

Capital Area Regional Tolling Authority and the Yolo 80 Corridor Improvement Project

SACOG Transportation Committee

Item 2

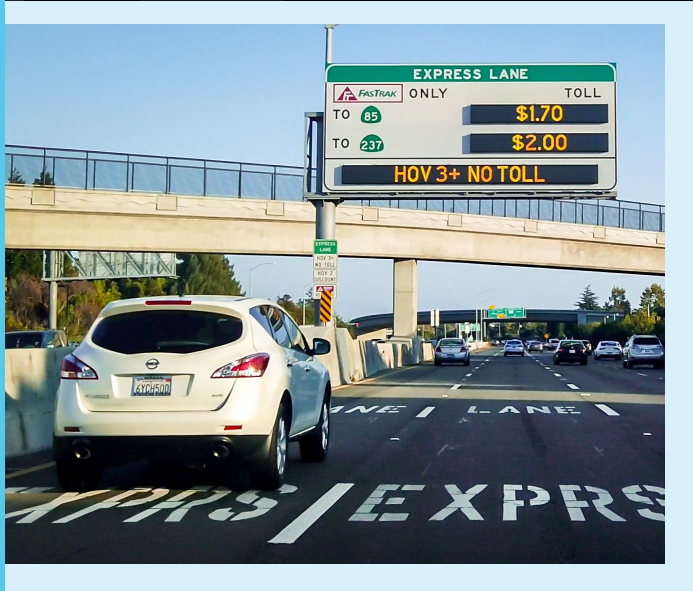
10 January 2024



Presentation agenda

- JPA Governance
- Yolo 80 toll facility application
- Remarks from project partners

What we heard



Caltrans' role in the JPA

- Lack of clarity on voting role
- Concern with non-elected Directors
- Desire for productive partnership with Caltrans

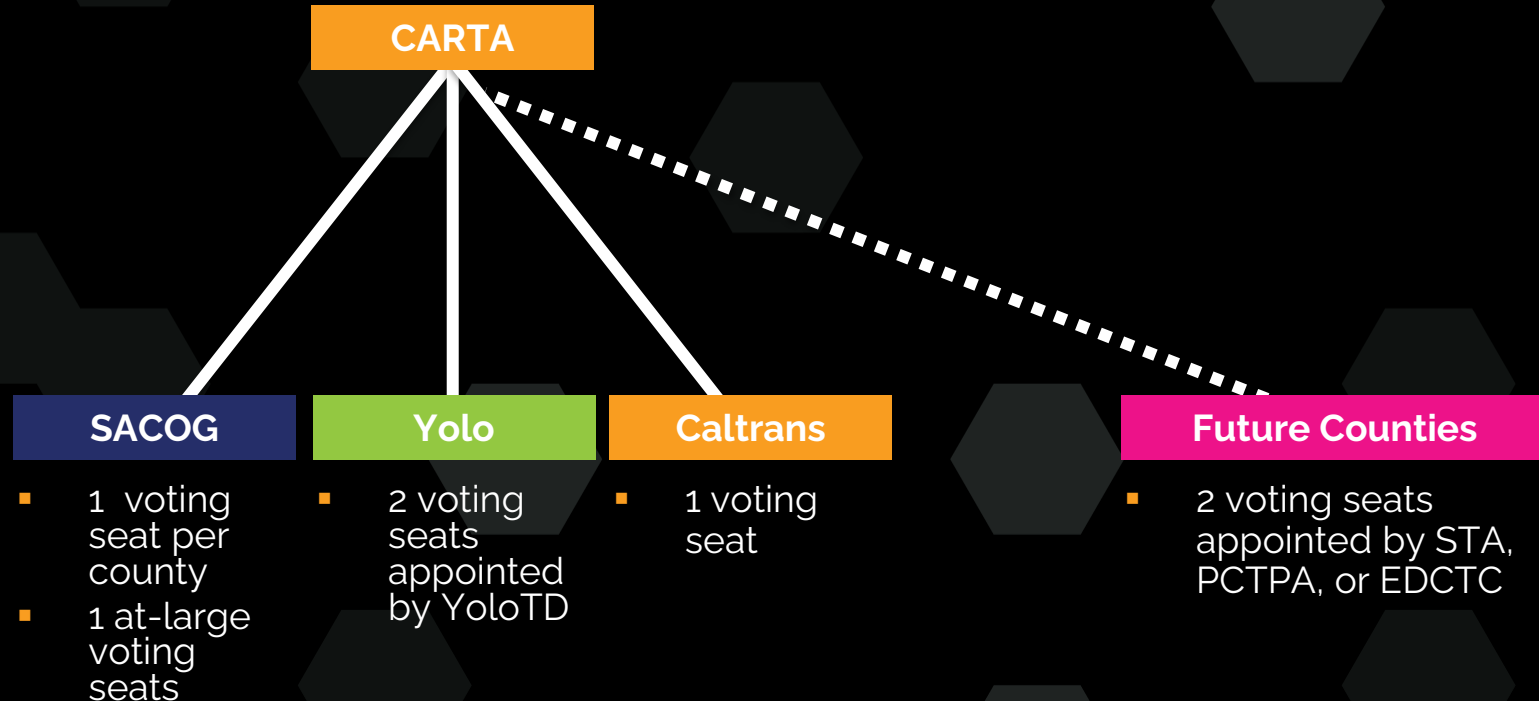
JPA appointments

- Ensure sufficient local representation
- Clarity on how the board grows
- Regional involvement for regional decisions
- Clarity on Sacramento County representation

Staff recommendation

- Recommend Board approve the JPA agreement (Option 2A)
 - One at-large SACOG voting seat
 - One Caltrans voting seat
 - Three voting seats per county with a toll facility
 - Ongoing discussion with STA
- Recommend Board consent to Yolo 80 AB 194 application submission by CARTA

Governance **staff recommendation**



Scenario 1: Yolo Only



Scenario 2: Yolo and Sacramento



Scenario 3: Yolo, Sac, Placer, El Dorado



Tolling governance options

Option 1: SACOG

- Existing government structure
- Adds significant financial risk for SACOG
- Areas with toll facilities have less influence
- SACOG staff lack expertise in project development and delivery

Option 2: A new joint powers authority

- Insulates SACOG and jurisdictions from financial risk
- Combines expertise of SACOG, YoloTD, and Caltrans
- Gives areas with toll facilities sufficient control
- Potential for new layer of government

SACOG governance options

Option 1A: SACOG permanent authority

- SACOG serves as the tolling authority in name or an agency is created that is managed and staffed by SACOG like CVR-SAFE

Option 1B: SACOG temporary authority

- SACOG temporarily serves as the tolling authority until an ultimate governance structure can be decided on

JPA governance options

Option 2A: Staff rec

- Board starts with 5 voting members who are directly involved
- As new toll facilities are approved, new board seats are added
- Provides three seats from each county with a toll facility

Option 2B: Two Caltrans

- Same basic structure as Option 2A
- Caltrans gets two voting seats

Option 2C: Extra Sac seat

- Same basic structure as Option 2A
- When there are a significant amount of toll lanes in operation in Sacramento County, it gets a fourth seat

Option 2D: Shifting seats

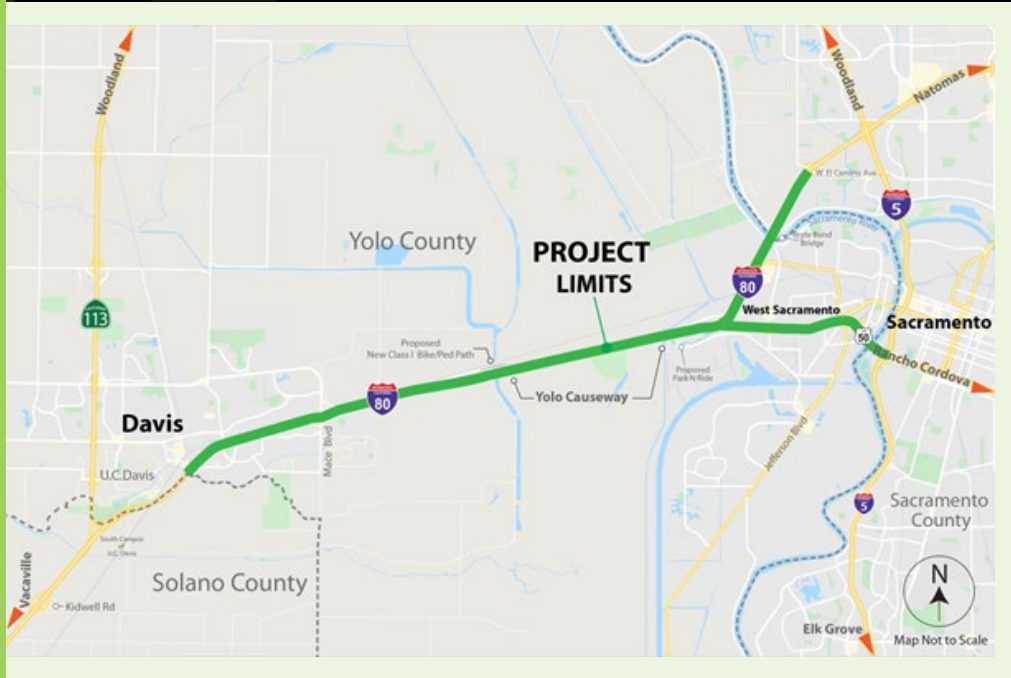
- Board starts with 5 voting members who are directly involved
- As new facilities are approved, board seats are given from one county to another
- Provides one seat from each county with a toll facility

NOTE: All JPA options name STA as Sacramento member and any could include additional voting requirements

Governance options compared

	Yolo 80 Risk	SACOG Risk	Regional Partnership	Local Representation
Option 1A: SACOG permanent				
Option 1B: SACOG temporary				
Option 2A: Staff rec				
Option 2B: Two Caltrans				
Option 2B: Extra Sac seat				
Option 2C: Shifting seats				

Yolo 80 Corridor Improvement Project



Project Purpose

- Improve person throughput
- Support goods movement
- Improve modality and travel reliability

Project Management

- Caltrans District 3
- Yolo TD

Funding

- Committed: \$97 million
 - INFRA: \$86 million

Toll facility application

Corridor performance

- Up to 15 minutes travel time saved westbound, 69 minutes eastbound
- Saves 700 hours of daily truck delay

Regional support

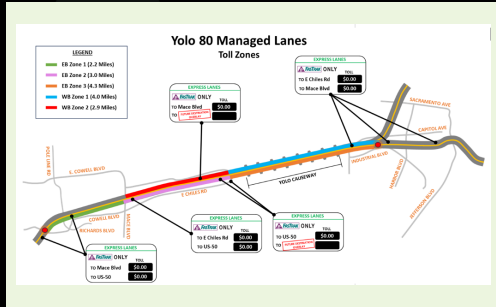
- Demonstrated Caltrans partnership
- In adopted MTP/SCS and MTIP
- Supports local general plans and transportation plans

Feasibility

- Compliance with state law
- Complete funding plan
- Concept of Operations

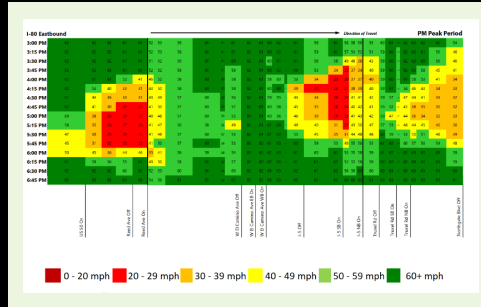


Concept of Operations



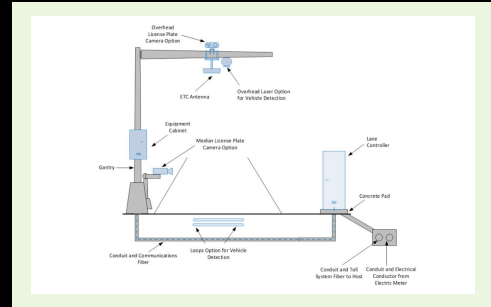
Facility design and performance

- Toll zones and access
- Signage
- Traffic performance: bottlenecks and travel times
- Transit considerations



Roles and responsibilities

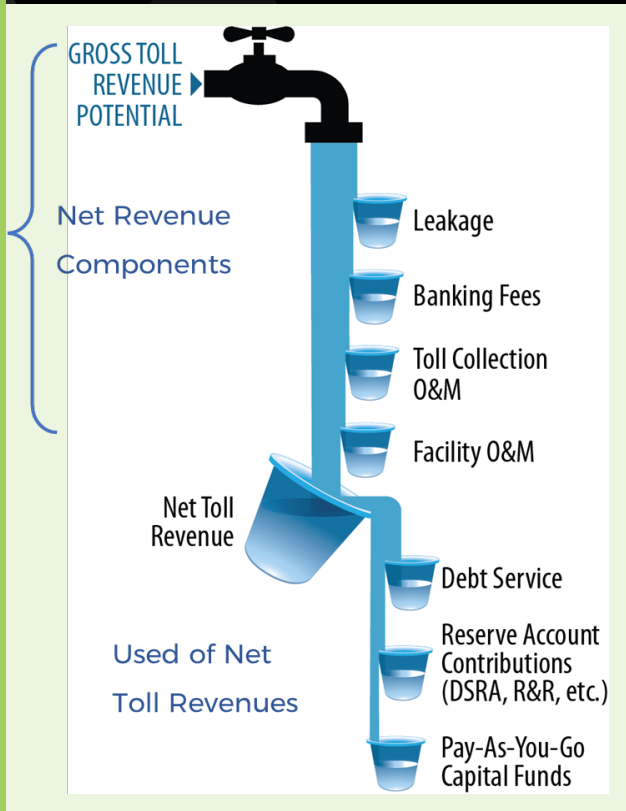
- CARTA as the lead for policy decisions, contracts, reporting, and performance
- Caltrans, YoloTD, SACOG supporting based on expertise
- Mandated roles of FHWA, CHP, CTC, other operators



Operations and technical requirements

- Operates 5am-8pm 7 days a week
- Mandated discounts
- Vehicle exemptions
- Toll collection interoperability with CA (FasTrak)
- Back offices contracted out by CARTA

Toll revenue and expenditures



Additional impacts to gross and net toll revenue

- Toll prices and operating hours
- Discount programs
- Required mitigation

Revenue generation factors

- Toll facility length
- Direct connectors
- Dual-lane facilities

Partner remarks

- Caltrans District 3
- Yolo Transportation District