**CITY COUNCIL**
Albert Vallecillo, Mayor
Bill Biasi, Mayor Pro-Tempore
Councilmembers: Richard Casavecchia,
Jesse Loren, and Carol Scianna

# REGULAR CITY COUNCIL MEETING

City Hall, Council Chamber
318 First Street, Winters, CA 95695
**July 21, 2026**
**6:30 PM**

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**Meeting Information**
Winters City Council meetings are conducted in person at City Hall Council Chambers accessible via the Abbey St. side entrance. As a courtesy, and technology permitting, members of the public may continue to participate virtually. However, the City cannot guarantee that the public's access to teleconferencing technology will be uninterrupted, and technical difficulties may occur from time to time. Unless required by the Brown Act, City Council meetings will continue despite technical difficulties for participants using the teleconferencing option.

Zoom: +16699006833 US Meeting ID: 894 1787 5076

Passcode: 889851

https://us02web.zoom.us/j/89417875076?pwd=f1YIhOJNbiZbZbHXWQbYqI7sNh3S8w.1

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 chair will call you by name or phone number when it is your turn to comment. Speakers will be limited to 3:00 minutes.

If you choose not to observe the City Council meeting but wish to make a comment on a specific agenda item, please submit your comment via email by 5:00 p.m. on the Monday prior to the City Council meeting. Please submit your comment to the City Clerk at cityclerk@cityofwinters.org. All public comments submitted to the City Clerk will be summarized and read into record but will not be read verbatim due to time limitations.

**General Information:** If you have questions about this agenda please call the City Clerk's office at 530-794-6702. View City Council meetings, obtain agendas and agenda packets on the internet: http://www.cityofwinters.org/city-council-meetings. City Council agenda packets and any attachments to the agenda that are not available online may be viewed at the City Clerk's Office at City Hall - 318 First Street.

**Assistance:** In compliance with the Americans with Disabilities Act, if you need special assistance, a disability-related modification or accommodation, agenda materials in an

alternative format, or auxiliary aids to participate in this meeting, please contact the Office of the City Clerk at 530-794-6702 or cityclerk@cityofwinters.org as soon as possible. Providing at least 72 hours notice will help ensure that reasonable arrangements can be made.

**ROLL CALL**

**PLEDGE OF ALLEGIANCE**

**APPROVAL OF THE AGENDA**
*The Mayor and Council may change the order of the Agenda or request discussion of a Consent Item.*

**1. SPECIAL PRESENTATIONS**

**2. PUBLIC COMMENT (Items not on the agenda)**
*This time is reserved for members of the public to address the City Council on items that are not on the Agenda and are within the subject matter jurisdiction of the City Council. Comments are limited to 3 minutes. Comments for items on the Open Session agenda will be taken when the item is called in Open Session. City Council is prohibited by law from taking any action on matters discussed that are not on the agenda, and no adverse conclusions should be drawn if the City Council does not respond to public comment at this time.*

**3. CONSENT CALENDAR**
*All items listed under the Consent Calendar are considered and acted upon by one Motion.*
*Anyone may request an item be removed for separate consideration.*

A. Minutes of the Regular City Council Meeting Held on July 7, 2026
City Council Minutes Summary July 7, 2026.docx

B. Resolution 2026-36, Decommissioning, Removal from Service, and Disposal of a 1999 International Rescue Squad and a 1996 Kenworth Water Tender from the City of Winters Fleet Inventory
Staff Report - Vehicle Decomission.docx
Attachment 1 - Resolution 2026-36 Decommission Fleet.docx

C. Appropriation Limit for Fiscal Year 2026-2027
Staff Report - Appropriation Limits FY2026-2027.docx
Attachment 1 - Resolution 2026-37 Gann Limit.docx
Attachment 2 - Appropriation Limit for FY2026-27
Attachment 3 - Department of Finance 2026-27 Price Factor and Population Information

D. Authorize the Purchase of a 2026 Ford Interceptor Patrol Vehicle from Folsom Ford in the Amount of $59,832.84. Authorize the Purchase of One (1) Vehicle Radio and Two (2) Portable Radios from Sutter-Buttes Communications in the Amount of $28,252.11. Authorize the Upfitting of Patrol Vehicle by Sutter-Buttes Communications in the Amount of $25,771.54 and Purchasing of Equipment for the Vehicle in the Amount not to exceed $20,000.00.
Staff Report - 2026 Ford Interceptor.doc
Attachment 1 - Folsom Lake Ford Interceptor Quote.pdf

Attachment 2 - CA Dept of General Services Contract Award Notification.pdf
Attachment 3 - Sutter-Buttes Communications Upfitting Quote.pdf
Attachment 4 - Sutter-Buttes Communications Radios Quote.pdf

E. Temporary allowance for community-serving non-profit signage in the Downtown Business District
Staff Report - Temporary Nonprofit Signs.doc

F. Professional Services Agreement with CivicPlus for Agenda and Meeting Management Services
Staff Report - Civic Plus Professional Services Agreement.doc
Attachment 1 - Resolution 2026-40 Civic Plus Agreement.docx
Attachment 2 - CivicPlus Professional Services Contract.pdf
Attachment 3 - Agenda and Meeting Management Product Overview.pdf

G. Resolution 2026-39 amending the City of Winters salary scale to comply with July 1, 2026, General Salary Increases and City Manager Rate of Pay.
Staff Report - Salary Schedule.doc
Attachment 1 - Resolution 2026-39 Salary Schedule.docx
Attachment 2 - Salary Schedule 2026.pdf

## 4. PUBLIC HEARINGS

A. Public Hearing for a Reasonable Accommodations Program (continued to August 4th, 2026 Council Meeting)

B. Introduce and Waive First Reading of Ordinance 2026-07 adding Chapter 10.44 to the Winters Municipal Code Establishing Regulations for E-Converyances
Staff Report - E-Conveyance Ordinance.doc
Attachment 1 - Ordinance 2026-07 E-Conveyance Chapter 10.44.docx

## 5. DISCUSSION ITEMS

A. Adoption and Approval of Resolution 2026-35 adopting the Hazard Mitigation plan for the City of the Winters as an annex to the Yolo County Hazard Mitigation Plan
Staff Report - Hazard Mitigation Approval.docx
Attachment 1 - Resolution 2026-35 Hazard Mitigation.docx
Atachment 2 - City of Winters Hazard Mitigation Annex, Yolo County Multi-Jurisdictional Hazard Mitigation Plan
Attachment 3 - FEMA Letter of Approval for Hazard Mitigation Report

B. Resolution 2026-38 adopting the FY 26-27 Operating Budget
Staff Report - Final Budget Adoption 2026-27.docx
Attachment 1 - Resolution 2026-38 Adopting 26-27 Budget.docx

C. Council direction of Ad-Hoc Committee for Implementation of the Downtown Study
Staff Report - Downtown Committee.docx

## 6. CITY MANAGER'S REPORT

## 7. COUNCIL COMMENTS-IDEAS, QUESTIONS, AB1234 REPORTS
*This item is for information only and is not eligible for action at this time.*

**ADJOURNMENT**

*I declare under penalty of perjury that the foregoing agenda for the regular meeting of the Winters City Council was posted on the public bulletin board at City Hall, 318 First Street and posted to the City of Winters website at cityofwinters.org.*

_____

Zorina Treat, Deputy City Clerk

# Minutes of the Regular Council Meeting Held July 7, 2026

Mayor Albert Vallecillo called the meeting to order at 6:30 PM

Present: Council Members, Richard Casavecchia, Jesse Loren, Carol Scianna, Mayor Pro Tem Bill Biasi, Mayor Albert Vallecillo.

Absent: None

Staff: City Manager Jeremy Craig, Assistant City Attorney Brian Hughes, Contract Building Official Kale Graham, Public Works Manager Eric Lucero, Police Chief John Miller, Fire Chief Jack Synder, Deputy City Clerk Zorina Treat.

PLEDGE OF ALLEGIANCE

Paul Myer led the Pledge of Allegiance.

APPROVAL OF THE AGENDA

Motion by Council Member Scianna, seconded by Mayor Pro Tem Biasi, to approve the agenda as amended, moving Consent Calendar Item D (Reappointment of Ken Britten, David Springer, and Gar House to the Climate Action Commission) to the Discussion Calendar. The motion carried by the following vote:

AYES: Council Members Richard Casavecchia, Jesse Loren, Carol Scianna, Mayor Pro Tem Bill Biasi, Mayor Albert Vallecillo
NOES: None
ABSENT: None

SPECIAL PRESENTATIONS

None

PUBLIC COMMENT (Items not on the agenda)

Paul Myer and Amber DePaola provided public comment.

Mayor Vallecillo introduced a letter submitted by Sally Brown for the record.

CONSENT CALENDAR

3.A. Minutes of the Regular City Council Meeting Held on June 16, 2026

3.B. Warrant Register and Payment of Claims for the Month Ending April 30, 2026

3.C. Warrant Register and Payment of Claims for the Month Ending May 31, 2026

3.D. Reappointment of Ken Britten, David Springer, and Gar House to the Climate Action Commission

Council discussed the appointment process for the Climate Action Commission and determined not to conduct the full application process.

Motion by Council Member Casavecchia, seconded by Council Member Loren to reappoint the incumbent commissioners. The motion carried by the following vote:

AYES: Council Members Richard Casavecchia, Jesse Loren, Carol Scianna, Mayor Pro Tem Bill Biasi, Mayor Albert Vallecillo
NOES: None
ABSENT: None

3.E. Consideration of a 4% Salary Increase for City Manager, Retroactive to November 1, 2025

3.F. Authorization of Internal Financing for Acquisition of Fire Department Apparatus

Motion by Council Member Scianna, seconded by Mayor Pro Tem Biasi, to approve the consent calendar as amended. The motion carried by the following vote:

AYES: Council Members Richard Casavecchia, Carol Scianna, Mayor Pro Tem Bill Biasi, Mayor Albert Vallecillo
NOES: None
ABSENT: None
ABSTAINED: Council Member Jesse Loren

PUBLIC HEARINGS

None

DISCUSSION ITEMS

5.A. Presentation of the 2026-2027 Fiscal Year Budget

City Manager Jeremy Craig presented an overview of the proposed Fiscal Year 2026–2027 Budget before department heads provided updates on their respective budgets. Staff noted the proposed budget will be returned to the City Council for final adoption at the July 21, 2026, meeting. Council received the presentation and provided feedback. No formal action was taken.

Kate Laddish and Crystal Apilado provided public comment.

5.B. Approval of Fee Waiver and Road Construction Agreement with ACRE Investment

Company, LLC (the Developer); and (2) Resolution of Intention to establish the East Baker Street Extension Reimbursement District

City Manager Jeremy Craig presented the proposed fee waiver and road construction agreement with ACRE Investment Company, LLC (Developer), and the Resolution of Intent to establish the East Baker Street Extension Reimbursement District. During discussion, the reimbursement cap was amended to $550,000.

Motion by Mayor Pro Tem Biasi, seconded by Council Member Casavecchia, to approve the fee waiver and road construction agreement with ACRE Investment Company, LLC (Developer), as amended, and adopt the Resolution of Intent to establish the East Baker Street Extension Reimbursement District. The motion carried by the following vote:

The motion carried by the following vote:

AYES: Council Members Richard Casavecchia, Jesse Loren, Carol Scianna, Mayor Pro Tem Bill Biasi, Mayor Albert Vallecillo
NOES: None
ABSENT: None

5.C. Outdoor Lighting Ordinance Continued Discussion

Legal Counsel Brian Hughes led a discussion regarding the proposed Outdoor Lighting Ordinance. Council reviewed the draft ordinance and provided direction to staff to revise the ordinance based on Council feedback, work with legal counsel, and return the item to a future City Council meeting for further consideration. No formal action was taken.

Kate Laddish provided public comment.

CITY MANAGER'S REPORT

City Manager Jeremy Craig highlighted the success of the downtown World Cup Watch Parties. He also reported on the successful July 3 Fireworks Celebration, noting the event concluded without major incidents due to the coordinated efforts of City staff and public safety personnel.

COUNCIL COMMENTS-IDEAS, QUESTIONS, AB1234 REPORTS

Council Members provided verbal updates and comments.

ADJOURNMENT

The meeting adjourned at 10:04 PM.

**CITY COUNCIL**
**STAFF REPORT**

**TO:** Honorable Mayor and Councilmembers

**DATE**: July 21, 2026

**THROUGH**: Jeremy Craig, City Manager

**FROM**: Jack S. Snyder III, Fire Chief

**SUBJECT**: Resolution No. 2026-36 Decommissioning, Removal from Service, and Disposal of a 1999 International Rescue Squad and a 1996 Kenworth Water Tender from the City of Winters Fleet Inventory

## RECOMMENDATION

Staff recommends that the City Council, by motion:

1. Find that the 1999 International Rescue Squad and the 1996 Kenworth Water Tender have reached the end of their safe and cost-effective service lives and are surplus to the operational needs of the City of Winters and the Winters Fire Department;
2. Direct the Fire Chief and the Director of Operations and Maintenance to decommission and remove both apparatus from active service in the City of Winters fleet inventory; and
3. Direct the Fire Chief and the Director of Operations and Maintenance to dispose of both vehicles in accordance with the City's surplus property procedures and applicable law, and to report back to the City Council upon completion of disposal.

## BACKGROUND

The Winters Fire Department (WFD) is a combination department serving the City of Winters and the Winters Fire Protection District, an area characterized by significant wildland-urban interface (WUI) exposure. WFD's apparatus fleet includes a 1999 International Rescue Squad, used to carry technical rescue and extrication equipment, and a 1996 Kenworth Water Tender, used to supply water in areas lacking hydrant

infrastructure during structure and wildland incidents.

Both vehicles have remained in service well beyond the service intervals generally recommended for front-line and reserve fire apparatus. The Rescue Squad was placed in service in 1999 and is now approximately 27 years old; the Water Tender was placed in service in 1996 and is now approximately 30 years old, and has been transferred out of emergency use and given to the water department. Industry practice, reflected in guidance such as NFPA 1912 (Standard for Fire Apparatus Refurbishing), generally recommends that fire apparatus be evaluated for refurbishment or replacement after 15 years of front-line service and retirement from reserve status after 25 years, absent a documented refurbishment program.

Both apparatuses have experienced increasing frequency and cost of mechanical repairs, chassis and body corrosion consistent with their age, and growing difficulty sourcing replacement parts for components no longer supported by the original manufacturers. Continued reliance on these vehicles presents an increasing risk to personnel safety and to WFD's ability to reliably deliver emergency services. Additionally, the water department does not have qualified operators to operate the water tender, as it is a manual transmission and is no longer needed.

## DISCUSSION / ANALYSIS

Staff evaluated both vehicles against the following considerations:

- Mechanical condition and reliability, including recent repair history and the likelihood of in-service breakdown;
- Structural and chassis integrity, including corrosion and wear, inconsistent with continued safe operation;
- Availability and cost of replacement parts, many of which are now obsolete or available only through aftermarket or salvage sources;
- Emissions and safety equipment compliance relative to current standards; and
- The cost of continued maintenance relative to the remaining useful value of each vehicle.

Based on this evaluation, the staff has determined that both the 1999 International Rescue Squad and the 1996 Kenworth Water Tender should be removed from active service. Removing these vehicles from the fleet inventory will reduce ongoing maintenance liability and eliminate vehicles that no longer meet current operational reliability standards for emergency response in a high-severity WUI environment.

Upon Council direction, the Department heads will remove both vehicles from active response status and coordinate their preparation for disposal. Disposal will be carried out in accordance with the City's surplus property procedures, which may include public auction, sale, or salvage, depending on the condition and marketability of each vehicle at the time of disposal. Proceeds of any sale, net of disposal costs, will be returned to the City in accordance with standard practice.

Staff does not anticipate that the removal of these two vehicles from service will create a gap in WFD's or Public Works operational capability.

## FISCAL IMPACT

Decommissioning and disposing of the 1999 International Rescue Squad and 1996 Kenworth Water Tender is expected to reduce the City's ongoing fleet maintenance and repair costs associated with these aging vehicles. Any proceeds from the sale or salvage will be deposited into the appropriate City fund. There is no anticipated negative impact on the General Fund associated with this action.

## ENVIRONMENTAL REVIEW

This action is administrative in nature and does not constitute a “project” for purposes of the California Environmental Quality Act (CEQA), as defined in Public Resources Code Section 21065 and CEQA Guidelines Section 15378. No further environmental review is required.

## ATTACHMENTS:

1. Resolution 2026-36

**RESOLUTION NO. 2026-36**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WINTERS DECLARING A 1999 INTERNATIONAL RESCUE SQUAD AND A 1996 KENWORTH WATER TENDER AS SURPLUS PROPERTY, DIRECTING THE FIRE CHIEF TO DECOMMISSION AND REMOVE BOTH APPARATUS FROM SERVICE, AND DIRECTING THE FIRE CHIEF AND THE DIRECTOR OF OPERATIONS AND MAINTENANCE TO DISPOSE OF SUCH VEHICLES**

**WHEREAS,** the Winters Fire Department ("WFD") is a combination department serving the City of Winters and the Winters Fire Protection District, an area characterized by significant wildland-urban interface ("WUI") exposure requiring a fleet of reliable emergency apparatus; and

**WHEREAS,** the City of Winters fleet inventory includes a 1999 International Rescue Squad and a 1996 Kenworth Water Tender (collectively, the "Vehicles"), which are approximately 27 and 30 years of age, respectively; and

**WHEREAS,** both Vehicles have remained in service well beyond the service intervals generally recommended for front-line and reserve fire apparatus under industry guidance, including NFPA 1912 (Standard for Fire Apparatus Refurbishing), which generally recommends evaluation for refurbishment or replacement after 15 years of front-line service and retirement from reserve status after 25 years, absent a documented refurbishment program; and

**WHEREAS,** both Vehicles have experienced increasing frequency and cost of mechanical repairs, chassis and body corrosion consistent with their age, and increasing difficulty sourcing replacement parts for components no longer supported by their original manufacturers; and

**WHEREAS,** continued reliance on the Vehicles presents an increasing risk to the safety of WFD personnel and to WFD's ability to reliably deliver emergency services within the City and the Winters Fire Protection District; and

**WHEREAS,** the Fire Chief and the Director of Operations and Maintenance have evaluated the Vehicles and determined that both should be removed from active service and disposed of, and have presented their findings and recommendation to the City Council in a staff report dated July 21, 2026; and

**WHEREAS,** the City Council desires to declare the Vehicles as surplus property, direct their decommissioning and removal from active service, and direct their disposal in accordance with the City's surplus property procedures and applicable law;

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

Recitals. The foregoing recitals are true and correct and are incorporated herein by this reference.

Declaration of Surplus Property. The City Council hereby finds and declares that the 1999 International Rescue Squad and the 1996 Kenworth Water Tender have reached the end of their safe and cost-effective service lives, are surplus to the operational needs of the Winters Fire Department, and are no longer needed for public use.

Decommissioning and Removal from Service. The City Council hereby directs the Fire Chief to decommission and remove both Vehicles from active service in the City of Winters fleet inventory.

Disposal. The City Council hereby directs the Fire Chief and the Director of Operations and Maintenance to jointly dispose of both Vehicles in accordance with the City's surplus property procedures and all applicable law, whether by public auction, sale, salvage, or such other method as is determined to be in the best interest of the City, and to return any net proceeds of disposal to the appropriate City fund.

Report Back. The Fire Chief and the Director of Operations and Maintenance are directed to report back to the City Council upon completion of the decommissioning and disposal of both Vehicles.

Effective Date. This Resolution shall take effect immediately upon its adoption.

**PASSED, APPROVED, AND ADOPTED** by the City Council of the City of Winters, California, at a regular meeting thereof held this 21 day of July 2026, by the following vote:

Ayes:
Noes:
Absent:
Abstain:

CITY OF WINTERS

_____
Albert Vallecilo, MAYOR

ATTEST:

_____
Jeremy Craig, City Clerk

**CITY COUNCIL**
**STAFF REPORT**

| | |
|---|---|
| **TO:** | Honorable Mayor and Councilmembers |
| **DATE:** | July 21, 2026 |
| **THROUGH:** | Jeremy Craig, City Manager |
| **FROM:** | Cathy Mathews, Director of Administrative Services |
| **SUBJECT:** | Appropriation Limit for Fiscal Year 2026-2027 |

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**RECOMMENDATION:**

Approve Resolution No. 2026-37 Establishing an Appropriation Limit Pursuant to Article XIII B of the California Constitution for Fiscal Year 2026-2027.

**BACKGROUND:**

In 1978, Proposition 13 was enacted, and as a follow up to Proposition 13, the voters of California amended the California Constitution in 1979 to limit the growth of governmental spending by passing Proposition 4. Proposition 4 created Article XIII B of the California Constitution that provides a formula for calculating spending limits for governments. Proposition 4 is commonly referred to as the Appropriation or Gann Limit. Under Government Code section 7910, City Council is required to adopt a resolution establishing the Appropriations Limit for the following fiscal year.

The Appropriation Limit restricts the amount of government revenue that may be appropriated in any fiscal year. The Appropriation Limit is based on actual appropriations during the base year and increases each year using specified growth factors. The Appropriation Limit applies to only those revenues defined as "proceeds of taxes". Proceeds of taxes generally refer to revenues in the General Fund and some Special Revenue Funds.

Proceeds of taxes include, but are not limited to:

1. All tax revenues.
2. Any revenue from regulatory licenses, user charges, and user fees or charges to the extent that the proceeds exceed the cost of providing the regulation,

product, or service.

a. The following are NOT considered regulatory licenses, user charges and user fees or charges for the purposes of the Appropriation Limit.
    - Rents, Concessions, entrance fees, franchise fees
    - Fine, forfeitures and penalties
    - Assessments on real property or person for special benefit conferred.

State Subventions for general purposes.

a. State subventions include:
    - VLF in Lieu Fees that are not designated as per use; and
    - Homeowners Property Tax Relief
b. State moneys provided to local governments with restricted uses are excluded from the local government's Appropriation Limit, such as:
    - Gas Tax (HUTA)
    - Any interest earned from the investment of the proceeds of taxes.

Certain items are excluded from the Appropriations Limit, such as:

a. State Mandate Reimbursements
b. Certain types of Debt Service Costs
c. Qualified Capital Outlay
d. Costs of complying with court orders and federal mandates.
e. Appropriation required to refund taxes.
f. Local agency loan funds or indebtedness funds, or investment funds in bank accounts; and
g. Redevelopment agency or successor agency property tax increment funds (because such agencies do not have the power to levy a property tax)

**DISCUSSION:**

As part of the annual budget consideration process, the City Council adopts the Appropriation Limit prior to the beginning of the fiscal year for which it pertains. The City of Winters has historically been cautious in its spending, and its annual budget appropriation has not exceeded its maximum Gann limit.

The City's Gann limit calculation is attached as Attachment 2 and is $12,706,925, well below the City's budget for those revenue sources included in the calculation.

**FISCAL IMPACT:**

None by this report.

**ATTACHMENTS:**

1. Resolution 2026-37
2. Appropriation Limit for Fiscal Year 2026-27
3. Department of Finance 2026-27 Price Factor and Population Information

**RESOLUTION 2026-37**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WINTERS ESTABLISHING AN APPROPRIATION LIMIT PURSUANT TO ARTICLE XIII B OF THE CALIFORNIA CONSTITUTION FOR FISCAL YEAR 2026-2027**

**WHEREAS,** Article XIII B of the Constitution of the State of California provides for the annual appropriations of governmental units to be subject to limitations; and

**WHEREAS,** the City of Winters has received and reviewed the April 2026 Price Factor and Population Information provided by the California Department of Finance; and

**WHEREAS,** the City of Winters has calculated the 2026-2027 Appropriation Limit as required by Article XIII B of the California Constitution.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Winters that an appropriation limit for Fiscal 2026-2027 in the amount of $_____ has been established pursuant to Article XIII B of the California Constitution and the same is hereby approved.

**PASSED AND ADOPTED** by the City Council, City of Winters, the 21 day of July 2026 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Albert Vallecillo, Mayor

ATTEST:

_____
Jeremy Craig, City Clerk

# GANN LIMIT

## GANN Limit

Article XIIIB of the California Constitution places a limit on the appropriations of all state and local agencies in California and requires an annual review of the appropriation limit calculation. The limit applies to certain revenues and expenditures of the City.

## GANN Appropriation Limitation Calculation

Appropriation limit:

| | | |
|---|---|---|
| 2025-26 Appropriation Limit | | $12,071,941 |
| 2026-27 Adjustment Factors | | |
| Population Growth Percent (A) | 1.0030 | |
| Inflation (B) | 1.0495 | |
| Total (A) x (B) | 1.0526 | |
| Annual Adjustment (.0526 x 2025-26 Limit) | | $634,984 |
| 2026-27 Appropriation Limit | | $12,706,925 |

| | |
|---|---|
| 1/1/26 Population - | 8,028 |
| 1/1/25 Population - | 8,007 |
| Population Growth | 21 |
| % of Growth | 0.3% (A) |

DEPARTMENT OF FINANCE
OFFICE OF THE DIRECTOR

Gavin Newsom ▪ Governor
1021 O Street, Suite 3110 ▪ Sacramento CA 95814 ▪ www.dof.ca.gov

May 1, 2026

Dear Fiscal Officer:

**Price Factor and Population Information**

**Appropriations Limit**
California Revenue and Taxation Code section 2227 requires the Department of Finance to transmit an estimate of the percentage change in population to local governments. Each local jurisdiction must use their percentage change in population factor for January 1, 2026, in conjunction with a change in the cost of living, or price factor, to calculate their appropriations limit for fiscal year 2026–27. Attachment A provides the change in California's per capita personal income and an example for utilizing the factors to calculate the 2026–27 appropriations limit. Attachment B provides the city and unincorporated county population percentage change. Attachment C provides the population percentage change for counties and their summed incorporated areas. The population percentage change data excludes federal and state institutionalized populations and military populations.

**Population Percent Change for Special Districts**
Some special districts must establish an annual appropriations limit. California Revenue and Taxation Code section 2228 provides additional information regarding the appropriations limit. Article XIII B, section 9(C) of the California Constitution exempts certain special districts from the appropriations limit calculation mandate. Special districts required by law to calculate their appropriations limit must present the calculation as part of their annual audit. Any questions special districts have on this requirement should be directed to their county, district legal counsel, or the law itself. No state agency reviews the local appropriations limits.

**Population Certification**
The population certification program applies only to cities and counties. California Revenue and Taxation Code section 11005.6 mandates Finance to automatically certify any population estimate that exceeds the current certified population with the State Controller's Office. **Finance will certify the higher estimate to the State Controller by June 1, 2026**. Please note: The prior year's city population estimates may be revised. The per capita personal income change is based on historical data.

If you have any questions regarding this data, please contact the Demographic Research Unit at (916) 323-4086.

/s Erika Li
Attachment

A. **Price Factor**: Article XIII B specifies that local jurisdictions select their cost of living factor to compute their appropriation limit by a vote of their governing body. The cost of living factor provided here is per capita personal income. If the percentage change in per capita personal income is selected, the percentage change to be used in setting the fiscal year 2026–27 appropriation limit is:

Per Capita Personal Income

| Fiscal Year (FY) | Percentage change over prior year |
|---|---|
| 2026-27 | 4.95 |

B. Following is an example using sample population change and the change in California per capita personal income as growth factors in computing a 2026–27 appropriation limit.

**2026–27:**

Per Capita Cost of Living Change = 4.95 percent
Population Change = -0.14 percent

Per Capita Cost of Living converted to a ratio: $\frac{4.95 + 100}{100} = 1.0495$

Population converted to a ratio: $\frac{-0.14 + 100}{100} = 0.9986$

Calculation of factor for FY 2026–27: 1.0495 x 0.9986 = 1.0480

**CITY COUNCIL**
**STAFF REPORT**

**TO:** Honorable Mayor and Councilmembers

**DATE**:July 21, 2026

**THROUGH:** Jeremy Craig, City Manager

**FROM**: John P. Miller, Chief of Police

**SUBJECT**: Authorize the Purchase of a 2026 Ford Interceptor Patrol Vehicle from Folsom Ford in the Amount of $59,832.84. Authorize the Purchase of One (1) Vehicle Radio and Two (2) Portable Radios from Sutter-Buttes Communications in the Amount of $28,252.11. Authorize the Upfitting of Patrol Vehicle by Sutter-Buttes Communications in the Amount of $25,771.54 and Purchasing of Equipment for the Vehicle in the Amount not to exceed $20,000.00.

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**RECOMMENDATION**:
Authorize the purchase of a 2026 Ford Interceptor patrol vehicle from Folsom Lake Ford in the amount of $59,832.84. Authorize the purchase of one (1) vehicle radio and two (2) portable radios from Sutter-Buttes Communications in the amount of $28,252.11. Authorize upfitting the vehicle by Sutter-Buttes Communications in the amount of $25,771.54 and purchasing of equipment for the vehicle in the amount to not exceed $20,000.00.

**BACKGROUND**:
The Winters Police Department's fleet currently consists of five (5) marked patrol vehicles. Due to regular maintenance or necessary repairs, the Police Department had available four (4) patrol vehicles the majority of the last calendar year, increasing use and associated maintenance costs on the remaining vehicles.

The Winters Police Department is currently in the process of adding a Police Officer position, the first since approximately 2003, to serve our growing community. This position will be assigned to patrol and will bring the Winters Police Department to full staffing.

To ensure sufficient, well-maintained, and reliable patrol vehicles are available for this new officer and all patrol officers, The addition of this vehicle will also reduce maintenance costs and increase expected service life of all the patrol vehicles in the fleet. Therefore, Staff is seeking authorization to purchase and upfit an additional patrol vehicle, including a radio and all necessary equipment, using Development Impact Fees (AB1600).

Further, with the addition of the new Police Officer position, the Police Department is in need of purchasing two (2) additional portable radios to issue to the officer and to ensure at least one spare in case of an emergency or repairs.

**DISCUSSION:**

The approximate costs of this vehicle, upfitting, and portable radios were included in the FY 2026/27 proposed budget.

Folsom Lake Ford, a regional dealership that holds a California Department of General Services statewide contract for law enforcement vehicles, provided a quote for a 2026 Ford Interceptor in the amount of $59,832.84. They are expecting a shipment of (20) of these vehicles in 6-8 weeks, which will be sold on a first-come, first-served basis making this request time sensitive.

Sutter-Buttes Communications holds the regional contract and is our sole source provider for Motorola radios and has recently started upfitting vehicles, including our last 2025 Ford Interceptor. Sutter Buttes provided a quote for one (1) vehicle radio and two (2) portable radios, totaling $28, 252.11. Upfitting the vehicle was quoted at approximately $25,771.54.

Miscellaneous equipment, including but not limited to: RADAR (approximately $3,000.00), AED (approximately $2,000.00), first aid kit, spike strip, less lethal beanbag launcher, and graphics, will need to be acquired. Complete upfitting of the vehicle should not exceed $20,000.00.

Because this vehicle and portable radios are needed due to an increase in staffing to serve our growing community, the Development Impact Fees (AB1600) allocated for the Police Department was identified as the funding source for the vehicle, radios, upfitting the vehicle, and required equipment for the vehicle.

**ENVIRONMENTAL ANALYSIS:**

This action is not a project within the meaning of the California Environmental Quality Act (CEQA) Guidelines sections 15378 and 15061(b)(3) as it will not result in any direct or indirect physical change in the environment.

**FISCAL IMPACT:**

All funds to procure and upfit the 2026 Ford Interceptor patrol vehicle and acquire two (2) portable radios will be drawn from the Development Impact Fees (AB 1600) allocated for the Winters Police Department.

**ATTACHMENTS:**

1. Folsom Lake Ford Interceptor Quote
2. CA Dept of General Services Contract Award Notification
3. Sutter-Buttes Communications Upfitting Quote
4. Sutter-Buttes Communications Radios Quote

PRICE QUOTATION
FOLSOM LAKE FORD
12755 FOLSOM BLVD.
FOLSOM, CA 95630
(916) 351-4202 - Direct

Date: 7/6/2026

---

To: Chief John P. Miller / Winters Police Department / Patrol Vehicle - C625
From: Mark A. Paoli / Fleet Director / Folsom Lake Ford
Subject: Pricing for 2026 Ford Interceptor (State of California Contract #1-22-23-14C)

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$49,313.00 - Bid Price (2026 Ford Police Interceptor Utility AWD / 3.3L V6 Gas Eng)
1,575.00 - Four White Doors (CAL) - Lifetime Warranty
930.00 - Front Headlamp Lighting Solution (66A) - Includes Pre-Wiring (60A)
911.00 - Spot Lamps - Dual Whelen LED (51V)
601.00 - Front Warning Auxiliary LED Lights (21L)
507.00 - Side Marker LED - Sideview Mirrors (63B)
475.00 - Rear Lighting Solution (66C)
352.00 - Underbody Deflector Plate (76D)
207.00 - Police Wire Harness Connector Kit - Front/Rear (67V)
84.00 - Rear-Door Controls Inoperable - Locks/Handles/Windows (68G)
52.00 - Keyed Alike - Code 1284X (59B)
0.00 - 1/4 Size Picture In Picture Rear View Camera Image (87M)
$55,007.00 - Selling Price (Agate Black Metallic Paint with Four White Doors)
85.00 - Documentation Fee
$55,092.00 - Subtotal
4,545.09 - Sales Tax (8.25%) Subject to Change
150.00 - Delivery to Winters, CA
37.00 - DMV Electronic Filing Fee
8.75 - California Tire Fee
$59,832.84 - Total Price (EACH) F.O.B. Winters, CA

Payment Terms: $500.00 Discount Per Vehicle for Payment Within 20 Days / Net 30

Included: Ballistic Door Panels (Level III+), BLIS (Blind Spot Monitoring with Cross Traffic Alert), Dark Car Feature, Ford Pro Upfit Integration Feature, Ford Telematics (Includes Complimentary Two-Year Subscription), Front License Plate Bracket, Noise Suppression, Police Engine Idle Feature, Police Perimeter Alert, Police Pursuit Mode, Power Passenger Seat (4-Way), Red/White Dome Lamp In Cargo Area, Rear Auxiliary Air Conditioning, Rear View Camera with Washer (Displayed In 8" Center Stack Screen) Includes On-Demand Feature, Remote Keyless Entry with Four Keys and FOBs, Reverse Sensing, SYNC (Bluetooth), Trailer Hitch (Class III - Includes Wiring), Upfitter Switches(4) Mounted on Steering Wheel and 5yr/100k/0ded Powertrain Warranty.

Department of General Services
Procurement Division
707 Third Street, 2nd Floor
West Sacramento, CA 95605-2811

State of California

# STATEWIDE CONTRACT
## USER INSTRUCTIONS
MANDATORY

***Supplement 8***

***(Incorporates Supplements 1 – 8) ***

ISSUE AND EFFECTIVE DATE: ***4/7/2026***
CONTRACT NUMBER: 1-22-23-14C
DESCRIPTION: Enforcement Vehicles, Police Pursuit
(Ford Explorer V6 AWD)
(Ford Explorer V6 AWD - HEV)
CONTRACTOR: Folsom Lake Ford
CONTRACT TERM: 5/11/2022 through 5/10/2027
STATE CONTRACT ADMINISTRATOR: ***Jamie Boes***
***279-240-7470***
***Jamie.Boes@dgs.ca.gov***

The contract user instructions, products, and pricing are included herein. All purchase documents issued under this contract incorporate the contract terms and applicable California General Provisions:

Non-IT General Provisions, rev 06/08/2010

Cal eProcure link: www.caleprocure.ca.gov

| ORDER PLACEMENT INFORMATION | | |
|---|---|---|
| **Mailing Address:**<br>Folsom Lake Ford<br>12755 Folsom Blvd.<br>Folsom, CA 95630 | **Fax/Email:**<br>Fax: (916) 353-2078<br>Email:<br>MarkPaoli@folsomlakeford.com | **Contact Information:**<br>Folsom Lake Ford<br>Mark Paoli<br>Phone: (916) 351-4202<br>Email:<br>MarkPaoli@folsomlakeford.com |

**Contract (Mandatory) 1-22-23-14C**
Contract User Instructions, ***Supplement 8***

**All changes to most recent Supplement are in *bold red italic*. Additions are enclosed in asterisks; deletions are enclosed in brackets.**

SUMMARY OF CHANGES

| Supplement Number | Description/Articles | Supplement Date |
|---|---|---|
| ***8*** | **** Supplement 8 reflects the following changes:***<br>➢ ***Cover Page: Contract Administrator has been updated***<br>➢ ***Article 26: Contract Administrator has been updated.**** | ****4/7/2026**** |
| 7 | Supplement 7 reflects the following changes:<br>➢ Cover Page: Contract Administrator has been updated<br>➢ Article 26: Contract Administrator has been updated. | 10/7/2025 |
| 6 | Subject contract for Enforcement Vehicles, Police Pursuit is hereby modified to reflect the following change:<br>➢ Cover Page: Contract expiration date has been updated to extend the contract.<br>➢ Attachment A – Contract Pricing, Supplement 6 has been updated to reflect open ordering bank and new MY cost. | 8/1/2025 |
| 5 | Subject contract for Enforcement Vehicles, Police Pursuit is hereby modified to reflect the following change:<br>➢ Attachment A – Contract Pricing, Supplement 5 has been updated to reflect OEM ordering bank status | 5/23/2025 |
| 4 | Subject contract for Enforcement Vehicles, Police Pursuit is hereby modified to reflect the following change:<br>➢ Article 38: has been updated to new title and language. | 4/10/2025 |
| 3 | Subject contract for Enforcement Vehicles, Police Pursuit is hereby modified to reflect the following changes:<br>➢ Cover Page: Contract expiration date has been updated to extend contract.<br>➢ Article 37, VETTED FORMS/CERTIFICATIONS has been added. | 7/29/2024 |

**Contract (Mandatory) 1-22-23-14C**
Contract User Instructions, ***Supplement 8***

| Supplement Number | Description/Articles | Supplement Date |
|---|---|---|
| 2 | Subject contract for Enforcement Vehicles, Police Pursuit is hereby modified to reflect the following changes:<br>➢ Cover Page Note<br>➢ Attachment A – Contract Pricing, Supplement 2 has been updated to reflect a price increase.<br>➢ Effective February 1, 2024, orders for 25MY will be accepted. | 1/30/2024 |
| 1 | Subject contract for Enforcement Vehicles, Police Pursuit is hereby modified to reflect the following changes:<br>➢ Attachment A – Contract Pricing, Supplement 1 has been updated to reflect a price increase.<br>➢ Effective September 9, 2022, orders for 23MY will not be accepted and 23MY vehicles will not be available until further notice.<br>➢ Note: The cut-off date to submit orders for 23MY is close of business September 8, 2022. | 9/2/2022 |
| N/A | Original Contract Posted | 5/11/2022 |

**All other terms and conditions remain the same.**

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**Contract (Mandatory) 1-22-23-14C**
Contract User Instructions, ***Supplement 8***

## 1. SCOPE

The State's contract with (Contractor) provides Enforcement Vehicles, Police Pursuit at contracted pricing to the State of California and local governmental agencies in accordance with the requirements of Contract # 1-22-23-14C. The Contractor shall supply the entire portfolio of products as identified in the contract and will be the primary point of contact for data collection, reporting, and distribution of Enforcement Vehicles, Police Pursuit to the State.

The contract term is for three (3) years with an option to extend the contract for two (2) additional one (1) year period or portion thereof. The terms, conditions, and prices for the contract extension option shall be by mutual agreement between the Contractor and the State. If a mutual agreement cannot be met the contract may be terminated at the end of the current contract term.

## 2. CONTRACT USAGE/RULES

A. State Departments

- The use of this contract is mandatory for all State of California departments.
- State departments must adhere to all applicable State laws, regulations, policies, best practices, and purchasing authority requirements, e.g. California Codes, Code of Regulations, State Administrative Manual, Management Memos, and State Contracting Manual Volume 2, as applicable.
- Prior to placing orders against this contract, State departments must have been granted non-IT purchasing authority by the Department of General Services, Procurement Division (DGS-PD) for the use of this statewide contract. State departments that have not been granted purchasing authority by DGS-PD for the use of the State's statewide contracts may contact DGS-PD's Purchasing Authority Management Section by e-mail at pams@dgs.ca.gov.
- State departments must have a Department of General Services (DGS) agency billing code prior to placing orders against this contract. Ordering departments may contact their Purchasing Authority contact or their department's fiscal office to obtain this information.

B. Local Governmental Agencies

- Local governmental agency use of this contract is optional.
- Local government agencies are defined in Public Contract Code Chapter 2, Section 10298 (a) (b) and 10299 (b); this includes the California State Universities (CSU) and University of California (UC) systems, K-12 schools and community colleges empowered to expend public funds for the acquisition of products While the State makes this contract available to local governmental agencies, each local governmental agency should determine whether this contract is consistent with its procurement policies and regulations.

- Local governmental agencies shall have the same rights and privileges as State departments under the terms of this contract. Any local governmental agencies desiring to participate shall be required to adhere to the same responsibilities as do State departments and have no authority to amend, modify or change any condition of the contract.

- A DGS issued billing code is not required for local governmental agencies to place orders against this contract.

C. Unless otherwise specified within this document, the term "ordering agencies" will refer to all State departments and/or local governmental agencies eligible to utilize this contract. Ordering and/or usage instructions exclusive to State departments or local governmental agencies shall be identified within each article.

## 3. DGS ADMINISTRATIVE FEES

A. State Departments

The DGS will bill each State department an administrative fee for use of this statewide contract. The administrative fee should NOT be included in the order total, nor remitted before an invoice is received from DGS.

Current fees are available online in the Price Book & Directory of Services (https://www.dgs.ca.gov/OFS/Price-Book) (go to Price Book Download and click on Purchasing under Procurement Division).

B. Local Governmental Agencies

For all local government agency transactions issued against the contract, the Contractor is required to remit the DGS-PD an Incentive Fee of an amount equal to 1.25 percent of the total purchase order amount excluding taxes and freight. This Incentive Fee shall not be included in the local governmental agency's purchase price, nor invoiced or charged to the local governmental agency. All prices quoted to local governmental agencies shall reflect State contract pricing, including any and all applicable discounts, and shall include no other add-on fees.

## 4. SB/DVBE OFF-RAMP PROVISION

There is no SB/DVBE off ramp associated with this contract.

## 5. EXEMPT PURCHASES

There are no exempt purchases associated with this contract.

## 6. PROBLEM RESOLUTION/SUPPLIER PERFORMANCE

Ordering agencies and/or Contractor shall inform the State Contract Administrator of any technical or contractual difficulties encountered during contract performance in a timely manner. This includes and is not limited to informal disputes, supplier performance,

outstanding deliveries, etc. The ordering agency should include all relevant information and/or documentation (e.g., purchase documents).

## 7. CONTRACT ITEMS

All line items are listed on Attachment A – Contract Pricing.

## 8. SPECIFICATIONS

All products listed on Attachment A, Contract Pricing, conform to Attachment B1, Specifications 2310-5644, dated 9/30/2021 and Attachment B2, Specifications 2310-5712, dated 9/30/2021.

## 9. CUSTOMER SERVICE

Contractor will provide office and personnel resources for responding to requests, including telephone coverage weekdays during the hours of 8:00 AM through 5:00 PM (PT).

| Contact | Phone | Email |
|---|---|---|
| Customer Service Unit | (916) 351-4202 | MarkPaoli@folsomlakeford.com |

## 10. PRODUCT SUBSTITUTIONS

Product substitution shall be in accordance with the General Provisions (rev 06/08/10), Article 16 entitled “Substitutions”.

## 11. PROMOTIONAL PRICING

During special pricing promotions, the Contractor shall offer the ordering agency the promotional pricing or the discount percentage off list, whichever is lower.

The Contractor shall notify the State Contract Administrator of all promotional pricing changes. Notification shall include at a minimum:

- Promotion start and end dates
- Models, products, and services included in the promotion
- Promotional pricing

Promotional pricing shall not be cause for a permanent change in pricing. Promotional pricing shall not be cause for Contractor refresh.

Promotional items shall come with all benefits of the statewide contract terms and conditions and shall include all provisions such as warranty and delivery.

## 12. PURCHASE EXECUTION

A. State Departments

1) Std. 65 Purchase Documents

State departments not transacting in FI$CAL must use the Purchasing Authority Purchase Order (Std. 65) for purchase execution. An electronic version of the Std. 65 is available at the Office of State Publishing web site (https://www.dgsapps.dgs.ca.gov/osp/StatewideFormsWeb/Forms.aspx) (select STD Forms).

All Purchasing Authority Purchase Orders (Std. 65) must contain the following:

- Agency Order Number (Purchase Order Number)
- Ordering Agency Name
- Agency Billing Code
- Purchasing Authority Number
- Leveraged Procurement Number (Contract Number)
- Supplier Information (Contact Name, Address, Phone Number, Fax Number, E-mail)
- Line Item number
- Quantity
- Unit of Measure
- Commodity Code Number
- Product Description
- Unit Price
- Extension Price

2) FI$CAL Purchase Documents

State departments transacting in FI$CAL will follow the FI$CAL procurement and contracting procedures.

3) Blanket Orders

The use of blanket purchase orders against this statewide contract is not allowed.

B. Local Governmental Agencies

Local governmental agencies may use their own purchase document for purchase execution. The purchase documents must include the same data elements as listed above (Exception: Purchasing Authority Number and Billing Code which are used by State departments only).

## 13. MINIMUM ORDER

The minimum order shall be one (1) vehicle

**Contract (Mandatory) 1-22-23-14C**
Contract User Instructions, ***Supplement 8***

## 14. ORDERING PROCEDURE

Ordering agencies are to submit appropriate purchase documents directly to the Contractor via one of the following ordering methods:

- U.S. Mail
- Facsimile
- Email

The Contractor's Order Placement Information is as follows:

| ORDER PLACEMENT INFORMATION | | |
|---|---|---|
| U.S. Mail:<br>Folsom Lake Ford<br>12755 Folsom Blvd.<br>Folsom, CA 95630 | Facsimile: (916) 353-2078 | Email:<br>MarkPaoli@folsomlakeford.com |

When using any of the ordering methods specified above, all State departments must conform to proper State procedures.

## 15. ORDER ACCEPTANCE

The Contractor shall accept orders from any ordering agency. The Contractor shall not accept purchase documents for this contract that:

- Are incomplete
- Contain non-contract items
- Contain non-contract terms and conditions

The Contractor must not refuse to accept orders from any ordering agency for any other reason without written authorization from the State Contract Administrator.

## 16. ORDER RECEIPT CONFIRMATION

The Contractor will provide ordering agencies with an email or facsimile order receipt confirmation within forty-eight (48) hours of receipt of purchase document. The Order Receipt Confirmation shall include the following information:

- Ordering agency name
- Agency order number (purchase order number)
- Purchase order total cost
- Anticipated delivery date

## 17. OUT OF STOCK REMEDY

Upon receipt of an order acknowledgment identifying out of stock items, the ordering agencies shall have the following options:

- Request a back order
- Cancel the item from the order with no penalty

The Contractor will provide notification to the ordering agencies regarding out-of-stock items which have been back ordered.

Under no circumstance is the Contractor permitted to make substitutions with non-contract items or unauthorized products.

## 18. DISCONTINUED ITEM REMEDY

Upon receipt of an order acknowledgment identifying discontinued items, the ordering agencies shall have the following options:

- Amend purchase document to reflect State-approved substitute item (per Article 10, Product Substitutions)
- Cancel the item from the order

Under no circumstance is the Contractor permitted to make substitutions with non-contract items or unauthorized products without approval from the State Contract Administrator.

## 19. DELIVERY SCHEDULES

Delivery for orders placed against this contract shall be in accordance with the following:

A. Pre-Delivery Checklist

Prior to delivery, each vehicle shall be completely inspected, serviced, and detailed by the delivering dealer and/or the manufacturer's pre-delivery service center. A copy of the pre-delivery checklist shall be completed for each vehicle, signed by a representative of the organization performing the inspection/service, and delivered with the vehicle.

B. Delivery Documents

The following documents shall be delivered to the receiving agency with the vehicle:

- Completed and signed pre-delivery service checklist, including the order number and Vehicle Identification Number (VIN)
- "Line Set Tickets" or "Window Sticker" showing all options installed
- One (1) copy of the vehicle warranty
- One (1) Owner's Manual
- Speed Calibration documentation for each vehicle

C. Locations

Deliveries are to be made (statewide) to the location specified on the individual purchase order, which may include, but not limited to inside garages and parking lots.

D. Schedule

Delivery made to any State department is to begin within ninety (90) days after receipt of order (ARO). State departments may limit delivery to a maximum of ten (10) units per working day.

Delivery to local agencies is to be completed in full within 150 days ARO.

Since receiving hours for each ordering agency will vary by facility, it will be the Contractor's responsibility to check with each facility for their specific delivery hours before delivery occurs. The Contractor must notify the ordering agency within twelve (12) hours of scheduled delivery time, if delivery cannot be made within the time frame specified on the Order Confirmation.

Contractor is requested to make deliveries in Los Angeles County, Orange County, San Bernardino Metropolitan Area, and San Diego Metropolitan Area during off-peak hours. Off-peak hours are Monday through Friday, 10:00 AM to 4:00 PM.

E. Security Requirements

Deliveries may be made to locations inside secure grounds that require prior clearances or special entry procedures for delivery drivers.

Security procedures may vary from facility to facility. The Contractor will be responsible for contacting the secure location for security procedures, hours of operation for deliveries and service, dress code, and other rules of delivery.

Deliveries that are delayed due to drivers not being cleared to enter secure grounds may be cause for contract default.

## 20. FREE ON BOARD (F.O.B.) DESTINATION

All prices offered shall be F.O.B. destination; freight prepaid by the Contractor, to the ordering agency's receiving point. Responsibility and liability for loss or damage for all orders shall remain with the Contractor until final inspection and acceptance, when all responsibility shall pass to the ordering agency, except the responsibility for latent defects, fraud, and the warranty obligations.

The Contractor will be required to deliver vehicles to State agencies or local agencies FOB Destination, Sacramento County. Additionally, delivery shall be FOB Destination to the California Highway Patrol (CHP), Fleet Operations, 3300 Reed Ave., West Sacramento, California 95605.

Vehicles shall be delivered from the factory to the Contractor's place of business. If the purchase order indicates delivery outside an FOB point, the Contractor and agency will negotiate for delivery beyond the FOB point. This delivery may be subject to an additional delivery charge by the resulting contractor(s). This charge shall be shown as a separate item on the purchase order and invoice.

State agencies requesting delivery outside the FOB area must contact the Transportation Management Unit for freight rate comparisons if the Contractor is delivering the vehicle. These delivery instructions will be provided on the purchase order. Contractors receiving a purchase order without specific transportation instructions must contact the ordering agency.

Caravan or drive-away method of delivery from the factory to a dealer is not acceptable.

The supplier shall insure that each vehicle reaches its delivery point with no less than five (5) gallons of fuel in the fuel tank.

Drop ship deliveries shall not be made without prior State inspection.

Vehicles delivered from a Contractor with more than 50 miles on the odometer will be charged 50 cents for each mile exceeding 50 miles. This charge shall be deducted from the order price for each vehicle delivered against each order. Vehicles delivered with more than 250 miles on the odometer will not be accepted.

## 21. SHIPPED ORDERS

All shipments shall be in accordance with the General Provisions, Article 12 entitled "Packing and Shipment".

## 22. PACKING SLIP

A packing slip will be included with each shipment, which will include at least the following information in no particular order:

- Agency order number (purchase order number)
- Ordering agency name
- Line item description
- Quantity ordered
- Quantity included in shipment
- Any back ordered or out of stock items and availability date of unfilled and partial shipment
- Number of parcels
- Destination
- All information contained on the packing label

## 23. PACKING LABEL

A packing label will also be included with each order shipped and include the following items, visible on the outside of the box:

- Ordering agency name
- Delivery address, unit, and/or floor
- Department and floor
- Ordering agency contact name
- Ordering agency telephone number

## 24. SAFETY DATA SHEET

The Contractor shall provide a Safety Data Sheet for product(s) subject to Title 8 of the California Code of Regulations, Section 5194, Hazard Communication. The Safety Data Sheet is to be prepared and delivered in accordance with this Section.

## 25. INSPECTION AND ACCEPTANCE

Vehicles ordered for State use will be inspected by a State Inspector at the Contractor's place of business. Inspection by local agencies will be at the Contractor's place of business or as otherwise agreed to by the dealer and local purchasing agency. Inspection will commence within five (5) State working days of notification that a vehicle is ready for inspection. Inspection will include: specification compliance, workmanship, appearance, proper operation of all equipment and systems, and that all documents are present. In the event deficiencies are detected, the vehicle will be rejected and the delivering Contractor will be required to make the necessary repairs, adjustments or replacements. Payment and/or the commencement of a discount period (if applicable) will not begin until the defects are corrected and the vehicle is re-inspected and accepted.

Completion of inspection or acceptance by the State Inspector shall in no way release the Contractor from satisfying the requirements of the contract, specifications, and warranty. Deviations from the specified requirements that are detected by the inspection shall be corrected by the Contractor in an expeditious manner at no expense to the owning agency.

Inspection by local agencies will be at the dealer's place of business or as otherwise agreed to by the dealer and local purchasing agency.

## 26. CONTRACT ADMINISTRATION

Both the State and the Contractor have assigned contract administrators as the single points of contact for problem resolution and related contract issues.

| Administrator Information | DGS-PD | Folsom Lake Ford |
|---|---|---|
| **Contact Name:** | ***Jamie Boes*** | Mark Paoli |
| **Telephone:** | ***(279) 240-7274*** | (916) 951-4202 |
| **Facsimile:** | ***N/A*** | (916) 353-2078 |
| **Email:** | ***Jamie.Boes@dgs.ca.gov*** | MarkPaoli@folsomlakeford.com |
| **Address:** | DGS/Procurement Division<br>Attn: ***Jamie Boes***<br>707 Third Street, 2nd Floor, MS 201<br>West Sacramento, CA 95605 | Folsom Lake Ford<br>Attn: Mark Paoli<br>12755 Folsom Blvd.<br>Folsom, CA 95630 |

## 27. RETURN POLICY

The Contractor will accept all products for return at no cost to the ordering agency within thiry (30) calendar days of delivery, and refund the customer in full.

Products returned should be in the packaging as delivered and include all documentation. Lost or damaged packaging materials and/or documentation shall be supplied by the Contractor. The Contractor shall not charge for these materials in excess of the Contractor's cost or the 10 percent restocking fee, whichever is lower. The Contractor shall provide the State Contract Administrator and/or ordering agency a copy of the Contractor's material cost, if requested, within ten (10) days of request.

All returns shall be picked up within seven (7) working days of notification. Notification is defined as notice in writing, by facsimile, or e-mail.

## 28. CREDIT POLICY

The Contractor shall offer a credit/refund for the following items:

- Items shipped in error
- Items that are returned within thirty (30) calendar days of delivery
- Defective or freight-damaged items

In all cases, the ordering agency shall have the option of taking an exchange or receiving a credit, or receiving a refund.

The Contractor will be responsible for the credit or replacement of all products, including those covered by manufacturer warranties. The Contractor cannot require the ordering agency to deal directly with the manufacturer.

## 29. RESTOCKING FEES

The Contractor will not impose a restocking fee on the ordering agency for the following situations:

- Items returned that were damaged upon receipt
- Incorrect items shipped
- Items that are returned within thirty (30) calendar days of delivery
- Items that are returned, but exchanged for other items within thirty (30) calendar days

Re-stocking fees for all other reasons shall be 10 percent of the value of the items to be re-stocked.

The packaging and documentation provisions in accordance with Article 27, Return Policy, shall apply to re-stocked items.

The Contractor will not be required to accept returns more than sixty (60) days after delivery. The ordering agency will be responsible for return transportation costs to the Contractor if so accepted after sixty (60) days after delivery.

## 30. INVOICING

Ordering agencies may require separate invoicing, as specified by each ordering agency. Invoices will contain the following information:

- Contractor's name, address and telephone number
- Leveraged Procurement Agreement Number (Contract Number)
- Agency order number (purchase order number)
- Item and commodity code number
- Quantity purchased
- Contract price and extension
- State sales and/or use tax
- Prompt payment discounts/cash discounts, if applicable
- Totals for each order

## 31. PAYMENT

A. Terms

Payment terms for this contract are net forty-five (45) days. Cash Discount of $500 per unit for payment within twenty (20) days. Payment will be made in accordance with the provisions of the California Prompt Payment Act, Government Code Section 927, et seq. Unless expressly exempted by statute, the Act requires State departments to pay properly submitted, undisputed invoices not more than forty-five (45) days after the date of acceptance of goods, performance of services, or receipt of an undisputed invoice, whichever is later.

B. CAL-Card Use

Use of the CAL-Card for payment of invoices is not allowed under this statewide contract.

C. State Financial Marketplace

State departments reserve the right to select the form of payment for all procurements, be it either an outright purchase with payment rendered directly by the State, or a financing/lease-purchase or operating lease via the State Financial Marketplace (GS $Mart and/or Lease $Mart). If payment is via the financial marketplace, the Contractor will invoice the State department and the State department will approve the invoice and the selected Lender/Lessor for all product listed on the State's procurement document will pay the Contractor on behalf of the State.

D. Payee Data Record

Each State department's accounting office must have a copy of the Contractor's Payee Data Record (Std. 204) in order to process payments. State departments should forward a copy of the Std. 204 to their accounting offices. Without the Std. 204, payment may be unnecessarily delayed. **State departments should contact the Contractor for copies of the Payee Data Record.**

## 32. CALIFORNIA SELLER'S PERMIT

The California seller permit number for the Contractor is listed below. Ordering Agencies can verify that permits are currently valid at the following website: www.cdtfa.ca.gov. State departments must adhere to the file documentation identified in the State Contracting Manual Volume 2.

| Contractor Name | Seller Permit # |
|---|---|
| Folsom Lake Ford | 26-797640 |

## 33. WARRANTY

The manufacturer's regular new vehicle warranty shall apply to all vehicles procured against the resulting contract.

The warranty shall be factory authorized and shall cover not less than 3 years/36,000-mile bumper to bumper, no charge parts and labor. All emission-related components shall be warranted in compliance with the California Air Recourses Board (CARB) and Federal requirements. Bids offering independent insurance or a statement indicating self-insurance will be deemed non-responsive and will be rejected.

This warranty shall be honored by all franchised dealers of the vehicle within the State of California. The State's established preventative maintenance procedures and practices shall be acceptable to the manufacturer/dealers in lieu of the manufacturer's prescribed

procedures, which may form a part of the warranty. All warranty certificates and/or cards shall be supplied with each vehicle delivered.

If an additional extended warranty is purchased, a warranty certificate, warranty card, or a statement indicating the extended warranty has been recorded with the manufacturer shall be furnished with each vehicle delivered.

Normal wear items such as tires, belts, hoses, headlamps, light bulbs, brake linings, brake discs/drums, etc. are excluded from warranty coverage. All other items not subject to normal wear or gross operator neglect and abuse, such as window, seat or wiper motors, chassis electrical switches (door, trunk lid), paint, hinges, locks, etc., shall be covered.

The State reserves the right to use re-refined lubrication oils, where available, in lieu of the virgin equivalent oils. The re-refined oils used by the State will meet all API and SAE standards and specifications as set forth by the vehicle manufacturer. The use of said oils shall in no way void or degrade the original manufacturer's minimum 3-year/36,000-mile warranty.

The State reserves the right to use recycled content antifreeze/coolant, where available, in lieu of virgin equivalent antifreeze/coolant, in servicing its vehicles. The recycled antifreeze/coolant used by the State will meet all ASTM standards and specifications as set forth by the vehicle manufacturer. The use of said recycled antifreeze/coolant shall in no way void or degrade the original manufacturer's minimum 3-year/ 36,000-mile warranty.

"Manufacturer's Warranty Policy and Procedures Manual" shall be made available upon customer request. The solicitation shall also require each awarded Bidder to designate by name, a responsible contact and alternate assigned for the duration of the contract, who will resolve State warranty-related claims on a priority basis.

**Note:** Vehicles not placed in service immediately upon receipt shall be warranted from the date the unit is placed in service. The receiving agency shall notify the dealer in writing of the actual "in-service" date.

## 34. WARRANTY REPAIR PARTS

It shall be the responsibility of the Contractor to maintain an adequate stock of all regular and special parts to meet the continuing service and warranty repair parts needs of the State without undue delay. A special system shall be set up for expediting the procurement of back order items needed to repair an inoperative vehicle including a system to air freight parts at the Contractor's expense when parts are not in stock in California parts depots. Warranty replacement parts shall be available within three (3) working days after telephone notification.

## 35. RECYCLED CONTENT

There is no recycled content associated with this contract.

**Contract (Mandatory) 1-22-23-14C**
Contract User Instructions, ***Supplement 8***

## 36. SB/DVBE PARTICIPATION

There is no Small Business (SB) or Disabled Veteran Business Enterprise (DVBE) participation for this contract.

## 37. VETTED FORMS/CERTIFICATION

The DGS-PD, as the awarding department, has assessed the Contractor and subcontractor forms, certifications, and compliance to performing a commercially useful function (CUF) during the solicitation evaluation process. Consequently, when executing purchase documents pursuant to this contract, it is not necessary for State departments operating under statewide contract purchasing authority to conduct a CUF evaluation or request the completion of the following required certifications and forms:

- GenAI Disclosure & Factsheet (STD 1000)
- Bidder Declaration Form (GSPD 05-105)
- DVBE Declaration Form (DGS-PD 843)
- Darfur Contracting Act Form
- California Civil Rights Certification Form
- Iran Contracting Act Certification
- Russian Sanctions Agreement
- Federal Debarment

## 38. GENERATIVE ARTIFICIAL INTELLIGENCE (GENAI) PROCUREMENT PROCEDURES

Contractor does not intend to utilize GenAI as a deliverable. If GenAI is disclosed by the Contractor, state departments must follow the required GenAI purchase procedures outlined in SCM Vol.2, Chapter 23, Generative Artificial Intelligence.

## 39. ATTACHMENTS

Attachment A – Contract Pricing, Supplement 6, 8/1/2025
Attachment B1 – Specifications 2310-5644, dated 9/30/2021
Attachment B2 – Specifications 2310-5712, dated 9/30/2021

# Sutter Buttes Communications, Inc.

# Proposal

**445 Palora Avenue**
**Yuba City, Ca. 95991**
**Ofc. (530) 673-3475**

Fax: (530) 673-1085
Toll Free: (800) 300-0054

Customer: Winters PD
Attention: John
Re: 2027 Ford Utility Build
Fax:
Phone:
**Email:**

| | |
|---|---|
| Proposal Date | 7/8/2026 |
| QUOTE # | AW070826-1 |
| TERMS | |
| SALES REP | Andrew Welch |
| SHIPPED VIA | |
| F.O.B. | |
| Proposal Valid For: | 60 Days |

| QUANTITY | DESCRIPTION | UNIT PRICE | AMOUNT |
|---|---|---|---|
| 1 | **Winters Police Department SUV Parts/Equipment:**<br>(Please refer to attachment containing parts for installation)<br><br>Pricing includes the installation of radio equipment into vehicle at the time of emergency equipment installation.<br><br>*Radio communications equipment will be installed by certified radio communications technicians. Antenna and Radio will both be tested and aligned/optimized if necessary. Radio Programming, Unit ID/Emergency Button ID's will be updated. AES "secure"* operations will be verified and tested. | 18,435.00 | $18,435.00 |

| | | |
|---|---|---|
| **Notes:** This proposal covers the purchase and installation of listed equipment plus one radio, modem | SUBTOTAL | 18,435.00 |
| and Axon Camera system. Scope of work to be done at SBC over a 10 day period. SBC will honor all | TAX @7.25% | 1,336.54 |
| manufacturer's warranties and will cover labor for 6 years. | LABOR | 5,400.00 |
| Please allow 20 weeks for delivery of parts and scheduling install. | EST. FREIGHT | 600.00 |
| | | $25,771.54 |
| | | PAY THIS AMOUNT |

**DIRECT ALL INQUIRIES TO:**
Name Andrew Welch
Phone 530-673-3475
e-mail: awelch@sutterbuttescomm.com

Please note that freight is estimated
Final invoice will reflect actual shipping charges.

***THANK YOU FOR YOUR BUSINESS!***

MOTOROLA SOLUTIONS









# WINTERS POLICE DEPT, CITY OF

Winters PD 2 ea APX 8000 w access, 1 ea APX 8500

07/08/2026

The design, technical, pricing, and other information ("Information") furnished with this submission is confidential proprietary information of Motorola Solutions, Inc. or the Motorola Solutions entity providing this quote ("Motorola") and is submitted with the restriction that it is to be used for evaluation purposes only. To the fullest extent allowed by applicable law, the Information is not to be disclosed publicly or in any manner to anyone other than those required to evaluate the Information without the express written permission of Motorola.
MOTOROLA, MOTO, MOTOROLA SOLUTIONS, and the Stylized M Logo are trademarks or registered trademarks of Motorola Trademark Holdings, LLC and are used under license. All other trademarks a the property of their respective owners. © 2020 Motorola Solutions, Inc. All rights reserved.

07/08/2026

WINTERS POLICE DEPT, CITY OF
318A 1ST ST
WINTERS, CA 95694

RE: Motorola Quote for Winters PD 2 ea APX 8000 w access, 1 ea APX 8500

Dear John Miller,

Motorola Solutions is pleased to present WINTERS POLICE DEPT, CITY OF with this quote for quality communications equipment and services. The development of this quote provided us the opportunity to evaluate your requirements and propose a solution to best fulfill your communications needs.

This information is provided to assist you in your evaluation process. Our goal is to provide WINTERS POLICE DEPT, CITY OF with the best products and services available in the communications industry. Please direct any questions to John Howard at jhoward@sutterbuttescomm.com.

We thank you for the opportunity to provide you with premier communications and look forward to your review and feedback regarding this quote.

Sincerely,

John Howard
Public Safety Account Exec

Motorola Solutions Manufacturer's Representative

Billing Address:
WINTERS POLICE DEPT, CITY OF
318A 1ST ST
WINTERS, CA 95694
US

Shipping Address:
Sutter Buttes Communications
445 N PALORA AVE
445 N PALORA AVE
Yuba City, CA 95991
US

Quote Date:07/08/2026
Expiration Date:09/06/2026
Quote Created By:
John Howard
Public Safety Account Exec
jhoward@sutterbuttescomm.com
5306733475

End Customer:
WINTERS POLICE DEPT, CITY OF
John Miller
john.miller@winterspolice.org
5306733475

Contract: 17724 - HGAC (TX)-RA05-21 AGREEMENT: STATE OF CALIFORNIA

## Summary:

Any sales transaction resulting from Motorola's quote is based on and subject to the applicable Motorola Standard Terms and Conditions, notwithstanding terms and conditions on purchase orders or other Customer ordering documents. Motorola Standard Terms and Conditions are found at www.motorolasolutions.com/product-terms.

| Line # | Item Number | Description | Qty | List Price | Sale Price | Ext. Sale Price |
|---|---|---|---|---|---|---|
| | APX™ 8000 Series | APX8000 | | | | |
| 1 | H91TGD9PW7AN | PORTABLE RADIO APX 8000 ALL BAND MODEL 3.5 | 2 | $8,651.00 | $6,315.23 | $12,630.46 |
| 1a | Q806CB | ADD: ASTRO DIGITAL CAI OPERATION | 2 | $607.00 | $443.11 | $886.22 |
| 1b | Q361AN | ADD: P25 9600 BAUD TRUNKING | 2 | $353.00 | $257.69 | $515.38 |
| 1c | Q58AL | ADD: 3Y ESSENTIAL SERVICE | 2 | $184.00 | $184.00 | $368.00 |
| 1d | QA05509AA | DEL: DELETE UHF BAND | 2 | -$800.00 | -$584.00 | -$1,168.00 |
| 1e | H38BS | ADD: SMARTZONE OPERATION | 2 | $1,766.00 | $1,289.18 | $2,578.36 |
| 1f | QA09113AB | ADD: BASELINE RELEASE SW | 2 | $0.00 | $0.00 | $0.00 |
| 1g | G996AP | ADD: PROGRAMMING OVER P25 (OTAP) | 2 | $118.00 | $86.14 | $172.28 |
| 1h | Q629AH | SOFTWARE LICENSE ENH: AES ENCRYPTION AND ADP | 2 | $560.00 | $408.80 | $817.60 |
| 1i | H869BW | SOFTWARE LICENSE ENH: MULTIKEY | 2 | $388.00 | $283.24 | $566.48 |

Any sales transaction following Motorola's quote is based on and subject to the terms and conditions of the valid and executed written contract between Customer and Motorola (the ""Underlying Agreement"") that authorizes Customer to purchase equipment and/or services or license software (collectively ""Products""). If no Underlying Agreement exists between Motorola and Customer, then Motorola's Standard Terms of Use and Motorola's Standard Terms and Conditions of Sales and Supply shall govern the purchase of the Products.
Motorola Solutions, Inc.: 500 West Monroe, United States - 60661 ~ #: 36-1115800

| Line # | Item Number | Description | Qty | List Price | Sale Price | Ext. Sale Price |
|---|---|---|---|---|---|---|
| 2 | NNTN8860B | CHARGER, DESKTOP SINGLE UNIT IMPRES 2, FAST US/NA | 2 | $199.56 | $149.67 | $299.34 |
| 3 | PMMN4099CL | PORTABLE RSM GCAI, IP68, 3.5MM JACK, EMER, 1 PROG, HI/LO, LARGE | 4 | $152.54 | $122.02 | $488.08 |
| | APX™ 8500 | | | | | |
| 4 | M37TSS9PW1CN | APX8500 ALL BAND MP MOBILE | 1 | $6,558.00 | $4,787.34 | $4,787.34 |
| 4a | G996AS | SOFTWARE LICENSE ENH: OVER THE AIR PROVISIONING | 1 | $118.00 | $86.14 | $86.14 |
| 4b | G51AT | SOFTWARE LICENSE ENH:SMARTZONE | 1 | $1,766.00 | $1,289.18 | $1,289.18 |
| 4c | G78AT | ENH: 3 YEAR ESSENTIAL SVC | 1 | $288.00 | $288.00 | $288.00 |
| 4d | GA05509AA | DEL: DELETE UHF BAND | 1 | -$800.00 | -$584.00 | -$584.00 |
| 4e | GA01606AA | ADD: NO BLUETOOTH/ WIFI/GPS ANTENNA NEEDED | 1 | $0.00 | $0.00 | $0.00 |
| 4f | B18CR | ADD: AUXILIARY SPKR 7.5 WATT APX | 1 | $71.00 | $51.83 | $51.83 |
| 4g | G843AH | ADD: AES ENCRYPTION AND ADP | 1 | $560.00 | $408.80 | $408.80 |
| 4h | G89AC | ADD: NO RF ANTENNA NEEDED | 1 | $0.00 | $0.00 | $0.00 |
| 4i | G444AH | ADD: APX CONTROL HEAD SOFTWARE | 1 | $0.00 | $0.00 | $0.00 |
| 4j | G67EH | ADD: REMOTE MOUNT E5 MP | 1 | $350.00 | $255.50 | $255.50 |
| 4k | GA01517AA | DEL: NO J600 ADAPTER CABLE NEEDED | 1 | $0.00 | $0.00 | $0.00 |
| 4l | G806BL | SOFTWARE LICENSE ENH: ASTRO DIGITAL CAI OP APX | 1 | $607.00 | $443.11 | $443.11 |
| 4m | GA01670AA | ADD: APX E5 CONTROL HEAD | 1 | $767.00 | $559.91 | $559.91 |
| 4n | W22BA | ADD: STD PALM MICROPHONE APX | 1 | $85.00 | $62.05 | $62.05 |
| 4o | QA09113AB | ADD: BASELINE RELEASE SW | 1 | $0.00 | $0.00 | $0.00 |
| 4p | W969BG | SOFTWARE LICENSE ENH: MULTIKEY OPERATION | 1 | $388.00 | $283.24 | $283.24 |
| 4q | G361AH | SOFTWARE LICENSE ENH: P25 TRUNKING SOFTWARE APX | 1 | $353.00 | $257.69 | $257.69 |
| Subtotal | | | | | | $26,342.99 |
| Estimated Tax | | | | | | $2,173.30 |

Any sales transaction following Motorola's quote is based on and subject to the terms and conditions of the valid and executed written contract between Customer and Motorola (the ""Underlying Agreement"") that authorizes Customer to purchase equipment and/or services or license software (collectively ""Products""). If no Underlying Agreement exists between Motorola and Customer, then Motorola's Standard Terms of Use and Motorola's Standard Terms and Conditions of Sales and Supply shall govern the purchase of the Products.
Motorola Solutions, Inc.: 500 West Monroe, United States - 60661 ~ #: 36-1115800

Grand Total $28,516.29(USD)

## Notes:

- Programming and installation quoted separately.

Any sales transaction following Motorola's quote is based on and subject to the terms and conditions of the valid and executed written contract between Customer and Motorola (the ""Underlying Agreement"") that authorizes Customer to purchase equipment and/or services or license software (collectively ""Products""). If no Underlying Agreement exists between Motorola and Customer, then Motorola's Standard Terms of Use and Motorola's Standard Terms and Conditions of Sales and Supply shall govern the purchase of the Products.
Motorola Solutions, Inc.: 500 West Monroe, United States - 60661 ~ #: 36-1115800

# Purchase Order Checklist NA OM

| |
|---|
| **Marked as PO/ Contract/ Notice to Proceed on Company Letterhead**<br>**(PO will not be processed without this)** |
| **PO Number/ Contract Number** |
| **PO Date** |
| **Vendor = Motorola Solutions, Inc.** |
| **Payment (Billing) Terms/ State Contract Number** |
| **Bill-To Name on PO must be equal to the *Legal* Bill-To Name** |
| **Bill-To Address** |
| **Ship-To Address (If we are shipping to a MR location, it must be documented on PO)** |
| **Ultimate Address (If the Ship-To address is the MR location then the Ultimate Destination address must be documented on PO )** |
| **PO Amount must be equal to or greater than Order Total** |
| **Non-Editable Format (Word/ Excel templates cannot be accepted)** |
| **Tax Exemption Status** |
| **Signatures (As required)** |

**NOTE**: When an email order is submitted a confirmation is sent from Motorola AutoNotify referencing a **case number**.
Once checklist is complete, order still must go through **Order Validation/Credit Approval**

**CITY COUNCIL**
**STAFF REPORT**

**TO:** City Mayor and Councilmembers

**DATE**:7/21/2026

**FROM**: Amber DePaola – Contract Planner

**SUBJECT**: Temporary allowance for community-serving non-profit signage in the Downtown Business District

**RECOMMENDATION**:
Staff recommends that the City Council adopt a temporary order allowing community serving non-profit organizations in the downtown business district to install limited, temporary signage at designated locations within the district while staff prepares a comprehensive amendment to the Winters Municipal Code Section R (Off-Premise Directional Signs) as follows:

**Any 501(c)(3) non-profit with a physical location in the Downtown Business District is allowed up to four off-premise directional signs in the Downtown District. These A-frame signs shall be no larger than two feet wide and three feet tall and only be used during the hours that the facility is open to the public. The signs must be placed in a manner that does not impede pedestrian traffic.**

The above language will be the future proposed amendment language, and this Temporary allowance would remain in effect for approximately three months, or until the ordinance amendment is adopted.

**BACKGROUND**:
Recently, staff observed an increase in unpermitted signs placed at a prominent location in town. Several private businesses installed temporary or quasi-permanent signs without obtaining the required sign permit, prompting staff to initiate enforcement and outreach. During this review, staff also identified signage installed by local non-profit organizations promoting community events, services, and/or locations.

The Winters Municipal Code requires permits for most signs; however, staff recognizes that the community-serving non-profits provide essential public benefits and often rely on various signage locations. Staff also acknowledge that the current code does not clearly differentiate between commercial and non-profit community signage.

**DISCUSSION:**

To prevent the continued proliferation of unpermitted commercial signage while still supporting community-serving non-profits, staff recommends establishing a temporary allowance for non-profit organizations downtown. This allowance would:

- Permit temporary non-profit signage at pre-approved locations in the downtown business district
- Require non-profits to notify the City of sign placement (no fee or formal permit)
- Still prohibit commercial businesses from installing temporary signs without a formal permit or process
- Maintain staff's ability to remove signs that create safety hazards, obstruct visibility, and/or are unpermitted

This temporary measure provides immediate clarity and prevents inconsistent enforcement while staff prepares a formal ordinance amendment. The amendment will evaluate sign types, locations, duration, and permit requirements to ensure long-term consistency with the Winters' aesthetic, safety standards, and community values.

**FISCAL IMPACT:**

None.

**ATTACHMENT(S):**

None.

**CITY COUNCIL**
**STAFF REPORT**

**TO:** City Council

**DATE**:July 21, 2026

**FROM**: Zorina Treat

**SUBJECT**: Professional Services Agreement with CivicPlus for Agenda and Meeting Management services

**RECOMMENDATION**:
Approve the Professional Services Agreement with CivicPlus for Agenda and Meeting Management services, replacing the City's current Granicus platform.

**BACKGROUND**:
The City currently utilizes Granicus to manage City Council and Commission agendas, meeting materials, livestreaming, and public access to meeting records. Staff has evaluated available meeting management platforms and recommends transitioning to CivicPlus as an integrated solution that better supports the City's operational needs.

The proposed agreement provides a single platform for agenda creation, meeting management, livestreaming, minutes, and public access. Consolidating these functions into one system is expected to improve workflow efficiencies while enhancing the user experience for both staff and the public.

**DISCUSSION:**
The CivicPlus platform provides several operational improvements, including:

- Integrated agenda and meeting management within a single platform.
- Streamlined agenda preparation and document management.
- Improved collaboration and version control during agenda development.
- Enhanced public access through a modern agenda portal and meeting archives.
- Implementation, data migration, training, and ongoing technical support.

The transition is expected to be completed with minimal disruption to regular Council and Commission meetings.

**FISCAL IMPACT:**

The proposed agreement includes an initial first-year cost of $12,800. Beginning in the second year, the annual recurring cost will be $10,800, subject to a 5% annual increase as outlined in the agreement. Funding is available within the adopted budget.

**ATTACHMENT(S):**

1. Resolution Authorizing the Professional Services Agreement with CivicPlus
2. CivicPlus Professional Services Agreement (Statement of Work)
3. CivicPlus Agenda and Meeting Management Product Overview

**RESOLUTION 2026-40**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WINTERS AUTHORIZING THE CITY MANAGER TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT WITH CIVICPLUS FOR AGENDA AND MEETING MANAGEMENT SERVICES**

**WHEREAS,** the City of Winters utilizes agenda and meeting management software to prepare agendas, manage meeting materials, provide livestreaming, and maintain public access to meeting records; and

**WHEREAS,** staff have evaluated the City's current agenda management platform and determined that CivicPlus provides an integrated solution that will improve operational efficiencies, streamline agenda preparation, and enhance public access to meeting information; and

**WHEREAS,** the proposed Professional Services Agreement includes implementation services, software licensing, training, and ongoing support for the CivicPlus Agenda and Meeting Management platform; and

**WHEREAS,** sufficient funds have been appropriated within the adopted Fiscal Year 2026-2027 budget for this purpose.

**NOW, THEREFORE BE IT RESOLVED** by the City Council of the City of Winters that the City Manager is hereby authorized to execute the Professional Services Agreement with CivicPlus, including any non-substantive revisions approved by the City Attorney, for Agenda and Meeting Management services.

**PASSED AND ADOPTED** by the City Council, City of Winters, the 21st day of July 2026 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Albert Vallecillo, Mayor

ATTEST:

_____
Jeremy Craig, City Clerk

**CivicPlus**
302 South 4th St. Suite 500
Manhattan, KS 66502
US

Statement of Work

**Quote #:** Q-126635-1
**CivicPlus Pricing Approval Date:** 5/28/2026 1:42 PM
**Expires On:** 7/31/2026

**Client:**
City of Winters, CA

**Bill To:**
WINTERS CITY, CALIFORNIA

| SALESPERSON | Phone | EMAIL | DELIVERY METHOD | PAYMENT METHOD |
|---|---|---|---|---|
| Gabby Bond | | gabriel.bond@civicplus.com | | Net 30 |

Discount(s)

| QTY | PRODUCT NAME | DESCRIPTION |
|---|---|---|
| 1.00 | AMM: Year 1 Annual Fee Discount | Year 1 Annual Fee Discount |

One-time(s)

| QTY | PRODUCT NAME | DESCRIPTION |
|---|---|---|
| 1.00 | AMM Select: Pro Premium Implementation | Pro Premium Implementation; Includes config. of up to 10 meeting types, up to 10 boards, 1 approval workflow per meeting type, 4 hrs of training, and 2 hrs of consulting; Includes 1 original agenda, 1 original minutes, and 1 original staff report design |
| 1.00 | CivicPlus Media: Implementation Fee | CivicPlus Media: Implementation Fee |

Recurring Service(s)

| QTY | PRODUCT NAME | DESCRIPTION |
|---|---|---|
| 1.00 | AMM Select: Pro Annual Fee | AMM Select: Pro Annual Fee |
| 1.00 | AMM Select: AI Editing Assistant | AI Editing Assistant is an optional AMMS feature that enables authorized users to enhance agenda and meeting content using integrated AI tools to generate, summarize, rewrite, or polish text in fields like item descriptions, fiscal info, and minutes. |

| QTY | PRODUCT NAME | DESCRIPTION |
|---|---|---|
| 1.00 | CivicPlus Media: Annual Fee | CivicPlus Media Annual Fee: Unlimited storage, unlimited users, up to 3 concurrent streams |

| | |
|---|---|
| ~~List Price - Initial Term Total~~ | ~~USD 15,550.00~~ |
| Total Investment - Initial Term | USD 12,800.00 |
| Annual Recurring Services (Subject to Uplift) | USD 10,800.00 |

| | |
|---|---|
| Initial Term | 24 Months, beginning at signature date.<br>Total Investment - Initial Term refers to the first 12 months of the agreement.<br>Annual Recurring Services (subject to Uplift) refers to the second 12 months of the agreement. |
| Initial Term Invoice Schedule | 100% Invoiced upon Signature Date |

| | |
|---|---|
| Renewal Procedure | Automatic 1 year renewal term, unless 60 days notice provided prior to renewal date |
| Annual Uplift | 5% to be applied in year 2 |

This Statement of Work ("SOW") shall be subject to the terms and conditions of the CivicPlus Master Services Agreement and the applicable Solution and Services terms and conditions located at https://www.civicplus.help/hc/en-us/p/legal-stuff (collectively, the "Binding Terms"). By signing this SOW, Client expressly agrees to the terms and conditions of the Binding Terms throughout the term of this SOW.

Please note that this document is a SOW and not an invoice. Upon signing and submitting this SOW, Client will receive the applicable invoice according to the terms of the invoicing schedule outlined herein.

Client may issue purchase orders for its internal, administrative use only, and not to impose any contractual terms. Any terms contained in any such purchase orders issued by the Client are considered null and will not alter the Binding Terms, the Agreement or this SOW.

**Acceptance of Quote # Q-126635-1**

The undersigned acknowledges having read, understood, and agreed to be bound by the binding terms and conditions incorporated into this SOW. This SOW shall become effective as of the date of the last signature below ("Effective Date").

For CivicPlus Billing Information, please visit https://www.civicplus.com/verify/

| Authorized Client Signature | CivicPlus |
|---|---|
| _____ | _____ |
| By (please sign): | By (please sign): |
| _____ | _____ |
| Printed Name: | Printed Name: |
| _____ | _____ |
| Title: | Title: |
| _____ | _____ |
| Date: | Date: |

_____
Organization Legal Name:

_____
Billing Contact:

_____
Title:

_____
Billing Phone Number:

_____
Billing Email:

_____
Billing Address:

_____
Mailing Address: (If different from above)

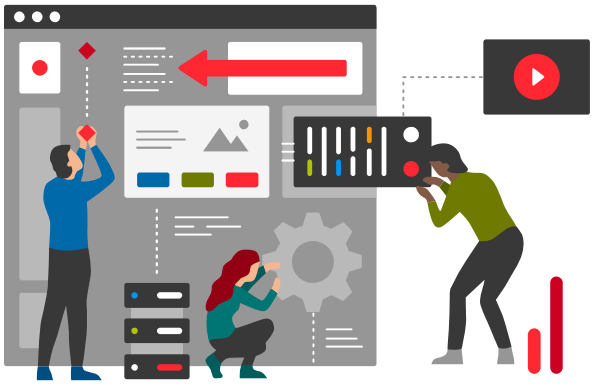
_____
PO Number: (Info needed on Invoice (PO or Job#) if required)

CIVICPLUS

agenda and meeting management

SELECT

# Select Pro with Premium Implementation



Powering and Empowering Government

PS08122024

# Company Overview

## CivicPlus History



CivicPlus began in 1998 when our founder, Ward Morgan, decided to focus on helping local governments work better and engage their residents through their web environment. Over the years, CivicPlus has continued to implement new technologies and merge with industry forerunners to maintain the highest standards of excellence and efficiency for our customers.

Our portfolio includes solutions for website design and hosting, parks and recreation management, emergency and mass communications, agenda and meeting management, 311 and CRM, process automation and digital services, codification, licensing and permits, web governance and ADA remediation, social media archiving, and FOIA management.

**EXPERIENCE**

**25+** Years

**10,000+** Customers

**850+** Employees

**RECOGNITION**

**Inc. 5000** 11-time Honoree

**GovTech** 2024 Top 100 Company

**Stevie® Awards** Multiple Global Awards for Service Excellence

Our commitment to deliver the right solutions in design and development, end-user satisfaction, and secure hosting has been instrumental in making us a leader in government web technology. We are proud to have earned the trust of our over 10,000 customers and their 100,000+ administrative users. In addition, over 340 million residents engage with our solutions daily.

### Primary Office

302 S. 4th Street, Suite 500, Manhattan, KS 66502
Toll Free: 888.228.2233 | Fax: 785.587.8951
civicplus.com

# Powering & Empowering Government

We empower municipal leaders to transform interactions between residents and government into consistently positive experiences that elevate resident satisfaction, increase revenue, and streamline operations.

Government leaders tell us that one of their most pressing needs is to improve how residents access and experience municipal services; however, they struggle with budget cutbacks and technology constraints. CivicPlus enables civic leaders to solve these problems, making consistently positive interactions between residents and government possible.

CivicPlus is the only government technology company exclusively committed to powering and empowering governments to efficiently operate, serve, and govern using our innovative and integrated technology solutions built and supported by former municipal leaders and award-winning support teams. With it, municipalities increase revenue and operate more efficiently while fostering trust among residents.



# Features & Functionality

## Select Solution



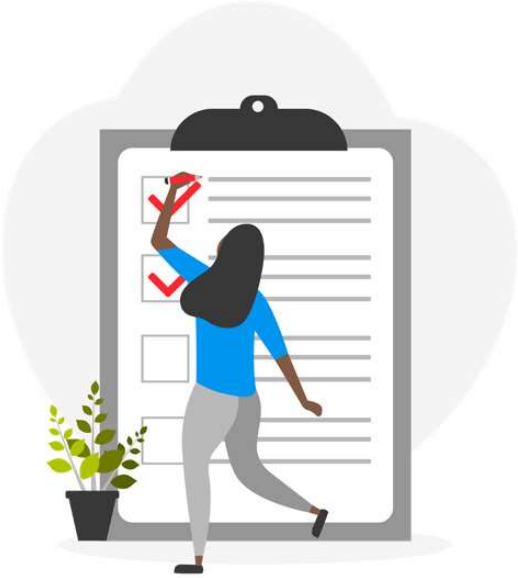
CivicPlus' Select software is the fastest, most intuitive way to streamline the entire agenda management process—from creating agenda items to managing live meetings. It provides time-saving automation while allowing clerks to balance these conveniences with manual controls and overrides. Internal collaboration with Select is easy with customized workflows, version tracking, and built-in communication tools.

Our Pro package includes the most frequently used functionality to manage your agendas and meetings. You'll be able to seamlessly create agendas with the ability to assign an item status and use configurable workflows to help manage your internal processes. Built-in integrations and a suite of APIs make working with other internal applications easy. Select's user-defined roadmap ensures that the product will continue to grow and adapt as transparency requirements and compliance expectations change.

### Fully Integrated, Cloud-Based Software Suite

- User-friendly, modern interface
- Unlimited users
- Unlimited storage
- Highly configurable to your agenda and meeting management processes
- Adaptable permission settings
- Confidential attachments
- Enhanced Analytics for Data Visibility
- Field-level versioning
- Single sign-on via the CivicPlus Platform
- Integrated code of ordinances
- Secure Cloud-Based Hosting
- Automatic Updates
- Customer-Defined Roadmap
- Built-in integrations with Dropbox, Microsoft's One Drive, Google Drive, Laserfiche, Zoom, and API availability (additional fees may apply)

# Agenda Management



## FLEXIBLE, PERSONALIZED DESIGNS

Standardized designs throughout the system provide consistency and clarity to agendas, packets, staff reports, and minutes.

## EFFICIENTLY MANAGE AGENDA PACKETS OF ANY SIZE

The software compiles your items and all the legislation, memorandums, or supporting documentation into a bookmarked PDF packet quickly and easily, no matter the size of the packet. Create multiple packet versions instantly to include or exclude specific attachments for your different internal and external users. Last-minute changes to the agenda or packet can be made and published with minimal effort.

Administrators choose what they publish to the public, internal users, and elected or appointed officials and when the information goes out. Automated email notifications can be enabled so all users, both internal and external, know when the meeting documents are published.

## CONVENIENT, ANYTIME AGENDA MODIFICATIONS

Changes to the agenda can be made at any time by administrators without affecting global configurations or settings. Drag-and-drop reordering allows you to move items and automatically renumbers everything on the agenda. One-touch copy and move functions enable you to duplicate or move agenda items from meeting to meeting, eliminating the need for duplicate data entry.

# Item Management

## CREATE AGENDA ITEMS AND STAFF REPORTS IN SECONDS

An easy-to-use item entry allows staff members to enter agenda items, upload attachments, and collaborate with each other to make items meeting ready. Configurable field types and our embedded text editor ensure that you are capturing all the information needed for Select to generate staff reports. Automated PDF file conversion and built-in integrations with Microsoft's OneDrive and Google Drive simplify the inclusion of supporting documentation and attachments.

## MANAGE THE MEETING READINESS OF ITEMS

Update item statuses (approved, in-progress, tabled, etc.), assign tasks to staff members to update item content and attachments, leave comments on items, and be notified when changes are made to items.

## AUTOMATE YOUR APPROVALS PROCESS

The workflow engine streamlines the routing of your agenda items, automates notifications, and gives full transparency to collaborators as it passes through the approval process. As contributors change items, the system tracks revisions, keeping them visible within the item fields and on the item timeline. In-app messaging and task assignments keep everyone in the loop and agenda prep moving forward.

## CUSTOM TAGS TO GROUP LIKE AGENDA ITEMS

Administrators can set up tags that can be used by staff when creating their agenda items for improved searching and reporting. Associate like content with pre-defined tags relevant to your community.

# Board Portal

## FLEXIBLE ACCESS

Your officials can choose how to access meeting content—helping them work better, faster. Efficiently deliver packets of any size by paper, email, Dropbox, Google Drive, or post to the Board Portal. It is optimized for all devices, including desktops, laptops, and tablets. No separate application required.

## A PERSONAL MEETING REPOSITORY

Give officials a personal, secure location to review and take notes on all meeting content, including agendas, supporting documents, minutes, and media.



## FIND WHAT YOU NEED-FASTER

Agenda and Meeting Management Select automatically indexes published meeting content with Board Portal search functionality, so it is easy for officials to find information quickly. Our full-text search tool empowers officials to locate published meeting content by searching a keyword, date range, and more. An item summary view allows officials to see the motions, votes, and any comment or discussion on the item that was recorded in the meeting minutes in an intuitive display, preventing a manual search through full minutes documents.

# Public Resident Portal



## FEATURES

- Resident portal to embed on any webpage gives access to all meeting content on a single page
- PDF downloads of Agenda, Packet, Minutes, Notices, and Other pertinent meeting documents
- HTML agenda view hyperlinks attachments within the meeting agenda for direct access to specific documents
- Full-text search and filtering options
- Email notifications
- Social sharing
- Mobile-responsive
- Custom branding
- Side-by-side agenda and video display with optional CivicPlus Media live streaming and on-demand video service (additional fees apply)
- Optional Motions and Vote minutes display updates the HTML agenda view to allow residents to quickly see the final disposition of agenda items without having to read full minutes documents
- Integrated live or on-demand video with timestamps to easily jump to desired content (additional fees apply)
- Optional public commenting forum
- Easily jump to past, current, upcoming events with an embedded calendar and continuous scrolls

## CONTENT ACCESSIBILITY

It's not enough to be transparent by publishing your agendas and other meeting documents online. Your meeting content must be accessible to all members of the public.

Closed captioning is also available with our CivicPlus Media service for live streaming and on-demand video. Additional fees apply for CivicPlus Media and closed captioning.

## CONTENT TRANSPARENCY

Build public trust with access to fully searchable meeting content, including legislative decisions and public meeting videos. Meet municipal transparency requirements while keeping residents engaged and informed.

# Minutes Module

## AUTOMATED MINUTES SETUP

A fully-integrated Minutes module will automatically migrate all your agenda content. No manual pre-meeting minutes setup or agenda import is required. Move from the meeting agenda to the Minutes module with a single click.

## KEEP UP WITH THE MEETING ACTION

Meetings move fast. Select's cloud-based platform allows you to move quickly through your agenda items, recording official actions and discussion, without having to wait for the system to catch up. The clean, intuitive interface gives single-screen access to all your meeting controls.



## SPEAKER MANAGER

Speakers can be added to the discussion at any time during the live meeting, while the built-in speaker timer helps keep meetings running efficiently.

## EASY, INTUITIVE MINUTES-TAKING

While in your live meeting, use the Minutes module to capture critical meeting actions from a single screen with a clean and intuitive user interface. Take roll and manage attendance, record motions and votes, enter speaker information, and record comments or discussion to be brought into your minutes document.

If using CivicPlus Media's integrated video streaming and video-on-demand service, you can also create timestamps for the accompanying video during the live meeting. Additional fees apply.

# The Civic Experience Platform

Developed specifically to enable municipalities to deliver consistently positive interactions across every department and every service, the Civic Experience Platform includes technology innovations that deliver frictionless, one-stop, and personalized resident interactions. Benefit from our Civic Experience Platform with:

- Single Sign-On (SSO) to all of your CivicPlus products supporting two-factor authentication and PCI Level password compatibility
- A single dashboard and toolbar for administrative access to your CivicPlus software stack
- Access to a continually growing and fully documented set of APIs
- A centralized data store with robust data automation and integration capabilities

## CIVICPLUS PORTAL

CivicPlus Portal empowers residents to be more engaged and informed about progress in your community. With a single username and password, residents can watch a public meeting recording, submit a public works request, pay a utility bill, or register for an upcoming event. The result is more engaged and informed voters and fewer phone calls, walk-ins, or emails to your department asking how to find documents or submit records requests.

## INTEGRATION HUB

Integration Hub is a tool that can help you unify your disparate cloud-based solutions and your CivicPlus solutions, assemble powerful workflows, and set up complex automations—without the need for a developer. With Integration Hub's easy-to-use drag-and-drop interface, non-technical users can build integrations for syncing content and data between CivicPlus solutions or with third parties (for an additional fee) saving your staff's valuable time.

# Integrated Code of Ordinances & Web

As the only local government software provider with an integrated agenda and meeting management, codification, and municipal website solution offering, our suite allows for digital transformation of the entire legislative process - from the start of the agenda process to the final online publishing of the newly adopted legislation.

If you are also a customer of CivicPlus' codification services, the cutting-edge integration between your meetings and agenda management and code of ordinances reduces the manual steps associated between your agenda management and codification processes. As an example, you can send ordinances directly to CivicPlus for codification by our team of legal editors. When pushed from Select, this uncodified legislation will be visible on the landing page of our Online Code Hosting platform nearly instantaneously. You can also take this to the next level by integrating our Municipal Website solutions with our Online Code Hosting solution, allowing for one-stop search capabilities. With this integration, the public can instantly access your code, meetings, packets, and agendas in one simple search straight from your municipal website.

## EXAMPLES OF MEANINGFUL CIVIC EXPERIENCE INTEGRATIONS

The following are examples of integrations between the CivicPlus Agenda and Meeting Management Select with other CivicPlus solutions and tools. If you have yet to experience all that CivicPlus can provide, please reach out for additional information and a quote.

| | |
|---|---|
| **Municipal Websites Central (Web Central)** | • Set-up a workflow to post in Web Central's News Flash once you've published your meeting documents.<br>• Automatically add agenda or minute files to Web Central's Document Center to be displayed on your website after they are published in Select.<br>• Meeting information and dates are automatically integrated to the Web Central's Calendar.<br>• Meeting files are automatically included in the website's search results. |
| **Codification** | • Send adopted ordinances to the Codification Legal Team in one click.<br>• Send ordinances straight to your online code portal as "Adopted and Not Yet Codified".<br>• Instantly link your online code to the meeting content produced within Select. |
| **CivicPlus Media** | • Share high-definition, on-demand video or live video feeds of your meetings directly from Select and CivicPlus Media, seamlessly integrated with your meeting agendas and equipped with clear bookmarking and navigation. |
| **Integration Hub** | • Third-party integrations examples include integrations with Zoom, Webex, and GoToMeetings, and with Laserfiche, Google Drive, Dropbox, and other APIs. |



# Implementation

## Project Timeline

### 14 – 16 Weeks

While every implementation is unique, the following timeline can provide you with information about the different implementation stages and what you can expect at each stage.

| | |
|---|---|
| **PHASE 1: INITIATE** | • Project Kickoff and communication including timeline, deliverables, and an implementation questionnaire to capture details for your configuration |
| **PHASE 2: ANALYZE** | • Design Review meeting to review and discuss needs for proposed Agenda, Minutes, and Item/Staff Report designs<br>• Obtain internal approvals on proposed designs and send in final approval |
| **PHASE 3: DESIGN & CONFIGURE** | • Configuration of designs<br>• Configuration of up to 10 boards<br>• Configuration of up to 10 meeting types<br>• Configuration of up to 10 approval workflows<br>• Configuration of up to 1 item/staff report |
| **PHASE 4: OPTIMIZE** | • Virtual consulting session(s) to review current processes and documents and discuss desired goals, best practices, and configuration options<br>• Configuration is completed and handed off for review, testing, and feedback<br>• Configuration adjustments made per submitted feedback |
| **PHASE 5: EDUCATE** | • Live, virtual training sessions are conducted within configured site |
| **PHASE 6: LAUNCH** | • First Live Meeting and System Launch<br>• Access to live chat features, Technical Support and introduction to Live Care |

# Implementation Approach

## Implementation & Support Experience Designed for You

The Select Implementation Team has experience and expertise to help administrations of any size transform the entire meeting management process. We know implementation can't be a one size fits all solution and offer flexible packages designed to meet your desired outcomes.

Our Premium Implementation Package is the perfect fit for transforming complex agenda and meeting processes. Have CivicPlus create original designs that meet the specific needs of your Agendas, Minutes, and Item/Staff Reports. A dedicated and knowledgeable Implementation Team will manage your project from end-to-end—consulting and collaborating with your team to build confidence navigating the system, configuring the system to automate your process, and delivering live virtual training to your users.

Beyond implementation, your users will feel empowered by our in-application support tools, a full online help center, as well as phone, email, and live chat support with members of the dedicated, award-winning Technical Support team.

### CONSULTING

#### Up to Two Hours of Virtual Consultation

During this consulting session, your implementation consultant will be reviewing your submitted project questionnaire with your key project staff. The implementation consultant will review your agenda, minutes, and item/staff report designs and discuss the configurations that will be made to ensure your workflows match your current agenda and meeting processes.

### DESIGN CONFIGURATIONS

We will configure the following consistent with your branding and content needs:

- One original Agenda Design with both four Section Designs and four Item Designs per Agenda Design
- One original Minutes Design with two Discussion Designs
- One original Item/Staff Report Design with up to 32 fields; eight system defaults, eight text boxes, eight check boxes, and eight date fields

Additional design configurations and approval workflows can be purchased as needed. For no additional cost, Approval Workflows can be created from scratch and Meeting Types can be duplicated and modified—while still making use of existing designs—by administrative users at any time using Help Center resources.

### TRAINING

#### Up to Four Hours of Virtual Training

Your implementation consultant will guide user groups through live, virtual training sessions using your custom configured Agenda and Meeting Management Select solution. We recommend no more than 20 users per session. Individual sessions are either 30 or 60 minutes in duration.

# Continuing Services

## Technical Support & Services

With technology, unlimited support is crucial. Our live technical support engineers based in North America are ready to answer your staff members' questions and ensure their confidence. CivicPlus' support team is available 8 a.m. – 6 p.m. CST to assist with any questions or concerns regarding technical functionality and usage of Web Central.

CivicPlus Technical Support will provide a toll-free number as well as an online email support system for users to submit technical issues or questions. If the customer support specialist is unable to assist with the question or issue, the three-tier escalation process will begin to report issues to our product engineering team for resolution.

### Support at a Glance

- Technical support engineers available 8 a.m. – 6 p.m. (CST) Monday – Friday (excluding holidays)
- Accessible via phone and email
- 4-hour response during normal hours
- 24/7 emergency technical support for named points of contact
- Dedicated customer success manager
- Online self-service help with the CivicPlus Help Center (civicplus.help)

Emergency technical support is available 24/7 for designated, named points-of-contact, with members of CivicPlus' support teams available for urgent requests.

### AWARD-WINNING

Over the past six years, CivicPlus Technical Support has been recognized by the globally respected Stevie® Awards for Sales and Customer Service. CivicPlus has been honored with three Gold Stevie® Awards, six Silver Stevie® Awards, and eight Bronze Stevie® Awards in the categories of Front-Line Customer Service Team of the Year – Technology Industries, Customer Service Training or Coaching Program of the Year – Technology Industries, Customer Service Department of the Year – Computer Software – Up to 1,000 Employees and 100 or More Employees, Most Valuable Response by a Customer Service Team (COVID-19), Best Customer Satisfaction Strategy, Remote Customer Service Innovation of the Year, and Achievement in Customer Experience. The Stevie Awards are the world's top honors for customer service, contact center, business development, and sales professionals.

### CIVICPLUS HELP CENTER

CivicPlus customers have 24/7 access to our online Help Center where users can review articles, user guides, FAQs, and can get tips on best practices. Our Help Center is continually monitored and updated by our dedicated Knowledge Management Team to ensure we are providing the information and resources you need to optimize your solution. In addition, the Help Center provides our release notes to keep your staff informed of upcoming enhancements and maintenance.

## CONTINUING PARTNERSHIP

We won't disappear after your solution is launched. You'll be assigned a dedicated customer success manager who will partner with you by providing information on best practices and how to utilize the tools of your new system to most effectively engage your residents.

## MAINTENANCE

CivicPlus is proactive in identifying any potential system issues and often corrects issues before they ever affect our customers' web solutions. Our standard maintenance includes:

- Regular review of site logs, error messages, servers, router activity, and the internet in general
- Full backups performed daily
- Regularly scheduled upgrades including fixes and other enhancements
- Operating system patches
- Testing and development

# Hosting & Security

Redundant power sources and internet access ensure consistent and stable connections. We invest over 1.0M annually to ensure we adapt to the ever-changing security landscape while providing maximum availability. CivicPlus' extensive, industry-leading process and procedures for protecting and hosting your site are unparalleled.

## CLOUD-HOSTING WITH AZURE

The infrastructure is fully hosted within the Azure Cloud environment using their Infrastructure as a Service (IaaS) model. Using a mix of Azure Virtual Machines and Storage Accounts, all processing and data storage in done within this environment. All users need is a web browser to access and utilize the application. Your system is monitored 24/7/365 with a 99.9% guaranteed up-time (excluding maintenance). Additional details regarding our hosting and security services can be provided upon request.

## DISASTER RECOVERY

Agenda and Meeting Management Select utilizes Azure's Site Recovery Services and Geographically Redundant Storage Accounts (GRS) to provide disaster recovery between Azure regions. All data is written to a GRS account, which creates copies of that data in data centers across multiple Azure regions, so access to the data is always available. Site Recovery Services allows us to quickly spin up and failover to clones of our Azure Virtual Machines.

# Disclaimer

A successful project begins with a contract that meets the needs of both parties. This proposal is intended as a non-binding document, and the contents hereof may be superseded by an agreement for services. Its purpose is to provide information on a proposed project we believe will meet your needs based on the information available. If awarded the project, CivicPlus reserves the right to negotiate the contractual terms, obligations, covenants, and insurance requirements before a final agreement is reached. Subject to the terms of the final controlling agreement, CivicPlus requires its standard Master Services and Solutions and Service Terms to be incorporated and linked in the final agreement. For reference, the CivicPlus standard Master Services and Solutions and Service Terms can be found online at civicplus.help/hc/en-us/sections/. We look forward to developing a mutually beneficial contract with you.

# Optional Enhancements

## LIVE MEETING MANAGER

Live Meeting Manager enhances live meetings by integrating the board portal with audience display pages, offering a unified experience with efficient controls. It features automations to engage participants through in-chamber displays, electronic voting with one-click, and real-time updates of the current item. The system allows easy display of speaker details, board member requests, and chairperson controls for managing the meeting. Additionally, it automatically bookmarks video timestamps to agenda items, making it easier for viewers to access specific discussion topics.

## CIVICPLUS MEDIA: LIVE STREAMING & ON-DEMAND VIDEO

Increase resident engagement and participation by sharing high-definition live video feeds of your meetings directly from Select and CivicPlus Media. Stream up to three concurrent live proceedings and seamlessly integrate all video content directly into your meeting agendas. Videos feature clear bookmarking and navigation so viewers can quickly find discussions of interest. Viewers can watch videos from any device with no software or application downloads necessary. Integrated closed captioning and translation services are available at an additional cost.

## BOARDS & COMMITTEES MODULE

The Boards and Committees module tracks vacancies, applications, and appointments. Interactive dashboards give you quick access to actionable information. Easily manage rosters and generate communications using customized templates. Store system-generated communications and other necessary documentation at the board or individual member level. Track training and other internal requirements.

## BOARD APPLICATIONS

The Board Applications solution powered by CivicPlus' Process Automation and Digital Services solution offers a digital platform to streamline the recruitment, vetting, and appointment of local government board members. This solution includes an online portal for residents to apply for board positions, eliminating the need for paper submissions. The Board Applications solution simplifies the recruitment and management of board members by allowing administrators to promote open positions and enabling residents to apply online from any device, securely storing all personal data. It ensures transparent communication with customizable email templates, notifies administrators of new applications, and facilitates digital review and selection by board committees. The solution supports remote collaboration with features for managing meeting schedules, member rosters, and vacancies, and offers reporting, analytics, and advanced search functionality to streamline board operations and inform strategic decisions.

Additionally, the optional addition of the Power Automate Connector integrates with Office 365 products to automate routine tasks, enhancing efficiency.

## CUSTOM IDENTITY PROVIDER (IDP) INTEGRATION

CivicPlus offers IdP integration capabilities, which means you'll benefit from easier integration between your CivicPlus solutions and your favorite third-party solutions. Provide single sign-on (SSO) functionality to streamline managing and supporting user credentials and identify management solutions. CivicPlus IdP partners include Microsoft's Entra ID (formerly Azure AD), Microsoft's Active Directory Federation Services (AD FS) versions 3.0, 4.0, and 5.0, and Okta.

## LASERFICHE INTEGRATION

With a third-party integration in Integration Hub you can route data to Laserfiche's cloud-hosted solution.

## HISTORICAL FILE IMPORT

As part of your implementation project, we will import a specified number of meetings to your new system. Choose an import with or without videos in increments of up to 500, 500-750, or 750+ meetings.

The process includes indexing your imported agendas for keyword searching and retrieval. You and your residents will still have access to this historical information with increased functionality. Historic meeting documents imported into Select by your implementation consultant will be optimized for character recognition to improve complete text search, and accessibility for screen reading assistive devices.

**CITY COUNCIL**
**STAFF REPORT**

**TO:** Honorable Mayor and Councilmembers

**DATE**:July 21, 2026

**FROM**: Cathy Mathews, Director of Administrative Services

**SUBJECT**: Resolution 2026-39 amending the City of Winters salary scale to comport with July 1, 2026, General Salary Increases and City Manager Rate of Pay.

**RECOMMENDATION**:
Consider this staff report and the attached resolution. Approve resolution 2026-39 amending the City of Winters salary scale in compliance with California Code of Regulations Title 2 Section 570.5 which requires the City to have and maintain a publicly adopted and posted salary schedule.

**BACKGROUND**:
California Code of Regulations Title 2 Section 570.5 requires that a City have and maintain a publicly adopted and posted salary schedule. The terms of the Memorandums of Understanding (MOUs) with the Winters Management (Department Head) Employees, Manager's Series Employees, Mid-Management Employees Association, Miscellaneous Employees Association, Police Officers Association, and Professional Firefighters Association include a 4% base rate general salary increase effective with the pay date which includes July 1, 2026, with the exception of Police Chief and Fire Chief which is 7%. Confidential employees receive a 4% GSI with the pay date which includes July 1st, and a 4% GSI was approved by Council for the City Manager at the July 7, 2026, Council Meeting. The proposed salary schedule reflects updates to base rate as indicated.

**FISCAL IMPACT:**
The 2026-27 Budget before you tonight for approval includes all base rate general salary increases.

**ATTACHMENT:**
1. Resolution 2026-39
2. City of Winters Pay Scale effective July 1, 2026

# RESOLUTION 2026-39

## RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WINTERS APPROVING AN AMENDED SALARY SCHEDULE EFFECTIVE JULY 1, 2026

**WHEREAS,** California Code of Regulations title 2 Section 570.5 Requirement for a Publicly Available Pay Schedule requires the City of Winters to make publicly available a current and accurate pay schedule for all positions authorized by the City Council; and

**WHEREAS**; the California Public Employee's Retirement System code requires the Salary Schedule to be updated to reflect changes that occur over time; and

**WHEREAS,** terms of the Memorandums of Understanding (MOU) with the Winters Management (Department Head) Employees, Manager's Series Employees, Mid-Management Employees Association, Miscellaneous Employees Association, Police Officers Association, and Professional Firefighters Association include a 4% base rate general salary increase of 4% effective with the pay date which includes July 1, 2026, with the exception of Police Chief and Fire Chief which is 7%. Confidential employees receive a 4% GSI with the pay date which includes July 1st, and a 4% GSI was approved by Council for the City Manager July 7, 2026, retroactive to November 1, 2025; and

**WHEREAS**, the changes require the City of Winters to update the Publicly Available Pay Schedule as required by CCR title 2, Section 570; and

**WHEREAS**, The City of Winters is meeting the requirement of CCR Title 2, Section 570.5 by approving the Amended Salary Schedule, effective July 1, 2026.

**NOW, THEREFORE BE IT RESOLVED** that the City Council of the City of Winters does hereby approve the Salary Schedule attached as Exhibit A.

**PASSED AND ADOPTED** by the City Council, City of Winters, this 21st day of July, 2026 by the following vote:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

_____
Albert Vallecillo, MAYOR

**ATTEST:**

_____
Jeremy Craig, CITY CLERK

# City of Winters Salary Schedule Effective July 1, 2026

| Position | Monthly Salary | | | | | Annual Salary | |
|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | Low | High |
| Accountant | $6,326 | $6,642 | $6,974 | $7,323 | $7,689 | $75,910 | $92,269 |
| Accounting Manager | $9,560 | $10,038 | $10,540 | $11,067 | $11,620 | $114,720 | $139,443 |
| Administrative Coordinator PD | $8,905 | $9,351 | $9,818 | $10,309 | $10,825 | $106,865 | $129,896 |
| Associate Planner | $7,742 | $8,130 | $8,536 | $8,963 | $9,411 | $92,909 | $112,932 |
| Community Services Officer I | $4,447 | $4,669 | $4,902 | $5,148 | $5,405 | $53,359 | $64,859 |
| Community Services Officer II | $5,675 | $5,959 | $6,257 | $6,570 | $6,898 | $68,102 | $82,778 |
| Development Services Technician I | $4,192 | $4,401 | $4,621 | $4,852 | $5,095 | $50,300 | $61,140 |
| Development Services Technician II | $5,350 | $5,617 | $5,898 | $6,193 | $6,503 | $64,196 | $78,031 |
| Director of Administrative Services | $11,595 | $12,175 | $12,784 | $13,423 | $14,094 | $139,144 | $169,130 |
| Director of Operations & Maintenace | $11,595 | $12,175 | $12,784 | $13,423 | $14,094 | $139,144 | $169,130 |
| Environmental Services Manager | $9,135 | $9,592 | $10,071 | $10,575 | $11,067 | $109,620 | $132,808 |
| Asst City Clerk/Exec Asst to City Mgr | $6,893 | $7,237 | $7,599 | $7,979 | $8,378 | $82,717 | $100,539 |
| Fire Captain | $8,426 | $8,847 | $9,290 | $9,754 | $10,242 | $101,116 | $122,902 |
| Fire Chief | $13,095 | $13,750 | $14,438 | $15,159 | $15,917 | $157,136 | $191,008 |
| Fire Engineer | $7,625 | $8,007 | $8,407 | $8,828 | $9,268 | $91,503 | $111,223 |
| Firefighter | $7,220 | $7,581 | $7,960 | $8,358 | $8,776 | $86,639 | $105,310 |
| Housing Analyst | $7,108 | $7,464 | $7,837 | $8,229 | $8,640 | $85,300 | $103,682 |
| Human Resources Technician I | $4,303 | $4,518 | $4,744 | $4,982 | $5,231 | $51,640 | $62,768 |
| Human Resources Technician II | $5,492 | $5,767 | $6,055 | $6,358 | $6,676 | $65,907 | $80,110 |
| Maintenance Manager-Field | $8,237 | $8,649 | $9,082 | $9,536 | $10,012 | $98,847 | $120,148 |
| Maintenance Manager-Sewer | $8,237 | $8,649 | $9,082 | $9,536 | $10,012 | $98,847 | $120,148 |
| Maintenance Manager-Water | $8,237 | $8,649 | $9,082 | $9,536 | $10,012 | $98,847 | $120,148 |
| Maintenance Worker I | $3,899 | $4,094 | $4,298 | $4,513 | $4,739 | $46,784 | $56,867 |
| Maintenance Worker II | $4,976 | $5,225 | $5,486 | $5,760 | $6,048 | $59,711 | $72,578 |
| Maintenance Worker III | $6,351 | $6,668 | $7,002 | $7,352 | $7,719 | $76,207 | $92,630 |
| Police Chief | $13,095 | $13,750 | $14,438 | $15,159 | $15,917 | $157,136 | $191,008 |
| Police Officer | $7,286 | $7,650 | $8,033 | $8,435 | $8,857 | $87,437 | $106,280 |
| Police Sergeant | $9,300 | $9,764 | $10,253 | $10,765 | $11,304 | $111,594 | $135,643 |
| Public Works Administrative Assistant | $5,038 | $5,290 | $5,554 | $5,832 | $6,123 | $60,457 | $73,486 |
| Records Clerk I | $3,461 | $3,634 | $3,816 | $4,006 | $4,207 | $41,532 | $50,483 |
| Records Clerk II | $4,417 | $4,638 | $4,870 | $5,114 | $5,370 | $53,007 | $64,430 |
| Senior Accountant | $9,105 | $9,560 | $10,038 | $10,540 | $11,068 | $109,261 | $132,808 |

| Effective as of 11/1/2025 | Monthly | Annually |
|---|---|---|
| City Manager | $19,092 | $229,104 |

**CITY COUNCIL**
**STAFF REPORT**

**TO:** Honorable Mayor and Councilmembers

**DATE**:July 21, 2026

**THROUGH:** Jeremy Craig, City Manager

**FROM**: John P. Miller, Chief of Police

**SUBJECT**: Introduce and Waive First Reading of Ordinance 2026-07 adding Chapter 10.44 to the Winters Municipal Code Establishing Regulations for E-Converyances

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**RECOMMENDATION**:
Introduce and waive first reading of Ordinance 2026-07 adding Chapter 10.44 to the Winters Municipal Code establishing regulations for e-conveyances.

**BACKGROUND**:
The popularity of electric bicycles, scooters, motorcycles, and similar electrically powered personal transportation devices has increased significantly over the past several years. These devices provide environmentally friendly transportation alternatives; however, they also present public safety challenges due to increased speeds, varying equipment classifications, and operation in areas used by pedestrians.

Locally, there has been an increase in complaints regarding unsafe operation of these devices, including riding on sidewalks, excessive speeds, reckless operation, operation in parks and pedestrian areas, and the use of off-highway electric motorcycles on public streets. State-wide, there have been deaths and serious injuries to riders and pedestrians as a result of the increased speed and weight of the devices., Existing provisions of the California Vehicle Code regulate many aspects of these devices but do not address all local operational concerns or provide the Winters Police Department with sufficient authority to regulate their use in specific public locations.

California law authorizes local jurisdictions to adopt ordinances regulating the operation of electric bicycles and other electric conveyances on local streets, sidewalks, bicycle paths, parks, and other public rights-of-way, provided such regulations are consistent with state law. The proposed ordinance exercises that authority by establishing local regulations intended to improve public safety while preserving lawful use of these devices.

**DISCUSSION:**

This ordinance creates Chapter 10.44 of the Winters Municipal Code establishing comprehensive regulations governing the operation of electric conveyances within the City of Winters.

The ordinance incorporates California Vehicle Code definitions for electric bicycles, electrically motorized scooters, electrically motorized boards, motorized bicycles, and off-highway electric motorcycles, and ensures consistency with current state law.

Major provisions of the ordinance include:

- Establishing operating rules requiring riders to comply with applicable traffic laws and operate electric conveyances in a safe manner.
- Prohibiting reckless behaviors such as excessive speed, stunts, riding against traffic, unsafe passing, and other hazardous conduct.
- Prohibiting riding on sidewalks except in limited circumstances, such as crossing driveways, avoiding immediate hazards, or where specifically authorized by City designation.
- Prohibiting operation within City parks, playgrounds, the Creek Walk, school grounds, and during street closures or special events unless specifically authorized.
- Establishing helmet, lighting, reflector, and equipment requirements consistent with California law.
- Requiring operators to yield to pedestrians and establishing rules governing bicycle lanes and roadway operation.
- Authorizing the Director of Public Works or designee to designate locations where electric conveyances may be prohibited or permitted through appropriate signage.
- Establishing enforcement procedures, penalties, diversion opportunities for juveniles, and limited impound authority when necessary to promote public safety.

The ordinance is intended to educate users, promote voluntary compliance, and provide law enforcement with clear, objective standards for addressing unsafe behavior before serious injuries occur. The proposed regulations are designed to balance the benefits of electric mobility devices with the City's responsibility to protect pedestrians, bicyclists, motorists, and other users of the public right-of-way.

The ordinance also emphasizes education for juvenile offenders by authorizing referral to

an approved e-conveyance safety diversion program in lieu of traditional court proceedings whenever appropriate.

**FISCAL IMPACT:**

Adoption and implementation of the ordinance is anticipated to have minimal fiscal impact. The ordinance is intended to enhance public safety through education and compliance rather than create revenue or additional operating and staffing costs. Revenue collected by fines and fees will be placed into the General Fund.

**ATTACHMENT(S):**

1. Ordinance 2026-07

**ORDINANCE NO. 2026-07**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WINTERS ADDING CHAPTER 10.44 TO TITLE 10 OF THE WINTERS MUNICIPAL CODE REGULATING THE OPERATION OF ELECTRIC BICYCLES, ELECTRICALLY MOTORIZED SCOOTERS, ELECTRICALLY MOTORIZED BOARDS, OFF-HIGHWAY ELECTRIC MOTORCYCLES, AND OTHER ELECTRIC CONVEYANCES**

**WHEREAS,** electric bicycles, electrically motorized scooters, electrically motorized boards, off-highway electric motorcycles, and other electric conveyances have become increasingly common modes of transportation throughout California and within the City of Winters; and

**WHEREAS,** these devices provide residents and visitors with convenient and environmentally friendly transportation alternatives while presenting unique operational and public safety concerns due to increased speeds, expanding use, and operation in areas shared with pedestrians, bicyclists, and motor vehicles; and

**WHEREAS,** the City Council finds that establishing reasonable regulations governing the operation of electric conveyances will promote the public health, safety, and welfare by reducing conflicts between users of the public right-of-way, encouraging safe operation, and protecting pedestrians and other roadway users; and

**WHEREAS,** the California Vehicle Code authorizes local jurisdictions to regulate the operation of electric bicycles and other electric conveyances on streets, sidewalks, bicycle paths, parks, and other public rights-of-way consistent with state law; and

**WHEREAS,** the proposed ordinance incorporates applicable provisions of the California Vehicle Code while establishing local operational regulations addressing matters of unique local concern, including operation on sidewalks, within parks, during special events, and on other public property; and

**WHEREAS,** the City Council finds that adoption of this ordinance is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty that there is no possibility that adoption of the ordinance may have a significant effect on the environment. Alternatively, the ordinance is not a "project" under CEQA pursuant to Section 15378 because it establishes general regulations governing the use of public rights-of-way.

**NOW, THEREFORE**, the City Council of the City of Winters does hereby ordain as follows:

**SECTION 1. Findings. T**he City Council hereby finds that all of the foregoing recitals are true and correct and are hereby incorporated and adopted as findings of the City Council as if fully set forth herein.

**SECTION 2. Addition of Chapter 10.** Title 10 of the Winters Municipal Code is hereby amended by adding Chapter 10.44, entitled "Electric Bicycles, Electrically Motorized Scooters, Off-Highway Electric Motorcycles, and Electrically Motorized Boards," to read as set forth in Exhibit "A," attached hereto and incorporated herein by this reference.

**SECTION 3. Severability**. If any section, subsection, sentence, clause, phrase, or portion of this ordinance or its application to any person or circumstance is for any reason held to be invalid or unconstitutional by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council declares that it would have adopted this ordinance and each section, subsection, sentence, clause, phrase, and portion thereof irrespective of the fact that any one or more portions may be declared invalid.

**SECTION 4. CEQA.** The City Council finds that adoption of this ordinance is exempt from the California Environmental Quality Act pursuant to CEQA Guidelines Section 15061(b)(3), the common sense exemption, because it can be seen with certainty that there is no possibility that adoption of this ordinance will have a significant effect on the environment. Alternatively, the ordinance is not a project under CEQA pursuant to Guidelines Section 15378.

**SECTION 5. Effective Date.** This ordinance shall take effect thirty (30) days after its adoption.

**SECTION 6. Publication.** Within fifteen (15) days after its adoption, the City Clerk shall cause this ordinance, or a summary thereof, to be published in accordance with Government Code Section 36933.

**INTRODUCED** at a regular meeting of the City Council of the City of Winters held on the 21st day of June, 2026.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Winters at a regular meeting held on the ___ day of _____, 2026, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

CITY OF WINTERS

Albert Vallecillo, Mayor

ATTEST:

Jeremy Craig, City Clerk

APPROVED AS TO FORM:

City Attorney

# EXHIBIT A

## CHAPTER 10.44

## ELECTRIC BICYCLES, ELECTRICALLY MOTORIZED SCOOTERS, OFF HIGHWAY ELECTRIC MOTORCYCLES, AND ELECTRICALLY MOTORIZED BOARDS

### § 10.44.010 Purpose and intent.

This chapter shall apply to the use of e-conveyances (as this term is defined below), in conformity with state law, and shall apply to any e-conveyance operated upon any public right-of-way within the city's jurisdiction. The provisions contained herein are enacted pursuant to the California Cal. Veh. Code, and any rules and regulations adopted thereunder pertaining to the licensing, and regulation of the operation, use and equipment of e-conveyances. This chapter is not intended to conflict in any way with the provisions thereof. This chapter is not intended to regulate the use of electrically motorized mobility devices used by persons with disabilities as an aid to mobility such as, but not limited to, electric wheelchairs and mobility scooters.

### § 10.44.020 Exemptions.

The prohibitions within this chapter shall not apply to law enforcement officers, fire department officers, and city personnel in the performance of their official duties.

### § 10.44.030. Definitions.

For the purpose of this chapter, the following definitions shall apply unless the context clearly indicates or requires a different meaning:

BICYCLE Means the same as defined in Cal. Veh. Code § 231, as may be amended or superseded, and which, as of the date of the adoption of this section, provides that a bicycle includes any device upon which a person may ride which is propelled by exclusively human power through a system of belts, chains or gears, and having one or more wheels.

BICYCLE LANE The portion of the roadway which has been separated from any vehicular lanes by a solid white line or other pavement marking or defined for bicycle riders by appropriate signage.

BICYCLE PATH A path or trail, paved or unpaved, that provides a completely separated right-of-way from vehicular traffic and is designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

E-CONVEYANCE Includes any electric bicycle, electrically motorized scooter, electrically motorized board, motorized bicycle, or off-highway electric motorcycle which is powered at least in part by electrical energy, or any other device propelled by an electric motor and designed to transport one or more people.

ELECTRIC BICYCLE Means the same as defined in Cal. Veh. Code § 312.5, as may be amended or superseded, and which, as of the date of the adoption of this section, provides that an "electric bicycle," or "e-bike," is a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and is categorized by the following:

A. CLASS 1 An electric bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, and that ceases to provide assistance when the bicycle reaches a speed of 20 miles per hour, and that is not capable of providing assistance to reach speeds greater than 20 miles per hour.

B. CLASS 2 An electric bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches a speed of 20 miles per hour.

C. CLASS 3 An electric bicycle equipped with a motor that provides assistance only when the rider is pedaling, that ceases to provide assistance when the bicycle reaches a speed of 28 miles per hour and is equipped with a speedometer.

ELECTRICALLY MOTORIZED BOARD Means the same as defined in Cal. Veh. Code § 313.5, as may be amended or superseded, and which, as of the date of the adoption of this section, provides that a "electric motorized board" is any wheeled device that has a floorboard designed to be stood upon when riding that is not greater than 60 inches deep and 18 inches wide, is designed to transport only one person, and has an electric propulsion system averaging less than 1,000 watts, the maximum speed of which, when powered solely by a propulsion system on a paved level surface, is no more than 20 miles per hour. The device may be designed to also be powered by human propulsion.

ELECTRICALLY MOTORIZED SCOOTER Means the same as defined in Cal. Veh. Code § 407.5, as may be amended or superseded, and which, as of the date of the adoption of this section, provides that a "motorized scooter" is any two- or three-wheeled device that has handlebars, a floorboard that is designed to be stood on while riding and is powered by an electric motor or a source other than electrical power. This device may also have a driver seat that does not interfere with the ability of the rider to stand and ride, and may also be designed to be powered by human propulsion. For purposes of this chapter, a motorcycle, as defined in Section 400 of the Cal. Veh. Code, a motor-driven cycle, as defined in Section 405 of the Cal. Veh. Code, or a motorized bicycle or moped, as defined in Section 406 of the Cal. Veh. Code, is not an electrically motorized scooter.

MOTORIZED BICYCLE Means the same as defined in Cal. Veh. Code § 406, as may be amended or superseded, and which, as of the date of the adoption of this section, provides that a "motorized bicycle" is any two-wheeled or three-wheeled device having fully operative pedals for propulsion by human power, or no pedals if powered solely by electrical energy, an automatic transmission, and a motor which produces less than four gross brake horsepower and is capable of propelling the device at a maximum speed of not more than 30 miles per hour on level ground.

OFF-HIGHWAY ELECTRICAL MOTORCYCLE Means the same as defined in Cal. Veh. Code § 436.1, as may be amended or superseded, and which, as of the date of the adoption

of this section, provides that an "off-highway electric motorcycle," commonly referred to as an eMoto, is designed by the manufacturer for operation primarily off the highway, powered by an electric motor for which a motor number is not required, has handlebars for steering control, has a straddle seat provided by the manufacturer, has two wheels, and is not equipped with pedals from the manufacturer.

PUBLIC RIGHT-OF-WAY Means any place of any nature which is dedicated, or otherwise intended, for use by the general public for pedestrian and/or vehicular travel, and includes, but is not limited to, a street, sidewalk, walkway, curb, crossing, intersection, parkway, bicycle path, highway, boulevard, road, roadway, tunnel, bridge, parking lot, thoroughfare, alley, lane, pedestrian overpass, trail, or any other similar public way.

ROADWAY Means a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel, including, but not limited to, highways, streets, roads, alleys, laneways, parking lots, bridges, tunnels, and vehicular rights-of-way of any kind. For purposes of this chapter, a roadway does not include sidewalks, curbs, driveways, medians, pedestrian overpasses, or bicycle paths.

**§ 10.44.040. Applicability of traffic laws and unlawful operation.**

A. Every person riding an e-conveyance upon a roadway shall be granted all of the rights, and shall be subject to all of the duties, applicable to them under the laws of the state, under the terms of this code, or under any other applicable rule of the road.

B. It shall be unlawful and a violation of this chapter for any person to operate an e-conveyance in an unsafe manner on any public right-of-way, including any roadway, bicycle path, bicycle lane, park, sidewalk, or upon any private property which is held open to the public for pedestrian, bicycle or vehicle travel. Operating an e-conveyance in an unsafe manner includes, but is not limited to, any one or more of the following:

1. Violating any provision of the Winters Municipal Code, the Cal. Veh. Code, or other existing law.

2. Intentionally swerving or riding around stopped or slowed traffic at excessive speed and/or in a manner that unreasonably obstructs the sightlines or visibility of other roadway users.

3. Operating an e-conveyance in a manner it was not designed for, including carrying passengers when not intended for carrying passengers and carrying more passengers than the number for which the e-conveyance is designed and equipped.

4. Not obeying posted signs or signals.

5. Intentionally lifting one or more wheels of an e-conveyance into the air while riding on a public right-of-way.

6. Attempting to perform any acrobatic trick or stunt in any public right-of-way.

7. Operating an e-conveyance any manner that endangers the operator, passengers, other motorists, other riders, pedestrians in the area, animals, or property.

8. Operating on any public right-of-way against the direction of traffic.

9. Operating upon any public drainage facility, culvert, ditch, or channel.

10. Operating at a speed greater than as provided in the Cal. Veh. Code or, if no such speed limit is provided in the Cal. Veh. Code, 20 miles per hour on any public right-of-way, including all roadways, bike paths, and sidewalks, or at any speed greater than is reasonable or prudent under the conditions then existing, taking into account the safety of persons, animals, and property.

11. Operating while hitched to or physically attached to any moving vehicle or motorized device.

12. Operating while failing to yield the right-of-way to any and all pedestrians, bicycle riders, or equestrian riders, or failing to yield the right-of-way to a vehicle upon entering a roadway or driveway.

13. Operating upon any unpaved hiking, equestrian, or walking trail, other than designated bicycle paths, unless permitted by city signage, the Winters municipal code, or by any other provision of law.

14. Operating an e-conveyance while holding and operating a handheld wireless telephone or an electronic wireless communications device unless the wireless telephone or electronic wireless communications device is specifically designed and configured to allow voice-operated and hands-free operation, and it is used in that manner while riding.

15. Operating an e-conveyance while under the influence of alcohol, drugs, or a combination of alcohol and drugs in violation of the Cal. Veh. Code. A violation of this subsection shall be punishable as a misdemeanor.

16. Operating an e-conveyance while wearing headphones, earbuds or any other device which obstructs and/or covers any portion of the ear canal.

17. Operating or being a passenger upon an e-conveyance without a properly fitted and fastened bicycle helmet if required by this chapter or the Cal. Veh. Code to wear one.

**§ 10.44.050. Obedience to traffic-control devices.**

It shall be unlawful for any person operating an e-conveyance to fail to obey the instructions of official traffic-control signs and other traffic-control devices applicable to vehicles, and/or bicycles or e-conveyances, unless otherwise directed by a police officer.

**§ 10.44.060. Helmets required.**

A. Any person under the age of 18 years old must wear a properly fitted and fastened bicycle helmet when riding any e-conveyance, other than an off-highway electric motorcycle, on a public right-of-way within the city.

B. All people, regardless of age, operating or riding as a passenger upon a Class 3 electric bicycle, including all persons in a restraining seat or trailer towed by a Class 3 electric bicycle, and all people operating an electronically motorized board, must wear a properly fitted and fastened bicycle helmet.

C. A properly fitted and fastened bicycle helmet means a helmet that meets the standards of either the American Society for Testing and Materials (ASTM) or the United States Consumer Product Safety Commission (CPSC), or standards subsequently established by those entities.

D. All people, regardless of age, operating or riding as a passenger upon an off-highway electrical motorcycle shall wear a safety helmet meeting the requirements established for motorcycles and motorized bicycles pursuant to Cal. Veh. Code § 27802.

E. Notwithstanding any other section of this chapter, a violation of this section shall be punishable as an infraction in accordance with Cal. Veh. Code § 21212, as applicable. Any person found guilty of an infraction under this section shall be punished by a fine of not more than twenty five dollars ($25.00).

**§ 10.44.070. Operation of Class 3 electric bicycles by persons under the age of 16 prohibited.**

No person under the age of sixteen (16) years old shall operate a Class 3 electric bicycle.

**§ 10.44.080. Lights and reflectors required.**

A. No person shall operate an e-conveyance on a public right-of-way after sunset without a front facing white light that is visible from a distance of 300 feet in front of the e-conveyance and from the sides.

B. All e-conveyances operated on a public-right of way at any time shall have solid or flashing red lights with a built-in reflector or a red reflector on the rear of the e-conveyance that shall be visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle.

C. Every e-conveyance, when operated within the city, shall comply with all of the equipment requirements contained in Cal. Veh. Code § 21201, as applicable, or elsewhere contained in the Cal. Veh. Code, as well as this chapter.

**§ 10.44.090. Riding on roadways and bicycle lanes.**

A. Riding any e-conveyance on any bicycle path or roadway is permitted in accordance with the Cal. Veh. Code, unless prohibited by this chapter

or prohibited by appropriate city signage authorized by the terms of this chapter or any other provision of law.

B. Notwithstanding section A, off-highway electrical motorcycles are prohibited from being operated on any bicycle lane, path or trail within the city unless the bicycle lane, path or trail is expressly designated for such use by the City Council, Director of Public Works, or authorized City official.

C. Any person operating an e-conveyance upon a roadway at a speed less than the normal speed of traffic moving in the same direction at such time shall ride as close as practicable to the right-hand curb, edge of the roadway, or bicycle lane, except under any of the following situations:

1. When overtaking and passing another bicycle, e-conveyance or vehicle proceeding in the same direction.

2. When preparing for a left turn at an intersection or onto a private road or driveway.

3. When reasonably necessary to avoid conditions (including, but not limited to, fixed or moving objects, vehicles, bicycles, pedestrians, animals, surface hazards, or a lane that is too narrow for a bicycle and a vehicle to travel safely side-by-side within the lane) that make it unsafe to continue along the right-hand curb or edge.

4. Any person operating an e-conveyance upon a roadway which carries traffic in one direction only and has two or more marked traffic lanes may ride as near the left-hand curb or edge of such roadway as practicable.

5. Any person operating an e-conveyance upon a roadway or bicycle lane shall not ride more than two abreast.

**§ 10.44.100. Speed.**

No person shall operate an e-conveyance at a speed greater than what is allowed under the Cal. Veh. Code and this chapter, or at a speed greater than what is reasonable and prudent under the existing conditions. An operator of any e-conveyance shall in no event travel at a speed which endangers the safety of persons, animals, or property.

**§ 10.44.110. Emerging from/entering alley, driveway, bicycle path, and the like.**

The operator of an e-conveyance emerging from or entering an alley, driveway, bicycle path, building or otherwise approaching a sidewalk or sidewalk area shall yield the right-of-way to all pedestrians on such sidewalk or sidewalk area, and upon entering a bicycle lane or roadway, shall yield the right-of-way to all vehicles or bicycles on the roadway.

**§ 10.44.120. Leaving bicycle lane.**

A. Whenever a bicycle lane has been established, any person operating an e-conveyance upon the roadway at a speed of less than the normal speed of traffic moving in the same direction shall ride within the bicycle lane, except that such person may move out of the lane under any of the following situations:

1. When overtaking and passing a bicycle, vehicle, e-conveyance or pedestrian within the lane or about to enter the lane if such overtaking and passing cannot be done safely within the lane.

2. When preparing for a left turn at an intersection or onto a private road or driveway.

3. When it is reasonably necessary to leave the bicycle lane to avoid debris or other hazardous conditions.

4. When approaching a place where a right turn is authorized.

B. No person operating an e-conveyance within a bicycle lane shall leave such lane until movement can be made with reasonable safety, and then only after giving the appropriate signal in the manner provided in Cal. Veh. Code Division 11, Ch. 6 (Cal. Veh. Code §§ 22100 et seq.) in the event that any vehicle may be affected by the movement.

**§ 10.44.130. Parking**.

No person shall leave an e-conveyance lying on its side on any sidewalk, nor park an e-conveyance upon the public right-of-way, or against a building or at a curb, so that there is not an adequate path for pedestrian traffic. Where appropriate signs are posted, no person shall park an e-conveyance on a public roadway in the area designated by those signs.

**§ 10.44.140. Riding on sidewalks prohibited**

A. This prohibition shall not apply when a person is riding or operating across a sidewalk at a driveway or other authorized vehicle access point.

B. This prohibition shall not apply where the sidewalk or sidewalk area has been expressly designated by the City Council, Director of Public Works, or authorized City official as a bicycle path, shared-use path, or other area where riding of an e-conveyance is permitted. Operation in such areas must comply with posted signs, pavement markings, and all applicable laws.

C. This prohibition shall not apply when operation on the sidewalk is reasonably necessary to avoid an immediate dangerous condition, obstruction, roadway hazard, or other unsafe condition. A person operating under this exception may ride only for the distance reasonably necessary to avoid the hazard and must yield the right-of-way to pedestrians.

D. This prohibition shall not apply to a person who is walking an e-conveyance.

E. Any person lawfully crossing or temporarily operating on a sidewalk under this subsection shall yield the right-of-way to pedestrians and shall operate at a speed and in a manner that is safe and reasonable under the circumstances. Nothing in this subsection authorizes sidewalk operation except as expressly provided herein.

**§ 10.44.150. Riding in parks, playgrounds, the Creek Walk and during city street closures prohibited**

A. It shall be unlawful to operate an e-conveyance in any city park, playground, school ground, and the Creek Walk unless specifically posted as authorized for such use.

B. It shall be unlawful to operate an e-conveyance on any public right-of-way during a city street closure.

C. When posted, no person shall operate an e-conveyance at any city special event.

D. The prohibitions within this section shall not apply to a person who is walking an e-conveyance.

**§ 10.44.160. Designation.**

A. The city's Director of Public Works or designee is authorized to erect or place and maintain signs on any public right-of-way prohibiting the riding of e-conveyances or prohibiting the riding of certain kinds of e-conveyance by any person thereon.

B. The city's Director of Public Works or designee is authorized to erect or place and maintain signs upon any roadway, or adjacent to any roadway in the city, indicating the existence of a bicycle path, bicycle lane, or otherwise regulating the operation and use of vehicles, bicycles and e-conveyances with respect thereto, as long as the same are consistent with this chapter. Where such a sign is erected, such other designation, including but not limited to appropriate painting or such other devices as the city's Director of Public Works or designee shall determine, will provide sufficient notice of the existence of the bicycle path or bicycle lane. Said signage shall conform to the provisions established by the California Manual on Uniform Traffic Control Devices.

**§ 10.44.170. Electric bicycle specifications; tampering prohibited.**

A. An electric bicycle shall meet the following criteria:

1. Comply with the equipment and manufacturing requirements for bicycles adopted by the United States Consumer Product Safety Commission (16 C.F.R. 1512.1 et seq.);

2. Operate in a manner so that the electric motor is disengaged or ceases to function when the brakes are applied or operate in a manner such that the motor is engaged through a switch or mechanism that, when released or deactivated, will cause the electric motor to disengage or cease to function.

B. A person shall not tamper with or modify an electric bicycle so as to change the speed capability of the device, or otherwise alter, modify, or adjust the motor settings to increase the speed of the device, unless that person appropriately replaces the label indicating the appropriate classification.

C. It is unlawful for any person to remove, destroy, mutilate or alter any manufacturer's label affixed to an electric bicycle stating the class of the electric bicycle or the manufacturer specifications except as permitted by the Cal Veh. Code.

**§ 10.44.180. Motor vehicle usage upon bicycle lanes and bicycle paths prohibited.**

No person shall operate any motorized vehicle, including any off-highway electrical motorcycle, upon any bicycle lane or path, except to park when permitted or as expressly designated by city signage, to enter or leave the roadway, or to prepare for a turn within a distance of 200 feet from the intersection. Nothing in this section shall be deemed or construed to prohibit any bus owned and operated by a public transportation district or other authorized transportation agencies from driving upon such bicycle lanes within 150 feet of any bus stop approved by the city. Motor vehicle parking is prohibited in bicycle lanes, provided such restriction is appropriately posted. This section does not prohibit the use of a motorized bicycle in a bicycle lane, pursuant to Cal. Veh. Code § 21207.5, at a speed no greater than is reasonable or prudent, having due regard for visibility, traffic conditions, and the condition of the roadway surface of the bicycle lane, and in a manner which does not endanger the safety of persons or property.

**§ 10.44.190. Enforcement.**

A. Parental Responsibility. The parent or guardian of any minor under the age of eighteen (18) years shall not authorize or knowingly permit any minor to violate any of the provisions of this chapter.

B. Penalties.

1. Violations of any provision of this chapter shall be punishable as an infraction or misdemeanor. Any person found guilty of an infraction or misdemeanor under this chapter shall be punished by a fine of not more than fifty dollars ($50.00) for the first offense and one hundred dollars ($100.00) for subsequent offenses

2. In the event a minor under the age of eighteen (18) years is cited for violating this chapter, the minor will be referred to an approved e-conveyance safety diversion program. If the minor fails to complete the approved safety diversion program, the citation will be forwarded to the Yolo County Superior Court Juvenile Traffic Division for adjudication.

**§ 10.44.200. Impound procedures.**

A. In the event a minor under the age of eighteen (18) years is cited for violating this chapter, the officer issuing the citation may impound the e-conveyance to the Winters Police Department for a minimum of 48 hours for community caretaking purposes and/or if there is a reasonable likelihood the offense will continue or resume. The impounded e-conveyance shall be

released to the minor's parent, guardian, or other responsible adult upon payment of the impound fee consistent with the Winters Police Department impound fee schedule and the minor’s completion of an approved e-conveyance safety diversion program.

B. An e-conveyance impounded to the Winters Police Department under this chapter shall be considered abandoned if not collected pursuant to this section after a period in excess of 90 days. Abandoned e-conveyances may be disposed of as restricted by Civil Code Sections 2080.1, 2080.2, 2080.3, 2080.4 and 2080.5.

C. The city shall provide notice and an opportunity for administrative review of the impoundment in the manner required by law and by applicable city procedures.

D. The city shall not be liable for damage to or loss of any e-conveyance impounded pursuant to this section, except to the extent caused by the city’s gross negligence or willful misconduct.

**CITY COUNCIL**
**STAFF REPORT**

**TO:** Honorable Mayor and Councilmembers

**DATE**: July 21, 2026

**THROUGH**: Jeremy Craig, City Manager

**FROM**: Jack S. Snyder III, Fire Chief

**SUBJECT**: Adoption of Resolution No. 2026-35 Approving the City of Winters' Participation in, and Adoption of, the Yolo County Multi-Jurisdictional Hazard Mitigation Plan, as Amended

## RECOMMENDATION:

Staff recommends that the City Council adopt Resolution No. 2026-35, a resolution approving and adopting the City of Winters' participation in the Yolo County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP), as amended, and authorizing staff to submit evidence of local adoption to the Yolo County Office of Emergency Services, the California Governor's Office of Emergency Services (Cal OES), and the Federal Emergency Management Agency (FEMA) Region 9.

## BACKGROUND:

Under the federal Disaster Mitigation Act of 2000 and its implementing regulations (44 C.F.R. § 201.6), local governments must have a FEMA-approved Hazard Mitigation Plan in place to remain eligible for certain federal disaster assistance and hazard mitigation grant funding, including the Hazard Mitigation Grant Program (HMGP), HMGP Post-Fire, Flood Mitigation Assistance (FMA), and the Safeguarding Tomorrow Revolving Loan Fund (STORM RLF).

Yolo County leads a Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) on behalf of the County and participating special districts and cities. Winters Fire Department subsequently coordinated with Yolo County Office of Emergency Services to formally update the City of Winters plan amendment, including completion of a City-specific hazard

mitigation annex and mitigation action items addressing the City's wildfire, flood, and other hazard risks.

By letter dated June 15, 2026, FEMA Region 9 (Alison Kearns, Planning and Implementation Branch Chief, Mitigation Division) confirmed that the 2024 Yolo County MJHMP has been formally amended to include the City of Winters as an official planning participant, and that the City's submittal meets the requirements of 44 C.F.R. § 201.6, pending final local adoption. The enclosed Status of Participating Jurisdictions identifies the City of Winters as “Approvable Pending Adoption” meaning FEMA's review is complete and the sole remaining step is formal adoption of the plan by the Winters City Council.

All participating jurisdictions, including the City of Winters once adopted, must review, update, and resubmit the plan to FEMA before October 14, 2029, to maintain continued eligibility.

**DISCUSSION:**

Adoption of Resolution No. 2026-35 formally enrolls the City of Winters as an approved participating jurisdiction under the Yolo County MJHMP. This action is a procedural and administrative step required to convert FEMA's “approvable pending adoption” status into final approval; it does not commit the City to any specific expenditure, project, or construction activity.

Formal plan adoption is directly relevant to the Fire Department's ongoing wildland fire mitigation and readiness efforts. The City of Winters sits within a high-severity Wildland-Urban Interface (WUI) environment, and maintaining an approved hazard mitigation plan is a prerequisite or in some cases a scoring criterion for numerous state and federal hazard mitigation and wildfire resilience grant programs that the Fire Department relies on to fund equipment, apparatus, and vegetation management projects, including efforts tied to protection of critical infrastructure such as PG&E substations and transmission corridors within the City's response area.

Staff notes that while local mitigation plans may include additional content to address Element H (Additional State Requirements) or other local priorities, FEMA's approval determination applies only to the elements required under its Local Mitigation Planning Policy Guide (FP-206-21-0002).

Following City Council adoption, staff will transmit the signed resolution and evidence of local adoption to Yolo County OES for forwarding to Cal OES and FEMA Region 9, completing the approval process for the City of Winters' participation in the plan.

**ENVIRONMENTAL ANALYSIS:**

Adoption of Resolution No. 2026-35 is not a “project” subject to the California Environmental Quality Act (CEQA) because it is an administrative planning action that

does not involve a direct physical change to the environment (CEQA Guidelines § 15378(b)(5)). Any future mitigation projects identified in the plan that involve physical construction will be subject to separate, project-level CEQA review at the time they are proposed.

**FISCAL IMPACT:**

There is no direct fiscal impact associated with the adoption of Resolution No. 2026-35. Adoption does not obligate the City to fund any specific mitigation project. However, formal plan adoption maintains and expands the City's eligibility to compete for state and federal hazard mitigation and wildfire resilience grant funding.

**ATTACHMENTS:**

1. Resolution 2026-35
2. City of Winters Hazard Mitigation Annex, Yolo County Multi-Jurisdictional Hazard Mitigation Plan
3. FEMA Letter of Approval for Hazard Mitigation Report

# RESOLUTION NO. 2026-35

## A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WINTERS ADOPTING THE YOLO COUNTY MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN, INCLUDING THE CITY OF WINTERS JURISDICTIONAL ANNEX, AND AUTHORIZING SUBMITTAL OF EVIDENCE OF ADOPTION TO THE CALIFORNIA GOVERNOR'S OFFICE OF EMERGENCY SERVICES AND THE FEDERAL EMERGENCY MANAGEMENT AGENCY

**WHEREAS,** the preservation of life and property is an inherent responsibility of local government, and the City of Winters ("City") recognizes the threat that flooding, drought, earthquake, land subsidence, wildfire, information systems failure/cyberterrorism, and severe weather hazards pose to people, property, and infrastructure within the community; and

**WHEREAS,** the Robert T. Stafford Disaster Relief and Emergency Assistance Act, as amended by the Disaster Mitigation Act of 2000 (Public Law 106-390), and its implementing regulations at Title 44, Code of Federal Regulations, Section 201.6 (44 C.F.R. § 201.6), require local governments to develop and adopt a FEMA-approved local hazard mitigation plan in order to remain eligible for certain federal hazard mitigation assistance and disaster recovery funding; and

**WHEREAS,** the Yolo County Office of Emergency Services, in coordination with Yolo County, participating cities, special districts, the Yocha Dehe Wintun Nation, and the Housing Authority of Yolo County, prepared and maintains the Yolo County Operational Area Multi-Jurisdictional Hazard Mitigation Plan ("Plan"), which was originally adopted and approved by FEMA on October 15, 2024, for the participating jurisdictions at that time; and

**WHEREAS,** the City of Winters, through its Fire Department, participated in the Yolo County Hazard Mitigation Steering Committee planning process and updated the City of Winters Jurisdictional Annex to the Plan ("City Annex"), which profiles the City's hazard risks and vulnerabilities and sets forth mitigation goals, objectives, and a prioritized list of mitigation actions specific to the City; and

**WHEREAS,** the Federal Emergency Management Agency, Region 9, by letter dated June 15, 2026, confirmed that the Plan has been formally amended to include the City of Winters as an official participating jurisdiction, and that the City's submittal meets the requirements of 44 C.F.R. § 201.6, with the City's status identified as "Approvable Pending Adoption" pending formal adoption of the Plan by the Winters City Council; and

**WHEREAS,** formal adoption of the Plan and City Annex by the City Council is the final step necessary to convert FEMA's approvable-pending-adoption determination into final approval,

and is necessary to maintain the City's eligibility to apply for and receive funding under FEMA's Hazard Mitigation Assistance programs, including the Hazard Mitigation Grant Program (HMGP), HMGP Post-Fire, Flood Mitigation Assistance (FMA), and the Safeguarding Tomorrow Revolving Loan Fund (STORM RLF); and

**WHEREAS,** the Plan and City Annex must be reviewed, updated, and resubmitted to FEMA at least once every five years, and no later than October 14, 2029, to maintain continued plan approval and grant eligibility; and

**WHEREAS,** adoption of this Resolution is an administrative action that does not constitute a "project" under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15378(b)(5), as it does not involve a direct physical change to the environment; and

**WHEREAS,** the City Council has reviewed the Plan and City Annex and finds that their adoption is in the best interest of the public health, safety, and welfare of the City of Winters.

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

**Section 1.** Recitals. The foregoing recitals are true and correct and are incorporated herein by this reference.

**Section 2.** Adoption of Plan. The City Council hereby adopts the Yolo County Operational Area Multi-Jurisdictional Hazard Mitigation Plan, including the City of Winters Jurisdictional Annex thereto, as the official hazard mitigation plan of the City of Winters.

**Section 3.** Authorization to Transmit. The City Manager, or designee, is hereby authorized to execute and transmit this Resolution and any evidence of local adoption to the Yolo County Office of Emergency Services, the California Governor's Office of Emergency Services, and the Federal Emergency Management Agency Region 9, and to take any other administrative actions necessary to complete final approval of the Plan and City Annex.

**Section 4.** Implementation. City staff are directed to incorporate the goals, objectives, and mitigation actions identified in the City Annex into applicable City planning documents, budgets, and grant applications, as appropriate and subject to available funding and further City Council authorization.

**Section 5.** Plan Maintenance and Update. The Plan and City Annex shall be monitored, evaluated, and updated in coordination with the Yolo County Office of Emergency Services and the Yolo County Hazard Mitigation Steering Committee, and shall be reviewed and resubmitted to FEMA no later than October 14, 2029, consistent with 44 C.F.R. § 201.6.

**Section 6.** CEQA. The City Council finds that adoption of this Resolution is not subject to CEQA pursuant to CEQA Guidelines Section 15378(b)(5).

**Section 7.** Effective Date. This Resolution shall take effect immediately upon its adoption.

**PASSED, APPROVED, AND ADOPTED** by the City Council of the City of Winters, California, at a regular meeting thereof held this 21 day of July 2026, by the following vote:

Ayes:

Noes:

Absent:

Abstain:

CITY OF WINTERS

Albert Vallecilo, MAYOR

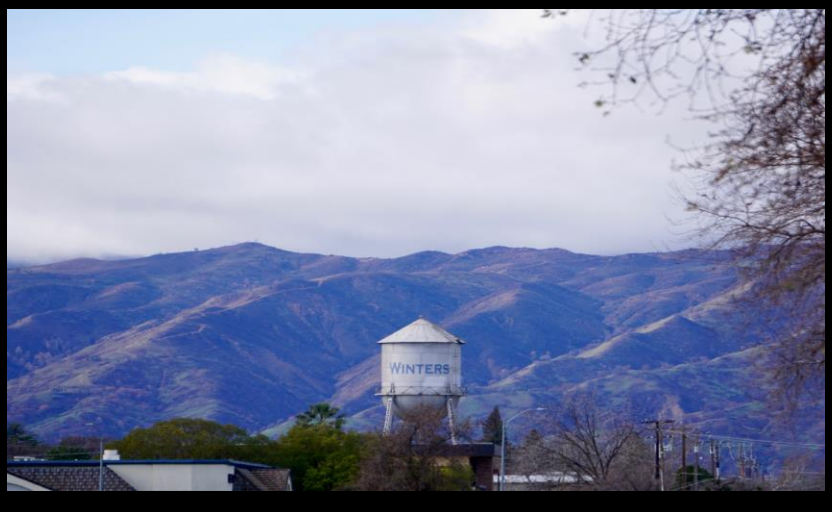
ATTEST:

Jeremy Craig, City Clerk

This document is a support annex to the Yolo County Multijurisdictional Hazard Mitigation Plan

# ANNEX C: CITY OF WINTERS

Version 2.0 August 2023



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# ACKNOWLEDGEMENTS

The City of Winters would like to thank those Yolo County Operational Area collaborators and partners who participated in the planning and development of this document.

The official Yolo County Operational Area Hazard Mitigation Steering Committee provided the oversight and dedication to this project that was required and without their commitment; this project would not be possible.

As with any working plan, this document represents planning strategies and guidance as understood as of the date of this plan's release. This plan identifies natural hazards and risks and identifies the hazard mitigation strategy to reduce vulnerability and make the City of Winters more disaster resistant and sustainable.

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# LETTER OF PROMULGATION

To: Officials and Employees of the City of Winters

The preservation of life and property is an inherent responsibility of city government. As disasters occur in devastating form at any time, the City of Winters must provide safeguards which will save lives and minimize property damage through mitigation planning and training. Sound mitigation planning carried out by knowledgeable and well-trained personnel can and will minimize losses.

The Yolo County Operational Area Multi-Jurisdictional Hazard Mitigation Plan (HMP) identifies the hazard risks and vulnerabilities for the Yolo County Operational Area and identifies mitigation projects and actions to help reduce those risks. It provides for the integration and coordination of planning efforts of multiple jurisdictions within Yolo County as well as the Yocha Dehe Wintun Nation and the Housing Authority of Yolo County.

This City of Winters Community Profile is an extension of the HMP. The content is based upon guidance approved and provided by the Federal Emergency Management Agency and the California Governor's Office of Emergency Services. The intent is to provide direction for the City of Winters on how to mitigate against the threat of disaster through effective mitigation strategies and initiatives.

Once adopted, the HMP and Community Profile will be reviewed and tested periodically and revised as necessary to meet changing conditions and requirements.

The City of Winters City Council gives its full support to this Community Profile and urges all employees and individuals to mitigate against the threat of disaster before they occur.

_____

Mayor, City Council

City of Winters

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# SECTION 1.0: INTRODUCTION

This Annex details the hazard mitigation planning elements specific to The City of Winters, a previously participating jurisdiction to the 2018 Yolo County Multi-Jurisdictional Hazard Mitigation Plan Update. This Annex is not intended to be a standalone document but appends to and supplements the information contained in the Base Plan document. As such, all sections of the Base Plan, including the planning process and other procedural requirements apply to and were met by The City of Winters. This Annex provides additional information specific to The City of Winters, with a focus on providing additional details on the risk assessment and mitigation strategy for this community.

As documented in the City of Winters Annex and the base plan of the Yolo County MJHMP, the City actively participated throughout the planning and development process. Since FEMA's approval of the MJHMP, the risk assessments and mitigation strategies identified for the City of Winters remain consistent with those outlined in the County's approved plan.

# SECTION 2.0: PLANNING PROCESS

As described above, The City of Winters followed the planning process detailed in Section 2.0 of the Yolo County Operational Area Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) Update. In addition to providing representation on the Yolo County Hazard Mitigation Planning Team, the City of Winters formulated their own internal planning team to support the broader planning process as shown in the Table. Additional details on plan participation and city representatives are included in the 2023 Yolo County MJHMP Volume 1 Section 2.0 and in Appendix A: Planning Documents.

**Table 1a: The City of Winters – Planning Team**

| Name | Position/Title |
|---|---|
| Jack Snyder | Fire Chief |
| John Miller | Police Chief |
| Jeremy Craig | City Manager |
| Eric Lucero | Public Works Director |
| | City Planner |
| Megan Buche | SOMAS Engineering |

**Table 1b: The City of Winters – Stakeholders**

| Name | Position/Title |
|---|---|
| Kate Laddish | Yolo Natural Resources Commission |
| Ken Britten | West Winters Fire Safe Council |
| Zachery Hamill | Sutter County, Emergency Operations Manager |
| Mary Jo Flynn | Sacramento County, Chief of Emergency Services |
| Daniel Bowers | City of Sacramento, Office of Emergency Management |

| | |
|---|---|
| Tina De Leon | Solano County, Assistant Emergency Services Manager |
| Jenny Novelli | Solano County, Emergency Services Coordinator |
| Brieanna Jones | Napa County, Emergency Services Officer |
| Kristopher Cooper | Colusa County, Lieutenant Support Services |
| Leah Sautelet | Lake County, Emergency Services Manager |
| Amy Travis | Glenn County, Deputy Director OES |
| Jeff DuVall | Sonoma County, Director of Emergency Management |
| David Atkinson | Placer County, Assistant Director of Emergency Services |
| Brian Cross | Regional Disaster Medical Health Specialist, Region IV |
| Jared Gunter | Regional Disaster Medical Health Specialist, Region IV |
| | Yolo County Resource Conservation District |
| | City of Winters, Code Compliance Unit |
| | City of Winters, Planning Department |
| | Yolo County Transportation District |
| | CalFIRE |
| | Pacific Gas & Electric |
| | Sutter Davis Hospital |
| | Dignity Woodland Memorial Hospital |
| | University of California, Davis |
| | Yocha Dehe Fire Department |
| | Winters Fire Department |
| | Winters Police Department |
| | Arbuckle Fire Department |
| | Capay Valley Fire Department |
| | Dunnigan Fire Department |
| | Esparto Fire Department |
| | Madison Fire Department |
| | Yolo Emergency Communications Agency |
| | West Plainfield Fire Department |
| | Zamora Fire Department |
| | California Highway Patrol |
| | American Red Cross |
| | Yolo County Fairgrounds |
| | Yolo County School District |
| | Esparto Community Services District |
| | City of Davis Fire Department |
| | UC Davis Fire Department |
| | City of Woodland Fire Department |
| | City of West Sacramento Fire Department |
| | Community Medical Centers |
| | Elica Health Centers |
| | Northern Valley Indian Health |
| | Yolo Commission on Aging |
| | Yolo Hospice |
| | Yolo County Sheriff's Department |

The stakeholder group includes local and regional agencies involved in hazard mitigation, agencies with authority over development, neighboring communities, and representatives from businesses, academia, private organizations, and nonprofit and community-based organizations. Together, these stakeholders provided technical expertise, regulatory insight, regional coordination, and community perspectives to support the development of the City of Winters LHMP, ensure alignment with local policies, address shared hazards, and represent the needs of residents, including underserved and vulnerable populations.

The City of Winters Annex has been prepared in conjunction with the Yolo County Operational Area Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) Update. Coordination with other community partners and establishing an inter-jurisdictional process for the development and implementation of effective hazard mitigation strategies is paramount to successfully mitigating the identified hazards that pose real or potential threats to The City of Winters.

Since the inception of this planning process a major forum for sharing this planning with adjacent jurisdictions is the Mutual Aid Regional Advisory Committee for California Mutual Aid Region IV. Region IV's members are contiguous counties to Yolo County and the City of Winters. The value to this collaboration is that these counties share many of the same characteristics as Yolo County such as similar threats, politics, geography and culture. This coordinated process has been made possible by the support of many federal grant programs. Since many of the counties in Region IV have already gone through the hazard mitigation planning process, their experience and advice has proven invaluable to the City of Winters. The MARAC Region IV is a public meeting and is noticed by Cal OES to many community partners such as local and regional agencies involved in hazard mitigation activities, agencies that have the authority to regulate development, representatives of businesses, academia, and other private organizations and lastly representatives of nonprofit organizations, including community-based organizations, that work directly with and/or provide support to underserved communities and socially vulnerable populations. The comments resulting from this effort were incorporated into the plan, as appropriate. The MARAC Region IV Meetings where the Yolo County LHMP were discussed are as follows:

- Wednesday, April 12, 2023 0900-1200 Virtual Meeting
- Wednesday, July 12, 2023 0900-1200 at Cal OES Inland Region HQ, Sacramento, CA
- Wednesday, October 11, 2023 0900-1200 at Memorial Medical Plaza, Modesto, CA

Additionally, the regional neighboring jurisdictions specifically invited to comment on the plan were the following:

**Sutter County**
Zachery Hamill, Emergency Operations Manager

**Sacramento County**
Mary Jo Flynn, Emergency Operations Coordinator

**City of Sacramento**
Daniel Bowers, City of Sacramento

**Solano County**
Tina De Leon, Assistant Emergency Services Manager
Jenny Novelli, Emergency Services Coordinator

**Napa County**
Brieanna Jones, Emergency Services Officer

**Colusa County**
Kristopher Cooper, Lieutenant Support Services

**Lake County**
Leah Sautelet, Emergency Services Manager

**Glenn County**
Amy Travis, Deputy Director OES

**Sonoma County**
Jeff DuVall, Director of Emergency Management

**Placer County**
David Atkinson, Assistant Director of Emergency Services

**Regional Disaster Medical Health Specialist, Region IV**
Brian Cross, RDMHS II
Jared Gunter, RDMHS I

At the beginning of the planning project, it was decided by Steering Committee that early public outreach in all stages of the plan development would be a high priority. The City of Winters was part of the Planning Committee for the Yolo County Multi-jurisdictional Hazard Mitigation Base Plan. In addition to the solicitation for Planning Team support, there was a Public Survey that was developed and distributed through various means such as posted on the City website, and posted on City social media, local message boards and handed out to various members of the public at events in within the City. The survey provided an opportunity for the public to share their opinions and participate in the mitigation planning process. The information provided

aided in helping the Planning Team better understand the hazard concerns and identified area policies and projects that could potentially help lessen the impact of future hazard events.

For more information on the role of the Planning and Steering Committee see **Section 2.1 and Section 2.2 of the Base Plan**.

Public meetings were conducted at various locations and times to allow for underserved communities as well as vulnerable populations to attend and provide feedback and comments. For the 2023 MJHMP Update, there were significant efforts to incorporate input from the aging population, those with access and functional needs, and those who reside in the unincorporated areas. We included various locations and times for the public meetings such as in an unincorporated area, senior centers during the daytime, as well as a zoom option for those who may not be able to attend an in-person meeting due to varying factors and circumstances (**see Section 2.4 and Appendix A of the Base Plan**).

The City of Winters Planning team discussed the Hazard Mitigation Plan during staff meetings and discussed the areas needing assistance from the subject matter experts. From there multiple levels of email traffic occurred gathering information for the plan, identifying infrastructure, mitigation topics and validating that the list of hazards still is current with today's risks.

The City of Winters Stakeholders, listed in Table 1b, provided feedback and input into the various plan drafts of this Annex. Documentation of their participation is in Appendix B.

In addition, a zoom meeting was scheduled and held on November 29th via zoom to discuss the Winters Annex of the Hazard Mitigation Plan. Flyers were posted via social media and City Website inviting members of the public and community groups to participate. These flyers were distributed to the local fire safe council, senior citizen group, downtown businesses, and other community-based organizations. The meeting information was distributed through multiple social media platforms and the City Website. One meeting was held in person and the second was held on zoom. These different methods of meeting and times allowed for the opportunity of the underserved and vulnerable populations and groups to have an opportunity to be involved with the participation. Community participation brought up a future look at risk identifications for future plan updates. Their feedback was incorporated into this Annex update, more details can be found in Section 7.4 of the Annex.

Additionally, the City of Winters incorporated into or implemented the 2018 Yolo County Multi-Jurisdictional HMP through other plans and programs shown in Table 2.

**Table 2: 2018 Yolo County HMP Incorporation**

| Planning Mechanism 2018 HMP Was Incorporated/Implemented In. | Details: How was it incorporated? |
|---|---|

| | |
|---|---|
| 2018 General Plan | Health and Safety Aspect: This section includes parts of the Yolo County Base plan hazard/risk assessment and planning framework which aligns to local policies with county-wide hazard mitigation goals and cooperative emergency planning. The main goals of the Health and Safety Element are:<br>• Prevent loss of life, injury, and property damage due to:<br>- geologic and seismic hazards<br>- flooding<br>- wild land and structural fires, explosions, and release of hazardous materials.<br>• City emergency response procedures are adequate in the event of natural or man-made disasters.<br>• Protect city residents from the harmful and undesirable effects of excessive noise.<br>• Prevent crime and promote the protection of people and property. |

The City Planning Team will continue to provide oversight and accountability to ensure the information from the HMP is being incorporated into jurisdictional planning mechanisms through annual progress report surveys and meetings. Section 6.2 highlights how this plan update will be incorporated into other planning mechanisms for the City of Winters.

# SECTION 3.0: COMMUNITY PROFILE

The community profile for The City of Winters is detailed in the following sections. Figure 1 displays a City of Winters map and location of The City of Winters within Yolo County.



**Figure 1a: Map of the City of Winters**
*Source: Google Maps*




**Figure 1b: Map of the City of Winters in Relation to Yolo County**
*Source: Google Maps*

## 3.1 OVERVIEW

The City of Winters is a small, General Law municipality located in the southwestern section of Yolo County. Winters is a regional service center to the unincorporated area of Yolo County, including agricultural operations. It is also a transportation service center, serving the Interstate 505 corridor. The southern boundary of the city is Putah Creek. The city is bordered to the west by Dry Creek and a view of the Vaca Mountain Range. The eastern city limit is now Highway

505 while the northern boundary runs to vast tracts of farmland. Winters is located approximately 10 miles west of the city of Davis and 10 miles north of the city of Vacaville. Winters' urban limit line contains approximately 1,980 acres; of which 1,277 are currently within the incorporated limits. Winters consists of a balanced mixture of residential, commercial, service, and light industry activity.

## 3.2 GEOGRAPHY AND CLIMATE

Winters is a small city located on Putah Creek in the western Sacramento Valley, near the northeastern Vaca Mountains foothills. It is situated along Interstate 505, 11 miles (18 km) from Vacaville. Winters is nearly 30 miles (50 km) from Sacramento and about 60 miles (100 km) from San Francisco.

Winters has hot, mostly dry summers and cool, wet winters. According to the Köppen climate classification system, Winters has a hot-summer Mediterranean climate (*Csa*). Average January temperatures are a maximum of 55.2 °F (12.9 °C) and a minimum of 37.0 °F (2.8 °C). Average July temperatures are a maximum of 96.7 °F (35.9 °C) and a minimum of 59.8 °F (15.4 °C). There are an average of 102.0 days with highs of 90 °F (32 °C) or higher and an average of 20.3 days with lows of 32 °F (0 °C). The record high temperature was 115 °F (46 °C) on June 16, 1961, and July 14, 1972. The record low temperature was 15 °F (−9 °C) on December 23, 1990.

Average annual precipitation is 21.94 inches (557 mm). There is an average of 64 days with measurable precipitation.

| | January | February | March | April | May | June | July | August | September | October | November | December |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Avg. Temperatures | Hi 57'F Lo 42'F | Hi 60'F Lo 42'F | Hi 63'F Lo 44'F | Hi 71'F Lo 44'F | Hi 79'F Lo 52'F | Hi 89'F Lo 58'F | Hi 93°F Lo 59°F | Hi 92°F Lo 60°F | Hi 89°F Lo 60°F | Hi 78°F Lo 55°F | Hi 64°F Lo 47°F | Hi 55°F Lo 42°F |
| Avg. Wind Speed | 5mph | 6mph | 6mph | 6mph | 7mph | 6mph | 6mph | 6mph | 5mph | 5mph | 5mph | 5mph |
| Avg. Precipitation | 4.7in | 3.7in | 4in | 1.2in | 0. 7in | 0.2in | Qin | Qin | 0.2 in | 1.5 in | 2in | 4.2 in |
| Average Humidity | 72% | 71% | 74% | 65% | 56% | 47% | 45% | 47% | 43% | 47% | 59% | 69% |
| Avg. Cloud Cover | 37% | 34% | 38% | 28% | 20% | 11% | **5%** | **5%** | **8%** | 16% | 26% | 39% |
| Pressure Average | 30.1in | 30.1in | 30.1in | 30.0in | 29.9in | 29.9in | 29.9 in | 29.9 in | 29.9 in | 30.0 in | 30.1 in | 30.1 in |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Dry Days | 25 | 23 | 25 | 27 | 29 | 29 | 31 | 31 | 30 | 29 | 26 | 25 |
| Avg. Precip. Days | 6 | 5 | 6 | 3 | 2 | | 0 | 0 | | 2 | 4 | 6 |
| Avg. Snow Days | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Fog Days | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average UV Index | 3 | 3 | **4** | 5 | 5 | 7 | 6 | 6 | 5 | 4 | 3 | 2 |
| Avg. Hours of Sun | 214 | 207 | 194 | 239 | 289 | 324 | 360 | 360 | 335 | 314 | 253 | 208 |

## 3.3 HISTORY

The settlement of the Winters area began in 1842 with a land grant from the Mexican government of 17,750 acres along Putah Creek to William Wolfskill. Members of the Wolfskill family established residences and ranches on Putah Creek and began the planting of vegetable crops and the areas' first fruit trees and grapevines.

In 1865 Theodore Winters, a racehorse breeder and entrepreneur purchased one of the Wolfskill ranches. Mr. Winters is credited with promoting thoroughbred horse racing in the West, and the land he purchased soon sported a ranch, stables, and a racetrack. It was in 1875, with the extension of the Vaca Valley Railroad to the north bank of Putah Creek that the town was established. The Stevenson brothers, owners of the railroad named the forty-acre town site for Theodore Winters, a major supporter of the railroad extension, and from whom the land was purchased.

As the northern terminus of the Vaca Valley Railroad, this new settlement initially grew rather quickly. The original produce shipped from the area included peaches, almonds, plums, pears, cherries, figs, oranges, olives, barley and wheat. Winters became a busy agricultural center, and several new businesses were established to support the agricultural industry and the town residents. Among them was the establishment of the Winters Express newspaper in January of 1884 which continues in existence to this day and is the primary source of local news for Winters residents.

On April 19, 1892 Winters was rocked with a violent earthquake. One death was reported, and several businesses and residences suffered extensive damage. Shelter for the homeless during reconstruction consisted of sleeping cars provided by the Southern Pacific Railroad and National Guard tents. In late 1896, a meeting was held in the Opera House to seek the incorporation of

the town of Winters. It was not until 1898, however, that the city was incorporated. A few months later, the Volunteer Fire Department was established and in1897, the Winters Dried Fruit Company, which would become a major economic force in the community, was organized.

The town thrived on its commercial/agriculture base. New fruit sheds and warehouses were constructed. The prune and apricot growers were organized in 1916 and the Winters Dried Fruit Company, established in 1897, handled the operation for the association. It also purchased the Winters Canning Company, remodeling the building into a modern plant that packed and shipped fruit to several foreign countries as well as throughout the United States.

The growth of Winters was somewhat subdued during the years from 1920 to 1940. There was a refinement of early growth during the 1920's and some construction activity in the middle and late years of that decade. The strong agricultural base of the region sustained the town, its bank, and its industry through the ensuing Depression years, when dried apricots sold for as little as a nickel a pound. The productivity of the land and the determination of its inhabitants kept the town operating, but little construction appears to have occurred during the early 1930's.

More recent years have seen some gradual changes in the composition and character of the population and in the prominence of different crops. The predominant production of fresh fruits, particularly apricots, peaches, and cherries, has gradually been replaced by the nut industries, due to marketing trends and the difficulty of handling the ripe fruits. Additionally, the agricultural community has responded to the demand for organic produce by becoming home to several organic growers. There has been a transition of migrant farm workers to a stable agricultural labor force and contract labor. Fruit packing plants have been relocated to the rural areas and current trends are reviving the 1920's practice of selling fruit directly to the public at the production ranch site. Agricultural lands north and east of Winters are chiefly devoted to rotation crops of tomatoes, grains, alfalfa, and rice.

Winters continues to maintain its rural hometown charm and embraces its heritage while looking towards the future. In 1985, the city adopted an ordinance which created a Historical Preservation Commission and established procedures for designating and protecting historical landmarks and districts. This ordinance established a historical district, which encompasses the one-block area along Main Street - between Railroad Avenue and First Street, which *is* Downtown Winters. The Historic Resources Inventory identifies 14 structures which are being included on the National Register of Historic Places.

These attractive historic buildings retain their architectural detail and reflect the city’s growth and economic development policies which aim to encourage investment at the center of the community. Although nearby technology facilities, regional tourism, Cache Creek Casino Resort and UC Davis all continue to expand, agriculture remains the basis of the local economy. Winters is the regional center for farms growing and distributing the high quality, value-added produce that supplies many of Northern California’s farmers markets and most renowned restaurants.

Winters is also home to an arts and artisan community, and residents prize the quality of life in a small town that is close to a major metropolitan area as well as expansive recreational and open space areas. With these and other attributes, Winters' desirability as a place to live and work will continue to grow.

## 3.4 ECONOMY

The average household income in Winters is $92,538 with a poverty rate of 8.4%. The median rental costs in recent years comes to $1,441 per month, and the median house value is $449,800. The median age in Winters is 37.5 years, 36.1 years for males, and 38.9 years for females.

## 3.5 POPULATION

With a 2023 population of 7,764, it is the 393rd largest city in California and the 379th largest city in the United States. Winters is currently growing at a rate of 3.09% annually and its population has increased by 9.57% since the most recent census, which recorded a population of 7,086 in 2020. Spanning over 3 miles, Winters has a population density of 2,645 people per square mile.

# SECTION 4.0: HAZARD IDENTIFICATION AND RISK ASSESSMENT

The City of Winters identified the hazards that affect the City of Winters and developed hazard profiles based upon the countywide risk assessment, past events and their impacts (see Figure 2). For the risk assessment, the City of Winters is profiling: flooding, drought, earthquake, land subsidence, wildfire, information systems failure/ cyberterrorism, and severe weather after reviewing the previous plan, the risk score, and the hazard assessment table. The planning committee decided to omit the hazards of dam failure, land slide, levee failure, and volcano due to various related factors (see Table 4).

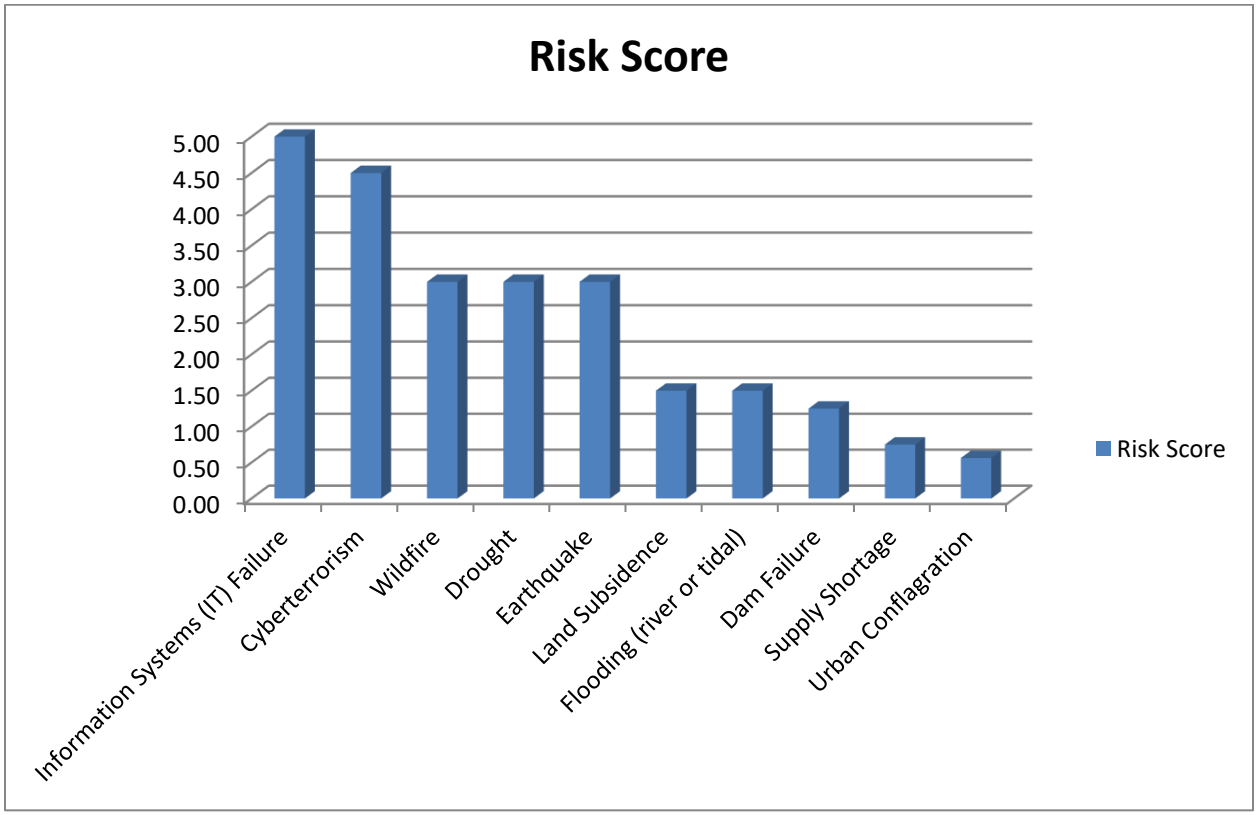



**Figure 2: City of Winters Risk Assessment**

Definitions for the rankings and a detailed explanation of the hazards can be found in the 2023 Yolo County Operational Area MJHMP Volume 1: Section 3.0 Hazard Identification and Risk Assessment of the Yolo County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) Update.

The City of Winters identified hazards that affect The City of Winters and summarized their location, extent, likelihood of future occurrence, potential magnitude, and significance specific to The City of Winters (see Table 3).

**Table 3: The City of Winters - Hazard Identification Assessment**

| Hazard | Geographic Extent | Likelihood of Future Occurrences | Magnitude/ Severity | Significance | Climate Change Influence |
|---|---|---|---|---|---|
| Dam Failure | Extensive | Unlikely | Catastrophic | High | Low |
| Drought | Extensive | Likely | Critical | High | High |
| Earthquake | Extensive | Likely | Catastrophic | Medium | Low |
| Flooding | Significant | Likely | Critical | High | Medium |
| Land Slide | Limited | Highly Likely | Limited | Low | Low |
| Land Subsidence | Limited | Highly Likely | Limited | Low | Low |
| Severe Weather | Highly Likely | Critical | High | High | High |
| Volcano | Highly Likely | High Likely | Critical | High | High |
| Wildfire | Highly Likely | High Likely | Critical | High | High |

**Geographic Extent**
Limited: Less than 10% of planning area
Significant: 10-50% of planning area
Extensive: 50-100% of planning area

**Likelihood of Future Occurrences**
Highly Likely: Near 100% change of occurrence in next year, or happens every year.
Likely: Between 10 and 100% change of occurrence in next year, or has a recurrence interval of 10 years or less.
Occasional: Between 1 and 10% chance of occurrence in the next year, or has a recurrence internal of 11 or 100 years.

**Magnitude/Severity**
Catastrophic – More than 50% of property severely damaged; shutdown of facilities for more than 30 days; and/or multiple deaths.
Critical – 25-50% of property severely damaged; shutdown of facilities for at least two weeks; and/or injuries and/or illness result in permanent disability.
Limited – 10-25% of property severely damaged; shut down of facilities for more than a week; and/or injuries/illnesses treatable to do not result in permanent disability.
Negligible – Less than 10% of property severely damaged, shutdown of facilities and services for less than 24 hours; and/or injuries/illness treatable with first aid.

**Significance**
Low: minimal potential impact
Medium: moderate potential impact
High: widespread potential impact

**Climate Change Influence**
Low: minimal potential impact
Medium: moderate potential impact
High: widespread potential impact

# SECTION 5.0: HAZARD PROFILE AND VULNERABILITY ASSESSMENT

The intent of this section is to profile The City of Winters hazards and assess the vulnerability separate from that of the Yolo County Operational Area as a whole, which has already been assessed in Section 3.0 Hazard Profiles and Vulnerability Assessment in the Base Plan. The hazard profiles in the Base Plan discuss overall impacts to the Yolo County Operational Area and describes the hazard problem description, hazard location and extent, magnitude/severity,

previous occurrences of hazard events and the likelihood of future occurrences. Hazard profile information specific to the City of Winters is included in this Annex. This vulnerability assessment analyzes the property, population, critical facilities, and other assets at risk to hazards ranked of medium or high significance specific to the City of Winters (as identified in the Significance column of Table 3) and also includes a vulnerability assessment to the three primary hazards to the State of California: earthquake, flood, and wildfire. For more information about how hazards affect the County as a whole, see Section 3.0 Hazard Profiles and Vulnerability Assessment in the 2023 Yolo County MJHMP Volume 1.

Having reviewed the previous plan, risks scores, and the hazard assessment table, the City of Winters risk assessment will profile: Flooding, Drought, Earthquake, Land subsidence, Wildfire, Information Systems failure/ Cyberterrorism, and Severe Weather. The planning committee decided that certain hazards were to be excluded from consideration for this HMP update. They are shown in Table 4**.**

**Table 4: Omitted Hazards**

| Hazard Excluded | Why Excluded? |
|---|---|
| Dam Failure | The likelihood of dam failure of Monticello Dam is unlikely. Monticello Dam indicates it could withstand an earthquake of Richter magnitude 6.5 with the epicenter located 0.5 miles from the dam. Thus, the dam is considered secure from such an occurrence. The topography of the lake relative to the size of potential slides makes the possibility of dam overtopping very unlikely. Any landslide that would move into the outlet works or spillway area would be especially dangerous to the dam. |
| Land Slides | The City of Winters has not experienced landslides directly, but could have secondary impacts due to landslides in neighboring counties. This impact would potentially be increased traffic into the City of Winters. |
| Levee Failure | While a levee breach of Putah Creek is possible, the impacts of this are relatively low. |
| Volcano | The most likely volcanic hazard for the City of Winters is the deposition of ash from an eruption in any of the volcanic areas. However due to the distance from volcanic areas, the likelihood of future occurrence, and the lack of mitigation actions from the City of Winters, this hazard was omitted from consideration. |

## 5.1 Hazard Profiles

Each hazard vulnerability assessment in Section 5.1 includes a hazard profile/problem description as to how each medium or high significant hazard affects The City of Winters and includes information on past hazard occurrences and the likelihood of future hazard occurrence.

The intent of this section is to provide jurisdictional specific information on hazards and further describes how the hazards and risks differ across the Yolo County Operational Area.

Yolo County identified natural hazards that affect the unincorporated county and developed natural hazard profiles based upon the countywide risk assessment, past events and their impacts. All of the natural hazards profiled in the Yolo County Hazard Mitigation Plan can affect the different jurisdictions and are detailed below. No additional hazards are profiled. Definitions for the rankings and a detailed explanation of the hazards can be found in Section 3.0 Hazard Identification and Risk Assessment in the2023 Yolo County MJHMP Volume 1.

### 5.1.1 FLOODING

#### Hazard Problem/Description

Flooding is the rising and overflowing of the body of water onto normally dry land.

#### Location/Extent of Hazard

Flooding in the City of Winters since the completion of Monticello Dam on Putah Creek has been limited to that caused by overflow from Dry Creek, runoff from the Moody Slough watershed north and west of the City of Winters, and runoff from the business and residential area south of State Highway 128.

#### History of Previous Hazard Occurrences

One of the most severe floods occurred on December 19-20, 1955, when 7.02 inches of rain were recorded in 48 hours. In the City of Winters several basements and businesses were flooded, as was much of the surrounding agricultural area. Traffic on County Road 89 was halted. This flood was approximately a 20-year event.

#### Likelihood of Future occurrences

**Likely:** Between 10 percent and 100 percent chance of occurrence next year or happens every year. Drought levels can be greatly reduced with a strong winter storm season.

#### Vulnerability Assessment:

#### Vulnerability – Low

#### Impacts

Approximately every two to five years, rains producing runoff have caused flooding along the western side of County Road 89 (Railroad Street), from Edwards Street in the City of Winters north to the Moody Slough crossing. Inadequate bridge and channel capacity causes water to overtop County Road 89. The water then continues eastward to Interstate Highway 505, flooding areas along Moody Slough, Willow Canal, and State Highway 128. The low-lying area west of Winters Cemetery is inundated by local runoff.

- Access and Functional Needs Individuals – Impacts to identified assets at risk to this hazard and the overall vulnerability of the City may be affected in the future by climate change, changes in population patterns (migration, density, or the makeup of socially vulnerable populations), and changes in land use and development.

  With respect to population patterns such as those associated with migration, density, or makeup of socially vulnerable populations the data shows that most socially vulnerable populations and disadvantaged communities are scattered throughout the City.

- Land Use – One of the most effective ways to reduce vulnerability to potential flood damage is through careful land use planning that fully considers applicable flood management information and practices. Preservation and maintenance of natural and riparian areas should also be an ongoing priority to realize the flood control benefits of the natural and beneficial functions of these areas. Also to be considered in reducing flooding in areas of existing and future development is to promote implementation of stormwater program elements and erosion and sediment controls, including the clearing of vegetation from natural and human-made drains that are critical to flood protection. Both native and invasive species can clog drains, and reduce flows of floodwaters, which slow that natural drainage process and can exacerbate flooding.

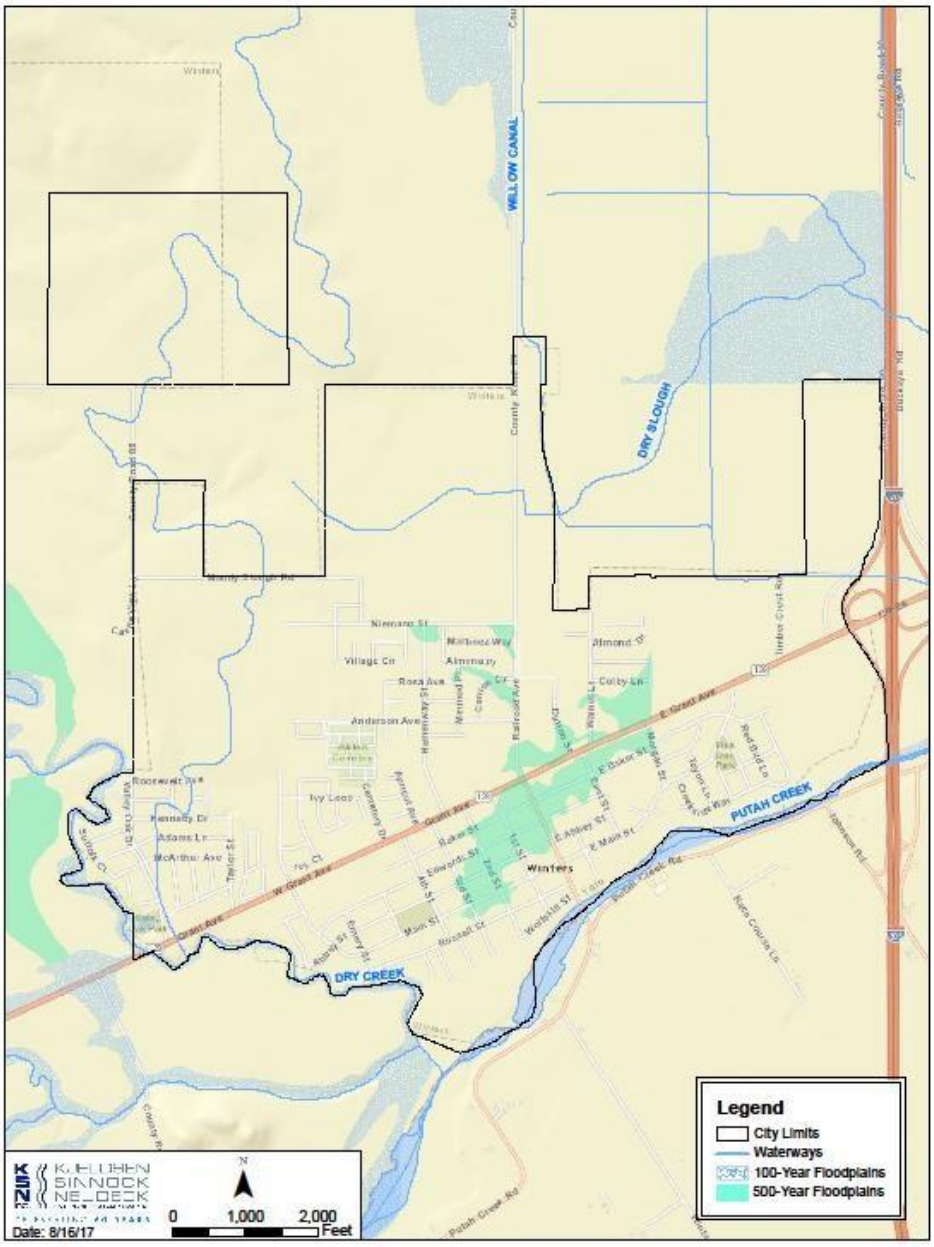



**Figure 3: City of Winters Floodplain**

## CLIMATE CHANGE AND FLOODING

Sea Level Rise

Worldwide average sea level appears to have risen about six to eight inches over the past century. Various tidal gauge stations along California's coast show a similar trend (seven to eight inches). Rising average sea level over the past century has primarily been attributed to

warming oceans and related thermal expansion, and the addition of water from melting land-based glaciers and polar ice. Winter's location (more than 50 miles inland from the mouth of the Golden Gate) precludes significant effects from coastal processes, such as wave action. Rising sea levels affecting the San Francisco Bay along the Napa, Solano, and Contra Costa County borders may also worsen flooding in Winter's and expand the county's floodplains.

### Climate Change Impacts on Hazard

Use of historical hydrologic data has long been the standard of practice for designing and operating water supply and flood protection projects. For example, historical data are used for flood forecasting models and to forecast snowmelt runoff for water supply. This method of forecasting assumes that the climate of the future will be similar to that of the period of historical record. However, scientists project greater storm intensity with climate change, resulting in more direct runoff and flooding. High frequency flood events (e.g., 10-year floods) will likely increase with a changing climate. What is currently considered a 1-percent-annual-chance (100-year) flood also may strike more often, leaving many communities at greater risk. Going forward, model calibration must happen more frequently, new forecast-based tools must be developed, and a standard of practice that explicitly considers climate change must be adopted.

Climate change is already impacting water resources, and resource managers have observed the following:

- Historical hydrologic patterns can no longer be solely relied upon to forecast the water future.
- Precipitation and runoff patterns are changing, increasing the uncertainty for water supply and quality, flood management and ecosystem functions.
- Extreme climatic events will become more frequent, necessitating improvement in flood protection, drought preparedness and emergency response.

Changes in watershed vegetation and soil moisture conditions will likewise change runoff and recharge patterns. As stream flows and velocities change, erosion patterns will also change, altering channel shapes and depths, possibly increasing sedimentation behind dams, and affecting habitat and water quality.

### Climate Change Exposure and Vulnerability Impacts

The following summarizes changes in exposure and vulnerability to the flood hazard resulting from climate change:

- Population and Property—Population and property exposure and vulnerability may increase as a result of climate change impacts on the flood hazard. Runoff patterns may change, resulting in flooding in areas where it has not previously occurred.

- Critical facilities—Critical facility exposure and vulnerability may increase as a result of climate change impacts on the flood hazard. Runoff patterns may change, resulting in risk to facilities that have not historically been at risk from flooding. Changes in the management and design of flood protection critical facilities may be needed as additional stress is placed on these systems. Planners will need to factor a new level of safety into the design, operation, and regulation of flood protection facilities such as dams, bypass channels and levees, as well as the design of local sewers and storm drains.
- Environment—The exposure and vulnerability of the environment may increase as a result of climate change impacts on the flood hazard. Changes in the timing and frequency of flood events may have broader ecosystem impacts that alter the ability of already stressed species to survive.
- Future Development Trends and Population Patterns – Impacts to identified assets at risk to this hazard and the overall vulnerability of the City may be affected in the future by climate change, changes in population patterns (migration, density, or the makeup of socially vulnerable populations), and changes in land use and development. With respect to population patterns such as those associated with migration, density, or makeup of socially vulnerable populations the data shows that most socially vulnerable populations and disadvantaged communities are scattered throughout the City.

### 5.1.2 DROUGHT

#### Hazard Problem/Description

Drought is often described simply as a period of deficient precipitation, usually lasting a season or more, resulting in extensive damage to agricultural crops with consequential economic losses. This deficiency can result in a water shortage for some activity, group, or environmental sector. Operational definitions define the beginning, end, and degree of intensity of drought.

There are many different types of drought and factors other than monthly or even annual precipitation, to be considered when determining drought classification. Four types of drought that are commonly referenced are: 1) meteorological, 2) hydrological, 3) agricultural and 4) socioeconomic.

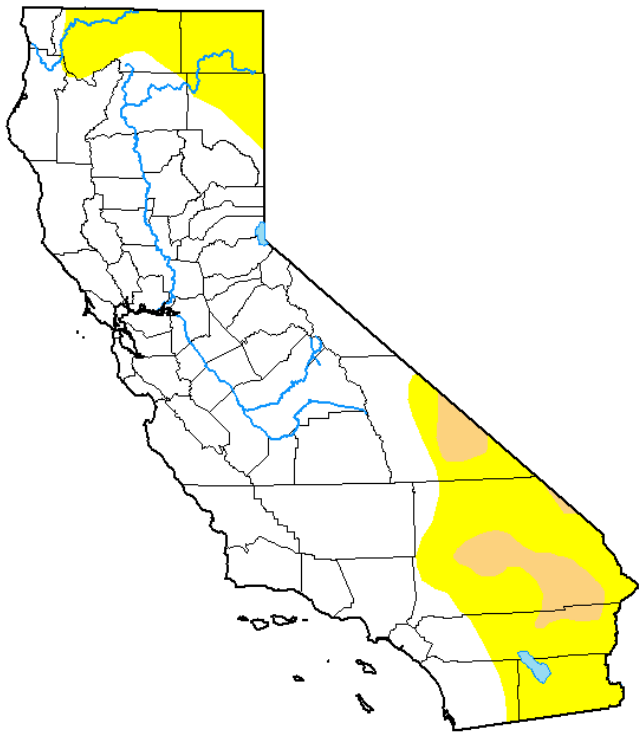
*Meteorological Drought:* Meteorological drought is usually defined based on the degree of dryness (in comparison to some "normal" or average amount) and the duration of the dry period. Thus, meteorological drought can vary greatly from location to location.

*Agricultural Drought:* A good definition of agricultural drought should be able to account for the variable susceptibility of crops during different stages of crop development, from emergence to maturity. This type of drought focuses on such conditions as precipitation shortages,

differences between actual and potential evapotranspiration, soil water deficits and reduced ground water or reservoir levels. When drought begins, the agricultural sector is usually the first to be affected because of its heavy dependence on stored soil water.

*Hydrological Drought:* Hydrological drought is associated with the effects of periods of precipitation shortage, including snowfall, on surface or subsurface water supply (i.e., stream flow, reservoir and lake levels, and ground water). All droughts originate with a deficiency of precipitation and the impacts are determined by how this deficiency plays out through the hydrologic system. Hydrological droughts may or may not be in phase with a meteorological or agricultural drought since it takes longer for precipitation deficiencies to show up in some components of the hydrological system.

*Socioeconomic Drought (also known as Water Management Drought):* This definition of drought associates the supply and demand of economic goods or services with elements of meteorological, hydrological, and agricultural drought. This type of drought is diagnosed when the demand for water exceeds the supply as a direct result of precipitation shortage.
The U.S. Drought Monitor product (available at http://www.droughtmonitor.unl.edu/monitor.html) utilizes several indices along with data



**U.S. Drought Monitor**
**California**

**May 23, 2023**
***(Released Thursday, May. 25, 2023)***
**Valid 8 a.m. EDT**

*Drought Conditions (Percent Area)*

| | None | D0-D4 | D1-D4 | D2-D4 | D3-D4 | D4 |
|---|---|---|---|---|---|---|
| **Current** | 70.86 | 29.14 | 4.63 | 0.00 | 0.00 | 0.00 |
| **Last Week** *05-16-2023* | 68.02 | 31.98 | 5.95 | 0.00 | 0.00 | 0.00 |
| **3 Months Ago** *02-21-2023* | 0.61 | 99.39 | 84.60 | 32.62 | 0.00 | 0.00 |
| **Start of Calendar Year** *01-03-2023* | 0.00 | 100.00 | 97.93 | 71.14 | 27.10 | 0.00 |
| **Start of Water Year** *09-27-2022* | 0.00 | 100.00 | 99.76 | 94.01 | 40.91 | 16.57 |
| **One Year Ago** *05-24-2022* | 0.00 | 100.00 | 99.86 | 97.56 | 59.81 | 11.59 |

*Intensity:*
None
D0 Abnormally Dry
D1 Moderate Drought
D2 Severe Drought
D3 Extreme Drought
D4 Exceptional Drought

*The Drought Monitor focuses on broad-scale conditions. Local conditions may vary. For more information on the Drought Monitor, go to https://droughtmonitor.unl.edu/About.aspx*

*Author:*
Brad Rippey
U.S. Department of Agriculture

**droughtmonitor.unl.edu**

retrieved from various organizations and personnel directly involved in the field to create a graphical assessment of drought conditions. The four drought intensities or classifications offered by the authors of this product are: **D0 Abnormally Dry, D1 Moderate Drought, D2 Severe Drought, D3 Extreme Drought and D4 Exceptional Drought.**

**Figure 3-15: US Drought Monitor Intensity**

### Location/Extent of Hazard

Drought is a temporary recurrent feature of climate that occurs virtually everywhere, including in regions that receive relatively little "normal" rainfall. Characteristics of drought can vary significantly from one region to another and, partly due to differences in impact, there are scores of definitions.

### History of Previous Hazard Occurrences

Historically, California has experienced multiple severe droughts. According to DWR, droughts exceeding three years are relatively rare in Northern California, the source of much of the State's developed water supply.

### Likelihood of Future occurrences

**Likely:** Between 10 percent and 100 percent chance of occurrence next year or happens every year. Drought levels can be greatly reduced with a strong winter storm season.

### Vulnerability Assessment:

### Vulnerability – Medium

### Impacts

The onset and end of a drought are difficult to determine due to the slow accumulation and lingering of effects caused by an event after its apparent end. In contrast with other natural hazards, the impact of drought is less obvious and may be spread over a larger geographic area. The impact of a particular drought depends on numerous factors including duration, intensity, and geographic extent as well as regional water supply demands by humans and vegetation. Other climatic characteristics, such as high temperature, high wind, and low relative humidity amplify the impact of drought conditions.

The negative effects of drought increase with duration. Lower than normal reservoir or river levels can impact recreational opportunities, fire suppression activities and animal habitat. Patterns of human consumption can also be altered. Non-irrigated croplands are most susceptible to precipitation shortage. Rangeland and irrigated agricultural crops may not respond to moisture shortage as rapidly, however yield during periods of drought can be substantially lower. During periods of severe drought, lower moisture in plant and forest fuels create an increased potential for devastating wildfires. An increase in insect infestation can be a particularly damaging impact from severe drought conditions.

According to the U.S. Climate Resilience Toolkit modeling, Winters has a very high national risk index rating to drought due to Climate change (see Figure 3-16).

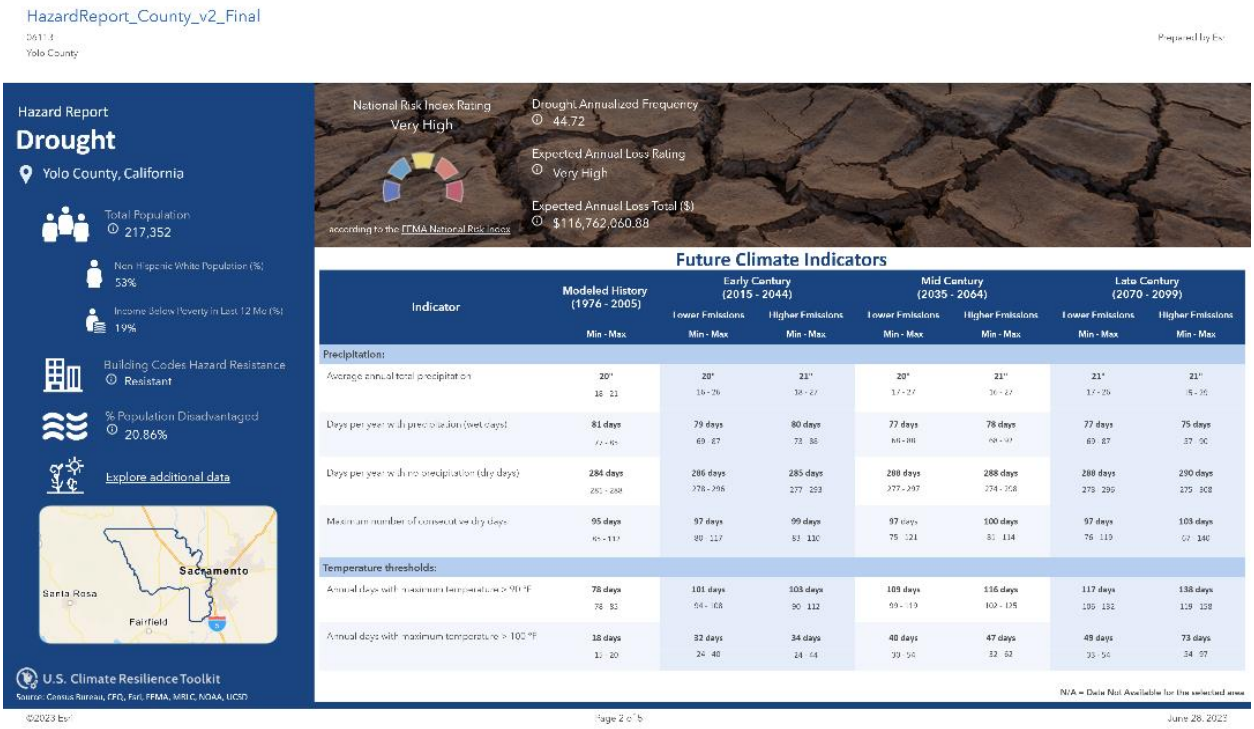



**Figure 3-16: Yolo County Hazard Report: Drought**
Source: U.S Climate Resilience Toolkit

## Water Supply

Several recent studies have shown that Winter's water supply systems are sensitive to climate change. However, experts are uncertain about what the overall effects will be on water supply. Some models indicate that drier conditions will cause decreased reservoir supplies and river flows. Other models predict wetter conditions with increased reservoir inflows and storage, and increased river flows. Increased reservoir inflows can put stress on dams, increasing the susceptibility of Winter's to dam failure. Increased river flows can put stress on levees, increasing the susceptibility of Yolo County to levee failure. Despite this uncertainty, it is still widely accepted that changes in water supply will occur and that water yields from reservoirs are expected to be unreliable. Winters must prepare for a future where competition for water resources between farming, cities, and the environment is greater than at the present time. Furthermore, climate change is also expected to result in more variable weather patterns, leading to longer and more severe droughts, which could lead to lower aquifer levels for those farmers dependent on groundwater. Additional groundwater pumping can increase the susceptibility of Yolo County to land subsidence.

With a CDC's Social Vulnerability Index Score of 0.68 in Winters, drought does affect vulnerable populations in Winters (see Figure 3-17). In particular, parts of our Unincorporated areas of the County like Zamora, Yolo, Knights Landing, Dunnigan fall within FEMA's Community Disaster Resilience Zones, and we have upwards of 200 residences using shallow wells which are impacted by drought conditions.

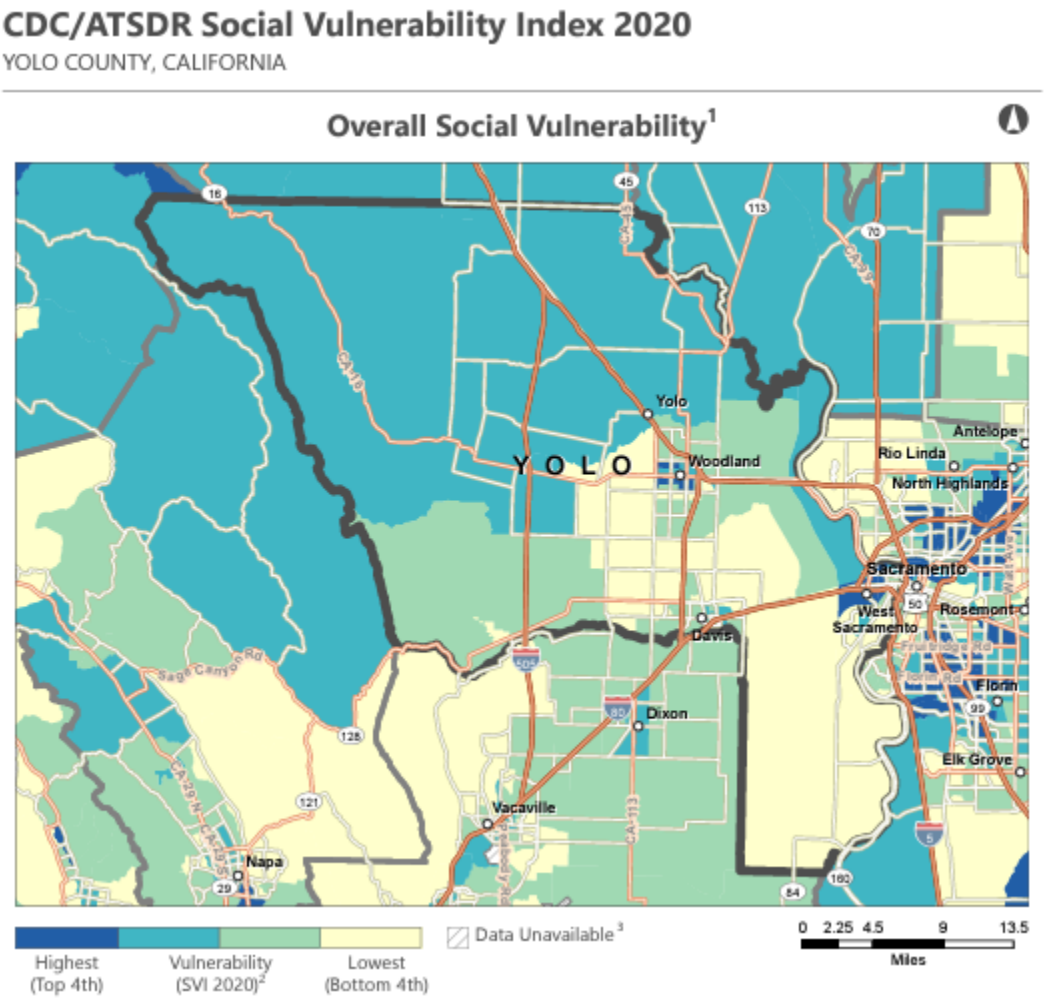



**Figure 3-17: CDC/ATSDR Social Vulnerability Index, 2020**
Source: CDC/ATSDR

## Climate Change Impacts on Hazard

The long-term effects of climate change on regional water resources are unknown, but global water resources are already experiencing the following stresses without climate change:

- Growing populations
- Increased competition for available water

- Poor water quality
- Environmental claims
- Uncertain reserved water rights
- Groundwater overdraft
- Aging urban water infrastructure.

With a warmer climate, droughts could become more frequent, more severe, and longer lasting. According to the National Climate Assessment, "higher surface temperatures brought about by global warming increase the potential for drought. Evaporation and the higher rate at which plants lose moisture through their leaves both increase with temperature. Unless higher evapotranspiration rates are matched by increases in precipitation, environments will tend to dry, promoting drought conditions" (U.S. Climate Resilience Toolkit 2021).

Because changes in precipitation patterns are still uncertain, the potential impacts and likelihood of drought are uncertain. California's Department of Water Resources (DWR) has noted impacts of climate change on statewide water resources by charting changes in snowpack, sea level, and river flow. As temperatures rise and more precipitation comes in the form of rain instead of snow, these changes will likely continue or grow even more significant. DWR estimates that parts of the state will experience a 48- to 65-percent loss in snowpack by the end of the century compared to historical averages (California Department of Water Resources 2022). Projections for the planning area show a significant decline in projected snow water equivalent in April snowpack. Increasing temperatures may also increase net evaporation from reservoirs, which would reduce water availability for ecosystems and human use (Mount, Escriva-Bou and Sencan 2021).

### Climate Change Exposure and Vulnerability Impacts

The following summarizes changes in exposure and vulnerability to the drought hazard resulting from climate change:

- Population—Population exposure and vulnerability to drought are unlikely to increase as a result of climate change. While greater numbers of people may need to engage in behavior change, such as water saving efforts, significant life or health impacts are unlikely.
- Property—Property exposure and vulnerability may increase as a result of increased drought resulting from climate change, although this would most likely occur in non-structural property such as crops and landscaping. It is unlikely that structure exposure and vulnerability would increase as a direct result of drought, although secondary impacts of drought, such as wildfire, may increase and threaten structures.

- Critical facilities—Critical facility exposure and vulnerability are unlikely to increase as a result of increased drought resulting from climate change; however, critical facility operators may be sensitive to changes and need to alter standard management practices and actively manage resources, particularly in water-related service sectors
- Environment—The vulnerability of the environment may increase because of increased drought resulting from climate change. Prolonged or more frequent drought resulting from climate change may stress ecosystems in the region, which include many special-status species.
- Future Development Trends and Population Patterns - Impacts to identified assets at risk to this hazard and the overall vulnerability of the City may be affected in the future by climate change, changes in population patterns (migration, density, or the makeup of socially vulnerable populations), and changes in land use and development.

  With respect to population patterns such as those associated with migration, density, or makeup of socially vulnerable populations, the data shows that most socially vulnerable populations and disadvantaged communities are scattered throughout the City.

### 5.1.3 EARTHQUAKE

#### Hazard Problem/Description

An Earthquake is a sudden motion or trembling caused by an abrupt shift of rock along the fracture in the earth or a contact zone between tectonic plates. There are several fault systems in California and systems that affect the City of Winters. Due to the secondary impacts of Earthquakes, this hazard was profiled in this section.

#### Location/Extent of Hazard

Earthquakes can occur anywhere in Winters. The city lies in the Coast Range-Sierran Block Boundary (CRSBB), where the Midland Fault and the Vaca Faults are located (see Figure 4). This is the area of Yolo County most critical for Earthquakes.

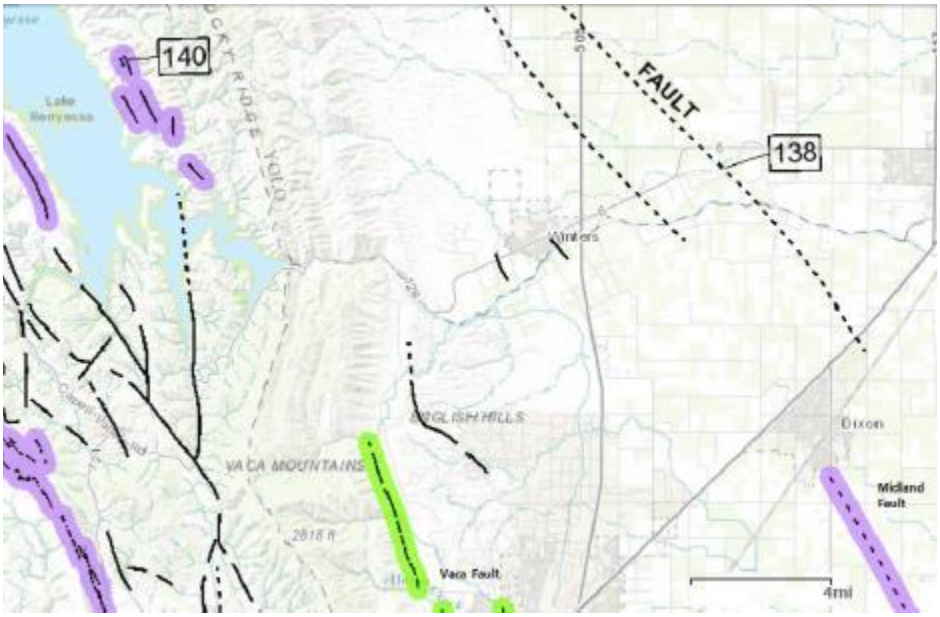



**Figure 4: CRSBB Fault Line through Winters**

### History of Previous Hazard Occurrences

In 1892, a major earthquake caused severe damage to much of downtown Winters. The earthquake is believed to have originated from the Midland Fault. Further away, the San Andreas Fault system is located to the west and the Western Sierra Fault system is located to the east of Winters (see Yolo County MJHMP). Numerous quakes along these faults have been felt in Winters, most recently during the Loma Prieta Earthquake in 1989, but Winters suffered no significant damage.

### Likelihood of Future occurrences

**Likely:** Between 10 percent and 100 percent chance of occurrence next year or happens every year. Drought levels can be greatly reduced with a strong winter storm season.

### Vulnerability Assessment:

### Vulnerability – Medium

### Impacts

A major earthquake originating along these fault lines or from an unknown fault in the CRSBB could grind the local public infrastructure in Winters to a halt, cause natural gas leaks, water main breaks, and fires, destroying homes and businesses

Seismic evaluation of Monticello Dam indicates it could withstand an earthquake of Richter magnitude 6.5 with the epicenter located 0.5 miles from the dam. Thus, the dam is considered secure from such an occurrence. The topography of the lake relative to the size of potential

slides makes the possibility of dam overtopping very unlikely. Any landslide that would move into the outlet works or spillway area would be especially dangerous to the dam.

### CLIMATE CHANGE AND EARTHQUAKES

Scientists know that earthquakes can be triggered or inhibited by changes in the amount of stress on a fault. The largest climate variable that could change fault stress loads is surface water in the form of rain and snow. Although they have detected micro seismicity, they haven't yet determined if it is linked to larger quakes. However, they have determined that droughts can cause significant changes on earth's crust and increase the stress load. For Winter's specifically, periods of droughts cause increase groundwater pumping from underground aquifers which can impact patterns of stress loads. This can cause tectonic plates to shift and slip, resulting an earthquake. Another climatic change affect is due to human usage of water – which can induce seismicity. According to NASA, in 1975, eight years after the Oroville Dam was created, there was a series of earthquakes nearby, the largest registering a magnitude of 5.7. Shortly after the water in the reservoir was drawn down to its lowest level since it was originally filled, in order to make some repairs, the earthquakes occurred. For Winter's, with a surrounding dam, seismicity can decrease as the reservoirs fill in winter and spring, and as the reservoir levels fall in the summer and fall, there would be an increase in seismicity. With drought conditions, it could exacerbate lower levels in the reservoir, triggering increased seismic activities.

## Climate Change Exposure and Vulnerability Impacts

Winters could experience ground shaking as a result of an earthquake, including from the major regional fault lines located outside of the County. As shown in Figure 4-1, the area is subject to a range of ground shaking levels.

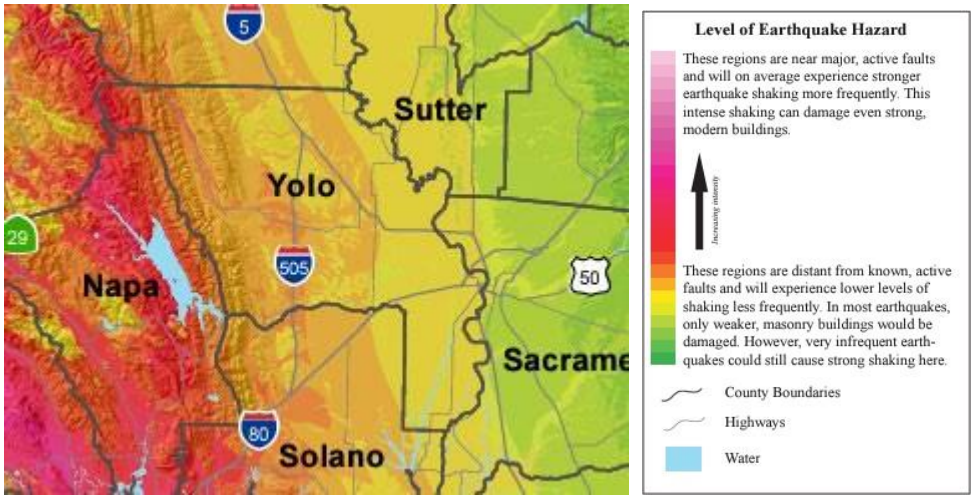



**Figure 4-1: Regional Ground Shaking Hazard – Yolo County (2016)**

*Source: California Geological Survey, California Department of Conservation*

The effects of ground shaking during a maximum intensity earthquake would likely involve structural damage to stucco, masonry walls and the chimneys of buildings, which could expose people to falling objects and possible building collapse. The degree of such hazards is controlled by the nature of the underlying soil and rock materials, the magnitude of and distance from the quake, the duration of ground motion and the structural characteristics of the building.

Earthquakes can also trigger landslides, debris flows, and natural gas leaks if a pipeline is impacted. Earthen dams and levees are also susceptible to seismic events, and the impacts of their failures can be considered secondary risks for earthquakes.

Access and Functional Needs Individuals

According to the FEMA National Risk Index, Yolo County's Risk Index rating is relatively high when compared to the rest of the United States. Risk Index scores are calculated using an equation that combines scores for Expected Annual Loss due to natural hazards, Social Vulnerability, and Community Resilience. It is estimated that Yolo County will total an annual loss of around $44,054,185 due to earthquake damages, which is relatively high when compared to the rest of the U.S. About 84% of the population will be affected and per population equivalence, it will cost around $9,757,558. Communities in Yolo County, have a Relatively High ability to prepare for anticipated natural hazards, adapt to changing conditions, and withstand and recover rapidly from disruptions when compared to the rest of the U.S. Social groups in Yolo County, have a Relatively High susceptibility to the adverse impacts of natural hazards when compared to the rest of the U.S.

Whether directly impacted or indirectly impact, the entire population will have to deal with the consequences of earthquakes to some degree. Business interruption could keep people from working, road closures could isolate populations, and loss of functions of utilities could impact populations that suffered no direct damage from an event itself.

Residents in high-risk areas are more vulnerable to the impact of earthquakes. The degree of vulnerability is dependent on many factors, including the age and construction type of the structures people live in, the soil their homes are constructed on, and their proximity to the fault location, etc.

Two groups are particularly vulnerable to earthquake hazards: the population below the poverty level and those with access and functional needs. The first group consists of those below the poverty level who may lack the financial resources to improve their homes to prevent or mitigate earthquake damage. Economically disadvantaged residents are also less likely to have insurance to compensate for losses in earthquakes. Currently, about 16.1% of total residents are living below the poverty level. The second group consists of those with access and functional needs.

Earthquakes strike sometimes with little pre-notice unlike other natural hazards. Following an earthquake event, the evacuation of people with disabilities and access and functional needs poses additional requirements with respect to alert and notification, information dissemination, evacuation, emergency transportation, and sheltering requirements. Many people with disabilities are completely self-sufficient. However, damage caused to roads, buildings, and other infrastructure during an earthquake, could leave those with disabilities unable to evacuate without assistance. Other potentially at-risk individuals include those with cognitive or emotional disabilities that may impair their ability to make decisions during an emergency and should be transported with their caregivers or other mental health professionals when possible. Of consideration include senior apartments in Winters and elderly that may live independently near Dunnigan or the town of Yolo. According to Census data, in the City of Winters, there are about 8.5% of persons 65 years and older, 7.5% with a disability under 65 years, 6.5% persons in poverty, and 9.0% persons without health insurance. Although these percentages do not seem

high, given the proximity of the City of Winters to a fault line, these vulnerabilities need to be considered in planning.

Yolo County HHSA maintains a database of registered persons with access and functional needs, as well as a list of facilities where persons with access and functional needs are housed. If needed, law enforcement will work closely with Yolo County HHSA and the local EOC on the evacuation of persons with access and functional needs following an earthquake event.

Critical Facilities

All critical facilities in the County are exposed to the earthquake hazard. Earthquakes pose numerous risks to critical facilities and infrastructure. Hazardous materials releases can occur during an earthquake from fixed facilities or transportation-related incidents. Facilities holding hazardous materials are of particular concern because of possible isolation of neighborhoods surrounding them. During an earthquake, structures storing these materials could rupture and leak into the surrounding area or an adjacent waterway, having a disastrous effect on the environment. Depending on the year of build and construction of each facility containing hazardous materials, the earthquake-initiated hazardous material release potential will vary.

Hazardous materials contained within masonry or concrete structures built before certain benchmark years may be particularly vulnerable.

Earthquake vulnerability is based primarily upon population and the built environment. To mitigate this hazard, building codes in California have been steadily improved over the past 80 years as understanding of seismic shaking has improved. Current California building codes include provisions for considering the potential shaking from earthquakes, including stronger shaking near faults and amplification by soft soils. The building code has been the main mitigation tool for seismic shaking in most buildings, although hospitals, schools, and other critical facilities are subject to additional mitigation measures. Yolo County adheres to the Universal Building Code and the California Building Standards Code. Areas of Yolo County most susceptible to earthquake include those near active fault zones and where ground shaking is primarily with a wave velocity of 350 m/sec or lower. These areas include the western side of the County, including the City of Winters and the Capay Valley.

The most significant impacts would be felt from the CRSBB zone, which is currently recognized as a potential seismic source capable of generating moderate to large earthquakes that could affect Yolo County. An earthquake of this size has the potential to significantly affect the area around Winters as had the 1892 Vacaville-Winters Earthquake. Total damages from the 1892 Vacaville-Winters Earthquake were $225,000-$250,000 and one person was killed. Damages today from a similar magnitude earthquake in the Winters area would be exponentially greater

and could significantly impact the downtown area. In Winters, an earthquake could potentially cause natural gas leaks, water main breaks, and fires, would potentially destroy homes and businesses downtown, as well as cause damage to interstate 505, County Road 29, 93. There would be several schools in Winters that could sustain some damage due to an earthquake. Of concern would be damage to Winters Healthcare Clinic and senior apartments in Winters. The City of Winters also has a Water treatment facility that would sustain damage due to an Earthquake. Further details on City of Winters impact from earthquake could be found in the City of Winters Annex.

Transportation corridors can be disrupted during an earthquake, leading to the release of materials to the surrounding environment. Linear utilities and transportation routes are vulnerable to rupture and damage during and after a significant earthquake event. The cascading impact of a single failure can have affects across multiple systems and utility sectors. Degrading infrastructure systems and future large earthquakes with epicenters near critical regional infrastructure could result in system outages that last weeks for the most reliable systems, and multiple months for others. State Route 128 and Interstates 505 could be damaged by strong shaking or ground failure. Within 36 hours, some routes should be open. More remote highways and roads may remain blocked for a considerable time, especially in canyon areas subject to landslide activity.

Telecommunication systems can be affected by system failure, overloads, loss of electrical power and possible failure of some alternate power systems. Immediately following an event, numerous failures will occur, compounded by system use overload.

Large ground motions resulting from liquefaction, especially lateral spreading, can cause damage to buried pipelines. The Sacramento Municipality Utility District (SMUD) currently owns and operates 76 miles of natural gas transmissions pipeline, delivering fuel to four SMUD power plants in southern Sacramento County. This pipeline runs straight across from Winters in Yolo County to Rancho Seco in southern Sacramento County.

A large earthquake could have a large impact on Winters; however, the number of economic damages will likely vary due to a variety of factors such as magnitude and location of the epicenter. Other than direct economic losses due to an earthquake, indirect economic consequences can occur due to business interruption and loss of utility functions.

New construction has modern seismic codes, engineering research, versus vulnerable older buildings which continue to bear the underlying risk seen in these loss estimates. The City of Winters enforces seismic building codes and design standards to prevent loss of life and property from earthquakes. Continual public education, cooperation with the development community, and individual preparedness are essential to reduce the vulnerability of earthquakes.

Winters General plan contains policies directing land use and issues of geologic and seismic safety. There are policies such as regulating land development to avoid unreasonable exposure to geologic hazards, all development and construction proposals will be reviewed by the City to ensure conformance to applicable building standards, and requiring environmental documents prepared in conjunction with CEQA to address seismic safety issues and providing adequate mitigation measures. There are also implementation measures such as requiring geotechnical analysis for construction in areas with potential geological hazards, relying upon the most current and comprehensive geological hazard mapping in evaluating potential seismic hazards associated with proposed new development, and integrating geologic hazard information into the City Geographical Information System (GIS). These implementation measures protect the public and reduces damage to property from earthquakes and other geologic hazards which would decrease the vulnerability of the effects of earthquakes in Winters. This plan continues to provide capabilities to protect future development from the impacts of earthquakes utilizing deficiencies identified as mitigation actions to increase capabilities to deal with future trends in development, which would also decrease vulnerability to earthquake in Winters.

Any persons living in the earthquake prone areas will be affected by this hazard. New housing developments that may arise due to population increases, would be held to seismic safety standards. This implies that population patterns would not necessarily directly affect the vulnerability or the impacts of earthquakes.

### 5.1.4 LAND SUBSIDENCE

#### Hazard Problem/Description

The main cause of land subsidence in California is groundwater pumping. The effects of subsidence include damage to buildings and infrastructure, increased flood risk in low-lying areas, and lasting damage to groundwater aquifers and aquatic ecosystems.

#### Location/Extent of Hazard

Land subsidence could essentially occur anywhere in Winters. For Winters, lower expansive soils are found closer to Putah Creek on the Southern end of the City while higher expansive soils are found on the Northern and Eastern sides of the City. These areas are closer to agricultural fields where there is a high instance of ground water pumping, a primary care of land subsidence.

#### History of Previous Hazard Occurrences

In 2023, due to the extremely wet winter season, the soil below highway 128 eroded away and caused for the road to be shut down for a few weeks until repairs could be made.

#### Likelihood of Future occurrences

**Highly Likely:** Near 100% change of occurrence in next year or happens every year.

#### Vulnerability Assessment:

#### Vulnerability – Low

#### Impacts

Land subsidence could have numerous impacts on the City of Winters, including the settling of homes and businesses and the shifting of pipelines that run through the City. As identified in Table 4, several community assets are vulnerable to land subsidence. These include people—particularly underserved communities and socially vulnerable populations—who may reside in or adjacent to unstable or moderately unstable areas and could experience disproportionate impacts. Some residential structures and other facilities are also located in or near these areas and may be subject to structural damage or functional disruption. In addition, a limited number of roadway segments could be affected, potentially impacting transportation and emergency access. While no historic or cultural resources are located within unstable or moderately unstable areas, one potentially unstable area overlaps with the Town Forest natural area, which could experience environmental impacts as a result of land subsidence.

#### CLIMATE CHANGE AND LAND SUBSIDENCE

Climate change has the greatest impact on land subsidence through extended periods of severe drought, in which there is more likely greater groundwater pumping and human induced subsidence. In areas where climate change results in less annual precipitation and reduced

surface-water supply, communities will pump more groundwater. In areas dependent on well water, there has been increased demand for groundwater supply due to not only drought conditions but also increased irrigation needs due to agricultural practices and population growth/expansion. Also, an increasing population in California will increase demands on groundwater supply. During periods of drought, water levels may be drawn too low which would increase the risk of land subsidence.

## Climate Change Exposure and Vulnerability Impacts

The areas of Winters most vulnerable to land subsidence are the agricultural lands where groundwater pumping is most prevalent, typically away from creeks and rivers. Sinkholes are not likely to form in the County, however, due to the composition of underlying bedrock that forms the California aquifer system. Cropland is primarily susceptible to land subsidence, where the ground can sink several inches as a heavy pumping of groundwater occurs to replace the missing surface water supply.

Based on the Department of Water Resources (DWR) California Groundwater Update 2020, DWR provided an interactive map with information about land subsidence in California from 2009-2018. The data in the map displayed land elevation changes over varying periods as recorded by a collection of continuous global positioning system stations and is presented for groundwater basins within Yolo County. Vertical displacement estimates are derived from Interferometric Synthetic Aperture Radar (InSAR) data to detect changes in land surface elevation and report in land subsidence. Figure 5 and Figure 5-1 show the vertical ground surface displacement in Yolo County from 2016-2022, based on water year.

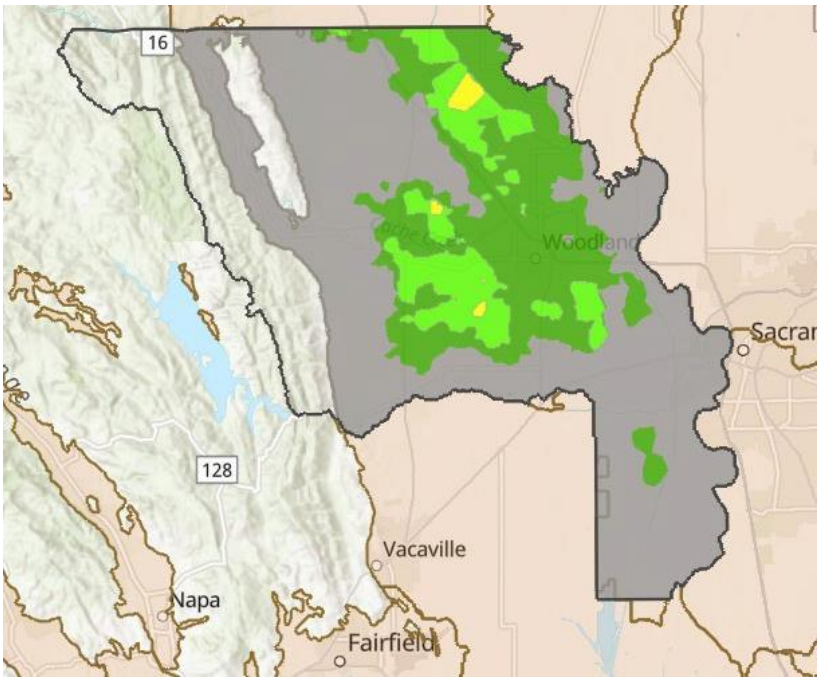


**Figure 5: Vertical Ground Displacement in Yolo, 2016-2022**
Source: DWR California Groundwater Update 2020
Area in Square Miles by Annual Vertical Displacement Rate

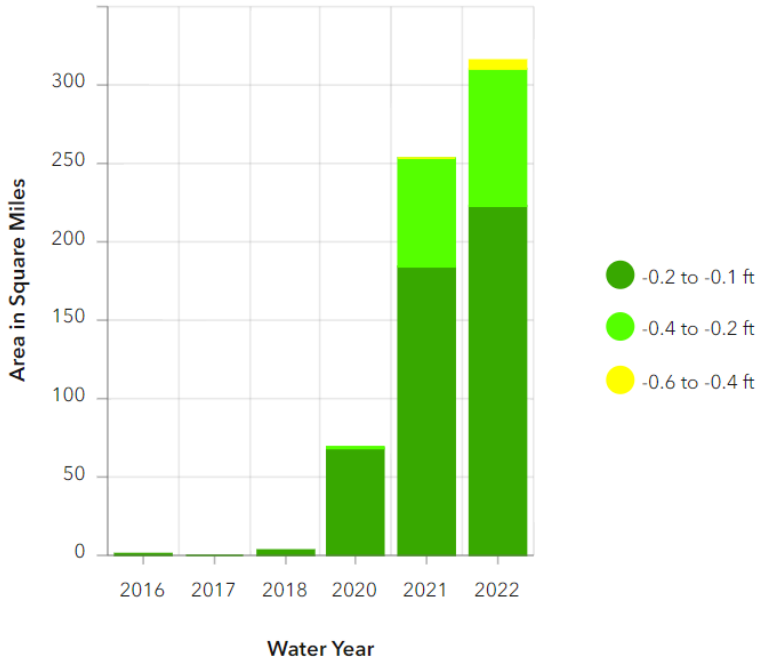



**Figure 5-1: Annual Vertical Displacement Rate, Area in Square Miles**
Source: DWR California Groundwater Update 2020

Population growth may affect the impacts of land subsidence in relation to groundwater pumping and drought conditions. If population growth affects agricultural land use, where the area is more vulnerable to land subsidence, then it will increase the vulnerability to land subsidence. This is difficult to determine given that population growth is predicted to occur more in the Cities of Winters rather than the unincorporated or rural areas. However, the forecasted growth has not been as much as anticipated in the past.

### 5.1.5 WILD FIRE

#### Hazard Problem/Description

Wildfire is a concern, not only for its destructive nature, but also because of the potential for toxic smoke that fires produce. Wildfires can occur as a result of a wide array of system failures (e.g., downed power lines, human action, lightening, or motor vehicle collisions). This is particularly true during the months of July through September when the Winters Fire Protection District has been called to respond to wildfires. The danger is particularly high during a hot day when flames can be fanned by high north winds.

#### Location/Extent of Hazard

Winters is located in the wildland urban interface on the western edge of Yolo County, near the foothills of the Blue Ridge Mountains. The Winters Fire Protection District services this area.

#### History of Previous Hazard Occurrences

Every year from 2017 to 2021, a significant wildfire over 1,000 acres has burned in the foothills and mountains west of Winters.

#### Likelihood of Future occurrences

**Highly Likely:** Near 100% change of occurrence in next year, or happens every year.

#### Vulnerability Assessment:

#### Vulnerability – Medium

#### Impacts

While none of these fires have caused evacuations in the city, the community of Golden Bear Estates outside the city has been issued mandatory evacuations for each fire. Smoke from wildfires around Winters can blanket the city and cause breathing problems for the young and elderly.

#### CLIMATE CHANGE AND WILDFIRE

Warmer temperatures cause early runoff, which leads to longer and drier summer conditions, thus resulting in wildfires of greater frequency and duration. Hotter weather increases the incidence of lightning, which is the primary cause of wildfires in the United States. In addition, the increased prevalence of dry conditions provides greater opportunities for arson, which is another source of wildfire. Wildfire is a potentially significant risk to public health and safety. In addition to direct safety risks, wildfires can lead to immediate and long- term adverse public health problems due to smoke exposure. During wildfires, large populations can be exposed to a complex mixture of pollutant gases and particles, which can have both acute and chronic health effects. Smoke can irritate the eyes, harm the respiratory system, and worsen chronic heart and lung diseases, including asthma. People with existing cardiopulmonary

diseases are generally at the greatest risk from smoke inhalation, with age being a complicating risk factor for the exposed population.

## Climate Change Exposure and Vulnerability Impacts

The mountainous areas of the County are most vulnerable to large wildfire. While these areas are mostly unpopulated the City of Winters is susceptible. Highway infrastructure, power lines, and public use facilities (including campgrounds) along State Routes 128 are vulnerable to wildfire. The primary impacts in these areas would be to outbuildings, campgrounds and day use areas along State Route 128.

The City of Winters is also located close to the WUI. With the right wind conditions, a wildfire could potentially impact residents on the western side of the city and result in damaged or destroyed structures and evacuations. The business district of the city is located well enough away from the WUI that it should not be impacted. The community of Golden Bear Estates, which has been evacuated in three previous wildfires, is located directly in the WUI. A wildfire could burn through this area and result in the loss of homes and property.

Grass fires also have the potential to destroy homes and other structures, as has occurred previously in Winters. Impacts to infrastructure from a wildfire in Winters would consist mainly of damage to power lines. A secondary impact from wildfires is smoke, which could affect breathing of certain at-risk populations throughout the County.

Access and Functional Needs Individuals

During a mass wildfire event, the evacuation of people with disabilities and access and functional needs poses additional requirements with respect to alert and notification, information dissemination, evacuation, emergency transportation, and sheltering requirements.

Many people with disabilities are completely self-sufficient and may be prepared to evacuate an area caused by wildfire. Other potentially at-risk individuals include those with cognitive or emotional disabilities that may impair their ability to make decisions during an emergency and should be transported with their caregivers or other mental health professionals when possible. It is critical that modes of available transportation are identified that can accommodate people with disabilities and other access and functional needs during an evacuation. Transportation that can accommodate people who use wheelchairs, power chairs, service animals, or other mobility equipment aids needs to be made available. Some potential options can be the use of lift- equipped school buses or vans.

Yolo County HHSA maintains a database of registered persons with access and functional needs, as well as a list of facilities where persons with access and functional needs are housed. If needed, law enforcement will work closely with Yolo County HHSA and the

local Winters EOC on the evacuation of persons with access and functional needs during a mass wildfire event.

Wildfire and Power Shortage/PSPS

During periods of wildfire (or during periods of elevated risk due to high temperatures, low humidity, and high winds), PSPS events may be declared in the County. The PG&E PSPS Plan's aim is to reduce accidental fires set by downed or compromised powerlines during elevated wildfire weather conditions by effectively cutting off the power to areas servicing structures in the wildland interface. AFN populations and those who rely on electric power to continue daily home or work operations may find themselves without power for two to seven days after a Red Flag Warning event or in other cases when PG&E determines there is a substantial risk to the community.

In the event of a PSPS, notification measures are in place to support the affected communities due to lack of power, power outage frequency, and duration of the outage. As a result, in the event of spontaneous evacuations, evacuees may need to be directed to shelters, cooling centers, community centers, or any designated public gathering locations. Length of time to re- energization will depend on how large of an area is impacted, and how much damage has occurred to PG&E's electrical infrastructure. Emergency management and local government personnel should be prepared to support the community for extended durations of time. More information and power shortage and failure can be found at the beginning of Section 3.2.3.

Future Trends in Development and Population Patterns

The City of Winters land use, building code, and zoning ordinances regulate urbanization into wildland areas which can alter natural fire regime. In the City's General plans existing City building requirements, such as requiring sprinklers in residential structures, are designed to address fire risks to City and County residents. There are policies in place in which the City and County communicate the risks, requirements, and options available to those who own land and live in wildfire hazard areas. Specific actions in the General Plan would further aid wildfire response and minimize loss of life and property in fires through construction requirements for new buildings, emergency access requirements, and establishment of "defensible space". As the planning area experiences future growth, it is anticipated that the exposure to this hazard will remain as assessed due to these capabilities. As a result of some of the land use requirements and building codes, population patterns would not affect the vulnerability or impact of wildfires to Winters. Even if development moves from urbanized areas to wildland areas due to population growth, the land use development codes would mitigate the vulnerability or impact of wildfires.

### 5.1.5 Information Systems Failure/Cyberterrorism

#### Hazard Problem/Description

For the purposes of this Plan, the City of Winters is considered exposed to the effects of a cyber-terrorism attack. Because it is difficult to predict the target of cyber terrorism, assessing vulnerability to the hazard is also difficult. All populations who directly use a computer or those receiving services from automated systems are vulnerable to cyber terrorism.

#### Location/Extent of Hazard

The entire City of Winters is reliant on computer systems and therefore the extent of this hazard could affect the whole City of Winters. Although all individuals in Winters are vulnerable to an attack, certain types of attacks would impact specific segments of the population.

#### History of Previous Hazard Occurrences

There has been no previous occurrences of Cyberterrorism reported.

#### Likelihood of Future occurrences

**As technology increases and expands, the likelihood of a future occurrence will increase.**

#### Vulnerability Assessment:

#### Vulnerability – High

#### Impacts

If the cyber-attack targeted the power or utility grid, individuals with medical needs would be impacted the greatest. These populations are most vulnerable because many of the life-saving systems they rely on require power. Also, if an attack occurred during months of extreme heat the elderly population (those 65 years of age and older) would be vulnerable to the effects of the lack of climate control. These individuals would require shelter or admission to a hospital. Other populations vulnerable to the secondary effects of cyber terrorism are young children. If a cyber-attack targeted a facility such as the dam, individuals living within the City would be vulnerable to the effects, should the attack successfully cause a critical failure at that facility. While these examples illustrate the vulnerability of specific populations to cyber-attacks, it is important to reiterate that because of the reliance on computerized systems, the entire City of Winters is vulnerable to cyber terrorism.

### 5.1.6 Severe Weather

#### 5.1.6.1 Severe Weather: Extreme Heat

#### Hazard Problem/Description

According to information provided by FEMA, extreme heat is defined as temperatures that hover 10 degrees or more above the average high temperature for the region and last for several weeks. Heat kills by taxing the human body beyond its abilities. In a normal year, about 175 Americans

succumb to the demands of summer heat. In the 40-year period from 1936 through 1975, nearly 20,000 people were killed in the United States by the effects of heat and solar radiation. In the heat wave of 1980, more than 1,250 people died.

Heat disorders generally have to do with a reduction or collapse of the body's ability to shed heat by circulatory changes and sweating or a chemical (salt) imbalance caused by too much sweating. When heat gain exceeds a level at which the body can remove it, or when the body cannot compensate for fluids and salt lost through perspiration, the temperature of the body's inner core begins to rise, and heat-related illness may develop. Elderly persons, small children, chronic invalids, those on certain medications or drugs, and persons with weight and alcohol problems are particularly susceptible to heat reactions.

Extreme heat can also affect agriculture in the City. Power outages are also a concern during extended heat events that occasionally overwhelm the utility companies, leading to temporary outages. Extreme heat conditions can also compound the effects of other hazards, such as drought and wildfire and can contribute to increases in tree mortality.

### Location/Extent of Hazard

Extreme heat events occur on a regional basis. Extreme heat can occur in any location of the City. All portions of the City are at some risk to extreme heat. Extreme heat occurs throughout the City primarily during the summer months. The Western Regional Climate Center (WRCC) maintains data on weather normal and extremes in the western United States.

Heat emergencies are often slower to develop, taking several days of continuous, oppressive heat before a significant or quantifiable impact is seen. Heat waves do not strike victims immediately, but rather their cumulative effects slowly take the lives of vulnerable populations. Heat waves do not generally cause damage or elicit the immediate response of floods, fires, earthquakes, or other more "typical" disaster scenarios. While heat waves are obviously less dramatic, they are potentially deadlier. According to the 2018 California State Hazard Mitigation Plan, the worst single heat wave event in California occurred in Southern California in 1955, when an eight-day heat wave resulted in 946 deaths.

The National Weather Service (NWS) has in place a system or scale to initiate alert procedures (advisories or warnings) when extreme heat is expected to have a significant impact on public safety. The expected severity of the heat determines whether advisories or warnings are issued. The NWS HeatRisk forecast provides a quick view of heat risk potential over the upcoming seven days. The heat risk is portrayed in a numeric (0-4) and color (green/yellow/orange/red/magenta) scale which is similar in approach to the Air Quality Index (AQI) or the UV Index. This can be seen in Table 5.

**Table 5 :National Weather Service HeatRisk Categories**

| Category | Level | Meaning |
|---|---|---|
| Green | **0** | No Elevated Risk |
| Yellow | **1** | Low Risk for those extremely sensitive to heat, especially those without effective cooling and/or adequate hydration |
| Orange | **2** | Moderate Risk for those who are sensitive to heat, especially those without effective cooling and/or adequate hydration |
| Red | **3** | High Risk for much of the population, especially those who are heat sensitive and those without effective cooling and/or adequate hydration |
| Magenta | **4** | Very High Risk for entire population due to long duration heat, with little to no relief overnight |

Source: National Weather Service

The NWS office in Sacramento can issue the following heat-related advisory as conditions warrant.

- **Heat Advisories** are issued during events where the HeatRisk is on the Orange/Red threshold (Orange will not always trigger an advisory)
- **Excessive Heat Watches/Warnings** are issued during events where the HeatRisk is in the Red/Magenta output

## History of Previous Hazard Occurrences

### Disaster Declaration History

There have been no State or Federal disasters related to extreme heat.

### Planning Team Events

Members of the Planning Team recalled the following events:

- August 2020
- September 2020
- May 2021
- June 2021
- July 2021
- August 2021
- September 2021
- June 2022
- September 2022

## Likelihood of Future occurrences

**Highly Likely**—Temperature extremes are likely to continue to occur annually in the City. Temperatures at or above 90°F are common most summer days in the City.

## Vulnerability Assessment:

### Vulnerability—Medium

Extreme heat happens in the City of Winters each year. Extreme heat rarely affects buildings in the City, but does affects the population.

### Impacts from Extreme Heat

Vulnerable populations are at the greatest risk to the effects of extreme heat.

Vulnerable populations to extreme heat include:

- Homeless
- Infants and children under age five
- Elderly (65 and older)
- Individuals with disabilities
- Individuals dependent on medical equipment
- Individuals with impaired mobility

Extreme Heat can contribute to higher daytime temperatures, reduced nighttime cooling, and higher air-pollution levels. These, in turn, contribute to heat-related deaths and heat-related illnesses such as general discomfort, respiratory difficulties, heat cramps, heat exhaustion, and non-fatal heat stroke.

Extreme Heat can also exacerbate the impact of naturally occurring heat waves, which are periods of abnormally hot, and often humid, weather. Sensitive populations are particularly at risk during these events.

- ***Older adults*** are among the most vulnerable to extreme heat events. Many physiological, psychological, and socioeconomic factors contribute to this danger. Older adults are more likely to be in poor health, to be less mobile and more isolated, to be more sensitive to high heat, and to live on reduced incomes.
- ***Young children*** tend to be more susceptible to extreme heat due to their small size and other characteristics. Children's more rapid breathing rates relative to body size, time spent outdoors, and their developing respiratory systems raise their chances of aggravated asthma and other lung diseases caused by ozone air pollution and smog, which usually increases during heat waves.
- ***Populations with low-income*** are at greater risk of heat-related illnesses due to poor housing conditions, including lack of air conditioning and small living spaces, and inadequate resources to find alternative shelter during a heat wave.
- ***People who spend their working hours outdoors*** are more prone to conditions such as heat exhaustion and heat stroke. They have higher exposures to ozone air pollution and heat stress, especially if work tasks involve heavy exertion.
- ***People in poor health***, including people with chronic conditions, disabilities, mobility constraints, and those taking certain medications, are vulnerable to extreme temperatures.

People with diabetes, physical impairments, and cognitive deficits are especially at risk during heat waves.

Excessive heat events, or abrupt and dramatic temperature increases, are particularly dangerous and can result in above-average rates of mortality. From 2004 to 2018 the Centers for Disease Control and Prevention recorded 10,527 heat-related deaths in the United States, an average of 702 per year. These numbers include deaths where heat was the underlying cause and deaths where heat was a contributing cause.

In addition to vulnerable populations, pets and livestock are at risk to extreme heat. Extreme heat dries out vegetation in the City, creating greater risks from grass fires. Further, extreme heat, combined with low humidity and high winds, can cause power disruptions.

All of the City facilities in Table 5 can be impacted by extreme heat due to loss of power.

#### CLIMATE CHANGE AND WILDFIRE

According to the US EPA Climate change and heat interact in important ways. In many areas of the U.S., steadily increasing warming trends are intensifying already higher temperatures in heat island areas. This continued warming is expected to worsen heat islands in the future. As urban population densities increase and natural land areas decrease, heat islands will strengthen. The City is currently analyzing and looking to address and respond to these trends by taking actions to reduce their local heat islands. For example, strategies such as installing cool roofs and increasing tree canopy can lower heat island temperatures and lessen the exposure and sensitivity of City residents to climate change impacts, while also lowering the greenhouse gas emissions that cause climate change.

### Changes in Population

Impacts to identified assets at risk to this hazard and the overall vulnerability of the City may be affected in the future by climate change, changes in population patterns (migration, density, or the makeup of socially vulnerable populations), and changes in land use and development.

Population projections for the City shows an annual growth rate of 1.18%. With respect to population patterns such as those associated with migration, density, or makeup of socially vulnerable populations the data shows that most socially vulnerable populations and disadvantaged communities are concentrated in the central and northern portion of the City.

### Future Development

As the City shifts in demographics, more residents will become senior citizens. The residents of nursing homes and elder care facilities are especially vulnerable to extreme temperature events. It is encouraged that such facilities have emergency plans or backup power to address power failure during times of extreme heat. Low income residents and homeless populations are also vulnerable. Cooling centers for these populations should be utilized when necessary.

## 5.1.6.2 SEVERE WEATHER: EXTREME COLD AND FREEZE

### Hazard/Problem Description

According to the National Weather Service (NWS) and the Western Regional Climate Center (WRCC), extreme cold often accompanies a winter storm or is left in its wake. Prolonged exposure to cold can cause frostbite or hypothermia and can be life-threatening. Infants and the elderly are most susceptible. Pipes may freeze and burst in homes or buildings that are poorly insulated or without heat. Freezing temperatures can cause significant damage to the agricultural industry.

### Location and Extent

Extreme cold and freeze events occur on a regional basis. Extreme cold can occur in any location of the City. All portions of the City are at risk to extreme cold. While there is no scale (i.e. Richter, Enhanced Fujita) to measure the effects of freeze, temperature data for the County from the WRCC indicates that there are 8.3 days that fall below 32°F. Freeze has a slow onset and can generally be predicted in advance for the City. Freeze events can last for hours (in a cold overnight), or for days to weeks at a time.

### History of Previous Hazard Occurrences

#### Disaster Declaration History

The City has had no past federal or state disaster declarations for extreme cold and freeze.

#### Planning Team Events

Members of the Planning Team recalled the following events:

February 2018, December 2022, January 2024, – Temperatures dropped at or below 28 degrees and the City opened up a warming location in partnership with the Yolo County.

### Likelihood of Future Occurrence

**Likely**—Extreme cold and freeze are likely to continue to occur annually in the City. In a typical year, minimum temperatures fall below 32°F on a few days in the City. This equates to a likelihood of future occurrences being considered likely.

## Vulnerability Assessment

### Vulnerability—Medium

Extreme cold and freeze events happen in the City each year. It can impact both populations and structures in the City of Winters.

### Impacts

Extreme cold and freeze events happen in the City each year. Extreme cold often accompanies a winter storm or is left in its wake. Prolonged exposure to cold can cause frostbite or hypothermia and can be life-threatening. Vulnerable populations to cold and freeze include:

- Homeless
- Infants and children under age five
- Elderly (65 and older)

- Individuals with disabilities
- Individuals dependent on medical equipment
- Individuals with impaired mobility

Of significant concern is the impact to populations with special needs such as the elderly, unhoused, and those requiring the use of medical equipment. The residents of nursing homes and elder care facilities are especially vulnerable to extreme temperature events. It is encouraged that such facilities have emergency plans or backup power to address power failure during times of extreme cold and freeze. In addition to vulnerable populations, pets and livestock are at risk to freeze and cold.

Impacts to the City as a result of extreme cold and freeze include damage to infrastructure, utility and power outages, road closures, traffic accidents, and interruption in business and school activities. Pipes may freeze and burst in homes or buildings that are poorly insulated or without heat. Freezing temperatures and ice can cause accidents and road closures and can cause significant damage to the agricultural industry. Extreme cold can affect agricultural products in the City. Freeze damages reduce the values of agricultural crops. Delays in emergency response services can also occur.

All of the City facilities in Table 5 can be impacted by extreme cold and freeze due to loss of power.

### Climate Change and Extreme Cold and Freeze

Overall, climate change is expected to increase average temperatures, so the total number of days with cooler temperatures is expected to drop. However, climate change may increase the number of severe storms affecting the City. These intense storm systems could create severe winter weather conditions and more severe winter weather events in the area.

### Changes in Population

Impacts to identified assets at risk to this hazard and the overall vulnerability of the City may be affected in the future by climate change, changes in population patterns (migration, density, or the makeup of socially vulnerable populations), and changes in land use and development.

Population projections for the City shows an annual growth rate of 1.18%. With respect to population patterns such as those associated with migration, density, or makeup of socially vulnerable populations the data shows that most socially vulnerable populations and disadvantaged communities are concentrated in the central and northern portion of the City.

### Future Development

Future development built to code should be able to withstand extreme cold and freeze. Pipes at risk of freezing should be mitigated be either burying or insulating them from freeze as new

facilities are improved or added. Current City codes provide such provisions for new construction.

### 5.1.6.3 Severe Weather: High Winds

#### Hazard/Problem Description

This section includes a description and location and extent discussion for high winds. High winds, as defined by the NWS glossary, are sustained wind speeds of 40 mph or greater lasting for 1 hour or longer, or winds of 58 mph or greater for any duration. These winds may occur as part of a seasonal climate pattern or in relation to other severe weather events such as thunderstorms.

**Location and Extent**

The entire City of Winters is subject to significant, non-tornadic (straight-line), winds. Each area of the City is at risk to high winds. Magnitude of winds is measured often in speed and damages. These events are often part of a heavy rain and storm event, but can occur outside of storms. The speed of onset of winds can be short, but accurate weather prediction mechanisms often let the public know of upcoming events. Duration of winds in California is often short, ranging from minutes to hours. The Beaufort scale is an empirical measure that relates wind speed to observed conditions at sea or on land. Its full name is the Beaufort wind force scale. Figure 6 shows the Beaufort wind scale.

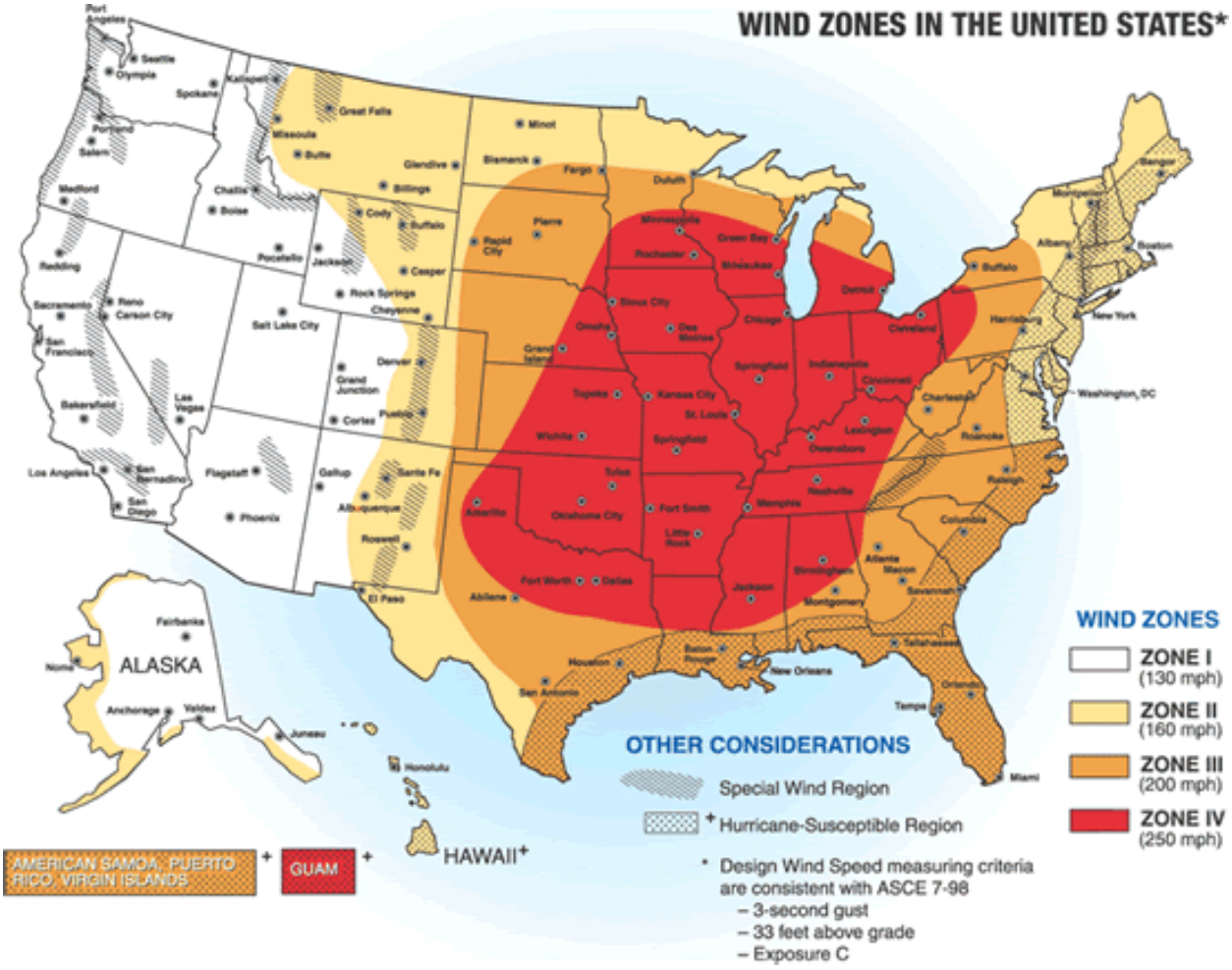
**Figure 6: Beaufort Wind Scale**

| Beaufort Number | Wind Speed (miles/hour) | Wind Speed (km/hour) | Wind Speed (knots) | Description | Wind Effects on Land |
|---|---|---|---|---|---|
| 0 | < 1 | < 1 | < 1 | Calm | Calm. Smoke rises vertically. |
| 1 | 1-3 | 1-5 | 1-3 | Light Air | Wind motion visible in smoke. |
| 2 | 4-7 | 6-11 | 4-6 | Light Breeze | Wind felt on exposed skin. Leaves rustle. |
| 3 | 8-12 | 12-19 | 7-12 | Gentle Breeze | Leaves and smaller twigs in constant motion. |
| 4 | 13-18 | 20-28 | 11-16 | Moderate Breeze | Dust and loose paper are raised. Small branches begin to move. |
| 5 | 19-24 | 29-38 | 17-21 | Fresh Breeze | Small trees begin to sway. |
| 6 | 25-31 | 39-49 | 22-27 | Strong Breeze | Large branches are in motion. Whistling is heard in overhead wires. Umbrella use is difficult. |
| 7 | 32-38 | 50-61 | 28-33 | Near Gale | Whole trees in motion. Some difficulty experienced walking into the wind. |
| 8 | 39-46 | 62-74 | 34-40 | Gale | Twigs and small branches break from trees. Cars veer on road. |
| 9 | 47-54 | 75-88 | 41-47 | Strong Gale | Larger branches break from trees. Light structural damage. |
| 10 | 55-63 | 89-102 | 48-55 | Storm | Trees broken and uprooted. Considerable structural damage. |
| 11 | 64-72 | 103-117 | 56-63 | Violent Storm | Widespread damage to structures and vegetation. |
| 12 | > 73 | > 117 | > 64 | Hurricane | Considerable and widespread damage to structures and vegetation. Violence. |

Source: National Weather Service

Figure 6-1 depicts wind zones for the United States. The map denotes that City of Winters falls into Zone I, which is characterized by high winds of up to 130 mph.

**Figure 6-1: United Stats Wind Zones**




Source: FEMA

## Past Occurrences

### Disaster Declaration History

There have been no past federal or state disaster declarations due to high winds.

### Planning Team Events

The Planning Team for the City noted the following events since 2013:

- 2019 – Damaging winds occurred in the City, multiple trees fell citywide
- 2023 – Damaging winds occurred in the City, causing extreme damage citywide

## Likelihood of Future Occurrence

**Highly Likely** –High winds are a well-documented seasonal occurrence that will continue to occur annually in the City.

## Vulnerability Assessment

### Vulnerability—Medium

The City is subject to potentially destructive straight-line winds. High winds are common throughout the area and can happen during most times of the entire year and outside of a severe storm event. Straight line winds are primarily a public safety and economic concern. Structures, and the citizens of the City are at risk to high winds.

### Impacts

High winds, often accompanying severe storms and thunderstorms, can cause significant property damage, threaten public safety, and have adverse economic impacts from business closures and power loss.

Straight-line winds may also exacerbate existing weather conditions by increasing the effect on temperature and decreasing visibility due to the movement of particulate matters through the air, as in dust and snowstorms. The winds may also exacerbate fire conditions by drying out the ground cover, propelling embers around the region, and increasing fire severity. These winds may push automobiles off roads, damage roofs and structures, and cause secondary damage due to flying debris.

Impacts from straight line winds:

- Increased wildfire risk
- Increased chance of PSPS event
- Windblown weeds
- Downed trees
- Power line impacts and economic losses from power outages
- Occasional building damage, primarily to roofs

City facilities in Table 5 that can be impacted by high winds and damages from trees due to loss of power are noted in the first column.

Particularly vulnerable populations in the City of Winters are the homeless, elderly, low income or non-English speaking populations. Power outages can be life threatening to those dependent on electricity for life support. These populations face isolation and exposure during severe weather high wind events and could suffer more secondary effects of the hazard. Those experiencing homelessness who lack adequate shelter may be directly exposed to high winds, leading to the destruction of temporary shelter, hypothermia or illness from this exposure.

Campers, mobile homes, barns, and sheds and their occupants are particularly vulnerable as windstorm events in the region can be sufficient in magnitude to overturn these lighter structures. Livestock that may be contained in these structures may be injured or killed, causing economic harm to the rancher who owns both the structure and the livestock. Overhead power lines are vulnerable and account for the majority of historical damages. State highways can be vulnerable to high winds and dust storms, where high profile vehicles may be overturned by winds and lowered visibility can lead to multi-car accidents.

### Climate Change and High Winds

Climate change is expected to cause an increase in intense rainfall, which is usually associated with strong storm systems. This means that City could see more intense storms in the coming years and decades. Such an increase may not affect all forms of severe weather and may not always be apparent. While average annual rainfall may increase or decrease slightly, the intensity of individual thunderstorm events is likely to increase during the 21st century. This may bring stronger thunderstorm winds.

Climate change impacts on winds are not well understood. Until recently, scientists had predicted rapid inland warming would weaken one of the primary drivers for Santa Ana winds and reduce their frequency. But a 2021 study found that bouts of hot Santa Ana winds are not declining and could even be increasing (Science 2021).

### Changes in Population

Impacts to identified assets at risk to this hazard and the overall vulnerability of the City may be affected in the future by climate change, changes in population patterns (migration, density, or the makeup of socially vulnerable populations), and changes in land use and development.

Population projections for the City shows an annual growth rate of 1.18%. With respect to population patterns such as those associated with migration, density, or makeup of socially vulnerable populations the data shows that most socially vulnerable populations and disadvantaged communities are concentrated in the central and northern portion of the City.

### Future Development

Future development projects should consider windstorm hazards at the planning, engineering and architectural design stage with the goal of reducing vulnerability. Utilities at risk to high winds should be undergrounded as new facilities are improved or added. Development trends in the City are not expected to increase vulnerability to this hazard.

## 5.2 Vulnerability Assessment

The vulnerability assessment analyzes the population, property, and other assets to risk to natural hazards. This section lists The City of Winters assets to risk to natural hazards, including critical facilities and infrastructure; historic, cultural, and natural resources; and economic assets. It discusses the impacts that occurred in past events and vulnerability to specific hazards ranked of medium to high significance.

### 5.2.1 Asset Inventory

The table that follows lists the critical facilities and other community assets identified by representatives from The City of Winters as important to protect in the event of a disaster.

**Table 5: The City of Winters - Critical Facilities and other Community Assets**

| Facility | Replacement Value | Occupancy/Capacity |
|---|---|---|

| | | |
|---|---|---|
| City hall | 2,537,750 | <50 |
| City hall | 513,541 | <50 |
| Corporation yard | 998,696 | < 50 |
| Corporation yard | 462,827 | <50 |
| Community center | 2,030,336 | TBD |
| Daycare center | 422,315 | TBD |
| Sewage treatment plant - lab/utility bldg. | 728,150 | TBD |
| Winters city park - equipment bldg. | 34,070 | TBD |
| City park - PIO | 1,542,418 | TBD |
| Well #4 (dry creek) | 184,784 | 0 |
| Well #5 | 208,375 | 0 |
| El Rio villa pump station | 255,045 | 0 |
| Wastewater treatment - equipment bldg. | 2,383,875 | TBD |
| Wastewater treatment facility | 177,370 | TBD |
| Valley oak park/well #4 | 237,363 | 0 |
| Valley oak park - PIO | 107,500 | TBD |
| Well #6 | 883,266 | 0 |
| Blue oak park | 182,750 | TBD |
| Walnut sewer pump station | 25,448 | 0 |
| Sewer pump station | 33,559 | 0 |
| Well #2 | 207,627 | 0 |
| East St. Lift station - PIO | 49,355 | 0 |
| Bobbie greenwood swim center | 2,685,581 | TBD |
| Rotary park restrooms | 128,024 | TBD |

### 5.2.2 Estimating Potential Losses

Table 6 shows the City of Winters total exposure to hazards in terms of population and the number and values of structures. The City of Winter's insurance pool data was used to calculate the improved value of parcels.

These assets are affected by the listed hazards in their own unique ways.

**Table 6: Assets and Impacts Associated with Hazards**

| Assets | Impacts Associated with Wildfires |
|---|---|
| People (including underserved communities and socially vulnerable populations) | • Populations with severe asthma may be adversely impacted by wildfires in the vicinity.<br>• Older residents are found in the higher wildfire probability areas. Evacuating and recovering from a wildfire may be difficult for them. |
| Structures (including facilities, lifelines, and critical infrastructure) | • Some residential structures are found in the higher probability burn areas. Structures without defensible zones are more susceptible to wildfires and brush fires. |

| | |
|---|---|
| Systems (including networks and capabilities) | • Wildfires often cause roads to be closed requiring detours. |
| Natural, historic, and cultural resources | • Wildfires may adversely impact forested and other vegetated areas of Reading. |

| **Assets** | **Impacts Associated with Earthquakes** |
|---|---|
| People (including underserved communities and socially vulnerable populations) | • Vulnerable populations located in unreinforced masonry structures may sustain injuries.<br>• Elderly population falls during event. |
| Structures (including facilities, lifelines, and critical infrastructure) | • Unreinforced masonry and utility lifelines impacted. |
| Systems (including networks and capabilities) | • Utility systems impacted. |
| Natural, historic, and cultural resources | • Historical buildings constructed out of unreinforced masonry are susceptible and may be impacted. |
| Activities that have value to the community | • None apparent or projected. |

| **Assets** | **Impacts Associated with Land subsidence** |
|---|---|
| People (including underserved communities and socially vulnerable populations) | • Vulnerable populations residing in or adjacent to unstable and moderately unstable areas and could be impacted. |
| Structures (including facilities, lifelines, and critical infrastructure) | • Some residential structures reside in or adjacent to unstable and moderately unstable areas and could be impacted. |
| Systems (including networks and capabilities) | • Few roads may be impacted. |
| Natural, historic, and cultural resources | • No historical properties reside in the unstable or moderately unstable areas.<br>• One of the potentially unstable areas is in the Town Forest natural area. |

| Assets | Impacts Associated with Drought |
|---|---|
| People (including underserved communities and socially vulnerable populations) | • Vulnerable communities may have difficulty accessing potable water during an emergency drought event. If the water levels are at emergency levels, having a plan to get vulnerable people water should be considered. If rates are increased to lower water demand during a drought, this may also adversely impact underserved and vulnerable communities. |
| Structures (including facilities, lifelines, and critical infrastructure) | • Water supply infrastructure may need to be shut down and water quality may become substandard. Businesses, including golf courses, requiring water for daily operations may have their operations limited due to water restrictions. |
| Systems (including networks and capabilities) | • Outdoor water use restrictions and other water conservation measures during periods of extreme drought can be challenging to enforce, even when mandated through local declaration. |
| Natural, historic, and cultural resources | • Younger trees and dwarf tree varieties may be adversely impacted since they have a smaller root system. |
| Activities that have value to the community | • Water-based activities may be impacted. |

| Assets | Impacts Associated with a Dam Failure |
|---|---|
| People (including underserved communities and socially vulnerable populations) | • The entire community will be under four feet of water in four minutes severely damaging and threatening lives. |
| Structures (including facilities, lifelines, and critical infrastructure) | • The entire community will be under four feet of water in four minutes severely damaging buildings and rendering them useless for use. |
| Systems (including networks and capabilities) | • The entire community will be under four feet of water in four minutes severely damaging buildings and rendering them useless for use. |

**Table 7: Winters 100-Year Flood Loss Estimates (FY2022-2023)**

| Jurisdiction | Parcel Count | Structure Value | Est. Contents Value | Total Value | Loss Estimate* |
|---|---|---|---|---|---|
| **Winters** | 2,688 | $719,094,868 | $15,548,961 | $734,643,829 | $9,113,915 |

Source: Yolo County Assessor's Office

***Loss Estimate:** this is the most recent loss estimates obtained at the time of the 2023 HMP Update
**Parcel Count:** this is the number of secured parcels of land. This excludes portions/land areas that are State assessed
**Structure value:** this is improvement value. The figure reported represents the total of the improvement value on the secured and unsecured tax rolls.
**Estimated Content value:** This is taxable personal property that is located on the property (typically businesses). This reported figure *does not* report business inventory. This reported figure *does not* report content in residences.
**Total value:** the sum of the Structure and Estimated Content value.

## 5.3 PARTICIPATION IN THE NATIONAL FLOOD INSURANCE PROGRAM

Despite the construction of massive and relatively effective flood control projects, California remains vulnerable to flooding. A rise in population and development contribute to increased flood risk throughout the state. Yolo County (including all special districts) and the cities of Davis, Winters, West Sacramento and Woodland participate in the program. Yolo County has 434 square miles, 256,571 acres and 5,423 individual parcels of floodplain defined by the Federal Emergency Management Agency (FEMA) and the County of Yolo. The regulated floodplain areas are subject to flooding during severe storms. The Yolo County Flood Insurance Rate Maps (FIRM) was first published in 1980 and has been revised over time, mapping Special Flood Hazard Areas (SFHA). Yolo County also has an adopted comprehensive Floodplain Management Program. The jurisdictions participation in the National Flood Insurance Program (NFIP) is shown in the table below.

To address participation and continued compliance with the NFIP, the participating jurisdictions will continue to enforce and adopt floodplain management requirements, regulate new construction in special flood hazard areas, update maps for better identification of floodplains, and maintain floodplain management programs and activities. The City of Winters implements and enforces its local floodplain management ordinance through the Building Department to regulate development within flood hazard areas. The Public Works Director of Operations and Maintenance is designated to administer the program, address the commitments of the NFIP, and serve as the point of contact for the City of Winters. Any substantially damaged structures that must be rebuilt or expanded will be required to meet current codes and standards in accordance with the City Floodplain Ordinance and will undergo the City permitting and review process. Plans submitted for these projects will be reviewed for compliance, as appropriate, and compliance requirements shall be documented on the plans prior to building permit approval.

**Table 8: Yolo County Communities Participating in the National Flood Insurance Program**

| CID# | Community Name | FHBM Identified | FIRM Identified | Current Effective Map Date | Reg-Emer Date | Tribal |
|---|---|---|---|---|---|---|
| 060424 | City of Davis | 11/08/77 | 11/15/79 | 06/18/10 | 11/15/79 | No |
| 060728 | City of West Sacramento | - | 03/05/90 | 01/19/95 | 03/13/90 | No |
| 060425 | City of Winters | 01/23/74 | 12/01/78 | 06/18/10 | 12/01/78 | No |

| | | | | | | |
|---|---|---|---|---|---|---|
| 060426 | City of Woodland | 02/01/74 | 10/16/79 | 05/16/12 | 10/16/70 | No |
| 060423 | Yolo County | 10/18/77 | 12/16/80 | 05/16/12 | 12/16/80 | No |

Source: Data obtained from FEMA Community Status Book Report: fema.gov/cis/CA.html

Contained in the table below is the NFIP policy and claims statistics for Yolo County as of March 2013. The NFIP claims statistics are historical back to 1982/1983 when NFIP started collecting this data.

**Table 9: Yolo County NFIP Claims Statistics, March 2013**

| Community | Total Premium | Current Policies | Total Coverage | Flood Losses | Dollars Paid Historical |
|---|---|---|---|---|---|
| Davis | $234,692 | 304 | $94,104 | 11 | $189,021 |
| West Sacramento | $1,125,568 | 2,117 | $678,840 | 35 | $28,179 |
| Winters | $27,315 | 26 | $7,891 | 5 | $8,844 |
| Woodland | $1,412,284 | 1,233 | $346,208 | 5 | $67,520 |
| Unincorporated Areas | $966,689 | 1,112 | $273,037 | 194 | $2,275,154 |
| **Totals** | **$3,766,548** | **4,792** | **$1,400,080** | **250** | **$2,568,718** |

**City of Winters**

The City of Winters participates in the NFIP. The intent of the program is to reduce future flood losses through local floodplain management and to provide protection for property owners against potential losses through flood insurance. As part of the agreement for making flood insurance available in the community, the NFIP required the City of Winters to adopt a floodplain management ordinance containing certain minimum requirements intended to reduce future flood losses.

On March 1, 1994, the City Council of the City of Winters adopted Ordinance 94-04, which included floodplain management regulations. Specifically, the purpose of the ordinance was to promote public health, safety, and general welfare, and to minimize public and private losses to flood conditions in specific areas of the City.

On September 28, 2009, Winters city staff met with a representative from FEMA for a "Community Assistance Visit." The purpose of the meeting was to provide City staff with the most current information on the NFIP, give staff an opportunity to discuss concerns regarding floodplain management, and assess the City's enforcement of the local floodplain management ordinance that was adopted to meet the requirements of the NFIP.

FEMA visit resulted in the determination that it was necessary to amend the City's Flood Damage Protection chapter of the municipal code to reflect changes to the NFIP and to clarify some of the requirements. To bring the City into compliance with the NFIP the City Council of

the City of Winters adopted Ordinance 2010-03 on March 31, 2010 amending Chapter 15.64 of the Winters Municipal Code regarding flood damage protection.

## 5.4 Repetitive Loss and Severe Repetitive Loss Properties

Table 10 shows the Repetitive Loss (RL) and Severe Repetitive Loss (SRL) Properties in Yolo County including the cities as of 2023. There are a total of **34** properties and of these properties countywide, all are residential. Yolo County participates in the Community Rating System and currently holds a Class 8 rating.

**Table 10: Repetitive and Severe Repetitive Loss Properties in Yolo County**

| Yolo County RL and SRL Property Information* | | | | |
|---|---|---|---|---|
| Jurisdiction | Number of RLP's | RLP Total Payouts | Number of SRL's | SRL Total Payouts |
| Yolo County** | 34 | $1,432,329.80 | 0 | $0 |
| City of Davis | 3 | $80,350.20 | 0 | $0 |
| City of West Sac | 1 | $3,758.64 | 0 | $0 |
| City of Winters | 0 | $0 | 0 | $0 |
| City of Woodland | 0 | $0 | 2 | $219,546.40 |

*Source: Yolo County Community Services Office*

*most current information as of March 2023
** includes unincorporated Areas

# SECTION 6.0 MITIGATION STRATEGY

## 6.1 CAPABILITY ASSESSMENT

Capabilities are the programs and polices currently in use to reduce hazard impacts or that could be used to implement hazard mitigation activities. The capability assessment is divided into five sections: regulatory, administrative and technical, fiscal, outreach and partnerships, and other mitigation efforts.

**Table 11: Capability Assessment Components**

| Components | Description |
|---|---|
| Planning and Regulatory Capabilities | Local plans, policies, codes, and ordinances that are relevant to reducing the potential impacts of hazards. |
| Administrative and Technical Capabilities | Local human resources and their skills/tools that can be used to support mitigation activities. |
| Financial Capabilities | Fiscal resources the community has access to for helping to fund hazard mitigation projects. |
| Education and Outreach Capabilities | Local programs and methods already in place that can be used to support mitigation activities. |
| NFIP Participation and Compliance | Summary of information relevant to the community's participation in the NFIP and continued compliance with NFIP requirements. |

### 6.1.1 REGULATORY CAPABILITY

The legal and regulatory capabilities of each jurisdiction are shown in the table below, which presents the existing ordinances and codes that affect the physical or built environment of each jurisdiction. Examples of legal and/or regulatory capabilities can include: a jurisdiction's building codes, zoning ordinances, subdivision ordinances, special purpose ordinances, growth management ordinances, site plan review, general plans, capital improvement plans, economic development plans, emergency response plans, and real estate disclosure plans.

**Table 12: City of Winters Regulatory and Planning Capabilities**

| Plans | Y/N Year | Does the plan/program address hazards? Does the plan identify projects to include in the mitigation strategy? Can the plan be used to implement mitigation actions? |
|---|---|---|
| General Plan | Y | Plan addresses hazards and identifies projects and mitigation actions for them. |
| Capital Improvements Plan | Y | |
| Economic Development Plan | Y | The Planning and Environmental Review Division maintains the General Plan which has an Economic Development Element, but many of the items identified within the Element are the responsibility of the Office of Economic Development & Marketing. The Element does not address hazards. |
| Local Emergency Operations Plan | Y 2018 | City Emergency Operations. This plan contains numerous annexes for hazards, support and function. |
| Continuity of Operations Plan | Y | Continuity of Government Operations is noted in the City EOP. |
| Stormwater Management Plan/Program | Y | |
| Engineering Studies | Y | |
| Community Wildfire Protection Plan | N | |
| Other special plans (e.g., brownfields redevelopment, disaster recovery, coastal zone management, climate change adaptation) | Y | Yolo County Climate Action and Adaptation Plan<br><br>This LHMP will be the 3rd LHMP annex to the Yolo County plan since 2013. |
| **Building Code, Permitting, and Inspections** | **Y/N** | **Are codes adequately enforced?** |
| Building Code | Y | Yes |
| Building Code Effectiveness Grading Schedule (BCEGS) Score | Y | |
| Site plan review requirements | Y | |
| **Land Use Planning and Ordinances** | | |
| Zoning ordinance | Y | |
| Subdivision ordinance | Y | |
| Floodplain ordinance | Y | |
| Natural hazard specific ordinance (stormwater) | Y | |

| Plans | Y/N Year | Does the plan/program address hazards? Does the plan identify projects to include in the mitigation strategy? Can the plan be used to implement mitigation actions? |
|---|---|---|
| Flood insurance rate maps | Y | |
| Acquisition of land for open space and public recreation uses | Y | Land acquisition is on-going for purposes of flood control, species conservation, open space preservation and recreation. |
| Erosion or sediment control program | Y | |
| Other | Y | |
| **How can these capabilities be expanded and improved to reduce risk?** | | |
| Begin new General Plan Update. Other areas identified for improvement include: updating the City GIS layers; keeping the Ordinances and Codes updated; Conduct cross-training between City Departments related to hazard mitigation; Encourage others to become certified floodplain managers – a certificate from the Association of State Floodplain Managers. | | |

Source: Steering Committee

**Yolo County General Plan**

The 2030 Countywide General Plan establishes County policy regarding planned land uses and infrastructure within the unincorporated areas of Yolo County. The 2030 General Plan was adopted by the Board of Supervisors on November 10, 2009 and has been amended several times since.

**Yolo County EOP 2017**

The Emergency Operations Plan addresses the planned response to emergency situations associated with natural disasters, technological incidents, human caused events and national security emergencies in or affecting Yolo County. The plan establishes the emergency management organization required to mitigate any significant emergency or disaster affecting Yolo County; identifies the policies, responsibilities, and procedures required to protect the health and safety of communities, public and private property, and the environmental effects of natural, human caused and technological emergencies and disasters; and establishes the operational concepts and policies for disaster response and recovery. This plan will be revised and updated in 2018 to meet local, state and federal needs.

**Yolo County Delta, Flood Protection & Infrastructure Projects Plan**

A prioritized list of short-term, medium, and long-term projects for the improvement of infrastructure and flood protection within the Yolo County Delta. This is a 20-year plan for the County. The list includes: project description, estimated funding amount, proposed funding source, and the region the project is located.

**2011 Flood Management Workplan**

A list of current lead agencies, cost, and statuses of both physical and legislative level projects

currently being worked on to improve floodplain management in Yolo County.

**Yolo County Habitat Conservation Plan/Natural Community Conservation Plan**
A plan inclusive of biological goals, geographic area, plan duration, species to be addressed, and actions to be permitted to protect the natural resources of Yolo County.

**Emergency Management/Preparedness Program**
The Office of Emergency Services (OES), a program within the County Administrator's Office, is responsible for coordinating the planning for, response to, and recovery from all-hazards that may impact Yolo County. These duties include:

- Identification and assessment of potential hazards and threats
- Development, implementation, and maintenance of appropriate contingency plans
- Development and presentation of community and interagency preparedness programs
- Coordination of interagency emergency management for the Yolo Operational Area
- Maintenance and management of the county Emergency Operations Center (EOC) in support of emergency response operations

Other plans and ordinances such as the Fire Management Plan, the Central Valley Food Protection Plan, the Regional Flood Management Plan, the Emergency Services, Fire Prevention, Flood Management and other important ordinances to the County as documented in the **Regulatory and Planning Capabilities** table are located on Yolo County's website at www.yolocounty.org.

### 6.1.2 ADMINISTRATIVE AND TECHNICAL CAPABILITY

The **Administrative and Technical Capability** table identifies the county personnel responsible for activities related to mitigation and loss prevention in the City of Winters. Many positions are full-time and/or filled by the same person. A summary of technical resources follows.

**Table 13: City of Winters Administrative/Technical Capabilities**

| Administration | Y/N | Describe capability<br>Is coordination effective? |
|---|---|---|
| Planning Commission | Y | |
| Mitigation Planning Committee | Y | Every five years hazards are reviewed by committee of officials from Countywide/Citywide departments including Planning, Stormwater, Transportation and more. Mitigation is planned and recorded. |
| Maintenance programs to reduce risk (e.g., tree trimming, clearing drainage systems) | Y | Drainages throughout the City are cleared during routine maintenance, and inspected and cleared immediately before storms. |
| Mutual aid agreements | Y | Multiple mutual aid agreements between city, county and state and local entities. |
| Other | | Evacuation Plan, Flood Response Annex, Flood Inundation Tool (ESRI) |

| Administration | Y/N | Describe capability<br>Is coordination effective? |
|---|---|---|
| **Staff** | **Y/N<br>FT/PT** | **Is staffing adequate to enforce regulations?<br>Is staff trained on hazards and mitigation?<br>Is coordination between agencies and staff effective?** |
| Chief Building Official | Y<br>FT | Community Development; Building Official; Public Works |
| Floodplain Administrator | Y<br>FT | |
| Chief of Emergency Services | Y<br>FT | The Office of Emergency Services shall be headed by the Fire Chief by the position of which is designated as the Deputy Director of Emergency Services. There are two staff assigned to the office. |
| Community Planner | Y<br>FT | |
| Civil Engineer | Y<br>FT | |
| GIS Coordinator | Y<br>FT | |
| Other | Y | The City is well equipped with professional staff from numerous departments all playing a role, to different degrees, in natural hazard mitigation. |
| **Technical** | **Y/N** | **Describe capability<br>Has capability been used to assess/mitigate risk in the past?** |
| Emergency Alert System: Yolo-Alert | Y | Yolo County has a subscription based alerting system. Wireless Emergency Alert (WEA) messages may be disseminated with this system. This system is used regularly for alerting, evacuation and other needs. The Office of Emergency Services is the primary Alert Originator for Yolo County. The County currently uses the Everbridge system in which the City is a participant. The City has the ability to launch their own messages on the Countywide system. |
| Hazard data and information | Y | Documented through this LHMP, and the City's EOP and annexes. Also as on file with County OES. |
| Grant writing | Y<br>FT | |
| Hazus analysis | N | Hazus runs are not an inhouse capability. |
| Other | N | |

| Administration | Y/N | Describe capability<br>Is coordination effective? |
|---|---|---|
| **How can these capabilities be expanded and improved to reduce risk?** | | |
| Both the Climate Action plan and Environmental Justice Element of the General Plan call for enhanced communication plans to target the County's diverse and sometimes disenfranchised communities. Emergency communication and coordination could be enhanced by culturally competent and pre-established interpreters and translators who are already trained and imbedded with our communities and who will be received as trusted spokespeople.<br>Other areas identified for improvement include: Conducting emergency management exercises, Providing incident management training, Educate staff on the value and mindset of pre-disaster mitigation; Conduct evacuation planning, Continue planning for better public outreach and disaster warning systems; train and educate newer staff. | | |

Source: Steering Committee

### 6.1.3 FISCAL CAPABILITY

The **Fiscal Capability** table shows specific financial and budgetary tools available to the jurisdictions such as community development block grants; capital improvements project funding; authority to levy taxes for specific purposes; fees for water, sewer, gas, or electric services; impact fees for homebuyers or developers for new development; ability to incur debt through general obligations bonds; and withholding spending in hazard-prone areas.

**Table 14: City of Winters Fiscal Mitigation Capabilities**

| Funding Resource | Access/ Eligibility (Y/N) | Has the funding resource been used in past and for what type of activities? Could the resource be used to fund future mitigation actions? |
|---|---|---|
| Capital improvements project funding | Y | |
| Authority to levy taxes for specific purposes | Y | Subject to voter approval |
| Fees for water, sewer, gas, or electric services | Y | |
| Impact fees for new development | Y | |
| Storm water utility fee | Y | |
| Incur debt through general obligation bonds and/or special tax bonds | Y | Subject to voter approval |
| Incur debt through private activities | Y | Subject to voter approval |
| Community Development Block Grant | Y | Subject to grant from State |
| Other federal funding programs | Y | FEMA mitigation grants have been used to mitigate flood risk through home elevations and acquisitions. These programs have been successful and will be applied in the future when available. |
| State funding programs | Y | Cal DWR, Cal OES, Federal Funds |
| Other | | |

| Funding Resource | Access/ Eligibility (Y/N) | Has the funding resource been used in past and for what type of activities? Could the resource be used to fund future mitigation actions? |
|---|---|---|
| **How can these capabilities be expanded and improved to reduce risk?** | | |
| Other areas for improvement include: Update and maintain fee plans; Seek state grants such as Cal DWR, CalOES grant funding opportunities, and federal grant sources like BRIC, HMGP, FMA, PDM; create mitigation related local funding districts; cooperate in the multi-agency Silver Jackets program. | | |

Source: Steering Committee

### 6.1.4 COMMUNITY OUTREACH AND PARTNERSHIPS

Yolo County also participates in the 2-1-1 Community Information program – *2-1-1 Yolo*. This is an online community information database that is available to Yolo County citizens and agencies, and provides a vast amount of information on topics that support and enhance the quality of life. The *2-1-1 Yolo* program can also be used as a referral service during periods of emergency, as well as a supplemental conduit for the release of disaster preparedness information and assistance to impacted communities.

The Yolo County Comprehensive Economic Development Strategy Committee meets regularly and works with the cities, county, state, utilities, existing businesses, financial institutions, and other interested parties to ensure that economic development programs are meeting community goals. The committee works to create job opportunities and to increase the bottom line for businesses through development and retention assistance. The committee could be an important partner in outreach efforts to educate businesses about mitigation and emergency preparedness and in economic recovery planning.

### 6.1.5 INCORPORATION INTO OTHER PLANNING MECHANISMS

As a demonstration of progress in local hazard mitigation efforts, 44 CFR 201.6(c)(4)(ii) requires plan updates to describe completed steps to incorporate the hazard mitigation plan into other planning mechanisms as appropriate.

The mitigation actions recommended in this plan will be incorporated into existing planning mechanisms and programs, such as comprehensive land-use planning processes, capital improvement planning, building code enforcement and implementation. Utilizing the local capability assessment identified in Section 6.1, and Sections 6.1.1-6.1.3 expanding capabilities, there will be biannual review of the HMP and discussions on how the actions identified can be incorporated into yearly budget planning to expand upon existing capabilities in the City of Winters. At the annual budget meetings, the Yolo County Office of Emergency Services Chief or Emergency Services Coordinator will lead a discussion around recommended/potential mitigation projects, from the Steering Committee, that could be incorporated into capital improvement projects or if funds become available, projects that the County would like to

pursue. The Steering Committee will be coordinating with planning partners, responsible agencies and organizations identified with mitigation actions. As a planning partner, the City of Winters, will monitor and evaluate the progress made on the implementation of mitigation actions, as well as provide a report of how we are integrating HMP information into our planning mechanisms. This will be done annually and incorporated into the annual progress report produced by Yolo County. The Office of Emergency Services will also collaborate with the County Department of Community Services director, at a minimum annually or when land use development plans updates are discussed, to discuss updated HMP information to incorporate into land use development plan updates. There will also be discussions with the Department of Community Services Director and Chief Building Official about building code enforcement, implementation, and NFIP/CRS criteria that can be improved based on HMP information. The 2023 HMP hazards and vulnerabilities discussion also feeds into specific hazard annexes. Following adoption of the 2023 HMP, the specific hazard annexes will also be reviewed and updated.

Each participating jurisdiction will describe their process for integrating information from the HMP into their planning mechanisms in their individual jurisdictional annexes. At a minimum, HMP information will need to be incorporated into the City's Emergency Operations Plan, General Plan, City Land Use and Development Plans, Annual Budgets, and Capital Improvement Plans. The Steering Committee will continue to provide oversight and accountability to ensure HMP information is incorporated into jurisdictional planning mechanisms through the annual progress report surveys.

Regarding hazard mitigation capabilities, in the perfect world, the following would be done for each of the identified hazards:

Wildland - Additional partnerships with local fire safe councils and private groups to help identify mitigation projects and other risk reduction projects. We would incorporate a robust weed abatement program and work to attain additional staff for GIS to map vegetation management areas.

Earthquake – The need to fortify non-compliant buildings would be the major project. This would include the historic downtown and all critical infrastructure. In addition, the need for additional funding would be requested to accomplish this.

Landslide & Subsidence – The need to acquire additional GIS staff to identify these areas and plot them. Additionally, studies of these areas of the soil to understand the likelihood of issues occurring and what impact they would have to the community.

Flooding - There is a need for studies of water flows and storm water drainage within the community. A flow study and capacity assessment for water flows for GIS and future planning is needed. In addition, infrastructure in some areas of the community lacks the capacity to flow an adequate amount of water without backing up into residential areas.

The information on hazard, risk, vulnerability, and mitigation contained in this plan is based on the best science and technology available at the time this update was prepared. The general plans of the city planning partners are integral parts of this plan. Through adoption of general plans and zoning ordinances, have planned for the impact of natural hazards. The hazard mitigation plan update provided the County and the cities with an opportunity to review policies contained within these planning mechanisms. The planning used their general plans and the hazard mitigation plan as complementary documents that worked together to achieve the goal of reducing risk exposure to the community members of Winters. An update to a general plan may trigger an update to the hazard mitigation plan. All municipal planning partners support the creation of a linkage between the hazard mitigation plan and their individual general plans by identifying a mitigation action as such and giving that action a high priority. Other planning processes and programs to be coordinated with the recommendations of the hazard mitigation plan may include the following:

- City of Winters General Plan
- Emergency response plans
- Yolo County Climate Action and Adaptation Plan
- Training and exercise of emergency response plans
- Debris management plans
- Recovery plans
- Capital improvement programs
- Municipal codes
- Community design guidelines
- Water-efficient landscape design guidelines
- Stormwater management programs
- Water system vulnerability assessments
- Community wildfire protection plans
- Comprehensive flood hazard management plans
- Resiliency plans
- Community Development Block Grant Disaster Recovery action plans
- Public information/education plans.

Some action items do not need to be implemented through regulation. Instead, they can be implemented through the creation of new educational programs, continued interagency coordination, or improved public participation. As information becomes available from other planning mechanisms that can enhance this plan, that information will be incorporated via the update process. The following plans and programs currently integrate components of the hazard mitigation strategy:

- Winters Emergency Operations Plan – The Emergency Operations Plan addresses the City's responsibilities in emergencies associated with natural disasters, human-caused emergencies and technological incidents. It provides a framework for coordination of response and recovery efforts within the County and with local, state, and federal agencies. The plan establishes an emergency organization to direct and control operations during a period of emergency by assigning responsibilities to specific personnel. Information from the hazard mitigation plan is incorporated as appropriate. Once the 2023 HMP Update is adopted, the City of Winters EOP will be updated based on the hazards, vulnerabilities identified. The Winters EOP will then go through a review and approval process and final adoption.
- Care and Shelter for People with Access and Functional needs – The County addresses the needs of individuals with disabilities and the elderly during an emergency or disaster situation, and provides safe, sanitary, secure shelter and care for all residents, including those with access and functional needs. An Access and Functional needs workgroup will be formed to examine current plans, vulnerabilities identified through the 2023 HMP update, and how to update existing plans to incorporate the needs of access and functional needs individuals.

This list of plans may continue to grow as new stakeholders and partners continue to get added to the HMP planning process. When additional plans integrate information from the 2023 HMP update, the process of integrating information into those additional plans will be further described in the next HMP update in 2028. With each HMP update, the Steering Committee strives to involve more participants and utilizes the HMP update as an opportunity to bring awareness to hazard mitigation, through education and awareness, and plan integration. When there are mitigation success stories either through mitigation projects or plan integration, information will be captured in annual reports and in the next HMP update.

## 6.2 Future Development Trends

The City of Winters is largely built out. While there are a few smaller vacant residential, commercial, and industrial properties in Winters, there are two significant vacant properties to be developed. The first vacant parcel is 62 acres and is going through the land use entitlement process with the City as the Farmstead Subdivision Project. The project is proposing to subdivide an existing 62-acre parcel into 183 residential lots, one 5.7-acre medium density residential parcel, one 4.2-acre high density residential parcel, two commercial parcels totaling 6.7 acres, and a 4-acre park. The 5.7-acre medium density residential parcel would allow a maximum density of 57 units and the 4.2-acre high density residential parcel would allow a maximum density of 84 units, which is in addition to the proposed 183 single-family residential lots. However, no further subdivision or development are proposed on those parcels as part of the Farmstead Subdivision Project. The second vacant parcel is 183 acres and representatives of the property owner have engaged in discussions with the City about developing the parcel in the future. Currently, the property contains approximately 86 acres of residential zoning, which would allow for a maximum density of 813 units, 37 acres of public/quasi-public zoning, 15 acres of parks and recreational zoning, 42 acres of open space zoning, and 3 acres of commercial zoning. However, it should be noted that no development project or planning application has been submitted to the City at this time.

The City of Winters has not seen any significant changes in development that have occurred in hazard prone areas since the last plan update. This is primarily due to the City's planning and regulatory framework that has a long history of conserving and protecting natural resources and environmentally sensitive areas while at the same time promoting smart, sustainable development. This is evidenced by the lands throughout the community, coupled with the City's routine efforts in collaborating with private developers to consider incorporating resiliency features into approved developments, such as making improvements for handling surface water runoff through onsite stormwater management.

As described in the Risk Assessment, flooding does not affect many structures because the Town has preserved most of the floodplains as open space. Because most of the existing development in Winters was constructed outside of known flood hazard areas, Winters does not experience many serious flooding problems. Notably, this trend is not expected to change even with future community growth and development patterns.

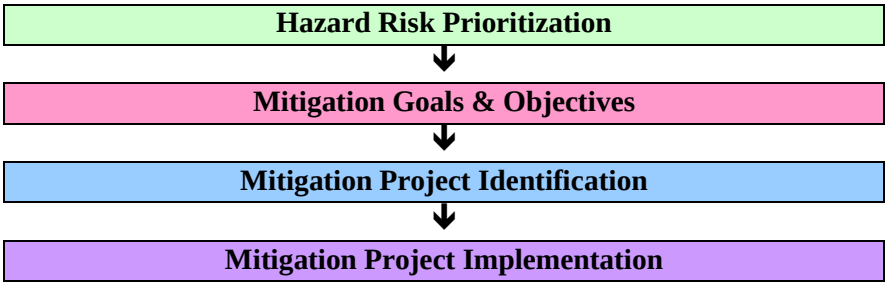
The City has embraced the concept of resiliency to natural hazards and changing future conditions due to climate change through other ways as well. For example, is working with local Fire Safe councils to reduce natural fuel loads to reduce wildfire risk and "plan for, adapt to, and mitigate the impacts of natural hazards and climate change.

Any future changes in development in Winters will likely continue a pattern of mostly new single-family homes, reuse or replacement of existing structures, and small non-residential developments. Any of these types of changes to existing development may result in

The 2017 Hazard Mitigation Plan was not referenced or specifically used in grant applications or policy development. Priorities in Winters haven't changed since 2017 when the last Hazard Mitigation Plan was developed. The City is now putting equity and outreach at the forefront when implementing projects. The City uses hybrid meetings to give participants options for participating in City event. This Plan's updated list of goals and mitigation actions reflects the City's current priorities of climate adaptation and equity.

## 6.3 Mitigation Goals and Objectives

The information developed for the risk assessment was used as the primary basis for developing mitigation goals and objectives. Mitigation goals are defined as general guidelines explaining what each jurisdiction wants to achieve in terms of hazard and loss prevention.




Goal statements are typically long-range, policy-oriented statements representing jurisdiction-wide visions. Objectives are statements that detail how each jurisdiction's goals will be achieved, and typically define strategies or implementation steps to attain identified goals. Other important inputs to the development of jurisdiction-level goals and objectives include performing reviews of existing local plans, policy documents, and regulations for consistency and complementary goals, as well as soliciting input from the public.

The following represents overarching strategic goals associated with the identification and eventual implementation of appropriate and meaningful hazard mitigation efforts in relation to prioritized hazards and threats confronting the Yolo Operational Area.

The establishment of hazard mitigation goals represents both individual and collective strategies that have been mutually agreed upon by the HMP Steering Committee. Eventually, these goals will be adopted by each participating jurisdiction and public agency as the guiding policy behind local hazard mitigation efforts, in conjunction with other associated principles.

Hazard mitigation plans must identify goals for reducing long-term vulnerabilities to identified hazards (44 C.F.R. 201.6(c)(3)(i)). Mitigation goals represent broad statements that are achieved through the implementation of more specific mitigation actions. Each goal, purposefully broad in nature, establishes parameters used to review and update existing mitigation actions and to aid in formulating new ones.

The goals discussed in this section describe what actions should occur. Specific, measurable mitigation actions explain how to accomplish the goals. The goals from the basis for the development of Mitigation Action Strategy and specific mitigation projects. The effectiveness of a mitigation strategy is assessed by determining how well these goals are achieved. Continually implementing mitigation actions over time will ensure these mitigation goals are achieved.

Mitigation for this plan update includes:

**Goal 1: Protect life**
1.1 Identify and protect vulnerable populations
1.2 Reduce public health risk from hazards
1.3 Improve and promote systems that provide early warning communications

**Goal 2: Protect property and infrastructure**
2.1 Strengthen and enforce government codes to reduce vulnerability
2.2 Consider known hazards when identifying sites for new facilities, substantial retrofits, and utility systems.
2.3 Adopt and enforce public policies to promote resilient development and enhance safe construction in high hazard areas.
2.4 Integrate new hazard and risk information into building codes and land use planning mechanisms.
2.5 Encourage the development and incorporation of innovative technological solutions without compromising neighborhood or building character.
2.6 Incorporate effective mitigation strategies into governmental capital improvement projects.
2.7 Implement mitigation programs that promote reliability of lifeline systems to minimize impacts
from, and expedite recovery in, an emergency.
2.8 Improve/create redundancies for critical networks such as water, transportation, energy, sewer, digital, data and power, and communications.
2.9 Advocate for appropriate mitigation of all public and private property

**Goal 3: Foster an economy that promotes mitigation and recovery**
3.1 Develop plans that restore critical business operations post disaster.
3.2 Form partnerships to leverage and share resources.

3.3 Educate businesses about contingency planning, targeting small businesses and those located in high-risk areas.
3.4 Encourage federal/state/local government partners to provide more funding opportunities for mitigation strategy investment.

**Goal 4: Promote a healthy and equitable environment**
4.1 Advance understanding about the relationship between climate change and natural hazards.
4.2 Improve knowledge of current and future climate-related hazards
4.3 Promote community-based mitigation strategies.
4.4 Develop hazard mitigation and climate change adaptation policies that prevent long-term negative effects on the environment.
4.5 Encourage mitigation strategies in socially (e.g., age, poverty, race, disability) vulnerable populations and physically (floodplain) vulnerable neighborhoods.

**Goal 5: Promote public awareness of hazard risk and mitigation**
5.1 Support improved community engagement and outreach to vulnerable populations.
5.2 Improve access to hazard information, data, and maps.
5.3 Improve public knowledge of natural and non-natural hazards and protective measures.
5.4 Encourage creation of searchable databases and data visualizations using available evidence and scientific analysis on hazards, risks and vulnerabilities.
5.5 Partner with private sector to promote hazard mitigation as part of standard business practices.
5.6 Educate public officials, developers, realtors, contractors, building owners and the general public about hazard risks and building requirements.
5.7 Promote employee and employer education about disaster preparedness at work and at home.

## 6.4 Mitigation Projects

The following mitigation projects were identified based on the hazard vulnerability and risk analysis for the City of Winters

### 6.4.1 2023 Mitigation Actions

#### Mitigation Action: City of Winters #1:

#### Current Status:

| | |
|---|---|
| **Action:** | Implement mandatory water restriction contingency plan |
| **Jurisdiction:** | Winters |
| **Priority:** | High |
| **Issue/Background:** | Drought |

| | |
|---|---|
| **Ideas for Implementation:** | The City of Winters will enact upon its contingency plan for mandatory water restrictions and thresholds that would drive different levels of restrictions. |
| **Responsible Office:** | Winters Public Works |
| **Partners:** | |
| **Potential Funding:** | General Fund |
| **Cost Estimate:** | |
| **Benefits: (Losses Avoided)** | Reduce the use of water within the community during drought conditions |
| **Timeline:** | 3 years |
| **Completed by:** | |
| **Remarks:** | |

| | |
|---|---|
| **Action:** | Implement Structural Mitigation Techniques |
| **Jurisdiction:** | Winters |
| **Priority:** | High |
| **Issue/Background:** | Earthquake |
| **Ideas for Implementation:** | The downtown area of Winters consists of historic buildings that are not seismic rated. These buildings house restaurants, businesses, etc. The need to have them seismically retrofitted is a need for public safety. |
| **Responsible Office:** | Winters Public Works |
| **Partners:** | |

| | |
|---|---|
| **Potential Funding:** | FEMA HMA Grant Funding |
| **Cost Estimate:** | undetermined |
| **Benefits:**<br>**(Losses Avoided)** | Loss of the historic downtown buildings should an earthquake happen and the high loss of life and economics that would be a result of it. |
| **Timeline:** | 5 years |
| **Completed by:** | |
| **Remarks:** | |

| | |
|---|---|
| **Action:** | Implement Stormwater Master Plan |
| **Jurisdiction:** | Winters |
| **Priority:** | High |
| **Issue/Background:** | Flooding, Severe Weather (Extreme Cold).<br>The City of Winters is vulnerable to flooding and severe weather events, including periods of prolonged extreme cold and winter storms. Existing stormwater infrastructure may be insufficient to effectively manage runoff during severe weather events, increasing the potential for localized flooding, roadway hazards, and impacts to public infrastructure and community access. |
| **Ideas for Implementation:** | The City of Winters is updating its Stormwater Master Plan to improve the management of stormwater drainage throughout the community. The updated plan will identify drainage deficiencies, infrastructure improvement projects, and maintenance priorities to reduce localized flooding and improve roadway and infrastructure resilience during severe weather events, including prolonged periods of extreme cold, heavy rainfall, and winter storm conditions. |
| **Responsible Office:** | City of Winters Public Works |
| **Partners:** | |
| **Potential Funding:** | General Fund |
| **Cost Estimate:** | undetermined |

| | |
|---|---|
| **Benefits: (Losses Avoided)** | Improved stormwater management and drainage infrastructure will help reduce flood impacts to roads, homes, businesses, and public facilities. Enhancing drainage capacity and system reliability will also support safer travel conditions, maintain access for emergency response, and improve community resilience during prolonged severe weather and winter storm events. |
| **Timeline:** | 3 years |
| **Completed by:** | |
| **Remarks:** | |

| | |
|---|---|
| **Action:** | Vegetation Management |
| **Jurisdiction:** | Winters |
| **Priority:** | High |
| **Issue/Background:** | Wildfire, Severe Weather (High Winds & Extreme Heat) |
| **Ideas for Implementation:** | Reducing and maintaining vegetation growth |
| **Responsible Office:** | City of Winters Fire Department and Code Enforcement |
| **Partners:** | |
| **Potential Funding:** | FEMA HMP Grant Funding |
| **Cost Estimate:** | undetermined |
| **Benefits: (Losses Avoided)** | Reduce the risk of wildfire and community loss through proper risk reduction of fuel growth |
| **Timeline:** | 3 years |
| **Completed by:** | |

| | |
|---|---|
| **Remarks:** | |

| | |
|---|---|
| **Action:** | Improve online GIS mapping |
| **Jurisdiction:** | Winters |
| **Priority:** | High |
| **Issue/Background:** | Land Subsidence |
| **Ideas for Implementation:** | Improve GIS with Yolo County to improve community awareness of subsidence risks and impacts |
| **Responsible Office:** | City of Winters Building Division |
| **Partners:** | |
| **Potential Funding:** | FEMA HMP Grant Funding |
| **Cost Estimate:** | undetermined |
| **Benefits: (Losses Avoided)** | Improves education of risks and hazards and helps residents and design professional know the impacts of the areas they are working in. |
| **Timeline:** | 5 years |
| **Completed by:** | |
| **Remarks:** | |

| | |
|---|---|
| **Action:** | Wildfire Mitigation |
| **Jurisdiction:** | Winters |
| **Priority:** | High |

| | |
|---|---|
| **Issue/Background:** | Wildfire, Severe Weather (Extreme Heat & High Wind) |
| **Ideas for Implementation:** | Become a firewise community |
| **Responsible Office:** | Winters Fire Department |
| **Partners:** | Local Fire Safe Councils |
| **Potential Funding:** | FEMA HMP Grant Funding |
| **Cost Estimate:** | Unknown |
| **Benefits: (Losses Avoided)** | Reduce the loss of life and property through mitigation of vegetation, construction practices, etc. |
| **Timeline:** | 5 years |
| **Completed by:** | |
| **Remarks:** | |

## 6.5 Previous Mitigation Projects

The following mitigation projects were identified based on the hazard vulnerability and risk analysis for the Yolo County Operational Area. Some of the following mitigation projects involve overlapping responsibilities between the City of Winters and other responsible agencies. The City of Winters participated in all of the following projects, except for those highlighted in red, which were led by Yolo County. The only project for which the City of Winters served as the lead agency was the **State Route 128 Fuels Prevention** project, conducted in coordination with Caltrans and CAL FIRE to reduce vegetative fuels. The project is being conducted on an on-going basis and is listed as the fourth mitigation action in the plan update action strategy.

**Table 15: Mitigation Projects**

| MITIGATION PROJECTS | | | | | |
|---|---|---|---|---|---|
| **Mitigation Project** | **Jurisdiction/ Responsible Agency** | **New/ Existing or Completed/ Deleted** | **Estimated Cost and Potential Funding Source** | **Timeframe of Completion** | **Comments/ Progress** |
| **ALL HAZARDS** | | | | | |
| 2023 Yolo County Hazard Mitigation Plan Update | All / Yolo County OES | New | PDM, HMGP | 2028 | Five-year required update |
| Convene Local/Tribal Disaster Councils | All / Yolo County OES | New (re-establishing) | Yolo County OES General Fund | 2024 | Re-establishing Disaster Council, bringing in new members. The City of Winters is part of the membership list |
| Structural Retrofit of Madison Fire Station | Yolo County / Madison Community Services District | New (re-establishing) | PDM, HMGP | 2024 | Re-establishing this project based on funding |
| All Hazards Public Awareness and Disaster Preparedness | All / Yolo County Office of Emergency Services (OES) | Existing (2005) | Yolo County OES General Fund | Ongoing | Important element of CRS program |
| Integrate Local Hazard Mitigation Plan into Safety Element of General Plan | Yolo County and the Cities of Davis, West Sacramento, Winters, and Woodland / Yolo County OES | Existing (2013) | Yolo County OES General Fund | Ongoing | Ongoing |
| Care and Shelter Planning to include People with Disabilities, the Elderly, Access and Functional Needs, and Animals | All / Yolo County Health and Human Services Agency (HHSA) | Existing (2013) | Yolo County OES General Fund | Ongoing | Rapidly changing planning effort due to evolving best practices |
| Emergency Generator – District Office | Yolo County / RD108 | Existing (2017) | $70,000 PDM, HMGP | 2020 | Designed, pending funding |
| **Completed or Deleted Items** | | | | | |
| Community Warning System | All / Yolo County OES | COMPLETED (2005) | Yolo County OES General Fund | Completed | These systems are continually updated due to changing technology |

| MITIGATION PROJECTS | | | | | |
|---|---|---|---|---|---|
| **Mitigation Project** | **Jurisdiction/ Responsible Agency** | **New/ Existing or Completed/ Deleted** | **Estimated Cost and Potential Funding Source** | **Timeframe of Completion** | **Comments/ Progress** |
| Develop Public Health and Mass Care Tiered Response System Countywide | All / Yolo County HHSA | DELETED (2013) | DELETED | Deleted | Major advance in capability within medical and human services communities to meet needs of Yolo County residents |
| 2018 Yolo County Hazard Mitigation Plan Update | All / Yolo County OES | COMPLETED (2016) | PDM, HMGP | 2018 | Five-year required update |
| **DROUGHT** | | | | | |
| Drought Contingency Plan | All / Yolo County OES | Existing (2013) | PDM, HMGP | 2018 | Ongoing |
| Drought Mitigation Plan | All / Yolo County OES | Existing (2017) | PDM, HMGP | 2024 | Plan is getting updated along with the Climate Adaptation and Action Plan |
| Cacheville Well Replacement | Yolo County / Cacheville Community Services District | Existing (2017) | PDM, HMGP | 2024 | Design is in place, Town is proactively building reserve for anticipated match funding for project |
| Groundwater Wells | Yolo County / RD108 | Existing (2017) | $1M USBR, PDM, HMGP | 2028 | Study initiated, pending funding for further steps |
| **FLOODING** | | | | | |
| Forbes Ranch Regulating Pond | Forbes Ranch Regulating Pond | Existing (2018) | DELETED | DELETED | No project description – line items removed |
| North Winters Retention Pond | North Winters Retention Pond | Existing (2018) | DELETED | DELETED | No project description – line items removed |
| **EARTHQUAKE** | | | | | |
| Non-Structural Mitigation Outreach Program | All / Yolo County Community Services Department | New (re-establishing) | Yolo County OES General Fund | Ongoing | Creating more transparency on County Website to provide Earthquake mitigation measures |
| Cache Creek Flooding | Woodland / Public Works Division, Yolo County / Yolo County OES | Existing (2005) | DWR Grants | Ongoing | Ongoing |
| Promote Flood Insurance (Cont'd | Yolo County and the Cities of Davis, West | Existing (2013) | Yolo County OES General Fund | Ongoing | Ongoing |

| MITIGATION PROJECTS | | | | | |
|---|---|---|---|---|---|
| **Mitigation Project** | **Jurisdiction/ Responsible Agency** | **New/ Existing or Completed/ Deleted** | **Estimated Cost and Potential Funding Source** | **Timeframe of Completion** | **Comments/ Progress** |
| participation in the NFIP) | Sacramento, Winters, Woodland / Yolo County OES | | | | |
| Madison Housing Elevation | Yolo County / Yolo County OES | Existing (2017) | FMA, HMGP | Pending funding | Elevate all houses in Madison (147) out of 100-year floodplain |
| Madison Stormwater Management | Yolo County / Yolo County OES | Existing (2017) | PDM, HMGP | 2024 | Identified potential parcels for a regional stormwater detention/retention basin project, and completed the hydrologic/ hydraulic study. Design phase in progress |
| Stabilization of Sacramento River Levee Toe | Yolo County / RD 827 | Existing (2017) | PDM, HMGP | Ongoing | Ongoing |
| East Bypass Levee Hardening and Armoring of Pump Plant | Yolo County / RD 827 | Existing (2017) | PDM, HMGP | Ongoing | Ongoing |
| Hardening of Sacramento River Levee | Yolo County / RD108- Sacramento River West Side Levee District | Existing (2017) | $5M DWR grant PDM, HMGP | Pending funding | Problem identification |
| Hardening of Knights Landing Ridge Cut Levee | Yolo County / RD108 – Knights Landing Ridge Drainage District | Existing (2017) | $3M DWR grant PDM, HMGP | Pending funding | Problem identification |
| Hardening of Colusa Basin Drain Levee | Yolo County / RD 108 | Existing (2017) | $1M DWR grant PDM, HMGP | Pending funding | Problem identification |
| Invasive Species Removal in Canals | Yolo County / RD108 | Existing (2017) | $100,000 PDM, HMGP | Ongoing | Ongoing |

| MITIGATION PROJECTS | | | | | |
|---|---|---|---|---|---|
| **Mitigation Project** | **Jurisdiction/ Responsible Agency** | **New/ Existing or Completed/ Deleted** | **Estimated Cost and Potential Funding Source** | **Timeframe of Completion** | **Comments/ Progress** |
| Flood Basin Segmentation | Yolo County / RD108 – Knights Landing Ridge Drainage District | Existing (2017) | $10M DWR grant PDM, HMGP | Ongoing | Study initiated |
| RD 537 Pump Station Upgrades | City of West Sacramento / Yolo County / RD 537 | Existing (2018) | $2.2 million HMGP | Pending funding | Design phase |
| Completed/Deleted Items | | | | | |
| Flood Response Planning Project to Include GIS Mapping | Yolo County / Yolo County OES, West Sacramento / Public Works Department | Completed (2013) | DWR Grants | Completed | Completed |
| West Adams Canal Road and Cache Creek Bank Erosion Emergency Repair Project | Yolo County/ YCFCWCD | COMPLETED (2017) | $250,000 CDAA/FEMA Funding and YCFCWCD Capital Job Funding | June 2017 | Completed |
| **DAM FAILURE** | | | | | |
| Indian Valley Dam Upgrades | Yolo County (YCFCWCD) | Existing (2017) | PDM, HMGP | Pending funding | Ongoing |
| Capay Valley Diversion Dam (West Adam and Winters Headworks) Upgrades | Yolo County / YCFCWCD | EXISTING (2018) | YCFCWCD Capital Job Funding | Pending funding | Ongoing |
| **SEVERE WEATHER** | | | | | |
| Emergency Power | Yolo County and the Cities of Davis, West Sacramento, Winters, Woodland / Yolo County OES | Existing (2005) | PDM, HMGP | Ongoing | Ongoing |
| Winter Weather Preparedness Campaign | All / Yolo County OES | Existing (2013) | Yolo County OES General Fund | Ongoing | Ongoing |
| **WILDFIRE** | | | | | |

| MITIGATION PROJECTS | | | | | |
|---|---|---|---|---|---|
| **Mitigation Project** | **Jurisdiction/ Responsible Agency** | **New/ Existing or Completed/ Deleted** | **Estimated Cost and Potential Funding Source** | **Timeframe of Completion** | **Comments/ Progress** |
| Fuel Reduction in Local Responsibility Areas | All / Yolo County OES | Existing (2013) | CalFire Grants, Fire Safe Council Grants, HMGP | Ongoing | Ongoing |
| State Route 128 Fire Prevention | Winters / Fire Department, Yolo County / OES | Existing (2017) | CalFire Fire Prevention Grant, PDM, HMGP | Ongoing | Working with CalTrans and CalFIRE to reduce vegetative fuels |
| Wildfire Mitigation Plan | All / Yolo County OES | Existing (2017) | PDM, HMGP | 2024 | Includes effects of climate change, currently undergoing review for update |
| Indian Valley Dam Power Pole Upgrade | Yolo County / YCFCWCD | Existing (2018) | PDM, HMGP | Ongoing | Ongoing |
| **CLIMATE CHANGE** | | | | | |
| Completed/Deleted Items | | | | | |
| Farmer Outreach Program to Reduce Fossil Fuel Consumption | Yolo County / Department of Agriculture | DELETED | DELETED | DELETED | New initiatives being handled by Sustainability group |
| Farmer Outreach Program to Reduce Greenhouse Gas Emissions | Yolo County / Department of Agriculture | DELETED | DELETED | DELETED | New initiatives being handled by Sustainability group |
| Program to Reduce Energy Use in Agricultural Pumping | Yolo County / Department of Agriculture, Community Services Department | DELETED | DELETED | DELETED | New initiatives being handled by Sustainability group |
| Program to Reduce Livestock Manure Methane Emissions | Yolo County / Department of Agriculture | DELETED | DELETED | DELETED | New initiatives being handled by Sustainability group |
| Program to Reduce Methyl Bromide Application | Yolo County / Department of Agriculture, Community Services Department | DELETED | DELETED | DELETED | New initiatives being handled by Sustainability group |
| Program to Sequester Carbon in Agricultural Landscapes | Yolo County / Department of Agriculture, Community | DELETED | DELETED | DELETED | New initiatives being handled by |

| | | | | | |
|---|---|---|---|---|---|
| | Services Department | | | | Sustainability group |
| Program to Reduce Vehicle Miles Traveled | Yolo County/ Community Services Department | DELETED | DELETED | DELETED | New initiatives being handled by Sustainability group |
| Community Choice Aggregation (CCA) Program | Yolo County / County Administrator Office | DELETED | DELETED | DELETED | New initiatives being handled by Sustainability group |
| Program to Reduce Energy Consumption in Existing Residential and Non-Residential Units | Yolo County / Community Services Department | DELETED | DELETED | DELETED | New initiatives being handled by Sustainability group |
| Program to Reduce Energy Consumption in New Residential and Non-Residential Units | Yolo County / Community Services Department | DELETED | DELETED | DELETED | New initiatives being handled by Sustainability group |
| Program to Increase On-Site Renewable Energy Generation to Reduce Demand for Grid Energy | Yolo County / Community Services Department | DELETED | DELETED | DELETED | New initiatives being handled by Sustainability group |
| Program to Promote On-Farm Renewable Energy Facilities | Yolo County / Community Services Department | DELETED | DELETED | DELETED | New initiatives being handled by Sustainability group |
| Program to Reduce Water Consumption in Existing Buildings through Increased Plumbing Fixture Efficiency | Yolo County / Community Services Department | DELETED | DELETED | DELETED | New initiatives being handled by Sustainability group |
| Program to Promote Weather-Based Irrigation Systems and Water Efficient Turf Management | Yolo County / Community Services Department | DELETED | DELETED | DELETED | New initiatives being handled by Sustainability group |
| Program to Expand Landfill Methane Capture Systems | Yolo County / Community Services Department | DELETED | DELETED | DELETED | New initiatives being handled by Sustainability group |

| | | | | | |
|---|---|---|---|---|---|
| Program to Prepare for the Effects of Climate Change on Agriculture | Yolo County / Community Services Department | DELETED | DELETED | DELETED | New initiatives being handled by Sustainability group |
| Program to Prepare for Climate Change Effects on Water Resources | Yolo County / County Administrator Office, Community Services Department | DELETED | DELETED | DELETED | New initiatives being handled by Sustainability group |
| Program to Respond to the Potential Threat of Sea-Level Rise | Yolo County / Office of Emergency Services / Community Services Department | DELETED | DELETED | DELETED | New initiatives being handled by Sustainability group |
| Program to Protect the Public from Increased Health Risks | Yolo County / OES, HHSA | DELETED | DELETED | DELETED | New initiatives being handled by Sustainability group |
| Program to Develop Governance Strategies to Ensure that Yolo County Remains Resilient to Climate Change | Yolo County/ OES, Community Services Department | DELETED | DELETED | DELETED | New initiatives being handled by Sustainability group |

# SECTION 7.0: PLAN REVIEW, EVALUATION AND IMPLEMENTATION

The strategies presented are deemed appropriate and effective by recommendation of the County of Yolo.

## 7.1 PLAN ADOPTION

Upon submission to the California Office of Emergency Services (CalOES) for review, and subsequent approval by the Federal Emergency Management Agency (FEMA), the Yolo County Hazard Mitigation Plan will be presented to local government for formal adoption. As appropriate, the adopted plan and accompanying City of Winters Annex will then be incorporated into local general plans for integration into organizational policy.

## 7.2 PLAN MONITORING

The process of hazard mitigation does not end with the completion, approval, and adoption of the Yolo County Hazard Mitigation Plan and the City of Winters Annex. Within the lifespan of these documents (five years), local government along with community-based organizations will ensure that the mitigation goals and strategies identified are monitored, that plan administration will continue under a collaborative and cooperative umbrella, and that the document itself will be properly maintained.

The City of Winters is the lead coordination agency for hazard mitigation planning within the City of Winters and will assist and support the ongoing collaborative efforts of Yolo County, through the established Hazard Mitigation Steering Committee. Specific plan maintenance activities by the Yolo County Office of Emergency Services and Yolo County may include:

- Distribution of the HMP and Jurisdictional Annexes to all interested parties, including both written and digital formats.
- Monitoring of the Yolo County mitigation project activities and dissemination of status reports.
- Generation of reports related to plan status, project management, and revision updates to executive leadership.
- Preparations for eventual plan revision and updating.

## 7.3 PLAN EVALUATION

Upon approval and adoption by the County of Yolo, the prioritized mitigation strategies will be further developed for funding and implementation by the lead agencies. The plan describes the potential sources of Hazard Mitigation Strategy funding, and general procedures to obtain that funding.

The mitigation strategies represented and adopted within this plan are recommendations only, and must be approved and funded in order to be implemented as official mitigation solutions. Ultimately, it is the responsibility of jurisdictional and agency officials within the Yolo Operational Area to undertake project implementation based upon identified mitigation strategies, funding availability, and local need when it arises. The Yolo County Office of Emergency Services will meet with the Hazard Mitigation Steering Committee to evaluate the plan after each update meeting.

## 7.4 PLAN UPDATE

During the five year update cycle, the City of Winters will participate with the Yolo County Office of Emergency Services at their tri-annual update meetings with the Hazard Mitigation Steering Committee and local stakeholders to discuss revisions to the plan. The Yolo County Office of Emergency Services will continue to hold public meetings after the first and third update meetings annually and will continue to invite public participation in the update process via updated public surveys. Additionally, the City of Winters will focus on public participation particularly in the area of neighboring communities, representatives of business and academia, private organizations, non-profit organizations, and community-based organizations that work directly to support the underserved and socially vulnerable. Incorporating feedback from the public surveys, in the next plan update, there will be a more public outreach on standardized risk identification to educate the public on how these risk identifications can impact their community.

The HMPC will remain tasked with helping to ensure that all new or updated local plan documents are informed by and consistent with the goals and actions of this hazard mitigation plan and will not contribute to increased hazard vulnerability.

## 7.5 INCORPORATION INTO OTHER PLANNING MECHANISMS

The City views the hazard mitigation plan as complementary document that will reduce risk exposure to the citizens of Winters. Relevant information from the updated 2023 HMP will be integrated into other plans and programs where viable as opportunities arise. Processes and programs that the City will integrate information from the hazard mitigation plan recommendations include the following:

- City emergency response plan
- Capital improvement programs
- Winters municipal code
- Community design guidelines
- Stormwater management program

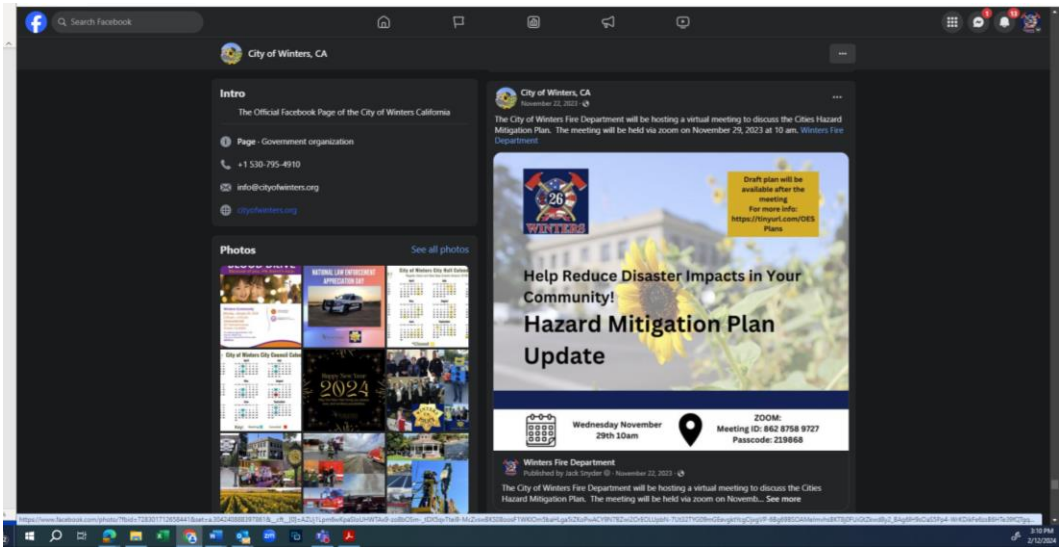
Implementation of the 2023 mitigation action plan will enhance and expand the City's previous and ongoing integration efforts. Inter-agency coordination that occurred during the planning

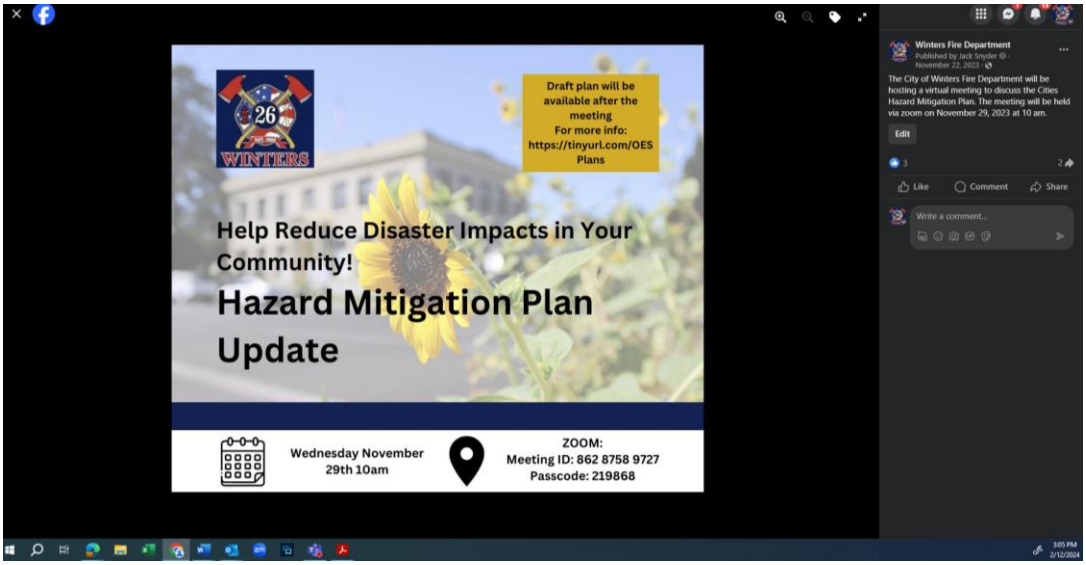
process through involvement by local, regional, state, and federal stakeholders will continue through the plan maintenance period. As the plan is implemented, all City agencies will use information from this updated plan as the best available science and data on natural hazards impacting the City of Winters.

# APPENDIX A: ADOPTION LETTER

# APPENDIX B: PUBLIC PARTICIPATION DOCUMENTS




City of Winters, CA
Intro
The Official Facebook Page of the City of Winters California
Page · Government organization
+1 530-795-4910
info@cityofwinters.org
Photos
See all photos
City of Winters, CA
November 22, 2023
The City of Winters Fire Department will be hosting a virtual meeting to discuss the Cities Hazard Mitigation Plan. The meeting will be held via zoom on November 29, 2023 at 10 am. Winters Fire Department
Draft plan will be available after the meeting
For more info: https://tinyurl.com/OES Plans
Help Reduce Disaster Impacts in Your Community!
Hazard Mitigation Plan Update
Wednesday November 29th 10am
ZOOM:
Meeting ID: 862 8758 9727
Passcode: 219868
Winters Fire Department
Published by Jack Snyder · November 22, 2023 ·
The City of Winters Fire Department will be hosting a virtual meeting to discuss the Cities Hazard Mitigation Plan. The meeting will be held via zoom on Novemb... See more


Draft plan will be available after the meeting
For more info: https://tinyurl.com/OES Plans
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The City of Winters Fire Department will be hosting a virtual meeting to discuss the Cities Hazard Mitigation Plan. The meeting will be held via zoom on November 29, 2023 at 10 am.
Edit
Like
Comment
Share
Write a comment...

**U.S. Department of Homeland Security**
FEMA Region 9
1111 Broadway, Suite 1200
Oakland, CA 94607-4052

FEMA

June 15, 2026

Christopher Estrada
Emergency Services Coordinator
Yolo County Office of Emergency Services
123 W. Main Street
Woodland, CA 95695

Reference: Hazard Mitigation Plan Amendment
Yolo County, CA (City of Winters)

Dear Christopher Estrada:

The 2024 Yolo County Hazard Mitigation Plan has been formally amended to include the City of Winters as an official planning participant. FEMA confirms this jurisdiction meets the requirements of the Code of Federal Regulations, Title 44, Part 201, Section 6 (44 C.F.R. 201.6) pending final adoption of the plan. An updated list of the status of participating jurisdictions is enclosed.

The plan was originally approved on October 15, 2024, for all participating jurisdictions. To maintain grant eligibility, Yolo County and participating jurisdictions must review, update, and resubmit the plan to FEMA before **October 14, 2029**.

While local mitigation plans may include additional content to meet Element H: Additional State Requirements or other local objectives, FEMA's approval only applies to elements required by its *Local Mitigation Planning Policy Guide* (FP-206-21-0002).

This plan approval ensures eligibility for project grants under FEMA's Hazard Mitigation Assistance programs, including the Hazard Mitigation Grant Program (HMGP), HMGP Post-Fire, Flood Mitigation Assistance (FMA), and Safeguarding Tomorrow Revolving Loan Fund (STORM RLF). Funding requests are reviewed individually for eligibility and other program requirements.

Thank you for your continued commitment to reducing risk and enhancing community safety. If you have any questions about the planning or review process, please contact the FEMA Region 9 Hazard Mitigation Planning Team at fema-r9-mitigation-planning@fema.dhs.gov.

Sincerely,

Alison Kearns
Planning and Implementation Branch Chief
Mitigation Division
FEMA Region 9

Enclosures (2)
Yolo County Amended Plan Review Tool, dated June 15, 2026
Status of Participating Jurisdictions, dated June 15, 2026

cc: Robyn Fennig, State Hazard Mitigation Officer, California Governor's Office of Emergency Services
Victoria LaMar-Haas, Hazard Mitigation Planning Chief, California Governor's Office of Emergency Services

Status of Participating Jurisdictions as of June 15, 2026

Jurisdictions Adopted and Approved

| # | Jurisdiction | Adoption Receipt Date |
|---|---|---|
| 1 | Yolo County | October 15, 2024 |
| 2 | City of West Sacramento | April 28, 2025 |
| 3 | Joint Reclamation District 108 | March 20, 2025 |
| 4 | Knights Landing Ridge Drainage District | March 20, 2025 |
| 5 | Sacramento River West Side Levee District | March 20, 2025 |
| | | |
| | | |
| | | |
| | | |

Jurisdictions Approvable Pending Adoption

| # | Jurisdiction |
|---|---|
| 1 | City of Winters |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

**CITY COUNCIL**
**STAFF REPORT**

**TO:** Honorable Mayor and Councilmembers

**DATE**: July 21, 2026

**FROM**: Jeremy Craig, City Manager

**SUBJECT**: Resolution No. 2026-38 adopting the FY 26-27 Operating Budget

**RECOMMENDATION**:
Adopt Resolution No. 2026-38, adopting the FY 2026-27 operating budget, including appropriations to fund the FY 2026-27 Capital Improvement Program budget.

**BACKGROUND**:
Staff presented the proposed operating and capital improvement project plan budgets to the City Council on July 7, 2026. You can view that presentation at: 2026/27 Budget Presentation 7/7/26 . The proposed budget reflects no new personnel or programs, and accounts for inflationary trends over the past few years in areas such as electricity, gasoline, insurance, and general equipment costs. The budget includes all impacts from the recently adopted labor agreements.

**DISCUSSION:**
The accompanying table summarizes all fund budgets. The Capital and Transportation Act funds show the use of fund balance, representing planned projects for which funds were saved in prior years. The use of fund reserves in special revenue funds reflects activities from multi-year revenues and projects.

The enterprise funds are experiencing a large drawdown of fund reserves due to the implementation costs of the Chromium-6 water treatment design and implementation mandated by the State. We are in the process of identifying funding mechanisms for this project, and potential funding will offset some of these expenses, reducing the impact on this fund reserve.

## Recommended Changes from the Budget Workshop

At the budget workshop, the Council recommended reviewing whether the savings from delaying the hiring of public works staff to replace two retiring employees would be sufficient to fund the new lawnmower in the Landscape and Lighting District, enabling a more efficient method to maintain large grass areas in city parks. We will review that opportunity when the final organizational plan is approved and will return to Council with the recommendation.

**FY 2026-2027 Fund Category Summary**

| | 2026-27 Proposed Revenues | 2026-27 Proposed Expenditures | over/under | Use of Fund Balance |
|---|---|---|---|---|
| General Fund | 10,137,152 | 10,135,931 | 1,221 | |
| Enterprise Funds | 4,461,044 | 5,432,622 | (971,578) | (971,578) |
| Assessment Funds | 718,635 | 718,635 | 0 | |
| Gas Tax Funds | 447,363 | 822,430 | (375,067) | (375,067) |
| Special Revenue Funds | 823,336 | 1,045,181 | (221,845) | (221,845) |
| Impact Funds | 1,150,645 | 805,556 | 345,089 | |
| Capital Funds | 33,239 | 308,000 | (274,761) | (274,761) |
| Successor Agency Funds | 934,223 | 934,223 | 0 | |
| Transportation Act Funds | 615,306 | 995,671 | (380,365) | (380,365) |
| Grand Total | 19,320,943 | 21,198,249 | (1,877,306) | (2,223,616) |

## General Fund Reserves

The Council has a stated goal of maintaining a general fund reserve equal to 25% of budgeted expenditures. However, the implementation of Measure S combined with continued inflationary increases has pushed the reserve as a percentage of spending down to 22.7%, despite the actual reserve level growing year over year. For example, if we removed Measure S from the calculation, the projected fund reserve percentage would be 26%, above the fund reserve policy. Staff recommends the general fund reserve policy be review later in the year when fiscal audits are completed and a more accurate view of the fund reserve will be available.

| Budget Year | Beginning Fund Balance | GF Appropriation Budget | Reserve Ratio | |
|---|---|---|---|---|
| FY24>> | 1,736,572 | 7,283,579 | 23.8% | * |
| FY25>> | 1,748,623 | 8,314,279 | 21.0% | * |
| FY26>> | 1,836,129 | 9,592,105 | 19.1% | * |
| Proposed | 2,300,000 | 10,135,931 | 22.7% | $ |

* Audit Pending

$ - early estimate pending closing entries

**FISCAL IMPACT:**

The FY 26-27 Operating budget includes an overall proposed expenditure plan of $21,198,249 across all operating and capital funds. The proposed General Fund budget includes $10.1 million in expenditures. The adjusted reserve projection is 22.7%, slightly below the 25% target.

**ATTACHMENT:**

1. Resolution No. 2026-38

**RESOLUTION 2026-38**

**A RESOLUTION OF THE CITY OF WINTERS ADOPTING THE FISCAL YEAR 2026-2027 OPERATING BUDGET**

**WHEREAS,** the City of Winters ("City") adopts a budget of estimated revenues and expenditures for the subsequent fiscal year; and

**WHEREAS**, the City files with the Yolo County Auditor-Controller a budget for the fiscal year then in progress; and

**WHEREAS**, the City has determined that a one-year budget is appropriate for the City to plan its financial future prudently; and

**WHEREAS,** the City Council and staff have thoroughly reviewed and analyzed the proposed budget to determine the needs of the City of Winters.

**NOW, THEREFORE BE IT RESOLVED** by the City Council of the City of Winters that:

Section 1. A budget for the Fiscal Year 2026-2027, a copy of which is on file in the City Clerk's Office, is hereby adopted for the City of Winters as follows:

General Fund estimated revenues of $ 10,137,152 and total appropriations of $ 10,135,931.

Water O & M Fund estimated revenues of $ 1,901,603, use of available fund balance of $ 781,038, for a total source of funds of $ 2,682,641 and total expenses of $ 2,682,641.

Sewer O & M estimated revenues of $ 2,399,381, use of available fund balance of $ 198,638, for a total source of funds of $ 2,598,019 and total expenses of $ 2,598,019.

Assessment Funds estimated revenues of $ 718,635 and total expenses of $718,635

Gas Tax Funds estimated revenues of $ 447,363 use of available fund balance of $ 375,067, for a total source of funds of $ 822,430 and total expenses of $ 822,430.

Special Revenue Funds estimated revenues of $ 823,336, use of available fund balance of $ 221,845, for a total source of funds of $ 1,045,181. and total appropriations of $ 1,045,181.

Impact Fee Funds estimated revenues of $ 1,150,645 and total expenses of $805,556.

Capital Funds estimated revenues of $ 33,239, use of available fund balance of $274,761 for the total source of funds of $ 308,000, and total appropriations of $ 308,000.

Successor Agency to the Dissolved Winters Community Development Agency estimated revenues of $ 934,223 and total expenditures of $934,223.

Transportation Act Funds estimated revenues of $ 615,306 use of available fund balance of $ 380,365 for a total source of funds of $ 995,671 and total expenses of $995,671.

Section 2. All appropriations for the prior fiscal year shall lapse at the end of Fiscal Year 2025-26 and any remaining amounts shall be credited against their respective fund balances, except for:

a. All encumbrances for valid purchase orders and contracts in effect as of June 30, 2026 will remain in effect in the following Fiscal Year 2026-27. The City Manager or his/her designee is authorized to increase the 2026-27 budget appropriations in the amount of the outstanding encumbrances for valid purchase orders and contracts as of June 30, 2026, and

b. The City Manager or his/her designee is authorized to carry-over into the following fiscal year the remaining appropriations for uncompleted capital and grant projects.

For these exceptions, such carry-overs may be made without further City Council action.

Section 3. Appropriations are hereby made at the individual fund level. The City Manager and Director of Administrative Services/Treasurer are authorized to make budgetary transfers within an individual fund, so long as total appropriations for such fund remain unchanged. Interfund loans and/or transfers necessary to support fund level appropriations are hereby approved and authorized. Any changes to total fund level appropriations require further Council action.

Section 4. The City Manager and Administrative Services Director/Treasurer are each hereby authorized to implement this resolution, including issuing the 2026/27 Budget and making any non-substantive corrections to the 2026/27 Budget.

**PASSED AND ADOPTED** by the City of Winters this 21st day of July 2026 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

CITY OF WINTERS

Albert Vallecillo, Mayor

ATTEST:

Jeremy Craig, City Clerk

**CITY COUNCIL**
**STAFF REPORT**

**TO:** Honorable Mayor and Councilmembers

**DATE**: July 21, 2026

**FROM**: Jeremy Craig, City Manager

**SUBJECT**: Council direction of Ad-Hoc Committee for Implementation of the Downtown Study

## RECOMMENDATION:

City Council provides staff direction on the format for the Downtown Study Implementation Committee.

## BACKGROUND:

The City recently completed a downtown study and received a presentation on the results in its June 2, 2026, regular council meeting. The study includes a three-year plan for downtown improvement opportunities, and the consultants have recommended an ad-hoc committee comprised of city staff, council members, and chamber members to review, prioritize, and monitor the progress on the improvement recommendations.

## DISCUSSION:

At the June 2, 2026, council meeting, the council briefly discussed committee formats but did not reach a final decision. To begin moving forward with this recommendation, the staff asks that Council reach a consensus on a format.

Format Alternatives -
The study's consultants recommended an ad-hoc committee format. Because a body with three or more councilmembers triggers Brown Act requirements (formal agendas, public notice, and staff support for minutes and posting), the format the Council selects has direct implications for staff workload. Since the work plan includes tasks for both the Chamber and

the City, staff recommends the Chamber and City remain equally represented in whichever option Council selects.

Option A - Ad-Hoc, 2 Council / 2 Chamber
Stays under the Brown Act threshold. Lowest staff burden; the committee can meet flexibly without formal noticing.

Option B - Ad-Hoc, 2 Council / 2 Chamber / 2 Downtown Business District Residents
Same Brown Act advantages as Option A, with added community representation. Slightly more coordination for staff due to additional members and schedules, but still no formal noticing required.

Option C - Full Council Committee
Includes all councilmembers, requiring the committee to be formally agendized as a public meeting under the Brown Act. This creates a significant, recurring administrative burden on staff (agenda preparation, noticing, minutes) and reduces the committee's ability to meet quickly or informally. Staff does not recommend this option.

**FISCAL IMPACT:**

The committee will create some administrative work for city staff, but the amount depends on the committee's format.