

**BOARD COMMUNICATION: YOLO TRANSPORTATION DISTRICT**

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<b>Topic:</b> Yolo 80 Managed Lanes Project: Overview of Draft Environmental Document	<b>Agenda Item#:</b>	<b>5</b>
		<b>Informational</b>
	<b>Agenda Type:</b>	<b>Attachments:</b> Yes <input checked="" type="radio"/> No
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**RECOMMENDATION:**

Informational. This staff report reflects the monthly written update on significant Yolo 80 Managed Lanes Project activities.

**BACKGROUND:**

Since the last update in July, important project activity has occurred that improves the clarity of the Yolo 80 Managed Lanes project’s short-term future.

Draft Environmental Impact Report Release Imminent

Recall, the California Transportation commission (CTC) did not recommend the \$103 million Trade Corridors Enhancement Program (TCEP) grant application by Caltrans and YoloTD, which introduced project uncertainty and subsequent delay of the Draft Environmental Document (DED), in this case an Environmental Impact Report (EIR).

Additionally, because the project’s DED is among the first in the region to address emerging California Environmental Quality Act (CEQA) regulations on freeway expansion projects, specifically Vehicle Miles Traveled (VMT) impacts, Caltrans Headquarters and District 3 needed additional time to coordinate on the DED prior to its release, contributing to the delay.

YoloTD understands that Caltrans Headquarters and District 3 have agreed to release the DED, which is anticipated to occur on September 6, 2023. The DED will be consistent with the alternatives identified in the Notice of Preparation (NOP) released in June 2022. The draft DED will comply with the required 45 day comment period, with the objective to certify in late November / early December 2023.

EIR certification is critical as this milestone is a requirement to obligate the \$86 million INFRA funding awarded to the project.

Phase 1 Build Options

While the project was not awarded the \$103 million TCEP application request, Caltrans Headquarters, District 3, and YoloTD have committed to delivering a project component with the \$86 million of previously awarded INFRA funding. As a result, the project may be broken into multiple phases, all contributing toward a final alternative as defined in the Final EIR. The project team has expended significant effort to identify build options that could be delivered with the funding awarded. These alternatives as well as potential supplemental funding sources, are under continued analysis with no definitive Phase 1 build option identified. A resolution is expected within the next couple of months.

### Implication on Tolling Advance Planning

As noted in the July update, recent developments will pause some Tolling Advance Planning (TAP) activities for which YoloTD is lead, while other background activities will continue. Staff continues to pursue obligating the \$2 million SACOG regional funding awarded in June 2023 to prepare the project for future phasing and funding opportunities.

### Conclusion

While recent events raised some project delivery uncertainties in early summer 2023, the project team has coalesced around the importance of (1) releasing the DED, (2) retaining and obligating the \$86 million in awarded INFRA funding, and (3) identifying a Phase 1 build option that can be delivered consistent with a project defined in the Final EIR with existing funding awarded.