



YOLO 80 CORRIDOR IMPROVEMENTS PROJECT

An Innovative Approach to Freeway Congestion
February 2023

Hello!

I'm Autumn Bernstein

Executive Director

Yolo Transportation District

What I do:

- Oversee daily operations of YoloBus
- Countywide transportation planning and funding coordination
- Manage annual budget of ~\$25 million
- Collaborate with local, regional, state and federal partners



Our Vision, Values, and Priorities



Vision Statement

Provide seamless, sustainable mobility solutions to help Yolo communities thrive.



Core Values

- ▷ We are transparent, inclusive and accountable to the public, stakeholders and partner agencies
- ▷ We are committed to addressing inequities and improving outcomes for our most vulnerable communities
- ▷ We prioritize environmental sustainability and climate resilience
- ▷ We value efficiency, innovation and responsible stewardship of public funds



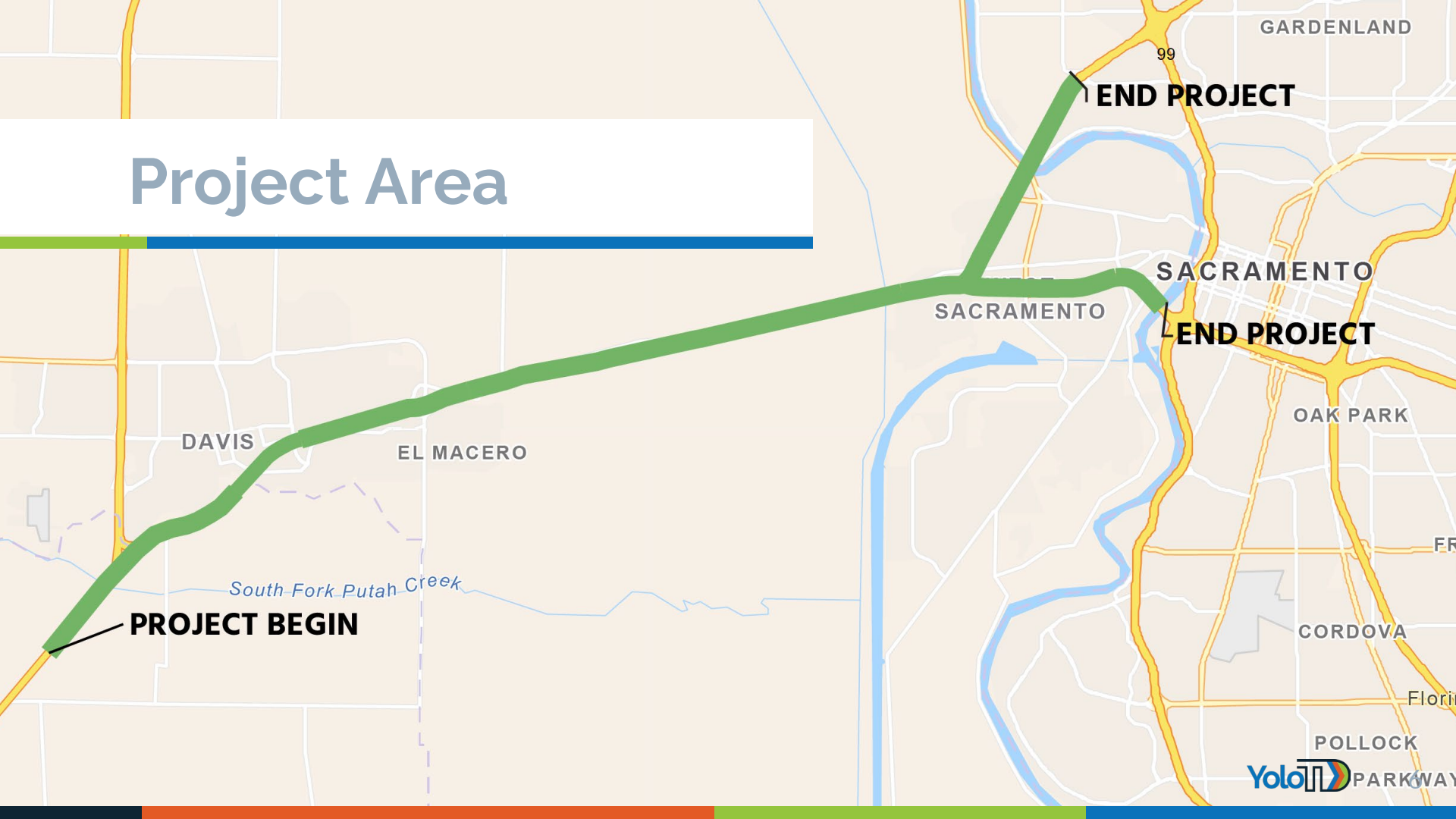
District-Wide Priorities

1. Provide transit service that is faster, more reliable and convenient.
2. Partner with member jurisdictions, community-based organizations and local, regional, state and federal agencies to identify and address the current and evolving mobility needs of Yolo County.
3. Coordinate, plan and fundraise to deliver a full suite of transportation projects and programs.

Project Need

- ▶ Bottleneck for cars, transit, and freight 7 days/week
- ▶ Only east-west crossing of the Yolo Bypass
 - 200,000 cars and 12,000 trucks per day
- ▶ One of 12 priority projects for the Northern California megaregion
- ▶ Improve transit reliability and bicycle safety

Project Area



END PROJECT

SACRAMENTO

END PROJECT

SACRAMENTO

DAVIS

EL MACERO

South Fork Putah Creek

PROJECT BEGIN

OAK PARK

CORDOVA

POLLOCK

Yolo PARKWAY

Project Quick Facts

- ▷ Partnership between Caltrans and YoloTD
- ▷ Add one new traffic lane, each way, from Sacramento County line to Solano County line
- ▷ No widening of existing causeway structure
- ▷ Partially funded by federal INFRA grant to YoloTD
- ▷ Key question: what type of lane should it be?

Goals for 80 Managed Lanes Project Yolo Transportation District

Adopted Dec 14, 2021

Support achievement of state and regional climate goals by limiting VMT increases and maximizing VMT reduction strategies

Increase transit ridership and mode share.

Increase safety and ease of bicycle travel on the existing Causeway bicycle path, including connecting routes in West Sacramento and Davis.

Advance transportation equity by minimizing project burdens and maximizing project benefits for low-income communities.

Improve peak hour travel time on I-80 while reducing the use of local streets and roads for regional trips.

Increased coordination with Solano County, Caltrans D4 and MTC on interregional trips

Improve traffic flow by utilizing Intelligent Transportation Systems (ITS) technologies such as ramp metering.

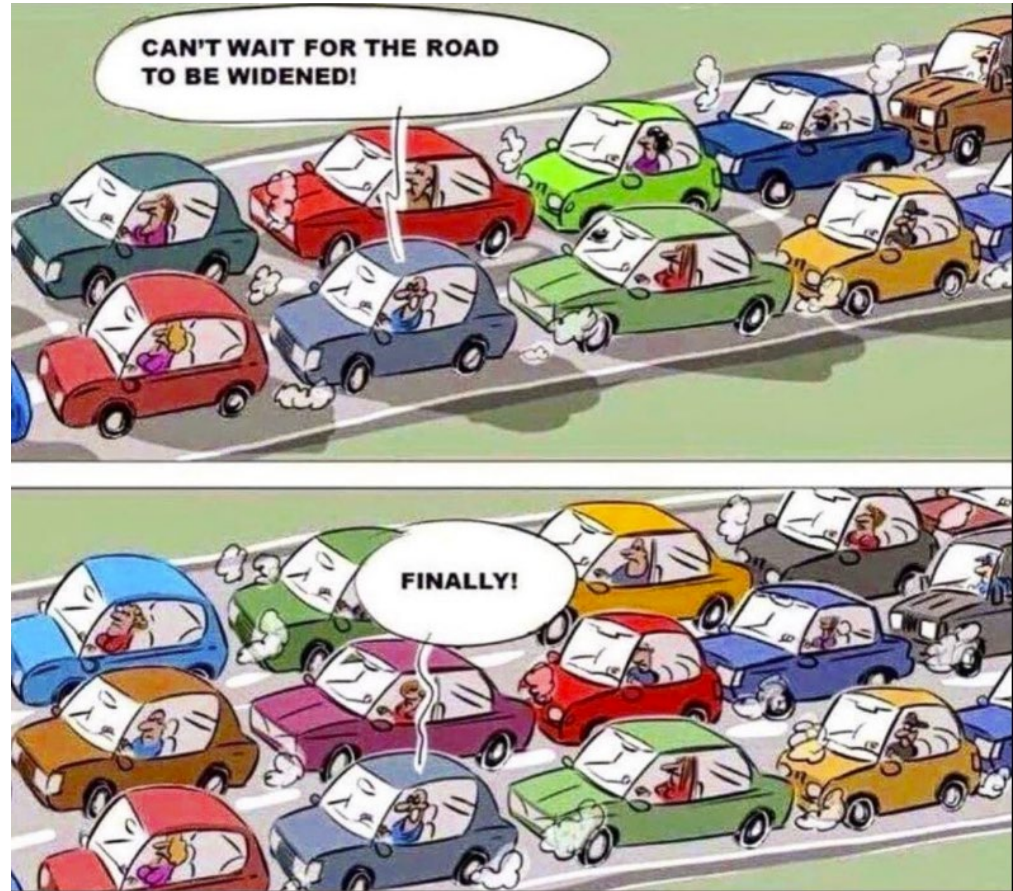
Establish a highway management system that can be replicated and integrated regionwide.

Do freeway expansions work?

UC Davis: increasing highway capacity is unlikely to relieve traffic congestion due to the phenomenon of induced travel.



Handy, S. (2015). Increasing Highway Capacity Unlikely to Relieve Traffic Congestion. *UC Davis: National Center for Sustainable Transportation*.



What about an Express Lane?

- ▷ Freeway lane that is free for some users, priced for others
- ▷ Dynamic pricing means traffic keeps moving
- ▷ Performs better at managing congestion
- ▷ Creates a revenue stream that can be invested to meet other goals



Reckoning with Freeways' Racist History



California Assemblywoman Cristina Garcia (D-Bell Gardens). (Al Seib / Los Angeles Times)

- ▶ Freeways in California were disproportionately built in low-income, black and brown neighborhoods
- ▶ Living adjacent to a freeway brings impacts to air quality, health, property values and cut-through traffic
- ▶ Are freeways really 'free?' Who pays for them, and how?

State and Regional Goals on Climate Change



Projects should generally aim to reduce vehicle miles traveled (VMT) and not induce significant VMT growth. When addressing congestion, consider alternatives to highway capacity expansion, such as providing multimodal options in the corridor, employing pricing strategies, and using technology to optimize operations.



- Climate Action Plan for Transportation Infrastructure (CAPTI), July 2021

An Evolving Vision

June 2022: YoloTD writes a letter to Caltrans and state leaders proposing a new vision for the project:

- New lanes should be **tolled** lanes, not carpool lanes
- Revenues from tolling should be reinvested in **transit** and **transportation equity** programs in disadvantaged communities
- The project should include additional investments to prioritize transit and active transportation, including:
 - Improved bicycle connections
 - A new mobility hub in West Sacramento

An Evolving Vision

Oct 2022: YoloTD and Caltrans District 3 sign an MOU codifying this new vision for the project

- Caltrans Headquarters recommends the project for state funding through the SB 1 Trade Corridors Enhancement Program (TCEP).

Dec 2022: YoloTD and Caltrans jointly apply for \$103 million state (TCEP) grant

Feb 2022: YoloTD and Caltrans jointly apply for \$13 million SACOG grant

Costs & Funding Sources



\$387 Million

Total Project Cost



\$232 Million

Phase 1 Project Cost

Secured Funding:

- SACOG - \$8 million to Caltrans
- Federal INFRA grant - \$86 million to YoloTD

Potential Funding:

- SB 1 Trade Corridor Enhancement Program (TCEP) - \$103 million
- SACOG 2023 Funding Round - \$13 million

Next Steps & Timeline



Next Steps:

- ▷ Establish tolling authority
- ▷ Toll system policies and procurements
- ▷ ...and much more!