structure to improve operational efficiencies for the Knights Landing Basin. The DWR Central Valley Flood Protection Plan and Lower Sacramento River/Delta North Flood Management Plan (2014) included the recommended action step to "Conduct the necessary stakeholder outreach and coordination to develop organizational structure/governance, cost, policy/procedure, training requirements and synchronization to consolidate Local Maintaining Agencies, operations and maintenance, and emergency response activities". DWR funded the UC Davis Yolo County Flood Governance Study (2014) in collaboration with all the local district stakeholders, which ultimately recommended the "The Hydraulic Basin Approach" that "Yolo County RDs would benefit if each hydraulically connected basin operated as if it were a single entity".

There are seven USACE levee systems/basins that include special district LMAs under Yolo LAFCo oversight. The key goal for this MSR/SOI is to identify the recommended "single entity" for each system/basin. The DWR Flood System Improvement Branch Chief and staff were consulted and concur with LAFCo's governance recommendations[5]. DWR operates roughly 300 miles of the 1,600 total levee miles in the State Plan of Flood Control and relies heavily on LMAs, which would benefit from efficiency, shared services, expertise, appropriate size/scale, and borrowing power.

For the Knights Landing System it is premature to combine CSA 6 and KLRDD due to the Knights Landing Flood Management Project underway to construct new levees and improvements to bring 100-year flood protection to Knights Landing. This issue should be reevaluated in the next MSR/SOI cycle to identify a single entity successor agency.

All five board member positions are currently filled by landowner elections. The Board meets three times per year at the RD 108 office. KLRDD currently obtains services via an MOU with RD 108 for all staffing and equipment needs. KLRDD also contracts with KSN engineers and Downey Brand for legal counsel. There do not appear to be any issues with board or staff turnover.

KLRDD has written guidelines and procedures for operations and maintenance, and emergencies. It has insurance coverage through ACWA, JPIA, and State Fund. KLRDD conducts annual audits, but they are not posted on its webpage. KLRDD information is provided as a page on the RD 108 website (that received a 62% transparency score in 2023).

Accountability, Structure, and Efficiencies MSR Determination:

KLRDD is currently functioning well as operated by RD 108. With the goal of evolving to one LMA for each levee system/hydrologic basin, CSA 6 and KLRDD should eventually combine as a single entity. It may

[5] Meeting with DWR staff on May 30, 2024.

make sense for KLRDD to assume CSA 6 responsibilities as the much larger overlapping district that is operated well by RD 108. It may make sense for KLRDD to operate or absorb RD 730 as well, however, RD 730 does not maintain any levees therefore it's a separate issue. There do not appear to be any issues with board or staff turnover. KLRDD conducts annual audits, but they are not posted on its webpage that received a 62% transparency score in 2023.

Accountability, Structure, and Efficiencies Recommendation(s):

- For the Knights Landing System, CSA 6 and KLRDD should eventually combine as a single entity. However, it is premature to combine them due to the Knights Landing Flood Management Project underway to construct new levees and improvements to bring 100-year flood protection to the town of Knights Landing. This issue should be reevaluated in the next MSR/SOI cycle to identify a single entity successor agency.
- Initiate discussions with RD 730 to determine if an agreement to provide services or absorbing it altogether makes sense.
- KLRDD should improve its 62% website transparency score https://www.yololafco.org/yolo-local-government-website-transparency-scorecards.

7. Broadband Access

Any other matter related to effective or efficient service delivery, as required by commission policy.

Per Yolo LAFCo Project Policy 6.2 "*it is the intent of Yolo LAFCo to comprehensively review broadband access in MSRs of local agencies that either serve communities and/or provide emergency services where broadband connection is critical (i.e. cities, CSDs, CSAs, FPDs and RDs).*"

	Significant Issue	Potentially Significant	No Issue
a) *Is there a lack of high-performance broadband (25/3 Mbps) available in the community?*	☐	☒	☐

Discussion:

None.

Broadband Access MSR Determination

KLRDD is a large district with varying broadband access depending on location. Near its levee segments, the CPUC California Broadband Availability Map[6] indicates KLRDD is served with fixed wireless speeds of 50/30 Mbps by AFES (but staff is skeptical). This may meet the minimum broadband speeds, but mobile service is inconsistent across the entire district with many pockets that are unserved.

Recommendation(s)

None.

SPHERE OF INFLUENCE STUDY

A Sphere of Influence (SOI) is an area delineated on a map and approved by LAFCo that indicates where potential future agency annexations could be proposed. It is recommended that KLRDD eventually absorb CSA 6 that is already within KLRDD boundaries. Therefore, changes to the District's SOI are not needed.

[6] https://www.broadbandmap.ca.gov/

On the basis of the Municipal Service Review:

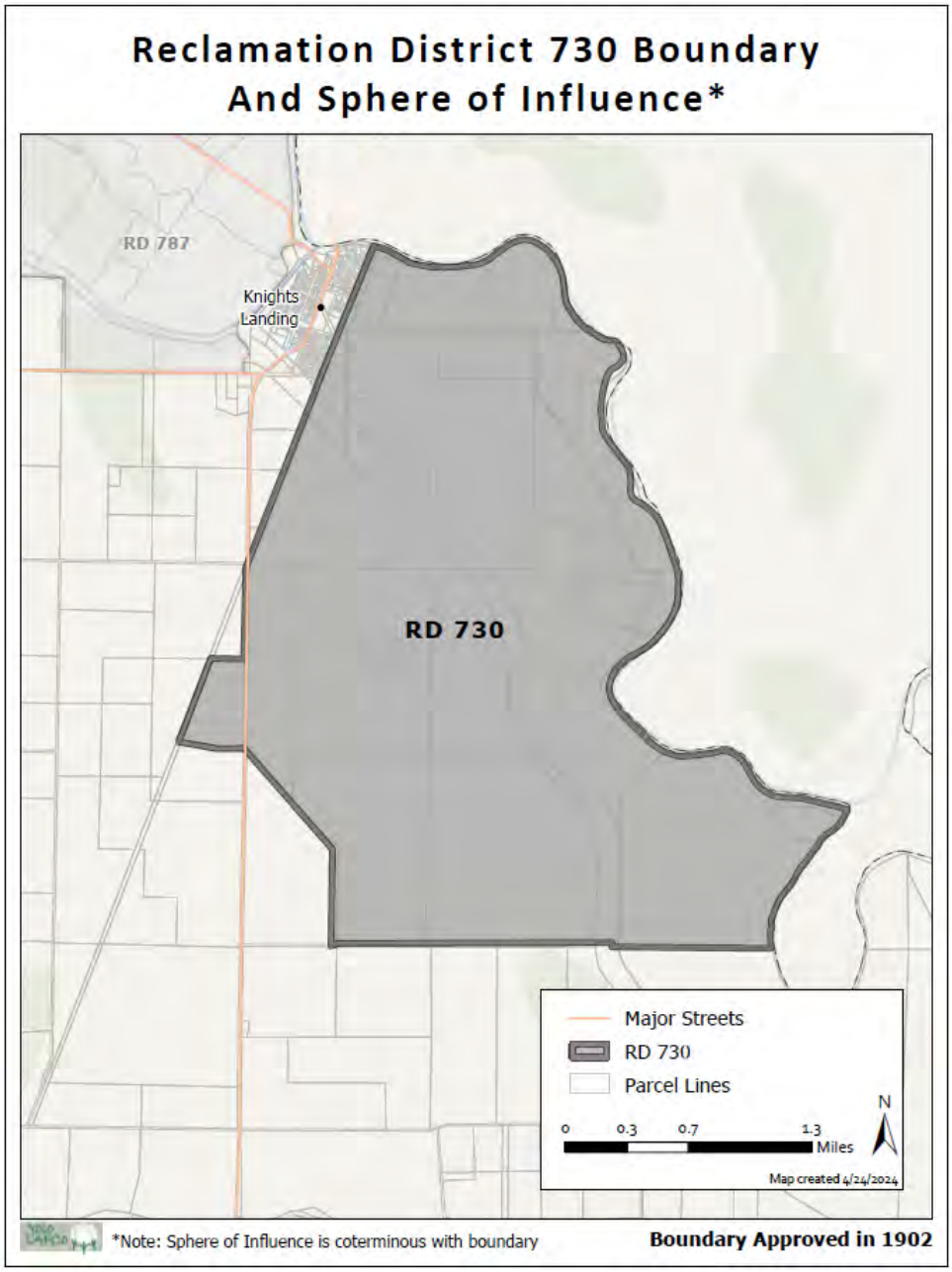
☒ Staff has reviewed the agency's Sphere of Influence and recommends that a SOI Update is NOT NECESSARY in accordance with Government Code Section 56425(g). Therefore, NO CHANGE to the agency's SOI is recommended and SOI determinations HAVE NOT been made.

☐ Staff has reviewed the agency's Sphere of Influence and recommends that a SOI Update IS NECESSARY in accordance with Government Code Section 56425(g). Therefore, A CHANGE to the agency's SOI is recommended and SOI determinations HAVE been made and are included in this MSR/SOI study.

RD 730 AGENCY PROFILE

Formed in 1902, Reclamation District (RD) 730 provides drainage service by pumping annual rainfall and irrigation drainage into the Knights Landing Ridge Cut ("Ridge Cut"), protecting 63 parcels and 4,498 acres of land. The District does not currently conduct any levee maintenance. RD 730 is located southeast of the unincorporated small community of Knights Landing. The District is bounded by the Sacramento River to the north and east, County Road 16 to the south, and County Road 102 generally forms the western boundary. The Ridge Cut, a channel that diverts water from the Colusa Bain to the Yolo Bypass during flood periods, bisects the district.

Reclamation District 730 is an independent special district with a three-member board of trustees.



MUNICIPAL SERVICE REVIEW

POTENTIALLY SIGNIFICANT MSR DETERMINATIONS

The MSR determinations checked below are potentially significant, as indicated by answers to the key policy questions in the checklist and corresponding discussion on the following pages. If most or all of the determinations are not significant, as indicated by "no" answers, the Commission may find that a MSR update is not warranted.

- ☐ Growth and Population
- ☐ Disadvantaged Unincorporated Communities
- ☐ Capacity, Adequacy & Infrastructure to Provide Services
- ☒ Financial Ability
- ☒ Shared Services
- ☒ Accountability, Structure, and Efficiencies
- ☒ Broadband Access

LAFCO MUNICIPAL SERVICE REVIEW:

☐ On the basis of this initial evaluation, the required determinations are not significant, and staff recommends that a comprehensive MSR is NOT NECESSARY. The subject agency will be reviewed again in five years per Government Code Section 56425(g).

☒ The subject agency has significant and/or potentially significant determinations and staff recommends that a comprehensive MSR IS NECESSARY and has been conducted via this checklist.

1. Growth and Population Growth and population projections for the affected area.	**Significant Issue**	**Potentially Significant**	**No Issue**
a) *Will development and/or population projections over the next 5-10 years impact the subject agency's service needs and demands?*	☐	☐	☒
b) *Do changes in demand suggest a change in the agency's services?*	☐	☐	☒

Discussion:

None.

Growth and Population MSR Determination:

RD 730 provides interior drainage services and operates/maintains 3 pump stations. There are an estimated 45 landowners with a population of 78. There is no significant growth and population anticipated in the District that will impact the subject agency's service needs and demands.

Recommendation(s):

None.

2. Disadvantaged Unincorporated Communities

The location and characteristics of any disadvantaged unincorporated communities within or contiguous to the sphere of influence.

		Significant Issue	Potentially Significant	No Issue
a)	*If the subject agency provides services related to sewers, municipal and industrial water, or structural fire protection, are there any "inhabited unincorporated communities" (per adopted Commission policy) within or adjacent to the subject agency's sphere of influence that are considered "disadvantaged" (80% or less of the statewide median household income) that do not already have access to public water, sewer, and structural fire protection?*	☐	☐	☒
b)	*If "yes" to a), it is feasible for the agency to be reorganized such that it can extend service to the disadvantaged unincorporated community? If "no" to a), this question is marked "no" because it is either not needed or not applicable.*	☐	☐	☒

Discussion:

None.

Disadvantaged Unincorporated Communities MSR Determination:

RD 730 does not provide sewers, municipal and industrial water, or structural fire protection. Knights Landing is a disadvantaged unincorporated community, but it is just outside RD 730 boundaries and the District provides drainage services notwithstanding any communities' economic status[1].

Recommendation(s):

None.

3. Capacity and Adequacy of Public Facilities and Services

Present and planned capacity of public facilities, adequacy of public services, and infrastructure needs or deficiencies including needs or deficiencies related to sewers, municipal and industrial water, and structural fire protection in any disadvantaged, unincorporated communities within or contiguous to the sphere of influence.

		Significant Issue	Potentially Significant	No Issue
a)	*Are there any deficiencies in the **infrastructure, equipment, and capacity of agency facilities** to meet existing service needs for which the agency does not have a plan in place to resolve (including deficiencies created by new state regulations)?*	☐	☐	☒
b)	*Are there any issues regarding the agency's capacity and ability to meet the service demand of reasonably foreseeable future needs?*	☐	☐	☒

[1] CALAFCO Statewide DUCs Refined GIS Layer, RSG, Inc. December 10, 2021

c)	*Are there any service needs or deficiencies for disadvantaged unincorporated communities related to sewers, municipal and industrial water, and structural fire protection within or contiguous to the agency's sphere of influence?*	☐	☐	☒
d)	*Is the agency needing to consider climate adaptation in its assessment of infrastructure/service needs?*	☐	☐	☒

Discussion:

None.

Capacity and Adequacy of Public Facilities and Services MSR Determination:

RD 730's sole function is to maintain three pump stations which drain the agricultural lands as needed into the Knights Landing Ridge Cut. Drainage ditches are all maintained by landowners. One pump station is brand new as it was recently relocated, and the motors were rebuilt on the two original pumps recently. The landowners maintain the drainage canals.

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

None.

4. Financial Ability

Financial ability of agencies to provide services.

		Significant Issue	Potentially Significant	No Issue
a)	*Is the subject agency in a stable financial position, i.e. does the 5-year trend analysis indicate any issues?*	☐	☐	☒
b)	*Is there an issue with the organization's revenue sources being reliable? For example, is a large percentage of revenue coming from grants or one-time/short-term sources?*	☐	☐	☒
c)	*Is the organization's revenue sufficient to fund an adequate level of service, necessary infrastructure maintenance, replacement and/or any needed expansion? Is the fee inconsistent with the schedules of similar local agencies*	☐	☐	☒
d)	*Does the subject agency have a capital improvement plan (CIP)? Has the agency identified and quantified what the possible significant risks and costs of infrastructure or equipment failure? Does the agency have a reserve policy to fund it?*	☐	☐	☒
e)	*Does the agency have any debt, and if so, is the organization's debt at an unmanageable level? Does the agency need a clear debt management policy, if applicable?*	☐	☐	☒
f)	*Can the subject agency improve its use of generally accepted accounting principles including: summaries of all fund balances, summaries of revenues and expenditures, general status of reserves, and any un-funded obligations (i.e. pension/retiree benefits)? Does the agency have accounting and/or financial policies that guide the agency in how financial transactions are recorded and presented?*	☐	☐	☒

g)	*Does the agency staff need to review financial data on a regular basis and are discrepancies identified, investigated and corrective action taken in a timely manner? The review may include reconciliations of various accounts, comparing budgets-to-actual, analyzing budget variances, comparing revenue and expense balances to the prior year, etc. If the agency uses Yolo County's financial system and the County Treasury, does the agency review monthly the transactions in the County system to transactions the agency submitted to the County for processing?*	☒	☐	☐
h)	*Does the agency board need to receive regular financial reports (quarterly or mid-year at a minimum) that provide a clear and complete picture of the agency's assets and liabilities, fully disclosing both positive and negative financial information to the public and financial institutions?*	☐	☒	☐

RECLAMATION DISTRICT NO. 730
STATEMENT OF REVENUE, EXPENDITURES AND CHANGES IN FUND BALANCES

	2019	2020	2021	2022	2023
Revenue					
Property taxes and other related rever	$ -	$ -	$ -	$ -	$ -
Special assessment	30,317	30,317	30,317	30,317	30,317
Interest	4,183	5,166	63	1,206	3,600
Other revenue	1,018	-	-	-	-
Total Revenue	35,518	35,483	30,380	31,523	33,917
Expenditures					
Services and supplies	45,881	28,083	22,412	19,022	36,734
Other expenditures	-	-	-	6,316	-
Capital outlay	16,876	-	-	-	-
Total Expenditures	62,757	28,083	22,412	25,338	36,734
Net income (loss)	(27,239)	7,400	7,968	6,185	(2,817)
Beginning Fund Balance	203,179	175,940	183,340	191,308	197,493
Ending Fund Balances	$ 175,940	$ 183,340	$ 191,308	$ 197,493	$ 194,676
Fund Balances					
Unassigned	$ 175,940	$ 183,340	$ 191,308	$ 197,493	$ 194,676
Total Fund Balances	$ 175,940	$ 183,340	$ 191,308	$ 197,493	$ 194,676
Y-T-Y Change in total Fund Balances					
Amount Increase (Decrease)	$ (27,239)	$ 7,400	$ 7,968	$ 6,185	$ (2,817)
Percentage Increase (Decrease)	-13.41%	4.21%	4.35%	3.23%	-1.43%

Discussion:

RD 730's financial position appears to be stable. However, the District has a very slim margin between annual revenues and expenditures. The District's sources of revenue consist of special assessments (billed on tax roll), investment earnings, and other miscellaneous revenue. Over the past 5 years The District received only a little over $33,000 annually and on average has expended approximately $35,000 annually. The District's total fund balance as of June 30, 2023, was $194,676 a decrease of $8,503 from 2019. The

District's funding is at a very low level, although its infrastructure maintained is only three pump stations with 5 pumps total.

The District's primary source of revenue are special assessments which are very reliable since they are enrolled on the County tax roll. The special assessment accounts for over 90% of the annual revenue. There is the ability to increase the assessment if needed without a new Prop 218.

The annual revenue only averages $33,000. The District has recently rebuilt all five pumps and has accumulated a reserve of $194,676, as of June 30, 2023, to mitigate the financial impacts of unexpected repairs. The District has no formal CIP. However, the District engineer has indicated a major repair on a pump would cost about $30,000, so the Board has determined that a $200,000 reserve is sufficient. The District does not have any debt issues outstanding nor any pension or other postemployment benefits liabilities.

RD 730 does not have any written accounting or financial policies. The District processes all invoices and deposits through the County's financial system. In addition, the District's special assessments are enrolled on the County's tax bills. The District does not have any accounting staff, nor hires an outside accountant. Therefore, the District relies heavily on the County's accounting staff to record all transactions in accordance to generally accepted accounting principles. RD 730 recently began contracts with Laugenour & Meikle for administration in addition to engineering services, and staff needs to perform a review of the County ledgers. The Board receives does not receive regular financial updates, only the audited financial statements every two years.

Financial Ability MSR Determination:

RD 730 is financially stable although its revenue has been averaging slightly less than expenditures over the last five years. Its revenue is funded by a special assessment and is low because its sole function is to operate and maintain three pump stations with five pumps total. The assessment can be increased if needed without a Prop 218 election process. The District does not have a CIP but maintains a reasonable fund balance. RD 730 recently began contracting with Laugenour & Meikle to administer the District in addition to engineering services and could improve its financial review and reporting practices.

Financial Ability Recommendation(s):

- RD 730 should develop procedures for the periodic review of the general ledgers to ensure that all transactions posted to the District's funds have been authorized and are accurate.
- Provide financial reports for the trustees to review on a regular basis at meetings.

5. Shared Services and Facilities

Status of, and opportunities for, shared facilities.

	Significant Issue	Potentially Significant	No Issue
a) *Are there any opportunities for the organization to share services or facilities with neighboring, overlapping, or other organizations that are not currently being utilized?*	☐	☒	☐

Discussion:

None.

Shared Services MSR Determination:

RD 730 does not maintain levees and its pumping services standalone but are located along the Ridge Cut. The District contracts for staffing services from Laugenour and Meikle. There have been conversations

about RD 108 operating RD 730 via the KLRDD as it maintains the Ridge Cut levees, but nothing has come of it yet. In addition, RD 730 is a member of the Yolo Groundwater Sustainability Agency.

Shared Services Recommendation(s):

- RD 730 should explore whether a contract for services with RD 108 would be more effective and efficient, or potentially consider annexation into the KLRDD altogether.

6. Accountability, Structure, and Efficiencies

Accountability for community service needs, including governmental structure and operational efficiencies.

		Significant Issue	Potentially Significant	No Issue
a)	*Are there any recommended changes to the organization's governmental structure or operations that will increase accountability and efficiency (i.e. overlapping boundaries that confuse the public, service inefficiencies, and/or higher costs/rates)?*	☐	☒	☐
b)	*Does the agency need to secure independent audits of financial reports that meet California State Controller requirements? Are the same auditors used for more than six years? Are audit results not reviewed in an open meeting?*	☒	☐	☐
c)	*Is the agency insured or in a risk management pool to manage potential liabilities?*	☐	☐	☒
d)	*Are there any issues with filling board vacancies and maintaining board members? Is there a lack of board member training regarding the organization's program requirements and financial management?*	☐	☐	☒
e)	*Are there any issues with staff capacity and/or turnover? Is there a lack of staff member training regarding the organization's program requirements and financial management?*	☐	☐	☒
f)	*Does the agency have adequate policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct (see suggested policies list)?*	☐	☒	☐
g)	*Does the organization need to improve its public transparency via a website (see https://www.yololafco.org/yolo-local-government-website-transparency-scorecards)?*	☒	☐	☐

Discussion:

RD 730 has recently transitioned to Laugenour and Meikle for staffing services since the recent closing of the Gardner, Hanes, Nakken, Hugo & Nolan law offices. The District Engineer indicated there have been conversations with RD 108 about operating the District via KLRDD. However, since RD 730 is not an LMA, there is not the same urgency.

All three board member positions are currently filled as appointed by the Board of Supervisors. The Board of Trustees meets once per year at the Laugenour and Meikle office. District ditches are maintained by landowners. Other than the recent transition of staffing services, there do not appear to be any issues with board or staff turnover.

RD 730 does not have written guidelines and procedures for operations and maintenance, and emergencies. The District Engineer indicates the landowners inspect their fields during flooding events and

simply turn the pumps on when needed. RD 730 has Special Liability Insurance Program (SLIP) insurance coverage through Alliant Insurance Services, Inc. The last audit provided is for FYs ending 2020 and 2021, and it appears behind on FYs 2022 and 2023 because one was not submitted. RD 730 does not currently have a website, which was a previous recommendation in 2018, and it is in violation of state law requiring one.

Accountability, Structure, and Efficiencies MSR Determination:

RD 730's board member positions are currently filled and meets once per year. RD 730 has recently transitioned to Laugenour and Meikle for staffing services. The District Engineer indicated there have been conversations with RD 108 about operating the District via KLRDD. However, since RD 730 is not an LMA, there is not the same urgency. The district appears behind on its audits and is lacking a website.

Accountability, Structure, and Efficiencies Recommendation(s):

- RD 730 should explore whether a contract for services with RD 108 would be more effective and efficient, or potentially consider annexation into the KLRDD altogether.
- RD 730 should immediately have audits completed for FYs ending 2022 and 2023 if not already done.
- RD 730 should adopt policies for District operations and financial management including such topics as: board compensation, travel and expense reimbursements, purchasing and contracting, employee policies, safe practices and operating procedures, etc. (repeat of 2018 MSR recommendation).
- RD 730 is legally required to maintain a website. Please see the "website resources" section of the website transparency scorecard for website recommendations and scholarship information at https://www.yololafco.org/yolo-local-government-website-transparency-scorecards (repeat of 2018 MSR recommendation).

7. Broadband Access

Any other matter related to effective or efficient service delivery, as required by commission policy.

Per Yolo LAFCo Project Policy 6.2 "*it is the intent of Yolo LAFCo to comprehensively review broadband access in MSRs of local agencies that either serve communities and/or provide emergency services where broadband connection is critical (i.e. cities, CSDs, CSAs, FPDs and RDs).*"

	Significant Issue	Potentially Significant	No Issue
a) *Is there a lack of high-performance broadband (25/3 Mbps) available in the community?*	☐	☒	☐

Discussion:

None.

Broadband Access MSR Determination

RD 730 has varying broadband access depending on location. Near the Ridge Cut, the CPUC California Broadband Availability Map[2] indicates the district is served with fixed wireless speeds of 50/30 Mbps by AFES (but staff is skeptical). This may technically meet the minimum broadband speeds, but mobile service can be inconsistent, and speeds are often over-reported by internet providers.

Recommendation(s)

None.

[2] https://www.broadbandmap.ca.gov/

SPHERE OF INFLUENCE STUDY

A Sphere of Influence (SOI) is an area delineated on a map and approved by LAFCo that indicates where potential future agency annexations could be proposed. No changes to the District's SOI are not needed.

On the basis of the Municipal Service Review:

☒ Staff has reviewed the agency's Sphere of Influence and recommends that a SOI Update is NOT NECESSARY in accordance with Government Code Section 56425(g). Therefore, NO CHANGE to the agency's SOI is recommended and SOI determinations HAVE NOT been made.

☐ Staff has reviewed the agency's Sphere of Influence and recommends that a SOI Update IS NECESSARY in accordance with Government Code Section 56425(g). Therefore, A CHANGE to the agency's SOI is recommended and SOI determinations HAVE been made and are included in this MSR/SOI study.

Cache Creek-RD 2025-Willow Bypass (Woodland/Conaway Basin) Levee System Overview[1]

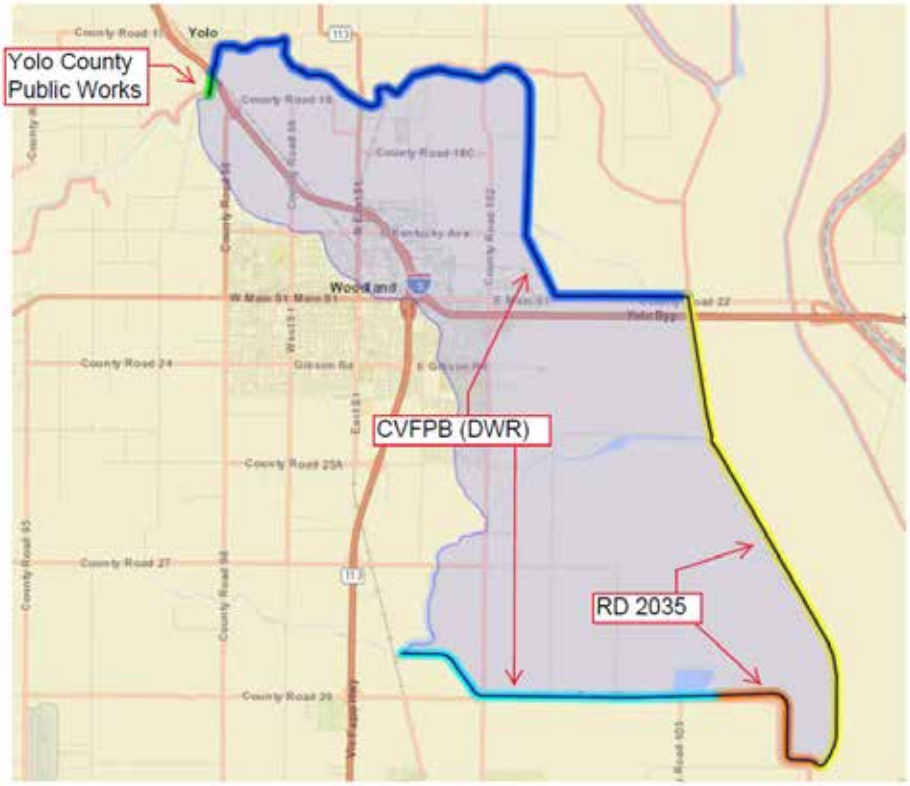
Summary

The Cache Creek – RD 2035 – Willow Bypass levee system is a portion of the Sacramento River Flood Control Project, a large-scale levee project authorized by congress. The map of the levee system shows the leveed area, the area which would be prone to flooding in the absence of a levee. The Cache Creek – RD 2035 – Willow Bypass levee system reduces the risk of flooding for a portion of the City of Woodland and surrounding agricultural lands from flood waters in Cache Creek, the Cache Creek Settling Basin, Yolo Bypass, and Willow Slough Bypass. In addition to the urban population within the leveed area, a significant number of structures, with property values estimated in the millions of dollars, are present within the leveed area. Highway 113 and Interstate 5 cross through the leveed area. The levees of the Cache Creek – RD 2035 – Willow Bypass levee system are constructed of earthen embankments and require year-round maintenance. The Central Valley Flood Protection Board is the non-federal sponsor and is the responsible agency for operation and maintenance of the levee system.

The Cache Creek – RD 2035 – Willow Bypass Levee System includes the following Local Maintaining Agencies (LMAs):

- RD 2035
- Yolo County Public Works (not a part of this MSR)

Cache Creek – RD 2035 – Willow Bypass System Units and LMAs



[1] USACE National Structure Inventory 2023

Performance and Condition

The risk associated with the levee system is high for overtopping and moderate for prior to overtopping. The overtopping annual exceedance probability for the levee system is relatively frequent and is expected to breach during overtopping due to erodible levee embankment materials. The levee is not expected to perform well under significant loading; the levee has a history of poor performance when loaded to 98% and has breached in the past. The levee breached in 1983 and this breach was suspected to be due to rodent activity and structural failure; there continues to be observed large animal burrows in the levee segment. There are additional embankment seepage concerns due to levee embankment composition of silty and sandy soils with the significant amount of large unwanted vegetation, landside irrigation ditches and numerous aged culverts of unknown condition. There is also anticipated poor performance of the levee due to embankment stability and embankment erosion. Embankment stability concerns are due to the unwanted vegetation and encroachments as well as the geologic conditions and past performance. Embankment erosion concerns are due to a lack of sod cover and observed erosion extending into the levee prism. These performance concerns are somewhat offset by the high level of community awareness and flood warning effectiveness, the inundation depths in the populated areas are shallow (<2'), and limited volume of flood inundation due to a levee breach. The deeper flood inundation areas occur in agriculture areas with significant advance warning.

The levee system was constructed in 1960 and averages 10 feet in height. Its flooding sources include Cache Creek, Willow Bypass, Willow Slough, and Yolo Bypass. Historic flooding/levee loading data was not available.

Long-Term Regional Projects Identified[2]

Woodland Flood Protection Project

A new setback levee would be constructed to replace the Yolo Bypass West Levee and provide protection to the City of Woodland, Interstate 5 (I-5), and other infrastructure west of the Yolo Bypass. The new levee would tie into the existing Yolo Bypass West Levee at the location where I-5 crosses the Yolo Bypass. It would continue southwest to a point where the urban area of Woodland is no longer threatened. This setback levee would become a part of the Sacramento River Flood Control Project (federal project levee), replacing the existing Yolo Bypass West Levee. A local measure for this project failed at the June 2024 election, so timing and implementation is unknown.

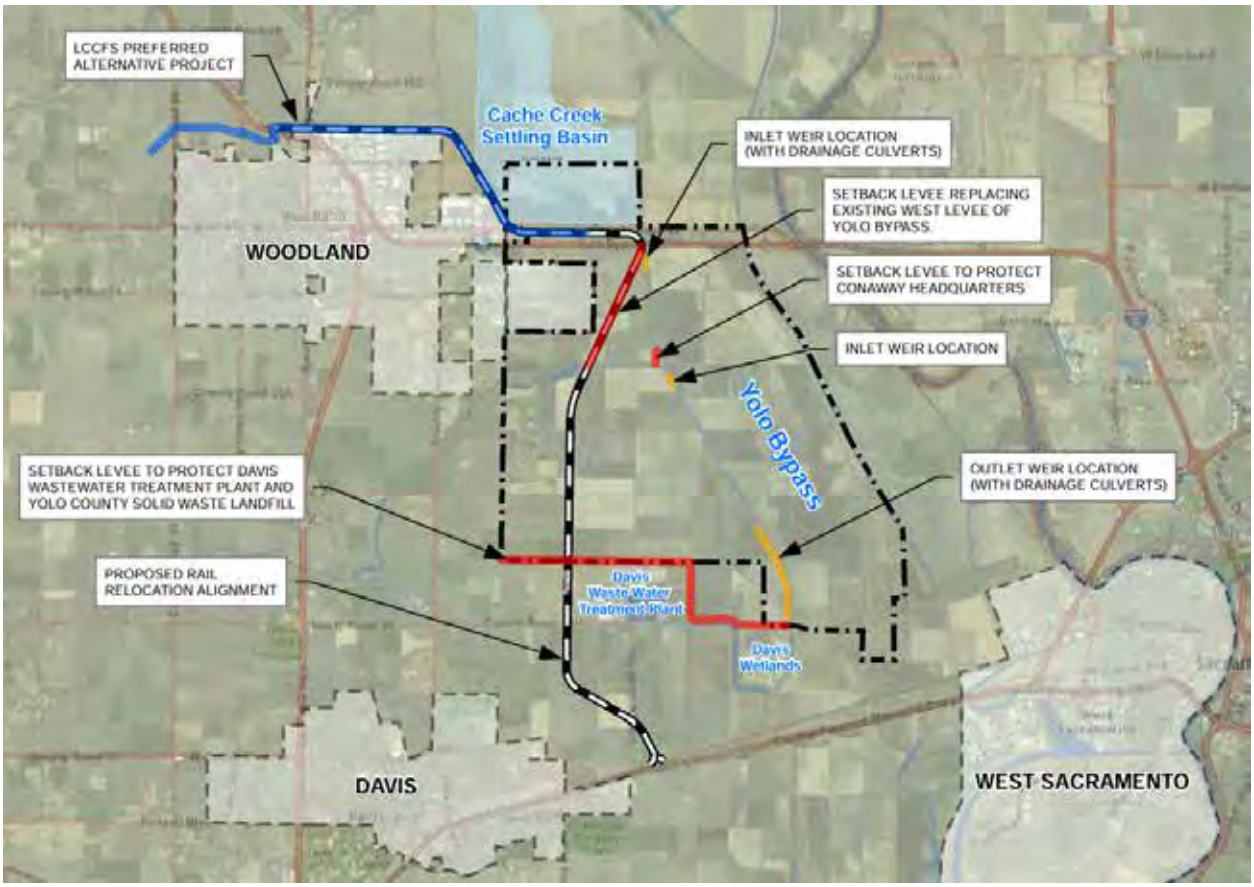
Conaway Ranch Transitory Storage Project

The project would involve the construction of a new setback levee through Conaway Ranch to replace the Yolo Bypass West Levee; the construction of new weirs at the existing Yolo Bypass West Levee for passing water into and out of Conaway Ranch; the construction of new levees just north of the Willow Slough Bypass to protect Yolo County and City of Davis infrastructure; and the construction of new levees and features necessary to protect the Conaway Ranch corporate yard.

West Side Rail Relocation Project

The rail relocation project would remove the Sierra Northern Railroad Trestle across the Yolo Bypass which limits its capacity.

[2] Conaway Levee Setback and Transitory Storage Project, Wood Rodgers Nov 2016

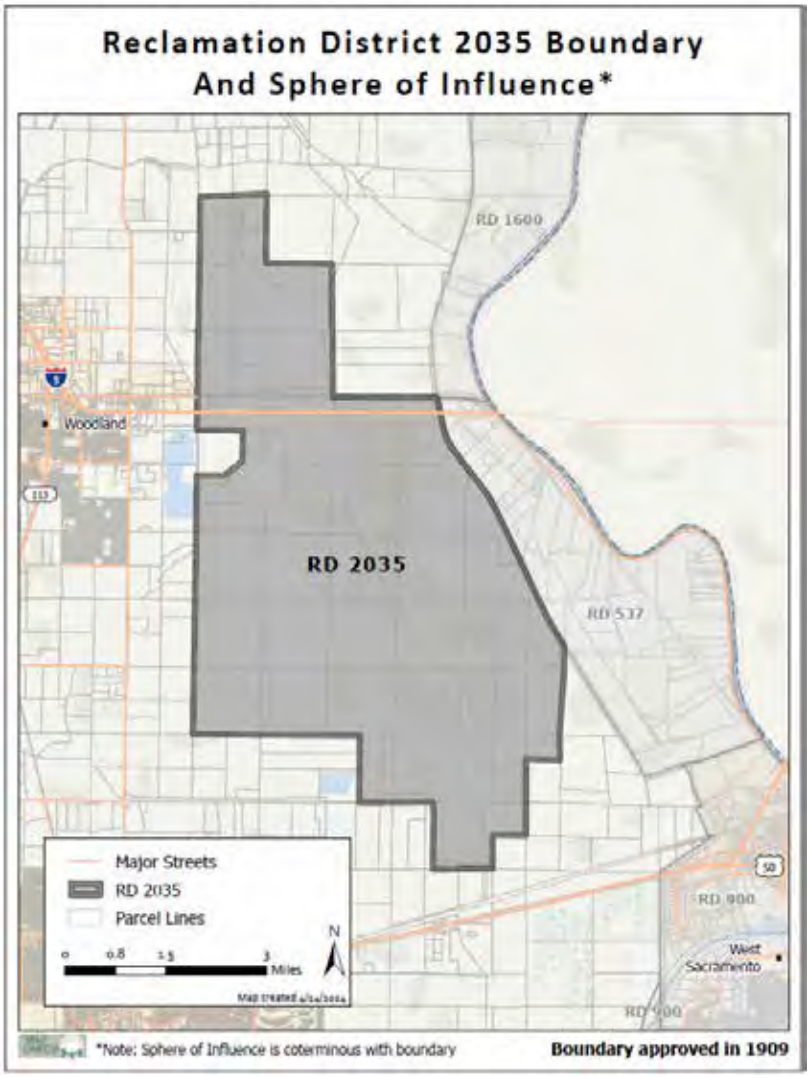

LCCFS PREFERRED ALTERNATIVE PROJECT
Cache Creek Settling Basin
INLET WEIR LOCATION (WITH DRAINAGE CULVERTS)
SETBACK LEVEE REPLACING EXISTING WEST LEVEE OF YOLO BYPASS
WOODLAND
SETBACK LEVEE TO PROTECT CONAWAY HEADQUARTERS
INLET WEIR LOCATION
Yolo Bypass
SETBACK LEVEE TO PROTECT DAVIS WASTEWATER TREATMENT PLANT AND YOLO COUNTY SOLID WASTE LANDFILL
OUTLET WEIR LOCATION (WITH DRAINAGE CULVERTS)
PROPOSED RAIL RELOCATION ALIGNMENT
Davis Waste Water Treatment Plant
Davis Wetlands
DAVIS
WEST SACRAMENTO

RD 2035 AGENCY PROFILE

Formed in 1919, Reclamation District (RD) 2035 provides levee maintenance for 12.15 miles of levee and operates and maintains agricultural water delivery systems and drainage facilities, protecting 20,617 acres of land. There are 6 landowners in the district, and Conaway Ranch owns the majority of this land (86%). The cities of Davis and Woodland own 430 acres in the Yolo Bypass. The District is bounded by County Road 103 to the west, County Road 22 to the north, County Road 124 to the east, and various county roads to the south. The District lies adjacent to the eastern boundary of the City of Woodland. A portion of the Yolo Bypass is located within the District. I-5 also bisects the northern portion of the District.

RD 2035 diverts water from the western side of the Sacramento River just north of the Vietnam Veterans Bridge on Interstate 5. Water is diverted to serve the cities of Woodland and Davis as part of the Davis Woodland Water Supply Project and agricultural users of Conaway Ranch, under appropriative and riparian water rights held by Conaway Ranch, and a settlement agreement between the U.S. Bureau of Reclamation and Conaway Ranch. Conaway Ranch sold water rights to the cities of Davis and Woodland for the Water Supply Project.

RD 2035 is an independent special district with a three-member board of trustees elected by the landowners within the District.



MUNICIPAL SERVICE REVIEW

POTENTIALLY SIGNIFICANT MSR DETERMINATIONS

The MSR determinations checked below are potentially significant, as indicated by answers to the key policy questions in the checklist and corresponding discussion on the following pages. If most or all of the determinations are not significant, as indicated by "no" answers, the Commission may find that a MSR update is not warranted.

- ☐ Growth and Population
- ☐ Disadvantaged Unincorporated Communities
- ☐ Capacity, Adequacy & Infrastructure to Provide Services
- ☐ Financial Ability
- ☐ Shared Services
- ☒ Accountability, Structure, and Efficiencies
- ☐ Broadband Access

LAFCO MUNICIPAL SERVICE REVIEW:

☐ On the basis of this initial evaluation, the required determinations are not significant, and staff recommends that a comprehensive MSR is NOT NECESSARY. The subject agency will be reviewed again in five years per Government Code Section 56425(g).

☒ The subject agency has significant and/or potentially significant determinations and staff recommends that a comprehensive MSR IS NECESSARY and has been conducted via this checklist.

1. Growth and Population Growth and population projections for the affected area.	**Significant Issue**	**Potentially Significant**	**No Issue**
a) *Will development and/or population projections over the next 5-10 years impact the subject agency's service needs and demands?*	☐	☐	☒
b) *Do changes in demand suggest a change in the agency's services?*	☐	☐	☒

Discussion:

None.

Growth and Population MSR Determination:

The Cache Creek – RD 2035 – Willow Bypass levee system that RD 2035 is included in protects a population of approximately 8,975 permanent residents. Normal fluctuations in rural population will not change current DWR flood protection standards and District levee and drainage services. The more stringent urban level of flood protection standards is not required until the area is developed with 10,000 residents or more, or an urbanizing area that is planned to have 10,000 residents or more within the next

10 years[1]. There is no significant growth and population anticipated in the District that will impact the subject agency's service needs and demands.

Recommendation(s):

None.

2. Disadvantaged Unincorporated Communities

The location and characteristics of any disadvantaged unincorporated communities within or contiguous to the sphere of influence.

		Significant Issue	Potentially Significant	No Issue
a)	*If the subject agency provides services related to sewers, municipal and industrial water, or structural fire protection, are there any "inhabited unincorporated communities" (per adopted Commission policy) within or adjacent to the subject agency's sphere of influence that are considered "disadvantaged" (80% or less of the statewide median household income) that do not already have access to public water, sewer, and structural fire protection?*	☐	☐	☒
b)	*If "yes" to a), it is feasible for the agency to be reorganized such that it can extend service to the disadvantaged unincorporated community? If "no" to a), this question is marked "no" because it is either not needed or not applicable.*	☐	☐	☒

Discussion:

None.

Disadvantaged Unincorporated Communities MSR Determination:

RD 2035 does not provide sewers, municipal and industrial water, or structural fire protection. There are no disadvantaged unincorporated communities within RD 2035.The District provides services notwithstanding any communities' economic status[2].

Recommendation(s):

None.

[1] Code of Federal Regulations Title 44, Section 59.1 and California Government Code Section 65007(l) and (m)

[2] CALAFCO Statewide DUCs Refined GIS Layer, RSG, Inc. December 10, 2021

3. Capacity and Adequacy of Public Facilities and Services

Present and planned capacity of public facilities, adequacy of public services, and infrastructure needs or deficiencies including needs or deficiencies related to sewers, municipal and industrial water, and structural fire protection in any disadvantaged, unincorporated communities within or contiguous to the sphere of influence.

	Significant Issue	Potentially Significant	No Issue
a) *Are there any deficiencies in the **infrastructure, equipment, and capacity of agency facilities** to meet existing service needs for which the agency does not have a plan in place to resolve (including deficiencies created by new state regulations)?*	☐	☐	☒
b) *Are there any issues regarding the agency's capacity and ability to meet the service demand of reasonably foreseeable future needs?*	☐	☐	☒
c) *Are there any service needs or deficiencies for disadvantaged unincorporated communities related to sewers, municipal and industrial water, and structural fire protection within or contiguous to the agency's sphere of influence?*	☐	☐	☒
d) *Is the agency needing to consider climate adaptation in its assessment of infrastructure/service needs?*	☐	☐	☒

Discussion:

RD 2035 maintains 12.15 mile so levees, 57 miles of canals and ditches, 1 detention basin, and 8 pump stations with 55 individual pumps. The district also provides and sells agricultural water conveyed from the Sacramento River and ground water pumping.

The Department of Water Resources (DWR), under the authority of Water Code Sections 8360, 8370 and 8371, performs a verification inspection of the maintenance of the Sacramento River Flood Control Project (SRFCP) levees performed by the local responsible agencies, and reports to the United States Army Corps of Engineers (USACE) periodically regarding the status of levee maintenance. The State inspects and reports only on the status of maintenance practices and on observable levee conditions.

DWR completes annual spring inspections by May, documenting the location, size, type, and rating of maintenance deficiencies and provides the resulting inspection reports to the LMAs for their use in planning maintenance activities prior to the food season. DWR completes annual fall inspections by November, verifying the status of previously noted deficiencies, as well as any additional deficiencies, that should be corrected to help ensure adequate performance during the food season. LMAs conduct inspections in the winter and summer, completing the requirement to conduct four inspections each year. Project facilities are inspected at least four times each year. DWR compiles this information for use by stakeholders and will report to CVFPB on inspection activities as requested.

DWR gives an overall levee segment rating only during the annual fall inspections. The table below shows the overall rating from 2019-2023. Three possible ratings are given based on the state of its levees:

- Acceptable (A) – No immediate work required, other than routine maintenance. The flood protection project will function as designed and intended with a high degree of reliability, and necessary cyclical maintenance is being performed adequately.
- Minimally Acceptable (M) – One or more deficient conditions exist in the food protection project that needs to be improved or corrected. However, the project will essentially function as designed with a lesser degree of reliability than what the project could provide.
- Unacceptable (U) – One or more deficient conditions exist that may prevent the project from functioning as designed, intended, or required.

RD 2035 has had Acceptable ratings from DWR consistently for the past 5 years. The flood protection project will function as designed and intended with a high degree of reliability.

RD Overall Rating 2019-2023

Local Maintaining Agency	Overall Rating *A = Acceptable; M = Minimally Acceptable; and U = Unacceptable*					Total Levee Miles
	2019	2020	2021	2022	2023	
RD 2035	A	A	A	A	A	12.15

Source: Department of Water Resources 2023 Inspection and LMA Report Table 2-2

* *Overall unit threshold percentage is less than 10%; however, U rated miles are present, so the overall unit rating is M instead of A.*

RD 2035 contains three segments inspected by DWR that comprise the overall rating. Each unit, length, rating is listed in the table and shown in the map below[3].

RD Units, Length and DWR Inspection Rating

Unit	Name	Bank	Length (Miles)	DWR Rating
Unit No. 01	Cache Creek Settling Basin	Decommissioned		
Unit No. 02	Yolo Bypass	RB	7.63	A
Unit No. 03	Willow Slough Bypass	LB	2.51	A



[3] DWR 2023 Sacramento River Individual Agency Summary Reports

DWR Summary of LMA Report

As required by Assembly Bill 156 (Laird, 2007), the California Water Code now requires all Local Levee Maintaining to submit to DWR, by September 30 of each year, specific information relative to the Project Levees they operate and maintain. In turn, DWR is then required to summarize this information in an annual report to the Central Valley Flood Protection Board (CVFPB) by December 31 each year. The Agency reported deficient freeboard along Levee Unit 2, erosion along Levee Unit 2 at LM 2.80, LM 2.91, and LM 3.73, and encroachment issues that will be addressed as part of the System-Wide Improvement Framework (SWIF) process. The Agency reported deficient freeboard at various locations along Levee Unit 2 and that eight-remaining erosion/sloughing sites are anticipated to be completed by the end of October 2022. The Agency provided a list of expenses and maintenance activities performed on all levee units. Activities include crown roadway repair, gate maintenance, levee repairs, minor structure repair/maintenance, mobile equipment costs, patrolling, rodent control, sediment removal, siphon repair, slope dragging, and vegetation control by burning, mowing, spraying, and other. The reported total maintenance cost for the previous fiscal year was $187,500. The Agency provided a list of planned expenses and maintenance activities for all levee units. Expenses include the cost of erosion repair, mobile equipment costs, rodent control, slope dragging, surveying, and engineering, and vegetation control by burning and mowing. The reported total cost for the current fiscal year is $85,000, which corresponds to $6,996 per levee mile.

The Agency reported that it responded to the USACE comments received on the System-Wide Improvement Framework (SWIF) and resubmitted the SWIF back to the USACE and the CVFPB on 09/15/2021. The Agency reported that it plans to address localized erosion along the west levee of the Yolo Bypass and address a couple of unauthorized encroachments. The Agency reported that it plans to purchase a Caterpillar 430 F2HRC Backhoe Loader to use for levee maintenance work. The Agency reported that Conaway Ranch and the Agency tested its soil at several locations to assess if it can be used for repairing and/or construction of levees. The Agency reported that the levee crown road repair project is now complete, and the levee patrol roads are now all-weather roads and will be used to patrol the levees during high-water events. The Agency reported that USACE plans to repair the remaining landside slip in Unit 2 by October 2022. The Agency reported that a request for funding under the DWR's Flood Maintenance Assistance Program has been approved for $86,500 for Calendar Year 2023 and a funding agreement will be executed soon.

Spring 2024 DWR Levee Inspection Reports (Maintenance Only, No Rating)[4]

RD 2035 was inspected on April 4, 2024. DWR spring inspection reports do not provide an overall rating. The LMA has O&M Manuals at its office, flood fighting materials on hand, and the crew is current with flood fight training.

Summary Table of Spring 2024 Inspection Items

	Items Resolved	Items Not Resolved	Total Items	Notes Regarding Unresolved Items
Unit No. 01	3	0	3	
Unit No. 02	17	1	18	Unauthorized gate/pipe/culvert through levee (mi 0.38)
Unit No. 03	4	0	4	
Total %	24 (96%)	1 (4%)	25	

The one unresolved item is noted as critical, although RD 2035 has resolved most of the inspection items from fall 2023.

[4] https://cdec.water.ca.gov/detailed_reports.html

USACE Rehabilitation Program Status

RD 2035 currently has an "active" status in the USACE PL 84-99 Rehabilitation Program, which means it is eligible for rehabilitation of flood damaged facilities at 100-percent federal cost sharing to pre-disaster condition and level of protection.

Capacity and Adequacy of Public Facilities and Services MSR Determination:

RD 035 has had Acceptable ratings from DWR consistently for the past 5 years. The flood protection project will function as designed and intended with a high degree of reliability. There are some erosion/bank caving and vegetation issues worsening in 2023, but RD 2035 still maintains the highest rating from DWR. The reported total cost for the current fiscal year is $85,000, which corresponds to $6,996 per levee mile. The 2024 Spring inspection report indicates 96% of the items noted in the Fall 2023 inspection have been corrected

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

- RD 2035 should implement any remaining DWR Fall 2023 inspection report recommendations and correct issues itemized in the Spring 2024 inspection report:
    - The LMA should continue to maintain the area at the high level seen during the last inspection.

4. Financial Ability

Financial ability of agencies to provide services.

		Significant Issue	Potentially Significant	No Issue
a)	*Is the subject agency in a stable financial position, i.e. does the 5-year trend analysis indicate any issues?*	☐	☐	☒
b)	*Is there an issue with the organization's revenue sources being reliable? For example, is a large percentage of revenue coming from grants or one-time/short-term sources?*	☐	☐	☒
c)	*Is the organization's revenue sufficient to fund an adequate level of service, necessary infrastructure maintenance, replacement and/or any needed expansion? Is the fee inconsistent with the schedules of similar local agencies*	☐	☐	☒
d)	*Does the subject agency have a capital improvement plan (CIP)? Has the agency identified and quantified what the possible significant risks and costs of infrastructure or equipment failure? Does the agency have a reserve policy to fund it?*	☐	☐	☒
e)	*Does the agency have any debt, and if so, is the organization's debt at an unmanageable level? Does the agency need a clear debt management policy, if applicable?*	☐	☐	☒
f)	*Can the subject agency improve its use of generally accepted accounting principles including: summaries of all fund balances, summaries of revenues and expenditures, general status of reserves, and any un-funded obligations (i.e. pension/retiree benefits)? Does the agency have accounting and/or financial policies that guide the agency in how financial transactions are recorded and presented?*	☐	☐	☒

g)	*Does the agency staff need to review financial data on a regular basis and are discrepancies identified, investigated and corrective action taken in a timely manner? The review may include reconciliations of various accounts, comparing budgets-to-actual, analyzing budget variances, comparing revenue and expense balances to the prior year, etc. If the agency uses Yolo County's financial system and the County Treasury, does the agency review monthly the transactions in the County system to transactions the agency submitted to the County for processing?*	☐	☐	☒
h)	*Does the agency board need to receive regular financial reports (quarterly or mid-year at a minimum) that provide a clear and complete picture of the agency's assets and liabilities, fully disclosing both positive and negative financial information to the public and financial institutions?*	☐	☐	☒

Discussion:

The 5-year trend on the next page indicates RD 2035 appears to be in a stable financial position. The District's fund balance increased by $701,820 from a $151,5993 as of July 1, 2018 to $701,820 as of June 30, 2023. The District's revenues consist of water delivery charges, power reimbursements, special assessments (billed by District), interest, intergovernmental revenue and other miscellaneous other revenue. This District's revenue and expenditures have not significantly fluctuated over the past 5 years. On average it received over 86% of its revenue from irrigation deliveries, power reimbursements for WDCWA and special assessments. These sources of revenue are very reliable. Operating revenues have increased on average 5% per year, while total revenues and total expenditures were flat.

The District received an overall rating of A as part of the Department of Water Resources Fall 2023 levee inspection which is a good indication that existing revenues are sufficient to fund an adequate level of service.

The District does not have a capital improvement plan but has a portion of its fund balance set aside for capital expenditures. The only debt the District has is for a capital lease entered into in 2021 for a backhoe. After fiscal year 2023 annual debt service is $28,271 through 2025 and $9,574 in 2026 when it will be paid off.

The District has in-house staff who processes all accounting transactions and budget review. The budget review is conducted quarterly with the Water Master and is shared with the Board. The District does have a policy handbook that addresses the following accounting/financial topics: budget, procurement, capital assets, investment of funds, cash receipts and accounts receivable. All funds are held by the County of Yolo Treasury.

Financial Ability MSR Determination:

RD 2035 is financially stable and has the financial ability to provide its services. The District is unique as compared to other RDs in the County as it has water rights and sells water, both for ag irrigation use and water to the Woodland-Davis Clean Water Agency. RD 2035 staff have strong financial policies, procedures, and provides timely financial information to its Board.

Financial Ability Recommendation(s):

None.

RECLAMATION DISTRICT NO. 2035
STATEMENT OF REVENUE, EXPENDITURES AND CHANGES IN FUND BALANCES

	2019 *	2020 *	2021 *	2022 *	2023 **
Revenue					
Operating Revenue					
Water delivery	$ 887,067	$ 945,237	$ 1,100,368	$ 1,016,204	$ 1,111,473
Other charges	345,297	371,772	366,678	574,838	492,214
	1,232,364	1,317,009	1,467,046	1,591,042	1,603,687
Non-operating Revenue					
Special assessment	449,126	457,154	457,154	452,344	457,154
Interest	7,908	12,252	6,755	5,530	13,037
Intergovernmental grants	533,132	154,266	111,970	86,845	126,907
Other non-operating revenue	26,486	12,000	-	-	19,543
Gain on disposal of capital assets	-	-	38,000	4,400	25,553
Contributions from other agencies	-	53,036	5,206	350	1
New debt	-	-	133,318	-	-
Adjustment to net position	-	49,270	-	-	-
Total Revenue	2,249,016	2,054,987	2,219,449	2,140,511	2,245,882
Expenditures					
Water Delivery					
Salaries and benefits	128,730	146,714	154,604	165,621	194,967
Services and supplies	1,099,115	1,124,686	1,084,224	1,270,712	1,292,271
Capital Outlay	195,446	157,300	189,147	148,491	195,130
Flood Protection					
Salaries and benefits	128,679	146,714	154,605	165,621	191,664
Services and supplies	792,968	208,430	213,158	165,574	336,905
Non-operating expendiures					
Debt service (principal and interest)	482	3,496	2,560	3,436	2,424
Debt service (principal)	27,828	3,996	16,688	25,524	26,297
Contributions to other agencies	15,457	-	292	3,108	-
Other non-operating expense	15,194	3,638	-	-	6,129
Total Expenditures	2,403,899	1,794,974	1,815,278	1,948,087	2,245,787
Net income (loss)	(154,883)	260,013	404,171	192,424	95
Beginning Fund Balance	151,599	(3,284)	256,729	660,900	853,324
Ending Fund Balances	$ (3,284)	$ 256,729	$ 660,900	$ 853,324	$ 853,419
Fund Balances					
Assigned - Capital expenditure	-	-	131,400	262,800	394,200
Assigned - Contingency reserve	-	-	100,000	200,000	300,000
Unassigned	$ (3,284)	$ 256,729	$ 429,500	$ 390,524	$ 159,219
Total Fund Balances	$ (3,284)	$ 256,729	$ 660,900	$ 853,324	$ 853,419
Y-T-Y Change in total Fund Balances					
Amount Increase (Decrease)	$ (154,883)	$ 260,013	$ 404,171	$ 192,424	$ 95
Percentage Increase (Decrease)	-102.17%	7917.57%	157.43%	29.12%	0.01%

* Data source is audited financial statements, fiscal year ended June, 30.
** Data source is State Controller's Financial Transactions Report for fiscal year end June 30, 2023.

5. Shared Services and Facilities

Status of, and opportunities for, shared facilities.

		Significant Issue	Potentially Significant	No Issue
a)	*Are there any opportunities for the organization to share services or facilities with neighboring, overlapping, or other organizations that are not currently being utilized?*	☐	☐	☒

Discussion:

None.

Shared Services MSR Determination:

The agencies in this levee system already operate under a collective work plan via the SWIF plan. RD 2035 also shares services with the Conaway Preservation Group (the largest landowner), which employs the General Manager position and contracts out legal, engineering, and maintenance services from the same firms used by other RDs. RD 2035 participates as a member of the Yolo Subbasin Groundwater Agency, Integrated Regional Water Management Plan (IRWMP), and the Westside Committee for the Regional Flood Management Plan. Therefore, there are no additional opportunities for shared services not already utilized.

Shared Services Recommendation(s):

None.

6. Accountability, Structure, and Efficiencies

Accountability for community service needs, including governmental structure and operational efficiencies.

		Significant Issue	Potentially Significant	No Issue
a)	*Are there any recommended changes to the organization's governmental structure or operations that will increase accountability and efficiency (i.e. overlapping boundaries that confuse the public, service inefficiencies, and/or higher costs/rates)?*	☐	☐	☒
b)	*Does the agency need to secure independent audits of financial reports that meet California State Controller requirements? Are the same auditors used for more than six years? Are audit results <u>not</u> reviewed in an open meeting?*	☐	☐	☒
c)	*Is the agency insured or in a risk management pool to manage potential liabilities?*	☐	☐	☒
d)	*Are there any issues with filling board vacancies and maintaining board members? Is there a lack of board member training regarding the organization's program requirements and financial management?*	☐	☐	☒
e)	*Are there any issues with staff capacity and/or turnover? Is there a lack of staff member training regarding the organization's program requirements and financial management?*	☐	☐	☒

f)	*Does the agency have adequate policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct (see suggested policies list)?*	☐	☐	☒
g)	*Does the organization need to improve its public transparency via a website (see https://www.yololafco.org/yolo-local-government-website-transparency-scorecards)?*	☒	☐	☐

Discussion:

The DWR Central Valley Flood Protection Plan and Lower Sacramento River/Delta North Flood Management Plan (2014) included the recommended action step to "Conduct the necessary stakeholder outreach and coordination to develop organizational structure/governance, cost, policy/procedure, training requirements and synchronization to consolidate Local Maintaining Agencies, operations and maintenance, and emergency response activities". DWR funded the UC Davis Yolo County Flood Governance Study (2014) in collaboration with all the local district stakeholders, which ultimately recommended the "The Hydraulic Basin Approach" that "Yolo County RDs would benefit if each hydraulically connected basin operated as if it were a single entity".

There are seven USACE levee systems/basins that include special district LMAs under Yolo LAFCo oversight. The key goal for this MSR/SOI is to identify the recommended "single entity" for each system/basin. The DWR Flood System Improvement Branch Chief and staff were consulted and concur with LAFCo's governance recommendations[5]. DWR operates roughly 300 miles of the 1,600 total levee miles in the State Plan of Flood Control and relies heavily on LMAs, which would benefit from efficiency, shared services, expertise, appropriate size/scale, and borrowing power.

RD 2035 is currently functioning well and has ample resources. It is already the sole LMA maintaining segments of the levee system, therefore no governance changes are needed/recommended.

All three board member positions are currently filled by landowner representatives as elected. The Board of Trustees meets quarterly at the Conaway Ranch office.

RD 2035 employs a fill time Water Master and a part time Accounting Manager. It shares services with the Conaway Preservation Group (the largest landowner), which employs the General Manager position. It also contracts with Kronick Moskovitz Tiedemann & Gerard for legal counsel and Wood Rodgers for engineering services. The District contracts out for levee and ditch maintenance, legal services, and engineering services. Although the long-serving General Manager passed away tragically and unexpectedly in October 2023, there do not appear to be any chronic issues with board or staff turnover.

The district has insurance coverage through InterWest Insurance Services (i.e., a broker). The district has written guidelines and procedures for operations and maintenance, and emergencies. RD 2035 conducts annual audits, but they are not posted on its website. RD 2035 maintains a website, which is an achievement since the 2018 MSR, however it only received a 20% transparency score in 2023.

Accountability, Structure, and Efficiencies MSR Determination:

RD 2035 is currently functioning well and has ample resources. It is already the sole LMA maintaining segments of the levee system, therefore no governance changes are needed/recommended. There do not appear to be any issues with board or staff turnover. RD 2035 conducts annual audits, but they are not posted on its website. RD 2035 maintains a website, which is an achievement since the 2018 MSR, however it only received a 20% transparency score in 2023.

[5] Meeting with DWR staff on May 30, 2024.

Accountability, Structure, and Efficiencies Recommendation(s):

- RD 2035 should improve its 20% website transparency score https://www.yololafco.org/yolo-local-government-website-transparency-scorecards.

7. Broadband Access

Any other matter related to effective or efficient service delivery, as required by commission policy.

Per Yolo LAFCo Project Policy 6.2 "*it is the intent of Yolo LAFCo to comprehensively review broadband access in MSRs of local agencies that either serve communities and/or provide emergency services where broadband connection is critical (i.e. cities, CSDs, CSAs, FPDs and RDs).*"

	Significant Issue	Potentially Significant	No Issue
a) *Is there a lack of high-performance broadband (25/3 Mbps) available in the community?*	☐	☒	☐

Discussion:

None.

Broadband Access MSR Determination

The CPUC California Broadband Availability Map[6] indicates RD 2035 is only served via mobile service from T-Mobile at 43/10 Mbps or AT&T Mobility at 38/5 Mbps. These technically meet the minimum of 25/3 Mbps for broadband speeds, but mobile service can be inconsistent.

Broadband Access Recommendation(s)

None.

SPHERE OF INFLUENCE STUDY

A Sphere of Influence (SOI) is an area delineated on a map and approved by LAFCo that indicates where potential future agency annexations could be proposed. No governance or boundary changes are recommended by the MSR, therefore, changes to the District's SOI are not needed.

On the basis of the Municipal Service Review:

☒ Staff has reviewed the agency's Sphere of Influence and recommends that a SOI Update is NOT NECESSARY in accordance with Government Code Section 56425(g). Therefore, NO CHANGE to the agency's SOI is recommended and SOI determinations HAVE NOT been made.

☐ Staff has reviewed the agency's Sphere of Influence and recommends that a SOI Update IS NECESSARY in accordance with Government Code Section 56425(g). Therefore, A CHANGE to the agency's SOI is recommended and SOI determinations HAVE been made and are included in this MSR/SOI study.

[6] https://www.broadbandmap.ca.gov/

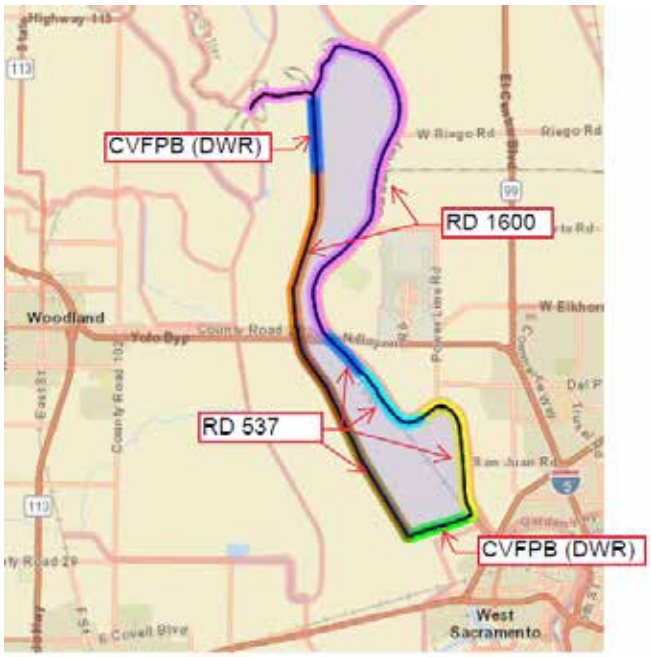
Sac Yolo North (Elkhorn Basin) Levee System Overview[1]

Sac Yolo North is a roughly 32-mile-long levee system that runs along the right bank of the Sacramento River and left bank of Yolo Bypass between the Sacramento Bypass and Fremont Weir, in Yolo County, California, northwest of the city of Sacramento, and the intersection of interstates 80 and 5. The levee surrounds mostly agricultural lands, with some residential use. The levee, made of compacted soils, was originally constructed by locals in the 1800s, though the exact construction history is unknown to the USACE. In the early 1900's, reconstruction of the levee by the USACE occurred under the Sacramento River Flood Control Project. Throughout the 1900's, the levee was improved after flood events, including placement of rock on the waterside slope to lower the likelihood of erosion, or washing away of the levee soils, and enlarging segments of the levee and flattening the slopes in the 1960s. The Sponsor for this system is the Central Valley Flood Protection Board.

The Sac Yolo North Levee System includes the following Local Maintaining Agencies (LMAs):

- RD 537 (which annexed RD 785 and RD 827 effective July 1, 2020)
- RD 1600

Sac Yolo North System Units and LMAs



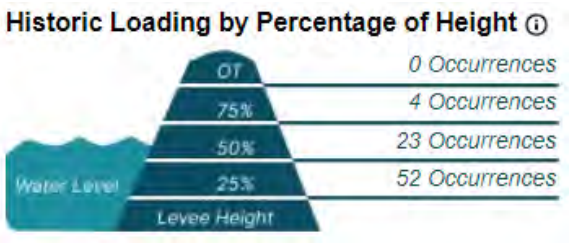
Performance and Condition

This levee is considered a low-risk system. The Oroville Dam regulates flows into the Sacramento River upstream of the levee and lowers the expected damages to the levee during a storm. Flood waters have risen more than 70 percent of the way up the levee at some locations in this system. The levee has shown signs of seepage, or water leaking through the levee soils, unstable slopes, and erosion. Unauthorized encroachments, animal burrows, and vegetation on the levee all increase the likelihood for seepage to occur in the future. If the levee were to fail, flood waters are expected to be between 6 and 15 feet for most of the leveed area, with deepest flooding to depths greater than 15 feet occurring at the south end of the leveed are, near the Sacramento Bypass. Yolo County has an Emergency Operations Plan for the system

[1] USACE National Structure Inventory 2023

with guidance for how to respond in a flood emergency. The population living inside the leveed area is sparse and there should not be traffic during an evacuation.

The levee system was constructed in 1952 and averages 20 feet in height. Its flooding sources include the Sacramento Bypass, Sacramento River, Yolo Bypass, Sacramento River. The following graphic shows historic flooding occurrences.



Regional Projects Underway[2]

Fremont Weir Enhanced Floodplain and Primary Fish Passage Structure

The Fremont Weir project enlarges the existing fish ladder, making it deeper and wider to allow additional Sacramento River water to flow through the structure and improve the connection to the Sacramento River. This improved connection will give fish more time to reach the northern Yolo Bypass after the Fremont Weir has overtopped. It also will make it easier for fish to locate the much larger fish passage structure and exit the Yolo Bypass to return to the Sacramento River.

Lower Elkhorn Basin Levee Setback Project

The Lower Elkhorn Basin Levee Setback (LEBLS) Project is the first phase of implementation of recommendations from the 2012 Central Valley Flood Protection Plan (CVFPP) and associated studies carried out by the Department of Water Resources. The project will contribute to the CVFPP goals of providing improved public safety for approximately 780,000 people by:

- Reducing river levels (stages) in the Sacramento River
- Increasing the capacity of the Yolo and Sacramento Bypasses near the urban communities of Sacramento and West Sacramento, as well as rural communities, Woodland, and Clarksburg

The improvements will also provide:

- System resiliency
- Opportunities to improve ecosystem functions, such as:
- Increasing inundated floodplain habitat for fish rearing
- Improving the connection to the Sacramento Bypass Wildlife Area

The project consists of approximately 7 miles of setback levees in the Lower Elkhorn Basin along the east side of the Yolo Bypass, and the north side of the Sacramento Bypass. The project is:

- Removing all or portions of the existing levees that will be set back
- Removing portions of local reclamation district cross levees
- Improving or relocating related infrastructure

DWR continues to coordinate closely with the U.S. Army Corps of Engineers (USACE), the Central Valley Flood Protection Board (CVFPB), U.S. Fish and Wildlife Service (USFWS), and California Department of Fish and Wildlife (CDFW) to manage the permits needed for this project. DWR is also coordinating with local reclamation district and agencies and utility companies on specific infrastructure relocation and improvements. Some of the infrastructure work will be carried out by other agencies.

[2] Conaway Levee Setback and Transitory Storage Project, Wood Rodgers Nov 2016

The project started construction during the summer of 2020 during the COVID pandemic. Project staff continue to maintain safe working practices and are achieving major construction milestones. Construction is anticipated to continue for multiple years. Once the DWR-led project is completed and monitored for several years, ongoing operations and maintenance will be turned over to RD 537.

Long-Term Regional Projects Identified[3]

Upper Elkhorn Levee Setback – This project would widen the Yolo Bypass levee, moving it into RD 1600 impacting ½ to 2/3 of the RD territory.

Fremont Weir Extension - The weir would need to be extended accordingly to accommodate this additional width of the Yolo Bypass.

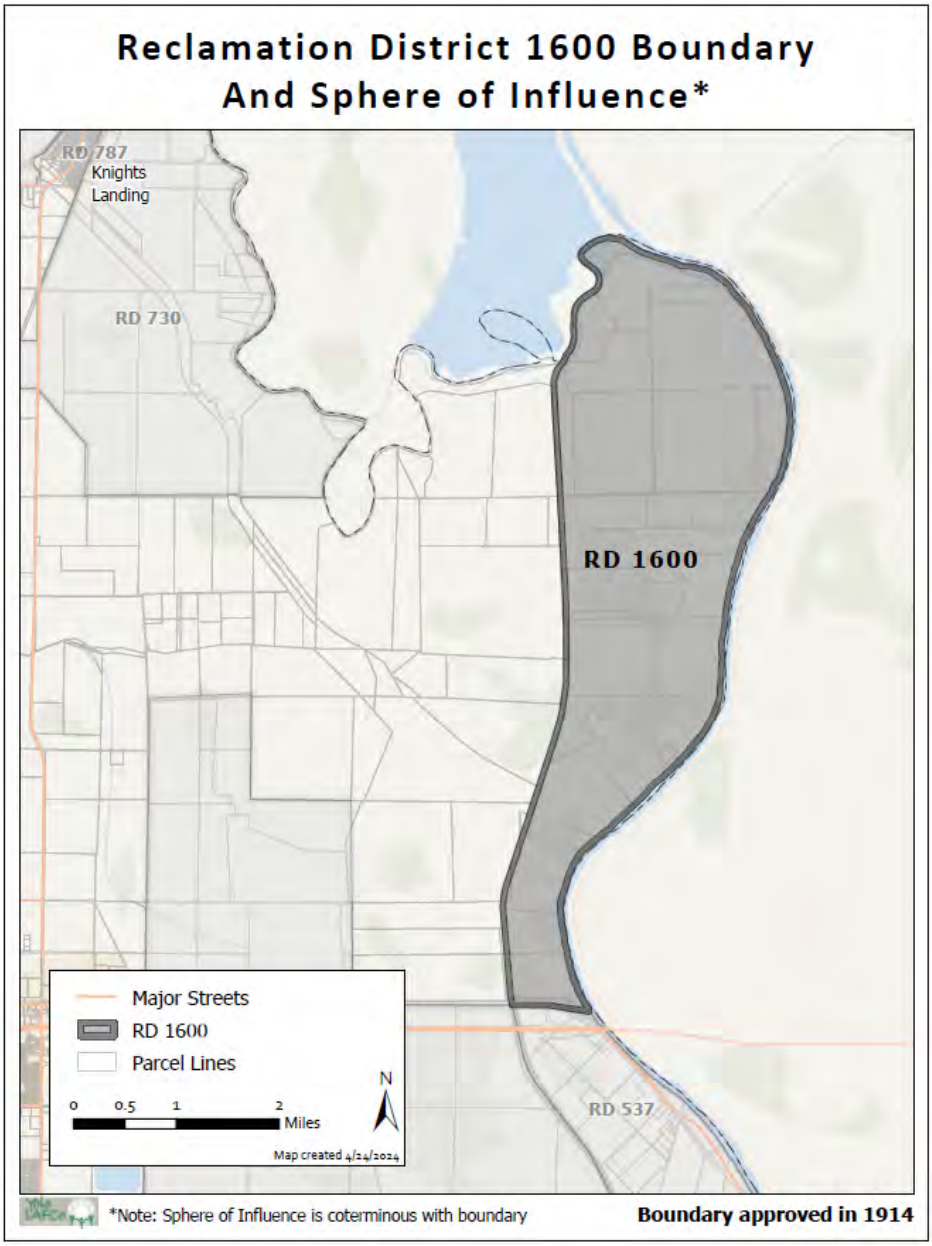
Tule Canal Restoration – This project would modify the existing Tule Canal to function as an enhanced permanent and seasonal riparian wetland feature, while retaining drainage and water supply functions. The Project will benefit fall-run, spring-run, and winter-run Chinook salmon as well as Steelhead trout by improving in-channel and floodplain rearing opportunities along the Tule Canal corridor. The Project will also benefit aquatic, terrestrial, and amphibian species, including threatened and endangered species.

[3] Conaway Levee Setback and Transitory Storage Project, Wood Rodgers Nov 2016

RD 1600 AGENCY PROFILE

Formed in 1914, Reclamation District 1600 provides drainage and levee maintenance for 14.7 miles of levee, protecting 6,647 acres of land. RD 1600 lies between the Sacramento River to the east, the Yolo Bypass to the west, the Sacramento River to the east, and RD 537 to the south. There are currently 17 landowners in the district.

Reclamation District 1600 is an independent special district with a three-member board of trustees. The District has no full-time staff or equipment. Maintenance actions are accomplished by contracts arranged by the Board of Directors. RD 1600 has one pump station (with two operational pumps) for the purpose of draining the District during the winter/spring resulting from seepage due to water in the Yolo Bypass and Tule Canal, and during the summer/fall from agricultural operations within the District. The pump station requires occasional maintenance and power for operation. RD 1600 does not provide ag water for irrigation.



MUNICIPAL SERVICE REVIEW

POTENTIALLY SIGNIFICANT MSR DETERMINATIONS

The MSR determinations checked below are potentially significant, as indicated by answers to the key policy questions in the checklist and corresponding discussion on the following pages. If most or all of the determinations are not significant, as indicated by "no" answers, the Commission may find that a MSR update is not warranted.

- ☐ Growth and Population
- ☐ Disadvantaged Unincorporated Communities
- ☒ Capacity, Adequacy & Infrastructure to Provide Services
- ☒ Financial Ability
- ☐ Shared Services
- ☒ Accountability, Structure, and Efficiencies
- ☒ Broadband Access

LAFCO MUNICIPAL SERVICE REVIEW:

☐ On the basis of this initial evaluation, the required determinations are not significant, and staff recommends that a comprehensive MSR is NOT NECESSARY. The subject agency will be reviewed again in five years per Government Code Section 56425(g).

☒ The subject agency has significant and/or potentially significant determinations and staff recommends that a comprehensive MSR IS NECESSARY and has been conducted via this checklist.

1. Growth and Population Growth and population projections for the affected area.	**Significant Issue**	**Potentially Significant**	**No Issue**
a) *Will development and/or population projections over the next 5-10 years impact the subject agency's service needs and demands?*	☐	☐	☒
b) *Do changes in demand suggest a change in the agency's services?*	☐	☐	☒

Discussion:

None.

Growth and Population MSR Determination:

The Sac Yolo North levee system that RD 1600 is included in has a population of approximately 102 permanent residents. Normal fluctuations in rural population will not change current DWR flood protection standards and District levee and drainage services. The more stringent urban level of flood protection standards is not required until the area is developed with 10,000 residents or more, or an urbanizing area that is planned to have 10,000 residents or more within the next 10 years[1]. There is no significant growth and population anticipated in the District that will impact the subject agency's service needs and demands.

[1] Code of Federal Regulations Title 44, Section 59.1 and California Government Code Section 65007(l) and (m)

Recommendation(s):

None.

2. Disadvantaged Unincorporated Communities

The location and characteristics of any disadvantaged unincorporated communities within or contiguous to the sphere of influence.

		Significant Issue	Potentially Significant	No Issue
a)	*If the subject agency provides services related to sewers, municipal and industrial water, or structural fire protection, are there any "inhabited unincorporated communities" (per adopted Commission policy) within or adjacent to the subject agency's sphere of influence that are considered "disadvantaged" (80% or less of the statewide median household income) that do not already have access to public water, sewer, and structural fire protection?*	☐	☐	☒
b)	*If "yes" to a), it is feasible for the agency to be reorganized such that it can extend service to the disadvantaged unincorporated community? If "no" to a), this question is marked "no" because it is either not needed or not applicable.*	☐	☐	☒

Discussion:

None.

Disadvantaged Unincorporated Communities MSR Determination:

RD 1600 does not provide sewers, municipal and industrial water, or structural fire protection. The District provides services notwithstanding any communities' economic status[2]. There are no disadvantaged unincorporated communities within RD 1600.

Recommendation(s):

None.

[2] CALAFCO Statewide DUCs Refined GIS Layer, RSG, Inc. December 10, 2021

3. Capacity and Adequacy of Public Facilities and Services

Present and planned capacity of public facilities, adequacy of public services, and infrastructure needs or deficiencies including needs or deficiencies related to sewers, municipal and industrial water, and structural fire protection in any disadvantaged, unincorporated communities within or contiguous to the sphere of influence.

	Significant Issue	Potentially Significant	No Issue
a) *Are there any deficiencies in the **infrastructure, equipment, and capacity of agency facilities** to meet existing service needs for which the agency does not have a plan in place to resolve (including deficiencies created by new state regulations)?*	☒	☐	☐
b) *Are there any issues regarding the agency's capacity and ability to meet the service demand of reasonably foreseeable future needs?*	☐	☐	☒
c) *Are there any service needs or deficiencies for disadvantaged unincorporated communities related to sewers, municipal and industrial water, and structural fire protection within or contiguous to the agency's sphere of influence?*	☐	☐	☒
d) *Is the agency needing to consider climate adaptation in its assessment of infrastructure/service needs?*	☐	☐	☒

Discussion:

The Department of Water Resources (DWR), under the authority of Water Code Sections 8360, 8370 and 8371, performs a verification inspection of the maintenance of the Sacramento River Flood Control Project (SRFCP) levees performed by the local responsible agencies, and reports to the United States Army Corps of Engineers (USACE) periodically regarding the status of levee maintenance. The State inspects and reports only on the status of maintenance practices and on observable levee conditions.

DWR completes annual spring inspections by May, documenting the location, size, type, and rating of maintenance deficiencies and provides the resulting inspection reports to the LMAs for their use in planning maintenance activities prior to the food season. DWR completes annual fall inspections by November, verifying the status of previously noted deficiencies, as well as any additional deficiencies, that should be corrected to help ensure adequate performance during the food season. LMAs conduct inspections in the winter and summer, completing the requirement to conduct four inspections each year. Project facilities are inspected at least four times each year. DWR compiles this information for use by stakeholders and will report to CVFPB on inspection activities as requested.

DWR gives an overall levee segment rating only during the annual fall inspections. The table below shows the overall rating from 2019-2023. Three possible ratings are given based on the state of its levees:

- Acceptable (A) – No immediate work required, other than routine maintenance. The flood protection project will function as designed and intended with a high degree of reliability, and necessary cyclical maintenance is being performed adequately.
- Minimally Acceptable (M) – One or more deficient conditions exist in the flood protection project that needs to be improved or corrected. However, the project will essentially function as designed with a lesser degree of reliability than what the project could provide.
- Unacceptable (U) – One or more deficient conditions exist that may prevent the project from functioning as designed, intended, or required.

Ratings for RD 1600 improved in 2020 but declined last year in 2023.

RD Overall Rating 2019-2023

Local Maintaining Agency	Overall Rating *A = Acceptable; M = Minimally Acceptable; and U = Unacceptable*					Total Levee Miles
	2019	2020	2021	2022	2023	
RD 1600	U	M*	M*	M*	U	14.69

Source: Department of Water Resources 2023 Inspection and LMA Report Table 2-2

* *Overall unit threshold percentage is less than 10%; however, U rated miles are present, so the overall unit rating is M instead of A.*

RD 1600 contains two segments inspected by DWR that comprise the overall rating. Each unit, length, rating is listed in the table and shown in the map below[3].

RD Units, Length and DWR Inspection Rating

Unit	Name	Bank	Length (Miles)	DWR Rating
Unit No. 01	Sacramento River	RB	10.46	U
Unit No. 02	Yolo Bypass	LB	4.23	U



[3] DWR 2023 Sacramento River Individual Agency Summary Reports

The DWR summary of the fall 2023 inspection reported that there is levee erosion and a large crack on landside hinge. Cracking and slumping in the lower slope between levee miles 1.64-1.66 was cracking on the hinge, but has since filled in and is now just noted for monitoring on Unit No. 2. The Agency provided a list of expenses and maintenance activities performed on all levee units. Activities include levee repairs, office overhead, patrolling, rodent control, and surveying and engineering. The reported total maintenance cost for the previous fiscal year was $125,750. The Agency provided a list of planned expenses and maintenance activities for all levee units. Expenses include the cost of office overhead, patrolling, rodent control, surveying and engineering, and vegetation control by mowing, spraying and other methods. The reported total cost for the current fiscal year is $206,000 which corresponds to $14,023 per levee mile.

RD 1600 reports that several of these erosion/bank caving sites, erosion/vehicle traffic and animal control sites have been repaired in early 2024. A large erosion site on the Yolo Bypass is scheduled to be repaired summer 2024 by the United States Army Corps of Engineers. Vegetation maintenance practices have already increased in 2024 as well.

The District also received a grant for approximately $366,000 from the Flood System Repair Program (FSRP) for roadway repairs, which were completed in 2024. The funds are paid on a reimbursement basis following recording of the Notice of Completion.

Spring 2024 DWR Levee Inspection Reports (Maintenance Only, No Rating)[4]

RD 1600 was inspected on April 3 and May 7, 2024. DWR spring inspection reports do not provide an overall rating. The LMA has copies of the O&M Manuals available, a stockpile of flood response material, a written flood response plan, and flood fight training.

Summary Table of Spring 2024 Inspection Items

	Items Resolved	Items Not Resolved	Total Items	Notes Regarding Unresolved Items
Unit No. 01	61	1	62	Rodent control (mi. 5.78)
Unit No. 02	7	0	7	
Total %	68 (99%)	1 (1%)	69	

A significant number of items have been corrected by RD 1600. All but one item has been resolved, and the remaining item is not critical (merely rodent control).

USACE Rehabilitation Program Status

RD 1600 currently has an “active” status in the USACE PL 84-99 Rehabilitation Program, which means it is eligible for rehabilitation of flood damaged facilities at 100-percent federal cost sharing to pre-disaster condition and level of protection.

Capacity and Adequacy of Public Facilities and Services MSR Determination:

RD 1600 has received minimally acceptable ratings from DWR for its levees in 2020, 2021, and 2022, but in 2023 received an unacceptable rating due to significant need for vegetative removal/thinning and the presence of two erosion sites from 2023 storm damage. Vegetation control in 2024 has already increased. Additionally, the Sacramento River landside erosion sites that were due to storm damages were repaired in 2024. The erosion site that was due to storm damage is scheduled for repair by USACE in summer 2024. The reported total cost for the current fiscal year is $206,000 which corresponds to $14,023 per levee mile. The 2024 Spring inspection report indicates 99% of the items noted in the Fall 2023 inspection have been corrected or resolved.

[4] https://cdec.water.ca.gov/detailed_reports.html

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

RD 1600 should implement any remaining DWR Fall 2023 inspection report recommendations and correct issues itemized in the Spring 2024 inspection report:

- There is vegetation that significantly impacts access and visibility in this Area.
- The LMA should focus more on controlling vegetation to maintain visibility and access.
- The LMA should focus on repairing erosion sites.

4. Financial Ability

Financial ability of agencies to provide services.

		Significant Issue	Potentially Significant	No Issue
a)	*Is the subject agency in a stable financial position, i.e. does the 5-year trend analysis indicate any issues?*	☐	☒	☐
b)	*Is there an issue with the organization's revenue sources being reliable? For example, is a large percentage of revenue coming from grants or one-time/short-term sources?*	☐	☒	☐
c)	*Is the organization's revenue sufficient to fund an adequate level of service, necessary infrastructure maintenance, replacement and/or any needed expansion? Is the fee inconsistent with the schedules of similar local agencies*	☐	☒	☐
d)	*Does the subject agency have a capital improvement plan (CIP)? Has the agency identified and quantified what the possible significant risks and costs of infrastructure or equipment failure? Does the agency have a reserve policy to fund it?*	☐	☒	☐
e)	*Does the agency have any debt, and if so, is the organization's debt at an unmanageable level? Does the agency need a clear debt management policy, if applicable?*	☐	☐	☒
f)	*Can the subject agency improve its use of generally accepted accounting principles including: summaries of all fund balances, summaries of revenues and expenditures, general status of reserves, and any un-funded obligations (i.e. pension/retiree benefits)? Does the agency have accounting and/or financial policies that guide the agency in how financial transactions are recorded and presented?*	☐	☐	☒
g)	*Does the agency staff need to review financial data on a regular basis and are discrepancies identified, investigated and corrective action taken in a timely manner? The review may include reconciliations of various accounts, comparing budgets-to-actual, analyzing budget variances, comparing revenue and expense balances to the prior year, etc. If the agency uses Yolo County's financial system and the County Treasury, does the agency review monthly the transactions in the County system to transactions the agency submitted to the County for processing?*	☐	☐	☒
h)	*Does the agency board need to receive regular financial reports (quarterly or mid-year at a minimum) that provide a clear and complete picture of the agency's assets and liabilities, fully disclosing both positive and negative financial information to the public and financial institutions?*	☐	☐	☒

RECLAMATION DISTRICT NO. 1600
STATEMENT OF REVENUE, EXPENDITURES AND CHANGES IN FUND BALANCES

	2019 *	2020 *	2021 **	2022 **	2023 **
Revenue					
Special assessment	$ 133,013	$ 130,671	$ 133,002	$ 260,870	$ 271,402
Interest	2,247	2,608	625	17	14,510
Intergovernmental grants	143,300	82,509	726,693	299,697	811,620
Other revenue	-	201	5,464	214	204,964
Total Revenue	278,560	215,989	865,784	560,798	1,302,496
Expenditures					
Salaries and benefits	18,095	31,810	37,291	34,746	10,777
Services and supplies	132,540	288,234	650,487	509,408	292,374
Debt service (principal and interest)	96,025	-	-	-	-
Other expenditures	-	837	-	6,381	529
Capital outlay	-	-	-	19,200	-
Total Expenditures	246,660	320,881	687,778	569,735	303,680
Net income (loss)	31,900	(104,892)	178,006	(8,937)	998,816
Beginning Fund Balance	38,254	70,154	(34,738)	143,268	134,331
Ending Fund Balances	$ 70,154	$ (34,738)	$ 143,268	$ 134,331	$ 1,133,147
Fund Balances					
Unassigned	$ 70,154	$ (34,738)	$ 143,268	$ 134,331	$ 1,133,147
Total Fund Balances	$ 70,154	$ (34,738)	$ 143,268	$ 134,331	$ 1,133,147
Y-T-Y Change in total Fund Balances					
Amount Increase (Decrease)	$ 31,900	$ (104,892)	$ 178,006	$ (8,937)	$ 998,816
Percentage Increase (Decrease)	83.39%	-149.52%	-512.42%	-6.24%	743.55%

Data Source
* Per Audited Financial Statements.
** Per contracted CPA records.

Discussion:

RD 1600's sources of revenue consist of special assessments (billed by district), investment earnings, intergovernmental revenue and other miscellaneous revenue. The district incurred a deficit fund balance of $34,738 in 2020. At the end of 2023 the district had a fund balance of $1,133,147. The fluctuation in fund balance was attributable to delay in FEMA funding for reimbursement of damages due to the 2017 storms, an increase in annual assessments resulting from a Proposition 218 election described below, and significant grants from the CA Department of Water Resources.

The District's primary revenues are special assessments and intergovernmental grants. Over the past 5 years special assessments made up between 15% – 60% of annual revenue while intergovernmental revenue made up 38% - 84%. However, intergovernmental revenues are not guaranteed. They must be applied for and often are restricted to specific projects and not for ongoing operations and maintenance. In addition, the cost of flood repairs each year is highly variable. While the District has historically received both state and federal reimbursements for emergency repairs, it is not unusual for many months (or even years) to pass between the initial expenditure by the District and the final receipt of funds by the state or federal agency.

RD 1600 experienced low and deficit fund balances in fiscal years 2020 and 2021 due to the inability to pay cash for flood damages as the work was progressing. The district had to incur debt to remain solvent during this time. Currently the District has a fund balance of $1,133,147.

The District does not have a capital improvement plan, nor has it quantified other risks to quantify an adequate reserve amount. The District does not have any debt nor any pension or other postemployment benefits liabilities. The Yolo Bypass Comprehensive Study underway has the potential to substantially change flood conditions and facilities within the District's purview. These variables make it difficult for the District to commit to detailed capital improvement plans for facilities until these improvements are determined and designed.

Although RD 1600 does not have any written accounting and/or financial policies, it contracts with an independent CPA to maintain the financial records of the District. In addition, the District contracts with a different independent CPA to perform audits every two years. The audited financial statements are presented in accordance with generally accepted accounting principles and as such presents all relevant balances of the District. The CPA's tasks include the review of financial transactions posted to the County maintained fund and combines these transactions to those processed through the other accounts maintained outside the County Treasury to create reports submitted to the trustees at their quarterly meetings.

At each meeting the board receives a financial report which is prepared and presented by the CPA. The report includes a summary of significant transactions, cash balances, partial general ledger, listing of receivables, listing of unpaid bills, balance sheet and profit and loss statement with budget-actual data.

Financial Ability MSR Determination:

RD 1600 is generally stable, however, it experienced low and deficit fund balances in fiscal years 2020 and 2021 because there were not sufficient funds to pay for flood repairs. In response, the District established a new Levee and Drainage Facilities Improvement Assessment in 2021, replacing the prior assessment methodology. The new formula increased overall revenue and provided for an annual, optional cost-of-living adjustment, capped at 4%. Since February 2021, the District has used the formula described in the Engineer's Report and has annually approved an increase in the assessment based on the applicable CPI. For fiscal year 2023-2024, the annual increase was 4%; for fiscal year 2024-2025, the annual increase will be 2.6% which reflects the CPI for the previous year. Despite these financial improvements, it's unreasonable to except RD 1600 to fund maintenance of its portion of Regional Flood Management Facilities, yet the District must plan for these potential additional maintenance costs accordingly. The District contracts with a CPA to manage financial records and it performs audits regularly. The Board receives regular financial reports.

Financial Ability Recommendation(s):

- RD 1600 should continue to increase its fund balance and create a policy for, and establish, an emergency reserve. Once the Yolo Bypass Comprehensive Study determines improvements and they are designed, a more detailed Capital Improvement Plan should be considered.

- The District should develop written accounting and financial policies and procedures in order to ensure financial transactions are recording consistently and in accordance to generally accepted accounting principles.

5. Shared Services and Facilities

Status of, and opportunities for, shared facilities.

	Significant Issue	Potentially Significant	No Issue
a) *Are there any opportunities for the organization to share services or facilities with neighboring, overlapping, or other organizations that are not currently being utilized?*	☐	☐	☒

Discussion:

None.

Shared Services MSR Determination:

RD 1600 is hydrologically connected to RD 537 in the Sac Yolo North Levee System. The agencies in this levee system already operate under a collective work plan via the SWIF plan. RD 1600 participates as a member of the California Central Valley Flood Control Association (CCVFCA). RD 1600 is currently contracting for its staffing services with the same legal (Downey Brand) and engineering firm (MBK Engineers) used by many of the RDs in Yolo County. The trustees work closely with their legal counsel and engineers to operate and maintain the District in accordance with applicable law and standards for reclamation districts in the area.

Shared Services Recommendation(s):

None.

6. Accountability, Structure, and Efficiencies

Accountability for community service needs, including governmental structure and operational efficiencies.

		Significant Issue	Potentially Significant	No Issue
a)	*Are there any recommended changes to the organization's governmental structure or operations that will increase accountability and efficiency (i.e. overlapping boundaries that confuse the public, service inefficiencies, and/or higher costs/rates)?*	☐	☒	☐
b)	*Does the agency need to secure independent audits of financial reports that meet California State Controller requirements? Are the same auditors used for more than six years? Are audit results not reviewed in an open meeting?*	☐	☐	☒
c)	*Is the agency insured or in a risk management pool to manage potential liabilities?*	☐	☐	☒
d)	*Are there any issues with filling board vacancies and maintaining board members? Is there a lack of board member training regarding the organization's program requirements and financial management?*	☐	☐	☒
e)	*Are there any issues with staff capacity and/or turnover? Is there a lack of staff member training regarding the organization's program requirements and financial management?*	☐	☐	☒
f)	*Does the agency have adequate policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct (see suggested policies list)?*	☐	☒	☐
g)	*Does the organization need to improve its public transparency via a website (see https://www.yololafco.org/yolo-local-government-website-transparency-scorecards)?*	☒	☐	☐

Discussion:

There are long-term recommended changes to the governmental structure to improve operational efficiencies for the SacYolo North (Elkhorn) Basin. The DWR Central Valley Flood Protection Plan and Lower Sacramento River/Delta North Flood Management Plan (2014) included the recommended action step to "Conduct the necessary stakeholder outreach and coordination to develop organizational

structure/governance, cost, policy/procedure, training requirements and synchronization to consolidate Local Maintaining Agencies, operations and maintenance, and emergency response activities". DWR funded the UC Davis Yolo County Flood Governance Study (2014) in collaboration with all the local district stakeholders, which ultimately recommended the "The Hydraulic Basin Approach" that "Yolo County RDs would benefit if each hydraulically connected basin operated as if it were a single entity".

There are seven USACE levee systems/basins that include special district LMAs under Yolo LAFCo oversight. The key goal for this MSR/SOI is to identify the recommended "single entity" for each system/basin. The DWR Flood System Improvement Branch Chief and staff were consulted and concur with LAFCo's governance recommendations[5]. DWR operates roughly 300 miles of the 1,600 total levee miles in the State Plan of Flood Control and relies heavily on LMAs, which would benefit from efficiency, shared services, expertise, appropriate size/scale, and borrowing power.

For the Sac Yolo North (Elkhorn) System it is premature to combine RD 537 and RD 1600 into a single entity due to the Upper Yolo Bypass Regional Planning Process and the Yolo Bypass Comprehensive Study underway to develop alternatives for the Yolo Bypass east levee that may significantly alter the RD 1600 territory. This issue should be reevaluated in the next MSR/SOI cycle to identify a single entity successor agency.

RD 1600 conducts through biennial audits performed by Perry Bunch Johnston Inc. and posts them on the District's website. Perry Bunch Johnston Inc. is currently completing the audit for FY 2022-2021. The district has insurance coverage through Gladfelter insurance (a broker).

All three board member positions are currently filled by landowner representatives as appointed by the Board of Supervisors. The Board of Trustees meets quarterly at the Bypass Farms office. RD 1600 does not have any employees and contracts with Downey Brand LLP for legal counsel and MBK Engineers for engineering services. There do not appear to be any issues with board or staff turnover. Minutes from each meeting are posted on the District's website following approval by the Board of Trustees.

The District is working on written guidelines and procedures for operations and maintenance, and emergencies. RD 1600 maintains a website, which is an achievement since the 2018 MSR, however it received a 47% transparency score in 2023.

Accountability, Structure, and Efficiencies MSR Determination:

There are long-term recommended changes to the governmental structure to improve operational efficiencies for the SacYolo North (Elkhorn) Basin. However, it is premature to combine RD 537 and RD 1600 into a single entity due to the Upper Yolo Bypass Regional Planning Process and the Yolo Bypass Comprehensive Study underway to develop alternatives for the Yolo Bypass east levee that may significantly alter the RD 1600 territory. This issue should be reevaluated in the next MSR/SOI cycle to identify a single entity successor agency. RD 1600 is accountable and operationally efficient but should improve its website transparency.

Accountability, Structure, and Efficiencies Recommendation(s):

- For the SacYolo North (Elkhorn) System, RD 537 and RD 1600 should eventually combine as a single entity. However, it is premature to combine them in 2024 due to the Upper Yolo Bypass Regional Planning Process and the Yolo Bypass Comprehensive Study underway to develop alternatives for the Yolo Bypass east levee that may significantly alter the RD 1600 territory. This issue should be reevaluated in the next MSR/SOI cycle to identify a single entity successor agency.
- RD 1600 should improve its 47% website transparency score https://www.yololafco.org/yolo-local-government-website-transparency-scorecards.

[5] Meeting with DWR staff on May 30, 2024.

7. Broadband Access

Any other matter related to effective or efficient service delivery, as required by commission policy.

Per Yolo LAFCo Project Policy 6.2 "*it is the intent of Yolo LAFCo to comprehensively review broadband access in MSRs of local agencies that either serve communities and/or provide emergency services where broadband connection is critical (i.e. cities, CSDs, CSAs, FPDs and RDs).*"

	Significant Issue	Potentially Significant	No Issue
a) *Is there a lack of high-performance broadband (25/3 Mbps) available in the community?*	☐	☒	☐

Discussion:

None.

Broadband Access MSR Determination

The CPUC California Broadband Availability Map[6] indicates RD 1600 is partially served with fixed wireless speeds of 50/30 Mbps by AFES (but staff is skeptical). The northern portion of the district has only mobile service up to 43/10 Mbps by T-Mobile or 38/5 Mbps from AT&T. These speeds may meet the minimum broadband speeds, but mobile service is expensive and inconsistent.

Broadband Access Recommendation(s)

None.

SPHERE OF INFLUENCE STUDY

A Sphere of Influence (SOI) is an area delineated on a map and approved by LAFCo that indicates where potential future agency annexations could be proposed. It is recommended that RD 537 and RD 1600 eventually evolve into a single entity, however, there are no specific recommended changes to the District boundaries in this MSR/SOI cycle. Therefore, no changes to the District's SOI are currently needed.

On the basis of the Municipal Service Review:

☒ Staff has reviewed the agency's Sphere of Influence and recommends that a SOI Update is NOT NECESSARY in accordance with Government Code Section 56425(g). Therefore, NO CHANGE to the agency's SOI is recommended and SOI determinations HAVE NOT been made.

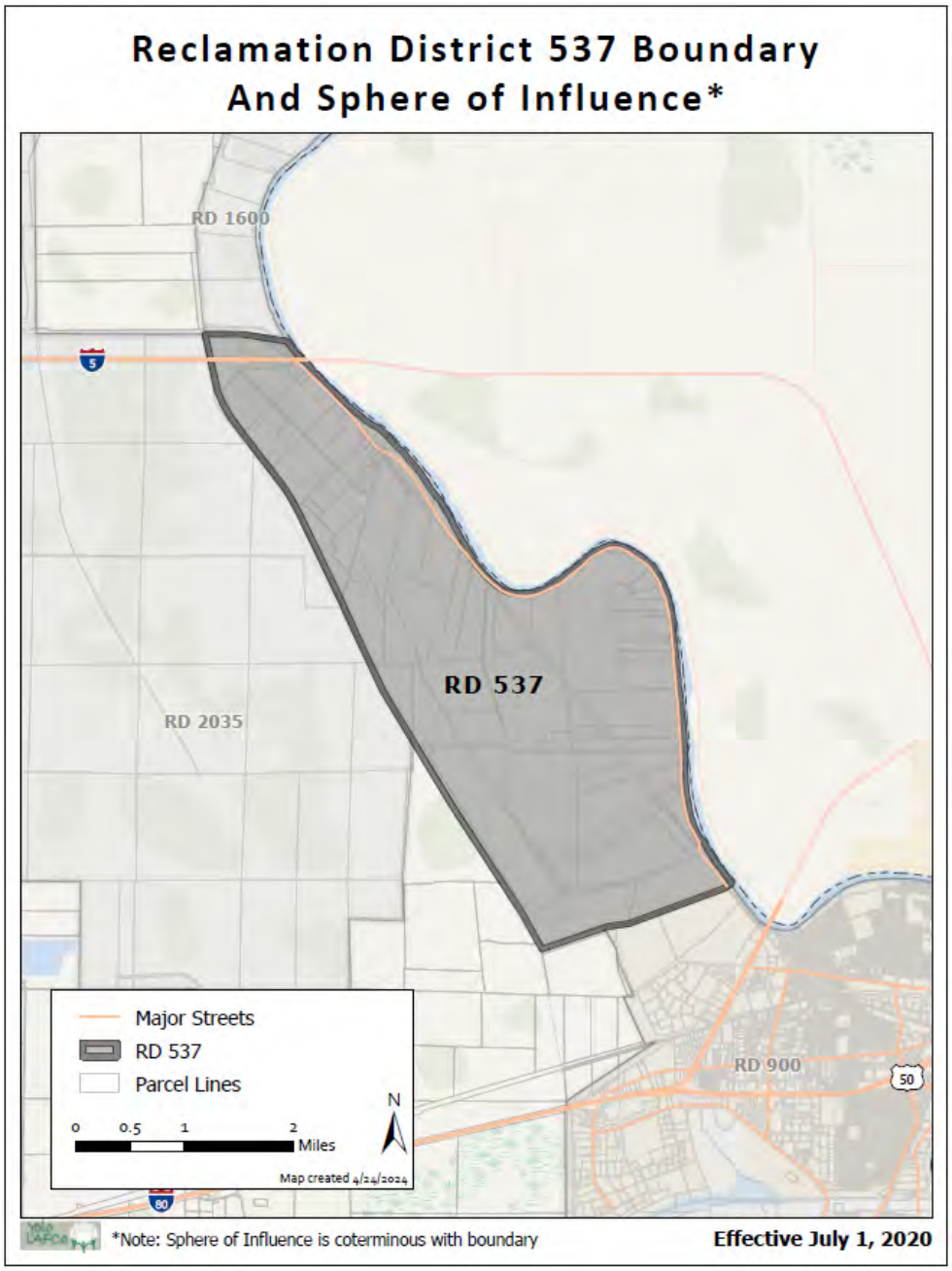
☐ Staff has reviewed the agency's Sphere of Influence and recommends that a SOI Update IS NECESSARY in accordance with Government Code Section 56425(g). Therefore, A CHANGE to the agency's SOI is recommended and SOI determinations HAVE been made and are included in this MSR/SOI study.

[6] https://www.broadbandmap.ca.gov/

RD 537 AGENCY PROFILE

As originally formed in 1891, Reclamation District (RD) 537 provided levee maintenance for 6 miles of levee. Effective July 1, 2020, RD 537 annexed RD 785 and RD 827 into its district and detached from West Sacramento, so it now maintains 13.41 miles of levee, 16 miles of canals/ditches, and one new pump station with 5 pumps constructed as part of the bypass setback levee project that drains the agricultural area north of the Sacramento Bypass.

RD 537 is an independent special district which expanded to a five-member Board of Trustees with annexation of the additional territory elected by the estimated 51 landowners within the District. RD 537 remains a member of WSAFCA.



MUNICIPAL SERVICE REVIEW

POTENTIALLY SIGNIFICANT MSR DETERMINATIONS

The MSR determinations checked below are potentially significant, as indicated by answers to the key policy questions in the checklist and corresponding discussion on the following pages. If most or all of the determinations are not significant, as indicated by "no" answers, the Commission may find that a MSR update is not warranted.

- ☐ Growth and Population
- ☐ Disadvantaged Unincorporated Communities
- ☒ Capacity, Adequacy & Infrastructure to Provide Services
- ☒ Financial Ability
- ☐ Shared Services
- ☒ Accountability, Structure, and Efficiencies
- ☒ Broadband Access

LAFCO MUNICIPAL SERVICE REVIEW:

☐ On the basis of this initial evaluation, the required determinations are not significant, and staff recommends that a comprehensive MSR is NOT NECESSARY. The subject agency will be reviewed again in five years per Government Code Section 56425(g).

☒ The subject agency has significant and/or potentially significant determinations and staff recommends that a comprehensive MSR IS NECESSARY and has been conducted via this checklist.

1. Growth and Population Growth and population projections for the affected area.	**Significant Issue**	**Potentially Significant**	**No Issue**
a) *Will development and/or population projections over the next 5-10 years impact the subject agency's service needs and demands?*	☐	☐	☒
b) *Do changes in demand suggest a change in the agency's services?*	☐	☐	☒

Discussion:

None.

Growth and Population MSR Determination:

The Sac Yolo North levee system that RD 537 is included in has a population of approximately 102 permanent residents. Normal fluctuations in rural population will not change current DWR flood protection standards and District levee and drainage services. The more stringent urban level of flood protection standards is not required until the area is developed with 10,000 residents or more, or an urbanizing area that is planned to have 10,000 residents or more within the next 10 years[1]. There is no significant growth and population anticipated in the District that will impact the subject agency's service needs and demands.

Growth and Population Recommendation(s):

None.

[1] Code of Federal Regulations Title 44, Section 59.1 and California Government Code Section 65007(l) and (m)

2. Disadvantaged Unincorporated Communities

The location and characteristics of any disadvantaged unincorporated communities within or contiguous to the sphere of influence.

		Significant Issue	Potentially Significant	No Issue
a)	*If the subject agency provides services related to sewers, municipal and industrial water, or structural fire protection, are there any "inhabited unincorporated communities" (per adopted Commission policy) within or adjacent to the subject agency's sphere of influence that are considered "disadvantaged" (80% or less of the statewide median household income) that do not already have access to public water, sewer, and structural fire protection?*	☐	☐	☒
b)	*If "yes" to a), it is feasible for the agency to be reorganized such that it can extend service to the disadvantaged unincorporated community? If "no" to a), this question is marked "no" because it is either not needed or not applicable.*	☐	☐	☒

Discussion:

None.

Disadvantaged Unincorporated Communities MSR Determination:

RD 537 does not provide sewers, municipal and industrial water, or structural fire protection. The District provides services notwithstanding any communities' economic status[2]. There are no disadvantaged unincorporated communities within RD 537.

Disadvantaged Unincorporated Communities Recommendation(s):

None.

3. Capacity and Adequacy of Public Facilities and Services

Present and planned capacity of public facilities, adequacy of public services, and infrastructure needs or deficiencies including needs or deficiencies related to sewers, municipal and industrial water, and structural fire protection in any disadvantaged, unincorporated communities within or contiguous to the sphere of influence.

		Significant Issue	Potentially Significant	No Issue
a)	*Are there any deficiencies in the **infrastructure, equipment, and capacity of agency facilities** to meet existing service needs for which the agency does not have a plan in place to resolve (including deficiencies created by new state regulations)?*	☐	☒	☐
b)	*Are there any issues regarding the agency's capacity and ability to meet the service demand of reasonably foreseeable future needs?*	☐	☐	☒
c)	*Are there any service needs or deficiencies for disadvantaged unincorporated communities related to sewers, municipal and industrial water, and structural fire protection within or contiguous to the agency's sphere of influence?*	☐	☐	☒

[2] CALAFCO Statewide DUCs Refined GIS Layer, RSG, Inc. December 10, 2021

d) *Is the agency needing to consider climate adaptation in its assessment of infrastructure/service needs?*	☐	☐	☒

Discussion:

The Department of Water Resources (DWR), under the authority of Water Code Sections 8360, 8370 and 8371, performs a verification inspection of the maintenance of the Sacramento River Flood Control Project (SRFCP) levees performed by the local responsible agencies, and reports to the United States Army Corps of Engineers (USACE) periodically regarding the status of levee maintenance. The State inspects and reports only on the status of maintenance practices and on observable levee conditions.

DWR completes annual spring inspections by May, documenting the location, size, type, and rating of maintenance deficiencies and provides the resulting inspection reports to the LMAs for their use in planning maintenance activities prior to the food season. DWR completes annual fall inspections by November, verifying the status of previously noted deficiencies, as well as any additional deficiencies, that should be corrected to help ensure adequate performance during the food season. LMAs conduct inspections in the winter and summer, completing the requirement to conduct four inspections each year. Project facilities are inspected at least four times each year. DWR compiles this information for use by stakeholders and will report to CVFPB on inspection activities as requested.

DWR gives an overall levee segment rating only during the annual fall inspections. The table below shows the overall rating from 2019-2023. Three possible ratings are given based on the state of its levees:

- Acceptable (A) – No immediate work required, other than routine maintenance. The food protection project will function as designed and intended with a high degree of reliability, and necessary cyclical maintenance is being performed adequately.
- Minimally Acceptable (M) – One or more deficient conditions exist in the food protection project that needs to be improved or corrected. However, the project will essentially function as designed with a lesser degree of reliability than what the project could provide.
- Unacceptable (U) – One or more deficient conditions exist that may prevent the project from functioning as designed, intended, or required.

Acceptable and Minimally Acceptable ratings were found during the first three years, But ratings went down in 2022 and 2023. The Yolo Bypass Setback Levee Project is under construction, and therefore, some areas within the LMA are under construction and as such, the contractor has operation and maintenance obligations in those areas during project construction and completion.

RD Overall Rating 2019-2023

Local Maintaining Agency	Overall Rating *A = Acceptable; M = Minimally Acceptable; and U = Unacceptable*					Total Levee Miles
	2019	2020	2021	2022	2023	
RD 537	M*	M*	M*	U	U	5.93
RD 785	M	M*	M*	M*	M*	5.57
RD 827	M	A	A	A	U	4.12

Source: Department of Water Resources 2023 Inspection and LMA Report Table 2-2

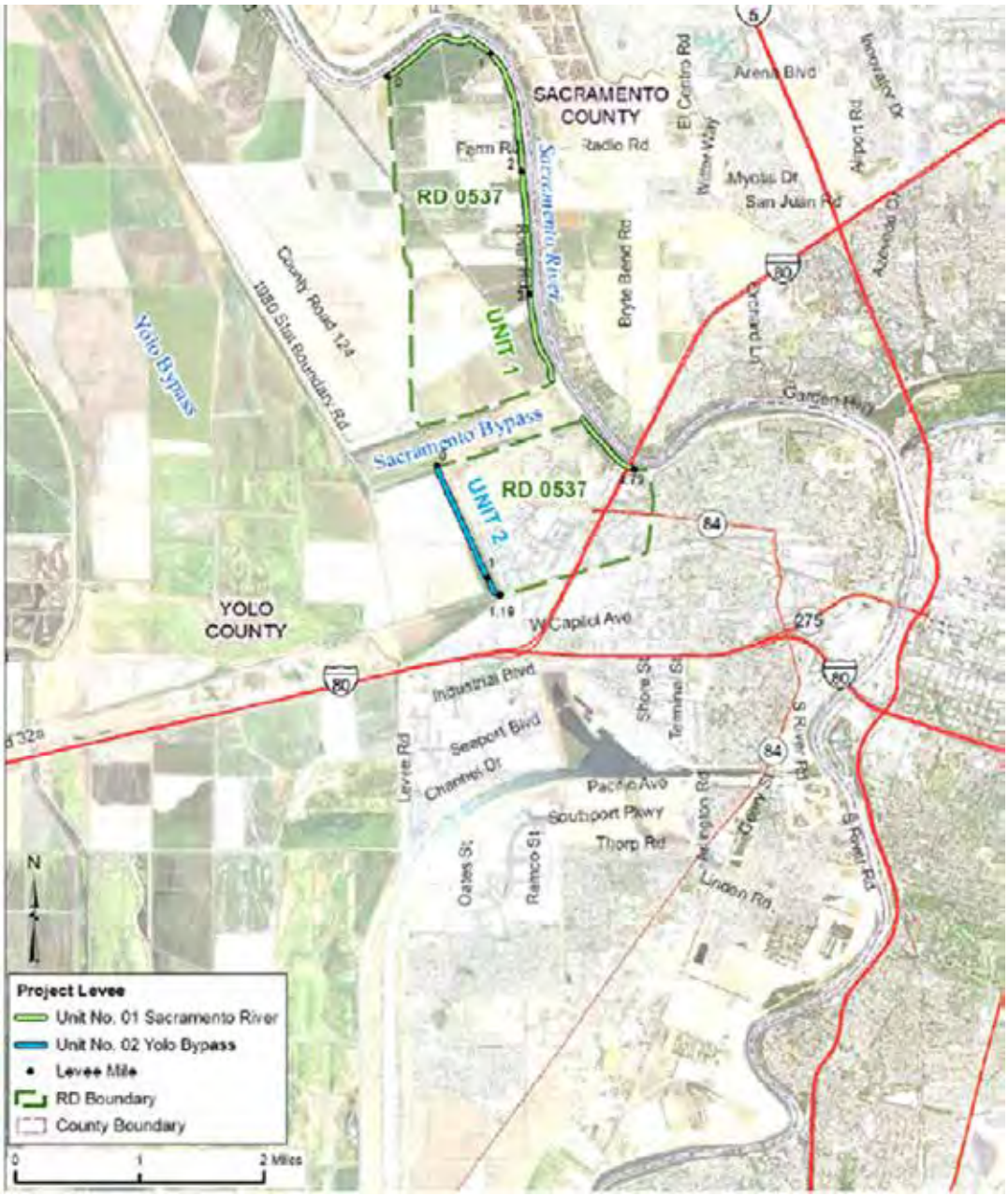
* *Overall unit threshold percentage is less than 10%; however, U rated miles are present, so the overall unit rating is M instead of A.*

The Fall 2023 DWR inspection reports are not aligned to RD 537 and RD 900 as reorganized effective July 2020 and still report per the previous boundaries. RD 537 contains two-unit segments inspected by DWR that comprise the overall rating, however, a portion of Unit 1 and all of Unit 2 has been taken over by RD

900. In addition, RD 537 is also responsible for the units in the previous RD 785 and RD 827 territory. Each unit, length, rating is listed in the table and shown in the map below[3].

RD 537 Units, Length and DWR Inspection Rating (Fall 2023)

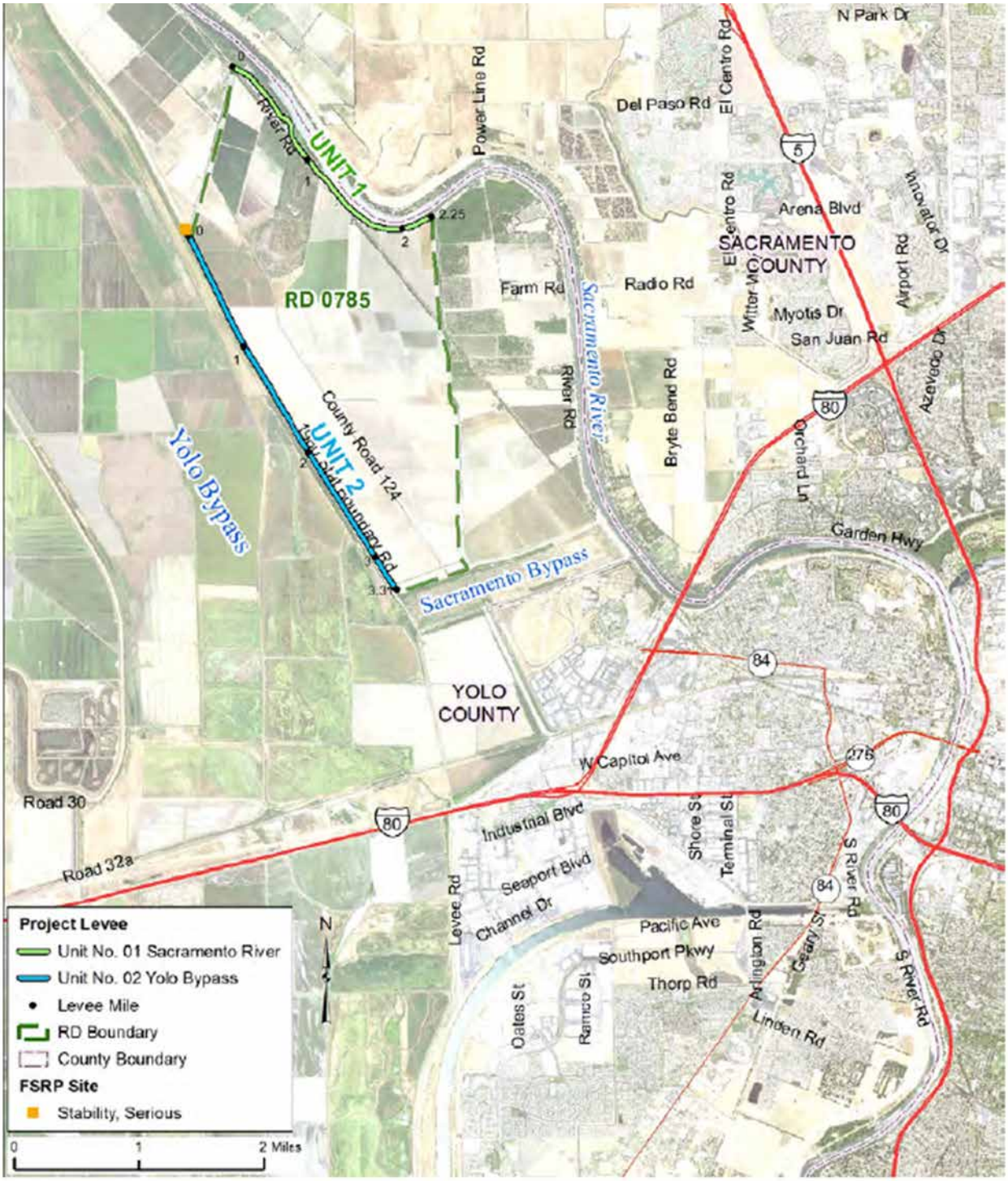
Unit	Name	Bank	Length (Miles)	DWR Rating
Unit No. 01	Sacramento River	RB	4.74	U
Unit No. 02	Yolo Bypass	RB	Maintained by RD 900	



[3] DWR 2023 Sacramento River Individual Agency Summary Reports

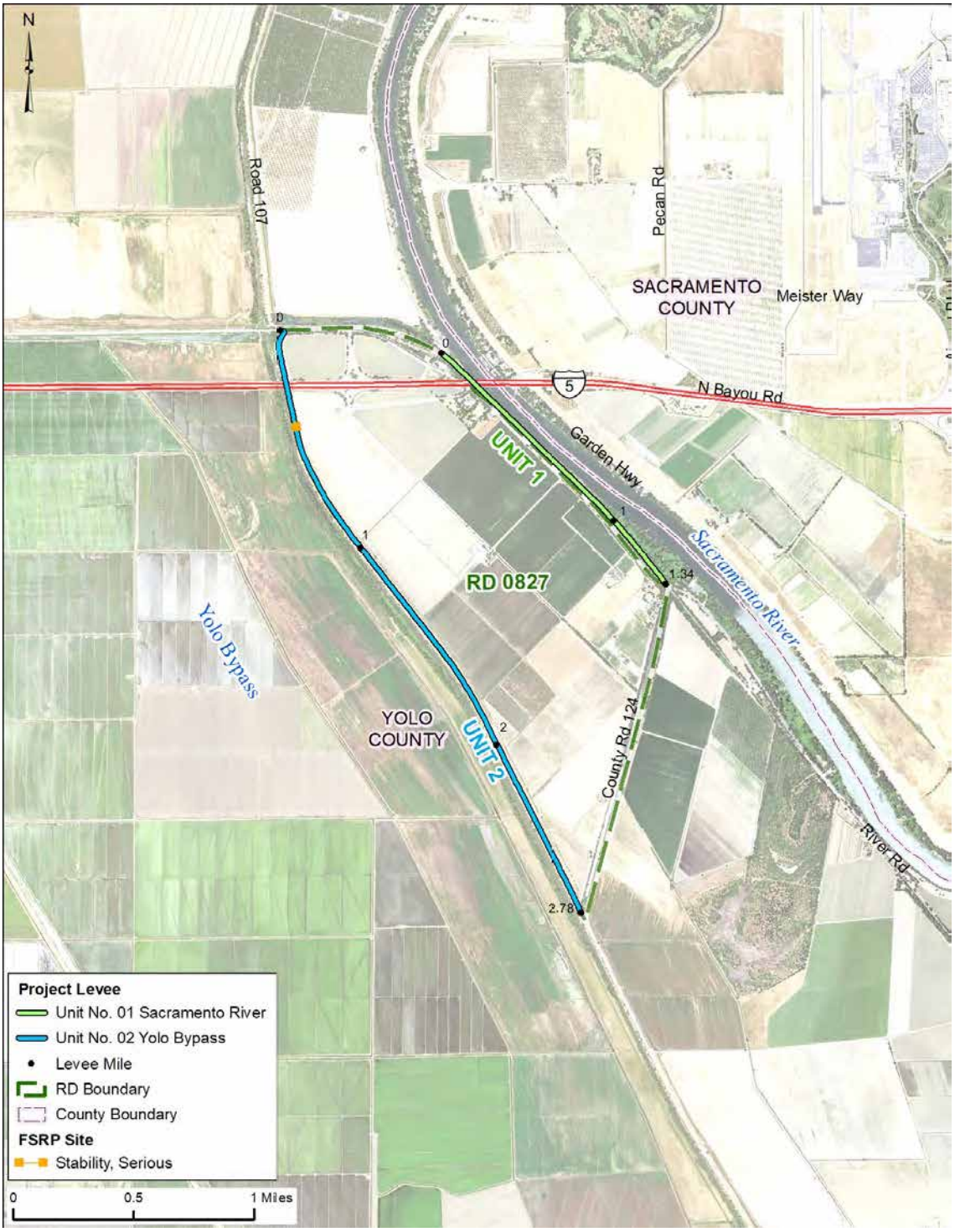
RD 785 Units, Length and DWR Inspection Rating Fall 2023 (Annexed and Maintained by RD 537)

Unit	Name	Bank	Length (Miles)	DWR Rating
Unit No. 01	Sacramento River	RB	2.26	M*
Unit No. 02	Yolo Bypass	LB	3.31	A



RD 827 Units, Length and DWR Inspection Rating Fall 2023 (Annexed and Maintained by RD 537)

Unit	Name	Bank	Length (Miles)	DWR Rating
Unit No. 01	Sacramento River	RB	1.34	M
Unit No. 02	Yolo Bypass	LB	2.78	U



The DWR summary of the fall 2023 inspection report indicated RD 537 provided DWR a list of expenses and maintenance activities performed on all levee units. Activities include levee repairs, office overhead, surveying and engineering, and vegetation control by spraying. The reported total maintenance cost for the previous fiscal year was $184,000. The Agency provided a list of planned expenses and maintenance activities for all levee units. Expenses include the cost of levee repairs, minor structure repairs, rodent control, surveying and engineering, and vegetation control by mowing, spraying, trimming and tree removal. The reported total cost for the current fiscal year is $352,000 which corresponds to $26,249 per levee mile[4].

Spring 2024 DWR Levee Inspection Reports (Maintenance Only, No Rating)[5]

The DWR Spring 2024 inspections report that many of these repairs noted in fall 2023 have been completed. RD 537 was inspected on April 25, 2024, updating all the levee segments into the five units below from the previous RD 785 and RD 827 to match the boundaries as reorganized in 2020.

Summary Table of Spring 2024 Inspection Items

	Items Resolved	Items Not Resolved	Total Items	Notes Regarding Unresolved Items
Unit No. 01	15	4	19	Tree stump (mi 0.42), animal control (mi 2.10), erosion/rills (mi 2.32, 2.81)
Unit No. 02	21	1	22	Tree stump (mi 1.68)
Unit No. 03	8	2	10	Animal control (mi 0.28), thin/trim trees (mi 1.03)
Unit No. 04	0	1	1	Vegetation (0.03-0.23)
Unit No. 05	0	0	0	
Total %	44 (85%)	8 (15%)	52	

The LMA has updated O&M Manuals, adequate flood fighting materials, and the crew is current with flood fight training. There were no critical issues noted. The erosion/rills sites need to be scheduled for repair prior to the fall inspection.

DWR spring inspection reports do not typically provide an overall rating, however DWR did for RD 537 due to all the levee unit reassignments correlating to the 2020 reorganization boundaries. And because of the unique circumstances of RD 537 inspections being broken up into multiple outdated LMAs and the Yolo Bypass Setback Project, DWR staff agreed to prepare an updated Spring 2024 overall rating for the consolidated RD 537 below.

This table combines 785 and 827 into RD 537 and removed RD 900's sections from the reports. Since DWR inspectors do not have new line work to reflect the new set back levee, Units 4 and 5 are still included, even though they are in the process of being degraded but have been removed all the maintenance issues.

[4] Edited DWR's calculation to reflect 13.41 levee miles with reorganization, not previous 5.93 levee miles.
[5] https://cdec.water.ca.gov/detailed_reports.html

Spring 2024 DWR Inspection Overall Rating

RD0537 Reclamation District No. 0537 Lovdal	Overall LMA Rating M *	Total LMA Miles 13.41	* *Overall LMA Threshold Percent is less than 10.00%; however, U Rated Miles are present, so the Overall LMA Rating is M instead of A.*					
Rated Item	Maintenance Deficiency				Enforcement		Design & System Obsolescence	
	M Miles	U Miles	M + 4U Miles	Threshold %	M Miles	U Miles	M Miles	U Miles
Earthen Levee								
Vegetation	0.01		0.01	0.08%	0.04			
Trim / Thin Trees	0.08	0.01	0.12	0.89%				
Encroachments					0.41	0.18		
Animal Control	0.06	0.02	0.14	1.04%				
Erosion / Rills	0.03	0.10	0.43	3.21%				
Crown Surface / Depressions / Rutting	0.01		0.01	0.08%				
Supplemental								
DWR UCIP Field Study					0.03			
LMA Totals:	0.19	0.13	0.71	5.29% *	0.48	0.18	0.00	0.00

USACE Rehabilitation Program Status

RD 537 currently has an "active" status in the USACE PL 84-99 Rehabilitation Program, which means it is eligible for rehabilitation of flood damaged facilities at 100-percent federal cost sharing to pre-disaster condition and level of protection.

Capacity and Adequacy of Public Facilities and Services MSR Determination:

The Spring 2024 DWR inspection report indicates RD 537 has addressed many of the previous issues and has achieved a "minimally acceptable" overall rating (the rating would be "acceptable" if there were not 0.13 miles of "unacceptable" miles out of 13.41 miles total). Some areas within RD 537 are under construction with the Yolo Bypass Setback Project and as such, the contractor has operation and maintenance obligations in those areas. The reported total cost for the current fiscal year is $352,000 which corresponds to $26,249 per levee mile. The 2024 Spring inspection report indicates 85% of the items noted in the Fall 2023 inspection have been corrected.

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

- RD 537 should implement any remaining DWR Fall 2023 inspection report recommendations and correct issues itemized in the Spring 2024 inspection report:
  - The LMA should focus more on controlling woody vegetation.
  - The LMA should enhance its rodent control program.
  - The LMA should focus on repairing erosion sites.

4. Financial Ability

Financial ability of agencies to provide services.

		Significant Issue	Potentially Significant	No Issue
a)	*Is the subject agency in a stable financial position, i.e. does the 5-year trend analysis indicate any issues?*	☐	☒	☐
b)	*Is there an issue with the organization's revenue sources being reliable? For example, is a large percentage of revenue coming from grants or one-time/short-term sources?*	☐	☐	☒

c)	*Is the organization's revenue sufficient to fund an adequate level of service, necessary infrastructure maintenance, replacement and/or any needed expansion? Is the fee inconsistent with the schedules of similar local agencies*	☐	☐	☒
d)	*Does the subject agency have a capital improvement plan (CIP)? Has the agency identified and quantified what the possible significant risks and costs of infrastructure or equipment failure? Does the agency have a reserve policy to fund it?*	☐	☒	☐
e)	*Does the agency have any debt, and if so, is the organization's debt at an unmanageable level? Does the agency need a clear debt management policy, if applicable?*	☐	☐	☒
f)	*Can the subject agency improve its use of generally accepted accounting principles including: summaries of all fund balances, summaries of revenues and expenditures, general status of reserves, and any un-funded obligations (i.e. pension/retiree benefits)? Does the agency have accounting and/or financial policies that guide the agency in how financial transactions are recorded and presented?*	☐	☐	☒
g)	*Does the agency staff need to review financial data on a regular basis and are discrepancies identified, investigated and corrective action taken in a timely manner? The review may include reconciliations of various accounts, comparing budgets-to-actual, analyzing budget variances, comparing revenue and expense balances to the prior year, etc. If the agency uses Yolo County's financial system and the County Treasury, does the agency review monthly the transactions in the County system to transactions the agency submitted to the County for processing?*	☐	☐	☒
h)	*Does the agency board need to receive regular financial reports (quarterly or mid-year at a minimum) that provide a clear and complete picture of the agency's assets and liabilities, fully disclosing both positive and negative financial information to the public and financial institutions?*	☐	☐	☒

RECLAMATION DISTRICT NO. 537
STATEMENT OF REVENUE, EXPENDITURES AND CHANGES IN FUND BALANCES

	2019 *	2020 *	2021 **	2022 **	2023 **
Revenue					
Special assessment	$ 212,650	$ 212,731	$ 187,228	$ 232,846	$ 218,556
Interest	18,511	21,437	6,462	(671)	3,032
Intergovernmental grants	-	118,695	346,600	173,700	179,100
Charges for services	55,481	83,786	566,278	207,526	511,438
Total Revenue	286,642	436,649	1,106,568	613,401	912,126
Expenditures					
Salaries and benefits	51,593	61,112	62,218	54,961	70,512
Services and supplies	225,142	170,779	784,028	400,666	802,206
Other expenditures	-	-	8,951	-	-
Capital outlay	-	77,564	201,181	129,587	35,000
Net reorganization adjustment	-	-	833,032	-	-
Total Expenditures	276,735	309,455	1,889,410	585,214	907,718
Net income (loss)	9,907	127,194	(782,842)	28,187	4,408
Beginning Fund Balance	833,586	843,493	970,687	187,845	216,032
Ending Fund Balances	$ 843,493	$ 970,687	$ 187,845	$ 216,032	$ 220,440
Fund Balances					
Nonspendable	$ 6,083	$ 4,870	$ 5,542	$ 5,989	$ 5,696
Unassigned	$ 837,410	$ 965,817	$ 182,303	$ 210,043	$ 214,744
Total Fund Balances	$ 843,493	$ 970,687	$ 187,845	$ 216,032	$ 220,440
Y-T-Y Change in total Fund Balances					
Amount Increase (Decrease)	$ 9,907	$ 127,194	$ (782,842)	$ 28,187	$ 4,408
Percentage Increase (Decrease)	1.19%	15.08%	-80.65%	-15.01%	2.04%

Data Source
* Per Audited Financial Statements.
** Per contracted CPA records.

Discussion:

The District's sources of revenue consist of special assessments (billed on tax roll), investment earnings, intergovernmental revenue, charges for services and other miscellaneous revenue. The area that was RD 827 also collected property tax revenue, although the district is not reporting this income separately. The 5-year trend at this point reflects the significant changes has undergone, both with the reorganization effective July 2020 and the levee setback project. In fiscal year 2021 there was a negative adjustment to fund balance that went to RD 900 due to the reorganization, and as a consequence the District's total fund balance reduced considerably.

The charges for services line item includes revenue from a Sacramento Area Flood Control Agency (SAFCA) JPA maintenance contract. SAFCA is contributing funding to support levee O&M because the Yolo Bypass Setback Levee project helps Sacramento by increasing the capacity of the "release valve" off the Sacramento River. This funding is intended to be ongoing and will be guaranteed by a forthcoming contract (term unknown).

Over the past 2 years, after passage of a proposition 218 increase, special assessments accounted for approximately 30% of annual revenue, intergovernmental 23% and charges for services 47%. The risk is that intergovernmental revenues are not guaranteed. These funds must be applied for, often are restricted to specific projects and not for ongoing operations and maintenance and are subject to policy changes by the grantor agency. And the charges for services revenue is dependent on a contract with the Sacramento Area Flood Control Agency.

The general manager indicates RD 537 is in the process of creating a capital improvement plan (CIP) to quantify the possible significant risks and costs of infrastructure or equipment failure, and consequently what the fund balance targets should be.

The District does not have any written accounting and/or financial policies. However, the District contracts with an independent CPA to maintain the financial records of the District. In addition, the District contracts with a different independent CPA to perform audits every two years. The audited financial statements are presented in accordance to generally accepted accounting principles and as such presents all relevant balances of the district. The District does not have any debt issues outstanding nor any pension or other postemployment benefits liabilities.

The District has contracted with an independent CPA, different than that of the auditor, to maintain the financial records of the District. The CPA's tasks include the review of financial transactions posted to the County maintained fund and combines these transactions to those processed through the other accounts maintained outside the County Treasury to create reports submitted to the trustees. However, the District is lacking financial policies.

Financial Ability MSR Determination:

RD 537 has been through significant financial volatility in the past five years due to reorganization annexing RD 785 and RD 827, and detaching assessed industrial area in West Sacramento. In 2020, RD 537 instituted a new Prop 218 assessment for the updated district boundaries. In FY 2021, over $900,000 of fund balance transferred to RD 900 because assessment funds need to remain in the area they were collected. In addition, DWR has been constructing the levee setback project which included a new pump station. The District appears to be riding out these changes and should maintain its focus on creating financial stability.

Financial Ability Recommendation(s):

- Adopt a capital improvement plan (CIP) or similar analysis to quantify the possible significant risks, infrastructure costs, or equipment failure to determine what the District fund balance goals should be (and fund accordingly).
- The District should develop written accounting and financial policies and procedures in order to ensure financial transactions are recording consistently and in accordance to generally accepted accounting principles.

5. Shared Services and Facilities

Status of, and opportunities for, shared facilities.

	Significant Issue	Potentially Significant	No Issue
a) *Are there any opportunities for the organization to share services or facilities with neighboring, overlapping, or other organizations that are not currently being utilized?*	☐	☐	☒

Discussion:

None.

Shared Services MSR Determination:

RD 537 was reorganized effective July 2020 annexing the territory of RD 785 and RD 827 into it. The District is hydrologically connected to RD 1600 in the SacYolo North Levee System, which already operate under a collective work plan via the SWIF plan. RD 537 is a member of the West Sacramento Area Flood Control

Agency JPA. RD 537 is currently contracting for its staffing services with the same legal and engineering firms used by many of the RDs in Yolo County.

Shared Services Recommendation(s):

None.

6. Accountability, Structure, and Efficiencies

Accountability for community service needs, including governmental structure and operational efficiencies.

		Significant Issue	Potentially Significant	No Issue
a)	*Are there any recommended changes to the organization's governmental structure or operations that will increase accountability and efficiency (i.e. overlapping boundaries that confuse the public, service inefficiencies, and/or higher costs/rates)?*	☐	☒	☐
b)	*Does the agency need to secure independent audits of financial reports that meet California State Controller requirements? Are the same auditors used for more than six years? Are audit results not reviewed in an open meeting?*	☐	☐	☒
c)	*Is the agency insured or in a risk management pool to manage potential liabilities?*	☐	☐	☒
d)	*Are there any issues with filling board vacancies and maintaining board members? Is there a lack of board member training regarding the organization's program requirements and financial management?*	☐	☐	☒
e)	*Are there any issues with staff capacity and/or turnover? Is there a lack of staff member training regarding the organization's program requirements and financial management?*	☐	☐	☒
f)	*Does the agency have adequate policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct (see suggested policies list)?*	☐	☐	☒
g)	*Does the organization need to improve its public transparency via a website (see https://www.yololafco.org/yolo-local-government-website-transparency-scorecards)?*	☒	☐	☐

Discussion:

There are recommended changes to the governmental structure to improve operational efficiencies for the SacYolo North (Elkhorn) Basin.

The DWR Central Valley Flood Protection Plan and Lower Sacramento River/Delta North Flood Management Plan (2014) included the recommended action step to "Conduct the necessary stakeholder outreach and coordination to develop organizational structure/governance, cost, policy/procedure, training requirements and synchronization to consolidate Local Maintaining Agencies, operations and maintenance, and emergency response activities". DWR funded the UC Davis Yolo County Flood Governance Study (2014) in collaboration with all the local district stakeholders, which ultimately recommended the "The Hydraulic Basin Approach" that "Yolo County RDs would benefit if each hydraulically connected basin operated as if it were a single entity".

There are seven USACE levee systems/basins that include special district LMAs under Yolo LAFCo oversight. The key goal for this MSR/SOI is to identify the recommended "single entity" for each system/basin. The DWR Flood System Improvement Branch Chief and staff were consulted and concur with LAFCo's governance recommendations. DWR operates roughly 300 miles of the 1,600 total levee miles in the State Plan of Flood Control and relies heavily on LMAs, which would benefit from efficiency, shared services, expertise, appropriate size/scale, and borrowing power.

For the Sac Yolo North (Elkhorn) System it is premature to combine RD 537 and RD 1600 into a single entity due to the Upper Yolo Bypass Regional Planning Process and the Yolo Bypass Comprehensive Study underway to develop alternatives for the Yolo Bypass east levee that may significantly alter the RD 1600 territory. This issue should be reevaluated in the next MSR/SOI cycle to identify a single entity successor agency.

When RD 537 annexed RDs 785 and 827, it expanded its board from three to five members. The Board meets every other month in-person and offers virtual option for the public. Meeting information and agendas are posted on the website. All board member positions are filled with experienced landowners, and it appears to be stable. RD 537 employs one half time general manager and contracts with Downey Brand LLP for legal counsel and MBK Engineers for engineering services. The District has experienced general manager turnover outside of its control, and the new part-time manager has been in place for approximately one year.

The RD secures independent audits on a regular basis and is insured by Inszone Insurance Services. The district has written guidelines and procedures for operations and maintenance, and emergencies, and reports it has adopted financial and administrative policies. RD 537 maintains a website that received a 24% transparency score in 2023.

Accountability, Structure, and Efficiencies MSR Determination:

There are long-term recommended changes to the governmental structure to improve operational efficiencies for the SacYolo North (Elkhorn) Basin. However, it is premature to combine RD 537 and RD 1600 into a single entity due to the Upper Yolo Bypass Regional Planning Process and the Yolo Bypass Comprehensive Study underway to develop alternatives for the Yolo Bypass east levee that may significantly alter the RD 1600 territory. This issue should be reevaluated in the next MSR/SOI cycle to identify a single entity successor agency. RD 537 has been responsive to LAFCo during this MSR process and has had issues with general manager turnover. The District is accountable and operationally efficient but could improve its website transparency.

Accountability, Structure, and Efficiencies Recommendation(s):

- For the SacYolo North (Elkhorn) System, RD 537 and RD 1600 should eventually combine as a single entity. However, it is premature to combine them due to the Upper Yolo Bypass Regional Planning Process and the Yolo Bypass Comprehensive Study underway to develop alternatives for the Yolo Bypass east levee that may significantly alter the RD 1600 territory. This issue should be reevaluated in the next MSR/SOI cycle to identify a single LMA successor agency.
- RD 537 should improve its 24% website transparency score https://www.yololafco.org/yolo-local-government-website-transparency-scorecards.

7. Broadband Access

Any other matter related to effective or efficient service delivery, as required by commission policy.

Per Yolo LAFCo Project Policy 6.2 "*it is the intent of Yolo LAFCo to comprehensively review broadband access in MSRs of local agencies that either serve communities and/or provide emergency services where broadband connection is critical (i.e. cities, CSDs, CSAs, FPDs and RDs).*"

	Significant Issue	Potentially Significant	No Issue
a) *Is there a lack of high-performance broadband (25/3 Mbps) available in the community?*	☐	☒	☐

Discussion:

None.

Broadband Access MSR Determination

The CPUC California Broadband Availability Map[6] indicates RD 537 is partially served with fixed wireless speeds of 100/20 Mbps by Succeed.net (but staff is skeptical). Most of the inhabited portion of the district has only mobile service up to 43/10 Mbps by T-Mobile or 38/5 Mbps from AT&T. These speeds may meet the minimum broadband speeds, but mobile service is expensive and inconsistent.

Broadband Access Recommendation(s)

None.

SPHERE OF INFLUENCE STUDY

A Sphere of Influence (SOI) is an area delineated on a map and approved by LAFCo that indicates where potential future agency annexations could be proposed. It is recommended that RD 537 and RD 1600 eventually evolve into a single entity, however, there are no specific recommended changes to the District boundaries in this MSR/SOI cycle. Therefore, no changes to the District's SOI are currently needed.

On the basis of the Municipal Service Review:

☒ Staff has reviewed the agency's Sphere of Influence and recommends that a SOI Update is NOT NECESSARY in accordance with Government Code Section 56425(g). Therefore, NO CHANGE to the agency's SOI is recommended and SOI determinations HAVE NOT been made.

☐ Staff has reviewed the agency's Sphere of Influence and recommends that a SOI Update IS NECESSARY in accordance with Government Code Section 56425(g). Therefore, A CHANGE to the agency's SOI is recommended and SOI determinations HAVE been made and are included in this MSR/SOI study.

[6] https://www.broadbandmap.ca.gov/

West Sacramento Levee System Overview[1]

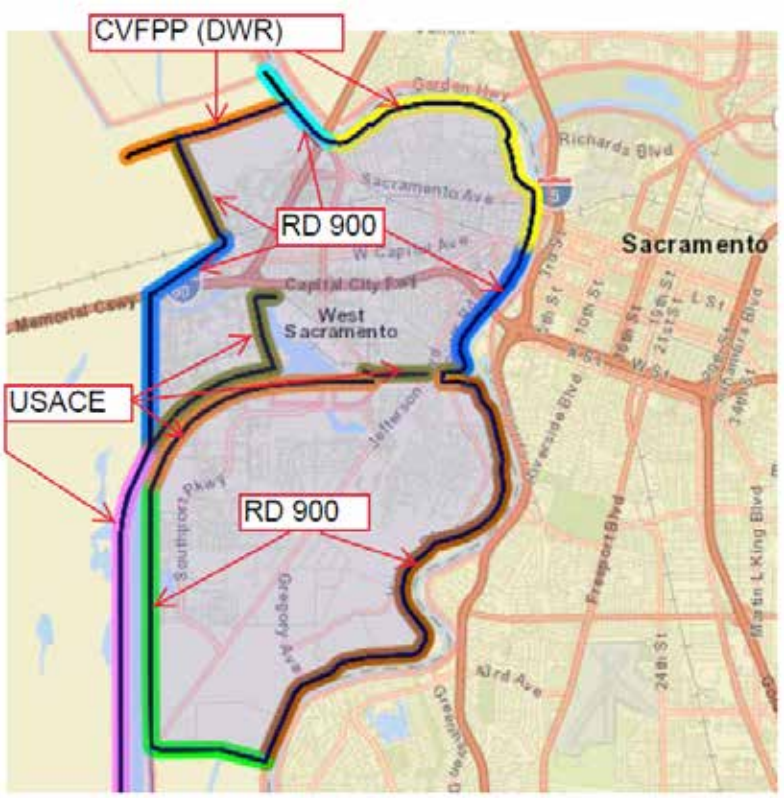
The West Sacramento levee system is a 46.98-mile portion of the Sacramento River Flood Control Project, a large-scale levee project. The West Sacramento levee system is comprised of levees authorized by congress and a non-federal levee, levee which was locally constructed and is locally operated and maintained. The West Sacramento levee system reduces the risk of flooding for a northern portion of the City of West Sacramento and adjacent agricultural lands from flood waters in the Sacramento River, Deep Water Ship Channel, and the Yolo Bypass. In addition to the urban population of 49,927 within the leveed area, a significant number of structures, with property values estimated around $4 billion dollars, are present within the leveed area. Highway 50 and Interstate 80 cross through the leveed area. The West Sacramento levee system is constructed of a combination of earthen embankments, floodwalls, and four closure structures and which they all require year-round maintenance. The closure structures are closable openings in the levee, which when closed prevent flood flows from entering the leveed area. The Central Valley Flood Protection Board is the non-federal sponsor of the congressionally authorized portion and RD 900 sponsors the non-federal portion and both are the responsible agencies for operation and maintenance of the levee system.

The West Sacramento Levee System includes the following Local Maintaining Agencies (LMAs):

- RD 900

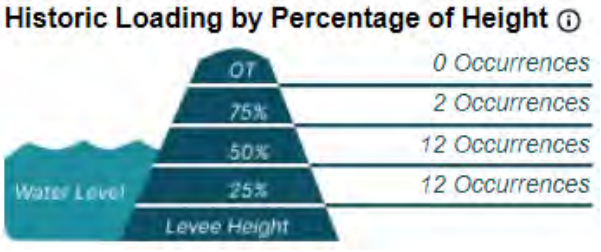
RD 537 was reorganized in 2019 detaching it from this system basin and it is now the LMA for the Lower Elkhorn area.

West Sacramento System Units and LMAs



[1] USACE National Structure Inventory 2023

The levee system was constructed in 1964 and averages 16 feet in height. Its flooding sources include Deep Water Ship Channel, Sacramento Bypass, Sacramento Deep Water Channel, Sacramento River, Yolo Bypass. The following graphic shows historic flooding occurrences.



Systemwide Mid and Long-Term Projects Identified

West Sacramento Rail Relocation

The Sierra Northern Railway line that runs eastward from Woodland across the Yolo Bypass and through the Elkhorn Basin into the City of West Sacramento, and the jointly owned Port of West Sacramento and UPRR line that connects the Westgate Yard to the Port of West Sacramento and the surrounding industrial districts with two new alignments. the removal/realignment of the rail line also presents significant opportunity to advance regional flood control projects through the removal of the Fremont Trestle and a portion of the rail embankment directly north of the Sacramento Weir. Removing these features would facilitate improvements in the flow of floodwater in the Yolo Bypass and, in the case of the Sacramento Weir, would present an alternative to plans for a new Sacramento Trestle to support a planned weir extension accompanying a widened bypass

Deep Water Ship Channel Improvements (DWSC)[2]

For the east bank, this effort Extends approx. 17,000ft along the DWSC left bank levee from the end of Port South levee south to South Cross levee including 14,600ft of Slurry Wall ranging from 50ft to 130ft in depth, with other alternatives possible. For the west bank, this project extends approx. 21.4 miles along the DWSC right bank levee from the bend in the DWSC at the intersection of Port North levee and Yolo Bypass levee south to Miners Slough, including installation of approximately 25,000ft of Slurry Wall ranging from 50ft to 85ft in depth and 99,000ft of Erosion/Bank Protection the Yolo Bypass side of the levee.

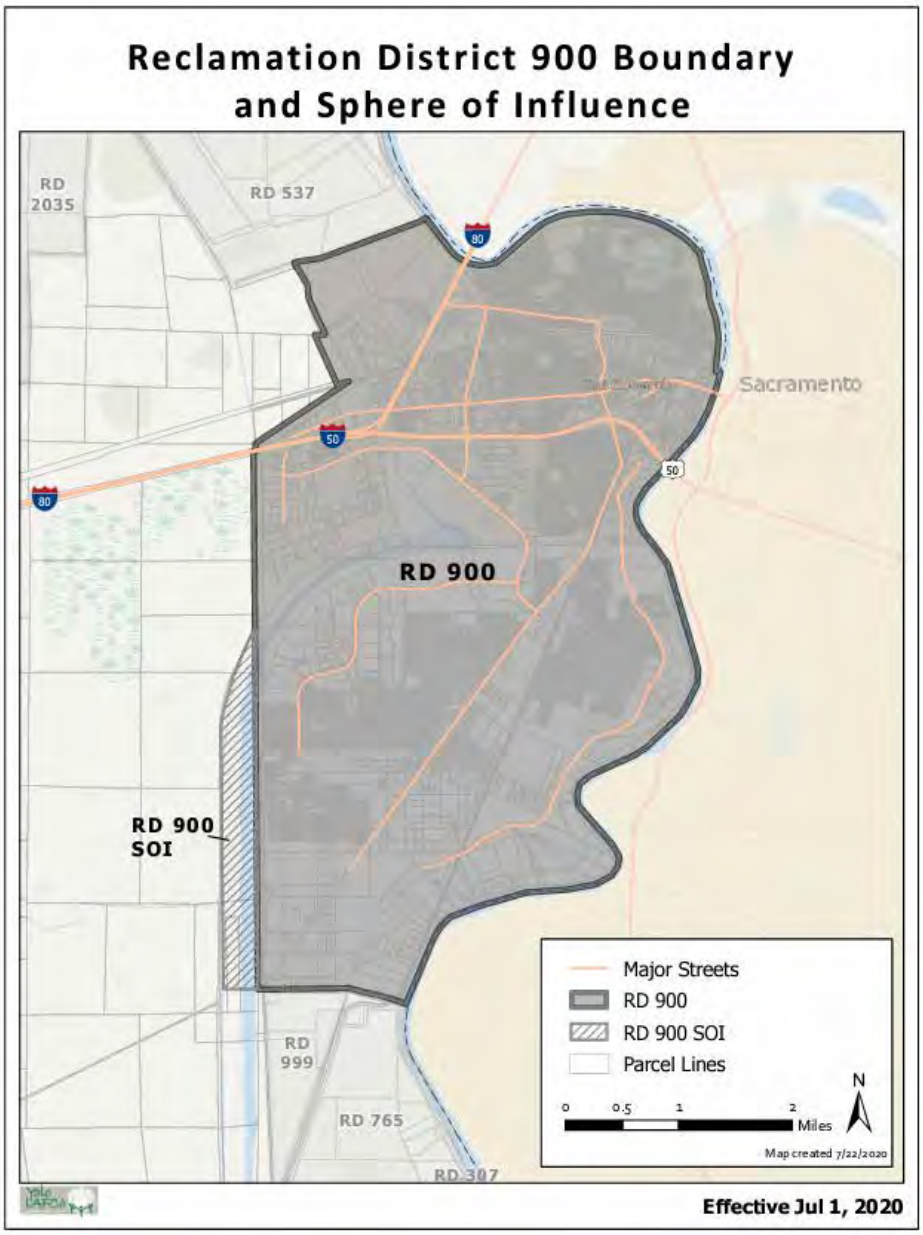
[2] USACE Sacramento District Website, West Sacramento Levee Improvement Project Background May 2024

RD 900 AGENCY PROFILE

Formed in 1911, Reclamation District (RD) 900 is responsible for operating and maintaining 14.77 miles of levees, 40 miles of drainage canals and ditches, 6 detention basins, and 11 pump stations containing 40 pumps within the 13,828 acres of land located in its jurisdiction.

RD 900 was reorganized effective July 2020 to acquire RD 537's and DWR Maintenance Area #4's territory in the City of West Sacramento. The reorganization also included RD 900 becoming a subsidiary district to the City, so the City Council acts as its Board of Trustees. The District has nine (9) full time employees.

RD 900 is a member agency in the West Sacramento Area Flood Control Agency (WSAFCA) Joint Powers Authority (JPA), formed to upgrade levees to meet urban 200-year level of flood protection required by SB 5 (2007). Once levee improvements are completed in 10-15 years, RD 900 will assume ongoing O&M.



MUNICIPAL SERVICE REVIEW

POTENTIALLY SIGNIFICANT MSR DETERMINATIONS

The MSR determinations checked below are potentially significant, as indicated by answers to the key policy questions in the checklist and corresponding discussion on the following pages. If most or all of the determinations are not significant, as indicated by "no" answers, the Commission may find that a MSR update is not warranted.

- ☐ Growth and Population
- ☐ Disadvantaged Unincorporated Communities
- ☒ Capacity, Adequacy & Infrastructure to Provide Services
- ☒ Financial Ability
- ☐ Shared Services
- ☒ Accountability, Structure, and Efficiencies
- ☐ Broadband Access

LAFCO MUNICIPAL SERVICE REVIEW:

☐ On the basis of this initial evaluation, the required determinations are not significant, and staff recommends that a comprehensive MSR is NOT NECESSARY. The subject agency will be reviewed again in five years per Government Code Section 56425(g).

☒ The subject agency has significant and/or potentially significant determinations and staff recommends that a comprehensive MSR IS NECESSARY and has been conducted via this checklist.

1. Growth and Population Growth and population projections for the affected area.	**Significant Issue**	**Potentially Significant**	**No Issue**
a) *Will development and/or population projections over the next 5-10 years impact the subject agency's service needs and demands?*	☐	☐	☒
b) *Do changes in demand suggest a change in the agency's services?*	☐	☐	☒

Discussion:

None.

Growth and Population MSR Determination:

The West Sacramento levee system that RD 900 is included in has a population of approximately 55,860 permanent residents. The 200-year urban level of flood protection standards are already required as the area is developed with 10,000 residents or more[1]. Therefore, significant growth and population anticipated in the District that will not impact the subject agency's service needs and demands.

[1] Code of Federal Regulations Title 44, Section 59.1 and California Government Code Section 65007(l) and (m)

Growth and Population Recommendation(s):

None.

2. Disadvantaged Unincorporated Communities

The location and characteristics of any disadvantaged unincorporated communities within or contiguous to the sphere of influence.

		Significant Issue	Potentially Significant	No Issue
a)	*If the subject agency provides services related to sewers, municipal and industrial water, or structural fire protection, are there any "inhabited unincorporated communities" (per adopted Commission policy) within or adjacent to the subject agency's sphere of influence that are considered "disadvantaged" (80% or less of the statewide median household income) that do not already have access to public water, sewer, and structural fire protection?*	☐	☐	☒
b)	*If "yes" to a), it is feasible for the agency to be reorganized such that it can extend service to the disadvantaged unincorporated community? If "no" to a), this question is marked "no" because it is either not needed or not applicable.*	☐	☐	☒

Discussion:

None.

Disadvantaged Unincorporated Communities MSR Determination:

RD 900 does not provide sewers, municipal and industrial water, or structural fire protection. The District provides services notwithstanding any communities' economic status[2].

Disadvantaged Unincorporated Communities Recommendation(s):

None.

[2] CALAFCO Statewide DUCs Refined GIS Layer, RSG, Inc. December 10, 2021

3. Capacity and Adequacy of Public Facilities and Services

Present and planned capacity of public facilities, adequacy of public services, and infrastructure needs or deficiencies including needs or deficiencies related to sewers, municipal and industrial water, and structural fire protection in any disadvantaged, unincorporated communities within or contiguous to the sphere of influence.

	Significant Issue	Potentially Significant	No Issue
a) *Are there any deficiencies in the **infrastructure, equipment, and capacity of agency facilities** to meet existing service needs for which the agency does not have a plan in place to resolve (including deficiencies created by new state regulations)?*	☐	☒	☐
b) *Are there any issues regarding the agency's capacity and ability to meet the service demand of reasonably foreseeable future needs?*	☐	☐	☒
c) *Are there any service needs or deficiencies for disadvantaged unincorporated communities related to sewers, municipal and industrial water, and structural fire protection within or contiguous to the agency's sphere of influence?*	☐	☐	☒
d) *Is the agency needing to consider climate adaptation in its assessment of infrastructure/service needs?*	☐	☐	☒

Discussion:

The Department of Water Resources (DWR), under the authority of Water Code Sections 8360, 8370 and 8371, performs a verification inspection of the maintenance of the Sacramento River Flood Control Project (SRFCP) levees performed by the local responsible agencies, and reports to the United States Army Corps of Engineers (USACE) periodically regarding the status of levee maintenance. The State inspects and reports only on the status of maintenance practices and on observable levee conditions.

DWR completes annual spring inspections by May, documenting the location, size, type, and rating of maintenance deficiencies and provides the resulting inspection reports to the LMAs for their use in planning maintenance activities prior to the food season. DWR completes annual fall inspections by November, verifying the status of previously noted deficiencies, as well as any additional deficiencies, that should be corrected to help ensure adequate performance during the food season. LMAs conduct inspections in the winter and summer, completing the requirement to conduct four inspections each year. Project facilities are inspected at least four times each year. DWR compiles this information for use by stakeholders and will report to CVFPB on inspection activities as requested.

DWR gives an overall levee segment rating only during the annual fall inspections. The table below shows the overall rating from 2019-2023. Three possible ratings are given based on the state of its levees:

- Acceptable (A) – No immediate work required, other than routine maintenance. The food protection project will function as designed and intended with a high degree of reliability, and necessary cyclical maintenance is being performed adequately.
- Minimally Acceptable (M) – One or more deficient conditions exist in the food protection project that needs to be improved or corrected. However, the project will essentially function as designed with a lesser degree of reliability than what the project could provide.
- Unacceptable (U) – One or more deficient conditions exist that may prevent the project from functioning as designed, intended, or required.

Except for 2023, RD 900 has had Acceptable ratings from DWR. Last year the inspection reports noted 0.02 miles of unacceptable slope stability issues. However, the levee will still function as designed.

RD Overall Rating 2019-2023

Local Maintaining Agency	Overall Rating *A = Acceptable; M = Minimally Acceptable; and U = Unacceptable*					Total Levee Miles
	2019	2020	2021	2022	2023	
RD 900	A	A	A	A	M*	12.96

Source: Department of Water Resources 2023 Inspection and LMA Report Table 2-2

* *Overall unit threshold percentage is less than 10%; however, U rated miles are present, so the overall unit rating is M instead of A*

The U rated miles in 2023 that resulted in the M* overall rating was caused by the storms in January 2023. Sloughing occurred at two locations along the Deep Water Shipping Channel (land side). These two locations are scheduled to be repaired during the summer of 2024 by the USACE (under PL84-99).

In the fall 2023 inspection reports, RD 900 contains two-unit segments inspected by DWR that comprise the overall rating. Each unit, length, rating is listed in the table and shown in the map below3.

RD Units, Length and DWR Inspection Rating

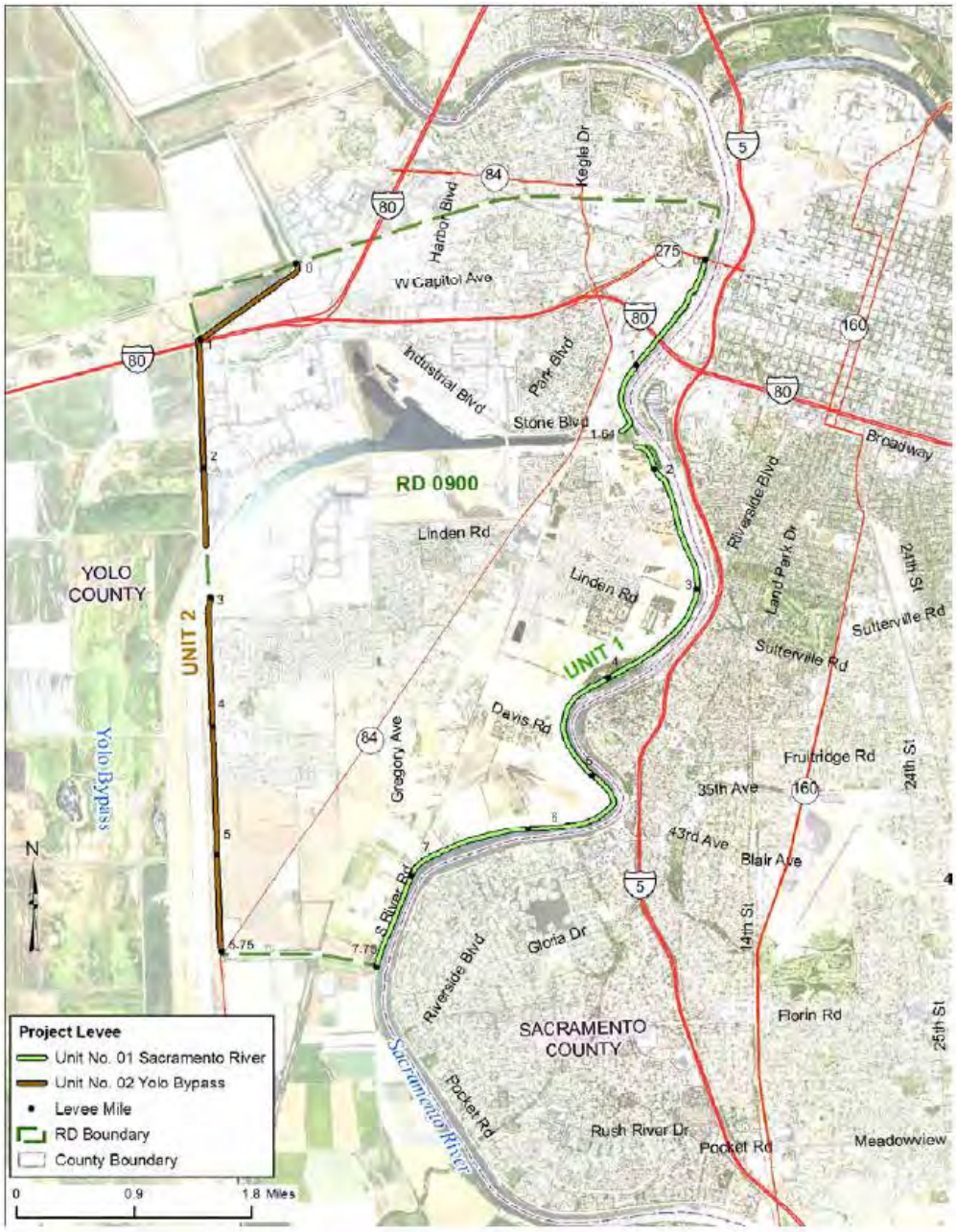
Unit	Name	Bank	Length (Miles)	DWR Rating
Unit No. 01	Sacramento River	RB	7.70	A
Unit No. 02	Yolo Bypass	LB	5.26	M*

However, RD 900 has also taken over RD 537 units in the West Sacramento system basin with the 2020 reorganization, but DWR was still including them on RD 537 fall 2023 inspection reports. RD 900 is the LMA responsible for an 0.62-mile portion of RD 0537 Unit 1 (the portion south of the Sacramento Bypass) and all of Unit 2. DWR resolves these levee segment reassignments in the spring 2024 inspection reports below.

Unit	Name	Bank	Length (Miles)	DWR Rating
Unit No. 02	Yolo Bypass	LB	1.19	A

The DWR summary of the 2023 LMA report for RD 900 noted the Southport levee cracking reported from the storm in October 2021 was repaired in Oct/Nov 2022 on Unit No. 1. The Agency reported levee erosion from 2023 storms on Unit No. 1 along waterside of the Sacramento River levee in three locations (within 100 feet of each other). Northern site is approximately. 10-feet wide, middle location is approximately 8-feet wide, southern site approximately 5-feet wide. The Agency reported for PL84-99 support. The Agency also reported levee erosion at Unit No. 2, 100-foot-long landside levee slip along Deep Water Shipping Channel. Agency reported that levee is currently tarped and reported for PL84-99 assistance. The Agency provided a list of expenses and maintenance activities performed on all levee units. Activities include levee repairs, office overhead, patrolling, permitting, and vegetation control by mowing, spraying, and trimming. The reported total maintenance cost for the previous fiscal year was $375,000. The Agency provided a list of planned expenses and maintenance activities for all levee units. Expenses include the cost of encroachment control, levee repairs, office overhead, patrolling, permitting, and vegetation control by mowing, spraying, and trimming. The reported total cost for the current fiscal year is $425,000 which corresponds to $32,793 per levee mile. The Agency reported that per LAFCo action as of July 1st, 2020, RD 900 is the LMA responsible for RD 0537 Unit 1 (the portion south of the Sacramento Bypass) and Unit 2.

[3] DWR 2023 Sacramento River Individual Agency Summary Reports



Spring 2024 DWR Levee Inspection Reports (Maintenance Only, No Rating)[4]

RD 900 was inspected on April 25, 2024, and the report includes its updated segment responsibility per the 2020 reorganization. DWR spring inspection reports do not provide an overall rating. The LMA has updated O&M Manuals, adequate flood fighting materials on hand, and the crew attended the November 2023 Flood Fighting Methods Training.

[4] https://cdec.water.ca.gov/detailed_reports.html

Summary Table of Spring 2024 Inspection Items

	Items Resolved	Items Not Resolved	Total Items	Notes Regarding Unresolved Items
Unit No. 01	4	0	4	
Unit No. 02	4	2*	6	Slope stability* (mi 5.09, 5.24)
Unit No. 03	1	0	1	
Unit No. 04	5	1	6	Animal control (4.69)
Total %	14 (82%)	3 (18%)	17	

* *These two locations are scheduled to be repaired during the summer of 2024 by the USACE (under PL84-99). If these items are counted as "resolved", percentage of items resolved would be 94%.*

During the storms in January 2023, sloughing occurred at two locations along the Deep Water Shipping Channel. These two locations are scheduled to be repaired during the summer of 2024 by the USACE (under PL84-99).

USACE Rehabilitation Program Status

RD 900 currently has an "active" status in the USACE PL 84-99 Rehabilitation Program, which means it is eligible for rehabilitation of flood damaged facilities at 100-percent federal cost sharing to pre-disaster condition and level of protection.

Capacity and Adequacy of Public Facilities and Services MSR Determination:

RD 900 has consistently received acceptable ratings except for last year's minimally acceptable rating due to slope stability issues during the 2023 storms, which have already been inspected by USACE and are scheduled for repair this summer under the PL84-99 rehabilitation program. The reported total cost for levee maintenance in the current fiscal year is $425,000 which corresponds to $32,793 per levee mile. The 2024 Spring inspection report indicates 14 of the 17 items noted last time have already been repaired, and 2 more are already scheduled for USACE repair summer 2024. The only item not corrected were some rodent burrows. DWR's inspection noted RD 900's high level of maintenance.

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

- RD 900 should implement the Fall 2023 DWR Inspection Report Recommendations as follows:
  - The LMA should focus on repairing erosion sites.
  - The LMA should continue to maintain the area at the high level seen during the last inspection.

4. Financial Ability

Financial ability of agencies to provide services.

		Significant Issue	Potentially Significant	No Issue
a)	*Is the subject agency in a stable financial position, i.e. does the 5-year trend analysis indicate any issues?*	☐	☐	☒
b)	*Is there an issue with the organization's revenue sources being reliable? For example, is a large percentage of revenue coming from grants or one-time/short-term sources?*	☐	☐	☒
c)	*Is the organization's revenue sufficient to fund an adequate level of service, necessary infrastructure maintenance, replacement and/or any needed expansion? Is the fee inconsistent with the schedules of similar local agencies*	☐	☐	☒

d)	*Does the subject agency have a capital improvement plan (CIP)? Has the agency identified and quantified what the possible significant risks and costs of infrastructure or equipment failure? Does the agency have a reserve policy to fund it?*	☐	☐	☒
e)	*Does the agency have any debt, and if so, is the organization's debt at an unmanageable level? Does the agency need a clear debt management policy, if applicable?*	☐	☐	☒
f)	*Can the subject agency improve its use of generally accepted accounting principles including: summaries of all fund balances, summaries of revenues and expenditures, general status of reserves, and any un-funded obligations (i.e. pension/retiree benefits)? Does the agency have accounting and/or financial policies that guide the agency in how financial transactions are recorded and presented?*	☐	☐	☒
g)	*Does the agency staff need to review financial data on a regular basis and are discrepancies identified, investigated and corrective action taken in a timely manner? The review may include reconciliations of various accounts, comparing budgets-to-actual, analyzing budget variances, comparing revenue and expense balances to the prior year, etc. If the agency uses Yolo County's financial system and the County Treasury, does the agency review monthly the transactions in the County system to transactions the agency submitted to the County for processing?*	☐	☐	☒
h)	*Does the agency board need to receive regular financial reports (quarterly or mid-year at a minimum) that provide a clear and complete picture of the agency's assets and liabilities, fully disclosing both positive and negative financial information to the public and financial institutions?*	☐	☐	☒

Discussion:

RD 900's financial position appears stable. The District's sources of revenue consist of special assessments (billed on the tax roll), investment earnings, intergovernmental revenue, charges for services and other miscellaneous revenue. The District was reorganized effective July 2020. The revenues and expenditures have not fluctuated significantly from 2019 to 2023 and during this time District's fund balance increased by $7.0M and as of June 30, 2023, totaled $12.1M.

Revenues are mostly reliable. Over the past 5 years special assessments accounted for approximately 62% of annual revenue, intergovernmental 12% and charges for services 21%. The risk is that intergovernmental revenues are not guaranteed. These funds must be applied for and often are restricted to specific projects and not for ongoing operations and maintenance. And the charges for services revenue is dependent on a contract with the West Sacramento Area Flood Control Agency.

The District received an overall rating of minimally acceptable as part of the Department of Water Resources Fall 2023 inspection which is a good indication that existing revenues are sufficient to fund an adequate level of service, necessary infrastructure maintenance and to accumulate reserves for capital asset/infrastructure replacement. RD 900 also has a robust fund balance.

Over the last several years, the District has created a yearly Capital Improvement Program. The District intends to create a 10-year plan.

RD 900 does not have any debt issues outstanding but has a net OPEB liability of $28,405 as of June 30, 2023. The District has a formal trust agreement with CalPERS to fund the net OPEB liability and funded $220,127 during the fiscal year ended June 30, 2021. Currently the District pays the retiree healthcare out of pocket, rather than drawing down from the CERBT trust. The District also has set aside funds in the County Treasury in the amount of $148,799, as of June 30, 2023, to pay OPEB benefits.

RECLAMATION DISTRICT NO. 900
STATEMENT OF REVENUE, EXPENDITURES AND CHANGES IN FUND BALANCES

	2019 *	2020 **	2021 **	2022 **	2023 **
Revenue					
Special assessment	$ 2,303,864	$ 2,358,215	$ 2,475,557	$ 2,529,108	$ 2,594,830
Interest	116,139	136,180	35,114	(220,574)	224,666
Intergovernmental grants	359,504	1,413,614	66,576	216,171	303,430
Charges for services (WSAFCA)	690,851	761,640	1,025,919	817,295	847,802
Other revenue	72,367	24,729	9,667	183,091	326,967
Total Revenue	3,542,725	4,694,378	3,612,833	3,525,091	4,297,695
Expenditures					
General government	681,577	248,192	330,241	418,179	415,478
Public works	699,902	1,271,751	1,310,695	1,114,536	1,091,900
Capital outlay	1,088,223	2,995,243	315,264	780,155	801,697
Total Expenditures	2,469,702	4,515,186	1,956,200	2,312,870	2,309,075
Net income (loss)	1,073,023	179,192	1,656,633	1,212,221	1,988,620
Beginning Fund Balance	5,116,801	6,189,824	6,410,001	8,909,247	10,121,468
Net reorganization adjustment	-	40,985	842,613	-	-
Beginning Fund Balance, restated	5,116,801	6,230,809	7,252,614	8,909,247	10,121,468
Ending Fund Balances	$ 6,189,824	$ 6,410,001	$ 8,909,247	$ 10,121,468	$ 12,110,088
Fund Balances					
Unassigned	$ 6,189,824	$ 6,410,001	$ 8,909,247	$ 10,121,468	$ 12,110,088
Total Fund Balances	$ 6,189,824	$ 6,410,001	$ 8,909,247	$ 10,121,468	$ 12,110,088
Y-T-Y Change in total Fund Balances					
Amount Increase (Decrease)	$ 1,073,023	$ 179,192	$ 1,656,633	$ 1,212,221	$ 1,988,620
Percentage Increase (Decrease)	20.97%	2.89%	25.84%	13.61%	19.65%

Data Source
* Per Audited Financial Statements, stand alone.
** Per City of West Sacramento audited financial statements, blended component unit.

The District does not have any written accounting and/or financial policies. However, the District contracts with an independent CPA to maintain the financial records of the District. The CPA's tasks includes the review of financial transactions posted to the County maintained fund and combines these transactions to those processed through other accounts maintained outside the County Treasury to create reports submitted to the trustees. The District is working with the City on policies but generally follow accepted accounting principles. In addition, the District contracts with a different independent CPA to perform audits every year. The district provides the necessary audit information to the City of West Sacramento for their reporting needs. The audited financial statements are presented in accordance to generally accepted accounting principles and as such presents all relevant balances of the district.

At each meeting the board receives a financial report which is generated by the contracted certified public account. The reports provided to the trustees include a profit and loss statement and a line-item budget-to-actual report.

Financial Ability MSR Determination:

RD 900 is financial stable, and its very healthy fund balance has increased each of the last five years. These funds will be incorporated into the district's capital improvement plan, as the district is "pay-as-you-go", not wanting to carry debt if possible. RD 900 provides a pension with CALPERS and has pension and

OPEB liability but has a plan to fund it and reserves set aside. The District contracts with a CPA firm to maintain the district financial records. Audits are also performed regularly every two years. RD 900 has the financial ability to provide its services.

Financial Ability Recommendation(s):

- Adopt a capital improvement plan (CIP) or similar analysis to quantify the possible significant risks, infrastructure costs, or equipment failure to determine what the District fund balance goals should be (and fund accordingly).

5. Shared Services and Facilities

Status of, and opportunities for, shared facilities.

	Significant Issue	Potentially Significant	No Issue
a) *Are there any opportunities for the organization to share services or facilities with neighboring, overlapping, or other organizations that are not currently being utilized?*	☐	☐	☒

Discussion:

None.

Shared Services MSR Determination:

RD 900 was reorganized effective July 2020 as a subsidiary district to the City of West Sacramento. It also is a member of the West Sacramento Area Flood Control Agency JPA. There are no opportunities for shared services that are not already being utilized.

Shared Services Recommendation(s):

None.

6. Accountability, Structure, and Efficiencies

Accountability for community service needs, including governmental structure and operational efficiencies.

	Significant Issue	Potentially Significant	No Issue
a) *Are there any recommended changes to the organization's governmental structure or operations that will increase accountability and efficiency (i.e. overlapping boundaries that confuse the public, service inefficiencies, and/or higher costs/rates)?*	☐	☐	☒
b) *Does the agency need to secure independent audits of financial reports that meet California State Controller requirements? Are the same auditors used for more than six years? Are audit results <u>not</u> reviewed in an open meeting?*	☐	☐	☒
c) *Is the agency insured or in a risk management pool to manage potential liabilities?*	☐	☐	☒
d) *Are there any issues with filling board vacancies and maintaining board members? Is there a lack of board member training regarding the organization's program requirements and financial management?*	☐	☐	☒

e)	*Are there any issues with staff capacity and/or turnover? Is there a lack of staff member training regarding the organization's program requirements and financial management?*	☐	☐	☒
f)	*Does the agency have adequate policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct (see suggested policies list)?*	☐	☒	☐
g)	*Does the organization need to improve its public transparency via a website (see https://www.yololafco.org/yolo-local-government-website-transparency-scorecards)?*	☒	☐	☐

Discussion:

There are no recommended changes to RD 900s governance structure as it was recently reorganized effective July 2020. The RD secures independent audits and posts them on its website. The District contracts with an independent CPA to conduct bi-annual audits. The District is also included in the City of West Sacramento audited financial statements as a blended component unit. RD 900 is insured by Wesco Insurance Company.

Because RD 900 is a subsidiary of the of the City of West Sacramento, the City Council acts as its Board of Trustees. The City has explored potential legislation to allow the City Council to appoint some other board members with additional technical or subject matter expertise.

RD 900 has nine full-time employees and contracts with Day Carter Murphy LLP for legal counsel and MHM, Incorporated for engineering services. There do not appear to be any issues with board or staff turnover. As a subsidiary district, RD 900 is consistent with City policies for personnel, administrative, and financial duties.

The district has written guidelines and procedures for operations and maintenance, and emergencies. RD 900 maintains a website that received a 61% transparency score in 2023.

Accountability, Structure, and Efficiencies MSR Determination:

RD 900 was reorganized effective July 2020 to become the lead district LMA for the West Sacramento system. The district is accountable, functioning well and operationally efficient. It's currently working on developing financial policies with the City's assistance. However, its website transparency score is low and needs improvement.

Accountability, Structure, and Efficiencies Recommendation(s):

- Adopt policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct.
- RD 900 should improve its website transparency score of 61% https://www.yololafco.org/yolo-local-government-website-transparency-scorecards.

7. Broadband Access

Any other matter related to effective or efficient service delivery, as required by commission policy.

Per Yolo LAFCo Project Policy 6.2 "*it is the intent of Yolo LAFCo to comprehensively review broadband access in MSRs of local agencies that either serve communities and/or provide emergency services where broadband connection is critical (i.e. cities, CSDs, CSAs, FPDs and RDs).*"

	Significant Issue	Potentially Significant	No Issue
a) *Is there a lack of high-performance broadband (25/3 Mbps) available in the community?*	☐	☐	☒

Discussion:

None.

Broadband Access MSR Determination

The CPUC California Broadband Availability Map[5] indicates RD 900 is mostly served via fixed broadband provided by Astound Broadband Services (previously Wave Broadband) with speeds up to 1,000/30 Mbps.

Broadband Access Recommendation(s)

None.

SPHERE OF INFLUENCE STUDY

A Sphere of Influence (SOI) is an area delineated on a map and approved by LAFCo that indicates where potential future agency annexations could be proposed. RD 900 was successfully reorganized effective July 2020. Therefore, changes to the District's SOI are needed.

On the basis of the Municipal Service Review:

☒ Staff has reviewed the agency's Sphere of Influence and recommends that a SOI Update is NOT NECESSARY in accordance with Government Code Section 56425(g). Therefore, NO CHANGE to the agency's SOI is recommended and SOI determinations HAVE NOT been made.

☐ Staff has reviewed the agency's Sphere of Influence and recommends that a SOI Update IS NECESSARY in accordance with Government Code Section 56425(g). Therefore, A CHANGE to the agency's SOI is recommended and SOI determinations HAVE been made and are included in this MSR/SOI study.

[5] https://www.broadbandmap.ca.gov/

AGENCY PROFILE[1]

The West Sacramento Area Flood Control Agency Joint Powers Authority (WSAFCA) was created in July 1994, under the provisions of Chapter 5 of Division 7 of the Title 1 of the California Government Code (commencing with section 6500) for the purpose of controlling and conserving waters for the protection of life and property that would or could be damaged by being inundated by still or flowing water. WSAFCA's Governing Board is comprised of one representative from each member agency. The member agencies are the City of West Sacramento, Reclamation District No. 900, and Reclamation District No. 537. WSAFCA is working toward achieving 200-year level flood protection for the West Sacramento community by 2040.

The JPA was initially formed to better coordinate flood system management between the RDs and the City including flood fighting, geotechnical work, and other issues. But after Hurricane Katrina, the United States Corps of Engineers (USACE) increased the standards for levees. The City passed an assessment to fund flood protection and WSAFCA responded by implementing the West Sacramento Levee Improvement Program (WSLIP). The JPA became tasked with the improvement of West Sacramento's levee system to bring it up to 200-year flood protection standards.

WSAFCA is partnering with the California State Department of Water Resources, the Central Valley Flood Protection Board, and the Army Corps of Engineers to improve levees around the City of West Sacramento to meet 200-year state, exceeding 100-year federal flood protection standards by 2040. WSAFCA uses a special assessment on property owners and funding from other local agencies to complete its flood protection projects.

Under this program, the California Department Water of Resources (DWR) and WSAFCA completed three Early Implementation Projects (EIP): I Street Bridge (2008), CHP Academy (2011) and Rivers Project (2011). During the Southport EIP, the West Sacramento Project was authorized by Congress in the Water Infrastructure Improvements for the Nation Act (2016). The Southport Setback Levee Project became the first component of the federally authorized Project.

For the next increment, WSAFCA and DWR led design efforts for the Yolo Bypass East Levee due to insufficient Preconstruction Engineering and Design federal funding. The Project is the first increment to receive federal funding under the Project Participation Agreement. Construction of the YBEL-South reach was completed in 2023. The YBEL-North reach began construction in 2024.

WSAFCA is also lead agency in developing the Regional Flood Management Plan (RFMP), which is a state grant funded flood risk reduction planning effort for the Lower Sacramento-Delta North Region of the larger Central Valley Flood Protection Plan. WSAFCA is funding grant administration costs, and the state reimburses WSAFCA for expenditures under the grant, which are reported as intergovernmental revenues in the General Fund. The accounting records of WSAFCA are maintained by the City of West Sacramento.

WSAFCA has no employees. Through an agreement of the partner agencies, all staff services are performed by City of West Sacramento personnel. Costs incurred by the City of West Sacramento to provide such services are reimbursed by WSAFCA. WSAFCA is a separate legal entity and is not a component of the above members.

[1] WSAFCA Annual Comprehensive Financial Reports for Year Ended 2022 and 2023

JPA SERVICE REVIEW

POTENTIALLY SIGNIFICANT DETERMINATIONS

The MSR determinations checked below are potentially significant, as indicated by answers to the key policy questions in the checklist and corresponding discussion on the following pages. If most or all of the determinations are not significant, as indicated by "no" answers, the Commission may find that a MSR update is not warranted.

- ☐ Growth and Population
- ☐ Capacity, Adequacy & Infrastructure to Provide Services
- ☐ Financial Ability
- ☐ Shared Services
- ☒ Accountability, Structure, and Efficiencies
- ☐ Status of Previous MSR Recommendations

LAFCO JPA SERVICE REVIEW:

☐ On the basis of this initial evaluation, the required determinations are not significant, and staff recommends that a JPA Service Review is NOT NECESSARY. The subject agency will be reviewed again in five years per Government Code Section 56425(g).

☒ The subject agency has potentially significant determinations and staff recommends that a comprehensive JPA Service Review IS NECESSARY and has been conducted via this checklist.

1. Growth and Population Growth and population projections for the affected area.	**Significant Issue**	**Potentially Significant**	**No Issue**
a) *Will development and/or population projections over the next 5-10 years impact the subject agency's service needs and demands?*	☐	☐	☒
b) *Do changes in demand suggest a change in WSAFCA's services?*	☐	☐	☒

Discussion:

None.

Growth and Population Determination:

Growth and population projections will not impact WSAFCA's program to achieve 200-year flood protection for its residents. The City of West Sacramento is already designated as an urban area for flood protection purposes and fluctuations in population will not change the capital projects required to achieve this standard.

Growth and Population Recommendation(s):

None.

2. Capacity and Adequacy of Public Facilities and Services

Present and planned capacity of public facilities, adequacy of public services, and infrastructure needs or deficiencies including needs or deficiencies related to sewers, municipal and industrial water, and structural fire protection in any disadvantaged, unincorporated communities within or contiguous to the sphere of influence.

	Significant Issue	Potentially Significant	No Issue
a) *Are there any deficiencies in the **infrastructure, equipment, and capacity of agency facilities** to meet existing service needs for which WSAFCA does not have a plan in place to resolve (including deficiencies created by new state regulations)?*	☐	☐	☒
b) *Are there any issues regarding WSAFCA's capacity and ability to meet the service demand of reasonably foreseeable future needs?*	☐	☐	☒
c) *Are there any service needs or deficiencies for disadvantaged unincorporated communities related to sewers, municipal and industrial water, and structural fire protection within or contiguous to WSAFCA's sphere of influence?*	☐	☐	☒
d) *Is WSAFCA needing to consider climate adaptation in its assessment of infrastructure/service needs?*	☐	☐	☒

Discussion:

WSAFCA provides services related to the financing, design, construction, and maintenance of West Sacramento's levee system. Services include the capital rehabilitation and improvement of the levee facilities, fulfilling legal requirements associated with federal and state programs that relate to the JPA's mission, and activities that relate to and provide for the public's health and safety regarding flood risk reduction. WSAFCA studied the needed projects and determined which might qualify for federal and state funding. It submitted for federal funding, and it took 13 years for the Army Corps of Engineers (USACE) to commit to the project, fund it and go to construction. WSAFCA focused on completing state funded projects in the meantime.

The federal West Sacramento Project (fWSP) has been authorized as a federal project with its inclusion in the 2016 Water Infrastructure Improvements for the Nation Act of 2016 (P.L. 144-322, § 1401(2)). WSAFCA and the Central Valley Flood Protection Board entered into a Project Participation Agreement with the US Department of Army, acting through the USACE on 9/7/2022. The Project Participation Agreement is the milestone by which the USACE may construct the improvements identified in the fWSP. WSAFCA and DWR are currently preparing to close out remaining project work under the EIP/UFRR programs.

Currently WSAFCA is focused on an ambitious capital improvement of the levee system as outlined in the West Sacramento Levee Improvement Program (WSLIP). Staff develops budget proposals for Board consideration based on project priority, developed through the Problem Identification and the Alternatives Analysis Reports, and the design, environmental, and construction stage of the project. WSAFCA focuses its resources on correcting the highest risk system deficiencies first.

WSAFCA's planning and project development are informed and greatly facilitated by state and federal funding. To date, WSAFCA has constructed improvements identified in the Major Initiatives section, below, in partnership with the State of California through its Early Implementation and Urban Flood Risk Reduction Programs.

Major Initiatives[2]

The south portion of the Yolo Bypass East Levee Project (YBEL) was completed in 2023 with the north portion in construction in 2024. YBEL is the first increment to receive federal funding under the PPA.

Southport Levee Improvement Project

The Southport Levee Improvement Project is the largest project undertaken by WSAFCA to date. Phase I constructed Village Parkway, which replaced South River Road (previously located on the levee crown) as the primary roadway for the east Southport area. Relocating the roadway from the levee to the new alignment disentangled levee maintenance operations and flood fighting from the public right of way and emergency evacuation route functions. Phase II, construction of the levee improvements, was completed in 2018. Additional drainage improvements at the project's west boundary and restoration of the borrow sites were completed in 2020.

Phase III, restoration of the floodplain, consists of habitat improvements and planting of the offset area flood plain created by Phase II of the project. The project is in the establishment phase. A Record of Survey has been drafted for the SLIP and once all title work has been completed, the Agency will be able to transfer flood protection and flowage rights to the State.

North Area Project Close Out

The North Area projects were WSAFCA's initial levee improvement projects constructed to advance the WSLIP. Remaining work consists of transfer of real estate rights for the I Street South Project to the Sacramento San Joaquin Drainage District. Staff anticipates close out in 2024.

The Federal Project

The Yolo Bypass East Levee Project (YBEL) is the first increment to receive federal funding under the PPA. Construction of the YBEL-South reach was completed in 2023. The YBEL-North reach is under construction in 2024.

In addition to The YBEL Project, the Agency completed "no regrets" work for the Sacramento River North Levee (SRNL) consisting of geotechnical investigations, survey and mapping, and environmental corridor reviews. The SRNL reach is almost 6 miles in length and the USACE has delineated several distinct segments along this reach to facilitate several "manageable" construction contracts. The first contract for Segment 3 is a design contract. The 2nd contract for Segments 1 and 2 is expected to initiate design late in 2024. Due to numerous encroachments, bridges, rail lines, etc., construction of these segments is not expected to start for several years.

In cooperation with the USACE, and in part due to the long lead time to construct the SRNL segments, the Agency was successful in accelerating the design and construction of the Stone Lock Reach. Design is scheduled to kick off mid-2024, with construction in 2025 or 2026.

Regional Flood Management Program

WSAFCA received and administrated two rounds of grant funding for the State Regional Flood Management Plan for the Lower Sacramento Delta North Plan Region. The work informs initiatives found in the Central Valley Flood Protection Plan and includes capacity development and potential projects. WSAFCA received a third round of funding in 2023 to continue the regional planning effort.

Capacity and Adequacy Determination:

WSAFCA's program goal is to address deficiencies in the West Sacramento levee due to climate adaptation and improve flood protection to a 200-year standard per state and federal standards and implements an ambitious capital improvement of the levee system as outlined in the West Sacramento Levee Improvement Program (WSLIP). To date, WSAFCA has constructed improvements identified in the Major Initiatives

[2] Meeting with WSAFCA General Manager Greg Fabun on December 8, 2022 and WSAFCA JPA Annual Comprehensive Financial Report for the year ended June 30, 2023

section, below, in partnership with the State of California through its Early Implementation and Urban Flood Risk Reduction Programs. The federal West Sacramento Project (fWSP) has been authorized as a federal project, which is the milestone by which the USACE may construct the improvements identified in the fWSP. WSAFCA and DWR are currently preparing to close out remaining project work under the EIP/UFRR programs.

WSAFCA has no employees and all staff services are performed by City of West Sacramento personnel. As reaches are completed, WSAFCA transfers operations and maintenance activities to RD 900 for the work. There are no capacity issues regarding WSAFCA's capacity and ability to meet the service demand of reasonably foreseeable future needs. These improvements will protect all West Sacramento residents regardless of economic status.

Capacity and Adequacy Recommendation(s):

None.

4. Financial Ability

Financial ability of agencies to provide services.

		Significant Issue	Potentially Significant	No Issue
a)	*Is the subject agency in a stable financial position, i.e. does the 5-year trend analysis indicate any issues?*	☐	☐	☒
b)	*Is there an issue with the organization's revenue sources being reliable? For example, is a large percentage of revenue coming from grants or one-time/short-term sources?*	☐	☐	☒
c)	*Is the organization's revenue sufficient to fund an adequate level of service, necessary infrastructure maintenance, replacement and/or any needed expansion? Is the fee inconsistent with the schedules of similar local agencies*	☐	☐	☒
d)	*Does the subject agency have a capital improvement plan (CIP)? Has WSAFCA identified and quantified what the possible significant risks and costs of infrastructure or equipment failure? Does WSAFCA have a reserve policy to fund it?*	☐	☐	☒
e)	*Does WSAFCA have any debt, and if so, is the organization's debt at an unmanageable level? Does WSAFCA need a clear debt management policy, if applicable?*	☐	☐	☒
f)	*Can the subject agency improve its use of generally accepted accounting principles including: summaries of all fund balances, summaries of revenues and expenditures, general status of reserves, and any un-funded obligations (i.e. pension/retiree benefits)? Does WSAFCA have accounting and/or financial policies that guide WSAFCA in how financial transactions are recorded and presented?*	☐	☐	☒
g)	*Does WSAFCA staff need to review financial data on a regular basis and are discrepancies identified, investigated and corrective action taken in a timely manner? The review may include reconciliations of various accounts, comparing budgets-to-actual, analyzing budget variances, comparing revenue and expense balances to the prior year, etc. If WSAFCA uses Yolo County's financial system and the County Treasury, does WSAFCA review*	☐	☐	☒

	monthly the transactions in the County system to transactions WSAFCA submitted to the County for processing?			
h)	*Does WSAFCA board need to receive regular financial reports (quarterly or mid-year at a minimum) that provide a clear and complete picture of WSAFCA's assets and liabilities, fully disclosing both positive and negative financial information to the public and financial institutions?*	☐	☐	☒

Discussion:

WSAFCA has created partnerships to leverage local funds with State and federal flood risk reduction funding. Most of the cost for the levee improvement projects are funded by cost sharing agreements with the partnering agencies. The USACE has taken over construction of the federal project and JPA continues to share cost. As reaches are completed, WSAFCA transfers operations and maintenance activities to RD 900 for the work.

The City's assessment is indefinite and well-funded with a maximum 2% annual increase. The General Manager indicates WSAFCA may not need to issue bonds to pay for the remaining local share of the project.

WSAFCA is funding grant administration costs and other levee improvement costs, and the state reimburses WSAFCA for expenditures, which are reported as intergovernmental revenues in the General Fund. WSAFCAs monies are held by the City of West Sacramento in multiple separate major and non-major funds as of June 30, 2023[3]:

Costs incurred by the City of West Sacramento to provide such services are reimbursed by WSAFCA. WSAFCA is a separate legal entity and is not a component unit of the above members.

Major Funds

- General Fund (870) is used to pay all administrative, operating, and other expenditures incurred, and to account for the special benefit assessment and development impact fee revenues.
- 2015 WSAFCA Bond Debt Service Funds (883) accumulate revenues and payments of bond principal and interest of the Assessment Revenue Bonds Series 2015 issued to finance construction of authorized capital improvements related to flood protection.
- JPA Construction Capital Projects Fund (871) is used for revenues and expenditures that are restricted, committed or assigned to capital outlays for approved capital improvement projects associated with grant funds received from the State of California Department of Water Resources for levee improvements.

Non-Major Funds

- DWR Flood Protection Grant Special Revenue Fund (257) is used for revenues and non-capital expenditures associated with the grant funds received from the State of California Department of Water Resources that are set aside prior to reconciliation.
- 2011 Flood Bond Debt Service Fund (882) was used to account for the accumulation of resources and payments of bond principal and interest of the Assessment Revenue Bonds Series 2011 issued to finance the construction of certain public capital improvements related to flood projection. Was refunded by the 2020 Bond.
- 2020 WSAFCA Bond Debt Service Fund (884) is used to account for the accumulation of resources and payments of bond principal and interest of the Assessment Revenue Bonds, Series 2020 issued to finance the construction of specific public capital improvements related to levee improvements and flood control and to refund the remaining portion of the Assessment Revenue Bonds, Series 2011.

Union Bank of California Trust Services serves as WSAFCA's fiscal agent for the special assessment debt that funds capital projects.

[3] WSAFCA JPA Annual Comprehensive Financial Report for the year ended June 30, 2023

The 5-year financial trend for the total of all these funds is shown below[4]. The JPA adopts by resolution a biennial budget by June 30 every other year, with mid-term budget updates approved by the Board if/as needed. The budget serves as the foundation for the JPA's financial planning and control. Its budget is organized by fund and activities or appropriation level within each category shown in the trend below. The JPA may transfer appropriations and amend the budget as needed and resources allow.

WEST SACRAMENTO AREA FLOOD CONTROL AGENCY
STATEMENT OF REVENUE, EXPENDITURES AND CHANGES IN FUND BALANCES

	2019	2020	2021	2022	2023
Revenue					
Benefit assessment operations	$ 5,236,891	$ 5,437,993	$ 5,568,846	$ 5,791,045	$ 5,743,226
Reimbursements	6,747	29	60,311	116,797	45,616
Intergovernmental	28,708,516	13,833,634	13,933,152	4,137,221	13,103,245
Contributions from developers	6,500,000	125,000	220,119	109,279	-
Use of money and property	799,510	556,217	(125,260)	(245,802)	136,740
Other	491	-	-	-	308,621
New debt	-	11,655,000	-	-	
Total Revenue	41,252,155	31,607,873	19,657,168	9,908,540	19,337,448
Expenditures					
Flood control O&M	2,452,206	2,312,193	2,484,561	3,338,389	5,905,069
Capital outlay	33,712,812	13,338,380	10,014,504	2,185,944	2,518,014
Debt service principal	710,000	735,000	1,065,000	900,000	930,000
Debt service interest and other costs	1,843,722	2,087,515	1,560,542	1,497,789	1,464,989
Payments to refunding escrow	-	12,287,663	-	-	-
Other	-	-	-	-	-
Total Expenditures	38,718,740	30,760,751	15,124,607	7,922,122	10,818,072
Net income (loss)	2,533,415	847,122	4,532,561	1,986,418	8,519,376
Beginning Fund Balance	6,958,267	9,491,682	10,338,804	14,871,365	16,857,783
Restatements	-	-	-	-	-
Beginning Fund Balance, restated	6,958,267	9,491,682	10,338,804	14,871,365	16,857,783
Ending Fund Balances	$ 9,491,682	$ 10,338,804	$ 14,871,365	$ 16,857,783	$ 25,377,159
Fund Balances					
Nonspendable-prepaid items	$ -	$ -	$ 7,161	$ 7,161	$ 7,161
Restricted for debt service	2,616,682	1,706,470	1,708,960	1,710,601	2,898,093
Restricted for plan performance	1,101,055	850,577	850,577	850,577	850,577
Committed for capital projects	749,310	2,619,684	5,190,628	7,268,681	13,414,789
Committed for debt service	70,114	1,090,181	1,722,402	4,033,700	879,312
Unassigned	4,954,521	4,071,892	5,391,637	2,987,063	7,327,227
Total Fund Balances	$ 9,491,682	$ 10,338,804	$ 14,871,365	$ 16,857,783	$ 25,377,159
Y-T-Y Change in total Fund Balances					
Amount Increase (Decrease)	$ 2,533,415	$ 847,122	$ 4,532,561	$ 1,986,418	$ 8,519,376
Percentage Increase (Decrease)	36.41%	8.92%	43.84%	13.36%	50.54%

The 5-year trend indicates the WSAFCA (the JPA) is in stable position. The JPA's revenue consists of benefit assessment (billed on County tax roll), intergovernmental revenue, contributions from developers, interest earnings and other miscellaneous revenue. Its revenue sources are stable primarily from a special

[4] WSAFCA JPA Annual Comprehensive Financial Reports for the years ended 2019-2023

assessment in perpetuity and state and federal funding. Over the past five years fund balance has increased $18.4M, from $7.0 in 2019 to $25.4 in 2023, of which $7.3M is unassigned. The special assessment is in perpetuity and can increase up to 2% each year. The intergovernmental revenues represent project cost sharing reimbursements primarily from the State government. The agency is well funded to achieve its goal of a 200-year flood projection.

WSAFCA's revenue is sufficient to fund its goal of achieving 200-year flood projection. Once the fWSP is completed estimated in 2037, WSAFCA will transition to a long-term capital replacement program for the levee system and managing debt service until 2041. Project operations and maintenance will be turned over to RD 900.

The agency has two bond issues outstanding: 2015 Assessment revenue bond and 2020 Assessment revenue bond. The total principal outstanding as of 6/30/2023 is $37.1M, including bond premium. The 2015 Series bond will be paid off in 2045 while the 2020 Series will be paid off in 2041. Total annual debt service is approximately $2.4M. The bonds are payable solely from annual assessments for capital facilities levied on all parcels in the City of West Sacramento. In fiscal year 2023 debt service accounted for 22% of expenditures and was 42% of special assessments. The JPA does not have any employees and thus, no pension or other postemployment benefits liabilities.

Staff reviews financial data on a regular basis and reviews transactions in the City's financial system for processing. WSAFCA is audited on an annual basis which is posted on the JPA's webpage hosted on the City's website. At each monthly board meeting the board receives a report of cash flows and various expenditure and revenue reports, showing both the current month data and year-to-date. The reports do not include budget to actual data, which is presented to the Board annually at the conclusion of the fiscal year.

Financial Ability Determination:

WSAFCA is in a stable financial position with its unassigned fund balance increasing 48% over the last five years. WSAFCA carries a significant amount of debt ($285 million), however, this debt is only 5.5% of total assessed valuation and debt payments are 30% of total expenditures. Its current debt service payments extend until 2041. Its revenue sources are stable primarily from a special assessment in perpetuity and state and federal funding.

WSAFCA's revenues are significantly funded by state and deferral funding and are sufficient to fund its goal of achieving 200-year flood projection. Once the federal West Sacramento Project is completed estimated in 2037, WSAFCA will transition to a long-term capital replacement program for the levee system, and managing debt service. The ongoing special assessment is sufficient to fund ongoing operations and maintenance. The City of West Sacramento is the treasury and provides financial assistance to WSAFCA.

Financial Ability Recommendation(s):

None.

5. Shared Services and Facilities

Status of, and opportunities for, shared facilities.

	Significant Issue	Potentially Significant	No Issue
a) *Are there any opportunities for the organization to share services or facilities with neighboring, overlapping, or other organizations that are not currently being utilized?*	☐	☐	☒

Discussion:

None.

Shared Services Determination:

WSAFCA exists as a shared agency operation including RD 537, RD 900, and the City of West Sacramento. WSAFCA also coordinates with multiple regional, state, and federal agencies to efficiently implement coordinated projects to achieve the urban standard of 200-year flood protection for West Sacramento.

Shared Services Recommendation(s):

None.

6. Accountability, Structure, and Efficiencies

Accountability for community service needs, including governmental structure and operational efficiencies.

		Significant Issue	Potentially Significant	No Issue
a)	*Are there any recommended changes to the organization's governmental structure or operations that will increase accountability and efficiency (i.e. overlapping boundaries that confuse the public, service inefficiencies, and/or higher costs/rates)?*	☐	☐	☒
b)	*Does WSAFCA need to secure independent audits of financial reports that meet California State Controller requirements? Are the same auditors used for more than six years? Are audit results not reviewed in an open meeting?*	☐	☐	☒
c)	*Is WSAFCA lacking insurance or a risk management pool to manage potential liabilities?*	☐	☐	☒
d)	*Are there any issues with filling board vacancies and maintaining board members? Is there a lack of board member training regarding the organization's program requirements and financial management?*	☐	☐	☒
e)	*Are there any issues with staff capacity and/or turnover? Is there a lack of staff member training regarding the organization's program requirements and financial management?*	☐	☐	☒
f)	*Does WSAFCA need adequate policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct (see suggested policies list)?*	☐	☐	☒
g)	*Does the organization need to improve its public transparency via a website (see https://www.yololafco.org/yolo-local-government-website-transparency-scorecards)?*	☐	☒	☐

Discussion:

None.

Accountability, Structure, and Efficiencies Determination:

There are no recommended changes to the WSAFCA board. Although considering the 2019 boundary reorganizations of RD 537 and RD 900, WSAFCA may wish to study modifying its board/member composition in any future strategic planning sessions. WSAFCA is audited annually, which is managed by the Treasury of the City of West Sacramento. The Agency has general and public officials/management liability insurance policy that provides coverage for the Agency's work and actions by the Board in their capacity as public officials in support of the West Sacramento Levee Improvement Program. The policies

exclude the typical business risks associated with a levee improvement project. There are no issues with board member turnover/training. WSAFCA has no employees, and all staff services are performed by City of West Sacramento personnel. The City of West Sacramento serves as the treasury and provides financial assistance to WSAFCA. As such, it follows generally accepted accounting principles including board member and meetings and segregating financial and accounting duties. WSAFCA's Yolo Local Government Website Transparency Scorecard score has hovered at roughly the same percentage in the last three years and is 74% for 2023.

Accountability, Structure, and Efficiencies Recommendation(s):

- WSAFCA received a 74% score in the 2023 Yolo Local Government Website Transparency Scorecard. Please review the report appendix to see what improvements can be made: https://www.yololafco.org/yolo-local-government-website-transparency-scorecards.

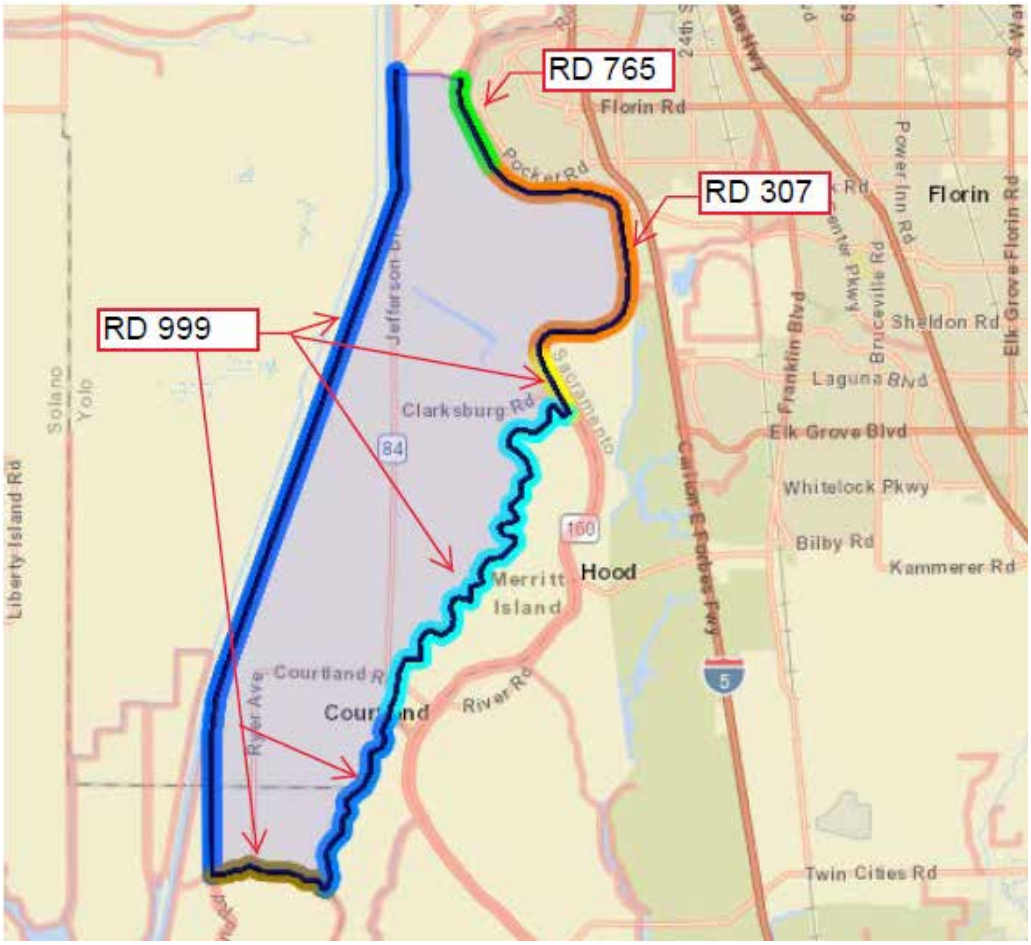
Sac Yolo South Levee System (Clarksburg Basin) Overview[1]

The Sac Yolo South levee system is a portion of the Sacramento River Flood Control Project, a large-scale levee project. The map of the 40.47-mile levee system shows the leveed area, the area which would be prone to flooding in the absence of a levee. The Sac Yolo South levee system reduces the risk of flooding for a portion of a rural area and agricultural lands in Yolo County from flood waters in the Sacramento River, Elk Slough, Sutter Slough, Minor Slough and the Yolo Bypass. In addition to the rural population of 1,113 people within the leveed area, 569 structures including 6 critical structures (1 airport, 1 EMS, 1 fire station and 3 schools), with property values estimated at $200 million, are present within the leveed area. The Sac Yolo South levee system is constructed of earthen embankments and requires year-round maintenance. The Central Valley Flood Protection Board is the non-federal sponsor and is the responsible agency for operation and maintenance of the levee system.

Sac Yolo South includes the following Local Maintaining Agencies (LMAs):

- RD 307
- RD 765
- RD 999

Sac Yolo South System Units and LMAs



[1] USACE National Structure Inventory 2023 and USDA Cropland Data Layer 2022

The levee system was constructed in 1955 and averages 17 feet in height. Its flooding sources include Elk Slough, Miner Slough, Sacramento River, and Sutter Slough. The following graphic shows historic flooding occurrences.



Regional Long-Term Projects Identified

Clarksburg Small-Communities Study[2]

A feasibility study identified risk reduction by remediating known problems of levees along Elk Slough and the Sacramento River from town to the West Sacramento cross levee. In addition, a combination of seepage berms and cutoff walls need to be constructed. The preliminary cost is estimated from $44 million to $52 million. Phasing to be determined.



Recommended Levee Improvements

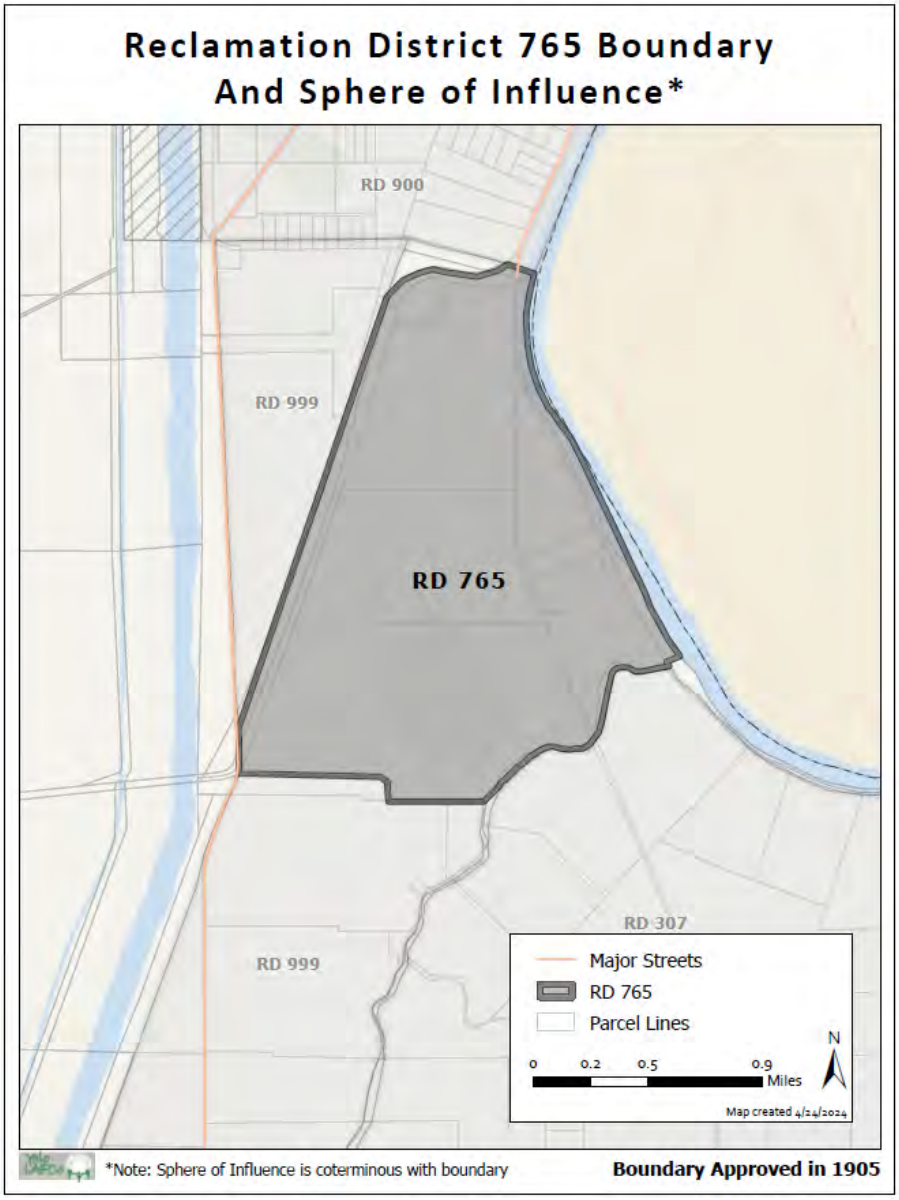
- Description – Remediate known problems of levees along Elk Slough and the Sacramento River from town to the West Sacramento cross levee
- Combination of seepage berms and cutoff walls
- Preliminary costs $44 million to $52 million
- Benefits much of the basin
- Phasing to be determined
  - Prioritize levees adjacent to town and biggest deficiencies

[2] Clarksburg Small Community Flood Risk Reduction Feasibility Study presentation, MBK and HDR Engineers, Sep 2019.

RD 765 AGENCY PROFILE

Formed in 1905, Reclamation District (RD) 765 provides drainage and levee maintenance for 1.7 miles of levee and is 1,410 acres in size. Referred to as the Glide Tract, is located at Garcia Bend on the Sacramento River. The railroad tracks of the Sacramento Northern Railroad have been removed, but the berm on which they were situated acts as the western and northern boundaries of the district. Babel Slough is the southern boundary of the district. The District is located immediately south of the City of West Sacramento. It is bounded by West Sacramento to the north, RD 999 to the west and south, RD 307 to the south, and the Sacramento River to the east. The area that this RD encompasses is exclusively used for agriculture. Most of RD 765's land has been conserved through conservation easements.

Reclamation District 765 is an independent special district with a three-member board of trustees elected by the three (3) landowners in the District. The level of owner contribution is based on expenses for the year. The District contracts out for all operations and maintenance as well as legal and engineering services.



MUNICIPAL SERVICE REVIEW

POTENTIALLY SIGNIFICANT MSR DETERMINATIONS

The MSR determinations checked below are potentially significant, as indicated by answers to the key policy questions in the checklist and corresponding discussion on the following pages. If most or all of the determinations are not significant, as indicated by "no" answers, the Commission may find that a MSR update is not warranted.

- ☐ Growth and Population
- ☐ Disadvantaged Unincorporated Communities
- ☒ Capacity, Adequacy & Infrastructure to Provide Services
- ☒ Financial Ability
- ☐ Shared Services
- ☒ Accountability, Structure, and Efficiencies
- ☒ Broadband Access

LAFCO MUNICIPAL SERVICE REVIEW:

☐ On the basis of this initial evaluation, the required determinations are not significant, and staff recommends that a comprehensive MSR is NOT NECESSARY. The subject agency will be reviewed again in five years per Government Code Section 56425(g).

☒ The subject agency has significant and/or potentially significant determinations and staff recommends that a comprehensive MSR IS NECESSARY and has been conducted via this checklist.

1. Growth and Population Growth and population projections for the affected area.	Significant Issue	Potentially Significant	No Issue
a) *Will development and/or population projections over the next 5-10 years impact the subject agency's service needs and demands?*	☐	☐	☒
b) *Do changes in demand suggest a change in the agency's services?*	☐	☐	☒

Discussion:

None.

Growth and Population MSR Determination:

The overall levee system that RD 765 is included in has a population of approximately 1,113 permanent residents. Normal fluctuations in rural population will not change current DWR flood protection standards and District levee and drainage services. The more stringent urban level of flood protection standards is not required until the area is developed with 10,000 residents or more, or an urbanizing area that is planned to have 10,000 residents or more within the next 10 years[1]. There is no significant growth and population anticipated in the District that will impact the subject agency's service needs and demands.

[1] Code of Federal Regulations Title 44, Section 59.1 and California Government Code Section 65007(l) and (m)

Growth and Population Recommendation(s):

None.

2. Disadvantaged Unincorporated Communities

The location and characteristics of any disadvantaged unincorporated communities within or contiguous to the sphere of influence.

		Significant Issue	Potentially Significant	No Issue
a)	*If the subject agency provides services related to sewers, municipal and industrial water, or structural fire protection, are there any "inhabited unincorporated communities" (per adopted Commission policy) within or adjacent to the subject agency's sphere of influence that are considered "disadvantaged" (80% or less of the statewide median household income) that do not already have access to public water, sewer, and structural fire protection?*	☐	☐	☒
b)	*If "yes" to a), it is feasible for the agency to be reorganized such that it can extend service to the disadvantaged unincorporated community? If "no" to a), this question is marked "no" because it is either not needed or not applicable.*	☐	☐	☒

Discussion:

None.

Disadvantaged Unincorporated Communities MSR Determination:

RD 765 does not provide sewers, municipal and industrial water, or structural fire protection. The District provides services notwithstanding any communities' economic status[2].

Disadvantaged Unincorporated Communities Recommendation(s):

None.

[2] CALAFCO Statewide DUCs Refined GIS Layer, RSG, Inc. December 10, 2021

3. Capacity and Adequacy of Public Facilities and Services

Present and planned capacity of public facilities, adequacy of public services, and infrastructure needs or deficiencies including needs or deficiencies related to sewers, municipal and industrial water, and structural fire protection in any disadvantaged, unincorporated communities within or contiguous to the sphere of influence.

	Significant Issue	Potentially Significant	No Issue
a) *Are there any deficiencies in the **infrastructure, equipment, and capacity of agency facilities** to meet existing service needs for which the agency does not have a plan in place to resolve (including deficiencies created by new state regulations)?*	☐	☒	☐
b) *Are there any issues regarding the agency's capacity and ability to meet the service demand of reasonably foreseeable future needs?*	☒	☐	☐
c) *Are there any service needs or deficiencies for disadvantaged unincorporated communities related to sewers, municipal and industrial water, and structural fire protection within or contiguous to the agency's sphere of influence?*	☐	☐	☒
d) *Is the agency needing to consider climate adaptation in its assessment of infrastructure/service needs?*	☐	☐	☒

Discussion:

The Department of Water Resources (DWR), under the authority of Water Code Sections 8360, 8370 and 8371, performs a verification inspection of the maintenance of the Sacramento River Flood Control Project (SRFCP) levees performed by the local responsible agencies, and reports to the United States Army Corps of Engineers (USACE) periodically regarding the status of levee maintenance. The State inspects and reports only on the status of maintenance practices and on observable levee conditions.

DWR completes annual spring inspections by May, documenting the location, size, type, and rating of maintenance deficiencies and provides the resulting inspection reports to the LMAs for their use in planning maintenance activities prior to the food season. DWR completes annual fall inspections by November, verifying the status of previously noted deficiencies, as well as any additional deficiencies, that should be corrected to help ensure adequate performance during the food season. LMAs conduct inspections in the winter and summer, completing the requirement to conduct four inspections each year. Project facilities are inspected at least four times each year. DWR compiles this information for use by stakeholders and will report to CVFPB on inspection activities as requested.

DWR gives an overall levee segment rating only during the annual fall inspections. The table below shows the overall rating from 2019-2023. Three possible ratings are given based on the state of its levees:

- Acceptable (A) – No immediate work required, other than routine maintenance. The food protection project will function as designed and intended with a high degree of reliability, and necessary cyclical maintenance is being performed adequately.
- Minimally Acceptable (M) – One or more deficient conditions exist in the food protection project that needs to be improved or corrected. However, the project will essentially function as designed with a lesser degree of reliability than what the project could provide.
- Unacceptable (U) – One or more deficient conditions exist that may prevent the project from functioning as designed, intended, or required.

After three years of "Unacceptable" ratings, the fall 2022 and 2023 DWR inspection report gave the LMA an overall rating of "Minimally Acceptable." Overall, the unacceptable miles are less than 10%.

RD Overall Rating 2019-2023

Local Maintaining Agency	Overall Rating *A = Acceptable; M = Minimally Acceptable; and U = Unacceptable*					Total Levee Miles
	2019	2020	2021	2022	2023	
RD 765	U	U	U	M	M	1.72
Source: Department of Water Resources 2023 Inspection and LMA Report Table 2-2						

RD 765 contains one unit segment that is inspected by DWR that comprise the overall rating. Each unit, length, rating is listed in the table and shown in the map below[3].

RD Units, Length and DWR Inspection Rating (Fall 2023)

Unit	Name	Bank	Length (Miles)	DWR Rating
Unit No. 01	Sacramento River	RB	1.72	M



[3] DWR 2023 Sacramento River Individual Agency Summary Reports

As shown on the above map, no system repairs were needed for the unit from the DWR 2022 Flood System Repair Project Summary.

The DWR summary indicates RD 765 provided a list of expenses and maintenance activities performed on all levee units. Activities engineering and vegetation control by mowing. The reported total maintenance cost for the previous fiscal year was $30,000. The Agency provided a list of planned expenses and maintenance activities for all levee units. Expenses include engineering, levee repairs and vegetation control by mowing. The reported total cost for the current fiscal year is $65,000 which corresponds to $37,791 per levee mile.

Spring 2024 DWR Levee Inspection Reports (Maintenance Only, No Rating)[4]

RD 765 was inspected on March 19, 2024. DWR spring inspection reports do not provide an overall rating. The report noted the LMA has a copy of O&M Manuals on hand, however it does not have an adequate supply of flood fighting materials and has not attended available flood fight training recently.

Summary Table of Spring 2024 Inspection Items

	Items Resolved	Items Not Resolved	Total Items	Notes Regarding Unresolved Items
Unit No. 01	8	5	13	Erosion (mi 0.02, 0.94, 0.95), Remove tree/limbs (mi. 1.04), tree stump (mi 1.61)
Total %	62%	38%	13	

There are no critical issues noted on the inspection report. The erosion sites are from foot traffic, likely fisherman accessing the river.

USACE Rehabilitation Program Status

RD 765 currently has an "active" status in the USACE PL 84-99 Rehabilitation Program, which means it is eligible for rehabilitation of flood damaged facilities at 100-percent federal cost sharing to pre-disaster condition and level of protection.

Capacity and Adequacy of Public Facilities and Services MSR Determination:

After receiving Unacceptable ratings from 2019-2021, RD 765 received Minimally Acceptable ratings in 2022-2023. The reported total cost for the current fiscal year is $65,000 which corresponds to $37,791 per levee mile. The Spring 2024 inspection indicates 62% of the inspection items have been addressed, with erosion and removing trees/stumps being the primary issues. DWR indicates RD 765 does not have an adequate supply of flood fighting materials and has not had flood fight training recently.

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

- Prior to the next flood season, obtain an adequate amount of flood fighting materials and store them in a centralized location.
- Prior to the next flood season, identify a crew and attend flood fight training from DWR. If necessary, "just in time" training is available online at https://musrflood.squarespace.com/ to train new crew members and emergency volunteers.
- RD 765 should implement any remaining DWR Fall 2023 inspection report recommendations as itemized in the Spring 2024 inspection report:
    - The LMA should focus more on controlling woody vegetation.
    - The LMA should focus more on controlling vegetation to maintain visibility and access.

[4] https://cdec.water.ca.gov/detailed_reports.html

- The LMA should focus on repairing erosion sites.

4. Financial Ability

Financial ability of agencies to provide services.

		Significant Issue	Potentially Significant	No Issue
a)	*Is the subject agency in a stable financial position, i.e. does the 5-year trend analysis indicate any issues?*	☒	☐	☐
b)	*Is there an issue with the organization's revenue sources being reliable? For example, is a large percentage of revenue coming from grants or one-time/short-term sources?*	☐	☒	☐
c)	*Is the organization's revenue sufficient to fund an adequate level of service, necessary infrastructure maintenance, replacement and/or any needed expansion? Is the fee inconsistent with the schedules of similar local agencies*	☒	☐	☐
d)	*Does the subject agency have a capital improvement plan (CIP)? Has the agency identified and quantified what the possible significant risks and costs of infrastructure or equipment failure? Does the agency have a reserve policy to fund it?*	☒	☐	☐
e)	*Does the agency have any debt, and if so, is the organization's debt at an unmanageable level? Does the agency need a clear debt management policy, if applicable?*	☐	☐	☒
f)	*Can the subject agency improve its use of generally accepted accounting principles including: summaries of all fund balances, summaries of revenues and expenditures, general status of reserves, and any un-funded obligations (i.e. pension/retiree benefits)? Does the agency have accounting and/or financial policies that guide the agency in how financial transactions are recorded and presented?*	☒	☐	☐
g)	*Does the agency staff need to review financial data on a regular basis and are discrepancies identified, investigated and corrective action taken in a timely manner? The review may include reconciliations of various accounts, comparing budgets-to-actual, analyzing budget variances, comparing revenue and expense balances to the prior year, etc. If the agency uses Yolo County's financial system and the County Treasury, does the agency review monthly the transactions in the County system to transactions the agency submitted to the County for processing?*	☒	☐	☐
h)	*Does the agency board need to receive regular financial reports (quarterly or mid-year at a minimum) that provide a clear and complete picture of the agency's assets and liabilities, fully disclosing both positive and negative financial information to the public and financial institutions?*	☐	☒	☐

RECLAMATION DISTRICT NO. 765
STATEMENT OF REVENUE, EXPENDITURES AND CHANGES IN FUND BALANCES

	2018 *	2019 *	2020 *	2021 *	2022 *
Revenue					
Special assessment	$ 25,000	$ -	$ -	$ -	$ -
Rents and concessions	-	3	8	7	1
Intergovernmental grants	-	-	40,000	-	37,767
Contributions from property owners	-	64,024	-	42,992	20,000
Total Revenue	25,000	64,027	40,008	42,999	57,768
Expenditures					
Salaries and benefits	2,785	-	-	-	-
Services and supplies	15,061	53,694	38,803	22,780	67,710
Adjustment to fund balance	-	-	-	40,000	-
Other expenditures	-	1	2	2	-
Total Expenditures	17,846	53,695	38,805	62,782	67,710
Net income (loss)	7,154	10,332	1,203	(19,783)	(9,942)
Beginning Fund Balance	19,514	26,668	37,000	38,203	18,420
Adustments	-	-	-	-	-
Beginning Fund Balance, restated	19,514	26,668	37,000	38,203	18,420
Ending Fund Balances	$ 26,668	$ 37,000	$ 38,203	$ 18,420	$ 8,478
Fund Balances					
Unassigned	$ 26,668	$ 37,000	$ 38,203	$ 18,420	$ 8,478
Total Fund Balances	$ 26,668	$ 37,000	$ 38,203	$ 18,420	$ 8,478
Y-T-Y Change in total Fund Balances					
Amount Increase (Decrease)	$ 7,154	$ 10,332	$ 1,203	$ (19,783)	$ (9,942)
Percentage Increase (Decrease)	36.66%	38.74%	3.25%	-51.78%	-53.97%

** Data source is State Controller's Financial Transactions Report for fiscal years ended December 31.

Discussion:

RD 765 is operated by three landowners and does not maintain funds the County Treasury. The information provided is from State Controller's Office reports that appear inconsistent and only go through 2022. The District revenues mainly consist of property owner contributions (billed by district) and intergovernmental revenues. This revenue was 81% of total revenues from 2019 through 2022.

The 5-year trend indicates that either the district may be unstable, or the underlying data may be incorrect. There was an adjustment, reported in the 2021 State Controller's Financial Transaction, which decreased the overall fund balance reported by $40,000. As of December 31, 2022, the fund balance reported was only $8,478.

Although the District received a rating of M during the Department of Water Resources Fall 2023 inspection, the annual revenue the District receives averages only about $50,000 with a little fund balance available at the end of 2022. It's unknown but doubtful RD 765 has a CIP.

As of June 30, 2022, the District does not have any debt issues outstanding nor any pension or other postemployment benefits liabilities. Fiscal year 2023 data has not been provided by the District. It is unknown if the district uses generally accepted accounting principles or reviews financial data on a regular basis.

Financial Ability MSR Determination:

RD 765 does not maintain funds the County Treasury and is operated by three landowners that self-assess to fund the District. It only partially responded to LAFCo information requests and financial information was obtained from the State Controller's Office, so the financial picture is hazy. The 5-year trend indicates that either the district may be unstable, and/or the underlying data may be incorrect. As of December 31, 2022, the fund balance reported was only $8,478, insufficient to weather a catastrophic levee issue.

Financial Ability Recommendation(s):

- RD 765 should use the County Treasury to maintain its funds for improved accounting controls and accuracy.
- Institute regular annual landowner assessments rather than on an as-needed basis with an automatic inflator to provide for a secure ongoing revenue source and to accumulate reserves.
- Adopt annual budgets (if not already doing so). Budgets and other financial records/information should be provided to the public and LAFCo consistent with state law, including Section 56386 of the Cortese-Knox-Hertzberg Act Local Government Reorganization Act of 2000 (repeat from 2018 MSR)
- Adopt a capital improvement plan (CIP) or similar analysis to quantify the possible significant risks, infrastructure costs, or equipment failure to determine what the District fund balance goals should be (and fund accordingly).
- Provide financial reports for the trustees to review on a regular basis at meetings.

5. Shared Services and Facilities

Status of, and opportunities for, shared facilities.

	Significant Issue	Potentially Significant	No Issue
a) *Are there any opportunities for the organization to share services or facilities with neighboring, overlapping, or other organizations that are not currently being utilized?*	☐	☐	☒

Discussion:

None.

Shared Services MSR Determination:

RD 765 is hydrologically connected to RD 307 and RD 999 in the SacYolo South Levee System. The agencies in this levee system already operate under a collective work plan via the SWIF plan. The agencies in this levee system already operate under a collective work plan via the SWIF plan. RD 765 is not a member of the California Central Valley Flood Control Association (CCVFCA).

Shared Services Recommendation(s):

None.

6. Accountability, Structure, and Efficiencies

Accountability for community service needs, including governmental structure and operational efficiencies.

		Significant Issue	Potentially Significant	No Issue
a)	*Are there any recommended changes to the organization's governmental structure or operations that will increase accountability and efficiency (i.e. overlapping boundaries that confuse the public, service inefficiencies, and/or higher costs/rates)?*	☒	☐	☐
b)	*Does the agency need to secure independent audits of financial reports that meet California State Controller requirements? Are the same auditors used for more than six years? Are audit results not reviewed in an open meeting?*	☒	☐	☐
c)	*Is the agency insured or in a risk management pool to manage potential liabilities?*	☐	☒	☐
d)	*Are there any issues with filling board vacancies and maintaining board members? Is there a lack of board member training regarding the organization's program requirements and financial management?*	☐	☐	☒
e)	*Are there any issues with staff capacity and/or turnover? Is there a lack of staff member training regarding the organization's program requirements and financial management?*	☐	☐	☒
f)	*Does the agency have adequate policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct (see suggested policies list)?*	☐	☒	☐
g)	*Does the organization need to improve its public transparency via a website (see https://www.yololafco.org/yolo-local-government-website-transparency-scorecards)?*	☒	☐	☐

Discussion:

The DWR Central Valley Flood Protection Plan and Mid & Upper Sacramento River Regional Flood Management Plan (2013) included governance as an implementation strategy to address whether consolidation or amalgamation of LMAs could provide an enhanced approach to system maintenance and operations. There are recommended changes to the governmental structure to improve operational efficiencies for the Sac Yolo South (Clarksburg) System basin.

The DWR Central Valley Flood Protection Plan and Lower Sacramento River/Delta North Flood Management Plan (2014) included the recommended action step to "Conduct the necessary stakeholder outreach and coordination to develop organizational structure/governance, cost, policy/procedure, training requirements and synchronization to consolidate Local Maintaining Agencies, operations and maintenance, and emergency response activities". DWR funded the UC Davis Yolo County Flood Governance Study (2014) in collaboration with all the local district stakeholders, which ultimately recommended the "The Hydraulic Basin Approach" that "Yolo County RDs would benefit if each hydraulically connected basin operated as if it were a single entity".

There are seven USACE levee systems/basins that include special district LMAs under Yolo LAFCo oversight. The key goal for this MSR/SOI is to identify the recommended "single entity" for each system/basin. The DWR Flood System Improvement Branch Chief and staff were consulted and concur

with LAFCo's governance recommendations[5]. DWR operates roughly 300 miles of the 1,600 total levee miles in the State Plan of Flood Control and relies heavily on LMAs, which would benefit from efficiency, shared services, expertise, appropriate size/scale, and borrowing power.

For the Sac Yolo South (Clarksburg) System, RD 999 is the more robust district in the basin and should absorb RD 307 and RD 765 as the single entity for the basin. The Clarksburg Flood Management Project has not yet received funding. This MSR (and the previous one in 2018) has found RD 307 and RD 765 are not functioning as responsive, accountable, and transparent government agencies, therefore, these RDs should be consolidated.

RD 765 is an independent special district governed by a three-member Board of Trustees. The District has only three landowners in total. The District did not fully respond to LAFCo's information request, but it is last understood RD 765 meets on an as-needed basis and the location of meetings varies. It is unknown if the District complies with all Brown Act requirements in publicly noticing its meetings through posting and individual notification.

All three Board member positions are currently filled. There are only three landowners in the District. RD 765 contracts for all its maintenance needs. Downey Brand LLP is its legal counsel.

RD 765 does not conduct independent audits as required but does submit annual State Controller's Office special district reports. It is unknown if RD 765 adopts a budget, has insurance coverage, or administrative policies. RD 765 does not maintain a website (probably because it only contains three landowners) and is in violation of state law.

Accountability, Structure, and Efficiencies MSR Determination:

There are only three landowners in RD 765 and its three Board member seats are filled and appear stable. The District has not responded to repeated requests for information. The District does not obtain independent audits (and didn't in the last 2018 MSR either), nor has adopted administrative policies. It does not have a website in accordance with the Government Code. RD 765 maintains only 1.78 miles of levee and should be succeeded by RD 999 altogether for better capacity, efficiency, accountability, and transparency.

Accountability, Structure, and Efficiencies Recommendation(s):

- The 2014 UC Davis Flood Governance Study funded by DWR determined that one agency should become the single Local Maintaining Agency (LMA) for each hydrologic basin. For the Sac Yolo South (Clarksburg) System, RD 999 is the most robust district in the basin. Therefore, RDs 307, 765, and 999 should be reorganized (either via dissolution/annexation or consolidation) into RD 999 as the single LMA successor entity for the basin. The Clarksburg Flood Management Project has not yet been finalized nor received funding, therefore there is no known reason to delay this reorganization process. This MSR (and the previous one in 2018) found RD 307 and RD 765 not functioning as responsive, accountable, and transparent government agencies. RDs 307 and 765 have not obtained flood fight materials and stored them in a nearby location (although RD 307 has access to the Delta Emergency Plan supplies), nor has either district received flood fight training recently (i.e., at least the past 5+ years). RD 999 has five full-time employees with the training and resources to respond to an emergency.
- **RD 765 shall immediately** secure independent audits of financial reports that meet California State Controller requirements every two years (repeat from 2018 MSR). **Per Government Code Section 26909, for every special district which does not submit an audit to the county auditor within 12 months of fiscal year end, the county auditor shall either make or contract an annual audit with all costs borne by the special district.**

[5] Meeting with DWR staff on May 30, 2024.

- **Per Water Code 50940 and 50941, RD 765 shall keep an office for the business of the district. All district books, maps, papers, records, contracts, and other documents shall be kept in the office and be open to inspection during all business hours by any person interested.**
- Adopt policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct (repeat from 2018 MSR).
- Create a website or adopt a hardship resolution annually in accordance with Government Code sections 6270.6 and 53087.8 to provide the public easily accessible and accurate information about the district (repeat from 2018 MSR).

7. Broadband Access

Any other matter related to effective or efficient service delivery, as required by commission policy.

Per Yolo LAFCo Project Policy 6.2 "*it is the intent of Yolo LAFCo to comprehensively review broadband access in MSRs of local agencies that either serve communities and/or provide emergency services where broadband connection is critical (i.e. cities, CSDs, CSAs, FPDs and RDs).*"

	Significant Issue	Potentially Significant	No Issue
a) *Is there a lack of high-performance broadband (25/3 Mbps) available in the community?*	☐	☒	☐

Discussion:

None.

Broadband Access MSR Determination

The CPUC California Broadband Availability Map[6] indicates RD 765 is unserved and notes two residential serviceable locations. AT&T provides mobile coverage on a 5G network with speeds up to 38/5 Mbps.

Recommendation(s)

None.

SPHERE OF INFLUENCE STUDY

A Sphere of Influence (SOI) is an area delineated on a map and approved by LAFCo that indicates where potential future agency annexations could be proposed. It is recommended that the District be absorbed by RD 999. Therefore, changes to the District's SOI are needed.

On the basis of the Municipal Service Review:

☒ Staff has reviewed the agency's Sphere of Influence and recommends that a SOI Update is NOT NECESSARY in accordance with Government Code Section 56425(g). Therefore, NO CHANGE to the agency's SOI is recommended and SOI determinations HAVE NOT been made.

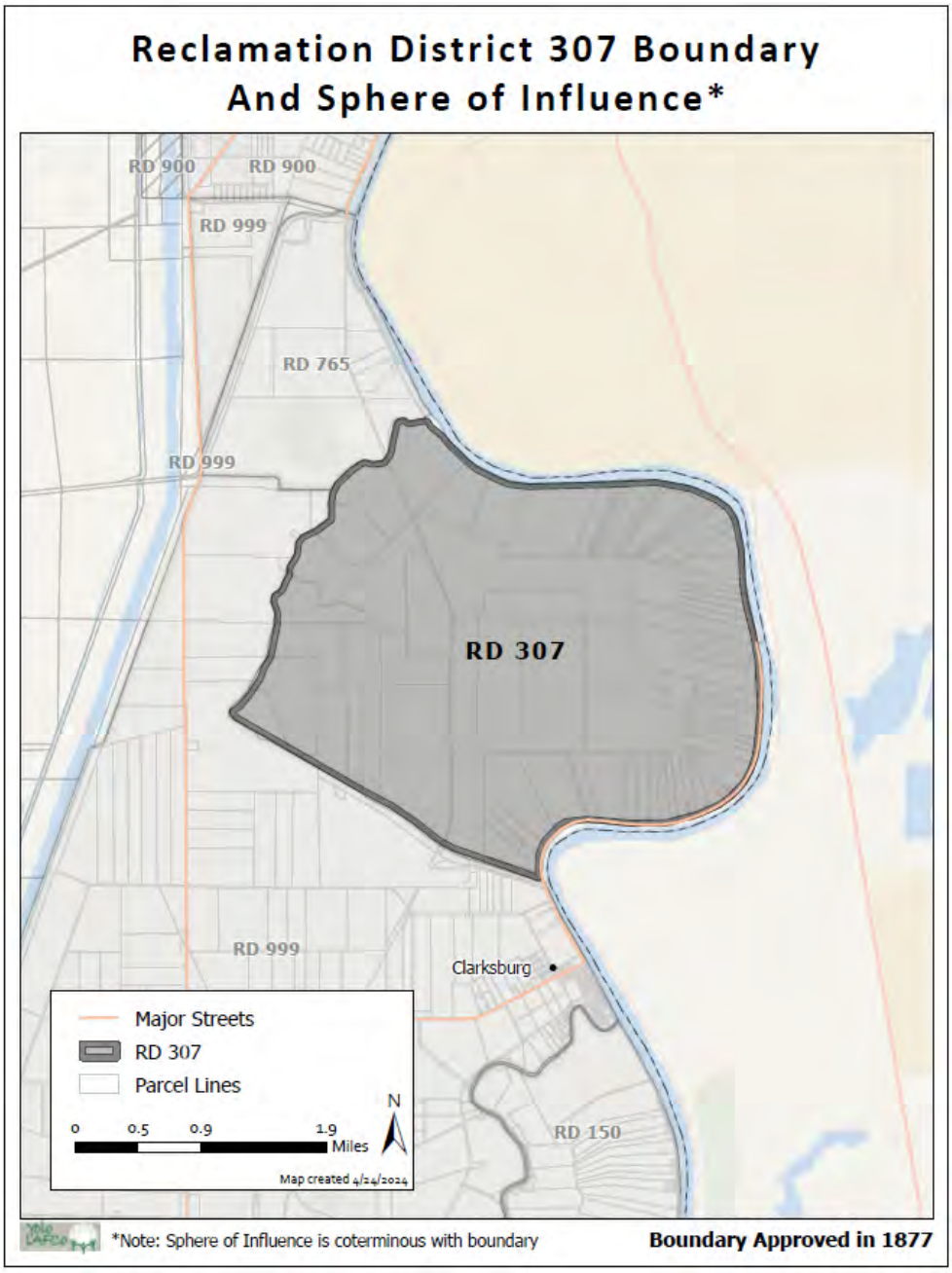
☐ Staff has reviewed the agency's Sphere of Influence and recommends that a SOI Update IS NECESSARY in accordance with Government Code Section 56425(g). Therefore, A CHANGE to the agency's SOI is recommended and SOI determinations HAVE been made and are included in this MSR/SOI study.

[6] https://www.broadbandmap.ca.gov/

RD 307 AGENCY PROFILE

Formed in 1877, Reclamation District (RD) 307 provides levee maintenance to 6.56 miles of levee. The District is surrounded by waterways, the Sacramento River on the north and east, Babel Slough on the north and west, and Winchester Lake on the south. RD 307 does not provide irrigation water services.

RD 307 is an independent special district with a five-member board of trustees. The District did not respond to repeated requests for information, but is understood to contract out for levee maintenance, legal services, bookkeeping services, and engineering services. Maintenance actions are accomplished by contracts based on decisions made by the Board.



MUNICIPAL SERVICE REVIEW

POTENTIALLY SIGNIFICANT MSR DETERMINATIONS

The MSR determinations checked below are potentially significant, as indicated by answers to the key policy questions in the checklist and corresponding discussion on the following pages. If most or all of the determinations are not significant, as indicated by "no" answers, the Commission may find that a MSR update is not warranted.

- ☐ Growth and Population
- ☐ Disadvantaged Unincorporated Communities
- ☒ Capacity, Adequacy & Infrastructure to Provide Services
- ☒ Financial Ability
- ☒ Shared Services
- ☒ Accountability, Structure, and Efficiencies
- ☐ Broadband Access

LAFCO MUNICIPAL SERVICE REVIEW:

☐ On the basis of this initial evaluation, the required determinations are not significant, and staff recommends that a comprehensive MSR is NOT NECESSARY. The subject agency will be reviewed again in five years per Government Code Section 56425(g).

☒ The subject agency has significant and/or potentially significant determinations and staff recommends that a comprehensive MSR IS NECESSARY and has been conducted via this checklist.

1. Growth and Population Growth and population projections for the affected area.	Significant Issue	Potentially Significant	No Issue
a) *Will development and/or population projections over the next 5-10 years impact the subject agency's service needs and demands?*	☐	☐	☒
b) *Do changes in demand suggest a change in the agency's services?*	☐	☐	☒

Discussion:

None.

Growth and Population MSR Determination:

The overall levee system that RD 307 is included in has a population of approximately 1,113 permanent residents. Normal fluctuations in rural population will not change current DWR flood protection standards and District levee and drainage services. The more stringent urban level of flood protection standards are not required until the area is developed with 10,000 residents or more, or an urbanizing area that is planned to have 10,000 residents or more within the next 10 years[1]. There is no significant growth and population anticipated in the District that will impact the subject agency's service needs and demands.

[1] Code of Federal Regulations Title 44, Section 59.1 and California Government Code Section 65007(l) and (m)

Growth and Population Recommendation(s):

None.

2. Disadvantaged Unincorporated Communities

The location and characteristics of any disadvantaged unincorporated communities within or contiguous to the sphere of influence.

		Significant Issue	Potentially Significant	No Issue
a)	*If the subject agency provides services related to sewers, municipal and industrial water, or structural fire protection, are there any "inhabited unincorporated communities" (per adopted Commission policy) within or adjacent to the subject agency's sphere of influence that are considered "disadvantaged" (80% or less of the statewide median household income) that do not already have access to public water, sewer, and structural fire protection?*	☐	☐	☒
b)	*If "yes" to a), it is feasible for the agency to be reorganized such that it can extend service to the disadvantaged unincorporated community? If "no" to a), this question is marked "no" because it is either not needed or not applicable.*	☐	☐	☒

Discussion:

None.

Disadvantaged Unincorporated Communities MSR Determination:

RD 307 does not provide sewers, municipal and industrial water, or structural fire protection. The District provides services notwithstanding any communities' economic status[2].

Disadvantaged Unincorporated Communities Recommendation(s):

None.

[2] CALAFCO Statewide DUCs Refined GIS Layer, RSG, Inc. December 10, 2021

3. Capacity and Adequacy of Public Facilities and Services

Present and planned capacity of public facilities, adequacy of public services, and infrastructure needs or deficiencies including needs or deficiencies related to sewers, municipal and industrial water, and structural fire protection in any disadvantaged, unincorporated communities within or contiguous to the sphere of influence.

		Significant Issue	Potentially Significant	No Issue
a)	*Are there any deficiencies in the **infrastructure, equipment, and capacity of agency facilities** to meet existing service needs for which the agency does not have a plan in place to resolve (including deficiencies created by new state regulations)?*	☐	☒	☐
b)	*Are there any issues regarding the agency's capacity and ability to meet the service demand of reasonably foreseeable future needs?*	☐	☐	☒
c)	*Are there any service needs or deficiencies for disadvantaged unincorporated communities related to sewers, municipal and industrial water, and structural fire protection within or contiguous to the agency's sphere of influence?*	☐	☐	☒
d)	*Is the agency needing to consider climate adaptation in its assessment of infrastructure/service needs?*	☐	☐	☒

Discussion:

District Infrastructure

RD 307 has two 150hp electric pumps, one diesel engine gear driven pump, and a 300KW generator to run one of the electric pumps in the event of a power outage. The District also owns and maintains 6.56 miles of levee.

DWR Inspections

The Department of Water Resources (DWR), under the authority of Water Code Sections 8360, 8370 and 8371, performs a verification inspection of the maintenance of the Sacramento River Flood Control Project (SRFCP) levees performed by the local responsible agencies, and reports to the United States Army Corps of Engineers (USACE) periodically regarding the status of levee maintenance. The State inspects and reports only on the status of maintenance practices and on observable levee conditions.

DWR completes annual spring inspections by May, documenting the location, size, type, and rating of maintenance deficiencies and provides the resulting inspection reports to the LMAs for their use in planning maintenance activities prior to the food season. DWR completes annual fall inspections by November, verifying the status of previously noted deficiencies, as well as any additional deficiencies, that should be corrected to help ensure adequate performance during the food season. LMAs conduct inspections in the winter and summer, completing the requirement to conduct four inspections each year. Project facilities are inspected at least four times each year. DWR compiles this information for use by stakeholders and will report to CVFPB on inspection activities as requested.

DWR rates overall levee segments during the annual fall inspections. The table below shows the overall rating from 2019-2023. Three possible ratings are given based on the state of its levees:

- Acceptable (A) – No immediate work required, other than routine maintenance. The food protection project will function as designed and intended with a high degree of reliability, and necessary cyclical maintenance is being performed adequately.
- Minimally Acceptable (M) – One or more deficient conditions exist in the food protection project that needs to be improved or corrected. However, the project will essentially function as designed with a lesser degree of reliability than what the project could provide.
- Unacceptable (U) – One or more deficient conditions exist that may prevent the project from functioning as designed, intended, or required.

After multiple years of "Unacceptable" ratings, the Fall 2023 DWR Inspection Report gave the LMA an overall rating of "Minimally Acceptable." Overall, the unacceptable miles are less than 10%. The SWIF resulted in improvements to RD maintenance, and the results show.

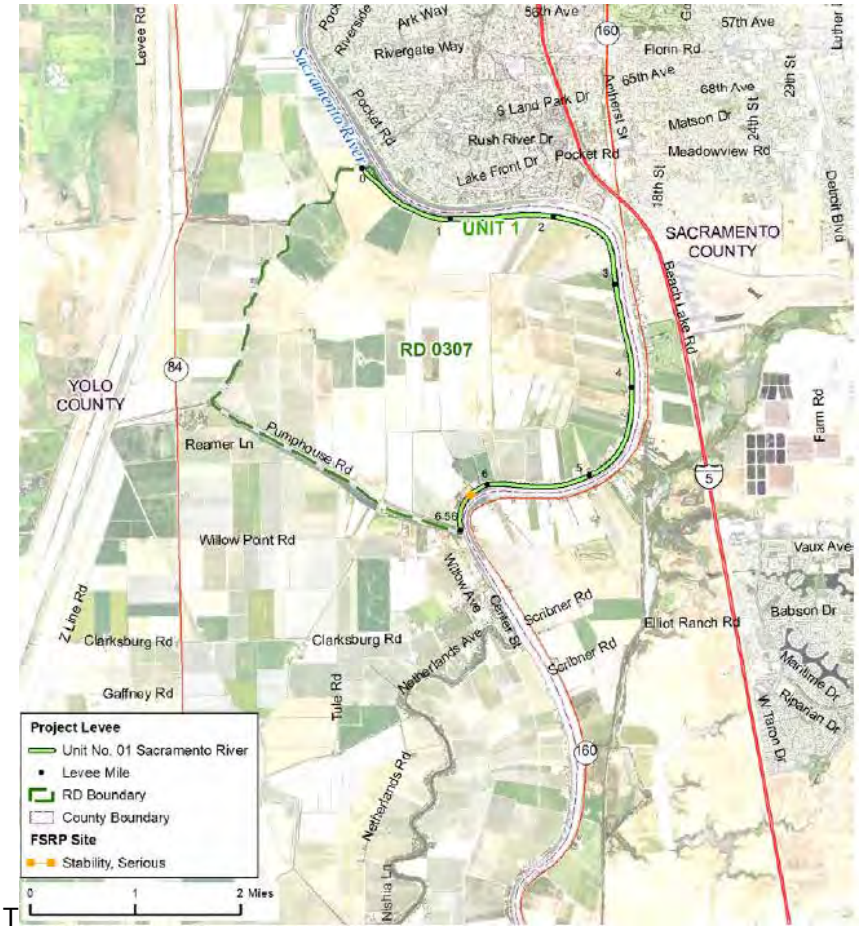
RD Overall Rating 2019-2023

Local Maintaining Agency	Overall Rating *A = Acceptable; M = Minimally Acceptable; and U = Unacceptable*					Total Levee Miles
	2019	2020	2021	2022	2023	6.56
RD 307	U	U	U	U	M	
Source: Department of Water Resources 2023 Inspection and LMA Report Table 2-2						

RD 307 contains one unit segment that is inspected by DWR that comprise the overall rating. Each unit, length, rating is listed in the table and shown in the map below[3].

RD Units, Length and DWR Inspection Rating (Fall 2023)

Unit	Name	Bank	Length (Miles)	DWR Rating
Unit No. 01	Sacramento River	RB	6.56	M



[3] DWR 2023 Sacramento River Individual Agency Summary Reports

The DWR summary report from 2023 reported that RD 307 performed the annual Summer Levee Inspection as required. The District concurs with the information contained in the Summer 2023 inspection reports, unless otherwise reported or updated, and has no additional issues at this time. The District continues to perform routine maintenance including, but not limited to, visual inspections, rodent hole grouting, rodent baiting, vegetation management and erosion repairs as needed to address the inspection infractions. Encroachment enforcement remains an ongoing process that is leading to varied success. The Agency provided a list of planned expenses and maintenance activities for all levee units. Expenses include the cost of administration, surveying and engineering, and vegetation control. The reported total cost for the current fiscal year is $40,199 which corresponds to $6,128 per levee mile.

Spring 2024 DWR Levee Inspection Reports (Maintenance Only, No Rating)[4]

RD 307 was inspected on March 19, 2024. DWR spring inspection reports do not provide an overall rating. The LMA has O&M Manuals and access to adequate flood fighting materials. However, RD 307 hasn't been to any recent training classes. For Unit No. 01, there are numerous locations where there are erosion issues and trees need to be thinned. There are numerous report items regarding tree stumps that appear to have gone unresolved for some time.

	Items Resolved	Items Not Resolved	Total Items	Notes Regarding Unresolved Items (w/ levee mile marker noted)
Unit No. 01	18	16	34	Thin trees (mi 0.16, 0.25, 0.62, 1.39, 3.97, 5.99, 6.36), erosion (mi 0.20, 1.09-1.24, 3.98-4.01)
Total %	53%	47%	34	

There are no critical issues noted. Most of the "trim/thin trees" issues are fallen trees and old tree stumps DWR wants removed.

USACE Rehabilitation Program Status

RD 307 currently has an "active" status in the USACE PL 84-99 Rehabilitation Program, which means it is eligible for rehabilitation of flood damaged facilities at 100-percent federal cost sharing to pre-disaster condition and level of protection.

Capacity and Adequacy of Public Facilities and Services MSR Determination:

After receiving Unacceptable ratings from 2019-2022, RD 307 received a Minimally Acceptable rating in 2023, likely due to the recent SWIF correction plan instituted. The District improved its vegetation and animal control issues, while tree thinning/trimming and erosion/bank caving are the more significant issues. The reported total maintenance cost for the current fiscal year is $40,199 which corresponds to $6,128 per levee mile. The 2024 Spring inspection reports indicates 53% of the items noted in the Fall 2023 inspection have been corrected. RD 307 hasn't been to any recent flood fight training, and relative to other district reports "recent" appears to mean at least 5+ years.

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

- Prior to the next flood season, identify a crew and attend flood fight training from DWR. If necessary, "just in time" training is available online at https://musrflood.squarespace.com/ to train new crew members and emergency volunteers.
- RD 307 should implement any remaining DWR Fall 2023 inspection report recommendations as itemized in the Spring 2024 inspection report:
    - There is woody vegetation that significantly impacts access and visibility in this Area.
    - There is vegetation that significantly impacts access and visibility in this Area.
    - The LMA should focus more on controlling woody vegetation.

[4] https://cdec.water.ca.gov/detailed_reports.html

- The LMA should focus more on controlling vegetation to maintain visibility and access.
- The LMA should focus on repairing erosion sites.

4. Financial Ability

Financial ability of agencies to provide services.

		Significant Issue	Potentially Significant	No Issue
a)	*Is the subject agency in a stable financial position, i.e. does the 5-year trend analysis indicate any issues?*	☐	☐	☒
b)	*Is there an issue with the organization's revenue sources being reliable? For example, is a large percentage of revenue coming from grants or one-time/short-term sources?*	☐	☐	☒
c)	*Is the organization's revenue sufficient to fund an adequate level of service, necessary infrastructure maintenance, replacement and/or any needed expansion? Is the fee inconsistent with the schedules of similar local agencies?*	☐	☐	☒
d)	*Does the subject agency have a capital improvement plan (CIP)? Has the agency identified and quantified what the possible significant risks and costs of infrastructure or equipment failure? Does the agency have a reserve policy to fund it?*	☐	☐	☒
e)	*Does the agency have any debt, and if so, is the organization's debt at an unmanageable level? Does the agency need a clear debt management policy, if applicable?*	☐	☐	☒
f)	*Can the subject agency improve its use of generally accepted accounting principles including: summaries of all fund balances, summaries of revenues and expenditures, general status of reserves, and any un-funded obligations (i.e. pension/retiree benefits)? Does the agency have accounting and/or financial policies that guide the agency in how financial transactions are recorded and presented?*	☐	☒	☐
g)	*Does the agency staff need to review financial data on a regular basis and are discrepancies identified, investigated and corrective action taken in a timely manner? The review may include reconciliations of various accounts, comparing budgets-to-actual, analyzing budget variances, comparing revenue and expense balances to the prior year, etc. If the agency uses Yolo County's financial system and the County Treasury, does the agency review monthly the transactions in the County system to transactions the agency submitted to the County for processing?*	☐	☒	☐
h)	*Does the agency board need to receive regular financial reports (quarterly or mid-year at a minimum) that provide a clear and complete picture of the agency's assets and liabilities, fully disclosing both positive and negative financial information to the public and financial institutions?*	☐	☐	☒

RECLAMATION DISTRICT NO. 307
STATEMENT OF REVENUE, EXPENDITURES AND CHANGES IN FUND BALANCES

	2019	2020	2021	2022	2023
Revenue					
Property taxes and other related rever	$ 79,746	$ 86,382	$ 81,106	$ 88,233	$ 90,410
Special assessment	80,949	80,949	80,949	80,949	80,949
Interest	17,907	25,238	932	(26,490)	22,666
Intergovernmental grants	78,939	124,094	47,483	87,120	26,007
Other revenue	-	-	297	-	145
Total Revenue	257,541	316,663	210,767	229,812	220,177
Expenditures					
Services and supplies	110,649	113,878	125,358	195,338	189,960
Other expenditures	-	8,230	-	-	-
Capital outlay	-	-	-	-	180,825
Total Expenditures	110,649	122,108	125,358	195,338	370,785
Net income (loss)	146,892	194,555	85,409	34,474	(150,608)
Beginning Fund Balance	556,580	703,472	898,027	983,436	1,017,910
Adjustments	-	-	-	-	-
Beginning Fund Balance, restated	556,580	703,472	898,027	983,436	1,017,910
Ending Fund Balances	$ 703,472	$ 898,027	$ 983,436	$ 1,017,910	$ 867,302
Fund Balances					
Unassigned	$ 703,472	$ 898,027	$ 983,436	$ 1,017,910	$ 867,302
Total Fund Balances	$ 703,472	$ 898,027	$ 983,436	$ 1,017,910	$ 867,302

Discussion:

RD 307's financial position appears to be stable. The District's sources of revenue consist of an allocation of the 1% property tax general levy known as AB8, special assessments (billed on tax roll), investment earnings, intergovernmental revenue and other miscellaneous revenue. The District's revenue and expenses have not fluctuated significantly over the past 5 years except for the purchase of a replacement generator in 2023 at a cost of $180,825. Total fund balance has increased by $310,722 over the last five years.

On average, almost 70% of the District's annual revenue come from property taxes and special assessments, which are both reliable sources of revenue. However, the special assessment has not increased since 1997 and property tax increase, at most, 2% per year. In fact, the total of property taxes and special assessments have only increased 6% from 2019 to 2023. This risk is that without undergoing a proposition 218 preceding the increase in special assessments and property taxes may not keep up with inflation and that intergovernmental revenues are not guaranteed and are subject to policy changes by the grantor agencies.

RD 307 nearly doubled its expenditures in 2023 (exceeding its revenue) to achieve a "minimally acceptable" rating from DWR. Previous year's expenditures resulted in "unacceptable" ratings. Therefore, it doesn't appear that revenues are adequate to consistently fund adequate levee maintenance.

RD 307 did not respond to LAFCo requests for information; therefore, it is unknown if the District has a Capital Improvement Plan (CIP), if financial data is reviewed on a regular basis, or if the Board receives financial reports. The District does not have any debt nor any pension or other postemployment benefits liabilities.

Financial Ability MSR Determination:

RD 307 has the financial means to provide services, is financially stable, and has a healthy fund balance. In 2023, the District exceeded its revenues because it purchased a generator to operate drainage pumps

during an emergency. The District indicates it has a CIP, reviews financial data, and provides financial reports to its Board, however samples were not provided to LAFCo for verification. The District has indicated that the County Department of Financial Services (DFS) provides financial oversight and can conduct annual audits, which is not actually provided for independent districts. DFS inputs transactions but does not review them for oversight, mistakes are made, and accuracy needs to be verified.

Financial Ability Recommendation(s):

- RD 307 may wish to consider increasing revenues via a Proposition 218 preceding to increase the special assessment including an automatic inflationary factor because revenues may not keep up with inflation.
- RD 307 should review financial data on a regular basis to ensure County Treasury discrepancies are identified, investigated and corrective action taken in a timely manner.

5. Shared Services and Facilities

Status of, and opportunities for, shared facilities.

	Significant Issue	Potentially Significant	No Issue
a) *Are there any opportunities for the organization to share services or facilities with neighboring, overlapping, or other organizations that are not currently being utilized?*	☐	☐	☒

Discussion:

None.

Shared Services MSR Determination:

RD 307 is hydrologically connected to RD 765 and RD 999 in the SacYolo South Levee System. The agencies in this levee system already operate under a collective work plan via the SWIF plan. RD 307 is not a member of the California Central Valley Flood Control Association (CCVFCA).

Shared Services Recommendation(s):

None.

6. Accountability, Structure, and Efficiencies

Accountability for community service needs, including governmental structure and operational efficiencies.

	Significant Issue	Potentially Significant	No Issue
a) *Are there any recommended changes to the organization's governmental structure or operations that will increase accountability and efficiency (i.e. overlapping boundaries that confuse the public, service inefficiencies, and/or higher costs/rates)?*	☒	☐	☐
b) *Does the agency need to secure independent audits of financial reports that meet California State Controller requirements? Are the same auditors used for more than six years? Are audit results <u>not</u> reviewed in an open meeting?*	☒	☐	☐

c)	*Is the agency insured or in a risk management pool to manage potential liabilities?*	☐	☐	☒
d)	*Are there any issues with filling board vacancies and maintaining board members? Is there a lack of board member training regarding the organization's program requirements and financial management?*	☐	☐	☒
e)	*Are there any issues with staff capacity and/or turnover? Is there a lack of staff member training regarding the organization's program requirements and financial management?*	☐	☐	☒
f)	*Does the agency have adequate policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct (see suggested policies list)?*	☐	☒	☐
g)	*Does the organization need to improve its public transparency via a website (see https://www.yololafco.org/yolo-local-government-website-transparency-scorecards)?*	☒	☐	☐

Discussion:

There are recommended changes to the governmental structure to improve operational efficiencies for the SacYolo South (Clarksburg) Basin.

The DWR Central Valley Flood Protection Plan and Lower Sacramento River/Delta North Flood Management Plan (2014) included the recommended action step to "Conduct the necessary stakeholder outreach and coordination to develop organizational structure/governance, cost, policy/procedure, training requirements and synchronization to consolidate Local Maintaining Agencies, operations and maintenance, and emergency response activities". DWR funded the UC Davis Yolo County Flood Governance Study (2014) in collaboration with all the local district stakeholders, which ultimately recommended the "The Hydraulic Basin Approach" that "Yolo County RDs would benefit if each hydraulically connected basin operated as if it were a single entity".

There are seven USACE levee systems/basins that include special district LMAs under Yolo LAFCo oversight. The key goal for this MSR/SOI is to identify the recommended "single entity" for each system/basin. The DWR Flood System Improvement Branch Chief and staff were consulted and concur with LAFCo's governance recommendations[5]. DWR operates roughly 300 miles of the 1,600 total levee miles in the State Plan of Flood Control and relies heavily on LMAs, which would benefit from efficiency, shared services, expertise, appropriate size/scale, and borrowing power.

For the Sac Yolo South (Clarksburg) System, RD 999 is the more robust district in the basin and should absorb RD 307 and RD 765 as the single entity for the basin. The Clarksburg Flood Management Project has not yet received funding. This MSR (and the previous one in 2018) has found RD 307 and RD 765 are not functioning as responsive, accountable, and transparent government agencies, therefore, the timing is appropriate to combine these districts.

RD 307 is an independent special district governed by a five-member Board of Trustees. The District did not respond to repeated LAFCo's information requests, but it is last understood RD 307 meets quarterly. It is unknown if the District complies with all Brown Act requirements in publicly noticing its meetings through posting and individual notification.

[5] Meeting with DWR staff on May 30, 2024.

All five Board member positions are currently filled. When there is a vacancy on the Board of Commissioners, candidates may file for the office of Commissioner, provided that each candidate is either a landowner or a legal representative of a landowner. Elections are conducted by an all-mail in ballot in accordance with Division 15 of the California Water Code and applicable provisions of the California Elections Code. Appointment by the Board of Supervisors are made in the event there are no nominees or an insufficient number of nominees for the office to hold an election. RD 307 contracts for all of its staffing needs.

The District does not receive annual independent audits but does submit annual State Controller's Office special district reports as required. RD 307 indicates it is insured with ACWA/JPIA. It is unknown if RD 307 adopts a budget or has administrative policies. RD 307 does not maintain a website and is in violation of state law. The District indicated a website is planned.

Accountability, Structure, and Efficiencies MSR Determination:

There are recommended changes to the governmental structure to improve operational efficiencies for the SacYolo South (Clarksburg) Basin. RD 999 is the more robust district in the basin and should absorb RD 307 and RD 765 as the single entity LMA for the basin. RD 307 board members appear stable; however, the District has not fully responded to requests for information, has not obtained annual independent audits since at last the 2018 MSR, has not adopted policies, and does not have a website in accordance with the Government Code. RD 307 should be absorbed by RD 999 for better efficiency, accountability, and transparency.

Accountability, Structure, and Efficiencies Recommendation(s):

- The 2014 UC Davis Flood Governance Study funded by DWR determined that one agency should become the single Local Maintaining Agency (LMA) for each hydrologic basin. For the Sac Yolo South (Clarksburg) System, RD 999 is the most robust district in the basin. Therefore, RDs 307, 765, and 999 should be reorganized (either via dissolution/annexation or consolidation) into RD 999 as the single LMA successor entity for the basin. The Clarksburg Flood Management Project has not yet been finalized nor received funding, therefore there is no known reason to delay this reorganization process. This MSR (and the previous one in 2018) found RD 307 and RD 765 not functioning as responsive, accountable, and transparent government agencies. RDs 307 and 765 have not obtained flood fight materials and stored them in a nearby location (although RD 307 has access to the Delta Emergency Plan supplies), nor has either district received flood fight training recently (i.e., at least the past 5+ years). RD 999 has five full-time employees with the training and resources to respond to an emergency.
- **RD 307 shall immediately** secure independent audits of financial reports that meet California State Controller requirements every two years (repeat of 2018 MSR recommendation). **Per Government Code Section 26909, for every special district which does not submit an audit to the county auditor within 12 months of fiscal year end, the county auditor shall either make or contract an annual audit with all costs borne by the special district.**
- **Per Water Code 50940 and 50941, RD 307 shall keep an office for the business of the district. All district books, maps, papers, records, contracts, and other documents shall be kept in the office and be open to inspection during all business hours by any person interested.**
- RD 307 should adopt policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, purchasing/contracting, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct (repeat of 2018 MSR recommendation).
- RD 307 is required to create a website or adopt a hardship resolution annually in accordance with Government Code sections 6270.6 and 53087.8 to provide the public easily accessible and accurate information about the district (repeat of 2018 MSR recommendation).

7. Broadband Access

Any other matter related to effective or efficient service delivery, as required by commission policy.

Per Yolo LAFCo Project Policy 6.2 "*it is the intent of Yolo LAFCo to comprehensively review broadband access in MSRs of local agencies that either serve communities and/or provide emergency services where broadband connection is critical (i.e. cities, CSDs, CSAs, FPDs and RDs).*"

	Significant Issue	Potentially Significant	No Issue
a) *Is there a lack of high-performance broadband (25/3 Mbps) available in the community?*	☐	☐	☒

Discussion:

None.

Broadband Access MSR Determination

The CPUC California Broadband Availability Map[6] indicates California Broadband Services provides fixed wireless services to the RD 307 area with 100/25 Mbps (upload/download) speeds.

Yolo County is currently working with an internet service provider that will proposing two solutions for the Clarksburg area, a phased in wireless approach and a fiber project. However, State budget cuts will impact broadband project funding.

Broadband Access Recommendation(s)

None.

SPHERE OF INFLUENCE STUDY

A Sphere of Influence (SOI) is an area delineated on a map and approved by LAFCo that indicates where potential future agency annexations could be proposed. It is recommended that the District be absorbed by RD 999. Therefore, changes to the District's SOI are needed.

On the basis of the Municipal Service Review:

☒ Staff has reviewed the agency's Sphere of Influence and recommends that a SOI Update is NOT NECESSARY in accordance with Government Code Section 56425(g). Therefore, NO CHANGE to the agency's SOI is recommended and SOI determinations HAVE NOT been made.

☐ Staff has reviewed the agency's Sphere of Influence and recommends that a SOI Update IS NECESSARY in accordance with Government Code Section 56425(g). Therefore, A CHANGE to the agency's SOI is recommended and SOI determinations HAVE been made and are included in this MSR/SOI study.

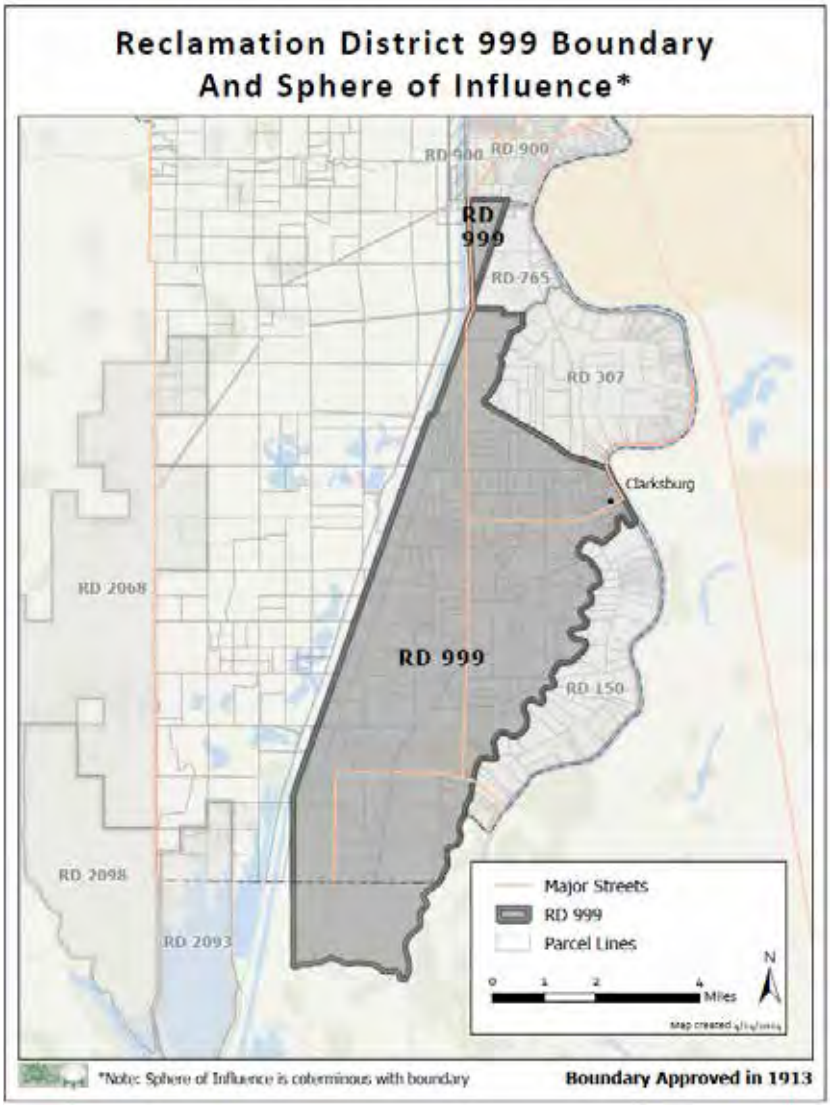
[6] https://www.broadbandmap.ca.gov/

RD 999 AGENCY PROFILE

Formed in 1913, Reclamation District (RD) 999 provides levee maintenance, drainage, and irrigation for 32.17 miles of levee, some of which extends into Solano County to the south. All of the District levees are part of the Sacramento River Flood Control Project (SRFC).

The District is hydrologically linked to Reclamation Districts 307 and 765, and dependent on the success of their levee system. RD 999 is bounded by RD 900 to the north, and the Deep Water Ship Channel to the west. The northerly potion of RD 999 is bounded on the east by RD 765 and RD 307. The southerly eleven (11) miles of RD 999 is bounded on the east by the Sacramento River, Sutter Slough, and Elk Slough and on the south by Miner Slough. The District is completely protected from overflow by a system of substantial levees constructed well above floodplain. It is drained by a system of natural and artificial drainage channels and pumping plants. It is also both surface and sub-irrigated by the interconnected 275-mile network of irrigation and drainage canals/ditches, 8 pumping stations with 16 pumps. RD 999 does not sell ag irrigation water.

Reclamation District 999 is an independent special district with a five-member board of trustees elected by the landowners within the District.



MUNICIPAL SERVICE REVIEW

POTENTIALLY SIGNIFICANT MSR DETERMINATIONS

The MSR determinations checked below are potentially significant, as indicated by answers to the key policy questions in the checklist and corresponding discussion on the following pages. If most or all of the determinations are not significant, as indicated by "no" answers, the Commission may find that a MSR update is not warranted.

- ☐ Growth and Population
- ☐ Disadvantaged Unincorporated Communities
- ☒ Capacity, Adequacy & Infrastructure to Provide Services
- ☒ Financial Ability
- ☒ Shared Services
- ☒ Accountability, Structure, and Efficiencies
- ☐ Broadband Access

LAFCO MUNICIPAL SERVICE REVIEW:

☐ On the basis of this initial evaluation, the required determinations are not significant, and staff recommends that a comprehensive MSR is NOT NECESSARY. The subject agency will be reviewed again in five years per Government Code Section 56425(g).

☒ The subject agency has significant and/or potentially significant determinations and staff recommends that a comprehensive MSR IS NECESSARY and has been conducted via this checklist.

1. Growth and Population Growth and population projections for the affected area.	**Significant Issue**	**Potentially Significant**	**No Issue**
a) *Will development and/or population projections over the next 5-10 years impact the subject agency's service needs and demands?*	☐	☐	☒
b) *Do changes in demand suggest a change in the agency's services?*	☐	☐	☒

Discussion:

None.

Growth and Population MSR Determination:

The Sac Yolo South levee system that RD 999 is included in has a population of approximately 1,113 permanent residents. Normal fluctuations in rural population will not change current DWR flood protection standards and District levee and drainage services. The more stringent urban level of flood protection standards is not required until the area is developed with 10,000 residents or more, or an urbanizing area that is planned to have 10,000 residents or more within the next 10 years[1]. There is no significant growth and population anticipated in the District that will impact the subject agency's service needs and demands.

[1] Code of Federal Regulations Title 44, Section 59.1 and California Government Code Section 65007(l) and (m)

Growth and Population Recommendation(s):

None.

2. Disadvantaged Unincorporated Communities

The location and characteristics of any disadvantaged unincorporated communities within or contiguous to the sphere of influence.

		Significant Issue	Potentially Significant	No Issue
a)	*If the subject agency provides services related to sewers, municipal and industrial water, or structural fire protection, are there any "inhabited unincorporated communities" (per adopted Commission policy) within or adjacent to the subject agency's sphere of influence that are considered "disadvantaged" (80% or less of the statewide median household income) that do not already have access to public water, sewer, and structural fire protection?*	☐	☐	☒
b)	*If "yes" to a), it is feasible for the agency to be reorganized such that it can extend service to the disadvantaged unincorporated community? If "no" to a), this question is marked "no" because it is either not needed or not applicable.*	☐	☐	☒

Discussion:

None.

Disadvantaged Unincorporated Communities MSR Determination:

RD 999 does not provide sewers, municipal and industrial water, or structural fire protection. The District provides services notwithstanding any communities' economic status[2].

Disadvantaged Unincorporated Communities Recommendation(s):

None.

[2] CALAFCO Statewide DUCs Refined GIS Layer, RSG, Inc. December 10, 2021

3. Capacity and Adequacy of Public Facilities and Services

Present and planned capacity of public facilities, adequacy of public services, and infrastructure needs or deficiencies including needs or deficiencies related to sewers, municipal and industrial water, and structural fire protection in any disadvantaged, unincorporated communities within or contiguous to the sphere of influence.

	Significant Issue	Potentially Significant	No Issue
a) *Are there any deficiencies in the **infrastructure, equipment, and capacity of agency facilities** to meet existing service needs for which the agency does not have a plan in place to resolve (including deficiencies created by new state regulations)?*	☐	☒	☐
b) *Are there any issues regarding the agency's capacity and ability to meet the service demand of reasonably foreseeable future needs?*	☐	☐	☒
c) *Are there any service needs or deficiencies for disadvantaged unincorporated communities related to sewers, municipal and industrial water, and structural fire protection within or contiguous to the agency's sphere of influence?*	☐	☐	☒
d) *Is the agency needing to consider climate adaptation in its assessment of infrastructure/service needs?*	☐	☐	☒

Discussion:

The Department of Water Resources (DWR), under the authority of Water Code Sections 8360, 8370 and 8371, performs a verification inspection of the maintenance of the Sacramento River Flood Control Project (SRFCP) levees performed by the local responsible agencies, and reports to the United States Army Corps of Engineers (USACE) periodically regarding the status of levee maintenance. The State inspects and reports only on the status of maintenance practices and on observable levee conditions.

DWR completes annual spring inspections by May, documenting the location, size, type, and rating of maintenance deficiencies and provides the resulting inspection reports to the LMAs for their use in planning maintenance activities prior to the food season. DWR completes annual fall inspections by November, verifying the status of previously noted deficiencies, as well as any additional deficiencies, that should be corrected to help ensure adequate performance during the food season. LMAs conduct inspections in the winter and summer, completing the requirement to conduct four inspections each year. Project facilities are inspected at least four times each year. DWR compiles this information for use by stakeholders and will report to CVFPB on inspection activities as requested.

DWR gives an overall levee segment rating only during the annual fall inspections. The table below shows the overall rating from 2019-2023. Three possible ratings are given based on the state of its levees:

- Acceptable (A) – No immediate work required, other than routine maintenance. The food protection project will function as designed and intended with a high degree of reliability, and necessary cyclical maintenance is being performed adequately.
- Minimally Acceptable (M) – One or more deficient conditions exist in the food protection project that needs to be improved or corrected. However, the project will essentially function as designed with a lesser degree of reliability than what the project could provide.
- Unacceptable (U) – One or more deficient conditions exist that may prevent the project from functioning as designed, intended, or required.

Except for 2020, RD 999 has had Minimally Acceptable ratings from DWR. Overall, the unacceptable miles are less than 10%.

RD Overall Rating 2019-2023

Local Maintaining Agency	Overall Rating *A = Acceptable; M = Minimally Acceptable; and U = Unacceptable*					Total Levee Miles
	2019	2020	2021	2022	2023	
RD 999	M	U	M*	M	M*	32.17

Source: Department of Water Resources 2023 Inspection and LMA Report Table 2-2

* *Overall unit threshold percentage is less than 10%; however, U rated miles are present, so the overall unit rating is M instead of A.*

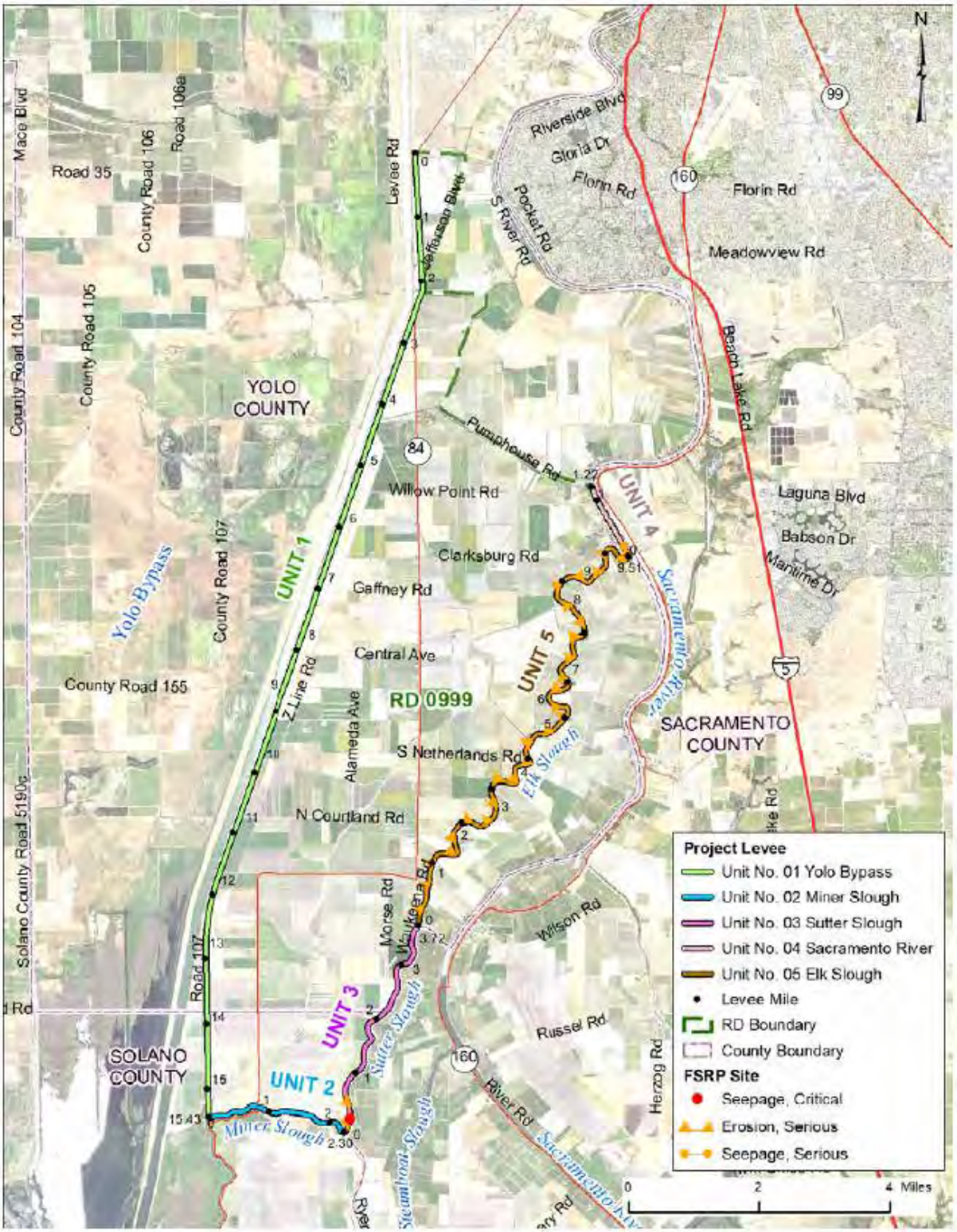
RD 999 contains 5 unit segments inspected by DWR that comprise the overall rating. Each unit, length, rating is listed in the table and shown in the map below[3].

RD Units, Length and DWR Inspection Rating

Unit	Name	Bank	Length (Miles)	DWR Rating
Unit No. 01	Yolo Bypass	LB	15.41	A
Unit No. 02	Miner Slough	RB	2.31	A
Unit No. 03	Sutter Slough	RB	3.74	U
Unit No. 04	Sacramento River	RB	1.22	M*
Unit No. 05	Elk Slough	RB	9.48	M*

The DWR summary of the LMA report indicates RD 999 provided a list of expenses and maintenance activities performed on all levee units. Activities include rodent control, surveying and engineering, and vegetation control by mowing, spraying, and trimming. The reported total maintenance cost for the previous fiscal year was $143,000. The Agency provided a list of planned expenses and maintenance activities for all levee units. Expenses include the cost of levee crown maintenance, patrolling, rodent control, surveying and engineering, and vegetation control by mowing, spraying, trimming and other methods. The reported total cost for the current fiscal year is $177,000 which corresponds to $5,504 per levee mile.

[3] DWR 2023 Sacramento River Individual Agency Summary Reports


N
Mace Blvd
Road 35
County Road 106
Road 106a
County Road 105
County Road 104
Levee Rd
Jefferson Blvd
Riverside Blvd
Gloria Dr
Florin Rd
Pocket Rd
S River Rd
99
160
Florin Rd
Meadowview Rd
Beach Lake Rd
YOLO COUNTY
84
Pumphouse Rd
Willow Point Rd
UNIT 4
Laguna Blvd
Babson Dr
Maritime Dr
Clarksburg Rd
UNIT 1
Yolo Bypass
County Road 107
Gaffney Rd
Central Ave
County Road 155
Z Line Rd
RD 0999
Alameda Ave
UNIT 5
Sacramento River
SACRAMENTO COUNTY
S Netherlands Rd
Elk Slough
N Courtland Rd
Solano County Road 5190c
Morse Rd
Meikleja Rd
Wilson Rd
Road 107
UNIT 3
Sutter Slough
Russel Rd
SOLANO COUNTY
UNIT 2
Miner Slough
River Rd
Herzog Rd
Project Levee
Unit No. 01 Yolo Bypass
Unit No. 02 Miner Slough
Unit No. 03 Sutter Slough
Unit No. 04 Sacramento River
Unit No. 05 Elk Slough
Levee Mile
RD Boundary
County Boundary
FSRP Site
Seepage, Critical
Erosion, Serious
Seepage, Serious
0
2
4 Miles

Spring 2024 DWR Levee Inspection Reports (Maintenance Only, No Rating)[4]

RD 999 was inspected on April 18, 2024. DWR spring inspection reports do not provide an overall rating. The LMA has the O&M Manuals on hand, adequate flood fighting materials, and the crew had flood fight training in 2020.

Summary Table of Spring 2024 Inspection Items

	Items Resolved	Items Not Resolved	Total Items	Notes Regarding Unresolved Items
Unit No. 01	10	1	11	Rodent control (mi 8.79)
Unit No. 02	5	1	6	Vegetation (mi 0.10-0.84)
Unit No. 03	6	2	8	Vegetation (mi 0.66), erosion (0.24-0.65)
Unit No. 04	3	1	4	Trim/thin trees (mi 0.57)
Unit No. 05	25	18	43	Crown surface/rutting (mi 1.10-1.14), trim/thin trees (mi 0.32, 1.59, 1.98, 2.01, 2.04, 2.98, 3.11, 5.14, 5.61, 5.67, 7.54, 8.74) vegetation (mi 3.65), unauthorized access gates (mi 8.54, 8.59, 8.63, 8.82)
Total (%)	**49 (68%)**	**23 (32%)**	**72**	

The only critical issue noted includes an erosion site along the Sutter Slough (Unit 03), which RD 999 has have repaired in the worst sections over the years. No site changes have been observed in the last two years, but the issue remains critical status. Most of the "trim/thin trees" issues are old tree stumps DWR wants removed.

USACE Rehabilitation Program Status

RD 999 currently has an "active" status in the USACE PL 84-99 Rehabilitation Program, which means it is eligible for rehabilitation of flood damaged facilities at 100-percent federal cost sharing to pre-disaster condition and level of protection.

Capacity and Adequacy of Public Facilities and Services MSR Determination:

RD 999 has by far the most levee miles to maintain (32.17 mi) of all the districts overseen by LAFCo and received minimally acceptable ratings overall, except in 2020. The reported total cost for the current fiscal year is $177,000 which corresponds to $5,504 per levee mile. DWR indicated RD 999 was maintaining its levees and structures at a high level. The LMA has the O&M Manuals on hand, adequate flood fighting materials, and the crew had flood fight training in 2020. The 2024 Spring inspection report indicates 68% of the items noted in the Fall 2023 inspection have been corrected.

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

- RD 999 should implement any remaining DWR Fall 2023 inspection report recommendations as itemized in the Spring 2024 inspection report:
  - The LMA should ensure that the levee crown and access roads are able to be driven in all weather conditions.
  - The LMA should focus more on controlling woody vegetation.
  - The LMA should focus more on controlling vegetation to maintain visibility and access.
  - The LMA should continue to maintain the area at the high level seen during the last inspection.

[4] https://cdec.water.ca.gov/detailed_reports.html

- The LMA should continue to maintain the area at the high level seen during the last Structure inspection.

4. Financial Ability

Financial ability of agencies to provide services.

		Significant Issue	Potentially Significant	No Issue
a)	*Is the subject agency in a stable financial position, i.e. does the 5-year trend analysis indicate any issues?*	☐	☐	☒
b)	*Is there an issue with the organization's revenue sources being reliable? For example, is a large percentage of revenue coming from grants or one-time/short-term sources?*	☐	☐	☒
c)	*Is the organization's revenue sufficient to fund an adequate level of service, necessary infrastructure maintenance, replacement and/or any needed expansion? Is the fee inconsistent with the schedules of similar local agencies*	☐	☐	☒
d)	*Does the subject agency have a capital improvement plan (CIP)? Has the agency identified and quantified what the possible significant risks and costs of infrastructure or equipment failure? Does the agency have a reserve policy to fund it?*	☐	☒	☐
e)	*Does the agency have any debt, and if so, is the organization's debt at an unmanageable level? Does the agency need a clear debt management policy, if applicable?*	☐	☐	☒
f)	*Can the subject agency improve its use of generally accepted accounting principles including: summaries of all fund balances, summaries of revenues and expenditures, general status of reserves, and any un-funded obligations (i.e. pension/retiree benefits)? Does the agency have accounting and/or financial policies that guide the agency in how financial transactions are recorded and presented?*	☐	☐	☒
g)	*Does the agency staff need to review financial data on a regular basis and are discrepancies identified, investigated and corrective action taken in a timely manner? The review may include reconciliations of various accounts, comparing budgets-to-actual, analyzing budget variances, comparing revenue and expense balances to the prior year, etc. If the agency uses Yolo County's financial system and the County Treasury, does the agency review monthly the transactions in the County system to transactions the agency submitted to the County for processing?*	☐	☐	☒
h)	*Does the agency board need to receive regular financial reports (quarterly or mid-year at a minimum) that provide a clear and complete picture of the agency's assets and liabilities, fully disclosing both positive and negative financial information to the public and financial institutions?*	☐	☐	☒

RECLAMATION DISTRICT NO. 999
STATEMENT OF REVENUE, EXPENDITURES AND CHANGES IN FUND BALANCES

	2018 *	2019 *	2020 *	2021 *	2022 *
Revenue					
Property taxes and other related rever	$ -	$ -	$ -	$ -	$ -
Special assessment	913,952	911,358	867,817	910,073	926,268
Interest	251	110	1,690	3,317	8,491
Intergovernmental grants	73,688	242,120	147,983	335,656	348,413
Charges for services	2,701	2,537	-	-	-
Other revenue	132,467	3,258	29,568	18,541	7,543
New debt	-	221,882	-	183,487	-
Total Revenue	1,123,059	1,381,265	1,047,058	1,451,074	1,290,715
Expenditures					
Salaries and benefits	388,240	414,673	483,188	357,778	382,250
Services and supplies	465,279	667,318	545,267	758,430	1,055,791
Debt service (principal and interest)	-	4,198	21,889	75,197	89,123
Capital outlay	-	221,882	-	215,431	-
Total Expenditures	853,519	1,308,071	1,050,344	1,406,836	1,527,164
Net income (loss)	269,540	73,194	(3,286)	44,238	(236,449)
Beginning Fund Balance	595,563	865,103	938,297	935,011	979,249
Ending Fund Balances	$ 865,103	$ 938,297	$ 935,011	$ 979,249	$ 742,800
Fund Balances					
Unassigned	$ 865,103	$ 938,297	$ 935,011	$ 979,249	$ 742,800
Total Fund Balances	$ 865,103	$ 938,297	$ 935,011	$ 979,249	$ 742,800

* All years data based on audited financial statements. Fiscal year end December 31.

Y-T-Y Change in total Fund Balances					
Amount Increase (Decrease)	$ 269,540	$ 73,194	$ (3,286)	$ 44,238	$ (236,449)
Percentage Increase (Decrease)	45.26%	8.46%	-0.35%	4.73%	-24.15%

Discussion:

RD 999's 5-year trend indicates the District appears to be in a stable financial position but had incurred a loss of $236,449 in 2023 because of increasing services and supplies. The District's revenue sources are comprised of special assessments (billed by District), interest, intergovernmental revenue, and other miscellaneous revenue. Service and supplies expenditures have increased by 39% in 2022 and by another 39% in 2023 as revenues have remained flat. Total fund balance at the end of 2023 was $742,800, a decrease of $147,237 from the end of 2017.

The District revenue source is reliable. Over the past 5 years, excluding proceeds from new debt, special assessments accounted for 76% of annual revenues and intergovernmental revenues accounted for almost 20%. Although billed by the District, delinquent special assessments are enrolled on the County tax roll.

The District received an overall rating of M as part of the Department of Water Resources Fall 2023 inspection which is a good indication that existing revenues are sufficient to fund an adequate level of service. The District does not have a capital improvement plan. The District owns four pick-up trucks, an excavator, fire truck, dump truck, and water truck.

The District has notes payable outstanding and a pension liability that is currently manageable. The notes payable total original amount was $405,369 of which $233,690 was still outstanding. Annual debt service

ranges from $32,006 to $90,221 until both are paid off in 2026. The District also participates in CalPERS and has a net pension balance of $464,747.

The District contracts with and independent CPA for an audit annually. At each meeting the board receives a balance sheet, a profit and loss statement, check listing by bank account and a payroll summary.

Financial Ability MSR Determination:

RD 999's 5-year trend indicates the District appears to be in a stable financial position. The District's revenue sources are comprised of special assessments (billed by District), interest, intergovernmental revenue, and other miscellaneous revenue. The District received an overall rating of M as part of the Department of Water Resources Fall 2023 inspection which is a good indication that existing revenues are sufficient to fund an adequate level of service. The District does not have a capital improvement plan but maintains a large fund balance. RD 999 contracts with a CPA for annual audits and the Board of Trustees receives regular financial reports.

Financial Ability Recommendation(s):

None.

5. Shared Services and Facilities

Status of, and opportunities for, shared facilities.

	Significant Issue	Potentially Significant	No Issue
a) *Are there any opportunities for the organization to share services or facilities with neighboring, overlapping, or other organizations that are not currently being utilized?*	☐	☐	☒

Discussion:

None.

Shared Services MSR Determination:

RD 999 is hydrologically connected to RD 307 and RD 999 in the Sac Yolo South Levee System. RD 999 participates as members of the California Central Valley Flood Control Association (CCVFCA) and the Westside Committee for the Regional Flood Management Plan. RD 999 is the largest and most resourced district in the Sac Yolo South Levee System., The agencies in this levee system already operate under a collective work plan via the SWIF plan.

Shared Services Recommendation(s):

None.

6. Accountability, Structure, and Efficiencies

Accountability for community service needs, including governmental structure and operational efficiencies.

		Significant Issue	Potentially Significant	No Issue
a)	*Are there any recommended changes to the organization's governmental structure or operations that will increase accountability and efficiency (i.e. overlapping boundaries that confuse the public, service inefficiencies, and/or higher costs/rates)?*	☒	☐	☐
b)	*Does the agency need to secure independent audits of financial reports that meet California State Controller requirements? Are the same auditors used for more than six years? Are audit results not reviewed in an open meeting?*	☐	☐	☒
c)	*Is the agency insured or in a risk management pool to manage potential liabilities?*	☐	☐	☒
d)	*Are there any issues with filling board vacancies and maintaining board members? Is there a lack of board member training regarding the organization's program requirements and financial management?*	☐	☐	☒
e)	*Are there any issues with staff capacity and/or turnover? Is there a lack of staff member training regarding the organization's program requirements and financial management?*	☐	☐	☒
f)	*Does the agency have adequate policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct (see suggested policies list)?*	☐	☐	☒
g)	*Does the organization need to improve its public transparency via a website (see https://www.yololafco.org/yolo-local-government-website-transparency-scorecards)?*	☐	☐	☒

Discussion:

The DWR Central Valley Flood Protection Plan and Mid & Upper Sacramento River Regional Flood Management Plan (2013) included governance as an implementation strategy to address whether consolidation or amalgamation of LMAs could provide an enhanced approach to system maintenance and operations. There are recommended changes to the governmental structure to improve operational efficiencies for the Sac Yolo South (Clarksburg) System basin.

The DWR Central Valley Flood Protection Plan and Lower Sacramento River/Delta North Flood Management Plan (2014) included the recommended action step to "Conduct the necessary stakeholder outreach and coordination to develop organizational structure/governance, cost, policy/procedure, training requirements and synchronization to consolidate Local Maintaining Agencies, operations and maintenance, and emergency response activities". DWR funded the UC Davis Yolo County Flood Governance Study (2014) in collaboration with all the local district stakeholders, which ultimately recommended the "The Hydraulic Basin Approach" that "Yolo County RDs would benefit if each hydraulically connected basin operated as if it were a single entity".

There are seven USACE levee systems/basins that include special district LMAs under Yolo LAFCo oversight. The key goal for this MSR/SOI is to identify the recommended "single entity" for each system/basin. The DWR Flood System Improvement Branch Chief and staff were consulted and concur

with LAFCo's governance recommendations[5]. DWR operates roughly 300 miles of the 1,600 total levee miles in the State Plan of Flood Control and relies heavily on LMAs, which would benefit from efficiency, shared services, expertise, appropriate size/scale, and borrowing power.

For the Sac Yolo South (Clarksburg) System, RD 999 is the more robust district in the basin and should absorb RD 307 and RD 765 as the single entity for the basin. The Clarksburg Flood Management Project has not yet received funding. This MSR (and the previous one in 2018) has found RD 307 and RD 765 are not functioning as responsive, accountable, and transparent government agencies, therefore, the timing is appropriate now in 2024.

RD 999 provides annual audits and posts them on its website, which is a significant improvement as compared to the 2018 MSR. The district has insurance coverage through the Association of California Water Agencies Joint Powers Insurance Authority (ACWA JPIA).

The RD 999 Board meets monthly at the District's office. Meeting notices are posted on the District website and at the District office and mailed to all board members. All five Board member positions are currently filled. RD 999 has five full-time employees and contracts with Downey Brand LLP for legal counsel and MBK Engineers for engineering services. There do not appear to be any issues with board or staff turnover.

The agency has adequate policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, and segregating financial and accounting duties. The district has written guidelines and procedures for operations and maintenance, and emergencies. RD 999 maintains a website that received a 97% transparency score in 2023.

Accountability, Structure, and Efficiencies MSR Determination:

RD 999 is accountable, transparent, functioning well and operationally efficient. It is the largest and most resourced district in the Sac Yolo South System. With the governance goal of identifying one district for each hydrologic system, RD 999 is the logical choice. All five Board member positions are currently filled, and the district is accountable.

Accountability, Structure, and Efficiencies Recommendation(s):

- The 2014 UC Davis Flood Governance Study funded by DWR determined that one agency should become the single Local Maintaining Agency (LMA) for each hydrologic basin. For the Sac Yolo South (Clarksburg) System, RD 999 is the most robust district in the basin. Therefore, RDs 307, 765, and 999 should be reorganized (either via dissolution/annexation or consolidation) into RD 999 as the single LMA successor entity for the basin. The Clarksburg Flood Management Project has not yet been finalized nor received funding, therefore there is no known reason to delay this reorganization process. This MSR (and the previous one in 2018) found RD 307 and RD 765 not functioning as responsive, accountable, and transparent government agencies. RDs 307 and 765 have not obtained flood fight materials and stored them in a nearby location (although RD 307 has access to the Delta Emergency Plan supplies), nor has either district received flood fight training recently (i.e., at least the past 5+ years). RD 999 has five full-time employees with the training and resources to respond to an emergency.

[5] Meeting with DWR staff on May 30, 2024.

7. Broadband Access

Any other matter related to effective or efficient service delivery, as required by commission policy.

Per Yolo LAFCo Project Policy 6.2 "*it is the intent of Yolo LAFCo to comprehensively review broadband access in MSRs of local agencies that either serve communities and/or provide emergency services where broadband connection is critical (i.e. cities, CSDs, CSAs, FPDs and RDs).*"

	Significant Issue	Potentially Significant	No Issue
a) *Is there a lack of high-performance broadband (25/3 Mbps) available in the community?*	☐	☐	☒

Discussion:

None.

Broadband Access MSR Determination

The CPUC California Broadband Availability Map[6] indicates California Broadband Services provides fixed wireless services to the RD 150 area with 100/25 Mbps (upload/download) speeds.

Yolo County is currently working with an internet service provider that will proposing two solutions in the Clarksburg area, a phased in wireless approach and a fiber project. However, State budget cuts will impact broadband project funding.

Broadband Access Recommendation(s)

None.

SPHERE OF INFLUENCE STUDY

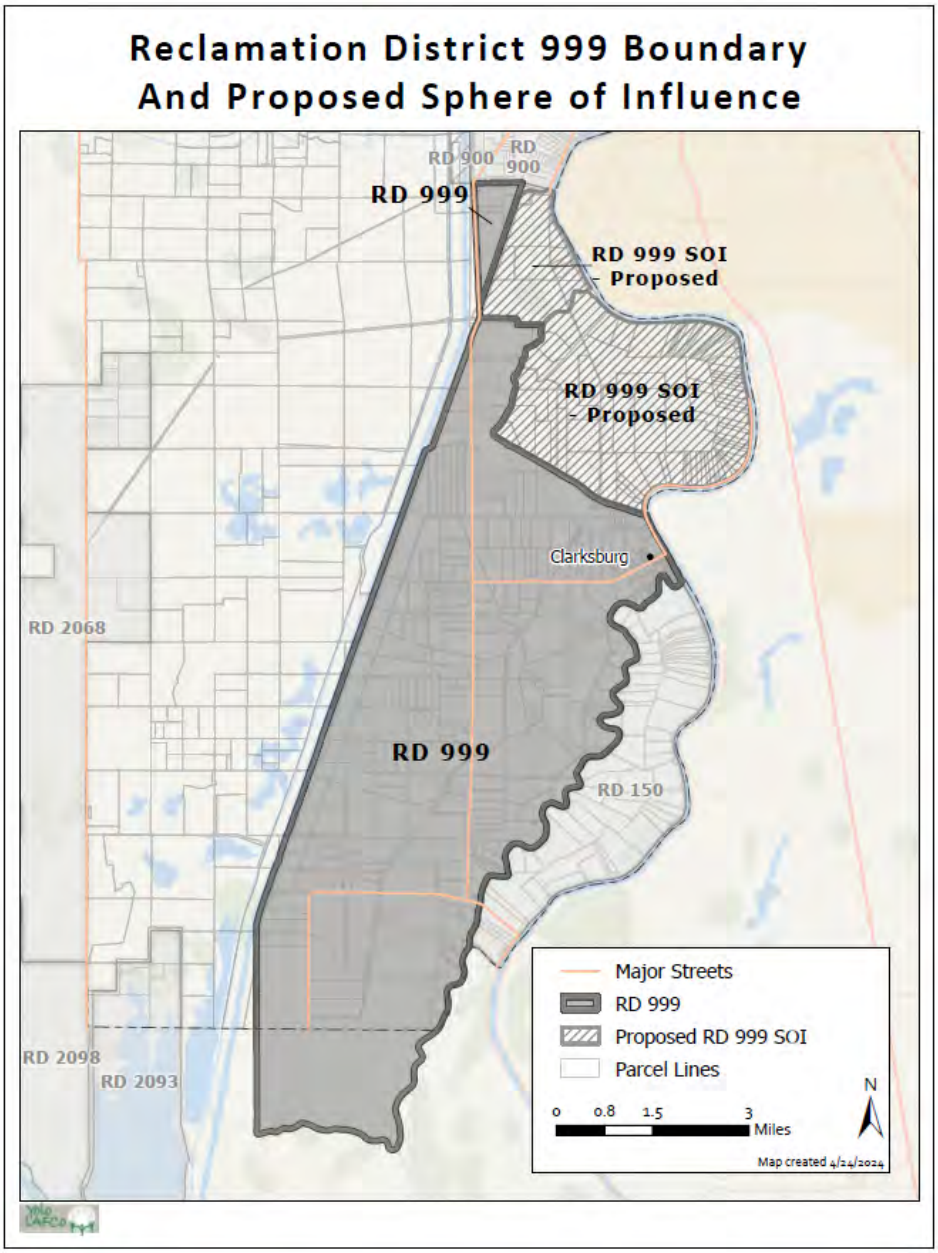
A Sphere of Influence (SOI) is an area delineated on a map and approved by LAFCo that indicates where potential future agency annexations could be proposed. It is recommended that the District be absorbed by RD 999. Therefore, changes to the District's SOI are needed.

On the basis of the Municipal Service Review:

☐ Staff has reviewed the agency's Sphere of Influence and recommends that a SOI Update is NOT NECESSARY in accordance with Government Code Section 56425(g). Therefore, NO CHANGE to the agency's SOI is recommended and SOI determinations HAVE NOT been made.

☒ Staff has reviewed the agency's Sphere of Influence and recommends that a SOI Update IS NECESSARY in accordance with Government Code Section 56425(g). Therefore, A CHANGE to the agency's SOI is recommended and SOI determinations HAVE been made and are included in this MSR/SOI study.

[6] https://www.broadbandmap.ca.gov/



POTENTIALLY SIGNIFICANT SOI DETERMINATIONS

The SOI determinations below are potentially significant, as indicated by answers to the key policy questions in the checklist and corresponding discussion on the following pages.

- ☐ Present and Planned Land Uses
- ☐ Need for Public Facilities and Services
- ☒ Capacity and Adequacy of Provide Services
- ☐ Social or Economic Communities of Interest
- ☐ Disadvantaged Unincorporated Communities

1. Present and Planned Land Uses

The present and planned land uses in the area, including agricultural and open-space lands.

		Significant Issue	Potentially Significant	No Issue
a)	*Would the SOI conflict with planned, orderly, and efficient patterns of urban development? Would the SOI impact the identity of any existing communities (e.g. community boundaries, postal zones, school, or other service boundaries)?*	☐	☐	☒
b)	*Would the SOI result in the loss of prime agricultural land or open space?*	☐	☐	☒
c)	*Would the SOI conflict with any natural or made-made boundaries that would impact where services can reasonably be extended?*	☐	☐	☒
d)	*Is there a conflict with the adopted SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy?*	☐	☐	☒

Discussion:

None.

Present and Planned Land Uses SOI Determination:

Combining RD 765, RD 307, and RD 999 would not affect the present land uses, which are primarily agricultural.

2. Need for Public Facilities and Services

The present and probable need for public facilities and services in the area.

		Significant Issue	Potentially Significant	No Issue
a)	*Would the SOI conflict with the Commission's goal to increase efficiency and conservation of resources by providing essential services within a framework of controlled growth?*	☐	☐	☒
b)	*Would the SOI expand services that could be better provided by a city or another agency?*	☐	☐	☒
c)	*Does the SOI represent premature inducement of growth or facilitate conversion of agriculture or open space lands?*	☐	☐	☒
d)	*Are there any areas that should be removed from the SOI because existing circumstances make development unlikely, there is not sufficient demand to support it?*	☐	☐	☒
e)	*Have any agency commitments been predicated on expanding the agency's SOI such as roadway projects, shopping centers, educational facilities, economic development or acquisition of parks and open space?*	☐	☐	☒

Discussion:

None.

Need for Public Facilities and Services SOI Determination

The proposed SOI would promote agency efficiency by establishing one RD/LMA for the Sac Yolo South Levee System.

3. Capacity and Adequacy of Provided Services

The present capacity of public facilities and adequacy of public services that the agency provides or is authorized to provide.

	Significant Issue	Potentially Significant	No Issue
a) *Are there any issues regarding the agency's capacity to provide adequate services in the proposed SOI territory and ability to extend services?*	☐	☒	☐

Discussion:

None.

Capacity and Adequacy of Provided Services SOI Determination

RD 999 has minimally acceptable ratings from DWR overall and is generally functioning well. Combining these three RDs into one would provide greater efficiencies and resources to pay for levee maintenance.

4. Social or Economic Communities of Interest

The existence of any social or economic communities of interest in the area if the commission determines that they are relevant to the agency.

	Significant Issue	Potentially Significant	No Issue
a) *Are there any social or economic communities of interest in the area if the commission determines that they are relevant to the agency (see also MSR checklist question 2b)?*	☐	☐	☒

Discussion:

None.

Social or Economic Communities of Interest SOI Determination

There are agriculture-related social and economic communities of interest that are protected by the RD flood protection services. Potential annexation of RD 765 and RD 307 would promote agency efficiency by establishing one RD for the Sac Yolo South Levee System.

5. Disadvantaged Unincorporated Communities

For an update of an SOI of a city or special district that provides public facilities or services related to sewers, municipal and industrial water, or structural fire protection, the present and probable need for those public facilities and services of any disadvantaged unincorporated communities within the existing sphere of influence.

	Significant Issue	Potentially Significant	No Issue
a) *If the subject agency provides public services related to sewers, municipal and industrial water or structural fire protection (same as MSR checklist question 2a) does the proposed SOI exclude any disadvantaged unincorporated community (per MSR checklist question 2b) where it either may be feasible to extend services or required to be included under SB 244?*	☐	☐	☒

Discussion:

None.

Disadvantaged Unincorporated Communities SOI Determination

The District provides flood protection services notwithstanding any communities' economic status[7].

[7] CALAFCO Statewide DUCs Refined GIS Layer, RSG, Inc. December 10, 2021

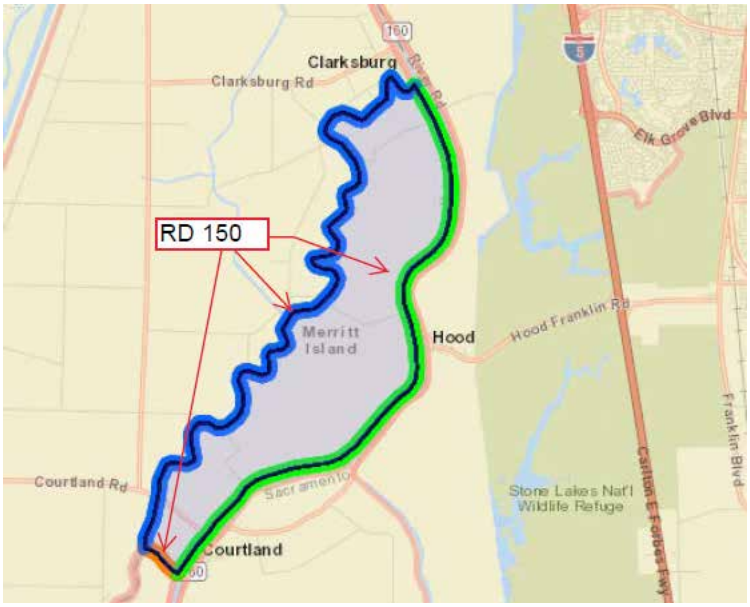
RD 150 – Merritt Island Levee System (Merritt Island Basin) Overview[1]

The RD 0150 - Merritt Island levee system is a portion of the Sacramento River Flood Control Project, a large-scale levee project. The map of the 17.74-mile levee system shows the leveed area, the area which would be prone to flooding in the absence of a levee. The RD 0150 - Merritt Island levee system reduces the risk of flooding for agricultural lands located on Merritt Island from flood waters in Elk Slough, Sutter Slough, and the Sacramento River. In addition to the rural population of 199 people within the leveed area, 93 structures, with property values estimated at $30 million, are present within the leveed area. The RD 0150 - Merritt Island levee system is constructed of earthen embankments and requires year-round maintenance. The Central Valley Flood Protection Board is the non-federal sponsor and is the responsible agency for operation and maintenance of the levee system.

This levee system includes the following Local Maintaining Agencies (LMAs):

- RD 150

RD 150 – Merritt Island System Units and LMAs



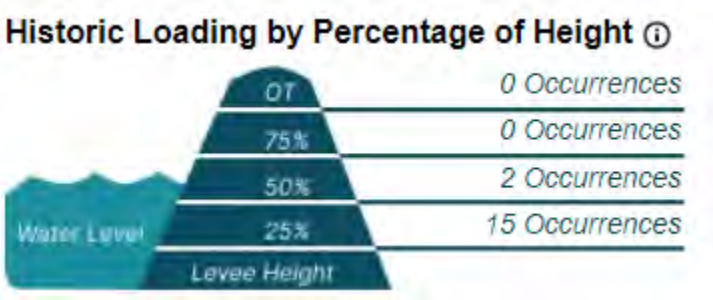
Performance and Condition

The following Risk Characterization is a description of risk associated with this levee system. It is currently undergoing review and may be updated in the future. The LSOG considers the risk associated with RD 0150 Merritt Island Unit 2 – Sacramento River (LST ID 5079), for breach prior to overtopping as moderate (LSAC 3) and low for overtopping (LSAC 4). Boils have been noted with limited loading. There are significant concerns with embankment seepage and embankment erosion. Records show the levee has never been loaded above 59%. The levee toe is loaded annually. Hydraulic conditions in the event of a failure result in significant depths throughout the leveed area. Flooding would go to the center of the area and slowly inundate out giving ample time to evacuate. The population at risk is likely very aware of risk with moderate evacuation planning and good flood warning effectiveness. Egress routes are short with no expected transportation congestion. Threatened population is anticipated to be low in the event of a failure.

[1] USACE National Structure Inventory 2023 and USDA Cropland Data Layer 2022

Overtopping is expected to be a 500-year event. The river is slow rising with advanced warning time for an overtopping event further reducing the anticipated threatened population.

There is no official USACE data on when the levee system was constructed and averages 17 feet in height. Its flooding sources include Elk Slough, Sacramento River, and Sutter Slough. The following graphic shows historic flooding occurrences.

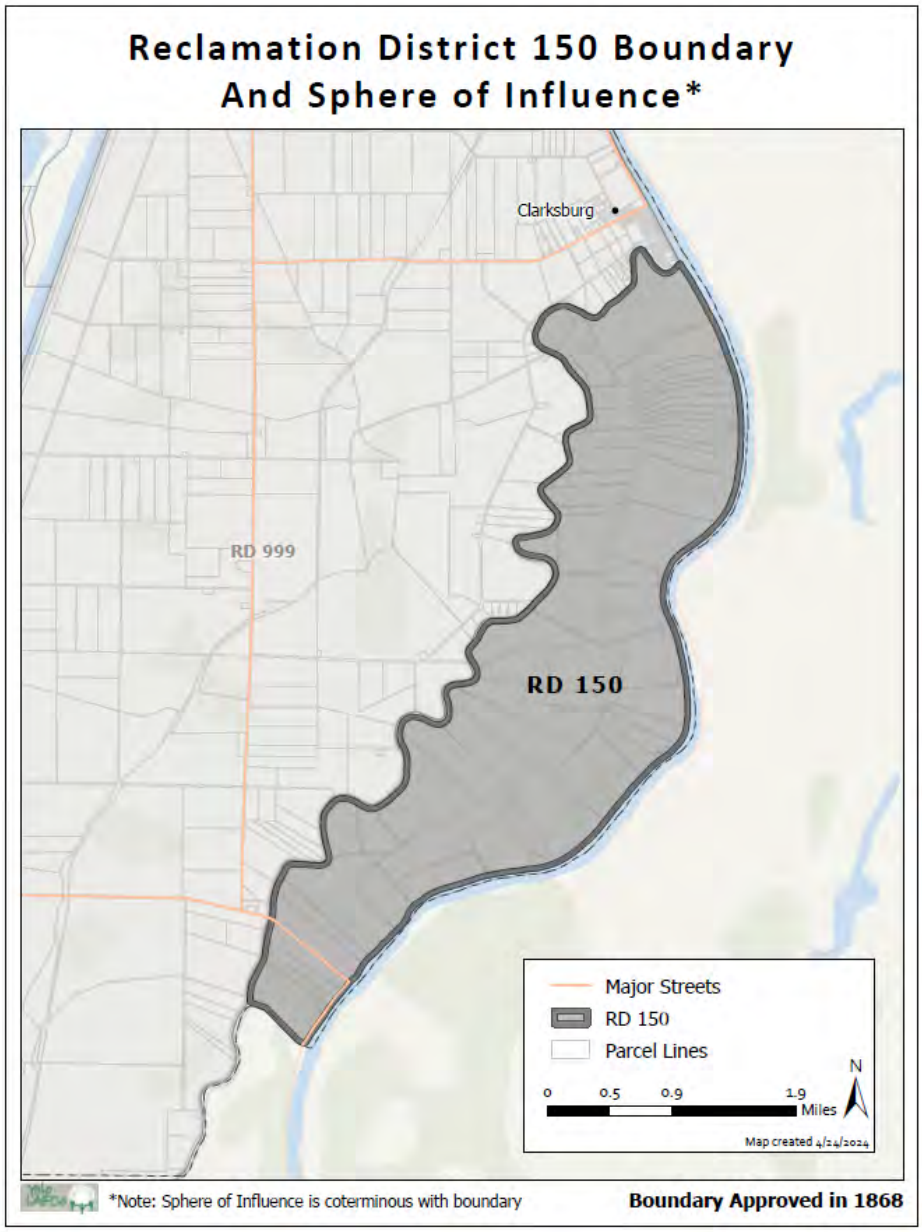


RD 150 AGENCY PROFILE

Formed in 1868, Reclamation District (RD) 150 (or "District") provides levee maintenance for 17.74 miles of levee, The District, known as the Merritt Island district, also provides drainage services with 3 pumping stations. RD 150 does not provide irrigation water services.

Although RD 150 is located in the community of Clarksburg, Merritt Island is not hydrologically connected to the other Clarksburg RDs and it is considered its own, separate hydrologic basin since it maintains a complete levee ring. RD 150 is bounded by the Sacramento River to the east, Elk Slough to the west, and Sutter Slough to the south.

RD 150 is an independent special district with a five-member board of trustees. The Board meets monthly at the Bogle Winery.



MUNICIPAL SERVICE REVIEW

POTENTIALLY SIGNIFICANT MSR DETERMINATIONS

The MSR determinations checked below are potentially significant, as indicated by answers to the key policy questions in the checklist and corresponding discussion on the following pages. If most or all of the determinations are not significant, as indicated by "no" answers, the Commission may find that a MSR update is not warranted.

- ☐ Growth and Population
- ☐ Disadvantaged Unincorporated Communities
- ☒ Capacity, Adequacy & Infrastructure to Provide Services
- ☒ Financial Ability
- ☐ Shared Services
- ☒ Accountability, Structure, and Efficiencies
- ☐ Broadband Access

LAFCO MUNICIPAL SERVICE REVIEW:

☐ On the basis of this initial evaluation, the required determinations are not significant, and staff recommends that a comprehensive MSR is NOT NECESSARY. The subject agency will be reviewed again in five years per Government Code Section 56425(g).

☒ The subject agency has significant and/or potentially significant determinations and staff recommends that a comprehensive MSR IS NECESSARY and has been conducted via this checklist.

1. Growth and Population Growth and population projections for the affected area.	Significant Issue	Potentially Significant	No Issue
a) *Will development and/or population projections over the next 5-10 years impact the subject agency's service needs and demands?*	☐	☐	☒
b) *Do changes in demand suggest a change in the agency's services?*	☐	☐	☒

Discussion:

None.

Growth and Population MSR Determination:

The levee system has a population of approximately 199 permanent residents and 800 seasonal visitors. Normal fluctuations in rural population will not change current DWR flood protection standards and District levee and drainage services. The more stringent urban level of flood protection standards is not required until the area is developed with 10,000 residents or more, or an urbanizing area that is planned to have 10,000 residents or more within the next 10 years[1]. There is no significant growth and population anticipated in the District that will impact the subject agency's service needs and demands.

[1] Code of Federal Regulations Title 44, Section 59.1, and California Government Code Section 65007(l) and (m)

Growth and Population Recommendation(s):

None.

2. Disadvantaged Unincorporated Communities

The location and characteristics of any disadvantaged unincorporated communities within or contiguous to the sphere of influence.

		Significant Issue	Potentially Significant	No Issue
a)	*If the subject agency provides services related to sewers, municipal and industrial water, or structural fire protection, are there any "inhabited unincorporated communities" (per adopted Commission policy) within or adjacent to the subject agency's sphere of influence that are considered "disadvantaged" (80% or less of the statewide median household income) that do not already have access to public water, sewer, and structural fire protection?*	☐	☐	☒
b)	*If "yes" to a), it is feasible for the agency to be reorganized such that it can extend service to the disadvantaged unincorporated community? If "no" to a), this question is marked "no" because it is either not needed or not applicable.*	☐	☐	☒

Discussion:

None.

Disadvantaged Unincorporated Communities MSR Determination:

RD 150 does not provide sewers, municipal and industrial water, or structural fire protection. The District provides services notwithstanding any communities' economic status[2].

Disadvantaged Unincorporated Communities Recommendation(s):

None.

[2] CALAFCO Statewide DUCs Refined GIS Layer, RSG, Inc. December 10, 2021

3. Capacity and Adequacy of Public Facilities and Services

Present and planned capacity of public facilities, adequacy of public services, and infrastructure needs or deficiencies including needs or deficiencies related to sewers, municipal and industrial water, and structural fire protection in any disadvantaged, unincorporated communities within or contiguous to the sphere of influence.

	Significant Issue	Potentially Significant	No Issue
a) *Are there any deficiencies in the **infrastructure, equipment, and capacity of agency facilities** to meet existing service needs for which the agency does not have a plan in place to resolve (including deficiencies created by new state regulations)?*	☒	☐	☐
b) *Are there any issues regarding the agency's capacity and ability to meet the service demand of reasonably foreseeable future needs?*	☐	☒	☐
c) *Are there any service needs or deficiencies for disadvantaged unincorporated communities related to sewers, municipal and industrial water, and structural fire protection within or contiguous to the agency's sphere of influence?*	☐	☐	☒
d) *Is the agency needing to consider climate adaptation in its assessment of infrastructure/service needs?*	☐	☐	☒

Discussion:

The Department of Water Resources (DWR), under the authority of Water Code Sections 8360, 8370 and 8371, performs a verification inspection of the maintenance of the Sacramento River Flood Control Project (SRFCP) levees performed by the local responsible agencies, and reports to the United States Army Corps of Engineers (USACE) periodically regarding the status of levee maintenance. The State inspects and reports only on the status of maintenance practices and on observable levee conditions.

DWR completes annual spring inspections by May, documenting the location, size, type, and rating of maintenance deficiencies and provides the resulting inspection reports to the LMAs for their use in planning maintenance activities prior to the food season. DWR completes annual fall inspections by November, verifying the status of previously noted deficiencies, as well as any additional deficiencies, that should be corrected to help ensure adequate performance during the food season. LMAs conduct inspections in the winter and summer, completing the requirement to conduct four inspections each year. Project facilities are inspected at least four times each year. DWR compiles this information for use by stakeholders and will report to CVFPB on inspection activities as requested.

DWR gives an overall levee segment rating only during the annual fall inspections. The table below shows the overall rating from 2019-2023. Three possible ratings are given based on the state of its levees:

- Acceptable (A) – No immediate work required, other than routine maintenance. The food protection project will function as designed and intended with a high degree of reliability, and necessary cyclical maintenance is being performed adequately.
- Minimally Acceptable (M) – One or more deficient conditions exist in the food protection project that needs to be improved or corrected. However, the project will essentially function as designed with a lesser degree of reliability than what the project could provide.
- Unacceptable (U) – One or more deficient conditions exist that may prevent the project from functioning as designed, intended, or required.

The Fall 2023 DWR Inspection Report gave the LMA an overall rating of "Unacceptable." Overall, the unacceptable miles are greater than 10%. This determination concludes that the one or more deficient conditions exist that may prevent the levee from functioning as designed, intended, or required. In 2023 Northern California experienced a series of atmospheric rivers in January and again in March characterized from moderate to exceptional. The resulting the impact to the flood control features, including levees, is evident in the inspection reports.

RD Overall Rating 2019-2023

Local Maintaining Agency	Overall Rating *A = Acceptable; M = Minimally Acceptable; and U = Unacceptable*					Total Levee Miles
	2019	2020	2021	2022	2023	17.74
RD 150	M	M	M	M	U	
Source: Department of Water Resources 2023 Inspection and LMA Report Table 2-2						

RD 150 contains three units that are inspected by DWR that comprise the overall rating. Each unit, length, rating is listed in the table and shown in the map below[3].

RD Units, Length and DWR Inspection Rating (Fall 2023)

Unit	Name	Bank	Length (Miles)	DWR Rating
Unit No. 01	Sutter Slough	LB	0.52	U
Unit No. 02	Sacramento River	RB	7.81	M
Unit No. 03	Elk Slough	LB	9.41	U



[3] DWR 2023 Sacramento River Individual Agency Summary Reports

The DWR summary of the 2023 LMA report indicated RD 150 provided a list of expenses and maintenance activities performed on all levee units. Activities include erosion repair, surveying and engineering, and vegetation control by mowing, spraying, and other methods. The reported total maintenance cost for the previous fiscal year was $212,500. The Agency provided a list of planned expenses and maintenance activities for all levee units. Expenses include the cost of patrolling, surveying, and engineering and vegetation control by mowing, spraying, trimming and other methods. The reported total cost for the current fiscal year is $200,000 which corresponds to $11,274 per levee mile.

Spring 2024 DWR Levee Inspection Reports (Maintenance Only, No Rating)[4]

RD 150 was inspected on March 13, 2024. DWR spring inspection reports do not provide an overall rating. The LMA has updated O&M Manuals, adequate flood fighting materials, and the crew had flood fight training in October 2019. For Unit No. 01, all the grasses/weeds and rodent burrows are noted as corrected. For Unit No. 02, grass/weeds, vegetation, tree thinning, and an erosion site was rated as corrected or minimally acceptable. The only remaining unacceptable item were tree limbs and debris on the levee slope in one location (Unit No. 02 at mile 7.81).

	Items Resolved	Items Not Resolved	Total Items	Notes Regarding Unresolved Items
Unit No. 01	6	0	6	
Unit No. 02	11	2	13	Tree stump (mi 0.52), Limb debris (mi 4.68)
Unit No. 03	31	10	41	Thin trees (mi 1.61, 8.47), erosion (mi 3.39, 4.39-4.43, 7.99-8.02, 8.26-8.35), slope stability (8.18-8.20)
Total (%)	**48 (80%)**	**12 (20%)**	**60**	

There are no critical issues noted. Most of the “trim/thin trees” issues are fallen trees and old tree stumps DWR wants removed.

USACE Rehabilitation Program Status

RD 150 currently has an “active” status in the USACE PL 84-99 Rehabilitation Program, which means it is eligible for rehabilitation of flood damaged facilities at 100-percent federal cost sharing to pre-disaster condition and level of protection.

Capacity and Adequacy of Public Facilities and Services MSR Determination:

After receiving Minimally Acceptable ratings from 2019-2022, RD 150 received an Unacceptable rating in 2023. DWR data indicates vegetation and erosion/bank caving were the more significant issues. RD 150 indicates the fall 2023 inspection came early, before their annual vegetation maintenance service (via goats) could make it to the levees, which is why RD 150 went from minimally acceptable to unacceptable. In addition, in 2023 Northern California experienced a series of atmospheric rivers in January and again in March characterized from moderate to exceptional. The resulting the impact to the flood control features and vegetation is evident in the inspection reports. The reported total maintenance cost for the current fiscal year is $200,000 which corresponds to $11,274 per levee mile. The 2024 Spring inspection report indicates 80% of the items noted in the Fall 2023 inspection have been corrected.

Capacity and Adequacy of Public Facilities and Services MSR Recommendations:

- RD 150 should implement any remaining DWR Fall 2023 inspection report recommendations as itemized in the Spring 2024 inspection report:
    - There is vegetation that significantly impacts access and visibility in this Area.
    - The LMA should focus more on controlling vegetation to maintain visibility and access.

[4] https://cdec.water.ca.gov/detailed_reports.html

- The LMA should focus on repairing erosion sites.

4. Financial Ability

Financial ability of agencies to provide services.

		Significant Issue	Potentially Significant	No Issue
a)	*Is the subject agency in a stable financial position, i.e. does the 5-year trend analysis indicate any issues?*	☐	☐	☐
b)	*Is there an issue with the organization's revenue sources being reliable? For example, is a large percentage of revenue coming from grants or one-time/short-term sources?*	☐	☐	☐
c)	*Is the organization's revenue sufficient to fund an adequate level of service, necessary infrastructure maintenance, replacement and/or any needed expansion? Is the fee inconsistent with the schedules of similar local agencies*	☐	☒	☐
d)	*Does the subject agency have a capital improvement plan (CIP)? Has the agency identified and quantified what the possible significant risks and costs of infrastructure or equipment failure? Does the agency have a reserve policy to fund it?*	☐	☒	☐
e)	*Does the agency have any debt, and if so, is the organization's debt at an unmanageable level? Does the agency need a clear debt management policy, if applicable?*	☐	☐	☒
f)	*Can the subject agency improve its use of generally accepted accounting principles including: summaries of all fund balances, summaries of revenues and expenditures, general status of reserves, and any un-funded obligations (i.e. pension/retiree benefits)? Does the agency have accounting and/or financial policies that guide the agency in how financial transactions are recorded and presented?*	☐	☐	☒
g)	*Does the agency staff need to review financial data on a regular basis and are discrepancies identified, investigated and corrective action taken in a timely manner? The review may include reconciliations of various accounts, comparing budgets-to-actual, analyzing budget variances, comparing revenue and expense balances to the prior year, etc. If the agency uses Yolo County's financial system and the County Treasury, does the agency review monthly the transactions in the County system to transactions the agency submitted to the County for processing?*	☐	☐	☒
h)	*Does the agency board need to receive regular financial reports (quarterly or mid-year at a minimum) that provide a clear and complete picture of the agency's assets and liabilities, fully disclosing both positive and negative financial information to the public and financial institutions?*	☐	☐	☒

RECLAMATION DISTRICT NO. 150
STATEMENT OF REVENUE, EXPENDITURES AND CHANGES IN FUND BALANCES

	2019	2020	2021	2022	2023
Revenue					
Special assessment	$ 203,521	$ 203,521	$ 203,521	$ 203,521	$ 208,485
Interest	1,526	2,906	2,296	(8,399)	3,931
Rents and concessions	9,600	9,525	10,800	11,400	12,000
Intergovernmental grants	-	299,997	265,184	176,053	213,257
Other revenue	-	151	38	10,738	9,488
Total Revenue	214,647	516,100	481,839	393,313	447,161
Expenditures					
Salaries and benefits	15,261	19,558	19,947	21,914	20,990
Services and supplies	222,822	351,107	207,784	373,922	368,350
Capital outlay	-	-	-	87,750	177,250
GAAP adjustment	-	-	12,281	-	-
Total Expenditures	238,083	370,665	240,012	483,586	566,590
Net income (loss)	(23,436)	145,435	241,827	(90,273)	(119,429)
Beginning Fund Balance	124,989	101,553	246,988	488,815	398,542
Ending Fund Balances	$ 101,553	$ 246,988	$ 488,815	$ 398,542	$ 279,113
Fund Balances					
Nonspendble	$ -	$ -	$ -	$ -	$ 13,470
Restricted	-	9,016	265,789	177,434	-
Unassigned	$ 101,553	$ 237,972	$ 223,026	$ 221,108	$ 265,643
Total Fund Balances	$ 101,553	$ 246,988	$ 488,815	$ 398,542	$ 279,113
Y-T-Y Change in total Fund Balances					
Amount Increase (Decrease)	$ (23,436)	$ 145,435	$ 241,827	$ (90,273)	$ (119,429)
Percentage Increase (Decrease)	-18.75%	143.21%	97.91%	-18.47%	-29.97%

Discussion:

RD 150 appears to be in financially stable. The District's revenue consists of special assessments, earnings on surplus funds, rental income, intergovernmental revenue and miscellaneous revenue. Over the past 5 years special assessments were 50% of annual revenues and intergovernmental revenues were 46%. District's revenue and expenditures have not fluctuated much except for the purchase of two generators in fiscal years 2022 and 2023. Overall total fund balance has increased by $154,124, from $124,989 as of July 1, 2019 to $279,113 as of June 30, 2023. The only issue is with the adequacy of fund balance to mitigate financial effects of upcoming known significant capital asset replacement and from unanticipated infrastructure failure.

The District's revenue appears to be mostly reliable with special assessments accounting for 50% of annual revenues, while intergovernmental revenue account for 46% of annual revenue. The special assessments are enrolled on the County's tax roll and are subject to proposition 218. The intergovernmental revenue are not guaranteed and are subject to change based on policy changes of the grantor agencies.

The District reports that it's difficult to fund necessary levee improvements because of the high number of levee miles to maintain (17.74 mi.) as compared to the acreage in the district that can be assessed (4,921 ac.). RD 150 received an overall rating of U as part of the Fall 2023 Flood Control Project Maintenance levee inspections. In 2023 Northern California experienced a series of atmospheric rivers in January and again in March characterized from moderate to exceptional. The resulting the impact to the flood control features, including levees, is evident in the inspection reports. The reported total cost for the current fiscal year is $200,000 which corresponds to $11,274 per levee mile.

The District does not have any debt nor any pension or other postemployment benefits liabilities. The District processes all of its accounting transactions through the County Treasury, using the County's system chart of accounts and is part of the Department of Financial Services annual closing process. In addition, the District contracts for an annual audit.

Does the district staff review financial data regularly and reports it to the Board quarterly and during budget reviews. RD 150 also conducts an annual audit.

Financial Ability MSR Determination:

RD 150 is financially stable. The District reports that it's difficult to fund necessary levee improvements because of the high number of levee miles to maintain (17.74 mi.) as compared to the acreage in the district that can be assessed (4,921 ac.). RD 150 received an overall rating of U as part of the Fall 2023 Flood Control Project Maintenance levee inspections. In 2023, Northern California experienced a series of atmospheric rivers in January and again in March characterized from moderate to exceptional. The reported total cost for the current fiscal year is $200,000 which corresponds to $11,274 per levee mile. RD 150 adopts budgets, reviews financial information quarterly, and prepares regular audits.

Financial Ability Recommendation(s):

- Adopt a capital improvement plan (CIP) or similar analysis to quantify the possible significant risks, infrastructure costs, or equipment failure to determine what the District fund balance goals should be (and fund accordingly).

5. Shared Services and Facilities

Status of, and opportunities for, shared facilities.

	Significant Issue	Potentially Significant	No Issue
a) *Are there any opportunities for the organization to share services or facilities with neighboring, overlapping, or other organizations that are not currently being utilized?*	☐	☐	☒

Discussion:

None.

Shared Services MSR Determination:

RD 150 is not hydrologically connected to the other Clarksburg RDs and it is considered its own, separate hydrologic basin since it maintains a complete levee ring. RD 150 participates as members of the California Central Valley Flood Control Association (CCVFCA) and the Westside Committee for the Regional Flood Management Plan.

Shared Services Recommendation(s):

None.

6. Accountability, Structure, and Efficiencies

Accountability for community service needs, including governmental structure and operational efficiencies.

		Significant Issue	Potentially Significant	No Issue
a)	*Are there any recommended changes to the organization's governmental structure or operations that will increase accountability and efficiency (i.e. overlapping boundaries that confuse the public, service inefficiencies, and/or higher costs/rates)?*	☐	☐	☒
b)	*Does the agency need to secure independent audits of financial reports that meet California State Controller requirements? Are the same auditors used for more than six years? Are audit results not reviewed in an open meeting?*	☐	☐	☒
c)	*Is the agency insured or in a risk management pool to manage potential liabilities?*	☐	☐	☒
d)	*Are there any issues with filling board vacancies and maintaining board members? Is there a lack of board member training regarding the organization's program requirements and financial management?*	☐	☐	☒
e)	*Are there any issues with staff capacity and/or turnover? Is there a lack of staff member training regarding the organization's program requirements and financial management?*	☐	☐	☒
f)	*Are any agency officials and designated staff current in making their Statement of Economic Interests (Form 700) disclosures?*	☐	☐	☒
g)	*Does the agency have adequate policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct (see suggested policies list)?*	☐	☒	☐
h)	*Does the organization need to improve its public transparency via a website (see https://www.yololafco.org/yolo-local-government-website-transparency-scorecards)?*	☐	☐	☒

Discussion:

RD 150 is an independent special district governed by a five-member Board of Trustees. It meets monthly at the Bogle Tasting Room. The District complies with all Brown Act requirements in publicly noticing its meetings through posting and individual notification.

All five Board member positions are currently filled. When there is a vacancy on the Board of Commissioners, candidates may file for the office of Commissioner, provided that each candidate is either a landowner or a legal representative of a landowner. Elections are conducted by an all-mail in ballot in accordance with Division 15 of the California Water Code and applicable provisions of the California Elections Code. Appointment by the Board of Supervisors will be made in the event there are no nominees or an insufficient number of nominees for the office to hold an election.

The District has two (2) part time staff (a 0.25 FTE drainage pump superintendent and a 0.25 FTE secretary) but is primarily landowner operated. RD 150 contracts out for District Engineering services with MBK

Engineers and District Counsel is Downey Brand Attorneys.[5]RD 150 appears to have stable staffing with its employees and contractors. LAFCo is not aware of any issues regarding staff capacity and turnover.

The District works to maintain transparency by receiving annual independent audits and producing annual adopted budgets. RD 150 has insurance coverage from Brown, Meyer & Cook (a broker). RD 150's 2023 Yolo Local Government Website Transparency Scorecard score improved to 90% this year, which is a significant achievement considering they did not have a website during the 2018 MSR.

Accountability, Structure, and Efficiencies MSR Determination:

There are no recommended changes to RD 150's governance structure. Board members and staff are stable and capable. The District obtains annual independent audits and received a 90% score in the 2023 Yolo Local Government Website Transparency Scorecard, which is a significant achievement considering they did not have a website during the 2018 MSR. One recommended improvement is consider adopting administrative policies.

Accountability, Structure, and Efficiencies Recommendation(s):

- Adopt policies (as applicable) relating to personnel/payroll, general and administrative, board member and meetings, and segregating financial and accounting duties among staff and/or board to minimize risk of error or misconduct. (repeat from 2018 MSR)

7. Broadband Access

Any other matter related to effective or efficient service delivery, as required by commission policy.

Per Yolo LAFCo Project Policy 6.2 "*it is the intent of Yolo LAFCo to comprehensively review broadband access in MSRs of local agencies that either serve communities and/or provide emergency services where broadband connection is critical (i.e. cities, CSDs, CSAs, FPDs and RDs).*"

	Significant Issue	Potentially Significant	No Issue
a) *Is there a lack of high-performance broadband (25/3 Mbps) available in the community?*	☐	☐	☒

Discussion:

None.

Broadband Access MSR Determination

The CPUC California Broadband Availability Map[6] indicates California Broadband Services provides fixed wireless services to the RD 150 area with 100/25 Mbps (upload/download) speeds.

Yolo County is currently working with an internet service provider that will proposing two solutions for the Clarksburg area, a phased in wireless approach and a fiber project. However, State budget cuts will impact broadband project funding.

Broadband Access Recommendation(s)

None.

[5] RD response to LAFCo information request
[6] https://www.broadbandmap.ca.gov/

SPHERE OF INFLUENCE STUDY

A Sphere of Influence (SOI) is an area delineated on a map and approved by LAFCo that indicates where potential future agency annexations could be proposed. RD 150's territory already aligns with the hydrologic basin and ring levee that it is responsible for. Therefore, future expansion of the district's territory does not make sense. Therefore, no SOI Update is needed.

On the basis of the Municipal Service Review:

☒ Staff has reviewed the agency's Sphere of Influence and recommends that a SOI Update is NOT NECESSARY in accordance with Government Code Section 56425(g). Therefore, NO CHANGE to the agency's SOI is recommended and SOI determinations HAVE NOT been made.

☐ Staff has reviewed the agency's Sphere of Influence and recommends that a SOI Update IS NECESSARY in accordance with Government Code Section 56425(g). Therefore, A CHANGE to the agency's SOI is recommended and SOI determinations HAVE been made and are included in this MSR/SOI study.

YOLO
LOCAL
AGENCY
FORMATION
COMMISSION

Yolo LAFCo
Collaboration for Better Government

Regular 10.

LAFCO
Meeting Date: 09/26/2024

Information

SUBJECT
Consider a request from the Elkhorn Fire Protection District (FPD) to waive the Yolo LAFCo Deposit/Fee Schedule for its application to dissolve the FPD in response to the 2022 municipal services review (MSR) for fire protection agencies

RECOMMENDED ACTION
Waive the processing costs associated with the Elkhorn FPD reorganization, consistent with the LAFCo Deposit/Fee Schedule.

FISCAL IMPACT
Staff estimates that the fiscal impact of the fee waiver would be approximately $33,675, which can be absorbed by the LAFCo budget as detailed below.

REASONS FOR RECOMMENDED ACTION
Application charges for jurisdictional changes are established as an initial deposit, and then the cost of actual time is drawn from the deposit, with any shortfalls paid by the applicant prior to completion of proceedings. The adopted Yolo LAFCo Deposit/Fee Schedule indicates the Commission may reduce or waive the deposit/fees if: (1) a financial hardship is demonstrated; and/or if (2) the proposal is in response to a LAFCo condition or recommendation.

Both of the conditions for a fee waiver are met. Elkhorn FPD does not currently generate sufficient revenue through its property tax allocation and assessment to pay the anticipated costs of city service contracts. Currently, the shortfall is anticipated to be roughly $130,000 annually, subject to additional analysis and contract negotiation. LAFCo charging the Elkhorn FPD for proposal processing will further reduce the funds available to address service transition. Additionally, Elkhorn FPD's dissolution application is in response to a 2022 LAFCo MSR recommendation (LAFCo No. 21-05) which states:

> *5. Elkhorn FPD should be dissolved, and its territory annexed into Springlake FPD (for the City of Woodland service area) and CSA 9 (for the City of West Sacramento service area), dividing up the territory geographically to minimize response times.*

Dissolving the Elkhorn FPD will be a very complicated process. Processing the application will include determining how the FPD should be dismantled, changing district boundaries, developing a plan for city service contracts, and shoring up any revenue shortfalls. Costs are anticipated to be roughly similar to those incurred by the City of West Sacramento with the RD 900 reorganization in 2019, which cost $38,910.

The anticipated LAFCo processing cost for the application is detailed below. However, please note that LAFCo staff time will not be a net cost incurred, as staff time is already included in our budget. But it would result in lost revenue that applicants normally pay for the share of LAFCo's operating cost associated with the application, which is additional revenue which rolls over as a carryover fund balance that is used to offset agency LAFCo costs in the following fiscal year.

Executive Officer	$10,000*
Clerk/Analyst	$2,000*
LAFCo Counsel	$6,000
Outside Counsel	$2,000
Surveyor	$9,000
GIS	$525
Hearing Notices	$300

CEQA Filing Fee (NOE)	$50
BOE Filing Fee	$3,800
Total	**$33,675**

** Staff time is included in the LAFCo budget and is not a net cost that would be incurred. It is lost revenue to LAFCo, however.*

These costs can be absorbed by our Services and Supplies budget already adopted for FY 2024/25, which LAFCo has consistently come in under budget at year end. For FY 2024, LAFCo expended only 56% of its Services and Supplies budget with $41,765 becoming a carry over fund balance. LAFCo also has an appropriation of $25,000 in our budget for contingencies. Separately, LAFCo budgeted more this year for succession planning under Salaries and Benefits assuming a new employee would start October 1, which is not happening as planned. Assuming we hire on January 1 instead of October 1, our expenditures would be reduced by $54,633. Therefore, these offsets are anticipated to be sufficient to absorb the Elkhorn FPD dissolution processing costs in our current budget.

Attachments

ATT A-Elkhorn FPD FeeWaiver Request Sep 6, 2024

Form Review

Inbox	Reviewed By	Date
Christine Crawford (Originator)	Christine Crawford	09/18/2024 01:18 PM
Form Started By: Christine Crawford		Started On: 09/05/2024 12:17 PM
Final Approval Date: 09/18/2024		

From: Ammy Reyes <ar.bypassfarms@gmail.com>
Sent: Friday, September 6, 2024 9:07 AM
To: Christine Crawford <Christine.Crawford@yolocounty.gov>
Cc: Bill Mattos Sr. <w_mattosconst@yahoo.com>; Cho, Austin <acho@downeybrand.com>; Smith, Rebecca <rsmith@downeybrand.com>
Subject: Re: DRAFT Elkhorn FPD Application to LAFCo - For Review and Sign

Dear Kristine ,

Thank you for your email reply and the allotted time to create a fee wavier request for the application. Here is a our fee waiver request:

To Whom It May Concern,

Subject: Request for Fee Waiver for Application Deposit

I am writing on behalf of the Elkhorn Fire Protection District (FPD) to formally request a waiver or reduction of the $4,000 application deposit required by LAFCo. This request is made in response to a recommendation from the recent Municipal Service Review (MSR) conducted by LAFCo.

The Elkhorn FPD is committed to addressing the recommendations set forth in the MSR to improve our services and ensure compliance with regulatory requirements. As these actions are in direct response to LAFCo's recommendations, we believe that a waiver or reduction of the application deposit is warranted and would greatly assist us in fulfilling these obligations.

We respectfully request that this waiver be considered at the upcoming LAFCo meeting on September 26th. We appreciate your consideration of this request and look forward to your favorable response.

Thank you for your time and attention to this matter.

Sincerely,

Elkhorn FPD subcommittee representatives
Thanks & Regards,

Ammy Reyes
Farm Manager
Bypass Farms and Bypass Sheep Company
Cell: 530-723-0520
Email: ar.bypassfarms@gmail.com

YOLO
LOCAL
AGENCY
FORMATION
COMMISSION

Executive Officer Report 11.

LAFCO
Meeting Date: 09/26/2024

Information

SUBJECT
A report by the Executive Officer on recent events relevant to the Commission and an update of staff activity for the month. The Commission or any individual Commissioner may request that action be taken on any item listed.

a. LAFCo Recruitment Update

b. 09.26.24 Long Range Planning Calendar

c. EO Activity Report - July 22 through September 20, 2024

d. CALAFCO Legislative Summary

Attachments

ATT b-09.26.2024 Long Range Planning Calendar
ATT c-EO Activity Report Jul22-Sep20
ATT d-09.26.2024 CALAFCO Legislative Summary

Form Review

Form Started By: Terri Tuck Started On: 09/18/2024 11:42 AM
Final Approval Date: 09/18/2024

Item 11-ATT b

Long Range Meeting Calendar – Tentative Items

September 26, 2024

Meeting Date	Tentative Agenda Items
Oct 31, 2024	• Conducting Authority proceedings for the PIRMI & Sports Park Reorganization to the City of Woodland (LAFCo No. 24-01) • Consider the MSR/SOI Initial Study for the City of Woodland and determine a comprehensive Update is not needed for this 5-year review cycle per Government Code §56425(g) • FY 23/24 Q4 Financial Update • FY 24/25 Q1 Financial Update
Dec 5, 2024	• Adopt LAFCo 2025 Meeting Calendar • Adopt MSR/SOI for Cemetery Services (6 districts)
January 2025	• FY 24/25 Q2 Financial Update • 2024 Local Agency Website Transparency Report
February 2025	• LAFCo Audit FYs 2022, 2023, and 2024 • Consider and adopt LAFCo Annual Work Plan for Fiscal Year 2025/26 • Elect Chair & Vice Chair

New Applications Received Since Last Meeting

Date Received	Application Name
07/22/2024	PIRMI & Sports Park Reorganization to the City of Woodland

LAFCo EO Activity Report

Item 11-ATT c

July 22 through September 20, 2024

Date	Meeting/Milestone	Comments
7/22-7/23/2024	Interviews for LAFCo Analyst position	Five interviews
07/24/2024	Meeting w/ Chair Bill Biasi	LAFCo agenda review
07/24/2024	Meeting w/Renee Croswell (Human Resources)	Recruitment
07/25/2024	Meeting w/Megan Meier (City of Woodland)	Additional info for PIRMI & Sports Park Reorganization (LAF#24-01)
08/05/2024	Meeting w/Dotty Pritchard (Chief of Staff to Supervisor Sandy), Tom Kane & Bill Mattos (Elkhorn FPD Board members)	Elkhorn FPD dissolution
08/06/2024	Meeting w/Counsel Eric May, Dotty Pritchard (Chief of Staff to Supervisor Sandy) and County staff (Elisa Sabatini, Alex Tengolics, Berenice Espitia)	Elkhorn FPD dissolution
08/07/2024	Meeting w/Counsel Eric May	Elkhorn FPD Update
08/08/2024	Meeting w/Gerardo Pinedo (CAO), Alexander Tengolics, Berenice Espitia, Phil Pogledich, Eric May	Elkhorn FPD application
08/09/2024	Meeting w/Tara Thronson (Deputy to Supervisor Frerichs)	West Plainfield & Winters FPD issues
08/13/2024	Panel Interviews for LAFCo Analyst position	Including post interview lunch w/panelists
08/20/2024	Yolo Grand Jury Presentation	Special District info for new Grand Jury members
08/21/2024	Attend Elkhorn FPD Board Meeting	Adopted Elkhorn FPD dissolution
08/21/2024	Solano LAFCo SOI/MSR policy and Networking Mtg	Discussed SOI policy issues
08/27/2024	Rolling Acres Community Meeting	Governance models to address the frequency of flooding in the area
08/28/2024	Meeting w/Don Saylor (former BOS and LAFCo Commissioner)	Reinvigorating YED Talks
08/28/2024	Reinvigorating YED Talks - Brainstorming/Recalibrating Session	Brainstorming with working group
08/29/2024	Meeting w/Megan Meier (City of Woodland)	Barnard St./Westucky area discussion re: PIRMI & Sports Park Reorganization (LAF#24-01)
08/29/2024	Meeting w/Pamela Miller	LAFCo Recruitment
09/04/2024	Streamline Summer School: Educational Webinar Series for Special Districts	Session Re Using AI for Special Districts
09/06/2024	Management Section Exercise for Yolo County EOC	Participated

Date	Meeting/Milestone	Comments
09/10/2024	Attended BOS Meeting	Submitted comments and spoke at Tuesday's BOS meeting to request that the Elkhorn FPD be eligible for some of the County's rural fire sustainability funding on a short-term basis to help address anticipated gaps in FPD revenue and city service contracts
09/12/2024	LAFCos and SACOG Collaboration	Initial meeting was an opportunity to establish a regular dialogue with LAFCO staff, enhancing collaboration and information sharing between organizations regarding how SACOG's adopted land use assumptions influence the decision-making processes of regional LAFCos, particularly regarding SOI and annexation decisions.
09/16/2024	Meeting w/Supervisor Villegas	MSR for Flood Protection Services
09/16/2024	Meeting w/ Chair Bill Biasi	LAFCo agenda review
09/17/2024	BOS Fire Sustainability Ad Hoc Meeting	Presented update re Elkhorn FPD dissolution
09/17/2024	Meeting w/City of Davis	Shriner's Project – LAFCo Annexation

CALAFCO Legislative Summary

September 26, 2024, LAFCo Meeting

August 31st was the last day for the legislature to pass bills and it is now in recess. The governor has until September 30th to sign or veto bills passed. CALAFCO tracked 10 pieces of proposed legislation, two of which were sponsored by CALAFCO:

- AB 3277 CALAFCO's omnibus bill was signed by the Governor on July 2, 2024
- SB 1209 This bill has been enrolled and presented to the Governor for signature. This bill contains important indemnification protections for LAFCos.

Additional bills of potential Yolo LAFCo interest include:

- AB 805 (Arambula D) This bill has enrolled and presented to the Governor for signature. This bill provides administrative, financial, and technical assistance to help address and correct sewer system failures in disadvantaged communities. CALAFCO took a "watch" position. This bill may be potentially valuable for Yolo LAFCo if disadvantaged community wastewater systems fail to maintain adequate service.
- AB 2302 (Addis D) This bill has enrolled and presented to the Governor for signature. This bill would enact changes to Brown Act provisions that allow members of legislative bodies to teleconference for meetings. Currently, the law limits teleconferencing to no more than 3 consecutive months, 20% of the regular meetings in a calendar year, or 2 meetings for bodies that meet less than 10 times in a calendar year. This bill redefines those limits as 2 meetings per year for bodies meeting monthly or less; 5 meetings per year for those meeting twice per month; or 7 meetings per year if the body meetings three times or more per month. CALAFCO took a "watch" position.

Please see the attached CALAFCO List of Current Bills dated 9/18/2024.

CALAFCO List of Current Bills
9/18/2024

AB 805 **(Arambula D) Sewer service: disadvantaged communities.**

Current Text: Enrollment: 9/5/2024 html pdf

Introduced: 2/13/2023

Last Amend: 6/6/2024

Status: 9/5/2024-Enrolled and presented to the Governor at 4 p.m.

Location: 9/5/2024-A. ENROLLED

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	**Enrolled**	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: The State Water Resources Control Board and the 9 California regional water quality control boards regulate water quality in accordance with the Porter-Cologne Water Quality Control Act and the federal Clean Water Act. Current law authorizes a regional board to order the provision of sewer service by a receiving sewer system, as defined, to a disadvantaged community served by an inadequate onsite sewage treatment system, as defined. This bill would authorize the state board, until January 1, 2029, and after it makes a specified finding or findings by resolution, to require a designated sewer system to contract with an administrator designated or approved by the state board for administrative, technical, operational, legal, or managerial services to assist a designated sewer system with the delivery of adequate sewer service, as defined.

Position

Watch

CALAFCO Comments: 9/5/2024: Presented to the Governor at 4 p.m.
8/27/2024: Received Assembly concurrence; to Engrossing and Enrolling.
8/27/2024: Assembly Rule 77 suspended. Urgency clause adopted.
8/27/24: Scheduled for concurrence.
8/26/24: Read third time.
Third Senate reading rescheduled to 8/26/2024.
8/23/24: Third reading had been rescheduled to 8/22/2024 but was not read. No new date yet scheduled.
Third reading rescheduled to 8/21/2024.
8/19/2024: Read for Second time in Senate. Scheduled for third reading on 8/20/2024.
8/15/2024: Passed out of Appropriations.
6/24/2024 Referred to Appropriations suspense file.
6/5/2024: Passed Senate Environmental Quality Committee and re-referred to Appropriations due to recent amendments.

5/15/2024: Amended. Now provides administrative, financial, and technical assistance to help address and correct sewer system failures or other regulatory non-compliance exhibited by existing infrastructure.
5/1/2024: Assigned to Senate Environmental Quality committee. No hearing date yet scheduled.
1/26/2024: Support, if amended, approved. Amendment requested is the inclusion of language requiring the state board to consult with the local LAFCO.
1/22/2024: Gutted and amended. No longer addresses consolidation of waste water systems but, rather, would set up a program in which the state would provide technical, managerial, administrative, and financial assistance, where applicable, to disadvantaged communities. Position changed to support if amended to include a provision requiring the state board to consult with the local LAFCO regarding the system.
As introduced, this bill would have authorized the state board, if sufficient funds are available, to order consolidation of sewer service along with an order of consolidation of drinking water systems when both of the receiving and subsumed water systems provide sewer service and after the state board engages in certain activities. It failed to meet 2023 deadlines and became a 2 year bill that cannot be acted upon until January, 2024.

AB 817 **(Pacheco D) Open meetings: teleconferencing: subsidiary body.**

Current Text: Amended: 5/29/2024 html pdf

Introduced: 2/13/2023

Last Amend: 5/29/2024

Status: 7/2/2024-Failed Deadline pursuant to Rule 61(b)(13). (Last location was L. GOV. on 5/1/2024)

Location: 7/2/2024-S. DEAD

Desk	Policy	Fiscal	Floor	Desk	**Dead**	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Ralph M. Brown Act, requires, with specified exceptions, each legislative body of a local agency to provide notice of the time and place for its regular meetings and an agenda containing a brief general description of each item of business to be transacted. Current law authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency (emergency provisions) and, until January 1, 2026, in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency's jurisdiction and other requirements are met (nonemergency provisions). Current law imposes different requirements for notice, agenda, and public participation, as prescribed, when a legislative body is using alternate teleconferencing provisions. The nonemergency provisions impose restrictions on remote participation by a member of the legislative body and require the legislative body to provide specific means by which the public may remotely hear and visually observe the meeting. This bill, until January 1, 2026, would authorize a subsidiary body, as defined, to use similar alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require at least one staff member of the local agency to be present at a designated primary physical meeting location during the meeting. The bill would require the local agency to post the agenda at the primary physical meeting location. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified. The bill would also require the subsidiary body to list a member of the subsidiary body who participates in a teleconference meeting from a remote location in the minutes of the meeting. In order to use teleconferencing pursuant to this act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter.

Position
Watch

CALAFCO Comments: 7/2/2024: Died on 7/2/2024 for failing to meet the July 1st deadline, which was the last day for policy committees to meet and report bills.

6/5/2024: Considered by Senate Local Government Committee and failed, with reconsideration granted.
1/25/2024: Moved out of the Assembly and was assigned to Senate Local Government Committee and the Senate Judiciary Committee.
1/17/2024: Amended to add a Sunset date of January 1, 2026.
3/16/2023: The bill was amended to speak specifically to teleconferenced meetings of subsidiary bodies, defined as a body that serves exclusively in an advisory capacity, and is not authorized to take final action on legislation, regulations, contracts, licenses, permits, or any other entitlements. For qualifying bodies, this bill would remove the requirement to post an agenda at the location of the subsidiary body member who was participating from off site- providing that the legislative body that formed the subsidiary body has previously made findings noting that teleconferenced meetings of the subsidiary body would enhance public access, and would promote the attractions, retention and diversity of the subsidiary body. The superior legislative body would need to revisit the matter and repeat those finding every 12 months thereafter. This bill also reaffirms that other provisions of the Brown Act are applicable to subsidiary bodies.

Failed to meet deadlines and now a 2 year bill that cannot be acted upon until January, 2024.

AB 828 **(Connolly D) Sustainable groundwater management: managed wetlands.**
Current Text: Enrollment: 9/10/2024 html pdf
Introduced: 2/13/2023
Last Amend: 8/20/2024
Status: 9/10/2024-Enrolled and presented to the Governor at 4:30 p.m.
Location: 9/10/2024-A. ENROLLED

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	**Enrolled**	Vetoed	Chaptered
1st House				2nd House							

Summary: The Sustainable Groundwater Management Act requires all groundwater basins designated as high- or medium-priority basins by the Department of Water Resources to be managed under a groundwater sustainability plan or coordinated groundwater sustainability plans,

except as specified. Current law defines various terms for purposes of the act. This bill would add various defined terms for purposes of the act, including the terms "managed wetland" and "small community water system."

Position

None at this time

CALAFCO Comments: 9/10/2024: Presented to the Governor at 4:30 p.m.
8/28/2024: Received Assembly concurrence; to Engrossing and Enrolling.
8/27/24: Read third time and ordered back to Assembly.
Third reading rescheduled to 8/27/2024.
Senate Third Reading rescheduled to 8/26/2024.
8/22/24: Scheduled for third reading but not read. No new date yet.
8/21/24: Read second time, and ordered to third reading.
8/20/2024: Read third time but amended to add federally reserved water rights in the list of exclusions, so ordered back for second reading.
8/19/24: Rescheduled to 8/20/2024 for Third reading.
8/13/24: Advanced to 8/13/24 Floor consideration where it received its second reading. Now scheduled for Senate Third Reading on 8/19/24.
8/15/24: Scheduled for Senate Second Reading.
8/05/24: Not heard and rescheduled to Appropriations on 8/12/2024, then moved out to Senate Floor.
7/01/24: Read second time and amended. Re-referred to Appropriations where it is scheduled for hearing on 8/5/2024.
6/25/24: Passed out of Senate Committee on Natural Resources and Water with amendments, and re-referred to Appropriations.
1/29/24: Passed Assembly Floor and moved to Senate to be scheduled for policy hearing.
1/18/24: Passed out of Assembly Appropriations Committee.
1/11/24: Amended to strike provisions regarding small community water systems serving disadvantaged communities and pivots to groundwater sustainability agencies. New provisions were added to the bill that would have the effect of carving out of the existing law, until January 1, 2028, small community water systems serving disadvantaged communities from permitted public water supply wells. After January 1, 2028, that provision sunsets and the law would revert back to its current state without the carve out.
1/9/24: Passed Assembly Water, Parks and Recreation Committee.
4/17/2023: Amended to define agencies and entities required or excluded from existing 10726.4 (a) (4). Amends Water Code section 10730.2 to add language regarding fees, and amends Water Code section 10733 to address groundwater sustainability plans.
Failed to make April policy committee deadline and now cannot be acted upon until January 2024.

As introduced, would add definitions for Managed Wetlands, and Small community water system to Water Code Section 10721.

AB 2302 **(Addis D) Open meetings: local agencies: teleconferences.**

Current Text: Enrolled: 8/27/2024 html pdf

Introduced: 2/12/2024

Status: 8/27/2024-Enrolled and presented to the Governor at 12 p.m.

Location: 8/27/2024-A. ENROLLED

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	**Enrolled**	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: The Ralph M. Brown Act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in specified circumstances if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Current law imposes prescribed restrictions on remote participation by a member under these alternative teleconferencing provisions, including

establishing limits on the number of meetings a member may participate in solely by teleconference from a remote location, prohibiting such participation for a period of more than 3 consecutive months or 20% of the regular meetings for the local agency within a calendar year, or more than 2 meetings if the legislative body regularly meets fewer than 10 times per calendar year. This bill would revise those limits, instead prohibiting such participation for more than a specified number of meetings per year, based on how frequently the legislative body regularly meets.

Position

Watch

CALAFCO Comments: 8/27/2024: Presented to the Governor at 12 p.m.
8/20/2024: To Engrossing and Enrolling.
8/19/2024: Third reading; approved.
Senate Third Reading rescheduled to 8/19/24.
8/15/2024: Scheduled for Senate Third Reading
8/8/2024: Scheduled for Third Reading in Senate but rescheduled to 8/15.
7/3/2024: Was scheduled for Third Reading in Senate but not heard. No new date yet scheduled.
6/5/2024: Passed Senate Local Government Committee, read second time on June 5, 2024. Third Reading scheduled for 06/10/2024 but pushed out to 6/25/2024, then pushed again to 7/3/2024.
5/9/2024: Passed Assembly Third Reading and moved to Senate.
4/10/24 passed Assembly Local Government Committee and sent to Assembly Floor.
Introduced on 2/12/2024, this bill would enact changes to Brown Act provisions that allow members of legislative bodies to teleconference for meetings. Currently, the law limits teleconferencing to no more than 3 consecutive months, 20% of the regular meetings in a calendar year, or 2 meetings for bodies that meet less than 10 times in a calendar year. This bill redefines those limits as 2 meetings per year for bodies meeting monthly or less; 5 meetings per year for those meeting twice per month; or 7 meetings per year if the body meetings three times or more per month.

AB 2661 **(Soria D) Electricity: Westlands Water District.**

Current Text: Enrollment: 9/13/2024 html pdf

Introduced: 2/14/2024

Last Amend: 8/23/2024

Status: 9/13/2024-Enrolled and presented to the Governor at 4 p.m.

Location: 9/13/2024-A. ENROLLED

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	**Enrolled**	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: Would authorize the Westlands Water District to provide, generate, and deliver solar photovoltaic or hydroelectric electricity and to construct, operate, and maintain works, facilities, improvements, and property necessary or convenient for generating and delivering that electricity. The bill would require the district to use the electricity for the district's own purposes, and the bill would authorize the district to sell surplus electricity to a public or private entity engaged in the distribution or sale of electricity. The bill would also authorize the district to construct, operate, and maintain energy storage systems and electric transmission lines, and to construct, operate, and maintain works, facilities, improvements, and property necessary or convenient for the operation of the energy storage system and electric transmission lines, within the boundaries of the district, as specified. The bill would require the district to report the amount of income, and the purposes for expenditure of that income, from these electricity facilities in a specified report. The bill would require the district to establish a community benefits agreement plan for a specified electrical infrastructure development plan and related transmission and other electrical projects, as provided. This bill would make legislative findings and declarations as to the necessity of a special statute for the Westlands Water District.

Position

Watch

CALAFCO Comments: 9/13/2024: Enrolled and presented to the Governor at 4 p.m.
8/31/2024: Concurrence in Assembly, and sent to Enrolling and Engrossing.
8/30/3024: Third reading in Senate, sent to Assembly for concurrence.
Third reading rescheduled to 8/30/2024.
Third reading rescheduled to 8/28/2024
8/26/2024: Read second time and scheduled for Third Reading on 8/27/2024.
8/23/2024: Read third time but amended to narrow the focus of this bill to solar photo voltaic electrical generation, and to require that the Westlands Water District create a community benefits agreement plan for the Valley Clean Infrastructure Plan. Ordered back to Second Reading because of the amendment, and now scheduled for Second Reading on 8/26/2024.
8/21/2024: Third reading rescheduled to 8/22/24 but not read. No new date yet scheduled.

8/20/2024: Third reading rescheduled to 8/21/24.
8/19/2024: Third reading rescheduled to 8/20/24.
08/08/2024: Third reading rescheduled to 8-15-24, then rescheduled again to 8-19-24.
08/08/2024: Scheduled for third reading.
08/05/2024: Scheduled for third reading.
07/03/2024: Read second time, and ordered to third reading.
7/2/2024: Passed Senate Energy, Utilities, and Communications committee and ordered to second reading.
06/11/2024: Passed Senate Local Government Committee and re-referred to Senate Energy, Utilities, and Communications Committee.
06/05/2024: Referred to Senate Local Government Committee, and Energy, Utilities, and Communications Committee.
05/24/2024: In Senate. Read first time. To Rules Committee for assignment.
05/23/2024: Third reading passes in Assembly. Bill moves to Senate.
05/20/2024: Read second time in Assembly. Ordered to third reading.
05/16/2024: Passed by Appropriations as Amended. Second reading as amended.
05/08/2024: Referred to Appropriations suspense file.
04/25/2024: Re-referred to Appropriations.
04/24/2024: Read second time. Amended.
04/23/2024: Passed in Assembly Natural Resources Committee as amended. Re-referred to Appropriations.
04/18/2024: Passed Assembly Utilities and Energy Committee. Re-referred to Natural Resources Committee.
04/15/2024: Assembly Rule 56 suspended. (Pending re-refer to Natural Resources Committee.)
04/01/2024: Re-referred to Utilities and Energy Committee due to submission of author amendments.
03/28/2024: First hearing set, then canceled at the request of author.
03/21/2024: Passed Committee on Utilities & Energy.
02/14/2024: Read first time.

AB 2715 **(Boerner D) Ralph M. Brown Act: closed sessions.**

Current Text: Chaptered: 9/14/2024 html pdf

Introduced: 2/14/2024

Last Amend: 4/24/2024

Status: 9/14/2024-Approved by the Governor. Chaptered by Secretary of State - Chapter 243, Statutes of 2024.

Location: 9/14/2024-A. CHAPTERED

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	**Chaptered**
1st House				2nd House				Conc.			

Summary: The Ralph M. Brown Act requires that all meetings of a legislative body of a local agency be open and public and that all persons be permitted to attend and participate. Current law authorizes a legislative body to hold a closed session with specified individuals on, among other things, matters posing a threat to the security of essential public services, as specified. This bill would additionally authorize a legislative body to hold a closed session with other law enforcement or security personnel and to hold a closed session on a threat to critical infrastructure controls or critical infrastructure information, as defined, relating to cybersecurity.

Position
None at this time

CALAFCO Comments: 9/14/2024: Signed by the Governor, and chaptered by the Secretary of State.
8/27/2024: Presented to the Governor at 12 p.m.
8/20/2024: To Engrossing and Enrolling.
8/19/2024: Read third time in Senate and passed.
Third reading again rescheduled; now scheduled for 8/19/24.
8/8/2024: Third reading rescheduled to 8/15/24.
8/8/2024: Hearing date for Senate Third Reading.
7/2/2024: Scheduled for third reading but not read. No new date yet scheduled.
06/27/2024: Read second time and ordered to third reading.
06/26/2024: Passed Senate Judiciary Committee.
6/5/2024: Passed Senate Local Government Committee and re-referred to the Senate Judiciary Committee; scheduled for 6/25.
5/1/2024: Passed Assembly Local Government Committee.

4/24/2024: Amended to include cybersecurity threats among the things that can be discussed in closed session. Provides a definition of "critical infrastructure controls" to include I.T. networks. As introduced on 2/14/2024, would make minor changes in the Brown Act. Monitoring.

AB 2986 **(Carrillo, Wendy D) County of Los Angeles: East Los Angeles: report.**

Current Text: Amended: 7/3/2024 html pdf

Introduced: 2/16/2024

Last Amend: 7/3/2024

Status: 8/31/2024-Failed Deadline pursuant to Rule 61(b)(17). (Last location was INACTIVE FILE on 8/31/2024)

Location: 8/31/2024-S. DEAD

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	**Dead**	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 provides the exclusive authority and procedure for the initiation, conduct, and completion of changes of organization and reorganization for cities and districts, except as specified. The act continues in existence in each county a local agency formation commission (LAFCO) that consists of members appointed, as specified, and that oversees those changes of organization and reorganization. The act authorizes a LAFCO to, among other things, review and approve with or without amendment, wholly, partially, or conditionally, or disapprove proposals for changes of organization or reorganization, including incorporation of a city or formation of a district, as specified. Current law requires each county to have a board of supervisors and provides for the organization and powers of the board of supervisors. This bill would require the County of Los Angeles, no later than March 1, 2025, to submit to the Legislature a report that includes specified information, including, among other things, for East Los Angeles, the feasibility of forming a municipal advisory council, a local town council, or a coordinating council that could represent the comprehensive interests of the entire East Los Angeles community. If the county has produced a report that contains substantially similar information to the information required by the above-described provisions, this bill would authorize the county to submit that report in lieu of completing a separate report.

Position

None at this time

CALAFCO Comments: DEAD.
8/31/24: Ordered to inactive file at the request of Senator Gonzalez.
Third reading rescheduled to 8/26/2024, then rescheduled to 8/27/2024, and 8/28/2024. Now scheduled for 8/30/2024.
8/21/24: Third reading rescheduled to 8/22/2024 but not read. No new date yet scheduled.
8/20/2024: Second reading occurred. Third reading scheduled for 8/21/2024.
Second reading rescheduled to 8/20/2024.
Passed out of Suspense and now scheduled for second Senate reading on 8/19/2024.
8/15/2024: Appropriations Suspense file scheduled to be considered.
8/5/2024: Placed in Suspense File by Senate Appropriations.
8/5/2024: Scheduled for hearing in Senate Appropriations.
07/03/2024: Amended to remove LA LAFCO entirely from the process and shifts outreach requirements to the County of Los Angeles. Passed Local Government Committee as amended, and re-referred to Appropriations.
05/30/2024: Senate Local Government committee hearing postponed by the committee.
05/21/2024: Read third time. Passed and ordered to the Senate; assigned to the Local Government Committee.
05/20/2024: Read second time. Ordered to third reading.
05/16/2024: Joint Rule 62(a), file notice suspended. Passed out of Appropriations.
05/15/2024: In committee: Set, first hearing. Referred to suspense file.
04/30/2024: Re-referred to Appropriations.
4/29/2024: Amended version in print. Makes the bill contingent on appropriation of funds to reimburse LA LAFCO for the costs of the Task Force.
4/24/2024: Passed Assembly Local Government Committee hearing with amendments and re-referred to Appropriations.
3/21/2024: the bill was gutted and amended and now requires the LA LAFCO to develop an East Los Angeles Formation Task Force. Not a statewide issue.

AB 3277 **(Committee on Local Government) Local agency formation commission: districts: property tax.**

Current Text: Chaptered: 7/2/2024 html pdf

Introduced: 2/27/2024
Status: 7/2/2024-Chaptered by Secretary of State - Chapter 70, Statutes of 2024
Location: 7/2/2024-A. CHAPTERED

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	**Chaptered**
1st House				2nd House				Conc.			

Summary: The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 establishes the sole and exclusive authority and procedures for the initiation, conduct, and completion of changes of organization and reorganization for cities and districts. Current law requires proceedings for the formation of a district to be conducted as authorized by the principal act of the proposed district, and authorizes the local agency formation commission in each county to serve as the conducting authority, as specified. Current law requires a commission to determine the amount of property tax revenue to be exchanged by an affected local agency, as specified, if the proposal includes the formation of a district, as defined. This bill would, instead, require a commission to determine the amount of property tax revenue to be exchanged by an affected local agency if the proposal includes the formation of a district and the applicant is seeking a share of the 1% ad valorem property taxes.

Position
Sponsor

CALAFCO Comments: CALAFCO Sponsored bill.
7/2/2024: Signed by the Governor and Chaptered. Will become effective on January 1, 2025.
06/25/2024: Enrolled and presented to the Governor at 4 p.m.
06/13/2024: Read third time in Senate and ordered to the Assembly. In Assembly. Ordered to Engrossing and Enrolling.
06/07/2024: Removed from Appropriations 6/10/2024 calendar. Awaiting new date.
05/29/2024: Passed by Senate Local Government Committee and re-referred to Appropriations, where it is scheduled to be heard on 6/10/24.
4/29/2024: Removed from Appropriations and sent to Assembly floor where it passed. Assigned to Senate Local Government Committee and Appropriations.
4/10/2024: Passed Assembly Local Government Committee and was referred to Appropriations.

SB 1209 **(Cortese D) Local agency formation commission: indemnification.**
Current Text: Enrollment: 9/3/2024 html pdf
Introduced: 2/15/2024
Last Amend: 6/11/2024
Status: 9/3/2024-Enrolled and presented to the Governor at 3 p.m.
Location: 9/3/2024-S. ENROLLED

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	**Enrolled**	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 provides the exclusive authority and procedure for the initiation, conduct, and completion of changes of organization and reorganization for cities and districts, except as specified. The act continues in existence in each county a local agency formation commission (LAFCO) that consists of members appointed, as specified, and oversees those changes of organization and reorganization. The act authorizes a LAFCO to, among other things, review and approve with or without amendment, wholly, partially, or conditionally, or disapprove proposals for changes of organization or reorganization, as specified. This bill would authorize a LAFCO to require, as a condition for, among other things, processing a change of organization or reorganization, that the applicant agrees to defend, indemnify, and hold harmless the LAFCO, its agents, officers, and employees from and against any claim, action, or proceeding, as specified, to attack, set aside, void, or annul an approval by the LAFCO. The bill would require the LAFCO to promptly notify the applicant of any claim, action, or proceeding to attack, set aside, void, or annul an approval by the LAFCO and require the LAFCO to fully cooperate in the defense. The bill would specify that an applicant who is a party to the agreement is not responsible to defend, indemnify, or hold harmless the LAFCO if the LAFCO fails to notify the applicant or cooperate fully in the defense, and is not required to pay or perform any settlement relating to the agreement, unless the applicant approves the settlement.

Position
Sponsor

CALAFCO Comments: 9/3/2024: Presented to the Governor at 3 p.m.
8/26/2024: Senate concurred. The bill has now been sent to Engrossing and Enrolling. Scheduled for Senate concurrence on 8/26/2024.
8/22/2024: Passed Assembly, now waiting for concurrence.

Third reading rescheduled to 8/22/2024.
Third Assembly reading rescheduled to 8/20/2024.
08/08/2023, Third Reading in Assembly rescheduled for 8/15/2024, then rescheduled again to 8/19/24.
08/05/2023, Scheduled for third reading in Assembly but not read; rescheduled to 08/08/2023.
07/03/2024, Scheduled for third reading in Assembly but not read. No new date yet scheduled.
06/24/2024, Read in Assembly second time. Ordered to third reading.
06/20/2024, Passed Assembly Local Government Committee.
06/11/2024, Author amends. Read second time and amended. Re-referred to Local Government Committee.
05/28/2024, Referred to Assembly Local Government Committee and waiting on hearing date.
05/21/2024, Passed out of Senate and moved to Assembly.
03/20/2024, Passed Senate Local Government Committee hearing. Now proceeds to Senate floor vote, then will move to Assembly.
CALAFCO sponsored bill in response to a 2022 appellate decision out of San Luis Obispo that held that LAFCOs could not use indemnification provisions in applications because indemnifications are a form of agreement that LAFCOs are currently not authorized to enter into. As introduced, the bill would allow LAFCOs to use provisions similar to counties and cities.

SCR 163 **(Cortese D) Local agency formation commissions.**

Current Text: Amended: 6/26/2024 html pdf

Introduced: 6/19/2024

Last Amend: 6/26/2024

Status: 8/31/2024-Failed Deadline pursuant to Rule 61(b)(17). (Last location was L. GOV. on 6/26/2024)

Location: 8/31/2024-S. DEAD

Desk	**Dead**	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would reaffirm the sole authority of local agency formation commissions for the initiation, conduct, and completion of changes of organization, reorganizations, and extraterritorial services for cities and districts.

Position
Support

CALAFCO Comments: DEAD.
07/03/2024: Considered in Senate Local Government Committee but failed, with leave to reconsider.
06/26/2024: Re-referred to Senate Local Government Committee, read second time and amended by author.
06/19/2024: Introduced. Referred to Rules Committee for assignment.

Total Measures: 10
Total Tracking Forms: 10

9/18/2024 1:24:41 PM