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FALL 2019

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The 2019 Transportation Issue

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CONTENTS

5 Why We Live Here
6 Go For Green
8 Driving the Distance
9 Fueling Your Zero Emission Vehicle
10 Taking the Bus
12 Yolobus: West Sacramento Map
13 Why We Work Here
14 A More Efficient Port of Call
16 Oh, the Places We Can Go!
18 The Green Generation
22 A Quick Guide to Workplace Charging
23 Blue-Bumpered Buses!
24 Clear Skies Ahead
26 Which Bin Does This Go In?
28 “I Had No Idea!” Fight the Villains!
30 The Truth About Idling A Vehicle
32 2019 Calendar of Events
You really can get there from here.

Love it or hate it, transportation is a thread of our lives. A large part of West Sacramento’s growth and economic success is due to our city’s location—smack in the middle between the Sierras and the Bay Area. A quick jump on to I-80, Cap City Freeway, Hwy 50, and Hwy 99. At the confluence of two rivers and a busy rail center.

Our prime location attracts businesses that thrive on transportation. New and expanding businesses increase employment possibilities for West Sacramentans and the region.

West Sacramento is—again—at the forefront of doing things differently. We are taking bold steps to redefine transportation with bikes, buses, zero emission cars, and alternative fuels. Our friends, neighbors, and businesses are taking even more steps to reduce air pollution, too.

In this issue of West Sac Works, you’ll meet two local EV—electric vehicle—pioneers and learn how you, too, can go electric. You’ll be inspired by a long-standing West Sacramento family-owned business that embraces change in their industry. You’ll learn how little steps, like turning off the engine in the drive through lane and putting your trash in the right bin can improve the air we all breathe every day.

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Hope to see you on a bike path soon!

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West Sacramento is known for its forward momentum – always changing, growing, and moving. We also pay close attention to how that motion affects the world around us. In the following pages, meet a few people who embrace innovation with an eye toward lightening their load on Mother Earth.
George Parrott ran seven miles before coming to our interview. “Grass grows faster than I run, but I still run every day.” In 1980, George joined the Buffalo Chips Running Club as head coach, a position he held until 2008. “I built the club from 200 members to more than 1,000,” he said, “and met a woman at a marathon who would become my wife.”

He became very focused on reducing his environmental footprint. “Air quality is life and death to runners,” he stated. He bought one of the first hybrids and in 2009, flew to Japan to see the unveiling of the first Nissan Leaf at the Tokyo Auto Show. “In 2011, we were the second household in the United States to have a Leaf and a Chevy Volt.”

A now-retired professor at Sac State, it was natural for George to teach others about the environmental benefits of electric cars. “I organized the first National Drive Electric Day event in 2011 with about 10 Leaf and Volt owners showing off their cars. A couple of the honchos from the Sacramento EV Club approached me and it’s just grown from there.”

The Sacramento EV Club members are often at meetings and public events with their own cars and time. “It’s about social change,” George said. “People need to see that they can make a positive change in the environment just by changing the car they drive.”

**GO for Green**

George Parrot started “driving green” years before electronic vehicles were a common sight on our roads and highways. Here, he tells us why he’d rather plug it in than gas ‘er up before he hits the wide open road.
A self-described car guy, George is currently driving his fifth EV. “I’d love a Porsche Taycan, but I like road trips and the Tesla Supercharger network lets me drive all over the country. George just returned from a 4,000-mile road trip in his Tesla Model 3 that he’s documenting for an EV website.

When not on the road, George charges his car at his West Sacramento home. He uses the PG&E rate for car charging, although the solar on his house and energy-efficient lifestyle often means he doesn’t have an electric bill. “Just the $13 a month connection fee,” he said.

“It’s important that people know that they can save money with an electric car—and driving electric keeps the air clean so I can keep running!”

West Sacramento has public charging at IKEA and Walmart, behind city hall, and at the Bridge District parking lot. PG&E offers special rates for charging cars at residences. Visit Plugshare.com for a map of public charging stations nationwide.
Don Stauffer has lived in West Sacramento for 14 years. A chemistry teacher at River City High School, Don enjoys living in the community where he teaches. Students, however, are sometimes surprised when they see him out and about. “Students can get the impression that teachers never leave the school,” he said, “One morning a student threw the classroom door open and exclaimed, ‘Mr. Stauffer goes to the grocery store!’”

Teaching is Don’s second career; he first worked for a Bay Area company involved in alternative energy. “I’ve been interested in alternative energy my entire adult life,” he said. “I started following the evolution of alternative fuel cars in the 1980s and anticipating the day that I could own one,” he said.

Don took his students on annual field trips to the California Fuel Cell Partnership and watched fuel cell cars mature from “exotic, expensive, space shuttle technology to everyday cars.” When Honda announced the release of the Clarity Fuel Cell, Don immediately signed up. “I was the second person in Northern California to get a Clarity,” he said with pride. A fuel cell creates electricity from a chemical reaction between hydrogen (stored in a tank) and oxygen from the air. The only by-product of the reaction is a little water vapor. “I bring the car into the environmental science studies, but the students don’t quite know how to react. It looks like a normal car, not the futuristic vehicle they expect,” he said.

Why a fuel cell instead of something else? “It’s about the range and refill time. Between work, friends, and family, I drive to Reno, the Bay Area, and to the Southern California desert. Since it only takes minutes to fill the tank and the car has really long range, I don’t have to stop often,” he explained.

When asked about his next car, Don said that he’s thinking about going car-free. “My work-related travel is diminishing and I’m riding my bike a lot more often. With Via and JUMP so available, I think I can get around without a car. That’s even more energy efficient!”

West Sac’s hydrogen station is at Ramos Oil on South River Road. Two more stations are in Sacramento, and almost 70 stations statewide. Visit CAFCP.org for a map of hydrogen stations and to learn about fuel cell cars.

Driving the DISTANCE

Driving an alternative fuel car was a dream decades in the making for Don Stauffer. It seemed more than fitting, then, that this local highschool chemistry teacher would be one of the first owners of a fuel cell vehicle – a car powered by chemistry!
FUELING YOUR ZERO EMISSION VEHICLE

Filling up the tank on a zero emission vehicle, like the ones George and Don drive, may seem confusing to say the least. Don't be intimidated! Here is a quick go-to guide on how to charge electric and fuel cell vehicles.

**CHARGING OPTIONS FOR EVs**

1. **Wall Outlet**
   - EVs include a cable that works with a standard electrical outlet. Ideal for overnight charging.
   - Fully charges an empty battery in 12-to-15 hours. No equipment to buy.

2. **EVSE**
   - Electric vehicle service equipment includes a cord and plug that fits all EVs. Ideal for home and work.
   - Fully charges an empty battery in 5-to-7 hours. Special charging rate for residences from PG&E.

3. **Fast Charger**
   - Stand-alone chargers in convenient locations for charging on the go.
   - Fully charges an empty battery in under an hour. Pay for charging with an app or credit card.

**FUELING AN FCEV**

- **Hydrogen Station**
  - Stand-alone dispensers at gas stations. Dispenses hydrogen as a pressurized gas.
  - Fully fills an empty tank in under 10 minutes. Debit card for fuel included with car.
Did you know that one full bus could take 30 cars off the road? Riding the bus can also save people money in gas, parking, and wear and tear on their cars. Bus riders know there are less-obvious benefits, like meeting new people, squeezing in more reading, and enjoying their surroundings.

Yolobus is the county-wide public transit system that serves West Sacramento, Davis, Woodland and all the communities in between. “Every day, our buses log the same number of miles as a trip from Sacramento to Beijing China,” said Terry Bassett, Executive Director of the Yolo County Transportation District (YCTD). “Since we started in 1982, Yolobus has had more than 40 million riders.”

In September, Yolobus launched “Free Rides for Youth” All riders 18 and under will ride free on all routes and services. “It makes bus riding even more economical for families,” Terry said, “And it makes it easier for youth to access jobs, services, and recreation throughout the region.” He gave examples of teenagers riding the bus from Southport to see a movie at DOCO, or Davis youth taking the bus to a River Cats game. “We believe that when young people see how easy and convenient it is to take transit, they’ll become bus riders for life.”

You can take the bus to Sacramento? “Yolobus runs from the Merkley Transit Center to Downtown Sacramento every 15 to 20 minutes,” Terry said. “In fact, people can take Via to the transit center and get two transfer tickets to Yolobus. Then they can take the bus downtown and back to West Sacramento.”

Yolobus Director of Operations, José Pérez, elaborated, “We gave the City of West Sacramento 4,200 transfer tickets to hand out. We think it will be enough to last for a year. The Via drivers have the tickets. Passengers just need to ask.”
In the transit world, systems like Via are called microtransit or on-demand transit. Across the country cities and transit operators are running pilot projects to see how to best serve customers with alternatives to a fixed-route bus. Via is a City of West Sacramento project, and YCTD is running its own pilot called YOUR Ride. “It stands for Yolobus Urban/Rural Ride,” José said at the West Sacramento Chamber’s Economic Development and Government Affairs meeting. “It’s available to residents and guest workers in and around Knight’s Landing.” Residents can use the TripShot app to request a ride to Woodland or from Woodland back home. “Depending on the number of people requesting a ride, we’ll dispatch a cutaway or a full-size bus.”

Yolo County Transportation District is launching another exciting pilot program this year. With funding from Electrify America, YCTD and Sacramento RT will operate 12 battery-powered buses between the UC Davis and the Med Center in Sacramento. The buses will make limited stops in Davis and in Sacramento to provide fast service between the two campuses. “These buses have no pollution,” Terry said, “and will alleviate congestion on the Yolo Bypass. We’ll get experience with the operational costs of battery buses that will help us understand how to replace our existing fleet.”

Today, Yolobus operates 44 compressed natural gas (CNG) buses, six highway coaches powered by highly refined diesel to improve combustion efficiency and reduce harmful emissions, and nine clean diesel cutaways. The buses are cleaner than the average bus fleet in California. “Moving to battery buses, and maybe fuel cell buses powered by hydrogen will make YCTD even cleaner,” José said.

Terry said that YCTD is working with the City of West Sacramento to plan what comes next. “We might do more frequent service on the heavier routes and rely on microtransit during other parts of the day. We might be looking at fewer stops and ways to bring people to those stops—what we call first mile/last mile in the transit industry.” YCTD will have an extensive public input process to help understand rider needs. “We want to grow the ridership and get people out of their cars, and we need to hear from people how YCTD can serve them best.”

“Transportation is a system with several mobility options, from JUMP bikes to commuter trains,” Terry concluded. “YCTD embraces alternative methods of getting around and is committed to doing it smartly and safely.”

Yolobus Route 42 stops at the Sacramento International Airport every 60 minutes between 5:00am and 10:00pm. If you board the bus on Route 42B at the stop at Capitol Mall and 7th Street (at 8 minutes past the hour) in Downtown Sacramento, the next stop is the airport in less than 20 minutes. The bus stops at both terminals. Coming home, take Route 42B which picks up at 31 past the hour at Terminal A and 33 past the hour at Terminal B. The next stop is 8th and J Street in less than 20 minutes. (If you stay on the bus to get to West Sac, the trip takes an hour.) At $2.25 for an adult ticket, taking the bus is the cheapest way to fly!

Turn the page to see a map of the Yolobus routes in West Sacramento.
Why We Work Here

A port that serves as a major shipping hub – located almost 80 miles from the ocean. One of the most successful micro-mobility programs in the nation. An oil company that creates fuel made from hydrogen and algae. All of it, right here in West Sacramento.

Read on to meet some the people behind these incredible feats of innovation.
About 13 years ago, Joe Carrillo started a new job with SSA Marine at the Port of Long Beach. "I competed with 20 other people for the job. I had no idea what that would lead to," he said. From Long Beach, Joe was on a seven-year international assignment in Mexico and then Panama. Joe returned to California and is now a regional vice president for SSA’s Northern California operations. He oversees operations at the Ports of West Sacramento, Stockton, Eureka, and Benicia.

The original idea to create an inland port in Sacramento started in 1916. Thirty years later, Congress approved the US Army Corps of Engineers to construct a 43-mile channel from the delta to West Sacramento and the Sacramento-Yolo Port District was formed. Groundbreaking took place in 1949 and the year-round deep-water port opened in 1960. In 2005, the City of West Sacramento took control of the Port and in 2013 SSA Marine leased the port from the City to be responsible for day-to day operations at the port and the loading and unloading of all vessels arriving to West Sacramento port.

“When a vessel arrives at one of the ports, SSA and the local ILWU (longshore union) workforce load and unload cargo,” Joe explained. “We work with vessel carriers, shippers, cargo owners, truckers, crane companies, and everyone associated with the cargo to quickly and efficiently get everything where it needs to go.”

The four port operations Joe oversees handle bulk items that are not in the neatly stacked cargo containers. “West Sacramento’s two main cargoes at the moment are bulk rice in one-ton super sacks and bulk cement,” he said. “Local rice mills export all over the world—Japan, Korea, Indonesia, Africa, and the Middle East. For example, the last rice vessel that left for Japan carried 13,000 metric tons of rice. We load tens-of-thousands of tons of rice into vessels in West Sac.”

The Deep Water Channel and the inland port in West Sacramento are truly marvels of modern engineering and ingenuity. Now under the direction of Joe Carillo, Regional Vice President of SSA Marine, the port will become one of the cleanest and “greenest” in the region.

A More EFFICIENT Port of Call
“The vessels coming into the Port of West Sacramento are currently filled with bulk cement from Mexico and Asia,” Joe said. “We receive about 450,000 tons of cement a year that is used in the region to build roads and buildings. Regionally, the ports also receive heavy machinery like wind turbines that is hard to transport by train or truck.”

Joe is also helping to green the ports in which SSA operates. “When I arrived in Northern California from Panama, I attended workshops about energy and emissions regulations in California. It really caught my attention and I wanted to help all our ports lower greenhouse gas emissions.” In 2006, the City of West Sacramento installed the solar panels you can see from Industrial Blvd. Joe wants to build on what the City started. “Now we are researching the best way to increase solar capacity to produce even more clean power,” Joe stated.

SSA Marine is also working with battery and fuel cell freight equipment in the Port of Oakland and Port of Los Angeles. “We want to know how SSA Marine can use all types of zero-emission vehicles to help the cities where we operate be cleaner,” he stated. “We want to be a benefit to West Sacramento. It’s my mission.”

Another step in greening the port is converting diesel forklifts to electric. The ports’ forklifts are not the same type of units you see in a warehouse. “These are more like heavy-duty tractors,” he said, “They have to lift between 33,000 and 70,000 pounds, and then carry cargo to and from vessels during operations.” This first of six 36,000-pound heavy-duty electric forklifts will soon be delivered to the Port of Stockton. “We’ll implement these units into Stockton’s operations and then integrate EV forklifts into other ports…West Sacramento as soon as possible.”
Residents of West Sacramento are very fortunate to be able to enjoy the various micro-mobility programs the City has to offer, from VIA to JUMP bikes and scooters. We sat down with Sarah Strand, Senior Transportation Planner with the City of West Sacramento, to find out more about how these programs will expand.

“Oh, The Places You’ll GO!”

Senior Transportation Planner Sarah Strand has been with the City of West Sacramento for 3½ years. “Once I started working here, I knew this is where I wanted to live,” she said. Sarah and her husband just bought their first house in West Sacramento. “We love the bike-ability of the city. There’s a great sense of community and you can zip across the bridge to downtown Sacramento.”

After completing a degree in Urban Studies & Planning at UC San Diego, Sarah started her career as a Regional Planner at the San Diego Association of Governments working in the transportation and environmental fields. “I helped local government connect transportation investments with land use, public health and climate change and loved it,” she said. Wanting to do more, she enrolled in the Transportation Technology and Policy graduate program at the UC Davis Institute of Transportation Studies. “I started looking at how we integrate new mobility options into the fabric of everyday life,” she said.

“We’re redefining the City’s role in providing a menu of mobility options beyond just driving alone. We also need to reverse the effects of policies that historically widened roads and added more lanes as the sole solution to traffic, which has in fact been proven to do very little in reducing congestion. Developing ‘mobility hubs’ that offer multiple travel options at strategic locations, like transit and commercial centers, could make it easier for residents get around without feeling as dependent on driving or being driven by friends and family members.”

One of those options includes West Sacramento On-Demand, also known as Via. It’s on-demand transit that gives corner-to-corner shared rides anywhere in West Sacramento for a flat fare of $3.50. Earlier this summer, the program received the City Livability Award for Outstanding Achievement from the US Conference of Mayors. “With City Council’s support, this has been a truly innovative transit experiment.” Sarah said. “We didn’t know what to expect when we started as a pilot program. It turns out there was a lot of pent up demand. Ridership has far exceeded our expectations by more than double, with over 125,000 rides taken since launching last summer.”

In late August, West Sacramento On-Demand expanded the hours of operation and started Sunday service. “We saw immediate growth in ridership following expansion, in conjunction with school returning to session,” she said. Community members
Sara has been instrumental in bringing numerous micro-mobility programs to West Sacramento, including JUMP bikes and scooters, and the VIA Rideshare Program. Of all ages, incomes and abilities use the service. About 7 percent of riders are older residents, and they contribute more than 15 percent of all ride requests. Students ages 13 to 21 are about 20 percent of ridership, in some cases alleviating the need for parents to shuttle kids around and giving youth more independence. “When high school started up in August, we saw multiple record-breaking ridership days one right after the other.” Other community members simply use West Sacramento On-Demand as a cheaper alternative to Uber or Lyft.

Sarah also coordinates closely with the Yolo County Transportation District to advocate for enhanced Yolobus services for residents and visitors, and recently began overseeing local JUMP bike and scooter share. “The West Sacramento-Sacramento-Davis micro-mobility program is one of the most successful JUMP deployments in the nation. We’re still getting our feet wet and learning how to best work with private vendors and educate riders about riding and parking etiquette.”

The newest project in the City’s menu is the West Sacramento Plug-in Partnership, which received a $2.665 million grant from the Sacramento Area Council of Governments to significantly increase the number of public charging stations in West Sacramento. According to Sarah, part of the grant is to support community charging, and the other is focused on fostering partnerships with local freight and logistics businesses to help them shift delivery vehicles to electric. “We’re at the very beginning of this project and will be engaging with the business community through the Chamber to better understand barriers to electrification and identifying opportunities to help overcome them through investment in EV infrastructure.”

West Sacramento is planning for a significant growth in the River Front Districts. “Denser development adjacent to downtown means more people. The best way to ensure that residents and employees can live in a manner that is more climate friendly is to empower them with a menu of sustainable transportation options complemented by desirable land use and development,” said Sarah. “Choosing to travel by foot, bike, scooter, or rideshare isn’t just good for the environment, it’s good for community. I’m just thrilled to live and work in a city that is working to leverage these changes for the greater good.”
Ramos Oil has been a part of our community since the 50’s. It has also become one of several local companies on the leading edge of green energy technology. Current president Kent Ramos tells us more about the company’s history and how his family plans to continue their legacy of innovation.

Kent Ramos, President of Ramos Oil, and his family have deep roots in West Sacramento. “My brothers and I grew up here, and graduated from West Sac schools. My dad, Bill, used to tell people he was a ‘member’ of the Pheasant Club,” Kent says.

At 17, Bill Ramos left high school to serve in the United States Navy during World War II. The son of Spanish immigrants, he served three years on an aviation gasoline tanker in the Pacific theater of the war. When he returned home to his parent’s farm in the Nicholas/Lincoln area he went to work driving a fork lift at the Gladding McBean clay factory in Lincoln. “They are a customer of ours today,” says Kent.

“The ranch had fuel delivered, and Dad had experience with handling fuel in the Navy. Delivering fuel was a better job than driving a forklift,” Kent explains. Bill moved up the ladder and was soon working for Standard Oil. “He saw that the distributors would go out to dinner and take trips to Tahoe and said ‘I’m on the wrong end of this,’” Kent laughs. Bill approached Standard Oil, “but they were a good-old boy network and he couldn’t get in there.” Shell was just coming to Sacramento and Ramos Oil got one of the first distributor locations in 1951.

Kent compares his business to other distributors. “Take beer. A brewer sends their bottled beer to a company like DBI, and DBI deals with all the stores and restaurants. The oil companies, like Shell, refine the product and we work with the small businesses that retail fuel.”

Ramos Oil has eight rural locations with fuel tanks—the warehouse for fuel—that include gasoline, diesel, and renewable diesel. Since the 1960s, the Ramos Oil station on South River Road had dispensers for Ramos Oil customers, but didn’t serve cars. “When they punched through the Pioneer Bridge and opened South River Road all the way to West Capitol, traffic changed. We decided to open a Shell station.”
We want to be a green company and embrace change, so we added solar to all the fuel canopies and become the first retail hydrogen station in the world. We added ethanol and renewable diesel.” Renewable diesel is made from vegetable oils, animal fats, grease, and algae “It’s not a crude-based product,” Kent explained. “It’s clear, like water. All our delivery trucks use renewable diesel, which reduces greenhouse gas emissions by about 80% compared to conventional diesel. I think we’ll continue to see more transition to electric cars and trucks,” Kent continues. “We may not be selling gasoline in 10 years; it might be all hydrogen and charging stations.”

“As my son, daughter, and nephew take over Ramos Oil operations,” Kent states, “we’ll continue my dad’s legacy to be kind, compassionate, generous, and love unconditionally.”

The Ramos Oil station on South River Road has an air station designed for trucks’ 130 psi tires. The air station is free and fills a car tire in a snap. Pay attention, though. The air is so fast it’s easy to overfill the tire!
A QUICK GUIDE TO WORKPLACE CHARGING

Many companies have made life easier for their employees by offering them a place to charge their electric vehicles. Read on to learn how to make workplace charging a reality.

Kaiser Permanente was one of the first Sacramento-area employers to add electric vehicle charging stations to its medical centers. “Hosting charging stations is a natural fit for our medical centers, where thousands of people come daily to work and to access the care and services they need to manage their health,” said Ramé Hemstreet, vice president of facilities operations and Kaiser Permanente’s chief energy officer in a press release. “By promoting sustainable transportation and reducing our reliance on fossil fuels, Kaiser Permanente is taking concrete steps toward reducing air pollution and conditions that can harm health.”

Thinking about charging at your workplace? Here are a few tips that West Sacramento businesses should know about workplace charging.

Start with a survey. Ask employees and customers about their interest in using a car charger and if they would be willing to pay for the electricity/

Choose the charging level. Level 1 charging (a regular wall outlet) may be sufficient for people who drive less than 20 miles. A Level 2 charger that can be mounted on the wall or on a pole is better for longer commutes.

Evaluate your parking lot. One EV charging space must be adjacent to an ADA space. The EV space must also be labeled as EV Charging Only and will be a dedicated parking space.

Contact PG&E for a site evaluation. PG&E can help save time and money by ensuring you select parking spaces as close as possible to existing utility infrastructure and the building’s circuit box. PG&E can also advise you about other energy efficiency measures that may reduce your electric and gas bills.

Contact an electrical contractor. The contractor can help you choose the right charger and estimate permit and installation costs. Installed Level 2 chargers can range from $3,000 to $18,000 depending sophistication of features and distance from existing power.

Launch and publicize the availability of the chargers!

PG&E’s EV Fleet Program is open to PG&E business customers have a minimum of two electric vehicles. PG&E will design, construct, and activate the charging equipment on property that the business owns or leases and rebate up to 50% of the cost of the EVSEs. The fleet, in return, must operate the chargers for 10 years and provide data related to EV use for five years.

Visit WestSacramentoChamber.com for more information.
Blue-Bumpered Buses!

West Sac school children can now help do their part in cleaning up the environment, just by riding the bus to school. We spoke with Washington Unified School District trustee Coby Pizzotti to find out more about this exciting new program.

“We had a school board meeting in celebration of the new buses and our partnership with Lion,” said Washington Unified School District trustee Coby Pizzotti. “Our bus drivers, bus driver assistants, everybody who is a part of this came out to show off the new buses.”

Coby was talking about the new school buses with the bright blue bumpers you may have seen running around town. They are all-electric buses made by Lion, a company with a presence in Sacramento. Washington Unified is the first Yolo County school district to receive electric buses.

“The transportation department was planning to retire our oldest, dirty diesel buses,” Coby explained. “Then we had an opportunity to get electric buses with grant money.” The grant is from the Sacramento Metro Air Quality Management District’s California Climate Investment grant that uses funding from California’s cap-and-trade program. A main aim of CCI funding is to limit children’s exposure to harmful pollutants—like exhaust from older diesel buses. “One condition of the grant was that we smashed the old buses, not sell them” Coby said. “Selling the buses just moves the pollution down the road.”

The four buses are operating on routes in all parts of the city, and will be used for field trips as much as possible. “The buses have a range of 155 miles on a charge,” Coby stated. “They can easily run a full route and take students for a local field trip.”

Drivers and students love the buses’ smooth, quiet ride. Because electric buses are silent, they reduce noise pollution as well as air pollution. “At low speeds, the buses make a sound like wind chimes,” Coby said. “The kids love that!”

Charging the buses takes up to seven hours, which is fine for buses that sit overnight. “The WSUD Transportation yard already had chargers. The grant paid for connecting the chargers to the district’s solar array, so the cost to charge the new buses is nothing,” he said, “and cost about 60% less to maintain.”

Look for more of the bright blue bumpers in the future. WSUD is already working on other grants to expand the electric fleet to 12. “The plan is to have about half the fleet of school buses go electric in the next few years,” he stated.
CLEAR SKIES AHEAD

West Sacramento and Clarksburg, two very different Yolo County communities, are working together to protect our local air quality. In this story by Anna Champe, Public Information Officer at the Yolo-Solano Air Quality Management District, we learn more about this partnership.

Along the southeast border of the Yolo-Solano Air Quality Management District (AQMD) lie the cities of West Sacramento and Clarksburg – two uniquely different towns committed to the same goal – keeping the air clean and safe for everyone.

West Sacramento is a thriving urban city full of young families, professionals and entrepreneurs. Daily commutes, shopping and carpooling to soccer games and Little League are regular part of day-to-day living for residents living in this bustling city on the edge of Yolo County.

Clarksburg is a small, rural town known for its premier wine grapes and country hospitality. Located along the Sacramento River, residents here enjoy a slower pace of life. With homes scattered along the edges of acres of rich farmland, residents use farm trucks and tractors to navigate narrow country roads, miles of tomato fields and vineyards.

Both West Sacramento and Clarksburg – and the small towns in between – look to the Yolo-Solano AQMD for the expertise, guidance and resources needed to protect air quality. “Our planners, engineers and air quality specialists work very closely with government agencies, businesses, farmers and individuals to find solutions that are reasonable and cost-effective to meet collective air quality goals,” said Mat Ehrhardt, Air Pollution Control Officer. “We ask for, and receive, a lot of feedback from the community when we adopt new rules.” Through rule-making; inspections and permitting sources of air pollution; providing incentives to reduce air pollution; and educating the public on the primary consumer-sources of air pollution, the Yolo-Solano AQMD takes a community approach to protect local air quality.

Incentive programs like Clean Air Funds, Carl Moyer and Clean School Bus Program help private businesses, non-profit organizations, and public agencies to reduce emissions from mobile sources. In the past few years, these programs have
provided funding for electric vehicle (EV) charging stations in West Sacramento, helped local farmers upgrade agricultural equipment, and financed cost-effective school bus retrofits and replacements in towns like Clarksburg.

Individuals also benefit from local and regional incentive programs. The Wood Smoke Reduction Program and Clean Vehicle Rebate program offer financial incentives to reduce consumer-level sources of air pollution. The Wood Smoke Reduction Program provides vouchers to homeowners and renters to replace their old, non-EPA certified wood stove or fireplace with a newer, cleaner burning device. Low-income residents are eligible for a $3,500 voucher, households with higher incomes are eligible for $1,000.

For the first time ever, the Yolo-Solano AQMD is providing supplemental funding for underserved schools in Yolo County to install biking and walking infrastructure. Applications are being accepted through October 25, 2019 for the School Bike and Pedestrian Infrastructure Grant.

To learn more about Yolo-Solano AQMD, visit YSAQMD.org. Connect with the District on Facebook and Twitter at /YoloSolanoAir.
Before he became a spokesperson for Waste Management, Paul Rosynsky was a reporter for the Oakland Tribune. “The jobs are pretty similar,” he said, “it’s educating people; helping dispel misconceptions and learn what’s really going on.”

Recycling has been in the news lately because China is no longer accepting the world’s waste. Many West Sacramento residents are concerned that the items they put in the green-lidded bin are ending up in the landfill. “Waste Management is the largest recycler in North America,” Paul said. “We quickly found other processors for things that can be recycled. Our emphasis is cleaning up the material stream. Not everything with the recycling symbol can be recycled.”

“The rules on what is recyclable and what isn’t seem to change all the time and Paul Rosynsky, spokesperson for Waste Management, knows things can get confusing when it comes to recycling. Here, he offers some helpful information that will help answer your questions.”

After the first sort, your stuff goes through layers of automated sorting. Air blows paper off the belt and into a bin, a shaker separates heavy cans and lightweight plastic bottles. Throughout the process, people pull out plastic bags and other contaminants. At the end, all the recyclables are in piles and bins by material. “We bale the materials and send them off to processors to eventually become new products,” he explained.

Waste Management also picks up recycling from schools and businesses in West Sacramento. “We have new smart trucks with cameras that see the bin as it’s being dumped into the truck,” Paul said. “It allows us to educate customers about contaminants and identify containers that need repairs and other service opportunities.”
Collecting food waste in the brown-lidded organic bin is another new initiative. "All residential customers can dump their food scraps into the same bin as their yard waste," he said. "It’s not just food, you can put in paper towels, coffee filters, greasy pizza boxes, and bones. We turn it into compost so it can add nutrients to the earth." Commercial customers can add an organics bin to their account, which is perfect for businesses with on-site cafeterias. The state law AB 1826 requires businesses with 4 cubic yards of weekly trash collection to subscribe to weekly organics collection.

Proper recycling and organics collection might save you money, too. "I was amazed at how much less trash I had when I started separating organics," Paul said. You might find that you can scale down to a smaller trash bin, which costs less on your monthly bill.

"I think that people want to do the right thing for a sustainable future," Paul finished. "I want to reach people and help them to let them know what the right thing is."

Visit SacRecyles.wm.com to watch a short, informative video and find out how recycling is sorted.

Visit WestSacramentoChamber.com to download Waste Management’s cheat sheets about what goes in the trash, recycling, and organics bins.

Clockwise from left: The recycling process starts curbside, when one of Waste Management’s natural gas-powered trucks empties the bins and takes the loads to the central transfer station in Sacramento; After an extensive sorting process, recyclable materials are baled; Bales are sorted by material and stacked where they will await transfer to different processing plants and become new products.

Don’t Miss A FREE Family-Fun Event
Join Waste Management for a free family-fun event at our Sacramento recycling facility. You can learn more about recycling with a behind the scene tour of our facility. You can also keep the kids entertained with a variety of activities including face painting, a bounce house and hands-on games and activities. You might even have a chance to sit in a garbage truck!

America Recycles Day Celebration
November 16, 10am–2pm
Sacramento Recycling & Transfer Station
8491 Fruitridge Road, Sacramento
AIR POLLUTION AFFECTS OUR ECONOMY AND QUALITY OF LIFE. ALTHOUGH THE SACRAMENTO AREA HAS SIGNIFICANTLY REDUCED AIR POLLUTION LEVELS, MANY RESIDENTS BREATHE UNHEALTHY LEVELS OF AIR POLLUTANTS—CO2, NOX, PM, AND VOCS—DURING SOME PART OF THE YEAR. YOU CAN TAKE SIMPLE, LOW-COST STEPS TODAY TO COMBAT THESE VILLAINS AND SAVE THE METROPOLIS OF WEST SACRAMENTO!

The Sacramento valley is like a bowl; during the summer, strong winds clamp a lid on the bowl trapping pollution and building ground-up ozone. In the winter, low pressure systems move in and create a similar effect. We’re already seeing the devastating effects of that scoundrel CO2. By working together, we can make a healthier community for all! Here is what you can do to help!

Transportation: For most of us, our cars are the single biggest personal contribution to air pollution and climate change. Group errands into one trip, carpool, take Via, and walk or bike more often. Go inside instead of driving-through restaurants and banks. Drop off the kids a few blocks from school. Take Yolobus next time you head downtown, to Davis, or to the airport.

Electricity and gas: The energy we use at home and work account for about 25% of air pollution. Sealing air leaks around windows and doors and switching to LED lights saves energy and money. Turn off lights, monitors, printers, and “vampire plugs” when you’re not in the room. Wash clothing, towels, and bedding in cold water—cold water is better for removing stains and preserving colors, too. Line drying instead of the dryer is better for clothes and the environment.

Food: Growing, packaging, and transporting food is about 15% of household emissions. Buy locally grown products. Eat at restaurants that use fresh food instead of frozen or pre-processed. Cut down—or cut out—meat from your diet. And drink from the tap. A bottle of water uses 2,000 times the energy as a glass of tap water, and that plastic bottle ends up in the trash.

Garbage: The things we throw away are responsible for about 10% of emissions and can also affect water quality. Use reusable bags for produce and bulk items at the grocery store. Bring your own cup for coffee and soda to restaurants. Say no to disposable plastic straws. Put all your food waste, including napkins and meat scraps, in the green waste bin. Choose products that have the least amount of packaging. Put biodegradable liners in trash cans instead of plastic bags.

Stuff: Things we buy—from clothes and furniture to services like haircuts and healthcare—account for the remainder of our personal emissions. Shop local instead of online; delivery vans add to pollution and road congestion. Consider service providers that are in town. Sign up for online statements and bill pay. Look for recycled or reclaimed items before buying something new. Buy paint, lubricants, solvents, and cleaning supplies that say “low VOC” on the label.
**CO2**

While not a direct impairment to human health, CO2’s mission is to trap heat and warm the Earth’s atmosphere. Humans make most of this villain by burning fossil fuels in vehicles and to make electricity. Rotting garbage also produces CO2 and its horrible cousin, Methane. Both can last 200 years in the atmosphere.

**OXIDES OF NITROGEN**

Known as “NOx,” this villain turns the air brown and creates acid rain. With others in the pollution gang, creates smog and ozone. NOx irritates your eyes and nose, and makes plants lose leaves. Can even crack rubber and corrode metal. Found in smoke, vehicle exhaust, and power plant emissions.

**PARTICULATE MATTER**

Known by two sizes, 2.5 and 10, PM is very small liquid and solid particles suspended in air. Causes lung disease and heart failure, and can turn the air hazy and brown. Especially dangerous when emitted at ground level, like vehicle exhaust, and smoke from fireplaces and wildfires.

**VOC**

Volatile organic compound (aka hydrocarbons) escape from vehicle exhaust pipes, evaporating fuels and other chemicals. VOCs and NOx form the ozone gang. Ozone burns your eyes, irritates noses and throats, and can impair breathing.
The Truth About Idling a Vehicle

Turning off your vehicle for 10 seconds can save money.

Warming Up
Even in cold weather, engines only need 30 seconds to warm up.

Wear & Tear
Turning your car off is better for the engine than leaving it running.

Restarting
10 seconds of idling wastes more fuel than restarting.

Where to turn it off
- Drive-Thru
- Driveway
- School
- Train
- Bank
- Car Wash
- Mall
- Bridge

Unnecessary Idling wastes $125 a year in fuel, emits 313 pounds of greenhouse gases for every car, every year.

Small Action Big Change
iturnitoff.com
Our mission is to help businesses grow and thrive.

Whether you’re new in town or have been here for decades, reach out and learn how you can benefit from Chamber membership!
## OCTOBER

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Event Description</th>
<th>Location</th>
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<tbody>
<tr>
<td>OCTOBER 8, 2019</td>
<td>8:30am-10:00am</td>
<td>Economic &amp; Government Affairs Forum - Nor-Cal Beverage</td>
<td>(3600 Massie Court, West Sacramento)</td>
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<tr>
<td>OCTOBER 9, 2019</td>
<td>5:00pm-6:30pm</td>
<td>Chillin’ with the Chamber Pop-Up Mixer - La Crosta Pizza Bar</td>
<td>(330 3rd Street, West Sacramento)</td>
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<tr>
<td>OCTOBER 10, 2019</td>
<td>11:00am-1:00pm</td>
<td>Monthly Lunch - Get to YES in West Sac!</td>
<td>(1110 West Capitol Avene, West Sacramento)</td>
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## NOVEMBER

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Event Description</th>
<th>Location</th>
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<tbody>
<tr>
<td>NOVEMBER 7, 2019</td>
<td>11:45am-1:00pm</td>
<td>Monthly Lunch - Lunch with the City Manager - Club Pheasant</td>
<td>(2525 Jefferson Boulevard, West Sacramento)</td>
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<tr>
<td>NOVEMBER 12, 2019</td>
<td>8:30am-10:00am</td>
<td>Economic &amp; Government Affairs Forum - Nor-Cal Beverage</td>
<td>(3600 Massie Court, West Sacramento)</td>
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<td>NOVEMBER 13, 2019</td>
<td>5:00pm-6:30pm</td>
<td>Chillin’ with the Chamber Pop-Up Mixer - Kick ‘N Mule</td>
<td>(2901 West Capitol Avenue, West Sacramento)</td>
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<tr>
<td>NOVEMBER 21, 2019</td>
<td>5:00pm-6:30pm</td>
<td>Members Only Mixer - Harbor Counseling Services</td>
<td>(2101 Stone Boulevard, # 175, West Sacramento)</td>
</tr>
</tbody>
</table>

2019 Calendar of Chamber Events

Dates, times, and locations subject to change. Please visit WestSacramentoChamber.com for updates and to register for events.

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Yolo-Solano Air Quality Management District will pay you to replace your old wood stove or fireplace with a new, cleaner stove. Find out how you could receive a voucher for up to $3,500 toward an EPA certified wood stove/insert, pellet stove, or natural gas, propane, or electric heating device. This program is available to homeowners AND renters.

Help reduce air pollution that comes from wood smoke. Find out if you have an eligible wood stove and replace it today!

For more information or to see if you qualify, call (530) 757 - 3650 or visit: www.ysaqmd.org/wood-smoke-reduction

Liberty

Located within West Sacramento, just a few minutes from the State Capitol, Liberty is envisioned to be a walkable and bikeable master-planned community carefully designed and crafted to preserve and enhance the City’s hometown character and exceptional quality of life. Through distinctive and timeless architecture, innovations in community design, and the connection of people to places, Liberty will be a special place to call home for generations.

www.LibertyWestSacramento.com

The Liberty project is a proposed master-planned community which is seeking approval from the City of West Sacramento.
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<th>Email</th>
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<td>Rick Phillips, CCIM</td>
<td>(916) 677-8139</td>
<td><a href="mailto:rphillips@tricommercial.com">rphillips@tricommercial.com</a></td>
</tr>
<tr>
<td>Greg Redman</td>
<td>(916) 677-8172</td>
<td><a href="mailto:gredman@tricommercial.com">gredman@tricommercial.com</a></td>
</tr>
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<td>Jim Stephens</td>
<td>(916) 677-8165</td>
<td><a href="mailto:jstephens@tricommercial.com">jstephens@tricommercial.com</a></td>
</tr>
<tr>
<td>Steve Perez</td>
<td>(916) 669-4559</td>
<td><a href="mailto:steve.perez@tricommercial.com">steve.perez@tricommercial.com</a></td>
</tr>
<tr>
<td>Jeff Post, SIOR</td>
<td>(916) 669-4505</td>
<td><a href="mailto:jeff.post@tricommercial.com">jeff.post@tricommercial.com</a></td>
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<td>Ross Relles</td>
<td>(916) 677-8143</td>
<td><a href="mailto:ross.relles@tricommercial.com">ross.relles@tricommercial.com</a></td>
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<td>Ned Strong</td>
<td>(916) 669-4502</td>
<td><a href="mailto:nstrong@tricommercial.com">nstrong@tricommercial.com</a></td>
</tr>
<tr>
<td>Keith Tochterman</td>
<td>(916) 669-4507</td>
<td><a href="mailto:ktoch@tricommercial.com">ktoch@tricommercial.com</a></td>
</tr>
<tr>
<td>Drew Wheatley</td>
<td>(916) 669-4567</td>
<td><a href="mailto:dwheatley@tricommercial.com">dwheatley@tricommercial.com</a></td>
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TRI COMMERCIAL

FALL 2019 | 35
It’s easy when you recycle right and keep the lid shut on your containers. Follow these simple steps below to avoid contamination and overage surcharges and to help keep West Sacramento green and clean.

**Stay Clear of Surcharges**

It’s easy when you recycle right and keep the lid shut on your containers. Follow these simple steps below to avoid contamination and overage surcharges and to help keep West Sacramento green and clean.

**Commercial Surcharge Rates**

<table>
<thead>
<tr>
<th>Incident</th>
<th>Why?</th>
<th>Trash</th>
<th>Recycling</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contamination*</td>
<td>Bin included 10% or more of contaminants</td>
<td>N/A</td>
<td>$54.08</td>
</tr>
<tr>
<td>Overage*</td>
<td>Contents exceeded capacity of bin</td>
<td>$59.49</td>
<td>$59.49</td>
</tr>
</tbody>
</table>

*Charges occur after two warnings

**Only place allowable materials in your recycling containers.**

- Recycle only empty plastic bottles/containers, aluminum/metal containers, glass jars/bottles, and clean paper and flattened cardboard.
- No plastic bags. Place recyclables directly into your container.
- Keep food & liquids out of the recycling.
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- Transportation
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- Eligibility
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- Podiatry

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Locations

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Elica Health Centers - Arden Arcade
1750 Wright Street, Sacramento, CA 95825

Elica Health Centers - Franklin
5385 Franklin Blvd, Suite K, Sacramento, CA 95820

Elica Health Centers - North Avenue
1281 North Ave, Sacramento, CA 95838

Elica Health Centers - Revere
752 Revere Street, Unit B, Sacramento, CA 95818

Elica Health Centers - V Street
923 V Street, Sacramento, CA, 95818

Elica Health Centers - Watt Avenue
5708 Watt Ave, North Highlands, CA 95660

Elica Health Centers - Halyard
1276 Halyard Drive, West Sacramento, CA 95691

Elica Health Centers - West Sacramento
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Washington Unified welcomes you to be a part of a rich family history dating back to 1917 when the earliest residents of modern-day West Sacramento made education a priority for their children and built the original Washington Grammar School.

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