BG26-004 KISI ONE WAY ROAD

CAPAY VALLEY FIRE PROTECTION DISTRICT

BOARD OF COMMISSIONERS MEETING

10/14/2026

NEW BUSINESS AGENDA

ITEM 1

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BG26-004 Kisi one-way-road narrative

I received the plans for the proposed one-way roads in June of 2026 from Yocha Dehe Wintun Nation (YDWN) Project Manager Michael Saenz, with whom I have interacted on previous projects. I was delayed approximately a week and a half in performing the review due to schedule issues, and anticipated that this would be a simple process as the YDWN has shown extreme diligence in their planning process on past projects. Title 14 of the CCR provides guidance for one-way fire access roads involving maximum road length and the presence of a midpoint turnout. I was apologetic for the delay, and the project was explained to me as time sensitive with a goal of accomplishing the bulk of the work before seasonal rains halted progress.

I further discovered that the project consisted not only of construction of a new one-way road, but the conversion of the existing Kisi Way into the second one-way road going in the other direction. This was significant because as a 2 way road, Kisi Way (formerly CR 76) is noncompliant with standard road widths, but I felt that to repurpose it as a one way road would require compliance with current regulations requiring a midpoint turnout there as well. I then emailed the Building Department requesting a call the next Monday to discuss the project.

Returning to the plans for the new road, not seeing a midpoint turnout explicitly marked on the plans, I contacted L&M Engineer Todd Tommeraason for additional clarification. Tommeraason clarified the length and composition of the road describing it as 16 feet of asphalt with a 2 foot concrete shoulder and a 2 foot rock border. I then contacted YDWN Fire Marshal Damen Snow. Marshal Snow has been a valuable resource in the past, has an extensive knowledge of the Fire Code, and I suspected that he was involved in the project design to ensure code compliance. I relayed my understanding (from Engineer Tommeraason) of the project design and informed him of the turnout requirement in 14CCR. He was unprepared to address specifics of the project (it was end of day on a Friday and I don't know that he was actually in the office) but assured me that the project would be built to code, and we discussed road length and possible turnout locations on both the existing and the proposed road.

By 3:00 pm on Monday I had still received no communication from the Building Department, but had a good sense of where 14 CCR needed to be applied. The project as described was a 16' road, 2' shoulder, 2' rock border. 14 CCR describes a turnout as being a widening of the roadway. With 16 feet of available roadway an expansion would be necessary, so I relayed the turnout requirement via email communication to all of the parties currently involved in the project.

The following day I received agreement from the Building Department and prior plan approval was revoked pending compliance with 14 CCR. In an email exchange with Chief Building Official Scott Doolittle, he pointed out that the minimum State required road width was only 12 feet, and that the minimum required turnout width was 12 feet. He asked if I would be comfortable with a total of 24 feet of width in the appropriate dimensions for the turnout rather than an additional 12' added to the existing 16'. I agreed with this interpretation as consistent with CVFPD's tradition of trying to reduce impact to property owners.

By Thursday Project Director Brian Radabaugh had entered the conversation pointing out that the entire project – roadway and additional features – were designed to be load bearing, that the

turnout was not desirable, and that the land was in application to be put into federal trust which would remove it from local jurisdiction entirely. His comments did not address the code requirement for the presence of a turnout, the layout of the design, or the requirement for additional roadway width, but it was apparent that the aesthetics of the project were important to the property owner.

In my later conversation with L&M Engineer Tommeraason we discussed the requirement. Though the traditional turnout design puts the turnout as a tapered extension on a single side of the road, I offered him an option for a diamond-shaped orientation which the property owners might find more aesthetically pleasing. I offered him another small change to save some material (and cost) whereby we would essentially inset the turnout tapers into the existing roadway, separated by only the 12 feet of minimum width required by the State. Tommeraason pointed out that the concrete shoulder was 11 inches of concrete and engineered for apparatus loads, and asked if I would consider it as part of the roadway for the purpose of width, to which I agreed, telling him that I would simply consider the rock border as shoulder, reducing the need for added width to an additional 4 feet. Tommeraason also stressed the urgency of the project and requested that I issue a conditional permit approval which would allow grading to begin, with the caveat that we would nail down the exact location of the turnout area after grading when the area was more easily visualized. I referred to the Building Department to ask whether or not this was acceptable/advisable and was assured that while non-standard, there should be no issue, and so I signed the permit and appended the requirement for the turnouts (both Kisi and the proposed road).

A week later I got an email from Radabaugh requesting an in-person meeting with him and personnel from Yocha Dehe Fire Department (YDFD). We played email/phone tag for a little while but the meeting was never scheduled until 8/12.

On 8/12 I met with YDFD Fire Chief Kinney, Deputy Chief Lynch, Fire Marshal Snow, and Project Director Radabaugh. The meeting took place at the Seka Hills Olive Mill over lunch, and the group expressed support for Radabaugh's current project design.

During the meeting I reiterated my position that the original design of the project is inconsistent with the 14 CCR turnout requirement. I explained various other local factors such as the 2014 wreck of our type 1 engine due to an asphalt to rock transition in the road, the potential for our district to need to legally defend our approval of the design in the event that an incident should occur, and the safety benefits to Kisi residents who may be evacuating that route while engines are incoming. We discussed design alternatives such as elimination of the rock shoulder in the turnout area and replacement with additional concrete which would potentially satisfy my requirement (provided engineering and dimensions are correct) while retaining the original footprint of the project. Additionally, recognizing the YDFD's involvement and the unusual nature of a fire department taking part in a permit issue in a neighboring jurisdiction, I offered YDFD recourse to the California Department of Forestry and Fire Protection (CDF, the author of the regulation in question) – stating that we could submit the design to Cal Fire for unbiased review and accept whatever determination they deemed appropriate.

I would also like to note that at this meeting, Fire Marshal Snow presented documentation that the existing Kisi Way had been formally abandoned by Yolo County and was now a private road owned by the YDWN. The property to the North of this road is in Federal trust. Based on the placement of the road easement, this would put half of the length of this road on trust property and outside of CVFPD jurisdiction. Based on this new information, I assured them that I would not attempt to regulate half of a road, and that the request for a turnout on Kisi Way would not be pursued.

After this meeting, communication on the issue tapered off as construction continued on the site. I had a follow up meeting with Marshal Snow and discussed assisting YDFD in obtaining a review from CDF. I later sent an email to him and Chief Kinney offering to start the process and requesting a letter of protest from YDFD which I could bring to the County, however, I received no reply to the email and this step was never taken. In a later meeting with Chief Kinney he indicated that the issue had been escalated to the Tribal Council.

On 9/28 I received a letter from the Tribal Council dated 9/18 and addressed to Commission Chair Judith Redmond. It referenced communication issues and safety concerns and requested a meeting between the Council and the Board of Commissioners. Chair Redmond sent a reply dated 10/6 explaining the Brown Act requirements of calling a board meeting, and a 2-by meeting was set up for 10/8 involving me, Commission Chair Redmond, Commissioner Cline, and members of the YDWN Tribal Council accompanied by YDFD Chief Kinney, Fire Marshal Snow, and Project Director Radabaugh. The meeting was held at the construction site and involved explanation of our roles, authority, and my permit review process, and a reiteration of YDWN concerns about the turnout requirement including costs and their ability to complete it in a timely manner. A tour of the construction site was also given.

During the site tour, Commission Chair Redmond asked Fire Marshal Snow and Project Director Radabaugh to identify the approximate midpoint of the roadway which he did. The section he identified appeared to have already had the concrete ribbon poured to the original specification without incorporating turnout elements. Though the additional concrete for the most recent design concept for the turnout feature is limited to approximately 6 yards, it appears that installation of this feature would now require additional excavation and a retrofit of the existing curb structure.

The situation as it stands

YDWN maintains that modifications to the project are not necessary, and that load bearing capability and width are the important metrics. The Project Director assures us that the entirety of the project is engineered to withstand the loads imposed by fire apparatus. Additionally the total width of the project is 24’ which is equal to the State required minimum road width combined with the minimum turnout width. They feel that this satisfies the intent of the regulation.

I maintain that the intent of the regulation is to provide a widening in the roadway for vehicles to safely pass on a one way road, and that the original design is not justifiably similar enough to accepted definitions of a roadway.

My offer of assisting to obtain review by another appropriate agency stands, but Councilmembers expressed dissatisfaction with this option as being too time-consuming.

CVFPD Code Review

Background

The Capay Valley Fire Protection District (CVFPD) regularly performs code compliance review on new construction projects within the district. The Fire Chief is designated as the Fire Code Official by the Yolo County Board of Supervisors (Yolo County CA Code of Ordinances 7.1.00 (c)) and the Local Jurisdiction is responsible for incorporation of California Department of Forestry and Fire Protection (CDF) State Minimum Fire Safety Regulations (section 1270 of the California Code of Regulations (CCR)) into all building plans. This applies to ingress and egress, including driveways, bridges, and roads.

Review

CVFPD code reviews are, and have traditionally been, performed by the Fire Chief. My goal is to perform my review rapidly, and enforce regulations in a way that ensures that minimum standards have been met with a minimum financial impact to the property owner. It is of paramount importance to perform these reviews fairly and impartially, and most of all consistently. This even-handed application creates reliability for homeowners, provides a framework for builders that can be trusted and predicted, and considerably streamlines the review process.

Regulations

14 CCR section 1273 and Appendix D of the California Fire Code are the primary documents used for review, and though these documents contain some very specific design criteria, they do not dictate the exact layout of every road. These ambiguities allow room for interpretation by the AHJ.

Recourse and Exemptions

Property owners have recourse through an appeals process to the Yolo County Planning Department for disputes over interpretation or application of the Fire Code. I am unaware of a formal process for escalating disputes regarding 14 CCR.

Outside Expertise

While many reviews are simple and straightforward, I do occasionally consult with other agencies, engineers, contractors, property owners, and the Yolo County Building Department to gain clarification on design features, best/common practices, and code applicability.

Accountability

I am accountable to the property owners for a fair and impartial review process, but also for providing for their safety by proper enforcement of minimum standards. As previously stated, my interpretation of code is intended to balance personal safety with construction costs.

I am accountable to my personnel and our mutual and automatic aid partners for providing safe and accessible working environments in the event of an emergency – safety standards provide ingress and egress for fire apparatus as well as civilian populations.

I am accountable to the County of Yolo and the State of California for responsibly upholding the regulatory role with which I have been entrusted.

I am responsible to the Fire Protection District for enforcing applicable regulations in a consistent and justifiable manner without opening our government up to unnecessary liability or accusations of favoritism.

Kisi Road Construction Permit

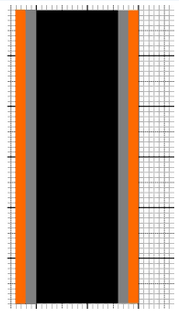
Communication timeline

6/18/2026	Received plans from Project Manager Michael Saenz.
6/26/2026	Began review of plans, phone consultations with Fire Marshal Snow, Engineer Tommeraason of L&M.
6/26/2026	Emailed Angelica Yepez of the Yolo County Building Department requesting a Monday phone call regarding the project
6/29/2026	Emailed Snow, Tommeraason, Saenz, Angelica Yepez stating that turnout is required per CCR and providing dimensions.
6/30/2026	Email from Chief building official Doolittle confirming that turnouts are required, rescinding prior approval of the building plans.
6/30/2026	additional email exchange with Doolittle in which he suggested 24’ total roadway width for turnout rather than an additional 12 foot turnout built onto the existing 16’.
7/2/2026	Email communication from Project Director Brian Radabaugh regarding lack of necessity for turnout.
7/7/2026	additional communication from Radabaugh indicated that he had not been updated by the building department as to the status of the project
7/7/2026	emailed Doolittle, Saenz, Snow, Radabaugh, Yepez, Tommeraason clarifying pertinent codes and definitions applicable to the project
7/13/2026	phone conversation with Tommeraason about turnout requirement and design. He requested that the concrete ribbon be included as roadway width, which I accepted.
7/14/2026	email communication from Tommeraason requesting a conditional approval of the permit to allow grading to proceed, with final location of the turnout to be coordinated during construction.
7/14/2026	email with Doolittle regarding conditional approval – he is “confident that we can proceed without major issues”
7/15/2026	issued conditional permit
7/22/2026	email from Radabaugh requesting in-person meeting with YDFD personnel,
7/24/2026	replied asking that he call me

7/30/2026	missed Radabaugh's phone call to CVFPD office
7/30/2026	email notification from building department that their permit had been reissued
8/12/2026	in person lunch meeting with Kinney, Lynch, Radabaugh, Snow. Discussed design concepts, reiterated turnout requirement, expressed discomfort with waiving the requirement, but told them that I would accept a formal ruling by CDF
8/17/2026	in person meeting with Snow, discussed CDF review of the project. He indicated that he had independently requested a 3rd party review
8/19/2026	Contacted Doolittle via email appraising him of YDFD protest and request for 3rd party review
8/20/2026	emailed Kinney, Snow, outlining recourse process to escalate review of this project back to CDF. I received no response and the subject was not discussed again until 10/8/2026
Late August 2026	in person meeting with Kinney, discussed training, communication. He indicated that the turnout issue had been escalated to the Tribal Council
9/28/2026	received a letter dated 9/18 from the Yocha Dehe Tribal Council. Addressed to CVFPD Chair Redmond it requested a meeting with the CVFPD Board to discuss communication issues.
10/6/2026	Chairperson Redmond responded to the YDWN letter via email and USPS
10/8/2026	in person meeting with CVFPD Commission Chair Redmond, CVFPD Commissioner Cline, Kinney, Snow, Radabaugh, and tribal council members. Primarily discussion about the necessity for the turnout and a tour of the construction site. Reiterated offer to assist with obtaining review by a higher authority

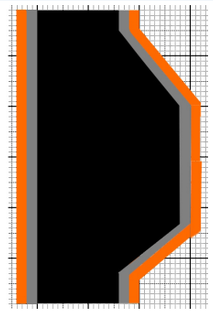
FIRE ACCESS ROAD TURNOUT OPTIONS

ORIGINAL DESIGN



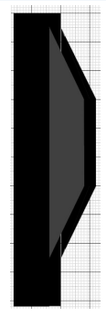
16 feet of asphalt
4 feet of concrete (2ft/side)
4 feet of rock border (2ft/side)

MAXIMUM STATE REQUIREMENT



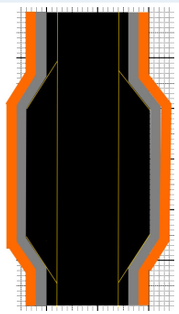
turnout is a widening of the roadway. turnout must be 12' wide, 30' long, and have 25' tapers

12' ORIENTATION



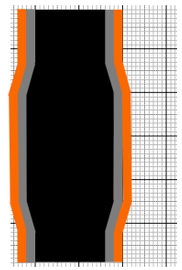
depiction of cost saving for turnout material by orienting turnout feature to 12' minimum road width rather than 16' existing road width.

CONCEPT 1



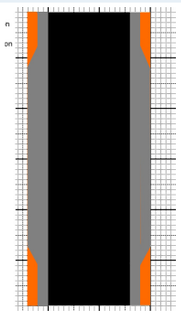
24' total width of asphalt diamond pattern offered as aesthetic possibility; tapers separated by the 12' state minimum roadway width as cost saving measure

CONCEPT 2



Inclusion of concrete ribbon as part of roadway for turnout width.
Asphalt expansion reduced to 20 feet.

CONCEPT 3



Concept discussed at in-person meeting - expansion of concrete and partial elimination of rock border does not require expansion of project footprint.

CVFPD FIRE ACCESS ROAD
ACTUAL CODE TEXT, CITATIONS, AND DEFINITIONS

1. Yolo County designation of the Fire Code Official

"Fire Code Official: The chief of the local fire protection district or local fire department having jurisdiction over the property, or other designee as appointed by the local fire protection district or local fire department; or the Chief Building Official upon written agreement between the county and the fire protection district or local fire department."

Citation: *Yolo County Code § 7-1.00(c), Purpose, Authority, and Definitions.*

2. Authority under the State Minimum Fire Safe Regulations

"Fire Authority: A fire department, agency, division, district, or other governmental body responsible for regulating and/or enforcing minimum fire safety standards in the Local Jurisdiction."

Citation: *14 CCR § 1270.01(l).*

"Local Jurisdiction: Any county, city/county agency or department, or any locally authorized district that approves or has the authority to regulate Development."

Citation: *14 CCR § 1270.01(s).*

"(c) the Local Jurisdiction shall ensure that the applicable sections of this Subchapter become a condition of approval of any applicable construction or Development permit or map."

Citation: *14 CCR § 1270.04(c), Provisions for application of these regulations.*

3. California Fire Code definition - Fire Apparatus Access Road

"FIRE APPARATUS ACCESS ROAD. A road that provides fire apparatus access from a fire station to a facility, building or portion thereof. This is a general term inclusive of all other terms such as fire lane, public street, private street, parking lot lane and access roadway."

Citation: *2025 California Fire Code, Chapter 2, § 202, definition of FIRE APPARATUS ACCESS ROAD.*

4. Title 14 definition - Turnout

"Turnout: A widening in a Road or Driveway to allow vehicles to pass."

Citation: *14 CCR § 1270.01(hh).*

5. Minimum standards for a One-way Road

"(b) All One-way Roads shall be constructed to provide a minimum of one twelve (12) foot traffic lane, not including Shoulders. The Local Jurisdiction may approve One-way Roads.

(1) All one-way roads shall, at both ends, connect to a road with two traffic lanes providing for travel in different directions, and shall provide access to an area currently zoned for no more than ten (10) Residential Units.

(2) In no case shall a One-way Road exceed 2,640 feet in length. A turnout shall be placed and constructed at approximately the midpoint of each One-way Road."

Citation: *14 CCR § 1273.01(b)-(b)(2), Width.*

6. Required dimensions of the turnout

"Turnouts shall be a minimum of twelve (12) feet wide and thirty (30) feet long with a minimum twenty-five (25) foot taper on each end."

Citation: *14 CCR § 1273.06, Turnouts.*

7. Related Title 14 definition - Traffic Lane

"Traffic Lane: The portion of a Road or Driveway that provides a single line of vehicle travel."

Citation: *14 CCR § 1270.01(ff).*

8. Restrictions on local exemptions

"A Local Jurisdiction shall not apply exemptions to Subchapter 2 that are not enumerated in Subchapter 2."

Citation: 14 CCR § 1270.05(c), Local Regulations.

9. Exceptions to standards and CAL FIRE notification

"Exceptions granted by the Local Jurisdiction listed in 14 CCR § 1270.06 shall be forwarded to the appropriate CAL FIRE unit headquarters"

Citation: 14 CCR § 1270.07(a), Exceptions to Standards.

10. Appeal of a denied exception

"Where an Exception is not granted by the inspection entity, the applicant may appeal such denial to the Local Jurisdiction."

Citation: 14 CCR § 1270.07(c), Exceptions to Standards.

11. Inspection authority and delegation

"The delegation of inspection authority, and any subsequent revocation of the delegation, shall be documented in writing"

Citation: 14 CCR § 1270.06(b)(5), Inspections.

12. CAL FIRE review of permit applications

"the Director or their designee may review and make fire protection recommendations on applicable construction or development permits or maps"

Citation: 14 CCR § 1270.04(b), Provisions for Application of these Regulations.

Source references

Yolo County Code § 7-1.00(c): American Legal Publishing, Yolo County Code of Ordinances.14 CCR §§ 1270.01, 1270.04, 1273.01 and 1273.06: California Code of Regulations, Title 14, Division 1.5,

Chapter 7, Subchapter 2. 2025 California Fire Code § 202: California Code of Regulations, Title 24, Part 9.

13. Additional Technical Resources

The following citations are provided as supplemental references. They do not independently establish the meaning of “Road” or “Turnout” under 14 CCR.

A. Roadway — California Vehicle Code § 530

“A ‘roadway’ is that portion of a highway improved, designed, or ordinarily used for vehicular travel.”

Citation: *California Vehicle Code § 530. https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=530.&lawCode=VEH*

B. Traveled way — California MUTCD 2026, Chapter 1C

“Traveled Way—the portion of the roadway for the movement of vehicles, exclusive of the shoulders, berms, sidewalks, and parking lanes.”

Citation: *California Manual on Uniform Traffic Control Devices (2026), Chapter 1C, Definitions.*

C. Shoulder — California MUTCD 2026, Chapter 1C

“Shoulder—a longitudinal area contiguous with the traveled way that is used for accommodation of stopped vehicles for emergency use and for lateral support of base and surface courses, and that is graded for emergency stopping.”

Citation: *California Manual on Uniform Traffic Control Devices (2026), Chapter 1C, Definitions.*

D. Traveled-way width — Caltrans Highway Design Manual, Topic 301

“The traveled way width includes the width of all lanes, but does not include the width of shoulders, sidewalks, curbs, dikes, gutters, or gutter pans.”

Citation: *Caltrans Highway Design Manual, Chapter 300, Topic 301, Traveled Way Standards.*

E. 2021 Draft Revision of 14 CCR – Never Adopted

§ 1273.09 Road and Driveway Turnouts Gate Entrances (a) Turnouts shall be a minimum of twelve (12) feet wide from the shoulder stripe, twenty-two (22) feet long with a minimum twenty-five (25) foot taper on each end and be facilitated outside of the Traffic Lane to accommodate one passenger vehicle as illustrated on Figure 5. (b) On One-way Roads and Dead-end Roads over 400 feet in length, a Turnout shall be located at approximately the midpoint of the Road, in addition to any other Turnouts Required. (c) Turnouts shall be provided no more than 400 feet apart on One-way Roads or on Roads that do not meet the width requirements.

Citation: *2021 proposed revision to 14 CCR § 1273.09, Road and Driveway Turnouts (draft language; never adopted).*

8/19/2026

BG26-004
CVFPD fire access determination

The permit in question is for the construction of a one-way road in the Capay Valley Fire Protection District. In review of this plan, I used Chapters 2, 5, and Appendix D of the 2025 California Fire Code, as well as the Department of Forestry and Fire Protection 14 CCR *§§* 1270-1276.

The Engineer's plans describe an approximately 1,250' long one-way road with a 16' wide asphalt surface. The roadway is bordered on both sides by a 2' concrete ribbon and an additional 2' of compacted rock both at grade.

I found that the proposed roadway is a "fire apparatus access road" as defined in Chapter 2 of the 2025 CFC.

I found that the proposed roadway exceeded the minimum 12' width required by 14 CCR 1273.01(B).

I found that the proposed roadway was not compliant with the state minimum fire safe regulations in 14 CCR 1273.01(b)(2) as no midpoint turnout was present in the design. Section 1273.06 specifies turnout dimensions of 12' wide and 30' long with 25' tapers.

Because the proposed road already provided 16' of asphalt width, I advised the project Engineer – Todd Tommeraason of Laugenour and Meikle - that I would accept a total useable width of 24' through a combination of the asphalt and adjoining concrete surface, requiring a maximum of 4-foot increase in width. I also communicated that the 25' turnout tapers could transition to the 12' minimum travel lane rather than extending to the full 16' asphalt width. This configuration creates the same practical effect as a 12-foot turnout on a 12-foot one way road. I then relayed this information to the Yolo County Building Department.

Mr. Tommeraason subsequently requested that CVFPD issue conditional approval of the permit so that the optimal turnout location could be identified after land grading was complete. CVFPD issued conditional approval on July 15th, and plan approval was issued by the Building Department on July 30th.

Jesse Capitanio, Fire Chief CVFPD

Form #:
GH - 032

YOLO BUILDS

Department of Community Services Building Division

292 W. Beamer Street Woodland, CA 95695 | Phone: (530) 666-8775
www.yolocounty.org | Building.Division@yolocounty.org

Fire District Fee Form

Permit No.: BG26-004 **Application Submittal Date:** June 15, 2026

Building Permit No.:	BG26-004
Property Owner's Name:	YOCHA DEHE WINTUN NATION
Project Address:	
Assessor's Parcel Number:	048-230-004 / 048-230-002
Applicant's Telephone:	530-796-5747
Permit Type:	Grading
Description:	Grading and drainage improvements for new exit along Kisi Way (separate permit for electrical utilities)

Notes:

Please **provide a site plan to the fire protection district** listed below for their review and sign off. Keep in mind that impact fees may be required.

Fire District Office Use

The sign off shown below signifies that a **site plan review has been completed** and that all fire district/ department **fees have been collected** or waived as shown below:

_____ x $_____ = $_____ OR _____ Fees Waived / Not required
Total sq. ft. Fee / sq. ft.

Approved by _____ Date 7/15/2026

Approved Conditionally - see p. 2

ATTN: OWNER/ APPLICANT/ CONTRACTOR
PLEASE RETURN THIS FORM SIGNED OFF BY THE FIRE DISTRICT, AS THIS IS REQUIRED IN ORDER TO ISSUE BUILDING PERMIT or AG EXEMPT.

7/15/2026

Regarding BG26-004,

The referenced permit is approved with the condition that appropriate turnouts will be designed into the project as discussed. Turnouts are required near the midpoint on both the new road and the one-way designated section of the existing Kisi Way. The turnout areas for both roads must be appropriately engineered for weight; provide 24' of available width; and be constructed of a surface comparable to the roadway (asphalt or concrete). The turnout area shall be 30 feet long, with the appropriate taper on each side.

Sincerely,

Jesse Capitanio
Fire Chief
Capay Valley Fire Protection District

Capay Valley Fire Protection District
P.O. Box 6 Brooks, Ca. 95606 Phone: 530-796-3300 www.capayvalleyfire.org

September 18, 2026

Sent via US Mail and email (capayvalley@yahoo.com)

Capay Valley Fire Protection District
Board of Directors
Attn: Judith Redmond, Chair
PO Box 6
Brooks, CA 95606

Subject: Concerns Regarding Communication Between Yocha Dehe Wintun Nation and Capay Valley Fire Protection District

Dear Members of the Capay Valley Fire Protection District Board of Directors:

On behalf of the Yocha Dehe Wintun Nation ("Yocha Dehe" or the "Tribe"), I am writing to request a meeting between the Capay Valley Fire Protection District ("CVFPD") Board and the Yocha Dehe Tribal Council to discuss the Tribe's ongoing concerns regarding communication and coordination between Yocha Dehe and the CVFPD. As partners committed to the safety and well-being of the Capay Valley community, we remain dedicated to open, effective, and respectful collaboration, particularly on fire, life, and safety matters.

Recently, during Yolo County's plan review of a private road under construction on Tribal land, Fire Chief Jesse Capitanio asserted that the applicable code required installing turnouts on two 20-ft-wide, single-direction private roads entirely on Tribal property. Yocha Dehe Fire Department staff and third-party code compliance experts independently determined that the applicable code did not require the turnouts, as did the State Fire Marshal's office informally. Despite several attempts to engage Chief Capitanio on this issue, he maintains his position and threatens to hold up this important project until his requests are met. The turnouts are clearly superfluous and impose high costs and safety risks for the Tribe and its citizens.

We value CVFPD as an integral part of our community and appreciate the dedication of its volunteer staff. However, we have also been informed of other communication difficulties with the CVFPD, and we want to ensure that these challenges do not hinder our ability to collaborate effectively, heighten the risk of miscommunication, or compromise the safety of Capay Valley residents and guests. Therefore, we respectfully request a meeting between the CVFPD Board and the Tribal Council to address these concerns directly and to develop a constructive path forward.

Thank you for your attention to this important matter and for your continued dedication to our region's safety. Please contact Alejandro Cabrera, Government Affairs Manager, at acabrera@yochadehe.gov to schedule an in-person meeting.

Wile bo,

Anthony Roberts
Tribal Chairman

October 6, 2026

Sent via US Mail and email (acabrera@yochadehe.gov and sferguson@yochadehe.gov)

Anthony Roberts, Yocha Dehe Wintun Nation Tribal Chairman

Alejandro Cabrera, Government Affairs Manager

Shelley Ferguson, Director of Administration

Yocha Dehe Wintun Nation

PO Box 18, Brooks CA 95606

Subject: Your letter of September 18th regarding road turnouts

Dear Chairman Roberts,

Thank you for your letter of September 18th. At our upcoming meeting on October 12, the Capay Valley Board of Commissioners will discuss the concerns raised in your letter of September 18th. I am certain that I speak for the entire Board in saying that we value the mutual aid agreements that our two Districts share and we are strongly committed to open, effective, and respectful collaboration and communication between our two Districts and the Tribal Council. I hope to learn more about your concerns as soon as possible.

We look forward to meeting with you and members of the Tribal Council. If you wish to meet with the entire Board of Commissioners, we will need five days of advance notice to prepare the agenda materials and comply with public notice requirements. Another option is for two of our Commissioners to meet with you, in which case the meeting would not need to be held as a publicly noticed meeting.

Please let me know which of these options you would prefer and we can then move forward quickly in scheduling a discussion.

Sincerely,

Judith Redmond

Chair, Capay Valley Fire Protection District Board of Commissioners

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