

AGENDA BOARD OF DIRECTORS MEETING

Directors: Tom Stallard (Chair, City of Woodland), Josh Chapman (Vice-Chair, City of Davis), Dawntè Early (City of West Sacramento), Lucas Frerichs (Yolo County), Jesse Loren (City of Winters), Matt Dulcich (UC Davis, ex-officio), Sukhi Johal (Caltrans, ex-officio)

This Board Meeting will be held in person at the location below. Members of the public who wish to participate remotely may use the zoom link or phone number below.

IN-PERSON INFORMATION

Meeting Date: Monday, December 11, 2023
Meeting Time: 6:00 PM
Meeting Place: YoloTD Board Room, 350 Industrial Way, Woodland, CA 95776

ZOOM INFORMATION

Link: https://us06web.zoom.us/j/87969227172?pwd=uZtLwJ9uLFC1Aedi-Y5LrMrgxK-ZYg.B3_28oRDmT0rgxlu

Phone Number: (669) 900-6833
Webinar ID: 815 7330 5113
Passcode: 105086

All participants will be entered into the webinar as attendees.

YoloTD offers teleconference participation in the meeting via Zoom as a courtesy to the public. If no voting members of the YoloTD Board are attending the meeting via Zoom, and a technical error or outage occurs with the Zoom feed or Zoom is otherwise disrupted for any reason, the YoloTD Board reserves the right to continue the meeting without remote access.

The YoloTD Board of Directors encourages public participation in its meetings. Members of the public shall be given an opportunity to address the Board of Directors in person, remotely, and/or in writing. For more information on how to provide public comment, please see the section of this agenda entitled “Public Participation Instructions.”

The Board reserves the right to take action on all agendized items at any time during the meeting, except for timed public hearings. Items considered routine or non-controversial are placed on the Consent Calendar. Any Consent Calendar item can be separately addressed and discussed at the request of any member of the YoloTD Board.

| Estimated Time | | Agenda Item | Informational | Action Item |
|----------------|----|---|---------------|-------------|
| 6:00 PM | 1. | Determination of Quorum (Voting members: Woodland, Davis, West Sacramento, Winters, Yolo County) | | X |

| | | | | |
|------|----|---|--|--|
| | | (Nonvoting members: Caltrans, UCD) | | |
| 6:05 | 2. | Comments from the public regarding matters <u>on the consent calendar</u> , or <u>items NOT on the agenda</u> but within the purview of YoloTD. Please note, the Board is prohibited from discussing items not on the agenda. | | |
| 6:10 | 3. | Approve Agenda for December 11, 2023 meeting (Cioffi) | | |

CLOSED SESSION

| | | | | |
|------|---|--|--|--|
| 6:15 | 4 | Conference with Legal Counsel – Anticipated Litigation Significant Exposure to Litigation pursuant to Gov. Code 54956.9(d)(2) & (e)(1) <i>Based on existing facts and circumstances not yet known to a potential plaintiff or plaintiffs, a point has been reached where, in the opinion of legal counsel, there is significant exposure to litigation against YoloTD.</i> | | |
|------|---|--|--|--|

CONSENT CALENDAR

| | | | | |
|------|-----|---|---|---|
| 6:45 | 5a. | Approve Board Minutes for Regular Meeting of November 11, 2023 (Cioffi 6-12) | | X |
| | 5b. | Approve 2024 Board of Directors Meeting Schedule (Bernstein 13) | | X |
| | 5c. | Appoint Chair, Vice-Chair for the 2024 Calendar Year (Bernstein 14) | | X |
| | 5d. | FY 2023-24 Operating & Capital Budget Status Report (Fadrigo 15-22) | | X |
| | 5e. | Amendment #2 to Legal Services Contract with Law Office of Kirk E. Trost (Abbanat 23-33) | | X |
| | 5f. | Update on the Yolo Active Transportation Corridors (YATC) Project (Lomeli 34-35) | X | |
| | 5g. | Approve Increase to Intern Wages to Comply with Minimum Wage Changes Effective January 2024 (Romero 36-37) | | X |

REGULAR CALENDAR

| | | | | |
|------|----|---|---|---|
| 7:00 | 6. | Yolo 80 Draft Environmental Document (Abbanat/Bernstein 38-138) This item is intended to provide (1) a Caltrans presentation on the Draft Environmental Impact Report (DEIR) for the Yolo 80 Corridor Improvements Project, (2) an opportunity for the public to comment on the DEIR, and (3) an opportunity for the Board to give direction to staff on a preferred alternative for the Project. | | X |
| 7:20 | 7. | Yolo 80 Tolling Authority Application and JPA Formation (Abbanat/Bernstein 139-160) | X | |

| | | | | |
|------|-----|---|----------|----------|
| | | This is an informational item to receive an update and provide feedback on efforts to establish a Joint Powers Authority to manage tolling in the Capitol Region, and to submit a tolling authority application to the California Transportation Commission. | | |
| 7:45 | 8. | Financial Controls for YoloTD (Fadrigio, 161-164) | X | |
| 8:00 | 9. | Administrative Reports (Bernstein 165) Discussion regarding subjects not specifically listed is limited to clarifying questions. a) Board Members' Verbal Reports b) Transdev's Verbal Report c) Executive Director's Verbal Report d) Ad Hoc Committee Reports e) Long-Range Calendar | X | |
| 8:15 | 10. | Adjournment | | X |

Unless changed by the YoloTD board, the next meeting of the Board of Directors will be **January 22, 2023**, at 6:00 pm in the YoloTD Board Room, 350 Industrial Way, Woodland, CA 95776.

I declare under penalty of perjury that the foregoing agenda was posted on or before Friday, December 8, 2023, at the Yolo Transportation District Office (350 Industrial Way, Woodland, California). Additionally, copies were FAXED or transmitted electronically to the Woodland, Davis, West Sacramento, and Winters City Halls, as well as to the Clerk of the Board for the County of Yolo.

Heather Cioffi

Heather Cioffi, Clerk to the Board

Public Participation Instructions

Members of the public shall be provided with an opportunity to directly address the board on items of interest to the public that are within the subject matter jurisdiction of the YoloTD Board of Directors. Depending on the length of the agenda and number of speakers, the Chair reserves the right to limit the time each member of the public is allowed to speak.

ON ZOOM:

If you are joining the meeting via Zoom and wish to make a comment on an item, click the "raise hand" button. If you are joining the webinar by phone only, press *9 to raise your hand. Please wait for the host to announce the comment period has opened and indicate that you wish to make a comment at that time. The Clerk of the Board will notify the Chair, who will call you by name or phone number when it is your turn to comment.

IN ADVANCE OF THE MEETING:

To submit a comment in writing, please email public-comment@yctd.org. In the body of the email, include the agenda item number and title with your comments. Comments submitted via email during the

meeting shall be made part of the record of the meeting but will not be read aloud or otherwise distributed during the meeting. To submit a comment by phone in advance of the meeting, please call 530-402-2819 and leave a voicemail. Please note the agenda item number and title with your comments. All comments received by 4:00 PM on Monday, December 11, 2023, will be provided to the YoloTD Board of Directors in advance.

Americans With Disabilities Act Notice

If requested, this agenda can be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 and the Federal Rules and Regulations adopted in implementation thereof. Persons seeking an alternative format should contact Heather Cioffi, Executive Assistant, for further information. In addition, a person with a disability who requires a modification or accommodation, including auxiliary aids or services, to participate in a public meeting should telephone or otherwise contact Heather Cioffi as soon as possible and preferably at least 24 hours prior to the meeting. Heather Cioffi may be reached on (530) 402-2819, via email at hcioffi@yctd.org or at the following address: 350 Industrial Way, Woodland, CA 95776.

VISION, VALUES AND PRIORITIES



Vision Statement

The vision statement tells us what we intend to become or achieve.

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



Core Values

A core value describes our individual and organizational behaviors and helps us to live out our vision.

- 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

Priorities align our vision and values with our implementation strategies.

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.

BOARD COMMUNICATION: YOLO TRANSPORTATION DISTRICT
350 Industrial Way, Woodland, CA 95776---- (530) 661-0816

| | | | |
|---|---|--|----------------------|
| Topic: Approve Board Minutes for Regular Meeting of November 13, 2023 | Agenda Item#: Agenda Type: | 5a Action | |
| | | Attachments: | Yes No |
| Prepared By: H. Cioffi | | Meeting Date: December 11, 2023 | |

RECOMMENDATION:

Approve the Minutes for the Regular Meeting of November 13, 2023.

November 13, 2023 BOARD MEETING MINUTES:

YOLO TRANSPORTATION DISTRICT
BOARD OF DIRECTORS MEETING
November 13, 2023
Yolo Transportation District
350 Industrial Way, Woodland, CA 95776

Chair Stallard called the meeting to order at 6:02 pm and requested a roll call to determine quorum.

The following individuals were in attendance:

| Board Member | Jurisdiction | In Attendance | Absent |
|---------------------------|-------------------------|---------------|--------|
| Tom Stallard (Chair) | City of Woodland | X | |
| Josh Chapman (Vice-Chair) | City of Davis | X | |
| Dawntè Early | City of West Sacramento | X | |
| Jesse Loren | City of Winters | X | |
| Lucas Frerichs | Yolo County | X | |
| Matt Dulcich (Ex-Officio) | UC Davis | X | |
| Greg Wong (Ex-Officio) | Caltrans | X | |

YoloTD staff in attendance were Executive Director Autumn Bernstein, Clerk to the Board Heather Cioffi, Acting Planning Director Brian Abbanat, Acting Director of Transit Operations Daisy Romero, Assistant Transportation Planner, and Legal Counsel to YoloTD Kimberly Hood.

Chair Stallard asked for public comments for items not on the agenda; Mr. Hirsch provided public comments.

Agenda Items 3a, 3b, 3c, 3d, 3e — Consent Calendar*

Item 3 is an action item.

Chair Stallard asked if any directors or staff had any changes to the consent calendar.

Chair Stallard asked for public comments for items on the consent agenda; there were no comments.

Chair Stallard asked for a motion to approve the consent calendar with the suggested corrections; Director Chapman made the motion, seconded by Director Early.

| | | |
|------|-----|---|
| 6:10 | 3a. | Approve Agenda for November 13, 2023, meeting |
| | 3b. | Approve Board Minutes for Regular Meeting of September 11, 2023(<i>Cioffi 6-12</i>) |
| | 3c. | Approve Board Resolution 2023-16 Authorizing the Executive Director to execute Caltrans agreements for UC Davis Sustainable Campus Transportation Plan (<i>Abbanat 13-71</i>) |
| | 3d. | Updated YoloTD Microtransit Policies Effective October 2023 (<i>Williams 72-84</i>) |
| | 3e. | Authorize Executive Director to Grant a Temporary Construction Easement to PG&E (<i>Mikula 85-89</i>) |
| | 3f. | Approve Board Resolution 2023-17 to Authorize the Consolidation of SGR Project Funds for Immediate Replacement of three (3) CNG buses (<i>Fadrigo 90-92</i>) |
| | 3g. | Authorizing the Executive Director to execute contract for APC, GTFS and Headsign integration with Tripspark (<i>Romero 93-109</i>) |

Roll Call for Agenda Items 3a, 3b, 3c, 3d, 3e— Consent Calendar

| | AYES | NOES | ABSENT | ABSTAIN | STATUS OF MOTION |
|----------|------|------|--------|---------|------------------|
| Stallard | X | | | | Motion passed |
| Early | X | | | | |
| Chapman | X | | | | |
| Loren | X | | | | |
| Frerichs | X | | | | |

Agenda Item 4 — Yolo 80 Managed Lanes Project Update

Item 4 is a non-action item and for informational purposes only.

Mr. Abbanat and Ms. Bernstein provided an update on the Yolo 80 Managed Lanes Project. Ms. Bernstein notified the DEIR had been released as of November 11, 2023. An email containing a link to the DEIR has been emailed to the YoloTD board of directors and any members of the public that are on our board email list.

The updates from Mr. Abbanat and Ms. Bernstein included:

- Many alternatives included.
- Multiple alternatives include tolling.
- These are consistent with Board-approved goals, staff work to date.
- Caltrans will present DED findings to Board at December meeting.
- Tolloed Express Lanes Require Authorization from CTC.
 1. Needs to meet requirements of SHC.
 2. Environmental Review-Certify EIR.
 3. Outreach and engagement.
 4. Financial Feasibility.

- Technical Feasibility
 1. Concept of Operations.
 2. Revised T&R.
 3. Tolling Implementation schedule.
 4. Project Timeline.
 5. Environmental Justice and Equity sketch level equity program.
- Critical Tolling Application Tasks*
 1. Concept of Operations
 2. Traffic & Revenue Study
 3. Establish Tolling Authority
 4. Revenue Expenditure Plan
 5. CTC Application for Tolling Authority

Yolo 80 managed lanes update:

November -March

- DED Release.
- Outreach.
- CAC EIR discussion.
- YTD board DED Discussion.
- DED certification.

May-September

Public Engagement Update

- Tolling Authorization.
- INFRA Funding Obligation.
- Outreach Phase 1: Spring 2023.
- 3/17 Yolo County Priority Project Tour.
- Presentations to 19 stakeholder groups including:
- Transportation & local government.
- Environmental advocacy.
- Social services.
- Professional & labor.
- Produced project video and sent to list of 150 stakeholder organizations, plus follow up call.
- Legislator briefings.

Complementary Engagement Push Messaging to:

- Database of over 150 stakeholder organizations.
- Yolo County PIO COVID Public Health List.
- YoloTD Database of >850 contacts.
- Yolo Commute Database of >540 contacts.
- Residents/Business Owners.
- Vulnerable / Underrepresented Communities.
- I-80 users (drivers and bus riders).
- Media Outlets & Journalists.
- Environmental & Transportation Advocates.
- Local Public Officials.

Key Message

- Shared ownership of I80: Convey that the I-80 is a vital resource belonging to everyone in the region. As such, community input is essential to inform decisions that address the varied needs of our diverse population.

- Inclusive engagement: Unique perspectives are valuable and can help determine the outcome of the project.
- Commitment to Project Goals: As project proponents, YoloTD messaging will emphasize Board-approved project goals and their alignment with tolled express lanes.

Chair Stallard asked the board if there were any questions or comments. Questions and comments included:

- The board is happy the DEIR has been released.
- Can Caltrans extend the 45-day window for public comments? Due to the holidays, it does not seem realistic for a project as large as this. The answer was that due to the tight timeline, Caltrans cannot extend the window of public comments.
- What are the details and the process for the public meetings. Caltrans answered that the meetings have been preset and cannot be changed. The venues were pre-established by Caltrans and cannot be changed.
- While we appreciate the efforts YTD staff have made to provide the board with information, Caltrans needs to keep the YoloTD board in the loop as they will be fielding many of the questions from their community.
- Is there any flexibility in the 54 days for public comment? What timeline is Caltrans up against? The answer was the reason for the timeline is that Caltrans will need to review all the information received from the public for 30 days and then Caltrans will need to submit information to the government.
- Clarification on when the final EIR needs to be completed. The answer was the final EIR needs to be in February.
- Is YoloTD able to hold public engagement sessions? The answer was that the board meeting on December 11th will be a public hearing meeting. YTD staff are also considering a special meeting for the Citizens Advisory Committee, which can also be a public hearing.

Chair Stallard asked if there were any questions or comments from the public. Mr. Hirsch provided public comment.

Agenda Item 5— WSP Service Change Request

Item 5 is an action item.

Mr. Abbanat Provided an update on the service change request on the WSP contract. Reasons for the change requests included:

- In July 2022, the YoloTD Board approved a resolution authorizing staff to procure professional consulting services for up to \$115,000 related to highway tolling for the Yolo 80 Managed Lanes project. Staff selected WSP USA Inc. (WSP) through a competitive bid process, who have provided services since November 2022.

In June 2023, YoloTD was awarded \$2 million in SACOG Regional Funding for the Tolling Advance Planning activities, above. Staff have obligated this funding and received a Notice to Proceed from Caltrans Local Assistance so Tolling Advance Planning activities can be reimbursed by this funding source.

- A scope of work accompanied the \$2 million grant award, \$537,100 of which staff proposes the YoloTD Board delegate authorization to the Executive Director to apply to the WSP Agreement in smaller increments over the next 5-7 months. The work intended for WSP falls within the Task 2 scope of their existing agreement: Ongoing Professional Technical Advisory Services for I-80 Managed Lanes Project.
- YoloTD-led Tolling Advance Planning is proceeding concurrently with the Yolo 80 Managed Lanes

EIR process to meet procedural deadlines for a tolling authority application as described in Agenda Item 4a. Because the EIR process outcome is not known, **YoloTD staff propose incremental amendments to the existing WSP agreement WSP over the next 5-7 months** to ensure:

1. Timely Tolling Advance Planning progress toward CTC tolling application deadlines; and
 2. Responsible management of project funds by committing funds to WSP-related project tasks more closely to the timing needed.
- This proposed approach ensures that funding is directed towards Tolling Advance Planning activities when they are needed, and not prior, in the event circumstances outside YoloTD's control affect the process timeline in Agenda Item 4a.
 - The Concept of Operations (Conops), Traffic & Revenue (T&R) Study, and CTC application are all requirements for submitting a tolling authority application. Only a small portion of the task budget for revisions to the existing Caltrans T&R is needed in the next 5-7 months, since WSP is playing a coordinating and support role study rather than conducting a new study as originally scoped. Access to the full Conops and CTC application budgets are needed within the next 5-7 months as tolling authority authorization from the CTC is dependent on these work products. However, the Board's action will authorize the Executive Director to make smaller incremental amendments directing these funds toward WSP's agreement over the next 5-7 months. A sample resembling an initial agreement amendment is included as Attachment 2.

Chair Stallard asked if there were any comments or questions from the board; there were no comments or questions from the board.

Chair Stallard asked if there were any comments or questions from members of the public, Mr. Hirsch, and Mr. Ehrlich.

Chair Stallard made a motion to approve item 5. The motion was seconded by Member Loren.

Mr. Williams gave a background on the Yolobus Special Paratransit Policies and Rider Guides. June 13, 2016, and July 1, 2016 were the last time the policies and guide were updated.

Agenda Item 6— Administrative Reports

Item 6 is a non-action item and for informational purposes only.

Chair Stallard asked if there were any reports from members of the board. Updates from the board included:

- SACOG had a board council meeting to look to the future relationship with Caltrans, SacRT and YoloTD.

Michael Klein from Transdev gave a verbal report including:

- Transdev is working on adding more drivers to cover vacation and sick time.
- Transdev is making sure all drivers are cross trained to drive any vehicle/route.

Ms. Bernstein gave a report on the updated ridership of the Beeline. Every week, the rider numbers increase. The next update will be in January.

YoloTD and Transdev had a meeting with the Yolo County Department of Health and Human Services. This meeting was to work with individuals through the court system to have stable employment and integrate back to society.

The compensation study has moved forward, and it will be ready to present to the board in December or January.

Agenda Item 7 — Administrative Reports

Item 7 is a non-action item and for informational purposes only.

Director Dulcich announced the launch of a new transit service of the UC Davis health service location. This service runs from Elk Grove to UC Davis Medical Center in Sacramento. This service will be timed to connect with the Causeway Connection so that travelers from Elk Grove can transfer at the Medical Center to reach the main UC Davis campus.

Director Loren reminded everyone that the Winters Carnitas festival is occurring on September 30th. She encouraged everyone to attend.

Chair Stallard announced that YoloTD would be launching the Beeline service, and the ribbon cutting would occur on September 18th.

Ms. Bernstein gave her verbal executive report. This report included:

- YoloTD staff had a soft launch of the Beeline Service on September 11. The launch went well. The public launch will be September 18th.
- The Woodland transit study is underway. YoloTD is working with the City of Woodland and hope to have a report soon.
- The compensation study and the Executive Director review will be moved to October.
- YoloTD and UC Davis applied for a grant to update the campus wide transportation master plan. We were granted the money and will move forward with the project.
- YoloTD staff is reviewing an expansion of the Beeline to the city of Yolo.

Michael Klein from Transdev gave a verbal report including:

- We have the needed number of drivers to operate our current service, and we are working on having more standby operators in case of emergencies.

Ms. Bernstein reviewed the challenges of rerouting and detours in downtown Sacramento. This issue was reviewed with the CAC and YoloTD staff will be working with the City of Sacramento.

Ms. Bernstein Reviewed the Long-Range Calendar

December

- Appoint Chair, Vice-Chair for the 2024 Calendar Year
- Approve Meeting Dates and Holidays for 2024
- Yolo 80 Managed Lanes: Draft Environmental Document Presentation and Discussion
- Report/Possible Action on Salary Survey
- FY 23-24 1st Quarter Financial Status Report


January

- Yolo 80 Managed Lanes Update and Possible Action
- Update on Transit Planning Activities (SRTP, 10-Year Capital Improvement Plan)
- Report/Possible Action on Woodland Transit Center Relocation
- FY22-23 Financial report –Audited

The meeting was adjourned at 7:32 pm.

Closed Session

Respectfully submitted:



Heather Cioffi, Clerk to the Board

The recordings of the YoloTD Board of Directors meeting can be viewed on our website at the following link: [Agenda & Minutes - Yolobus](#)

BOARD COMMUNICATIONS: YOLO COUNTY TRANSPORTATION DISTRICT

350 Industrial Way, Woodland, CA 95776----(530) 661-0816

| | | |
|---|---|---|
| Topic: Approve 2024 Board of Directors Meeting Schedule | Agenda Item#: Agenda Type: | 5b Action |
| | | Attachments: Yes <input checked="" type="radio"/> No |
| Prepared By: H. Cioffi | | Meeting Date: December 11, 2023 |

RECOMMENDATION:

Approve the following meeting dates for the Yolo Transportation District Board of Directors for the 2024 calendar year.

REASON FOR RECOMMENDATION:

2024 YTD Meeting Dates –Unless there are changes or cancellations, the meeting dates for 2024 will be:

| | | | |
|-------------|---------|-------------|-------------|
| January 22 | April 8 | July 8 | November 11 |
| February 12 | May 13 | September 9 | December 9 |
| March 11 | June 10 | October 14 | |

Unless otherwise determined by the YTD Board, Chair, Vice-Chair, or Executive Director, all YTD board meetings will be at 6:00 pm the Yolo Transportation District, 350 Industrial Way, Woodland, CA 95776 or via Zoom if recommended for the safety of those involved.

BUDGET IMPACT:

None

BOARD COMMUNICATIONS: YOLO TRANSPORTATION DISTRICT

350 Industrial Way, Woodland, CA 95776----(530) 661-0816

| | | |
|---|---|---|
| Topic: Appoint Chair, Vice-Chair for the 2024 Calendar Year | Agenda Item#: Agenda Type: | 5c Action |
| | | Attachments: <div>Yes <input type="radio"/> No <input checked="" type="radio"/></div> |
| Prepared By: H. Cioffi | | Meeting Date: December 11, 2023 |

RECOMMENDATION:

Select the Chair for Calendar Year 2024.

BACKGROUND:

Historically, the YoloTD Board appoints a Chair and Vice-Chair each July, and their terms coincide with the fiscal year. In July 2022, the YoloTD Board decided to change the terms of the Chair and Vice-Chair to coincide with the calendar year rather than the fiscal year.

The Chair and Vice-Chair positions have typically rotated amongst the jurisdictions. The table below shows the history of position holders over the last 10+ years.

The Board has tried to rotate the positions to ensure that each jurisdiction has an opportunity to have a Chair and Vice-Chair on the Board on a regular basis. The following table shows the position holders over the past 10 years.

| Term | Chair | Vice-Chair |
|-----------------------------------|--------------------------------|---------------------------------------|
| July 2011 – June 2012 | Mike McGowan (Yolo County) | Art Pimentel (Woodland) |
| July 2012 – June 2013 | William Marble (Woodland) | Lucas Frerichs (Davis) |
| July 2013 – June 2014 | Lucas Frerichs (Davis) | Oscar Villegas/Chris Ledesma (West) |
| July 2014 – June 2015 | Chris Ledesma (West Sac) | Harold Anderson (Winters) |
| July 2015 – June 2016 | Harold Anderson (Winters) | Don Saylor (Yolo County) |
| July 2016 – June 2017 | Don Saylor (Yolo County) | Xochitl Rodriguez (Woodland) |
| July 2017 – June 2018 | Xochitl Rodriguez (Woodland) | Lucas Frerichs (Davis) |
| July 2018 – June 2019 | Lucas Frerichs (Davis) | Chris Ledesma (West Sac) |
| July 2019 – June 2020 | Chris Ledesma (West Sac) | Harold Anderson/Jesse Loren (Winters) |
| July 2020–June 2021 | Jesse Loren (Winters) | Don Saylor (Yolo County) |
| July 2021-December 2022 | Don Saylor (Yolo County) | Tom Stallard (Woodland) |
| January 2023-December 2023 | Tom Stallard (Woodland) | Josh Chapman (Davis) |

Based on the current rotation schedule, the Davis representative (Josh Chapman) would be the next Chair, while the West Sacramento representative (Dawnte Early) would be the Vice-Chair. Making these appointments in December, to be made effective on January 1, will allow a continuity of leadership and communication.

BUDGET IMPACT:

None

COMMUNICATION: YOLO COUNTY TRANSPORTATION DISTRICT
350 Industrial Way, Woodland, CA 95776---- (530) 661-0816

| | | |
|---|----------------------|--|
| Topic: FY 2023-24 Operating & Capital Budget Status Report | Agenda Item#: | 5d Information Only |
| | Agenda Type: | |
| Prepared By: Chas Fadrigo | | Meeting Date: December 11, 2023 |

RECOMMENDATION:

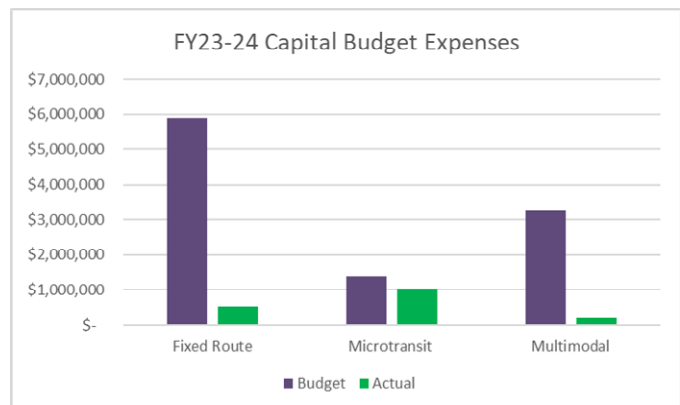
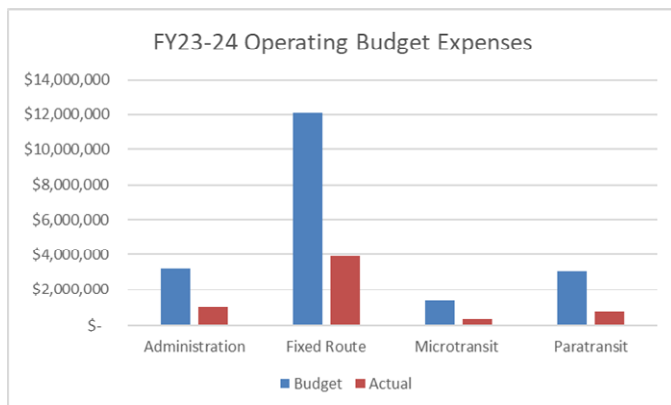
Receive FY2023-2024 Budget Status report for Operating and Capital expenses as of December 1, 2023.

BACKGROUND:

The YCTD Board of Directors approved the fiscal year 2023-2024 Annual Operating and Capital Budget on June 12, 2023.

The 2023-2024 budget for YCTD prioritizes key initiatives to enhance transit services, address commuter needs, and promote sustainability. Efforts to ease the I-80 commute involve establishing Express Lanes and planning for a tolling authority. The Yolo Active Transportation Corridors project aims to create multi-use paths connecting communities. Sustainability is emphasized through transitioning to a zero-emission fleet, starting with purchasing three (3) CNG buses. Support for the Beeline Microtransit service launch in Woodland and the relocation of the Woodland transit center is included. Internal restructuring include new leadership positions to manage the growing planning workload while maintaining a staff size of fourteen (14) FTE. Additionally, the budget incorporates a salary benchmarking survey with anticipated employee salary adjustments.

DISCUSSION AND ANALYSIS:



| Operating Expenses | Capital Expenses |
|--|--|
| <p>The Administration Operating budget will reflect savings in salary and benefits for a duration of six (6) months, attributed to the presence of three (3) unfilled FTE positions. The actuals for contract services encompass Transdev expenses up to October 2023.</p> | <p>Capital expenditures primarily consist of carryovers from FY22-23 capital projects related to Fixed Route and Microtransit, as well as expenses for CNG re-tanking and the acquisition of eight (8) Beeline vehicles.</p> |

FISCAL IMPACT:

None.

Attachments:

1. Budget to Actual Report as of December 1, 2023

**Yolo Transportation District
Fiscal Year 2023-2024
Budget to Actual as of December 1, 2023**

| Administration | | | |
|--|--------------------|--------------------|----------|
| Operating Revenue | Budget | Actuals | % |
| ST/LTF | \$1,511,000 | \$755,500 | 50% |
| Cache Creek Mitigation | 1,193,000 | 596,500 | 50% |
| Low Carbon/Renewable Energy Credits | 200,000 | 19,483 | 10% |
| Net Outside Fuel Sales | 140,000 | 54,362 | 39% |
| Interest Revenue | 100,000 | 91 | - |
| Advertising Revenue | 42,000 | 17,761 | 42% |
| Miscellaneous | - | 40,301 | - |
| Total Administration Operating Revenues | \$3,186,000 | \$1,483,998 | |
| Operating Expenses | | | |
| Regular Employee Salaries | \$1,922,000 | \$497,506 | 26% |
| Intern/Temp Employee Salaries | 56,000 | 55,170 | 99% |
| Overtime | 5,000 | 5,020 | 100% |
| Employee Salaries allocated to Projects | (180,000) | - | - |
| Subtotal Salaries | \$1,803,000 | \$557,696 | |
| PERS Employer Contribution | \$191,000 | \$42,644 | 22% |
| PERS UAL Payment | 176,000 | 169,925 | 97% |
| Health Insurance Employer Contribution | 240,000 | 103,117 | 43% |
| Retiree Health Insurance | 0 | 17,475 | - |
| Medicare Contribution | 29,000 | 7,890 | 27% |
| Other Employee Benefits | 20,000 | 7,770 | 39% |
| Benefits allocated to Projects | (44,000) | - | - |
| Subtotal Benefits | \$612,000 | \$348,822 | |
| Technology | \$105,000 | \$7,160 | 7% |
| Marketing & Communications | 105,000 | 6,512 | 6% |
| Other Operating Expenses | 132,000 | 64,685 | 49% |
| Legal Services | 85,000 | - | - |
| Employee Training | 57,000 | 18,811 | 33% |
| Utilities | 51,000 | 22,611 | 44% |
| Memberships | 31,000 | 1,237 | 4% |
| Unitrans Pass-Thru for Uninc Area Service | 24,000 | - | - |
| Facilities Maintenance | 19,000 | 6,931 | 36% |
| Directors Stipends and Expenses | 12,000 | 1,400 | 12% |
| Contingencies | 150,000 | - | - |
| Subtotal Benefits | \$771,000 | \$129,348 | |
| Total Administration Operating Expenses | \$3,186,000 | \$1,035,865 | |

Administration Operating Revenues and Expenses

Revenues: Miscellaneous Revenues include a Retiree Health Care premium reimbursement from CalPERS.

Expenses: Reduction in Salary & Benefits from three (3) unfilled positions contribute to savings. However, intern salaries expected to exceed budget due to the recent Beeline launch and promotional activities. Additionally, intern staff supported various routine operational tasks such as ridership data collection and planning-related demands.

**Yolo Transportation District
Fiscal Year 2023-2024
Budget to Actual as of December 1, 2023**

| Fixed Route Services | | | |
|---|---------------------|--------------------|----------|
| Operating Revenue | Budget | Actuals | % |
| STA/LTF | \$4,826,000 | \$2,413,160 | 50% |
| FTA 5307 ARPA | 3,012,000 | - | - |
| FTA 5307 CARES | 891,000 | - | - |
| FTA 5307 Formula Funds | 1,180,000 | - | - |
| Passenger Fares | 1,000,000 | 384,397 | 38% |
| FTA 5307/CMAQ for Route 42 Expansion | 405,000 | - | - |
| FTA/SacRT 5307 Causeway Connection | 285,000 | - | - |
| UC Davis Funds for Causeway Connection | 285,000 | 141,895 | 50% |
| STA-SGR State of Good Repair Funds | 212,000 | - | - |
| Total Fixed Route Operating Revenues | \$12,096,000 | \$2,939,452 | |
| Operating Expenses | | | |
| Contracted Transportation | \$9,258,000 | \$2,785,025 | 30% |
| Fuel | 1,032,000 | 425,286 | 41% |
| Insurance | 776,000 | 468,341 | 60% |
| Vehicle Maintenance | - | 61,145 | |
| Technology | 260,000 | 13,960 | 5% |
| Utilities | 230,000 | 88,422 | 38% |
| Facilities Maintenance | 50,000 | 21,345 | 43% |
| Marketing & Communications | 45,000 | - | - |
| Electric Vehicle Charging | 33,000 | 7,999 | 24% |
| Other Operating Expenses | 50,000 | 28,225 | - |
| Capital Revenue Vehicle | 212,000 | 30,922 | - |
| Contingencies | 150,000 | - | - |
| Total Fixed Route Operating Expenses | \$12,096,000 | \$3,930,669 | |

Fixed Route Operating Revenues and Expenses

Revenues:

- Passenger Fares reflect revenues through August 2023. Staff are in the process of reconciling and recording revenues for September through November 2023.

Expenses:

- Contracted Transportation services reflects expenses paid through October 2023. Invoices for November services in workflow.
- Capital Revenue Vehicle Expenses include CNG Bus engine re-builds.

**Yolo Transportation District
Fiscal Year 2023-2024
Budget to Actual as of December 1, 2023**

Microtransit (Beeline) Services

| Operating Revenue | Budget | Actuals | % |
|--|--------------------|------------------|----------|
| STA/LTF | \$842,000 | \$421,032 | 50% |
| FTA 5307 Formula Funds | 243,000 | - | - |
| FTA/Caltrans 5311 Rural Formula Funds | 224,000 | - | - |
| STA-SGR State of Good Repair Funds | 25,000 | - | - |
| Passenger Fares | 25,000 | 1,193 | 5% |
| Total Microtransit Operating Revenues | \$1,359,000 | \$422,225 | |
| Operating Expenses | | | |
| Contracted Transportation - Woodland | \$588,000 | \$119,950 | 20% |
| Contracted Transportation - Winters | 169,000 | 50,004 | 30% |
| Contracted Transportation - Knights Landing | 134,000 | 44,096 | 33% |
| Technology | 231,000 | 43,297 | 19% |
| Insurance | 137,000 | 83,125 | 61% |
| Fuel | 65,000 | 12,252 | 19% |
| Vehicle Maintenance | 25,000 | 19,000 | 76% |
| Contingencies | 10,000 | - | - |
| Total Microtransit Operating Expenses | \$1,359,000 | \$371,724 | |

Microtransit (Beeline) Operating Revenues and Expenses

Revenues:

- Passenger Fares reflect revenues through August 2023. Staff are in the process of reconciling and recording revenues for September to November.

Expenses:

- Contracted Transportation services reflects expenses paid through October 2023. Invoices for November services in workflow.

**Yolo Transportation District
Fiscal Year 2023-2024
Budget to Actual as of December 1, 2023**

Paratransit Services

| Operating Revenue | Budget | Actuals | % |
|---|--------------------|------------------|----------|
| STA/LTF | \$1,913,000 | \$956,500 | 50% |
| FTA 5307 Formula Funds | 842,000 | - | - |
| Passenger Fares | 145,000 | 42,547 | 29% |
| Cache Creek Mitigation | 80,000 | - | - |
| STA-SGR State of Good Repair Funds | 65,000 | - | - |
| Organization-Paid Fares | 5,000 | - | - |
| Total Paratransit Operating Revenues | \$3,050,000 | \$999,047 | |
| Operating Expenses | | | |
| Contracted Transportation | \$2,504,000 | \$585,845 | 23% |
| Fuel | 224,000 | 34,003 | 15% |
| Insurance | 206,000 | 124,350 | 60% |
| Vehicle Maintenance | 65,000 | - | - |
| Technology | 41,000 | - | - |
| Capital Revenue Vehicles | - | 7,747 | - |
| Other Operating expenses | - | 2,037 | - |
| Contingencies | 10,000 | - | - |
| Total Paratransit Operating Expenses | \$3,050,000 | \$753,982 | |

Paratransit Operating Revenues and Expenses

Revenues:

- Passenger Fares reflect revenues through August 2023. Staff are in the process of reconciling and recording revenues for September to November.

Expenses:

- Contracted Transportation services reflects expenses paid through October 2023. Invoices for November services in workflow.

**Yolo Transportation District
Fiscal Year 2023-2024
Budget to Actuals as of December 1, 2023
Capital and Planning Projects**

| Project # | Type | Multi-year Capital and Planning Projects | FY 22-23 Carryforward | FY 23-24 Budget | Total Budget | Year to Date Actuals | Actual as a % of Total |
|---|----------|--|--------------------------|---------------------|----------------------|-------------------------|---------------------------|
| FR-01 | Capital | Electric Buses - Multi-year Reserve for Future Purchases | \$ 880,000 | \$ 463,000 | \$ 1,343,000 | - | - |
| FR-02 | Capital | Re-Tanking Nine (9) CNG Buses | 675,000 | - | 675,000 | \$ 495,850 | 73% |
| FR-03 | Planning | Fixed Route Planning Efforts | 500,000 | - | 500,000 | - | - |
| FR-04 | Capital | General Transit Feed Specification (GTFS) Enhancements | 520,000 | - | 520,000 | - | - |
| FR-05 | Capital | Automatic Passenger Counters (APCs) | 420,000 | - | 420,000 | - | - |
| FR-09 | Capital | Bus Washer/Water Recycler Replacement | 673,581 | - | 673,581 | - | - |
| FR-10 | Capital | Two Replacement 40' CNG Buses | - | 1,600,000 | 1,600,000 | - | - |
| FR-11 | Planning | Downtown Woodland Transit Center | - | 150,000 | 150,000 | 23,095 | 15% |
| MM-01 | Planning | Yolo Active Transportation Corridors | 850,000 | 350,000 | 1,200,000 | 107,056 | 9% |
| MM-02 | Planning | 80 Managed Lanes Advisory, Legal & Technical Services | 50,000 | - | 50,000 | 50,000 | 5% |
| MM-03 | | Tolling Authority | - | 2,000,000 | 2,000,000 | 56,733 | |
| R2022-14 R2022-23 | Capital | Purchase Eight (8) Microtransit Vehicles | 1,376,646 | - | 1,376,646 | 1,024,065 | 74% |
| Total, Capital and Planning Project Budget | | | \$ 5,945,227 | \$ 4,563,000 | \$ 10,508,227 | \$ 1,756,799 | |

Yolo Transportation District
Fiscal Year 2023-2024
Status as of December 1, 2023
Capital and Planning Projects

| Project # | Type | Multiyear Capital and Planning Projects | Phase | Status |
|----------------------|----------|---|------------------|--|
| FR-01 | Capital | Electric Buses - Multi-year Reserve for Future Purchases | In Progress | In November 2023, the District received an LCTOP allocation of \$462,838 to fund the Zero-Emission Fleet plan. |
| FR-02 | Capital | Re-Tanking Nine (9) CNG Buses | In Progress | Complete Coach Works began work in FY22-23 and completed in early FY23-24. Project may result in budget savings of \$179,150. |
| FR-03 | Planning | Fixed Route Planning Efforts | Implementation | In October 2021, the Board approved FR service restoration. Woodland FR 211 and 212 AM/PM service restoration will begin in January 2024. |
| FR-04 | Capital | General Transit Feed Specification (GTFS) Enhancements | Pending | Pending review of total cost estimates with potential project savings. |
| FR-05 | Capital | Automatic Passenger Counters (APCs) | Contract Awarded | In November 2024, the Board approved the Tripspark contract that included the APC's, GFI system upgrade and new headsigns on all FR vehicles. Contract total is \$385,000 and may result in savings of \$35,000. |
| FR-09 | Capital | Bus Washer/Water Recycler Replacement | Pricing | In June 2022, the Board approved within FY2021-23 Budget. The current bus washer is out of service. |
| FR-11 | Planning | Downtown Woodland Transit Center | In Progress | In April 2023, the Board approved the Kimley-Horn contract for consulting in the amount of \$73,000. |
| MM-01 | Planning | Yolo Active Transportation Corridors | In Progress | In July 2023, the Board approved the Fehr & Peers contract for consulting in the amount of \$559,710. |
| MM-02 | Planning | 80 Managed Lanes Advisory, Legal & Technical Services | In Progress | In October 2022, the Board approved the WSP USA Inc. contract for consulting services in the amount of \$150,000. |
| MM-03 | | Tolling Authority | In Progress | WSP USA Inc. contract in the amount of \$537,100, a combined total of \$647,100. Applications and the Concept of Operations report expected completion is Spring 2024. |
| R2022-14 R2022-23 | Capital | Purchase Eight (8) Microtransit Vehicles and outfitting costs | Completed | In FY22-23, the Board approved the purchase of eight (8) MT vehicles. The vehicles were paid for and placed into service in early FY23-24. YoloBus's New Beeline Service was launched in September 2023. Anticipated savings \$352,000 |

BOARD COMMUNICATIONS: YOLO TRANSPORTATION DISTRICT

350 Industrial Way, Woodland, CA 95776----(530) 661-0816

| | | |
|---|---|---|
| Topic: Approve Amendment #2 to Legal Services Contract with Law Office of Kirk E. Trost | Agenda Item#: Agenda Type: | 5e |
| | | Action |
| Prepared By: B. Abbanat | | Attachments: <input checked="" type="radio"/> Yes <input type="radio"/> No |
| | | Meeting Date: December 11, 2023 |

RECOMMENDATION:

Approve contract amendment #2 with Law Office of Kirk E. Trost to continue providing legal counsel and advisory services for the I-80 Managed Lanes project.

BACKGROUND:

Background

In December 2021, the Yolo TD Board approved a contract with Sloan, Sakai LLC to provide outside expertise to advise the staff and Board on issues related to the I-80 Managed Lanes project. In spring 2022, lead counsel, Mr. Kirk Trost left Sloan Sakai LLC to form his own law practice, for reasons unrelated to this project. In June 2022, the YoloTD Board authorized staff to approve a contract with the Law Office of Kirk E. Trost to continue providing effective counsel for the project. The proposed contract amendment addresses two issues:

In April 2023, the YoloTD Board approved an amendment to augment the existing contract by \$50,000 to a total of \$75,000 with funding accommodated by savings in YoloTD's existing consulting budget and extend the contract period through June 2024. The purpose was for Mr. Trost to provide supplemental services with respect to guidance in establishing a tolling governance structure for the I-80 Managed Lanes project. YoloTD has expended the \$75,000 budget over the past 24 months.

In June 2023, YoloTD was awarded \$1,929,000 in SACOG Regional Funding for Tolling Advance Planning activities. The scope of work for this grant funding included a series of technical, policy and governance activities to establish the first tolled highway project in the Sacramento region on I-80 in Yolo County. Staff have obligated this funding and received a Notice to Proceed, so Tolling Advance Planning activities can be reimbursed by this funding source. The Board's first action was in November 2023, authorizing expenditures of up to \$537,100 to the existing WSP contract for Tolling Advance Planning purposes.

Proposed Action

\$205,000 of the grant award is budgeted toward the coordination and development of a potential joint powers agency (JPA) or other governance structure (i.e. Governance grant application task). This work falls squarely within YoloTD's legal counsel's responsibilities as identified in the existing June 2023 Board-approved contract amendment #1. For the contract amendment, staff proposes to:

1. Apply \$100,000 of the \$205,000 grant awarded task item budget.
2. Augment the existing contract from \$75,000 to \$175,000.
3. Extend the existing contract from June 30, 2024 to December 31, 2024.

The below table itemizes Tolling Advance Planning activities assumed within this authorization request:

Table 1: SACOG Grant Award Scope of Work, and Proposed Budget Increase w/Board Action

| Task Summary | SACOG Grant Award | Proposed Legal Contract Amendment #2 |
|----------------------------------|--|---|
| Project Management & Controls | \$44,000 | |
| Concept of Operations | \$225,100 | |
| Traffic & Revenue Study | \$300,000 | |
| Outreach | | |
| Governance | \$205,000 | \$100,000 |
| CTC Application | \$240,000 | |
| Roadside Toll System Procurement | \$660,000 | |
| Equity Framework and Program | \$255,000 | |
| | \$ 1,929,100 | \$100,000 |
| | Existing Contract | \$75,000 |
| | Total Project Budget with Proposed Increase | \$175,000 |

Table 2: SACOG Grant Expenditures Summary

| Item | Date | Amount |
|---|---------------|--------------------|
| SACOG Grant Award Amount | June 2023 | \$1,929,100 |
| WSP Contract Amendment for Tolling Advance Planning | November 2023 | -\$537,100 |
| Legal Contract Amendment #2 (this item) | December 2023 | -\$100,000 |
| Remaining SACOG Grant Funds | | \$1,292,000 |

Attachments:

- Attachment A outlines the scope of work under the proposed contract amendment #2.
- Attachment B includes the April 2023 staff report
- Attachment C includes the June 2022 staff report
- Attachment D includes the December 2021 staff report.

BUDGET IMPACT:

This contract amendment will be funded with the SACOG Regional Funding. No local funds are required.

Approve Amendment #2 to Legal Services Contract with Law Office of Kirk E. Trost: Attachment B
BOARD COMMUNICATIONS: YOLO COUNTY TRANSPORTATION DISTRICT
 350 Industrial Way, Woodland, CA 95776----(530) 661-0816

| | | | |
|--|---|-------------------------------------|--|
| Topic: Amendment to Legal Services Contract with Law Office of Kirk E. Trost | Agenda Item#: Agenda Type: | 3e Action | |
| | | Attachments: <u>Yes</u> No | |
| Prepared By: Brian Abbanat | | Meeting Date: April 10, 2023 | |

RECOMMENDATION:

Approve a contract amendment with Law Office of Kirk E. Trost to continue providing legal counsel and advisory services for the I-80 Managed Lanes project.

BACKGROUND:

In December 2021, the Yolo TD Board approved a contract with Sloan, Sakai LLC to provide outside expertise to advise the staff and Board on issues related to the I-80 Managed Lanes project. In spring 2022, lead counsel, Mr. Kirk Trost left Sloan Sakai LLC to form his own law practice, for reasons unrelated to this project. In June, 2022, the YoloTD Board authorized staff to approve a contract with the Law Office of Kirk E. Trost to continue providing effective counsel for the project. The proposed contract amendment addresses two issues:

1. YoloTD has expended the original \$25,000 budget over the past 16 months. Staff proposes augmenting the budget to continue Mr. Trost's services.
2. Staff has requested supplemental services from Mr. Trost with respect to guidance in establishing a tolling governance structure for the I-80 Managed Lanes project.

The proposed amendment would augment the existing contract by \$50,000 with funding accommodated by savings in YoloTD's existing consulting budget, and extend the contract period through June 2024.

Attachments:

- Attachment A outlines the Supplemental scope of work under the contract amendment.
- Attachment B includes the December 2021 staff report.
- Attachment C is the current contract.

BUDGET IMPACT:

This contract amendment will be funded with savings on other contracts in the current (FY 22/23) budget.

Approve Amendment #2 to Legal Services Contract with Law Office of Kirk E. Trost: Attachment C
BOARD COMMUNICATION: YOLO COUNTY TRANSPORTATION DISTRICT
350 Industrial Way, Woodland, CA 95776---- (530) 661-0816

| | | | |
|---|---|-----------------------------------|---|
| Topic: Update contract for Yolo 80 Managed Lanes legal services | Agenda Item#: Agenda Type: | 3c Action | |
| | | Attachments: | <div><input checked="" type="radio"/> Yes</div> <div><input type="radio"/> No</div> |
| Prepared By: A. Bernstein | | Meeting Date: June 6, 2022 | |

RECOMMENDATION:

Authorize staff to approve contract with Law Offices of Kirk Trost and terminate contract with Sloan Sakai LLC

BACKGROUND:

The Yolo 80 Managed Lanes project is an unprecedented project and key priority for YCTD, and one which requires specialized expertise. On December 13, 2021, the YCTD Board of Directors approved a contract with Sloan Sakai LLC to secure legal and advisory services of Kirk Trost, who has served as in-house counsel to the Sacramento Area Council of Governments (SACOG).

The contract with Sloan Sakai does not include a retainer fee; YCTD pays by the hour for services provided. A not-to-exceed amount of \$25,000 was approved by the Board. To date, \$5,577 has been paid to Sloan Sakai.

Recently, Kirk Trost left Sloan Sakai LLC and began his own law practice, for reasons unrelated to this project. To continue working with Mr. Trost, staff proposes to terminate the contract with Sloan Sakai and approve the attached contract with Law Offices of Kirk Trost.

The new contract retains all the provisions of the current contract, including the payment structure and not-to-exceed amount (less the amount already billed to Sloan Sakai), and extends its term through the end of December 2022.

The attached contract has been reviewed by District counsel, Hope Welton.

BOARD COMMUNICATIONS: YOLO COUNTY TRANSPORTATION DISTRICT

350 Industrial Way, Woodland, CA 95776----(530) 661-0816

| | | | |
|--|---|--|---|
| Topic: Contract with Sloan Sakai LLC for Specialized Legal Services | Agenda Item#: Agenda Type: | 5g Deliberation/*Action | |
| | | Attachments: | <input checked="" type="radio"/> Yes <input type="radio"/> No |
| Prepared By: A. Bernstein | | Meeting Date: December 13, 2021 | |

RECOMMENDATION:

Approve a contract with Sloan, Sakai, Yeung & Wong LLP to provide counsel on the I-80 Managed Lanes project.

REASON FOR RECOMMENDATION:

Due to the unprecedented and specialized nature of the I-80 Managed Lanes project for YCTD, staff recommends engaging outside expertise to advise the staff and Board on issues related to the project. Kirk Trost of Sloan, Sakai, Yeung & Wong LLP is uniquely qualified due to his experience as in-house counsel to the Sacramento Area Council of Governments (SACOG), where he advised the agency on matters related to interagency cooperation on a variety of transportation planning and funding matters, including highway projects involving Caltrans District 3.

At its November 19, 2021 meeting, the 80 Managed Lanes Ad Hoc Committee recommended approval of the contract. The draft contract (aka ‘engagement letter’) from Sloan Sakai is attached. The contract has been reviewed by YCTD counsel.

BUDGET IMPACT:

Attachment 1 proposes draft terms and conditions for this contract. There is no retainer fee; YCTD would pay by the hour for services provided. Staff proposes a not-to-exceed amount of \$25,000 through the end of this current fiscal year. This can be accommodated in our existing consulting budget.

Attachment 1: Draft Engagement Letter from Sloan Sakai

Draft Engagement Letter

Autumn Bernstein, Executive Director
Yolo County Transportation District
350 Industrial Way
Woodland CA 95776

Re: Engagement of Legal Services

Dear Ms. Bernstein:

Thank you for retaining Sloan Sakai Yeung & Wong LLP (“SSYW”), to perform legal services in connection with I-80 Managed Lanes Project. We appreciate the opportunity to serve as your lawyers and look forward working with you on this matter.

This letter sets forth our agreement concerning the legal services we will provide and our fee and expense reimbursement arrangements for those services. Please read this entire agreement before signing and returning it to us.

1. **Scope of Engagement.** We will provide legal services as requested in connection with the I-80 Managed Lanes Project. Our work is limited to such services. We will provide legal services for additional matters that you request of us, provided we agree to perform that additional work. A letter confirming such additional work shall bring such work within the scope of this agreement.
2. **Fees and Personnel.** As compensation for our services, my hourly fee will be based on my current preferred billing rate for the Sacramento Area Council of Governments (SACOG) at the time such services are rendered. The current hourly rate for SACOG is \$330/hour. A fee schedule for other staff is shown on Attachment 1.

I will be the partner in charge of your matter. However, this agreement retains the legal services of our law firm and not of a particular attorney. If other attorneys and/or paralegals are assigned to work on your matter, then current hourly rates of those individuals will be utilized. Hourly rates are subject to reasonable change, usually in January of each year.

The budget for this matter will not exceed \$25,000 through June 2022, unless extended and agreed to by the parties in writing.

3. **Billing and Payment Responsibilities.** We will send monthly invoices which are due within 30 days of receipt. If you have any questions about an invoice, please promptly telephone or write me so that we may discuss these matters. Billing is done in 1/10ths of an hour increments.

SSYW charges separately for certain costs incurred in the representation, as well as for any disbursements to third parties made on a client’s behalf. Such costs and disbursements include, for example, the following: travel (at the IRS rate in effect at the time the travel occurs), computer-assisted research, court reporting/transcription, overnight delivery and messenger services. For major disbursements to third parties, invoices may be sent directly to you for payment. SSYW also bills for time spent traveling on a client’s behalf at our normal hourly rates.

In addition, if SSYW is asked to contract directly with a non-SSYW consultant (e.g. expert witness or workplace investigator) on a client's behalf, a 2% contract administration fee will be added to the expert's or consultant's bill to cover SSYW's costs in administering the contract.

4. **Termination of Services.** You may terminate our services at any time by written notice. After receiving such notice, we will cease providing services. We will cooperate with you in the orderly transfer of all related files and records to your new counsel.

We may terminate our services at any time with your consent of for good cause. Good cause exists if (a) any statement is not paid within 60 days of its date; (b) you fail to meet any other obligation under this agreement and continue in that failure for 15 days after we send written notice to you; (c) you have misrepresented or failed to disclose material facts to us, refused to cooperate with us, refused to follow our advice on a material matter, or otherwise made our representation unreasonably difficult; or (d) any other circumstance exists in which ethical rules of the legal profession mandate or permit termination, including situations where a conflict of interest arises. If we terminate our services, you agree to execute a substitution of attorneys promptly and otherwise cooperate in effecting that termination.

Termination of our services, whether by you or by us, will not relieve the obligation to pay for services rendered and costs incurred before our services formally ceased.

5. **Post-Termination/Post-Project Services.** If you require additional services from SSYW after the termination of a project or after a project concludes, you agree to pay SSYW for any services rendered at the billing rates in effect at that time. Examples of such services include, but are not limited, responding to subpoenas or discovery, preparing for and providing testimony at a deposition, trial or hearing.
6. **Insurance.** During the term of this agreement, SSYW will maintain general liability and property damage insurance in the amount of \$1,000,000; lawyers professional liability insurance in an amount of \$2,000,000 per occurrence/\$4,000,000 aggregate; consultant (non-attorney) professional liability insurance in an amount of \$1,000,000 per occurrence/\$2,000,000 aggregate. These policies will not be canceled, nor these limits reduced unless at least ten days advance written notice be given to you.
7. **No Guarantee of Outcome.** Any comments made by us about the potential outcome of this matter are expressions of opinion only and are not guarantees or promises about any outcome or results.
8. **Government Law; Venue.** This agreement shall be governed by and construed in accordance with the laws of the State of California without regard to principles of conflicts of laws.
9. **Entire Agreement; Full Understanding; Modifications in Writing.** This letter contains our entire agreement about our representation. Any modifications or additions to this letter agreement must be made in writing.
10. **Use of "Of Counsel" Independent Contractors.** Our firm maintains agreements with experienced "Of Counsel" attorneys who are not employees of SSYW, but are rather considered independent contractors. These Of Counsel attorneys may also practice law separate and apart from SSYW. Of Counsel attorneys are billed at the same rate, and meet the same exceptional performance standards, as comparable attorneys employed by SSYW. By signing this letter, you are consenting to SSYW's use of Of Counsel attorneys, if necessary for your representation.
11. **Document Retention/Destruction.** SSYW is endeavoring to be a "paperless" law firm. To that goal, SSYW attempts to minimize the generation and retention of documents. As a general rule, SSYW does not keep "hard" copies of pleadings, discovery, correspondence, or other documents associated with a project unless there is a need to maintain an original. Instead, documents are electronically scanned and maintained

on the firm's network system. If you would like to have hard copies of documents forwarded to you please let us know. You will of course have the right to an electronic copy of any document associated with your matter at any time. Once our representation ends for any particular matter, SSYW's policy is to maintain records for a period of five (5) years. If you wish to obtain a full copy of our records for any particular project, we ask that you inform us of that desire at the outset of the project or at its conclusion. Otherwise, any records associated with a particular project will be destroyed after five (5) years.

12. Disclosure of and Consent to Potential Conflict. As you are aware, and as we have discussed, SSYW represents the Sacramento Area Council of Governments (SACOG) as General Counsel. We also provide special counsel services to the City of West Sacramento (City) for real estate acquisitions.

We do not believe there is any conflict of interest in SSYW providing legal services to these entities and to the Yolo County Transportation District (YCTD). However, we are aware that SACOG and YCTD occasionally have funding agreements and other business transactions with each other, and that SSYW may be asked to advise SACOG on such matters. We are also aware that the positions of SACOG and YCTD could diverge on the Project. Due to this potential for a conflict of interest among or between these parties, SSYW is including this disclosure. We will also make a similar disclosure to SACOG.

With respect to the City, while we do not represent the City on any matters that relate to YCTD, we are aware that the positions of the City and YCTD could diverge on the Project and that such divergence could create the potential for a conflict of interest. Therefore, SSYW is including this disclosure. For the reasons stated below, we do not intend to make a disclosure to the City of West Sacramento at this time because our engagement with it does not include matters relating to the Project.

Conflicts of interest are governed by Rule 1.7 of California Rules of Professional Conduct. Rule 1.7 states that "[a] lawyer shall not, without informed written consent from each client and compliance with paragraph (d), represent a client if the representation is directly adverse to another client in the same or a separate matter." Further, under Section 1.7(b), "[a] lawyer shall not, without informed written consent from each affected client and compliance with paragraph (d), represent a client if there is a significant risk the lawyer's representation of the client will be materially limited by the lawyer's responsibilities to or relationships with another client, a former client or a third person, or by the lawyer's own interests." Rule 1.7(d) states that the representation under Rule 1.7 is permitted only if there is compliance with 1.7(a) -1.7(c) and if:

- (1) the lawyer reasonably believes that the lawyer will be able to provide competent and diligent representation to each affected client;
- (2) the representation is not prohibited by law; and
- (3) the representation does not involve the assertion of a claim by one client against another client represented by the lawyer in the same litigation or other proceeding before a tribunal.

The Comments to Rule 1.7 state that 1.7(a) and 1.7(b) "apply to all types of legal representations, including the concurrent representation of multiple parties . . . in a single transaction or in some other common enterprise . . ."

Again, we have concluded no current conflict exists in our representation of YCTD, SACOG, and the City. We further attest to our belief that we will be able to provide competent and diligent representation to each of our clients. However, although remote, we do think the potential for conflict exists and that we should disclose the details of that potential.

Summary of Potential Conflict Issues

SACOG. As noted above, SACOG and YCTD have various business and funding arrangements. As SACOG's General Counsel, we may be asked to advise SACOG on such arrangements. In the event we

are asked to provide such advice, we will provide notice to you and seek a conflict waiver if appropriate. With respect to our specific representation of YCTD in connection with the I-80 Managed Lanes Project, SACOG has an interest in the Project as the Regional Transportation Planning Agency and the Metropolitan Planning Organization, with all the responsibilities that those designations entail. To date, SACOG and YCTD have acted collaboratively and with shared goals regarding the Project. Nevertheless, we also acknowledge that it is possible SACOG's and YCTD's interests concerning the Project could diverge. We believe the probability of such divergence is small. However, if such circumstances arose, we would immediately notify you; similarly, you should immediately notify us if you become aware of such circumstances. While we would discuss the circumstances and conflict with you and with SACOG, and the potential for a waiver exists, we would likely withdraw from representation of YCTD considering our longstanding relationship with SACOG.

City of West Sacramento. As noted, SSYW represents the City on certain real estate matters. We do not believe this representation presents a conflict of any kind. We do acknowledge, however, that a conflict could develop between the City and YCTD over the Project. We believe the probability of such conflict is small. However, in such circumstances, it is possible that a potential conflict could arise. As noted in Rule 1.7, even though the matters of representation are unrelated, in such circumstances the concern is that the lawyer's advocacy for one client could be comprised by the desire to satisfy another client. Therefore, similar to SACOG, if we become aware of divergence of positions on the Project by YCTD and the City of Sacramento, we would immediately notify you; again, you should immediately notify us if you become aware of such circumstances. In those circumstances, we would discuss the potential conflict with you and the City and seek a waiver if appropriate.

By signing below, YCTD consents to SSYW's concurrent representation of YCTD, SACOG, and the City, based on the above-mentioned disclosures.

Very truly yours,

Kirk E. Trost
Partner

KET:ama
Enclosures

cc: Billing Department
Philip Pogledich
Hope Welton

These terms are accepted and agreed to as of the date of this letter.

By: _____
Autumn Bernstein
Executive Director

ATTACHMENT 1

Public Sector Fee Schedule

Effective January 1, 2021 to December 31, 2021

| | |
|-----------------|---------------|
| Partners: | \$300 - \$450 |
| Of Counsel: | \$265 - \$385 |
| Senior Counsel: | \$275 - \$385 |
| Associates: | \$215 - \$275 |
| Law Clerks: | \$145 - \$185 |
| Paralegals: | \$105 - \$175 |
| Analysts | \$95 - \$135 |
| Consultants: | \$160 - \$275 |

These rates are reviewed and may be adjusted annually, generally in January of each year.

ATTACHMENT 2

SLOAN SAKAI YEUNG & WONG LLP STATEMENT OF FEE AND BILLING INFORMATION

The following is a general description of our fee and billing policies. These general policies may be modified by the specific engagement letter or agreement to which this summary is attached.

Professional Fees. Our fees for professional services are based on the fair value of the services rendered. To help us determine the value of our services, our attorneys and paralegals maintain time records for each client and matter. Our attorneys and paralegals are assigned hourly rates which are based on years of experience, specialization, training and level of professional attainment. We adjust our rates periodically (usually at the beginning of each year) to take into account inflation and the increased experience of our professional personnel.

To keep professional fees at a minimum, legal work that does not require more experienced attorneys will be performed, where feasible, by attorneys with lower billing rates. Of course, the quality of the work is paramount, and we do not sacrifice quality to economy.

Before undertaking a particular assignment, we will, if requested, provide you with a fee estimate to the extent possible. Estimates are not possible for some matters, however, and cannot be relied on in many others because the scope of our work will not be clear at the outset. When a fee estimate is given, it is only an estimate; it is not a maximum or minimum fee quotation. The actual fee may be more or less than the quoted estimate.

Billing and Payment Procedures. Unless other arrangements are made at the time of the engagement, invoices will be sent monthly. Invoices for outside services exceeding \$100 may be billed separately. Occasionally, however, we may defer billing for a given month or months if the accrued fees and costs do not warrant current billing or if other circumstances would make it appropriate to defer billing.

Our invoices contain a brief narrative description of the work performed; if requested, the initials of the attorney who performed the work will appear on the statement. The invoice will include a line item reflecting in-house administrative costs. The firm's in-house administrative costs include duplicating, facsimile charges, telephone charges, e-mail, postage, mileage and other administrative expenses.

In addition, SSYW charges separately for certain costs incurred in the representation, as well as for any disbursements to third parties made on a client's behalf. Such costs and disbursements include, for example, the following: travel (at the IRS rate in effect at the time the travel occurs), computer-assisted research, transcription, overnight delivery and messenger services. For major disbursements to third parties, invoices may be sent directly to you for payment. SSYW also bills for time spent traveling on a client's behalf at our normal hourly rates.

BOARD COMMUNICATION: YOLO TRANSPORTATION DISTRICT

350 Industrial Way, Woodland, CA 95776---- (530) 661-0816

| | | |
|--|----------------------|---|
| Topic: Update on the Yolo Active Transportation Corridors (YATC) Project | Agenda Item#: | 5f Informational |
| | Agenda Type: | Attachments: <div><div>Yes</div>No</div> |
| Prepared By: B. Lomeli | | Meeting Date: December 11, 2023 |

RECOMMENDATION:

Informational. Receive an update on the Yolo Active Transportation Corridors (YATC) Project.

BACKGROUND:

The Yolo Active Transportation Corridors (YATC) Project will develop an active transportation plan for a network of multiuse trails that will help to address barriers to mobility for low-income and minority residents of Yolo County. This planning project will build upon YoloTD's recent efforts to explore how public interest design of transportation services can be used to address the needs of the region's most isolated and disadvantaged areas.

YATC was awarded \$1.2 million in federal funds from the Rebuilding Americans Infrastructure with Sustainability and Equity (RAISE) discretionary grant program.

YATC will accomplish two objectives:

- Establish a long-term vision and planning document for active transportation corridors in Yolo County.
- Establish priorities and complete construction documents for at least one (1) and up to three (3) corridors, thereby positioning the project(s) for discretionary grant funding.

The scope of work addresses the initial planning and outreach phase of the YATC project, comprised of Tasks 1 (Project Management), 2 (Existing Conditions Assessment), 3 (Public Outreach & Community Engagement), and 4 (Plan Preparation) identified in the RAISE grant application. A subsequent scope of work for the design, engineering, and environmental phase of the YATC project will be prepared once additional information is available regarding the priority corridors identified during the YATC planning process.

Progress and Next Steps

On October 4, 2023, the YATC project marked a significant milestone with its inaugural Technical Advisory Committee (TAC) meeting. This meeting brought together key government agencies, including the City of Woodland, Yolo County, City of West Sacramento, City of Davis, UC Davis, City of Winters, and District 3. The meeting was marked by productive discussions on various agenda items, which included:

- Discussion of Project Goals and Objectives
- Review of Scope and Schedule
- Overview of the Existing Conditions Approach
- Review of the Draft Public Outreach Plan
- The upcoming Technical Advisory Committee is scheduled for December 15th. It will include a Value

exercise that will continue to shape the YATC project's development and objectives.

The YATC team is actively engaged in early outreach initiatives, collaborating with Yolo County for their Climate Action & Adaptation Planning (CAAP) events held throughout the county. YoloTD issued a press release to reach an informed broader audience about the YATC plan and upcoming CAAP workshops. During the workshops, staff led breakout sessions focusing on transportation needs. YoloTD also distributed essential materials related to the YATC project, such as flyers, map boards, and other informative resources.

Project consultants have finalized a preliminary StoryMap which includes a Project Landing Page, details about Outreach events, and an interactive Webmap for public input. The inclusion of a StoryMap is an enhanced communication and decision-making tool that increases stakeholder engagement and accessibility to communicate information. Furthermore, it helps convey information with spatial context, allowing users to better understand the geographical aspects of the YATC project. Overall, it will assist in tracking and communicating progress, milestones, and key achievements in a visually appealing manner. Board members and the public can provide input on the map at the below link:

https://bit.ly/YATC_en

Next Steps

- Developing a comprehensive Outreach Plan that targets underrepresented communities in Yolo County. The strategy involves collaborating with a diverse range of stakeholders to guarantee that the perspectives of those in underserved communities are not just heard but actively integrated into the planning and decision-making processes of this project.
- Finalize Streetlights' origin and destination data dashboards.
- YoloTD has finalized the Steering Committee list for the YATC project. Organizations were selected with a focus on well-rounded representation of the community in Yolo County. Emphasizing inclusivity and diversity, staff identified organizations that served underrepresented groups, bicycling advocates, sustainability interests, business interests, and social services organizations.

BUDGET IMPACT:

The consulting agreement is split into two phases, (1) Planning & Outreach, and (2) Design & Engineering. In November 2022 the YoloTD Board authorized staff to execute an agreement with Fehr & Peers for Phase 1 for \$560,000. Consultant costs are fully funded by the RAISE grant with staff time an in-kind local match contribution.

BOARD COMMUNICATIONS: YOLO TRANSPORTATION DISTRICT

350 Industrial Way, Woodland, CA 95776----(530) 661-0816

| | | |
|--|---|---|
| Topic: Approve Increase to Intern Wages to Comply with Minimum Wage Changes Effective January 2024 | Agenda Item#: Agenda Type: | 5g Action |
| | | Attachments: <input checked="" type="radio"/> Yes <input type="radio"/> No |
| Prepared By: D. Romero | Approved By: | Meeting Date: December 11, 2023 |

RECOMMENDATION:

Approve the attached revisions to the hourly wage rates for Transportation Interns (Extra Help). California minimum wages will be increased effective January 1, 2024. The wage scales for the transportation interns need to be adjusted to comply with the increase.

BACKGROUND:

In 2021, the Board approved changes to the transportation intern job description and wage scale to bring into compliance with California minimum wage requirements. Since that time, the district has employed many interns from UC Davis and Sacramento State. Most of the interns have gone on to professional positions in transportation planning for the district, for agencies throughout the Sacramento Region and positions outside the region. Agencies employing some of our former intern staff include Unitrans, Caltrans, SAMTRANS, AC Transit, Valley Transportation Authority (Santa Clara) and SACOG. Our intern workforce provides essential assistance in projects including:

- 1) Posting notices of detours/reroutes due to construction and road closures;
- 2) Distribution of service information;
- 3) Graphic design and production of promotional materials and announcements;
- 4) Data collection and analysis for National Transit Database (NTD) mandatory triennial survey.
- 5) Promotion and implementation of microtransit services.
- 6) Systemwide fixed-route route changes.
- 7) Social Media Implementation.
- 8) Routine ridership and performance reports and updates.
- 9) Engagement with the public and assisting with outreach planning and implementation.

The proposed wage scale is attached. Staff recommends a modest increase to the existing scale to remain in compliance with state wage laws.

FISCAL IMPACT:

Less than \$10,000 for FY 2023-24.



Student Intern Hourly Wages Schedule

Proposed Effective Date January 1, 2024

| First-Year Student (Less than equivalent of 30-semester units completed) | | Hourly Rate |
|--|--|--------------------|
| No relevant work experience | | \$16.00 |
| At least equivalent of 15-semester units completed or 500 hours of appropriate experience | | \$16.25 |
| For every year of relevant comparable experience (up to 3 years or \$0.75) | | \$0.25 |

| Second Year Student (Equivalent of 30-semester units completed) | | |
|--|--|---------|
| No relevant work experience | | \$16.50 |
| At least equivalent of 45-semester units completed or 500 hours of appropriate experience | | \$16.75 |
| For every year of relevant comparable experience (up to 3 years or \$0.75) | | \$0.25 |

| Third Year Student (Equivalent of 60-semester units completed) | | |
|---|--|---------|
| No relevant work experience | | \$17.00 |
| At least equivalent of 75-semester units completed or 500 hours of appropriate experience. | | \$17.25 |
| For every year of relevant comparable experience (up to 3 years or \$0.75) | | \$0.25 |

| Fourth Year Student (Equivalent of 90-semester units completed) | | |
|--|--|---------|
| No relevant work experience | | \$18.00 |
| At least equivalent of 105-semester units completed or 500 hours of appropriate experience. | | \$18.50 |
| For every year of relevant comparable experience (up to 3 years or \$0.75) | | \$0.25 |

| Graduate Student (B.A. or B.S. Degree Completed) | | |
|--|--|---------|
| No relevant work experience | | \$20.00 |
| At least equivalent of 9-semester units completed or 500 hours of appropriate experience. | | \$20.50 |
| For every year of relevant comparable experience (up to 3 years or \$0.75) | | \$0.25 |

BOARD COMMUNICATION: YOLO TRANSPORTATION DISTRICT

350 Industrial Way, Woodland, CA 95776---- (530) 661-0816

| | | | |
|--|---|--|-----------------------------|
| Topic: Yolo 80 Managed Lanes Project: Draft Environmental Document | Agenda Item#: Agenda Type: | 6 Informational | |
| | | Attachments: | <div><div>Yes</div>No</div> |
| Prepared By: B. Abbanat | | Meeting Date: December 11, 2023 | |

RECOMMENDATION:

1. Receive presentation from Caltrans on the Yolo 80 Managed Lanes project Draft Environmental Document (DED).
2. Receive public input on the DED.
3. Direct staff to submit a letter to Caltrans affirming Draft Environmental Document (DED) Alternative #4 as Yolo Transportation District's (YoloTD) preferred alternative for the Yolo 80 Managed Lanes project.

BACKGROUND:

Note: This staff report focuses on updating the YoloTD Board on the Yolo 80 Managed Lanes Draft Environmental Document (DED) and public outreach process therein. Staff reports dating to the project's inception can be found on the YoloTD website:

Yolotd.org → Planning & Projects → Freeways & Roads

Draft Environmental Impact Report Released

Since the November update, important project activity has occurred that has changed the Yolo 80 Managed Lanes project's short-term trajectory. 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.

Caltrans released the DED on November 13, 2023 and is consistent with the alternatives identified in the Notice of Preparation (NOP) released in June 2022. The draft DED complies with the required 45 day comment period, which is scheduled to close on January 5, 2024. EIR certification is critical as this milestone is a requirement to obligate the \$86 million INFRA funding awarded to the project.

With the DED released, it is appropriate for YoloTD to review and discuss the DED. For this meeting YoloTD and Caltrans District 3 staff will jointly present on the DED (Attachment 1), focusing on:

- Draft DED Findings
- Vehicle Miles Traveled (VMT) mitigation plan
- Basis for staff recommendation endorsing Alternative #4
- Review of Yolo 80 Managed Lanes project online survey
- Expected future YoloTD Board actions
- Project Timeline

Phase 2 Public Outreach

Citizens Advisory Committee Online Survey

Due to time constraints, a special meeting for the Citizens Advisory Committee (CAC) for the Yolo 80 Managed Lanes project was not scheduled. Instead, the committee was asked to complete the online survey with comments and questions regarding the project. Emphasis was made for CAC members to provide feedback on alternative(s) and any feedback on the VMT mitigation measures. Two CAC members responded, with survey results included as Attachment 2.

Public Online Survey

YoloTD's online survey has been an important component of public outreach during the DED comment period, which began on November 13 and continues through January 5, 2024. Extensive media coverage at the Caltrans-sponsored November 28 DED Open House and proactive YoloTD promotion including social media and bulkhead flyers on buses have contributed to a substantial number of surveys submitted with total responses exceeding 1,400 as of December 7. The survey asked about the following subjects:

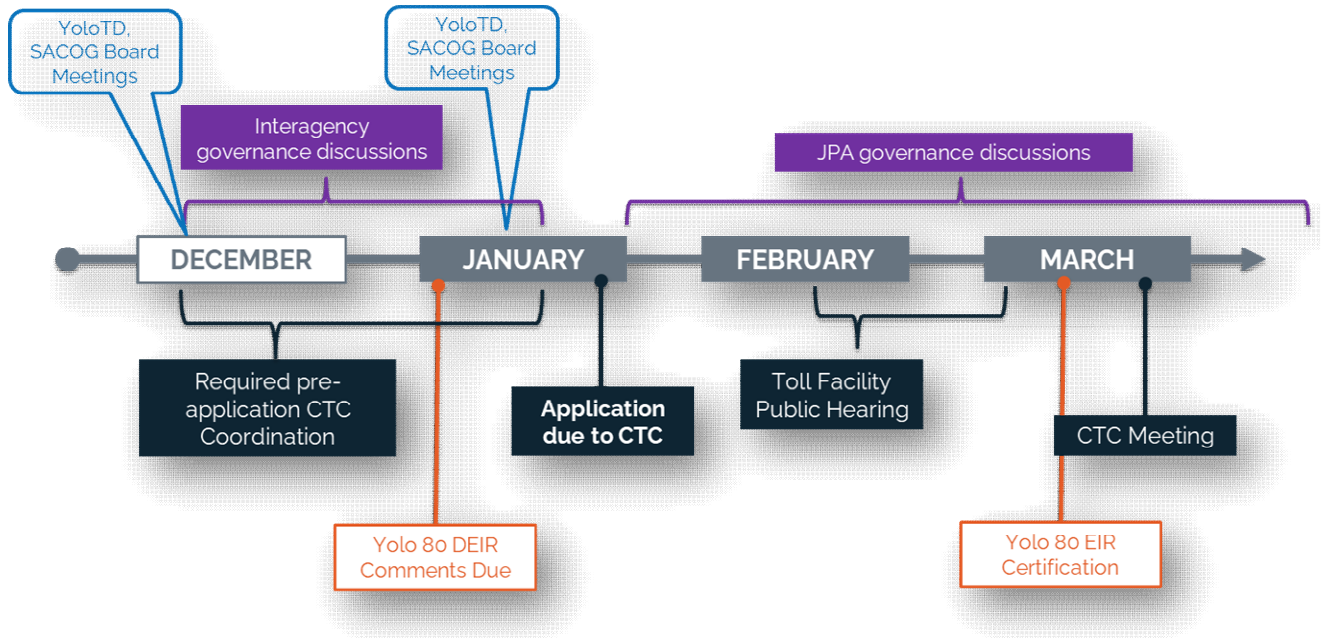
- What respondents feel are the biggest issues with I-80 in Yolo County.
- Level of support for different usage rules for the new lanes.
- Design and operational features of the new lanes.
- Level of support for toll lane revenue options.
- Where respondents live and work.
- I-80 travel frequency by transportation mode.
- Open-ended feedback.

The results to date of this survey are provided in Attachment 3.

Outreach Events

On November 28, YoloTD staff attended the DED Open House in West Sacramento hosted by Caltrans. Staff also attended the SACOG Transportation Committee and Davis Futures Forum meetings on December 7, for which the Yolo 80 Managed Lanes was a topic of discussion at both. Finally, staff participated in the December 11 SACOG Board of Directors meeting. The Yolo 80 Managed Lanes project DED is scheduled for discussion at the City of Davis BTSSC on December 14.

Project Timeline: December 2023 – March 2024

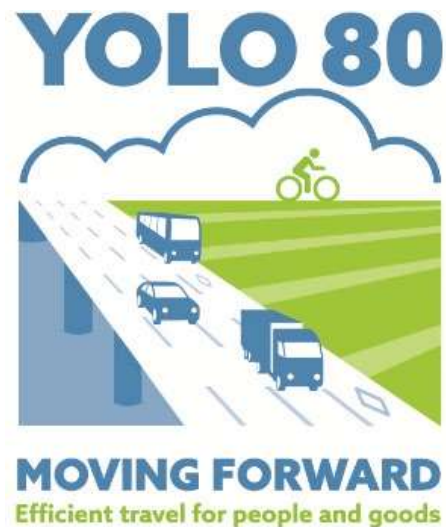


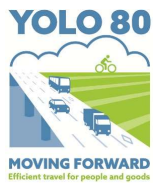
Attachments

1. Yolo 80 Managed Lanes DED Slides
2. Citizens Advisory Committee Online Survey Results
3. Online Survey Results
 - Charts
 - All Respondents
 - Davis
 - West Sacramento
 - Woodland
 - Winters
 - Open-Ended Responses
 - All Respondents

Agenda Item 6

Yolo 80 Managed Lanes Draft Environmental Document





Yolo 80 Managed Lanes Update Overview

Slides

1. DEIR Findings
2. VMT Mitigation Plan
3. HOT 3+ Lanes Alternative
4. YoloTD Survey Results
5. Project Timeline
6. Recommendations



Slides

DEIR Findings

VTM Mitigation Plan

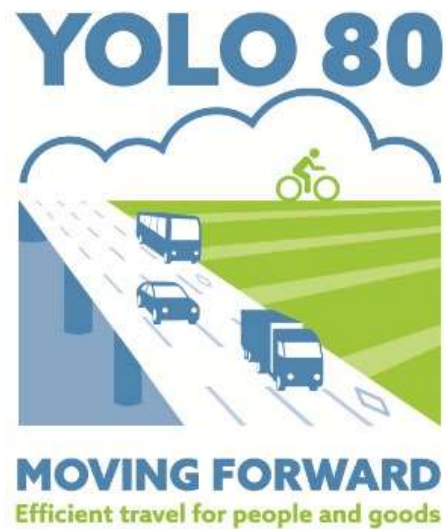
HOT 3+ Lanes Alternative

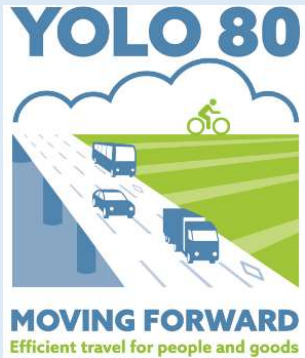
YoloTD Survey Results

Project Timeline

Recommendations

DEIR Findings





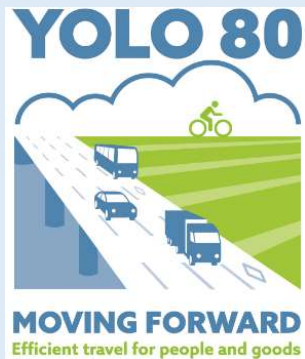
Yolo 80 Managed Lanes Update Draft EIR Summary

DEIR released on 11/13/23

1. Project Description
2. DEIR Alternatives
3. DEIR Findings
4. VMT Mitigation Plan

DEIR Project Description:

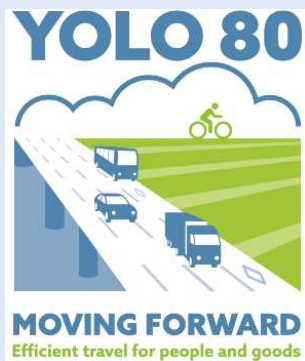
The project would add managed lanes on I-80 and US-50 by a combination of lane conversion, restriping, and shoulder and median reconstruction with a concrete barrier.



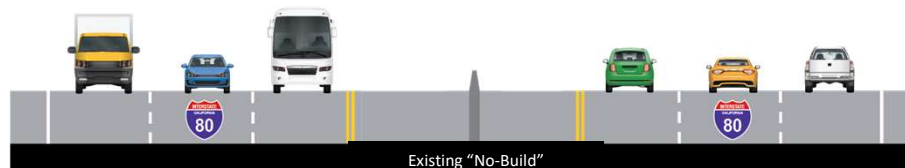
Yolo 80 Managed Lanes Update Alternatives

| Alt #* | Managed Lane Type | Description |
|--------|---|--|
| 2a | High-Occupancy Vehicle (HOV) 2+ | Carpool lane with occupancy requirement of two or more occupants. |
| 3a | High-Occupancy Toll (HOT) 2+ | Toll lane with occupancy requirement of two or more occupants to ride free. All others pay toll. |
| 4a | High-Occupancy Toll (HOT) 3+ | Toll lane with occupancy requirement of three or more occupants to ride free. All others pay toll. |
| 5a | Express Lane | Express toll lane requiring all users to pay toll. |
| 6a | Transit-Only Lane | Lane dedicated solely for transit users. |
| 7a | General Purpose Lane conversion to HOV 2+ | Convert existing #1 lane to carpool lane, with no additional widened lanes in the corridor. |

*All alternatives listed above have an associated “b” alternative that would add a Direct Connector at the I-80/US 50 interchange to help optimize managed lanes operations and improve multimodal mobility.



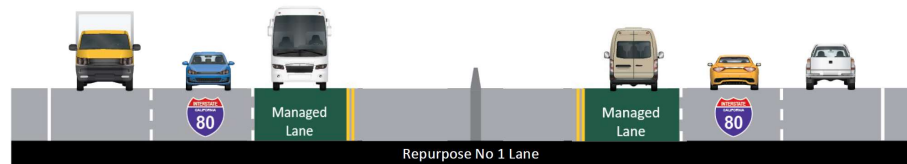
Yolo 80 Managed Lanes Update Alternative Depictions



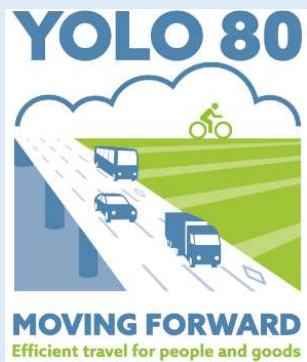
Alt 1 - No Build (Keep Existing Conditions):
3 General Purpose Lanes in each direction



Alt 2 to 6 - Construct Managed Lanes in the Median:
3 General Purpose Lanes, 1 Managed Lane



Alt 7 - Repurpose No. 1 Lane in each direction to Managed Lane:
2 General Purpose Lanes, and 1 Managed Lane

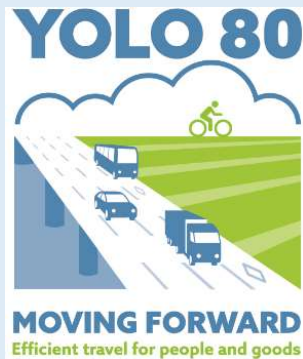


Yolo 80 Managed Lanes Update Direct Connector Rendering

Spot the difference!



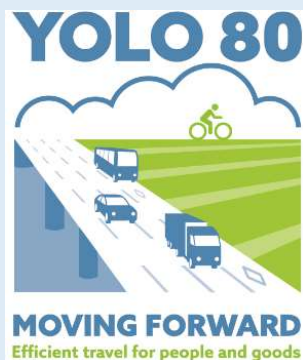
From I-80 / US 50 interchange facing westbound towards Davis



Yolo 80 Managed Lanes Update DEIR Findings

| CEQA Criterion | CEQA Impact |
|----------------------------|--|
| Aesthetics* | No Impact or Less than Significant Impact |
| Agriculture | No Impact |
| Air Quality | Less than Significant |
| Biological Resources* | Less than Significant or Less than Significant w/Mitigation |
| Cultural Resources* | Less than Significant or Less than Significant w/Mitigation |
| Geology & Soils* | No Impact, Less than Significant Impact, or Less than Significant w/Mitigation |
| Greenhouse Gas Emissions* | Less than Significant or Less than Significant w/Mitigation |
| Hazardous Materials* | No Impact, Less than Significant Impact, or Less than Significant w/Mitigation |
| Hydrology & Water Quality* | Less than Significant or Less than Significant w/Mitigation |
| Land Use & Planning | Less than Significant |
| Mineral Resources | No Impact |
| Noise* | Less than Significant or Less than Significant w/Mitigation |
| Population & Housing* | No Impact or Less than Significant Impact |

*Impact is dependent on alternative



Yolo 80 Managed Lanes Update DEIR Findings

| CEQA Criterion | CEQA Impact* |
|--------------------------------|--|
| Public Services | Less than Significant |
| Recreation* | No Impact or Less than Significant Impact |
| Transportation | Significant and Unavoidable** |
| Tribal Cultural Resources* | Less than Significant or Less than Significant w/Mitigation |
| Utilities and Service Systems* | Less than Significant or Less than Significant w/Mitigation |
| Wildfire* | No Impact, Less than Significant Impact, or Less than Significant w/Mitigation |

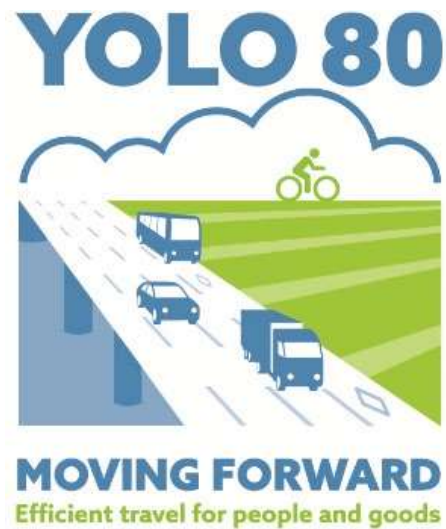
*Impact level is dependent on alternative

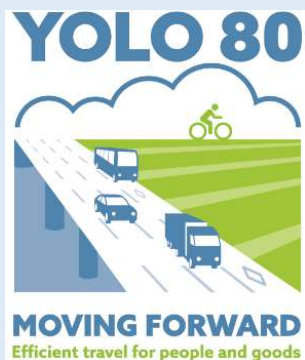
**Significant and Unavoidable is for Alternatives 2-5, whereas Alternatives 6 and 7 are considered a lesser level of impact

Slides

DEIR Findings
VMT Mitigation Plan
HOT 3+ Lanes Alternative
YoloTD Survey Results
Project Timeline
Recommendations

VMT Mitigation Plan

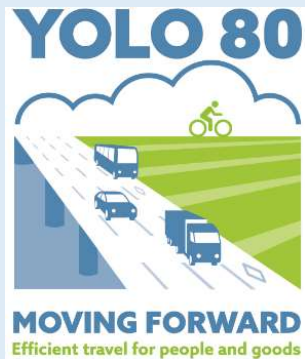




Yolo 80 Managed Lanes Update VMT Findings - NCST

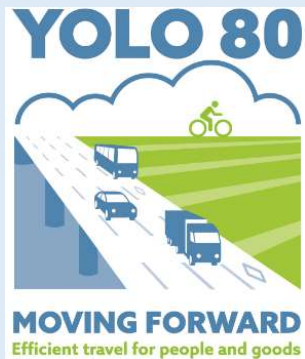
| Project Alternatives* | Total Daily Induced VMT | Auto Daily Induced VMT | Total Annual Induced VMT | Total Annual Auto Induced VMT |
|---|-------------------------|------------------------|--------------------------|-------------------------------|
| Alternative 1 (No Build) | -- | -- | -- | -- |
| Alternative 2a (HOV 2+) | 495,300 | 351,700 | 180,784,500 | 128,370,500 |
| Alternative 3a (HOT 2+) | 495,300 | 351,700 | 180,784,500 | 128,370,500 |
| Alternative 4a (HOT 4+) | 495,300 | 351,700 | 180,784,500 | 128,370,500 |
| Alternative 5a (Express Lane) | 495,300 | 351,700 | 180,784,500 | 128,370,500 |
| Alternative 6a (Transit-Only Lane) | -- | -- | -- | -- |
| Alternative 7a (General Purpose Conversion to HOV 2+) | 12,300 | 8,700 | 4,489,500 | 3,175,500 |

*Alternatives 2b – 5b have a total annual auto induced VMT of 133,736,000



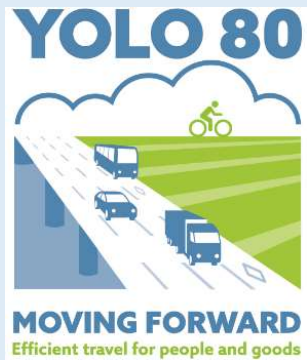
Yolo 80 Managed Lanes Update VMT Mitigation Plan

| Mitigation Measure | Description | Annual VMT Reduced | Cost to Construct or Implement | Yolo 80 ML Contribution | \$/VMT |
|--|---|--------------------|---|---|--------|
| Voluntary Trip Reduction Program in Yolo County | Expand current program provided by Yolo Commute, to include features such as community-based travel planning, ridesharing, transit pass subsidies, and pay-per-mile auto insurance. | 24,674,000 | \$4 million (annual cost to implement program) | \$10 million over 20 years (after 20 years, to be supplemented with future toll revenue) | \$0.40 |
| Expand Capitol Corridor Frequency between Oakland and Sacramento | Increase Capitol Corridor rail service by three round trip trains between Oakland and Sacramento, on an annual basis. | 12,600,000 | \$5 million (annual cost to operate three (3) additional roundtrip train services. Currently running 12 roundtrip trains, this measure would allow for a total of 15 roundtrip trains) | \$15 million over 3 years (after 3 years, to be supplemented with future toll revenue) | \$1.20 |



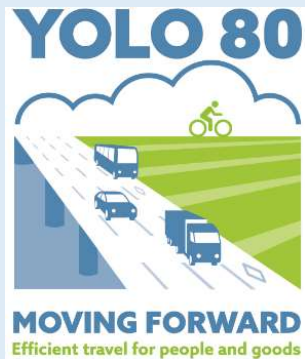
Yolo 80 Managed Lanes Update VMT Mitigation Plan

| Mitigation Measure | Description | Annual VMT Reduced | Cost to Construct or Implement | Yolo 80 ML Contribution | \$/VMT |
|---|--|--------------------|--|--|--------|
| Microtransit in Yolo County | Expand transit service by 25% to add flexible route buses with more frequent service and/or longer service hours. | 6,241,500 | \$1.5 million (annual cost to expand service) | \$7.5 million over 5 years (after 5 years, to be supplemented with future toll revenue) | \$1.20 |
| Subsidize Monthly Transit Passes in Yolo County | Incentivize transit ridership through subsidizing monthly transit passes for frequent users of Yolobus and Capitol Corridor. This would reduce the cost of monthly passes by 50% on Capitol Corridor and Yolobus transit services for Yolo County residents. | 5,621,000 | \$225k (annual cost to subsidize) | \$5 million over 20 years (after 20 years, to be supplemented with future toll revenue) | \$0.89 |



Yolo 80 Managed Lanes Update VMT Mitigation Plan

| Mitigation Measure | Description | Annual VMT Reduced | Cost to Construct or Implement | Yolo 80 ML Contribution | \$/VMT |
|--------------------------------------|--|--------------------|---|--|--------|
| Reduce Transit Fares | Reduce the bus fare for YoloBus and Capitol Corridor users in Yolo County by 50%. | 3,723,000 | \$225k (annual cost to reduce fares) | \$5 million over 20 years (after 20 years, to be supplemented with future toll revenue) | \$1.34 |
| Expand Causeway Connection Route 138 | Reduce service headways from 60 minutes all day to 15 minutes for AM and PM peak periods and 30 minutes for midday/off-peak periods for Route 138. | 3,102,500 | \$800k (annual cost to expand service) | \$4 million over 5 years (after 5 years, to be supplemented with future toll revenue) | \$1.29 |



Yolo 80 Managed Lanes Update VMT Mitigation Plan

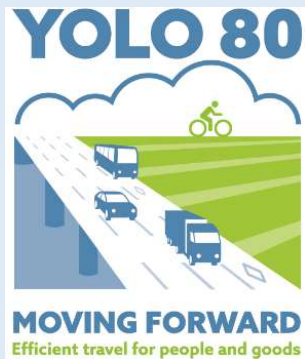
| Mitigation Measure | Description | Annual VMT Reduced | Cost to Construct or Implement | Yolo 80 ML Contribution | \$/VMT |
|---|--|--------------------|---|--|--------|
| Expand Unitrans | Increase service frequency from 30 to 15 minutes during the AM and PM peak periods. | 1,168,000 | \$875k (annual cost to expand service) | \$3.5 million over 5 years (after 5 years, to be supplemented with future toll revenue) | \$3.00 |
| Build Overcrossing at Future Nishi Student Housing Development Site | The overcrossing will include sidewalk and lighting to provide students with safe and direct access to and from the future Sustainable, affordable Nishi Student Housing Development and the UC Davis campus, and connects bike/ped users to the Olive Drive Trail System. The overcrossing is required to provide access to the landlocked parcel and is the first step in the Nishi Development's construction in the City of Davis. | *0 | \$18 million (preliminary cost estimate) | \$5 million | N/A |

*Nishi Student housing is low auto dependent. The overcrossing is a necessary element as the parcel is landlocked by the railroad to the north, I-80 to the south, Richards Boulevard to the east and the railroad undercrossing with I-80 to the west. VMT reduction credit is not taken until the housing is complete. When the housing is complete, VMT reduction realized will be 14.6 million VMT.



Yolo 80 Managed Lanes Update VMT Mitigation Plan

| Mitigation Measure | Annual VMT Reduced | Yolo 80 ML Contribution |
|--------------------|------------------------------------|-------------------------|
| Total | 57,130,000 (43% of induced VMT) | \$55 million |



Yolo 80 Managed Lanes Update

Operational Effects and Projected Revenue

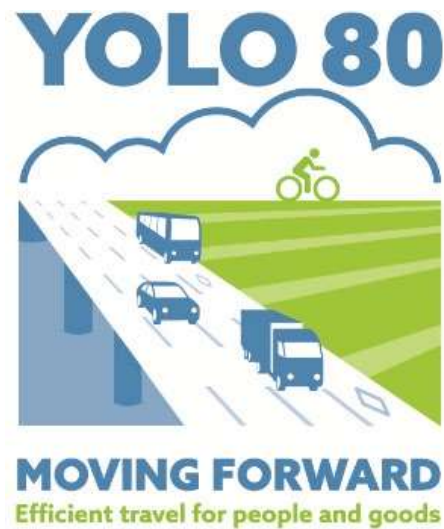
| Alt # | Description | Long Term Congestion Relief in Horizon Year 2049 | Gross Revenue Estimate | Net Revenue Estimate |
|-------|--------------|--|------------------------|----------------------|
| 2a | HOV 2+ | Up to 67 minutes time savings | N/A | N/A |
| 3a | HOT 2+ | Up to 67 minutes time savings | \$1,200,000 | (\$7,690,000) |
| 4a | HOT 3+ | Up to 69 minutes time savings | \$20,460,000 | \$9,660,000 |
| 5a | Express Lane | Up to 60 minutes time savings | \$36,250,000 | \$23,860,000 |
| 6a | Transit Lane | Up to 40 minutes time savings | N/A | N/A |
| 7a | GP to HOV 2+ | Up to 43 minutes <i>increased</i> travel time | N/A | N/A |

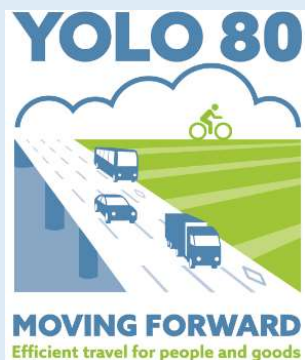
- ▷ The “b” alternatives (with Direct Connector) would save even more travel time (13 minutes in the westbound direction)
- ▷ Alternatives 2-4 also provide significant travel time savings for the general-purpose lanes (over 30 minutes)

Slides

DEIR Findings
VMT Mitigation Plan
HOT 3+ Lanes Alternative
YoloTD Survey Results
Project Timeline
Recommendations

HOT 3+ Lanes Alternative





Yolo 80 Managed Lanes Update

The Case for a HOT 3+ Lane

- ☑ Improves traffic flow for *all* lanes.
- ☑ Prioritizes higher occupancy vehicles and moves more people.
- ☑ Provides option for *all* drivers to avoid congestion, when BG1 needed.
- ☑ Provides funding for alternative travel options on corridor..
- ☑ Will help fund equity and VMT BG2 mitigation program
- ☑ Most consistent with 12/2021 YoloTD Board-approved project goals. BG3

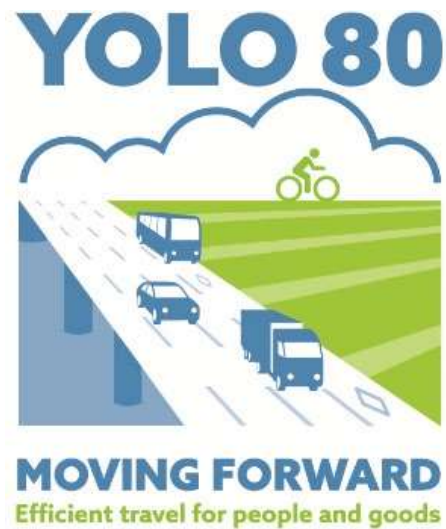
Slide 19

- BG0** This is a YTD slide, but we will provide comments
Bhattal, Gurtej@DOT, 2023-12-07T00:40:50.515
- BG1** Consider saying something like "Provides a more reliable travel option"
All drivers may be a little disingenuous for users that cant afford a toll/meet occ req.
Bhattal, Gurtej@DOT, 2023-12-07T00:42:44.387
- BG2** Delete as it's not accurate...HOV, HOT 2+, and HOT 3+ all have the same induced VMT per the NCST calculator
Bhattal, Gurtej@DOT, 2023-12-07T00:43:15.127
- BG3** What does this mean?
Bhattal, Gurtej@DOT, 2023-12-07T00:43:27.095

Slides

DEIR Findings
VMT Mitigation Plan
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Recommendations

YoloTD Survey Results



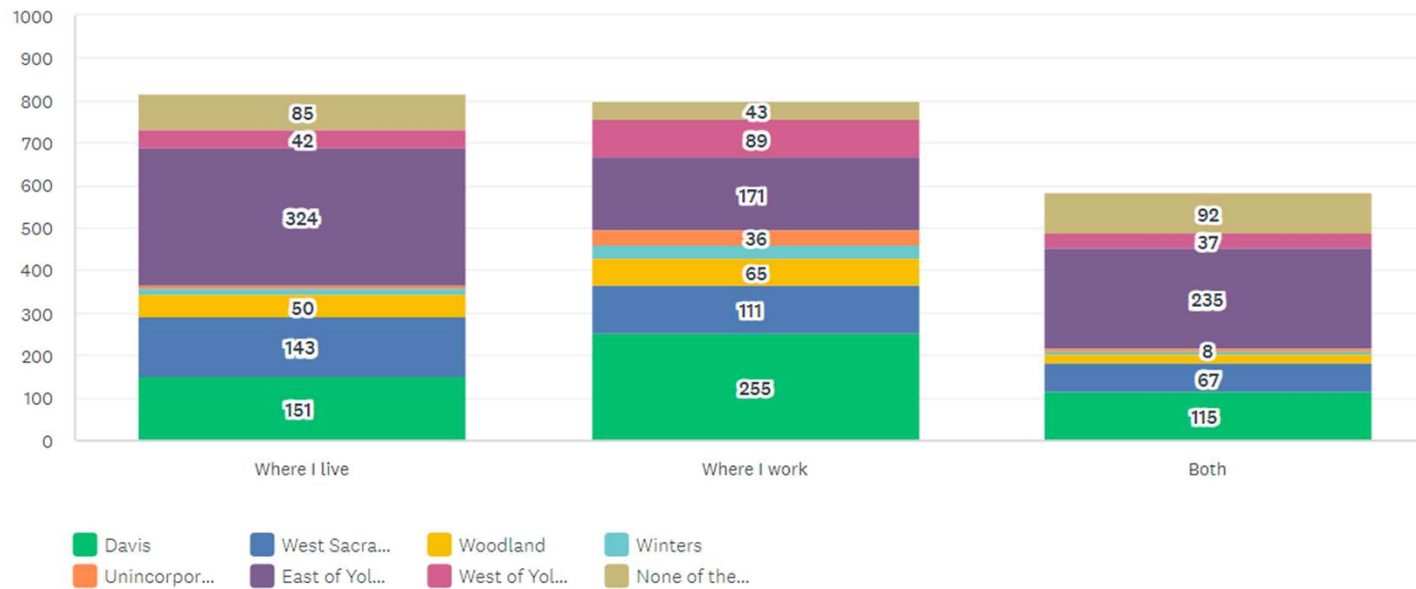
Yolo 80 Managed Lanes Update

YoloTD Survey Results



In what community do you currently live and work?

Answered: 1,352 Skipped: 55



Yolo-80 Managed Lanes Project

Y (0)

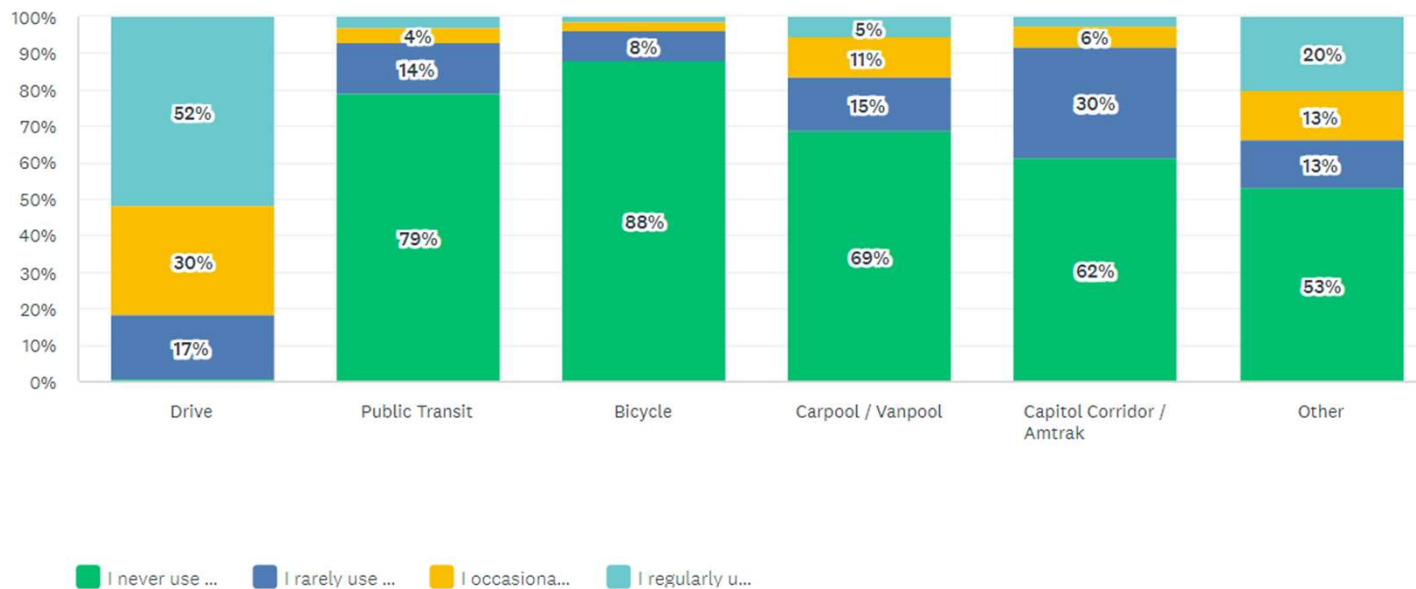
Yolo 80 Managed Lanes Update

YoloTD Survey Results



Please explain how you use I-80 in Yolo county by different transportation types.

Answered: 1,383 Skipped: 24



Yolo-80 Managed Lanes Project

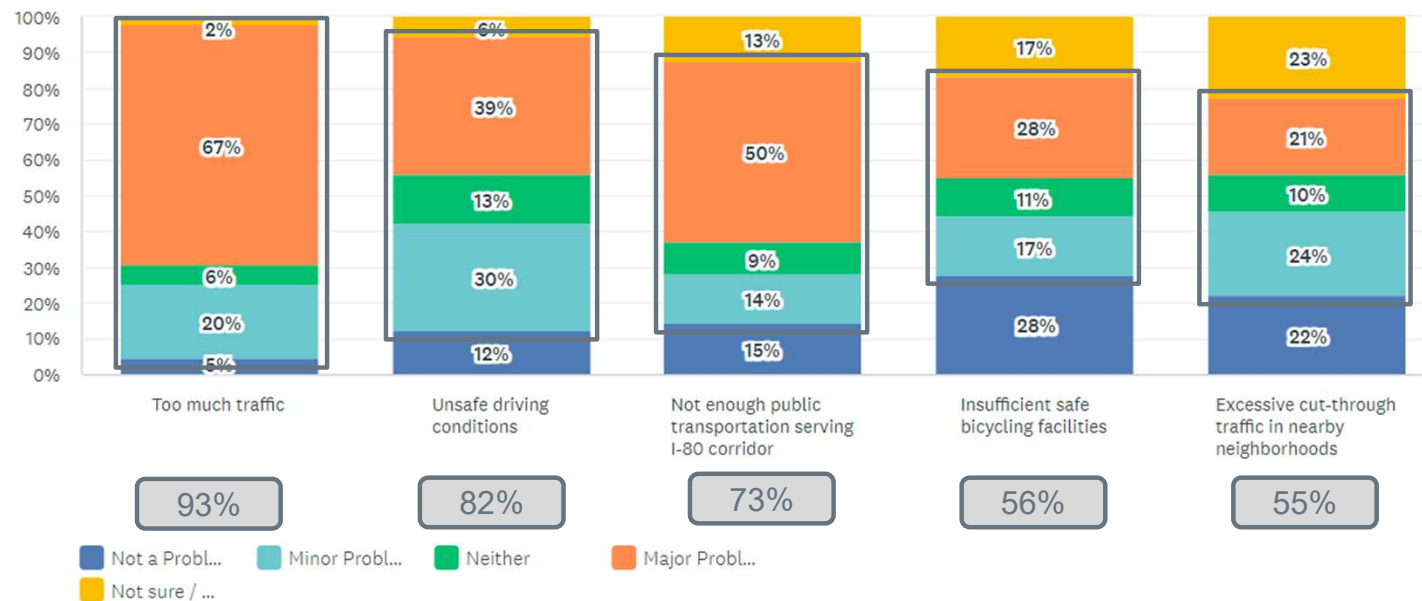
Y (0)

Yolo 80 Managed Lanes Update YoloTD Survey Results



What do you think are the biggest issues with traffic on I-80 in Yolo County?

Answered: 1,390 Skipped: 17



Yolo-80 Managed Lanes Project

Y (0)

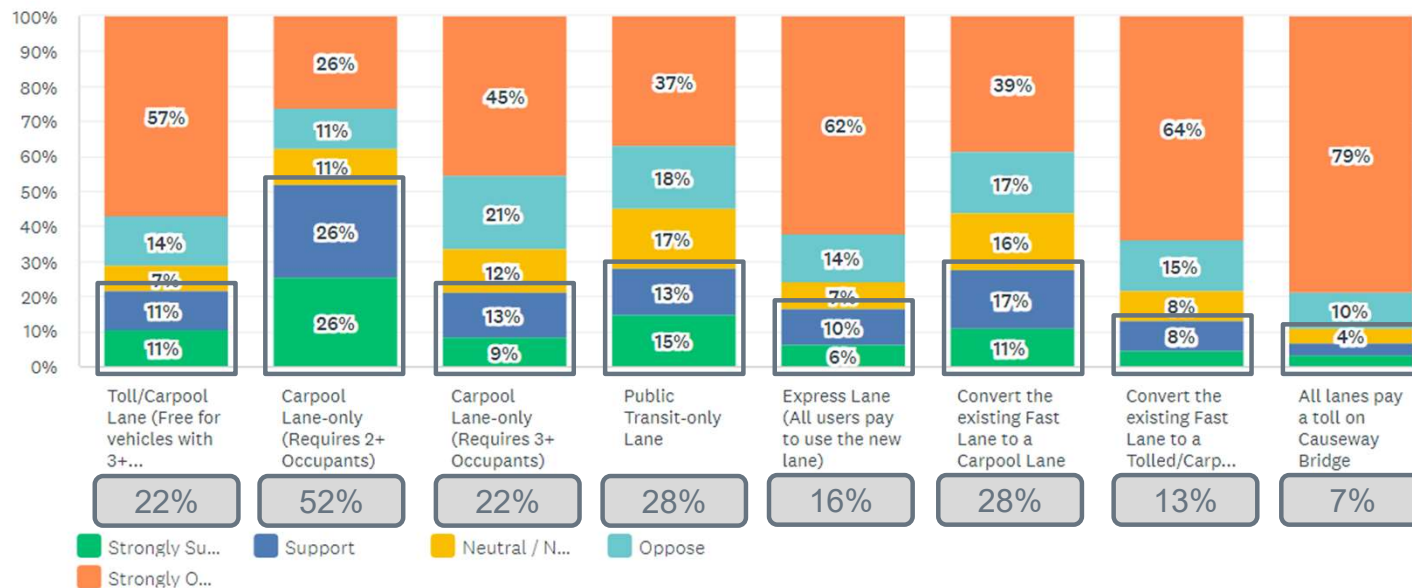
Yolo 80 Managed Lanes Update

YoloTD Survey Results



The new freeway lanes would have specific usage rules. How do you feel about these options?

Answered: 1,400 Skipped: 7



Yolo-80 Managed Lanes Project

Y (0)

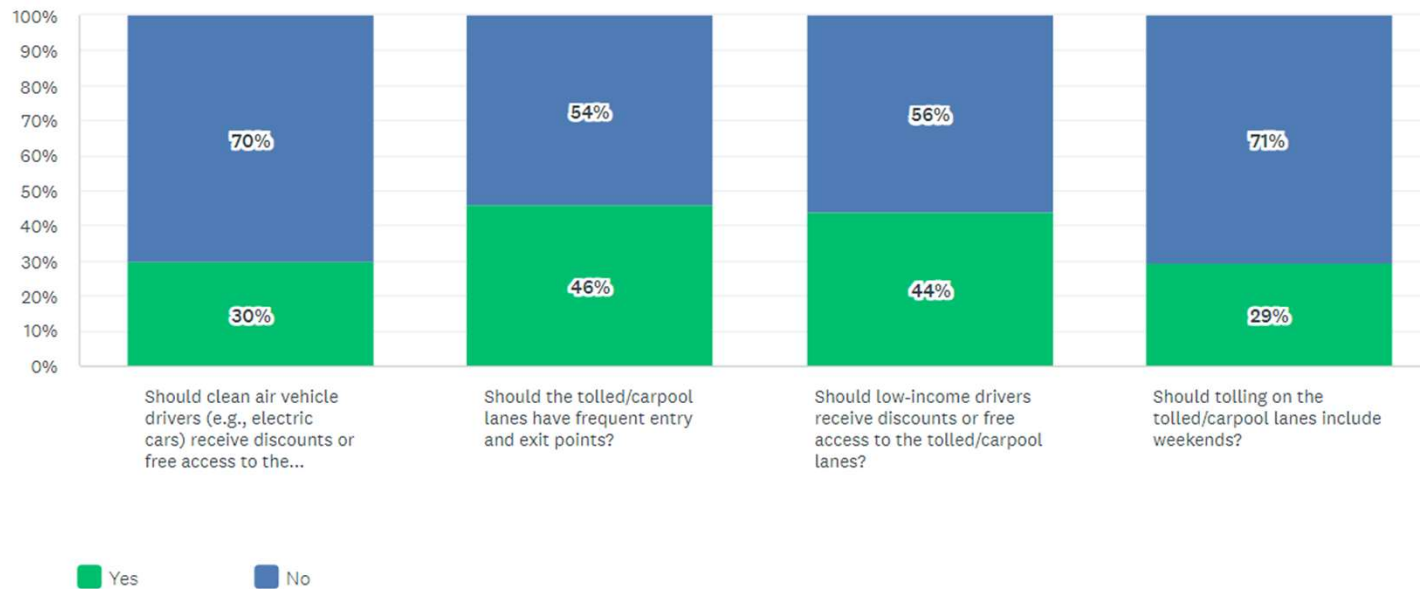
Yolo 80 Managed Lanes Update

YoloTD Survey Results



If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each)

Answered: 1,383 Skipped: 24



Yolo-80 Managed Lanes Project

Y (0)

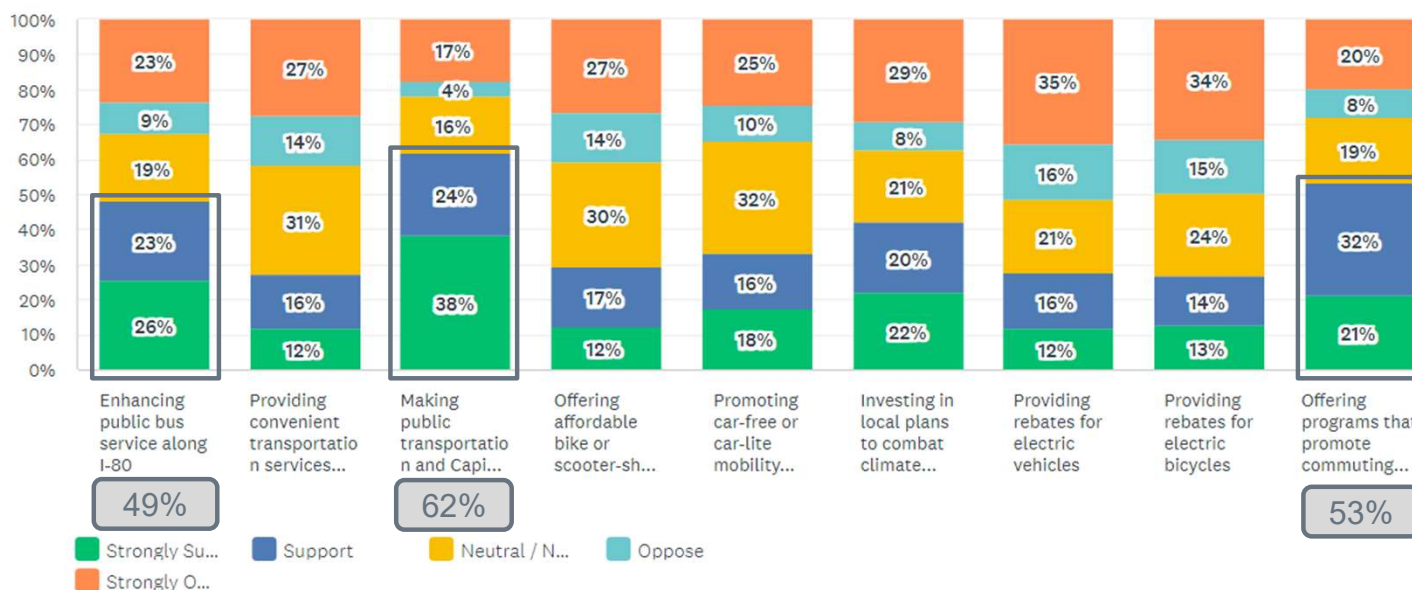
Yolo 80 Managed Lanes Update

YoloTD Survey Results



Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for...

Answered: 1,375 Skipped: 32



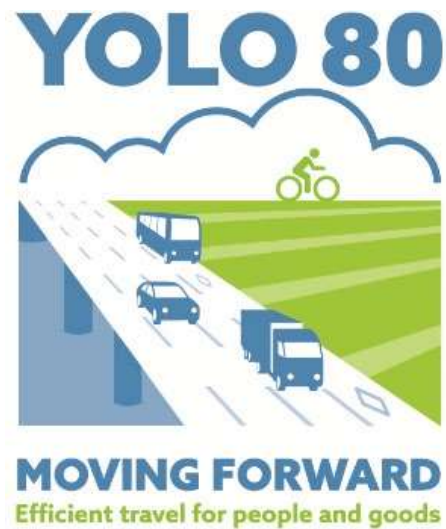
Yolo-80 Managed Lanes Project

Y (0)

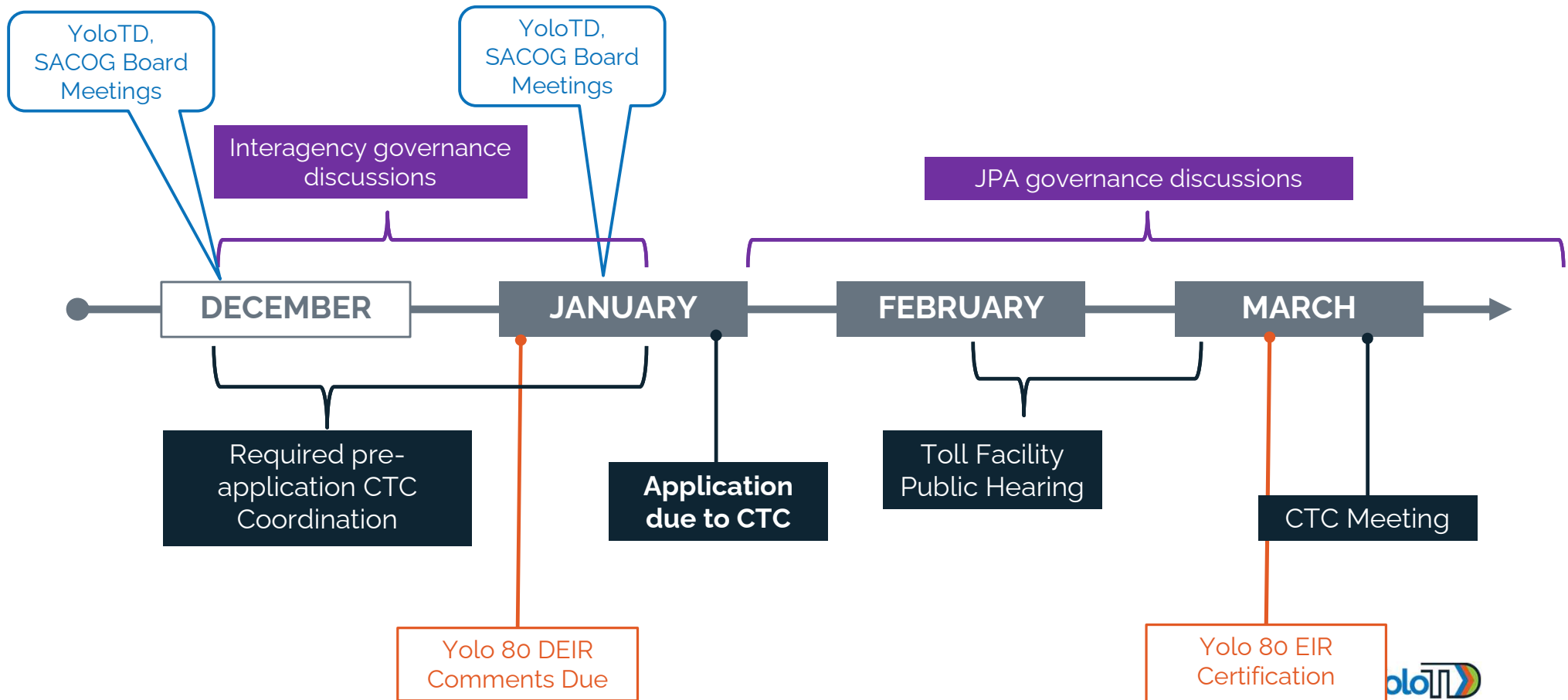
Slides

DEIR Findings
VMT Mitigation Plan
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Project Timeline
Recommendations

Project Timeline



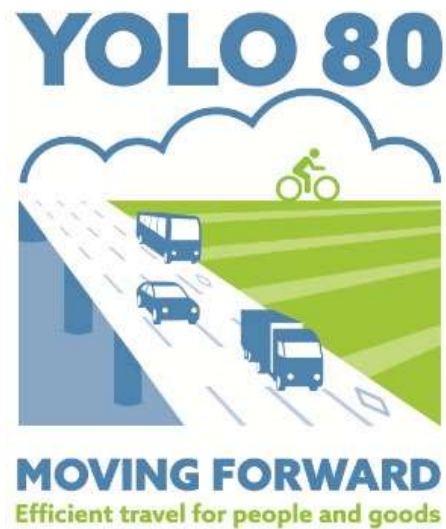
Yolo 80 Managed Lanes Update Project Timeline

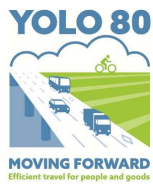


Slides

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Recommendations

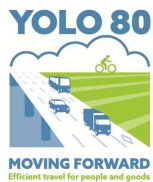




Yolo 80 Managed Lanes Update Recommendations



1. Receive presentation from Caltrans on the Yolo 80 Managed Lanes project Draft Environmental Document (DED).
2. Receive public input on the DED.
3. Direct staff to submit a letter to Caltrans affirming DED Alternative #4 as Yolo Transportation District's (YoloTD) preferred alternative for the Yolo 80 Managed Lanes project.



Yolo 80 Managed Lanes Update

Upcoming Board Meetings

January

Approve MOUs for VMT mitigation projects

February

Approve FHWA term sheet.



ATTACHMENT #2: CAC Online Survey Results

| Question | Question Response Option | CAC Respondent #1 (Furrillo) | CAC Respondent #2 (Streeter) |
|---|--|--|---|
| What do you think are the biggest issues with traffic on I-80 in Yolo County? | Too much traffic | Neither | Major Problem |
| | Unsafe driving conditions | Major Problem | Major Problem |
| | Not enough public transportation serving I-80 corridor | Major Problem | Minor Problem |
| | Insufficient safe bicycling facilities | Major Problem | Not sure / Neutral |
| | Excessive cut-through traffic in nearby neighborhoods | Neither | Not sure / Neutral |
| | Please share any additional thoughts | - I treated the "Neither" category as "Medium Problem," per staff instructions. - The goal of this project should be improving overall transportation reliability on the Davis-West Sacramento-Sacramento corridor. Traffic congestion is an inevitable part of car travel just as a bus line has to make stops along its route, so the current goal to improve traffic movement is unfortunately impossible to achieve. - The ongoing maintenance project on I-80 elevated unsafe driving conditions, which has doubled the frequency of crashes on the highway according to local news reports, has elevated unsafe driving conditions from a "medium" to "major problem." The maintenance has also exacerbated bike safety issues, with no shoulder separating the Causeway bike path from car traffic and sections of the fence damaged or missing. Currently, the path is functioning more as a Class IV lane than a Class I facility, which is inappropriate for a freeway. - Cut-through traffic is a significant problem for bus reliability, has led to a problematic road widening on Mace Blvd, and impacts bicycle safety on rural roads. | Traffic safety measures that could be enacted now & later, e.g.: visual speed limit displays to encourage slowing down for the 75+ mph drivers along with minimum & maximum fines for speeders; periodic helicopter and/or drone tracking of speeders in conjunction with the CA Highway Patrol |
| The new freeway lanes would have specific usage rules. How do you feel about these options? | Toll/Carpool Lane (Free for vehicles with 3+ occupants)Note: This is the current proposed project. | Oppose | Strongly Support |
| | Carpool Lane-only (Requires 2+ Occupants) | Strongly Oppose | Oppose |
| | Carpool Lane-only (Requires 3+ Occupants) | Strongly Oppose | Oppose |
| | Public Transit-only Lane | Strongly Support | Oppose |
| | Express Lane (All users pay to use the new lane) | Neutral / Not Sure | Support |
| | Convert the existing Fast Lane to a Carpool Lane | Neutral / Not Sure | Support |
| | Convert the existing Fast Lane to a Tolled/Carpool Lane | Support | Strongly Support |
| | All lanes pay a toll on Causeway Bridge | Neutral / Not Sure | Oppose |
| | Please share any additional thoughts | - A transit lane would provide fast, reliable, efficient, and affordable travel available to all users of the corridor. Unfortunately, per the EIR the project would directly provide funding for expanded transit service through revenue from tolls and VMT mitigation only if car infrastructure is constructed instead of transit infrastructure, a reflection the flawed structure of federal and state transportation grant programs. Thus, the YoloTD board should commit to working with their jurisdictions to fund the expanded transit service from other available sources, such as the state Transportation Development Act Local Transportation Fund. Such a commitment would address the concern cited in the EIR that existing transit service levels do not justify a dedicated lane and make this a more attractive choice to select as the preferred alternative. - If a transit lane is selected, it should not include the five mile section between the 80-50 interchange and West El Camino Avenue as no existing or proposed transit service uses this section of highway. Not building this unused section would save significant project costs, allowing more to be done with the INFRA grant. Further, Alternative 6b should be adjusted to construct transit priority lanes and connectors at the Mace/I-80 interchange, alleviating chronic delays to Yolobus and Unitrans at this location, rather than an 80-50 connector in West Sacramento that would sit unused. | |

ATTACHMENT #2: CAC Online Survey Results

| Question | Question Response Option | CAC Respondent #1 (Furrillo) | CAC Respondent #2 (Streeter) |
|---|--|---|------------------------------|
| If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Should clean air vehicle drivers (e.g., electric cars) receive discounts or free access to the tolled/carpool lanes? | No | Yes |
| | Should the tolled/carpool lanes have frequent entry and exit points? | No | Yes |
| | Should low-income drivers receive discounts or free access to the tolled/carpool lanes? | No | Yes |
| | Should tolling on the tolled/carpool lanes include weekends? | Yes | Yes |
| | Please share any additional thoughts | - Exemptions to dynamically-priced tolling in a managed lane would make it impossible to manage travel speeds and reliability for transit, carpools, and paying users, defeating the purpose of constructing the lane. People could still drive without paying a toll by using the general-purpose lanes, as they do today. - An exemption for electric vehicles would be especially problematic, as the rising proportion of these vehicles would turn a managed lane into a de-facto general purpose lane over time. Further, CARB has found that electification alone is not sufficient for the state to meet its climate goals, electric vehicles still cause significant and not-yet fully understood environmental impacts through lithium mining, etc., and the long-term goals of electric vehicle industry leaders such as Tesla CEO Elon Musk are not aligned with public interests. | |
| Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | Enhancing public bus service along I-80 | Strongly Support | Strongly Support |
| | Providing convenient transportation services that pick you up from your doorstep | Neutral / Not Sure | Support |
| | Making public transportation and Capitol Corridor (passenger train) more affordable | Support | Strongly Support |
| | Offering affordable bike or scooter-sharing programs | Support | Support |
| | Promoting car-free or car-lite mobility packages as alternatives to driving | Neutral / Not Sure | Support |
| | Investing in local plans to combat climate change | Neutral / Not Sure | Strongly Support |
| | Providing rebates for electric vehicles | Strongly Oppose | Support |
| | Providing rebates for electric bicycles | Support | Support |
| | Offering programs that promote commuting alternatives like vanpools, shuttles, and/or express buses | Neutral / Not Sure | Strongly Support |
| | Other (please specify) | - Bus service improvements should include more frequent service on YoloBus Line 42, the workhorse for transit on this corridor. The draft EIR unfortunately excludes Line 42 from the transit service improvements that would be funded through a VMT mitigation package based on a funding calculation that appears flawed -- the EIR states that increasing service to every 15 minutes at peak hours would cost \$16 million per year, greater than YoloBus's entire current transit operating budget (~\$12 million) and out of line with the approximately \$800,000 annually that it would cost to make similar service improvements to the Causeway Connection and Unitrans. In contrast to the point-to-point services of Causeway Connection and Capitol Corridor, the 42 serves all of the communities on the Davis-West Sacramento-Sacramento corridor -- including disadvantaged communities -- so excluding this from the transit expansion package would raise serious equity concerns. - Capitol Corridor improvements should be a primary component of the project, not just a secondary VMT mitigation. The three additional round trips proposed in the draft EIR would simply be a restoration of pre-pandemic service levels (15 weekday round trips) and thus their resumption should not be contingent on a highway project being constructed. These trips should not require new rail equipment since Capitol Corridor JPA had sufficient equipment before the pandemic to operate them. - County-wide transit improvements can certainly include microtransit expansion, but need not be limited to microtransit (as is currently the case in the draft EIR and implied in this survey.) Bringing back Line 220 to Winters, restoring pre-pandemic service levels on the Solano B Line and YoloBus Line 215, and resuming service on the I-5 corridor north of Woodland should be baseline components of these improvements. - The Causeway bike path will never be an optimal travel option due to its proximity to the freeway. While a separate elevated structure may not be financially feasible, a new bike path at ground level through the bypass -- using the right of way of existing gravel roads between County Road 30 and the Sacramento Weir that the public can already bike on (as confirmed by a recent trip during which a security guard allowed me through) -- would make biking much more of a go-to option. Such a path, comparable to the other paths being planned through the Yolo Active Transportation Corridors project, would be relatively inexpensive to build and have a minimal environmental impact. The Causeway path would still remain as a more direct, all-weather route. | |

ATTACHMENT #2: CAC Online Survey Results

| Question | Question Response Option | CAC Respondent #1 (Furrillo) | CAC Respondent #2 (Streeter) |
|--|--|--|--|
| In what community do you currently live and work? | Davis | Both | Where I live |
| | West Sacramento | | |
| | Woodland | | |
| | Winters | | |
| | Unincorporated Yolo County | | |
| | Sacramento region east of Yolo County | Where I work | |
| | City or community west of Yolo County | | |
| | None of the above | | |
| | Other (please specify) | Most of my work is from home. I do occasionally go into the office in Sacramento. | |
| Please explain how you use I-80 in Yolo county by different transportation types. | Drive | I rarely use I-80 (1 round trip per month or less) | I occasionally use I-80 (< 1 round trip per week) |
| | Public Transit | I regularly use I-80 (1 round trip or more per week) | I occasionally use I-80 (< 1 round trip per week) |
| | Bicycle | I occasionally use I-80 (< 1 round trip per week) | I never use I-80 for any reason |
| | Carpool / Vanpool | I never use I-80 for any reason | I occasionally use I-80 (< 1 round trip per week) |
| | Capitol Corridor / Amtrak | I occasionally use I-80 (< 1 round trip per week) | I rarely use I-80 (1 round trip per month or less) |
| | Other | | |
| | Please specify if an option you use isn't shown... | Some bicycle trips are via the gravel roads connecting County Road 30 to the Sacramento Weir/Harbor Blvd, rather than the Causeway path. | |
| If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. | Open-Ended Response | YoloTD board members and staff should work diligently to deliver a project that is truly beneficial to our region's transportation network, rather than one that's rushed at the sacrifice of public benefits for the sole purpose of expending the INFRA grant. | |
| Please provide your contact information if you would like to stay informed about | First name | Andy | Stephen |
| | Last name | Furillo | Streeter |

In what community do you currently live and work?

Answered: 1,336 Skipped: 52



Yolo-80 Managed Lanes Project

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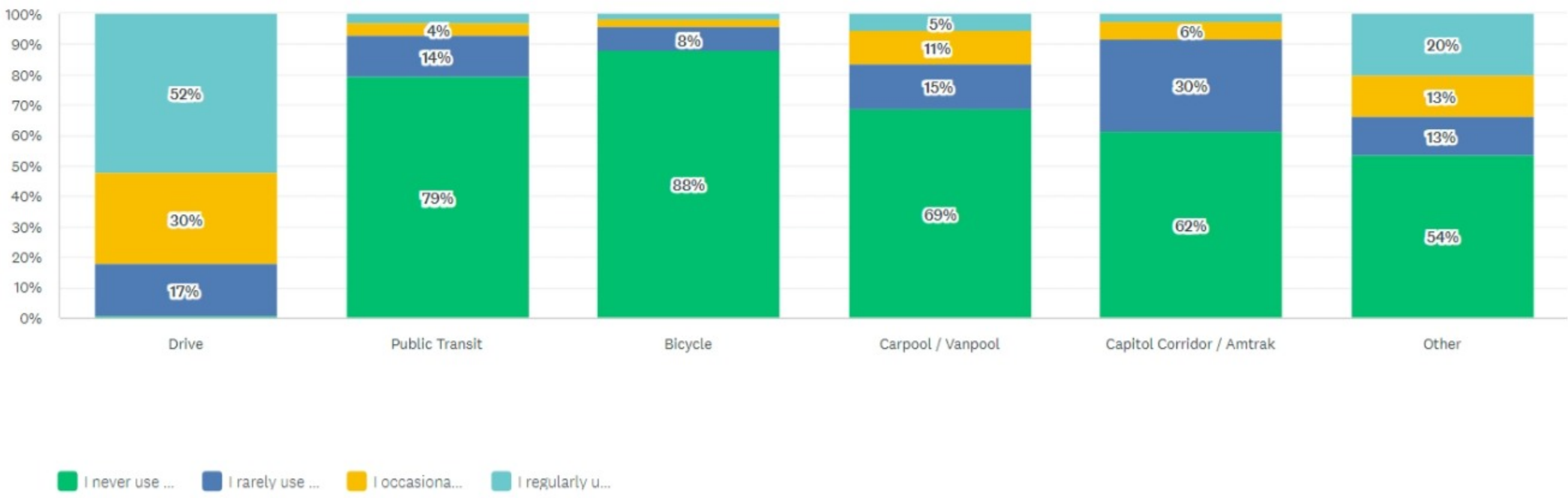
Please explain how you use I-80 in Yolo county by different transportation types

https://www.surveymonkey.com/stories/SM-_2FbCrC...

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DASHBOARD SETTINGS

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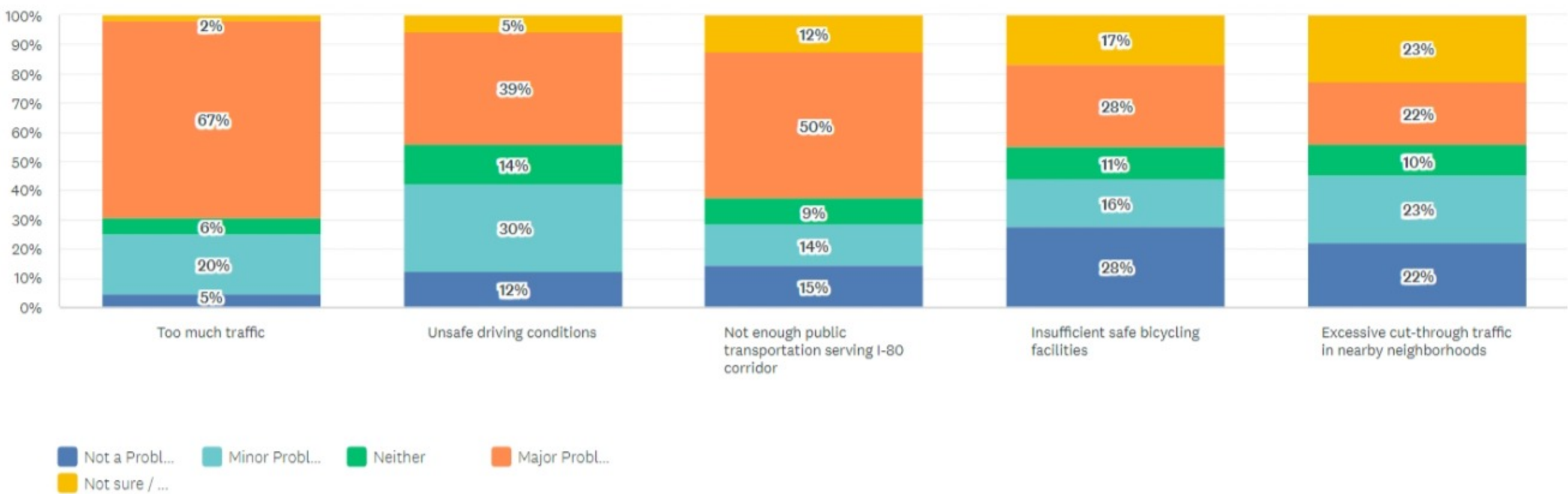


Yolo-80 Managed Lanes Project

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What do you think are the biggest issues with traffic on I-80 in Yolo County?

Answered: 1,374 Skipped: 14

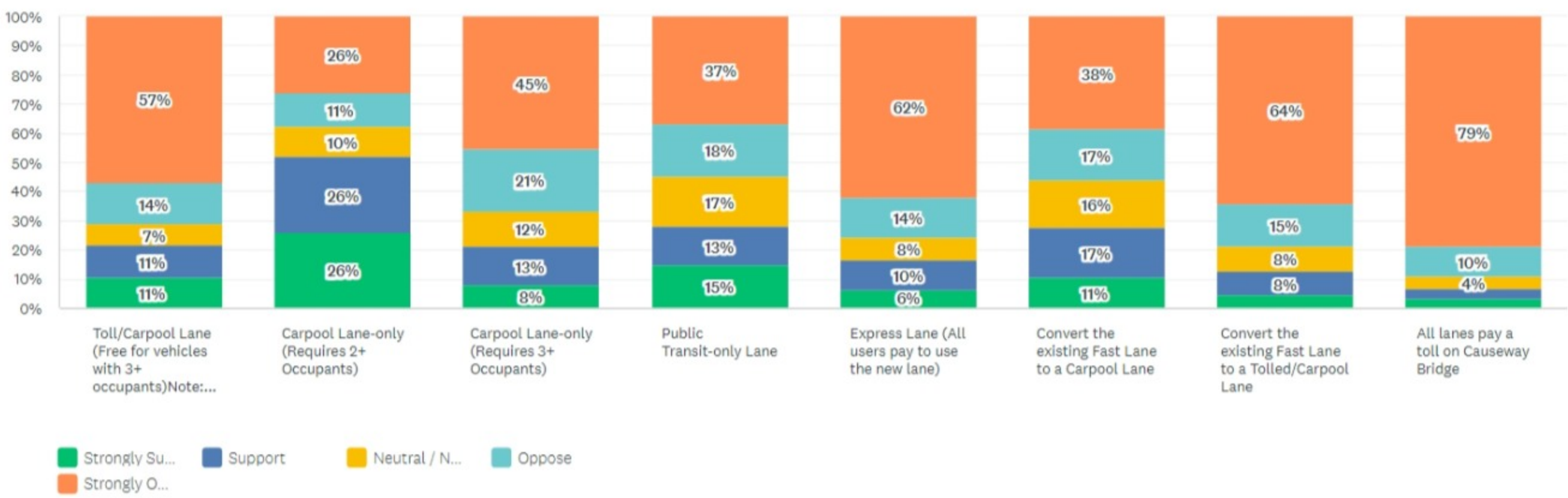


Yolo-80 Managed Lanes Project

0

The new freeway lanes would have specific usage rules. How do you feel about these options?

Answered: 1,383 Skipped: 5

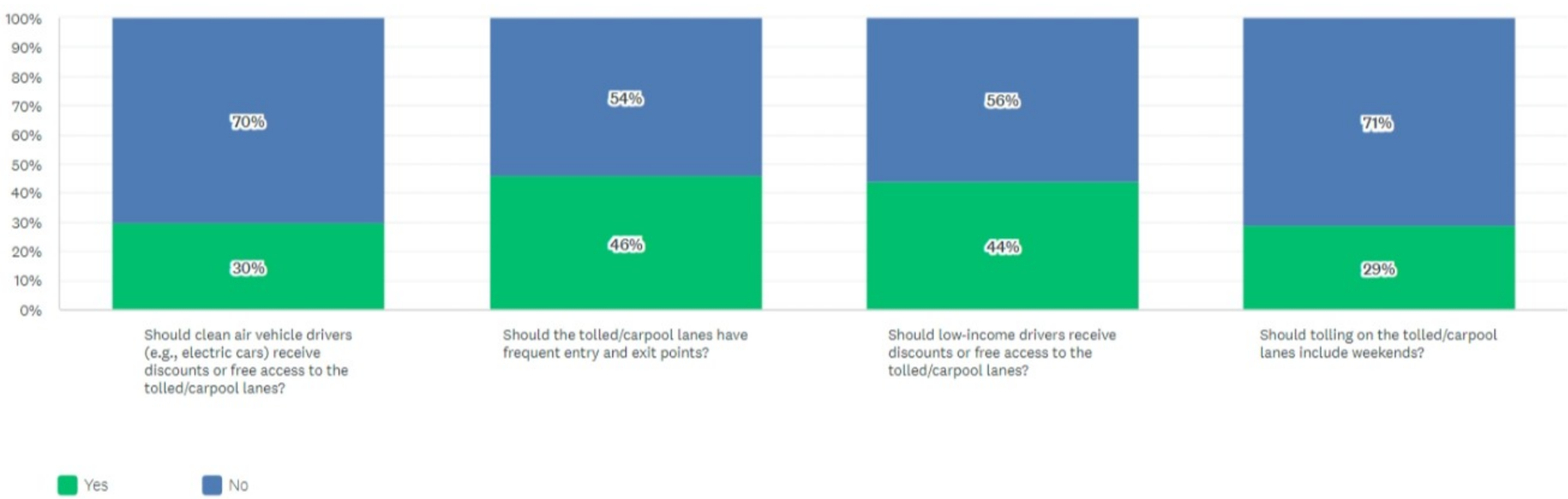


Yolo-80 Managed Lanes Project

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If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each)

Answered: 1,366 Skipped: 22

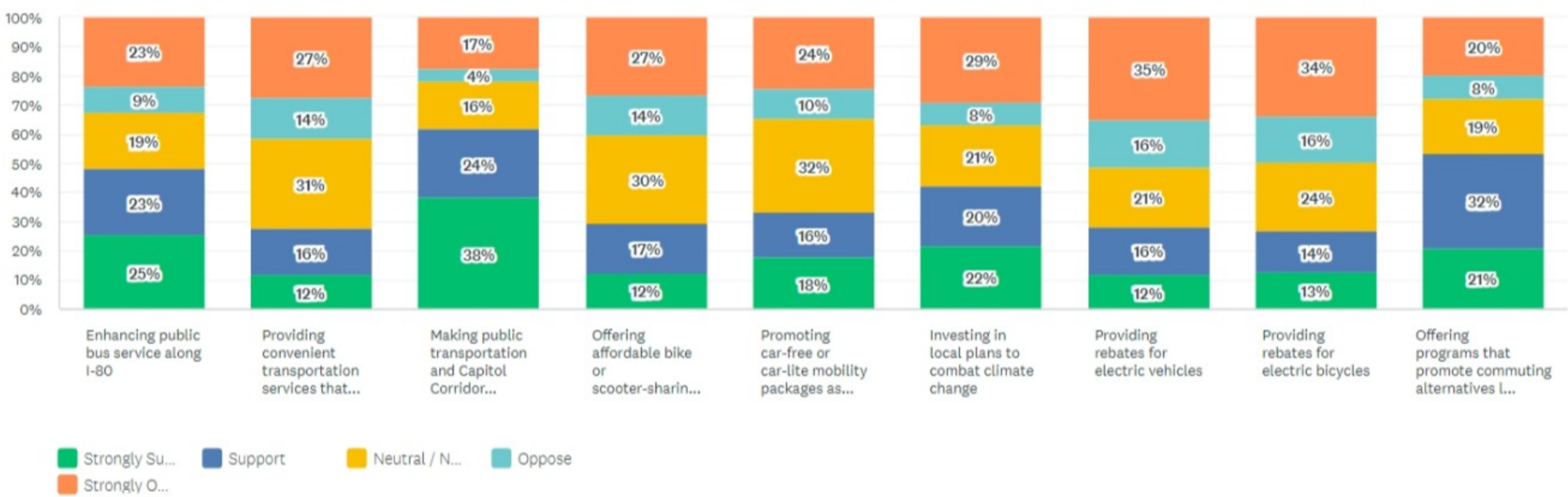


Yolo-80 Managed Lanes Project

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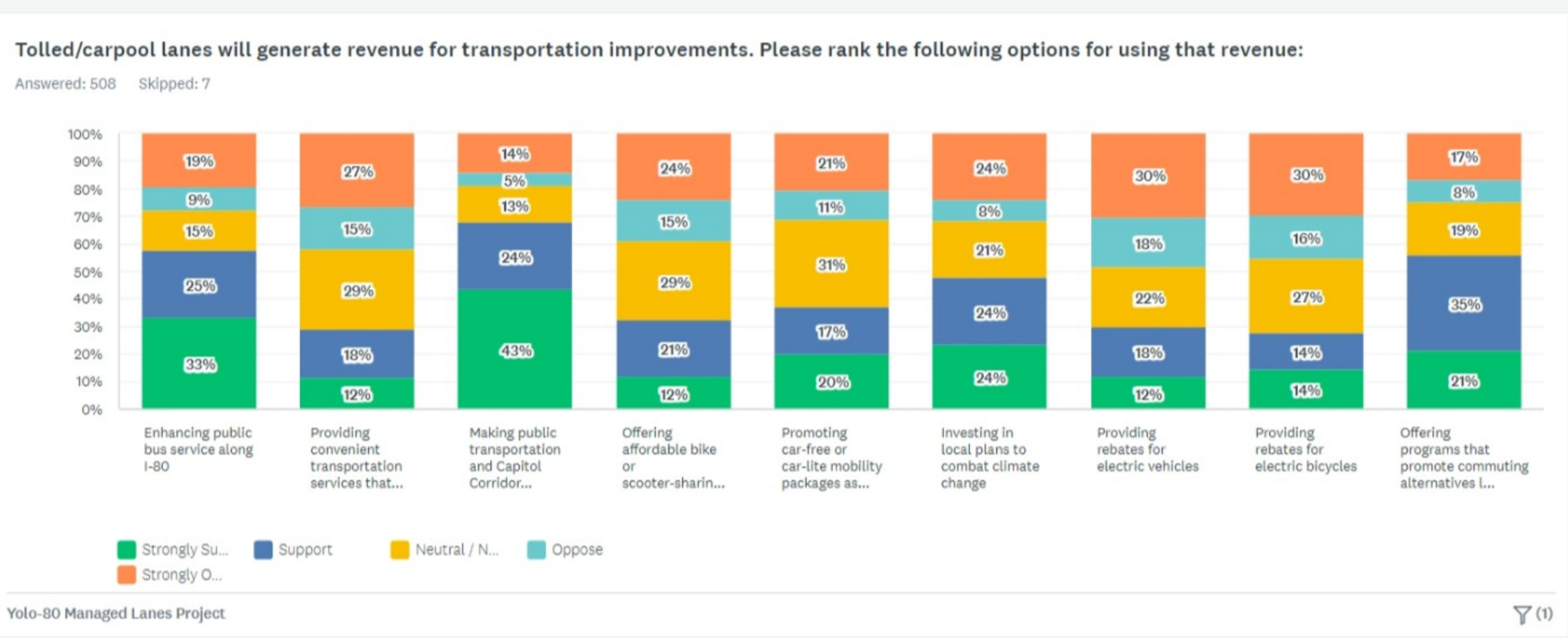
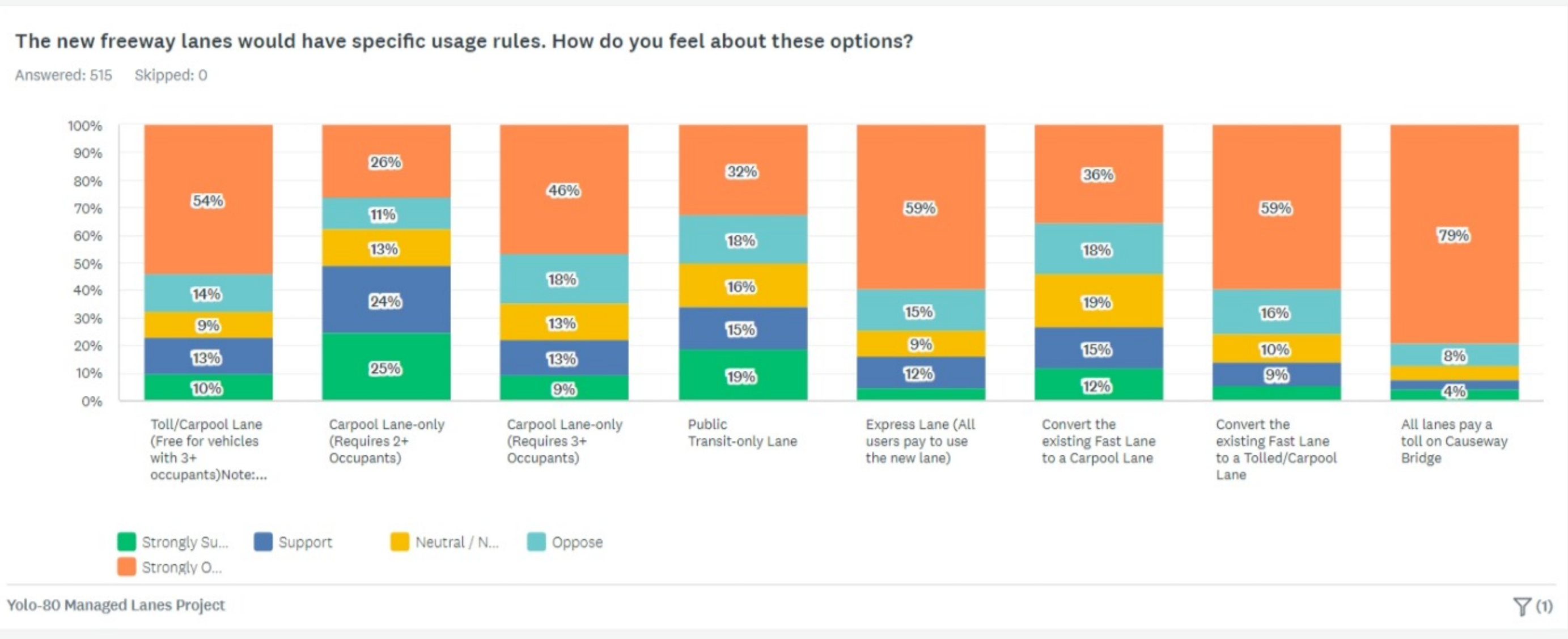
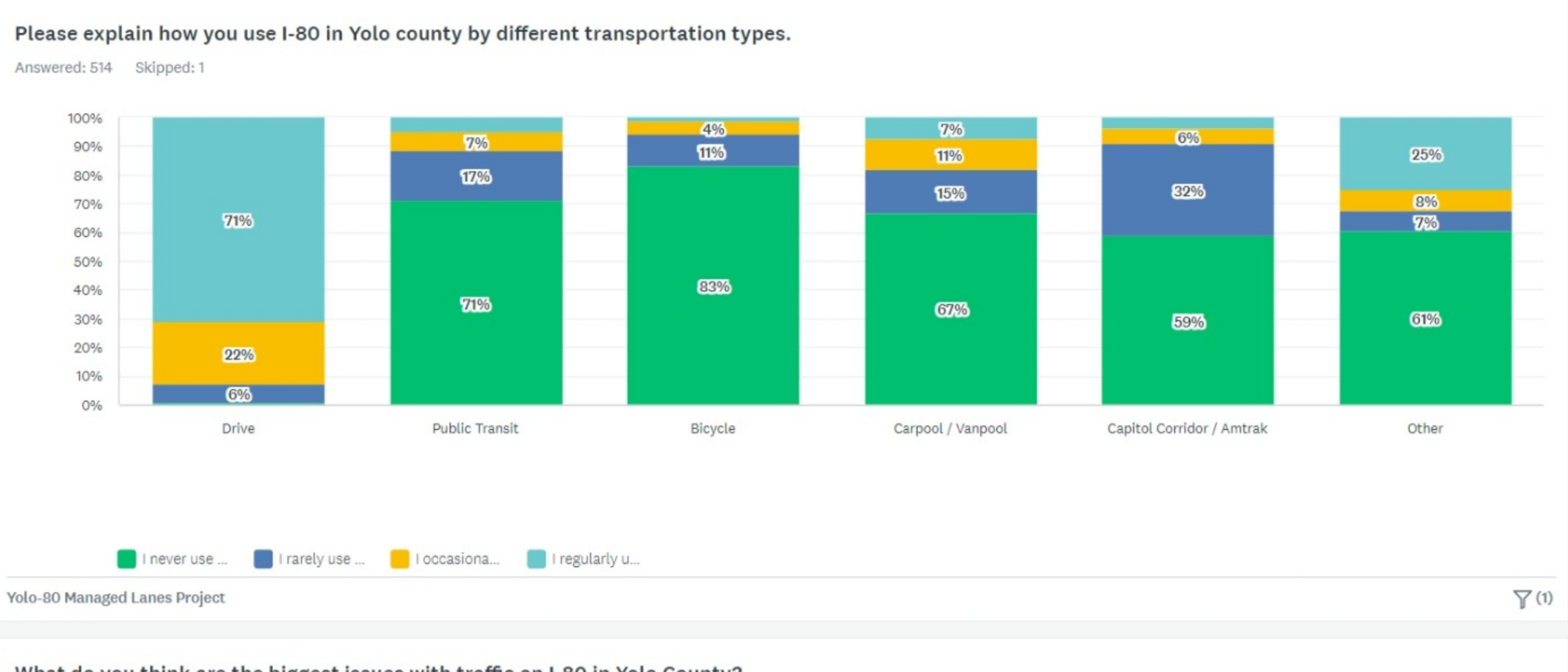
Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue:

Answered: 1,358 Skipped: 30



Yolo-80 Managed Lanes Project

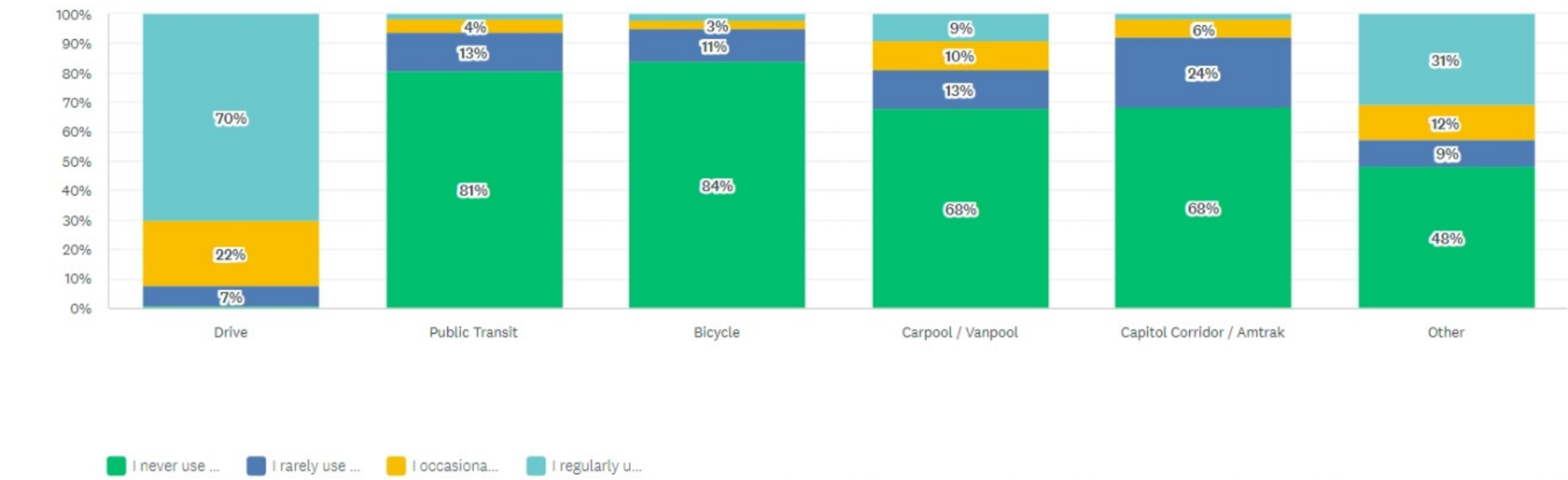
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West Sacramento

Please explain how you use I-80 in Yolo county by different transportation types.

Answered: 320 Skipped: 0



Yolo-80 Managed Lanes Project

🔍 (1)

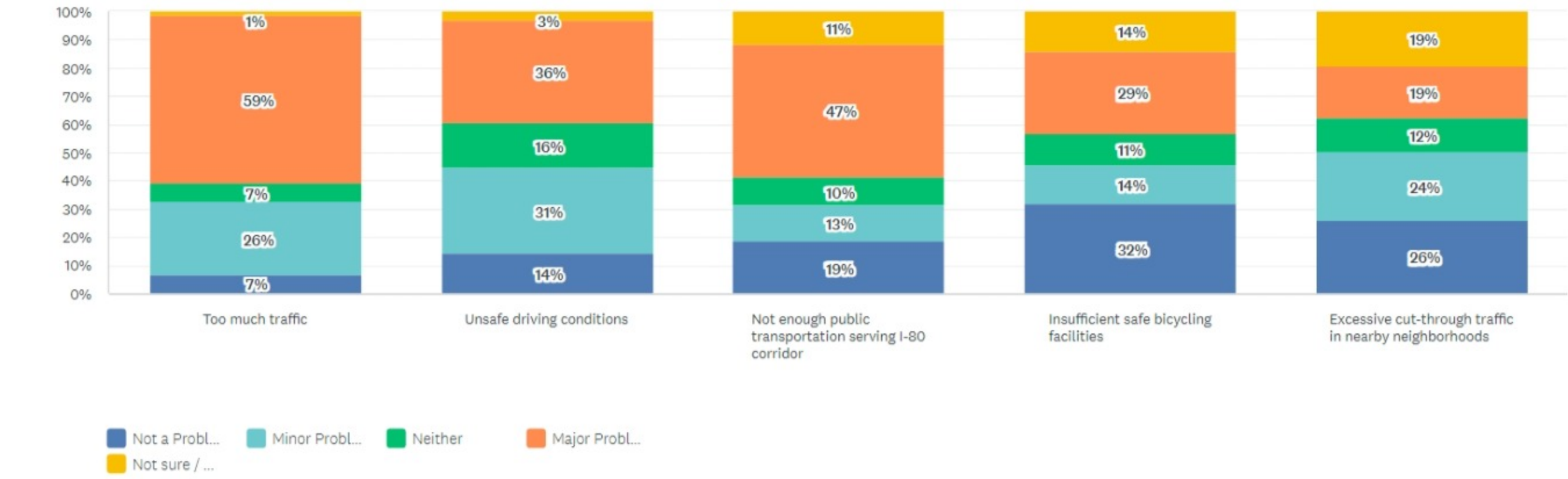
What do you think are the biggest issues with traffic on I-80 in Yolo County?

Dashboard Share Link <https://www.surveymonkey.com/stories/SM-EvmXp6l>

COPY

DASHBOARD SETTINGS

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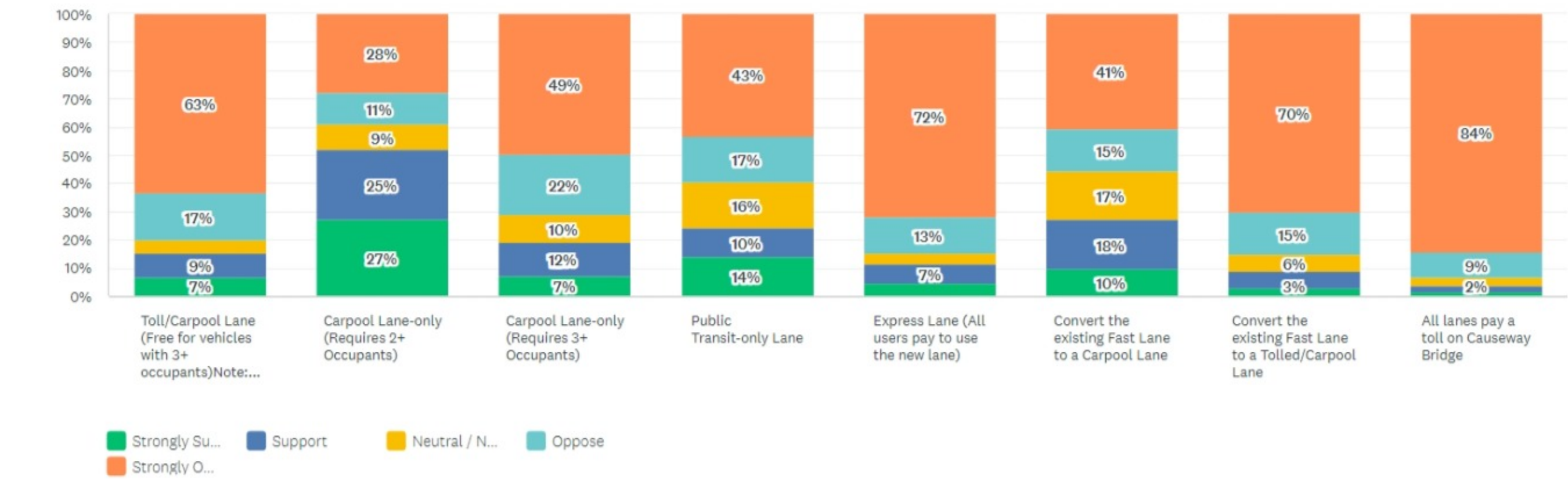


Yolo-80 Managed Lanes Project

🔍 (1)

The new freeway lanes would have specific usage rules. How do you feel about these options?

Answered: 319 Skipped: 1

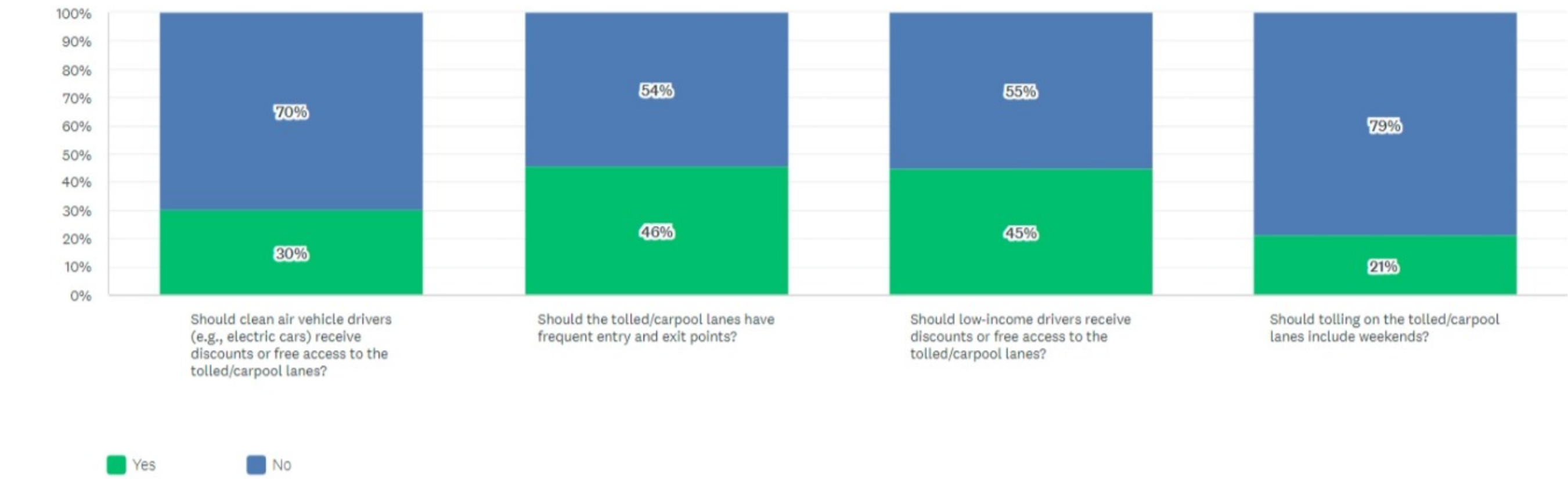


Yolo-80 Managed Lanes Project

🔍 (1)

If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each)

Answered: 316 Skipped: 4

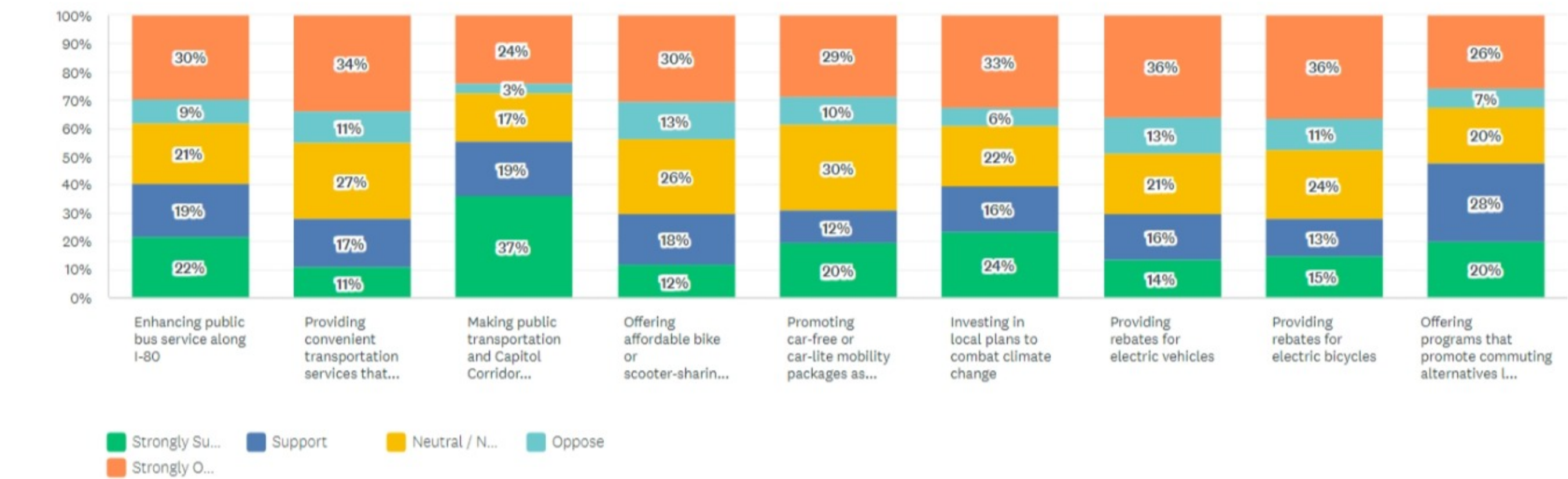


Yolo-80 Managed Lanes Project

🔍 (1)

Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue:

Answered: 315 Skipped: 5



Yolo-80 Managed Lanes Project

🔍 (1)

In what community do you currently live and work?

Answered: 134 Skipped: 0



Yolo-80 Managed Lanes Project

Filter (1)

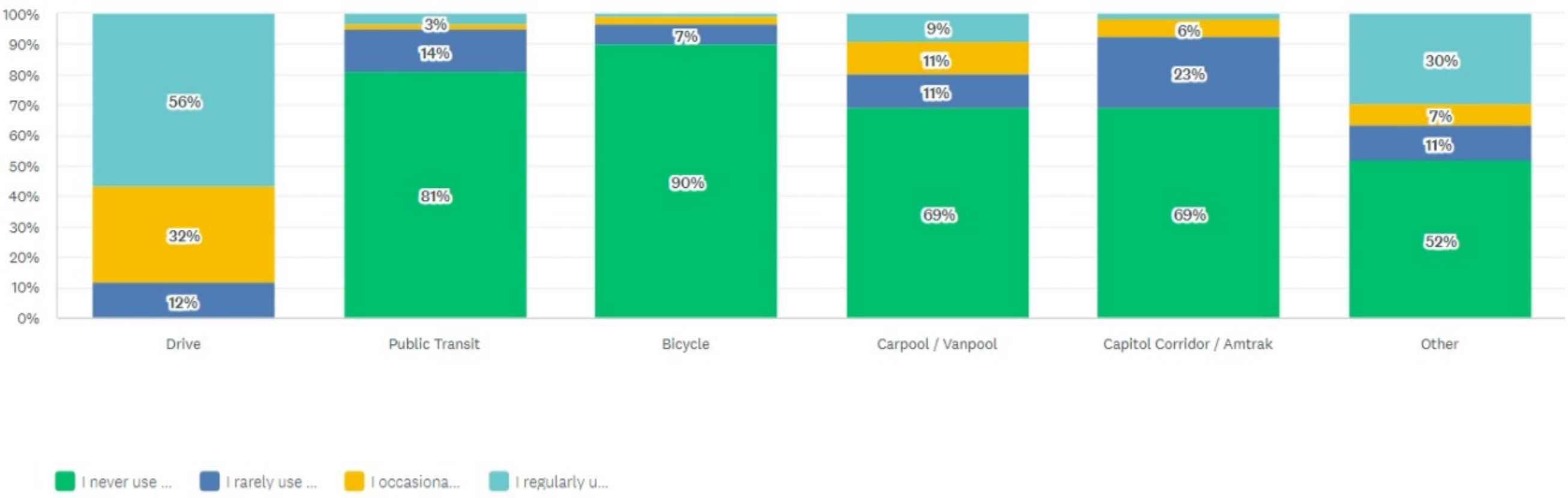
Please explain how you use I-80 in Yolo county by different transportation types

https://www.surveymonkey.com/stories/SM-jvSV5KK

COPY

DASHBOARD SETTINGS

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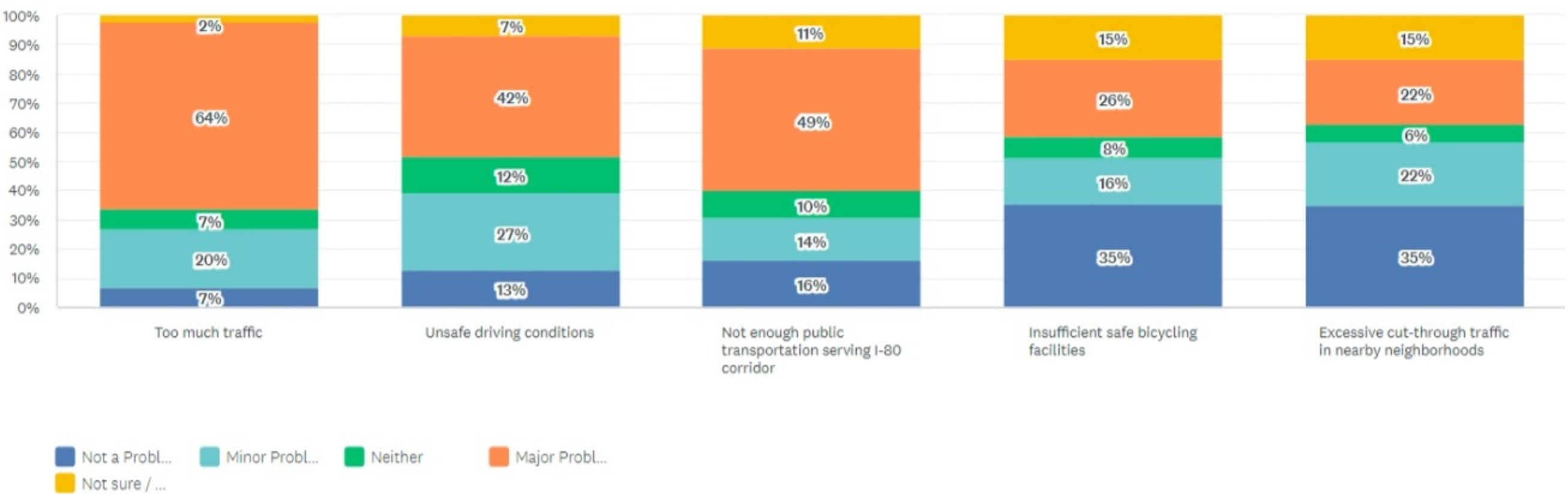


Yolo-80 Managed Lanes Project

Filter (1)

What do you think are the biggest issues with traffic on I-80 in Yolo County?

Answered: 134 Skipped: 0

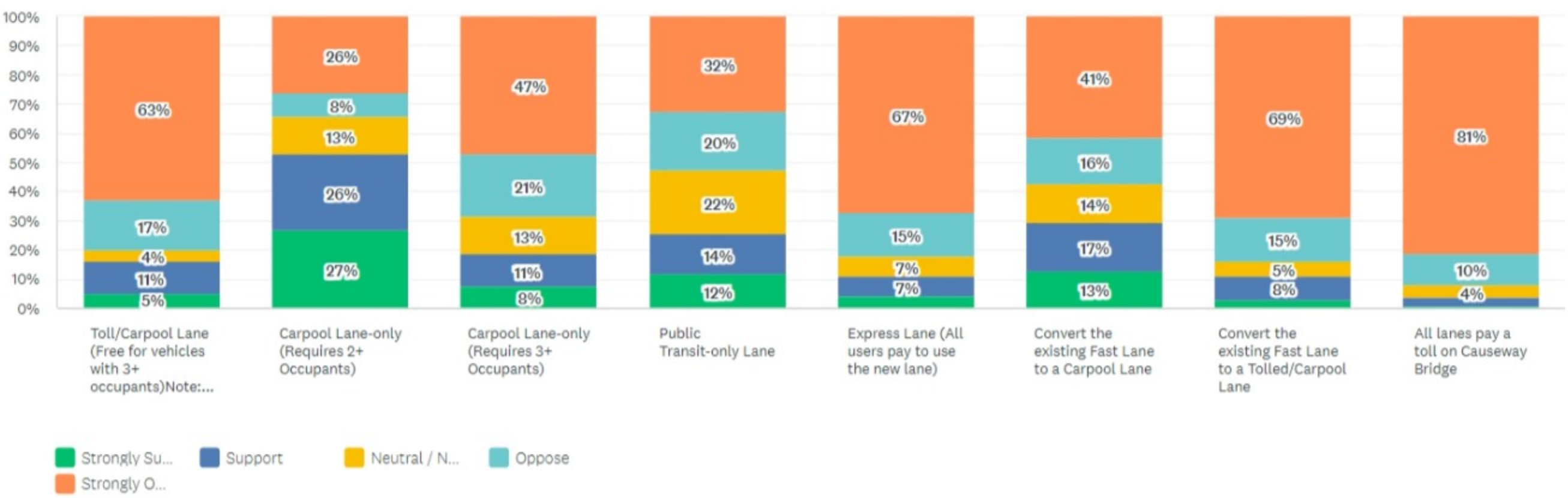


Yolo-80 Managed Lanes Project

Filter (1)

The new freeway lanes would have specific usage rules. How do you feel about these options?

Answered: 134 Skipped: 0

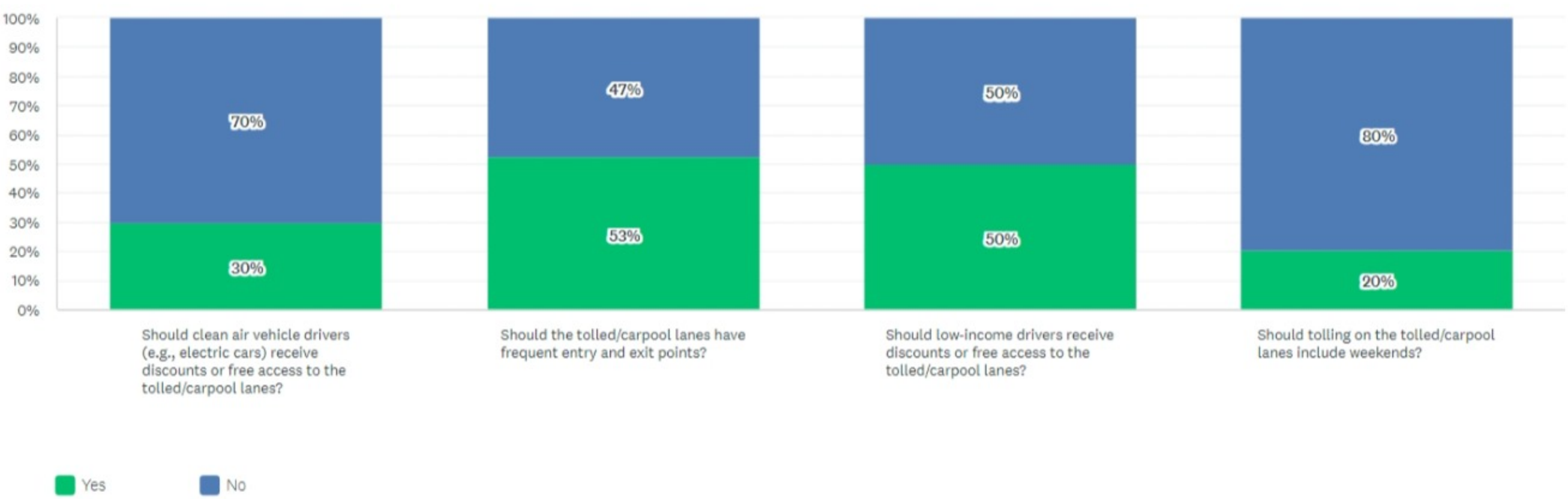


Yolo-80 Managed Lanes Project

Filter (1)

If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each)

Answered: 134 Skipped: 0

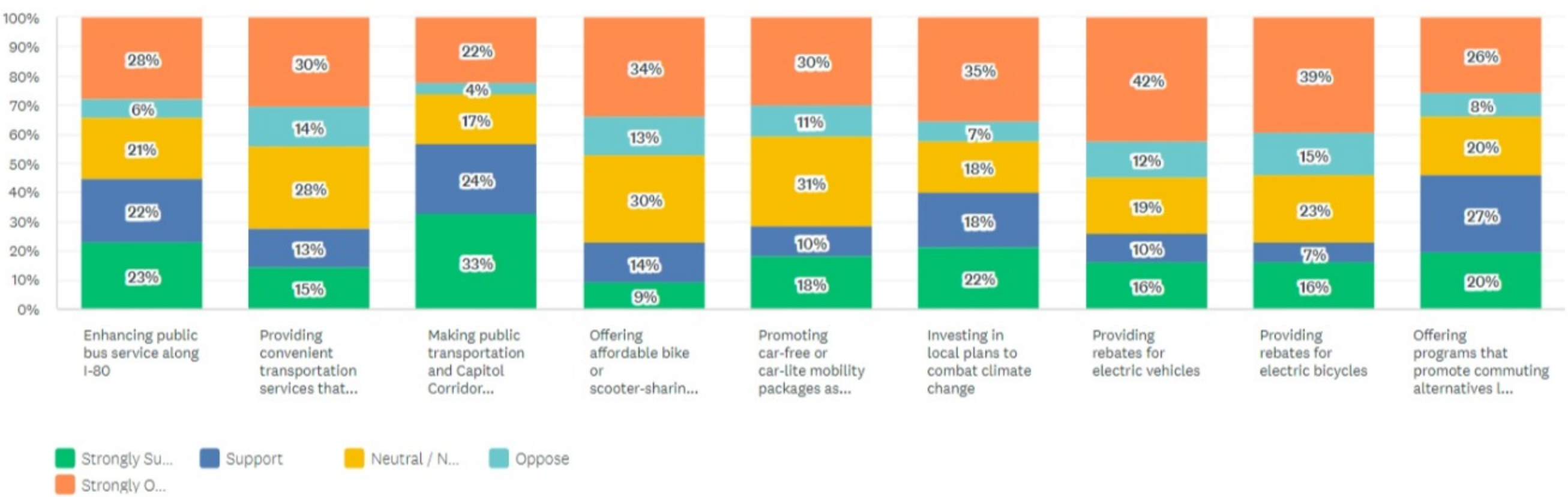


Yolo-80 Managed Lanes Project

Filter (1)

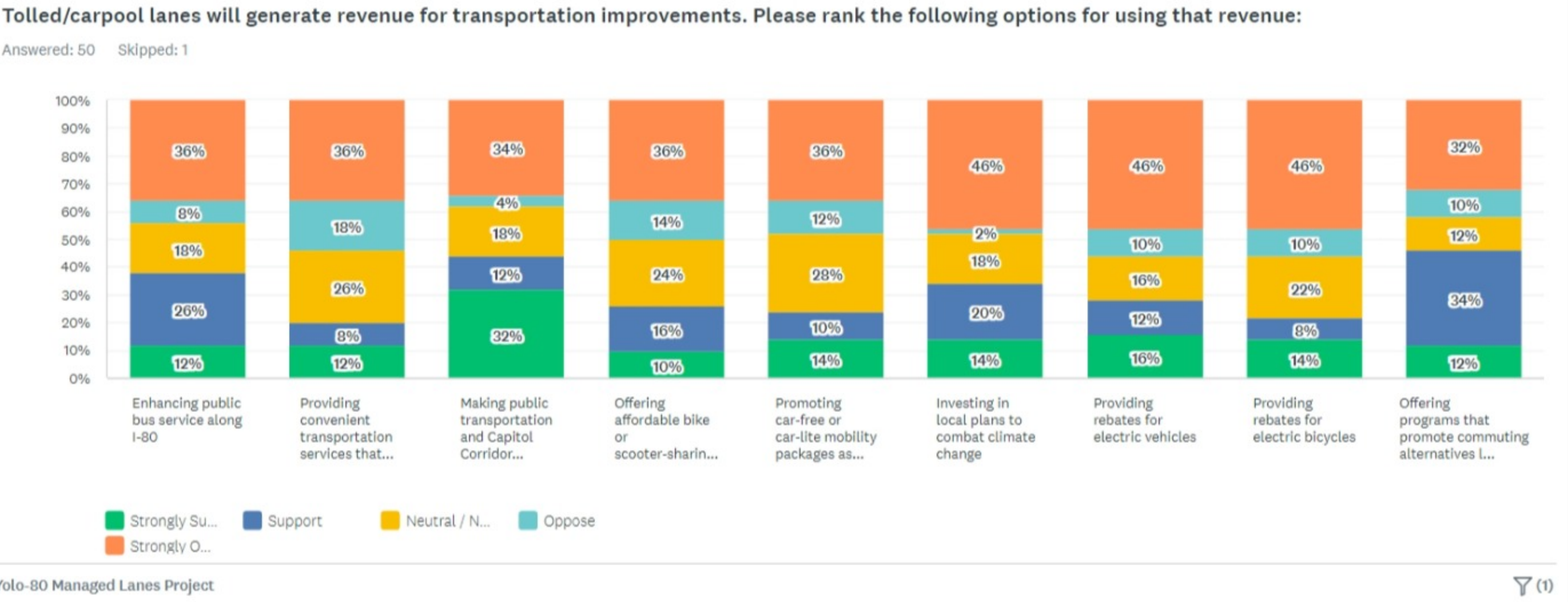
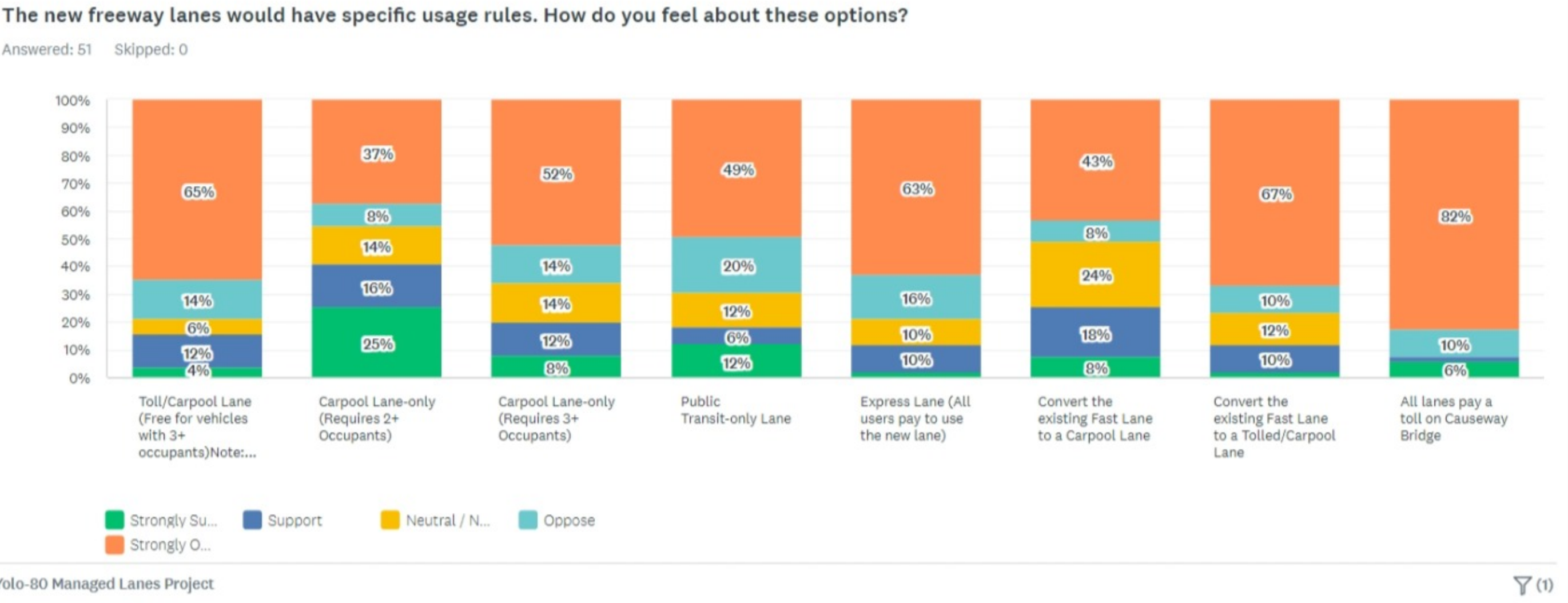
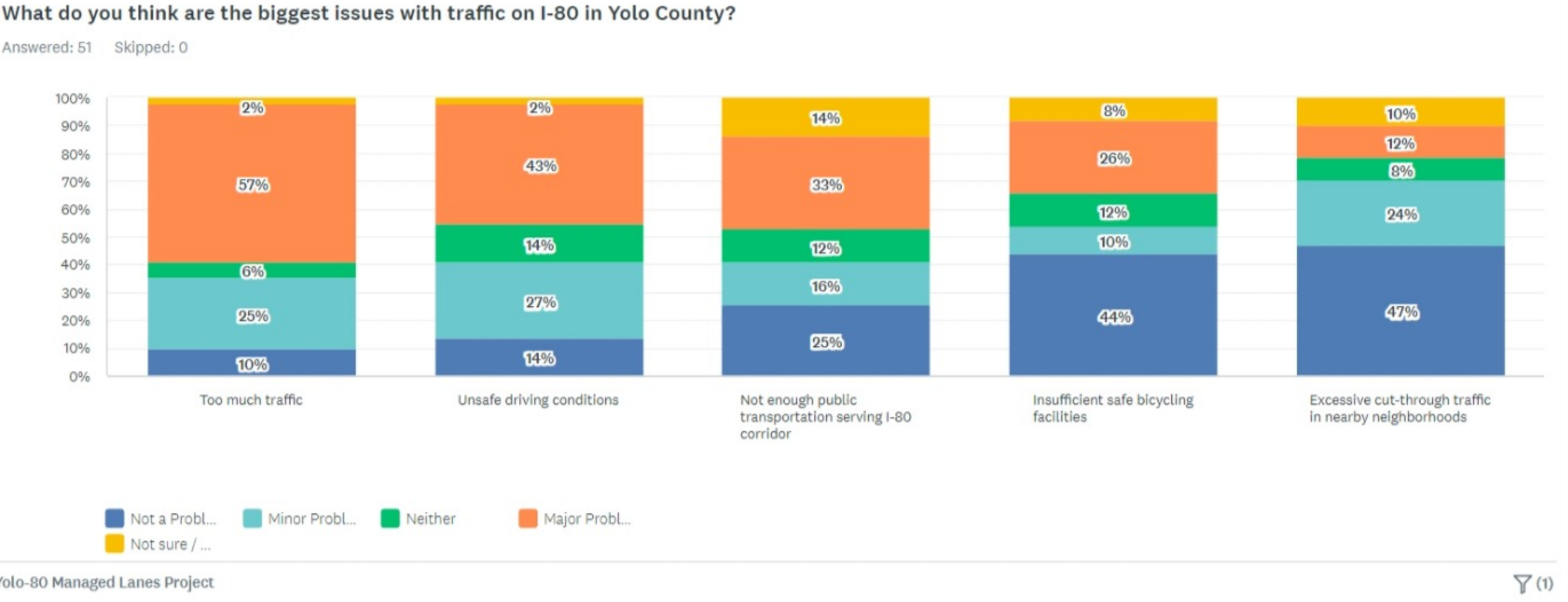
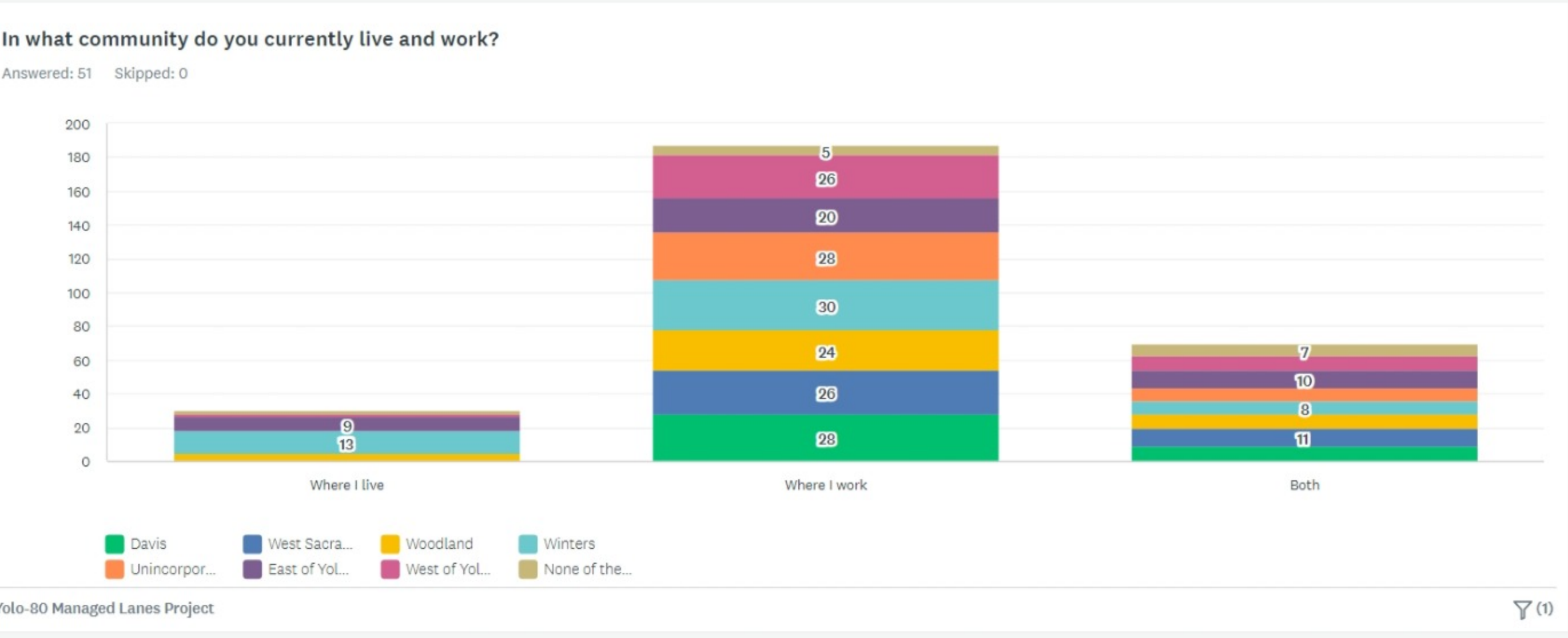
Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue:

Answered: 130 Skipped: 4



Yolo-80 Managed Lanes Project

Filter (1)



| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|---|---|---|--|--|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| | How about using the already high highway taxes instead of charging us even more money? | | | This survey is worded in such a way as to let us know that regardless of our feedback, carpool lanes and toll roads are a foregone conclusion. Very insulting! |
| The new carpool lane could be used as a corridor to facilitate public transportation, whether that be bus or train/tram. The highway itself isn't the problem in my opinion, it's the drivers on the road. They need to be held to higher standards and be better educated on how to drive. | The tolls can be used to fund road development and fix imperfections in I-80 such as potholes | Public transportation should be encouraged rather than building another lane. | Public transportation I believe is key to combatting climate change, rather than converting to EVs, which doesn't solve the problem on its own. Public transportation is also much more space efficient. I would also like to see more walkability options in California cities. | I would like to see rail transit and bus/tram transit around Sacramento and around California expanded, I hope for a future of public transportation that rivals that of Europe and Japan |
| | | | | |
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| | | | | |
| | | | | |
| | We need better, more frequent public transportation like trains | | | |
| | Go fuck yourself with any toll or carpool addition. Add free public lanes you pieces of shit and also add safe reliable frequent fast public transportation. | | | |
| | | 80 needs more lanes in general since it is the major route from SF to Sacramento. Charging more for toll lanes doesn't help traffic, it just makes money and allows the wealthy Silicon Valley millionaires to buy better access than those who live here. | | We need a wider road for ALL traffic, not just the affluent. |
| | | | California already has the highest gas taxes to pay for our road maintenance and upgrades. More tolls and fees are not the answer. Proper budgeting with existing funds is. | |
| The problem is not enough lanes for the number of vehicles that use it. The biggest issue is too few lanes | All lanes, current and future, should be open to everyone. People on the road pay plenty of funds through DMV fee, gasoline taxes, and other taxes. This is discrimination. Not everyone can afford an electric vehicle, flex their schedule enough to carpool, or pay extra to use a lane. This project caters to the wealthy/upper class. | If the lanes are built, they should be available to everyone. People on the road pay plenty of funds through DMV fee, gasoline taxes, and other taxes. opening the lanes to a select few is discrimination. Not everyone can afford an electric vehicle, flex their schedule enough to carpool, or pay extra to use a lane. This project caters to the wealthy/upper class. | The lanes should not be built for toll purposes, and there should be no income from the road. This is a public road. If the lanes are built, they should be available to everyone. People on the road pay plenty of funds through DMV fee, gasoline taxes, and other taxes. Toll and carpool lanes is discrimination. Not everyone can afford an electric vehicle, flex their schedule enough to carpool, or pay extra to use a lane. This project caters to the wealthy/upper class. | This is a public road, paid for by the public. All lanes, current and future, should be open to everyone. People on the road pay plenty of funds through DMV fee, gasoline taxes, and other taxes. This is discrimination. Not everyone can afford an electric vehicle, flex their schedule enough to carpool, or pay extra to use a lane. This project caters to the wealthy/upper class. I can't believe Yolo County is even considering such a non-inclusive idea, it is against what we represent. Further, this survey is intentionally biased to try to get certain answers. The results of it should not be used. In the first question, the answer "neither" is meaningless. For question #4 you need an answer that allows for people to state they are against toll lanes. Please have an unbiased organization develop future surveys |
| | | | | |
| | i will vote out whoever decides to go this route | | this will never work because of the demographics of the area and the demand wont be there | adding a toll or an express lane is the worst idea. the people working are single drivers most of the time and this will only cause the other two lanes to back up further to dixon. the issue is the 6 lane to 3 lane merging at uc davis. please put in red lights for merging and take out the 2 extra right lanes before the split at woodland and 113 so congestion doesnt build up |
| What the problem is the expanding and contacting of the freeway between Sacramento and Davis, it needs to remain wide and/or not contract by so many lanes all at ones so expand the causeway to have more lanes? | Just please add more lanes between Sacramento and Davis. It contracts 80 East bound from like 6 lanes to 3 and that seems like it was a thoughtless thing that should be resolved many years ago to accommodate the known growth this region would and will continue to have for the foreseeable future. You cannot do this and just fix it for today, you need to think ahead and fix for tomorrow and the next 50 years so we don't have to do this over again so soon! | | Just stop with the busses for long distance travel, it's time to put it all in with trains for national, regional and local and busses for last mile and some local service to smaller areas. If you want all these electric cars on the road you will need the electrical infrastructure same as trains do and power lines and trains both need to take up space in their paths to get to their customers. So run it all together to save on procurement and space costs and use the transportation fees created by moving electricity around to keep train costs low for the public. | |
| As a commuter from Natomas to UC Davis, I wish there were better alternate public transportation options for commuting so that I won't have to be a part of heavy traffic during rush hour. | I am not sure how many people will benefit from a carpool lane with 3+ occupants. I feel the traffic on 80 is mostly caused by commuters and they drive solo, including myself. Having to have 3+ people sounds like a lot of arrangements and I am not sure how many people will be able to use the lane. If not a lot of people can't use the lane, it might not improve the traffic conditions. | I support the idea of discounts/free access to clean air vehicle. | | |
| | This is nothing more than another tax. Tax payers have already paid for this road. We pay for maintenance with gas taxes. Manage the money that you currently collect. | No new taxes hidden as fees. | | We cannot continue to charge fees for items that are already paid for. This WILL drive more people to leave the state. Subsidizing electric transportation and low income folks is a dead end for the same reason. Eventually those who pay taxes will leave. |
| Public transportation isn't popular. Drivers are assholes and we need more patrols catching them. Bikes should not be a priority on this corridor. | We are already charged gas tax for roads, registration fees for cars so we shouldn't be charged for using an express lane. It's an economic discriminatory policy. | Again, everyone should be able to use all lanes all the time. | We are taxed too much. Stop raising taxes for rebate programs. | |
| | People are struggling to meet monthly expenses. You are adding a cost and also talking about changing the car pool lanes to require 3 people-that is wrong-people have been sold a bill of goods about carpooling and once again you are changing the rules. | | | |
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| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|---|--|---|---|--|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| | We don't pay enough in taxes and tolls to support our infrastructure. Taxation is motivation also to use other modes of transportation since it drives behaviors. | I strongly opposed widening the causeway bridge without trying 'non-structural,' behavioral modifications first like tolling the existing fast lane. The bridge as it is provides a regionally important ecological function for bat roosting and us humans need to understand we need to better regulate ourselves. Tough luck if it takes an extra 5 minutes to get to Davis or Sacramento. | | Widening the highway is not the answer. We have maxed out our space and I do not enjoy the idea of condemnation for transportation infrastructure unless it is transit. If you want to improve level of service, tax or toll the users. Please also increase the bus service stops for Amtrak in the City of San Francisco or better advertise trip planning with BART transfer. The same goes for Tahoe - consider Amtrak with shuttles that serve a wider area. Most of the weekend traffic issues are people going between those two places. Heck, having an x dollar offal rental car voucher when you get to Tahoe might entice more people to take the train. One other item... Greyhound discontinued its express bus to San Francisco 20 years ago. Why? This was a great option and something that needs to be revived with four or five morning departures similar to Amtraks Capitol Corridor. I am peeved that there seems to be a reluctance in having anything but cars compete with Capitol Corridor service. We aren't even entertaining High Speed Rail because of competition with Capitol Corridor. It's insane especially when we had the Greyhound service 20 years ago. It reminds me of the stories about auto and oil companies buying up shortline railways that we now so desperately need. I hope we learn instead of repeating these mistakes. |
| | | I oppose toll lanes | I support expanding Capitol Corridor and putting down new rail lines. | Do not move forward with this project. |
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| | | | | |
| The I-80 freeway from 4 lanes down to 3, and the merge with 113 traffic, places a huge constriction. Ideally the 4 to 3 lane constriction would occur before the 113 merge. or I-80 needs to remain a 4 lane road, or even expand to a 5 lane to accept the 113 traffic influx | | | Build more I-80 crossing location. Maybe find a way to cross from Pena to Cowell. Especially with that new apartment complex going up soon. | |
| Would EV's be able to utilize these proposed lanes? More charging locations along I80 would also be a nice addition. | | | | |
| The biggest problem is lack of affordable (middle income) housing where people work. I would love to be able to live where I work and not commute 2.5 hours a day, but with 2 adults working full time, we can barely afford where we are! The next best option is rail like in Europe. | I should not be punished for being unable to afford to live where I work and being unable to afford paying extra on my commute. Taking public transit from Elk Grove to davis (and home), not to mention dropping kids off at school & daycare, would take many hours and is not feasible. A metro or European style rail system would be more efficient | I am not considered low income but can afford little beyond food & housing, while I know many low income households who get handouts and have yearly or more trips/vacations. | | |
| | | | | |
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| Bad drivers: People slow down on the causeway for no reason. There is no bottleneck, they just slow down for no reason. | I think the toll lanes are a good idea in general, but a lot of people cheat and cross double white lane markers. They have these on I-680, and they are a mess. | Lower fees on weekends. | Programs at California companies where those who have to work in the office get a fuel stipend and those who can work from home, don't. | Please get people out of their cars (electric or otherwise). |
| | | | | |
| The Sacramento to Oakland/SF corridor needs High Speed Rail AND a vibrant express bus market. Daily, the 80 eastbound bottleneck between UC Davis and Chiles Road, and again at the Causeway fumigate either East or South Davis depending on the wind direction... | New shared toll, car pool, and transit lane over the Causeway would help, as would removing the two eastbound 80 bottlenecks in Davis. | | | |
| | | | | |
| | | | | I never use alternative modes of transportation also my I-80 because they are inconvenient or expensive. I would love better and less expensive access to commuter trains and buses for trips to Davis and the Bay Area. |
| | | | | I support options that encourage commute traffic to stay on I-80 rather than cause congestion on local roads. I am a senior citizen and I use I-80 to visit family. The train and bus are not options for these trips since they are Davis neighborhood to neighborhood in West Sac. Bicycling long distances isn't an option. Bicycling at night is not an option |
| | | | | |
| | | | | I'm very worried that CalTrans is going to eliminate the bicycle path at the expense of more lanes for cars. I really hope that the Yolo TD understands the importance of a safe bicycle path. |
| | | | | |
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| | | We need more lanes. Multiple. In every direction on every highway. We needed them 10 years ago. Build them and pay for them with our inflated tax money we have already paid. | | |
| | | | | |
| Public Transportation does not work. Toll lanes hurt the blue collar and working middle class. People don't ride bikes to work or school. Having safe lanes and the road maintained is a key issue. | | Why Tax the working class? Another dumb idea to tax people. | More dumb ideas. Normal people don't want this. | Toll roads and electric cars tax the working class. Repair the roads so they are safe to drive on. |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|--|---|---|---|--|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| | | | | |
| 18 wheel trucks are a big issue. They need to stay in their lane and keep to the far right lane to allow other vehicles to pass. They should not be allowed to pass each other esp on the causeway. The issue is going from 5 lanes to 3 lanes by the university. Widen the road More frequent Cap Corridor trains would be a big help | Stop creating a revenue source anywhere you can. Wr pay enough for road expansion and repair. This will also send drivers over to I5 which id already overstressed and overused and is often unsafe from Woodland to Natomas due to it being just 2 lanes and a major route for big rigs. I’m not aware of a fast lane on 80 in yolo county. | NO TOLLS | More frequent Cap Corridor | |
| | | | | |
| | Regardless of what type of lane it is, there must be an additional lane in each direction. | | | |
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| | | | | |
| The biggest issue is a lack of available alternative mode shares, which increases vehicle traffic, which in turn decreases the quality of the bus transit that does exist. The traffic is a big problem in the sense that it makes driving less safe and that there are too many people driving, but the lack of alternatives is causing the traffic. Because cars are traffic, traffic is an inevitability of driving. Attempting to address it by adding more capacity for cars is an exercise in futility. It will only lead to worse traffic and exacerbation of the unsafe driving conditions. As such I have marked it as a minor problem, despite the need to reduce traffic in the sense of reducing the total number of cars and it being the most visible problem. | Adding a lane of any form (excluding a well enforced transit only lane) would increase the amount of traffic long term as studies show, this is a bad idea and is contrary to California's climate goals. Adding a toll to all lanes would in theory decrease the number of non-essential trips across the bridge, but the lack of quality alternate modes reduces the potential of a toll system to shift trips to these other modes. It also penalizes people going to and from the eastern part of the state which has almost no transit alternatives. A toll system would make sense with a substantial investment in public transit and bikeway connections. | Caltrans should be working to reduce VMT, adding exemptions minimizes any effort to do so. A discount for low income drivers could make sense, but public transit should be a cheaper option than driving. | Doorstep service for elderly/handicapped people is a good idea, but should not be the norm for the general public. While I do support the transition to electric vehicles, I don't think that this is the appropriate funding source for it. The focus of this should be on reducing VMT. | I would make more trips on this corridor if more/better transit options were available, as I find the driving conditions stressful. There are too many onramps on the westbound section of I-80 before the bridge, Enterprise Blvd access should be consolidated. The current configuration of the offramp and the 80-50 merge also causes unsafe conditions. People seem to slow down right as the reach the bridge in the eastbound direction, even with minimal traffic on the bridge. The placement Eastbound Chiles Rd onramp placement right before the bridge probably makes the traffic caused by this worse, as cars try to get up to speed in the short merge lane and then often have to slow down after merging. |
| | | Need to only build additional lane. Unfair for taxpayers not be able to use new lane even though paid for it. | | Public transportation can never meet the needs of the I80 corridor. Too many people going to and from too many locations. Best way to save climate is to keep traffic moving, not adding unfair restrictions and fees. |
| | Do you think we are stupid? Having tolls (tax) will not make traffic better or safer. | | | I just want the potholes fixed and the stripping painted to see, and for government to get out of our pockets. |
| Construction & accidents create most appearances of too much traffic because there are no accidents and construction, traffic really isn't that bad these days post-COVID. | There are enough things to pay attention to without having to deal with additional signage as to when you can/can't enter certain lanes at certain points in time with certain numbers and then have to pay on top of it. If am already not a fan of the "lock up my money" in those little toll readers (I prefer just to pay be mail as needed). I hated those toll roads back east during vacations and do not look forward to any implementation in this state. It would certainly make moving to the central states more attractive come retirement time. | I don't support them period so I see no reason to give special interest groups a discount/special access. | Maintenance/repair of toll road itself. If it must be allocated for "improvements" - Improvement of the toll road itself, entry/exits, rest stops along the toll road area. | I don't see how charging people will make the roads safer or reduce traffic on local streets. I for one would probably stay on the streets more in those areas. The only thing I can see is that you will improve your intake of monies where you intend to use for some of the least important transportation aspects (in my opinion). |
| | I'd probably just take the side roads to avoid the toll fees. I also think that carpool and express lanes just add to the congestion of the other lanes. | I think toll road fees should be paid by everyone who creates wear & tear on the toll road itself. There is no reason for discounting certain groups unless the prime intent was to benefit certain groups in the first place (and you're just trying to mask that fact by giving the discounts to those who make the effort to apply). | How about regular maintenance/repair of the tolled road itself? | Hopefully, you'll keep it toll free. |
| | | | | |
| Causeway bottleneck only issue; reducing full use of ALL lanes will only serve to make worse Many crazy drivers out there,switching lanes and speeding. Freeway should be minimum four lanes in each direction between Vacaville and U.S. 50 | no fee carpool lane that also allows brief use as passing lane; need more lanes available without restrictions to allow for safe traffic flow. This is NOT Orange County. Drivers here cannot support, financially or otherwise, toll lanes which only reduce greatly needed expanded lanes for all Who is going to enforce your new plan? CHP does not enforce the diamond lanes now on I-50 & I-80. So this plan is a pipe dream. We already allowed huge increase in gas tax several years ago. Why must we also pay tolls? | Please stop this from going forward and put our DOT funds to much more beneficial use No No and No I don't support this option in any form | train is very convenient and fast. There is no excess revenue - the roads in California are a disaster so that money should not be spent on window dressing projects until our basic road infrastructure is brought up to standard. | PLEASE STOP THIS PROJECT THAT IS CLEARLY GOING FORWARD REGARDLESS OF PUBLIC OPPOSITION The big issue is Westboound at the intersection of 80 and 50. This will not help at all and might make it worse Landscaping needs to be improved and maintained. Fix the potholes and broken pavement before even considering such a grand project as adding a lane to the I-80 causway |
| | Making a toll lane or road before actually trying to remedy the situation that has been there for decades is ridiculous. If it was a toll, DO NOT make it for privatized profit. Make it for roads in underserved areas. | Identify low income because right now is an awful time to get blood from a stone. | | Having a toll will increase my desire to work from home more than traffic does. |
| | | | | |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|---|--|---|--|---|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| More frequent and convenient transit modes are the only way to permanently reduce congestion on I-80. The 42 buses should both run every 15 minutes. The Capitol Corridor train should also run more frequently with more trains running further east. Revival of Ski trains and introduction of car trains across the valley would reduce driving across the valley on weekends as would trains to Reno and Tahoe. | | The worst traffic times are Friday evenings and Sunday afternoons when regular traffic is joined by large numbers of drivers going from the Bay Area to the mountains | | |
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| Public transport (high speed rail) would be a much better solution. Without that, very few vehicles will be removed from the road. Traffic will not improve, but many will have to pay up to get to work. | Create a carpool lane and enforce it. Existing lanes on 80 in the Bay aren't enforced and therefore aren't respected by drivers. They're useless. On the other hand, if they were enforced, traffic would be even worse in the other lanes. | Sunday afternoons have the worst traffic. If we're going to toll, it needs to include all high traffic periods; including weekends. | High speed rail between Sacramento and SF or BART. Increase the frequency of service. Currently takes over 4 hours to get from Sac to SF via public transport. I can drive it in 2-3 depending on traffic. | |
| | Put the new carpool lanes in the center like they did in San Diego County with I-15! | Use the San Diego I-15 corridor from Mission Valley to Escondido as the model you use! It works well and handles lots of traffic! | | |
| | | | | |
| | Are you fucking kidding me? We pay far too much tax. You want to do something to help? Reduce regulations | Are you fucking kidding me? We pay far too much tax. You want to do something to help? Reduce regulations | Are you fucking kidding me? We pay far too much tax. You want to do something to help? Reduce regulations | Are you fucking kidding me? We pay far too much tax. You want to do something to help? Reduce regulations |
| I don't think we need to spend this money to create toll lanes we pay for. Create lanes that ALL commuters can use. | No toll lanes and no separate carpool lanes. All public including public transportation should have access to all lanes. | Toll roads or car pool lanes should not be considered. It's too much cost and inconvenience for public commuters (and taxpayers) to burden, and then would be burdened by costs for tolls and inconvenient special use of car pool lanes. All lanes should've available to the public | No toll roads or special commuter lanes for electric vehicles. All lanes should be available to all Public commuters no matter what vehicle is used. I disagree that the costs of such a project, nearly half a billion dollars, are justified to "fight climate change". There is no evidence that this project would have any effect and there is no practical way to measure the outcome to justify special commuter lanes for EVs and Car Pools. All lanes should be available to ALL. | Public opinion matters. Toll roads and added car pool lanes only make commuting more expensive and less free to use freeways that are paid by tax payer dollars. A multi-million dollar project should result in lanes that all commuters can use without added toll costs or restricted special commuter lanes. |
| This is confusing. How is "Neither" halfway between "Minor" and "Major"? | There is no existing Fast Lanes on I-80, only regular general purpose lanes. These options make no sense. I DO NOT THINK LANES SHOULD BE ADDED. The existing number of lanes should be maintained with priority to transit and incentives to carpool or not drive at all. BIKE LANES SHOULD BE IMPROVED AND TRANSIT SHOULD BE INCREASED. | | | The questions are not well written, so I will repeat my opinion to make sure my answers are edited how you meant to ask the question. NO LANES SHOULD BE ADDED ON I-80. Existing lanes should give transit priority and more transit should be added. Bike lanes need to be improved, so an e-bike could reasonably travel from Davis to Sac. All remaining lanes should be tolled to discourage driving. |
| | | The low income option will be impossible to monitor. Service people can't afford to live in Davis. So this is discrimination against a low income population. | | Don't make the sacramento Valley into the Bay Area. |
| | | It would be good to have a discount for lower income drivers, however, I expect that people would take advantage of it, which is why I said no. | | |
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| | | | | The only time the I80 causeway (davis/west sac corridor) wasn't choked with traffic for hours a day was during the early pandemic when everyone was staying home. Public transport would have to be improved to the point of rivaling European cities or Japan in order to make a dent in the traffic problem. Giving a free fast lane to cars with 3+ people might actually encourage car pooling for commuters but do studies back this up? Surely someone has studied this issue previously? |
| | | | | |
| | | | | Build lite rail between Sac and Davis and quit listening to sniveling anti-homeless NIMBYs |
| | | | | I have 23 years experience in motor sports. I find I-80 nerve wracking due to the lack of speed control and inept driving. |
| Create 4-5 lanes each direction in yolo and solano counties just like any major CA has in the state. I-80 has been under designed since the 1990's. Stop the nonsense of toll roads just build the freeway that has always been needed between SAC and SF. | Create 4-5 lanes each direction in yolo and solano counties just like any major CA has in the state. I-80 has been under designed since the 1990's. Stop the nonsense of toll roads just build the freeway that has always been needed between SAC and SF. | Create 4-5 lanes each direction in yolo and solano counties just like any major CA has in the state. I-80 has been under designed since the 1990's. Stop the nonsense of toll roads just build the freeway that has always been needed between SAC and SF. | Create 4-5 lanes each direction in yolo and solano counties just like any major CA has in the state. I-80 has been under designed since the 1990's. Stop the nonsense of toll roads just build the freeway that has always been needed between SAC and SF. | Create 4-5 lanes each direction in yolo and solano counties just like any major CA has in the state. I-80 has been under designed since the 1990's. Stop the nonsense of toll roads just build the freeway that has always been needed between SAC and SF. |
| | | | | More lanes! Too many cars have to use this stretch. Commuter with no other option from Davis in south sac |
| | | | | I don't think toll roads are the solution, it shifts the cost to average working people who are already burdened with a high cost of living. |
| | | Weekends are usually the worst times, so making an exception would defeat the purpose. | | |
| | | | | Toll lanes, carpool lanes are all lame ideas. |
| | | | | I support more public transit but oppose new lanes of any kind but especially with a toll. |
| | | we need to avoid tolled lanes as it only benefits those with money and doesn't support ridesharing. Level the playing field and stay with a system that is fair and supports our long term goals of reducing carbon emissions- NO TOLL LANES. | | Support climate goals and carpooling. NO TOLL LANES |
| | | | The addition of lanes or restrictions on existing ones isn't the answer. Building more roads isn't going to fix the issues. We should just be investing tax payer dollars in better public transit to begin with. | Build more light rail. |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|---|---|---|--|--|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| There are too many automobiles, most with only one occupant, along this corridor and, as a result, massive amounts of greenhouse gas emissions are occurring. Meanwhile, far cleaner Yolo Bus and Capitol Corridor alternatives are neglected. | Please do not build any additional highway lanes, regardless of what you call them/how you market them. Official state policy calls for no highway widening. Additional lanes would induce demand and inevitably lead to increased pollution and congestion. Please instead convert existing lanes to toll lanes, with free passage for public transit, private passenger buses, and 3+ carpools. | Tolls should be high enough to discourage single occupancy driving and encourage public transit ridership, especially if Caltrans truly cares about the environment and about doing right by future generations. Toll proceeds should be dedicated to fund public transit, including Capitol Corridor upgrades. | | |
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| | It's wildly unclear in the project description whether the completed project would be 3 or 4 total lanes in either direction. This would affect my above answers. | | | |
| | I strongly oppose any tolls on this road. That disproportionately favors the wealthy, and all Californians already pay significant taxes at the gas pump for road maintenance. | | | There is no justification for making this a toll road. This is the only reasonable option to get between Sacramento and Davis/the Bay Area. Make good use of the funds you already receive from gas taxes! |
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| | We already pay very high gas tax for roads. Use that money to add lanes to the causeway and quite extorting more money from hard working Americans. | Use gas tax money for construction no toll. | Use gas tax money for this project. | Use gas tax money for this project. |
| adding more lanes never fixes traffic the first million times, what makes you think it'll work now? The only thing that will reasonably reduce traffic is more busses, trains, and remote working. | no more lanes, it will not work | I do not support a new lane | i do not support adding adding a new lane. I do not support more toll roads in any capacity. | I would use the train if it was more affordable |
| We pay enough taxes. Don't need to pay more fees/taxes. Use the money you have already generated through other taxes. | | | | Once again, this is a waste of money and impacts people that can least afford this |
| | I'd support this if my EVs didn't have to pay a toll. | | | I'm very concerned that the impact of construction doesn't harm the seasonal bat population. |
| | Californians already pay a large amount of taxes on gas to fund our roads. The idea of needing to pay more to use regular roads and freeways is downright offensive. The idea of a toll lane is discriminatory against the lower and working classes and allowing those with more money to pay to bypass traffic everyone else is stuck in is an awful way to run society. If a toll lane is put in I will vote against any public office that was in support of it and vote for people who will work to undo it and gut the agencies that made it happen. | | We pay enough in gas taxes already. We do not need any additional revenue generators and I do not support the creation of this toll lane to pay for ANYTHING. | Californians already pay a large amount of taxes on gas to fund our roads. The idea of needing to pay more to use regular roads and freeways is downright offensive. The idea of a toll lane is discriminatory against the lower and working classes and allowing those with more money to pay to bypass traffic everyone else is stuck in is an awful way to run society. If a toll lane is put in I will vote against any public office that was in support of it and vote for people who will work to undo it and gut the agencies that made it happen. |
| Would love to see the bike lane on the causeway and towards Davis be better maintained. | I don't think tolled roads reduce traffic. It's just a way for rich people to pay to go faster and an unfair burden on the poor. | | | |
| I dread driving on I-80, even for short distances. Often it is really slow, but given ANY opportunity, a significant minority of drivers start driving erratically. | Before you can start penalizing cars, you have to provide realistic alternatives. The public transit available is insufficient, and there are no alternate routes for crossing the wetlands under the causeway. | A lot of low income people who work in Davis CANNOT afford to work in Davis, and with insufficient transportation, they are forced to commute by car. This is also true of many UCD students who can't afford Davis housing. People who own electric vehicles can afford to pay tolls. | It would be great to have better, cheaper train service, especially for occasional trips (commuters can buy multiple rides in advance). And better public transit connections at the train stations. | Once one arrives in the next county, Solano or Sacramento, the nightmare continues, so you should definitely work with the other counties and cities. |
| | | | | We already paid too many taxes for roads and transportation. Let's open up more lanes for all of us to use to commute, no additional cost . |
| | | | | A longer term project, but light rail connecting Sacramento to Woodland and Davis would be wonderful. |
| Will Fast Trac be used? | | | | |
| Absolutely no toll. We pay enough money in taxes in California that any problem should be able to be fixed with it a toll. A toll would cut off lower income earners who have to travel this way for work everyday. This is governmental mismanagement and it's clearly evident. Look at all the money used in the "railway to no where" that could've funded repairs and expansion projects here. Look at the examples toll lanes have created where they are being used. Huge back ups and delays. Toll lanes restrict freedom of travel and are contradictory to the Constitutional amendments stating such. | I'm tired of paying ridiculous amounts of taxes because California government mismanages everything. People are leaving California left and right because of this. This is a main thoroughfare. Absolutely no toll. We pay enough money in taxes in California that any problem should be able to be fixed with it a toll. A toll would cut off lower income earners who have to travel this way for work everyday. This is governmental mismanagement and it's clearly evident. Look at all the money used in the "railway to no where" that could've funded repairs and expansion projects here. Look at the examples toll lanes have created where they are being used. Huge back ups and delays. Toll lanes restrict freedom of travel and are contradictory to the Constitutional amendments stating such. | People should be allowed to travel freely everywhere as the Constitution clearly states. | What part of no new taxes don't you understand? | No new taxes. |
| You should include the poor state of the roads. There are potholes on the freeway and that is dangerous. | Ideally, everyone would pay for using the freeway but working people would be hurt. | People who can afford expensive EVs should not get a free ride in the carpool lane or on the freeway. | | Carpool lanes should be for vehicles carrying 2 people. A 3 person requirement will only mean less use of the carpool lane. I would like a bike option that is not close to the freeway. |
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| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|---|---|---|---|--|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| Are you kidding? It sure seems like this project is cast in stone. Check out the toll lanes in Pleasanton..... they are usually empty, empty, empty. Check out the 3+ HOV lanes to and from San Francisco..... they are barely used in rush hour... barely, barely. There are public transit opportunities. We see trains at rush hours that are not full. The same spareness exists on a rare bus. The distance between exits on I80 is big.... silly. ***** Fix the two merges at Capitol and at Industrial; but do not forget the usually backed up merge from 80. The mutated merges are dangerous. The rudeness of people complicates this. After a distance from the dangerous merges, the flow improves. The cement barriers on the Causeway are crazy dangerous. The cement barriers are at the yellow line making the lane minuscule..... super danger. Where are the Police and Highway Patrol to pass out tickets and slow down the traffic and stop the passing on the right..super danger! Enforce the rules and traffic will improve.!!!! | Are you kidding? Check out the barely used 3+ HOV lanes to & from San Francisco, the barely used toll lanes in the Pleasanton area. Drive around in rush hour. Study the finite problems relative to the biggest jam in the Sacramento area.... The Causeway. Fix the 3 merges and the flow will flow..... merge from Capitol, merge from Industrial, merge from 80. The toll, HOV plans sound pretty but do not not not fix a root cause in the area. So what if drivers cut through neighbors.. the homeowners cannot complain. The homeowners knew the road was problem at purchase. This is ridiculous. | It's tricky to not have an option to disagree. One is trapped into acknowledging support of options... | Use the under-utilized options that exist. The expense seems ridiculous . Among other discounts, why should they exist at all. Go visit other states. CA is not special. | I was a commuter on 80, 680 , Causeway. I know the roads. I have seen these roads. This was not an option. |
| Traffic isn't the problem. Inadequate freeway capacity and lane transitions are the problem. Additional unrestricted lanes are long overdue. Restricted lanes would not be a step forward, except to allow certain people to bypass the State's flawed approach to trying to make traffic worse for most Californians so they just stay home. | Why aren't you considering the option to add a lane each way, open to all, at no ongoing charge to anyone? Seems pretty simple, except that your actual goal is to make traffic worse for everyone in the long run, except those willing to pay extra. | Maybe EV's should be the ones stuck in the traffic lanes while the polluters pass by with special privilege to faster lanes. The EV's can sit in traffic much longer and not pollute as much. Better to get those polluter vehicles moving faster while the EV's sit in the congested traffic. Bringing income level into the conversation at all is offensive. | I oppose generating revenue of any kind through the use of Tolled/Carpool lanes. | Yes there is a problem, but your solutions do not consider any actual good ideas, only ideas aimed at worsening long term traffic for the masses, while special classes of people get a pass. Your foundational concept and goals are flawed, so your solutions don't consider actual good ideas. Please consider changing your goals, policies, and solutions to actually add capacity without restrictions, which will actually improve the situation for all people equally. It has worked before, how about going back to what actually works? Please balance traffic fluidity with how much it'll cost the every day driver. Reduced fees for people of low income should be emphasized. |
| | | | | Charging toll is a form of regressive taxation. Unfair to those with lower income. Highways should provide equal access to all people since they are funded by our tax dollars. The wealthy should not gain an advantage in traffic, nor should those rich enough to buy electric vehicles |
| The merge of 80 and 50 right before the causeway gets dicey if you need the West Capital exit and it's heavy traffic. As much as I dislike metering that might be the only solution besides rerouting the merge. Also not a fan of the clover leafs at I5 and 80. | Restricting travel access for a primary route for people who live in one region but work, shop, visit family, attend school, have medical treatment, let alone any other reason people travel is a violation of the constitution and places undue hardship on individuals who might not be able to afford toll fees. (Note, am already cranky due to outrageous parking fees in Sacramento causing me to forgo eating at a favorite midtown restaurant, because it would've been nearly 20\$ for parking.) | Tolls are bad, to often when a fee is supposed to be temporary it becomes a permanent fixture. Instead of tolls and more gas taxes it's time to consider shifting to a per person tax for road and sidewalk maintenance. With tax breaks for all households below 30k (single)/60k (married) per year. | Improved walking spaces as well, so that whether a person uses a mobility aid (cane, walker, crutches, wheelchair) or not they can safely travel to and from any community stores. Need more small community green grocers. Need travel (pedestrian, personal powered wheels, empowered bikes/boards, pasanger behavior, and more) safety at all levels of k to 4 yr university education. Not just online drivers education. Also post pandemic I support everyone who needs to renew or has renewed their license since 2020 retaking the written exam and behind the wheel test. | |
| The traffic is mostly caused by having multiple active construction project on one freeway, I drive the route from Oakland to Sacramento each week, different sections are always under construction, it makes driving slower, a 20 minute section turns into an hour due to construction sites where workers are mostly standing Idly by. | We use the freeway to save money, we can't afford another toll, not in the valley. | Weekend is for god and family (kind of old world view) traffic is often lighter on weekends.) | | |
| | STOP MAKING Bay Area RESIDENTS PAY RIDICULOUS TOLLS!!!! | STOP TOLLING US! | | |
| The problem is too many people wanting to commute on this route to their jobs. | The root cause of why too many people want to commute along this route to their jobs should be addressed rather than bandaging the issue backasswardly. | Too many people wanting to commute along this route to their jobs should not be accommodated. If root cause is not addressed, then the issue will remain perpetual, and any backassward bandage will be only temporary. | The root cause of why commuting along this route is necessary should be addressed. | Root causes for people needing to commute long distances to jobs should be addressed. If the root causes aren't addressed, then the problems caused by such commuting will remain perpetual, and bandages to the problem will be only temporary. |
| public transportation should have dedicated lanes The main problem with the existing bicycle infrastructure is that you have to bike on County Road 32A from Davis to get to the bike path. Cars drive over 50 mph on that road, which is not at all safe or comfortable for cyclists. | Any type of restriction for car drivers using the freeway would be good. I would like to see less people in cars and more people on buses, trains, and bikes. | I support some discounts but not freebies. | | I would like to see a bike path that fully extends from Davis to Sacramento so that cyclists don't have to bike on County Road 32A. Please get this done sooner... Lots of voters would appreciate it! ;) |
| | Buses should use the toll/carpool lane but it will be difficult in heavy traffic for a bus to enter the freeway and move over to that lane. | | | I expect that traffic congestion will be improved for a short time with this project, but there will be induced demand that will create similar congestion soon. Making Amtrak more affordable would do more to ease congestion caused by those commuting or visiting from the Bay Area. |
| | | | | The current construction with very narrow lanes is terrible |
| | Fuck the toll why should rich people not have to sit in traffic | | | Fuck the toll! |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|---|--|---|---|--|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| The public transportation options between Davis and Sacramento are terrible! Amtrak is always delayed, the Yolobus 42 is too slow and has to share in the congestion, and there are little to no useful express services unless you are a traditional commuter. | If there is a toll it should go to support improved public transportation options such as increased bus or rail service. | | | |
| | | | | We pay tax to have roads, but after roads are built we must pay the toll. So, we people suffer the most from all the tolls and express lanes fees. Why? |
| | | | | |
| You haven't considered the consequences of the project build period in terms of risks to human life, congestion, and other impacts. You aren't considering the evidence that a short term solution will support commuters choosing to have longer commutes, in other words INDUCED DEMAND. | So already CalTrans is assuming there will be new freeway lanes. Why should I bother to respond to this survey? | So already CalTrans is assuming there will be new freeway lanes. Why should I bother to respond to this survey? | This is window dressing that distracts us from the problems of poor land use decisions and induced demand of the proposed project. | You haven't considered the consequences of the project build period in terms of risks to human life, congestion, and other impacts. You aren't considering the evidence that a short term solution will support commuters choosing to have longer commutes, in other words INDUCED DEMAND. |
| | | Absolutely include weekends given the significant amount of traffic between the bay area and the Tahoe region. | | |
| | | | | |
| To relieve auto traffic pressure it is essential that a separated bike/multiuse pathway be constructed over the yolo bypass. This will encourage alternative transportation modes such as electric bicycles, scooters, etc. | The main auto traffic problem is the merging of I80 and highway 113. Lanes are reduced suddenly from 5 to 3 lanes without an exit to relieve this. Recommend extending 4 lanes through to Richard's Blvd east bound. | | | |
| | | | | We should encourage maximum contributions from Caltrans to offset any negative and unavoidable impacts from this greatly beneficial project. |
| | Toll lanes and roads are regressive taxes that offer opportunities for people with greater wealth. Inequality is already a major issue, we should shun policies that add to it. | I'm opposed to tolls in general. If you allow low income people to use them free, you will have to add a layer of application (read: time and literacy) that is itself a barrier. | To the extent that people with less wealth pay the tolls, this is asking them to finance various subsidies for options they will not then use (perhaps public transportation? Not sure in that). This seems an unnecessary and unwise use of the toll money. What is the rationale for tolls? | It is an excellent project, meets a clear need. The toll lane is simply bad policy (unless you have a more clear rationale than you've given thus far). |
| | The problem through Davis is the increase from 3 to 5 lanes for about a mere 1.5-2 mile stretch and back to 3 lanes that slows traffic all the way to the causeway. Please get rid of this five lane mess. Through the city of Davis, adjust the number of lanes to equal the number of lanes across the causeway and forget about a toll road! A 2-person carpool lane through Davis and over the causeway would've great! In fact, a carpool lane would be great through Dixon and Davis would be great! | No toll road. See comments above. | | |
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| Please build supporting bike infrastructure that allows adequate options for people using long-range electric bikes. Currently I live in West Sac, and there's NO way to get across the river to Natomas and beyond by bike, unless I bike all the way downtown and through discovery park. Electric bikes are evolving to have longer ranges and are finally at a point where they can be seen as a truly viable "car alternative" for commuting and traveling. We just need infrastructure to support the growing population that are choosing to travel by ebike and bicycle in general. | DO NOT change carpool from 2+ and DO NOT charge a toll on the causeway bridge!!!!!!!!!! | | | |
| Make California cities more walkable. | | | Make Sacramento pedestrian friendly. | |
| More public transit is needed to reduce congestion | More lanes will not do anything to relieve current congestion issues | | | Traffic in the region has already been severely disrupted by construction in the past few years, I do not want several more years of disruption |
| | | Weekend traffic from Sac to SF can be as heavy as weekday traffic | | Any option that takes away existing lanes will not improve the flow it will hinder it. |
| | | | | |
| | Carpool only lanes will not work. I see drivers use them with only one occupant all the time. They do not care about the fine if caught. | Weekends are just as bad as weekdays. Please include. | | |
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| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|---|--|---|---|--|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| | This proposal eliminates the benefits of the new lane for all users and will increase congestion on the non-carpool lanes. I strongly oppose implementing such a restriction especially accross the already constructed causeway. I-80 is an interstate freeway for interstate travel. Traffic improvements should improve traffic flow for all not for a specific limited group of carpoolers who happened to live close enough and work close enough together to make car pooling practical. This is a stick approach. I favor a carrot approach with increased investment in public transit improvements & options that address the last mile issues. If truly practical public transit options exist that incorporate these needs people more people will use mass transit. I am opposed to paid toll lanes as well and think they adversely impact those with lower incomes to a much greater degree (eg shift work, frequently changing work schedules and no reasonable transit options). | I am opposed to use of toll roads, especially for the portion of 1-80 in Yolo County! | | |
| | There are enough tolls and taxes you do not need to add any more | No more tolls/carpool lanes | Please stop wasting taxpayer money | |
| | | | | |
| And what they hell is causing traffic in Dixon, for no reason | Causeway should not have a toll. Its already expensive enough to pay tolls to drive to the East Bay or SF/Peninsula. | | | Fix the I80 mess in Dixon. I beg of you |
| | This hasn't helped traffic on the bay. Why would it here? Just another way to try to make a buck. | | Just open another lane | |
| | | | | |
| We've needed another lane for about a decade. If work had already been done using the ample gas tax revenue, we wouldn't be stuck with the gridlock we see today. | All lanes should be open to all. | Don't charge a gas tax and then charge for driving on the road it's used to pay for. 4 lanes with no restrictions. | We pay taxes to support the roads already. No tolls please. | We are well behind the curve on this much needed expansion. The nearest trams center from Davis is the UC Med Center in Sacramento. I wouldn't bet my life (quite literally) on getting to the Sacramento by ambulance during heavy commute times. There's always Life Flight, but that's quite a costly alternative. |
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| Traffic has lightened since COVID and people are driving like maniacs now. | I see carpool lanes as hardly used, but if you must do something to make yourselves feel better..... | If the middle class is going to suffer from all this, so should the higher income with their EVs and the lower income who are driving up costs by demanding higher minimum wages. | Making highway travel more expensive just improve Caltrans budget for non-highway related projects. I think any toll money should be used for the repair/maintenance of the road itself. I'd even go along with upkeep of rest stops. | If you want money for bike trails, charge the bikers. If you want money for EV chargers, charge the EV owners. If you want more money for trains, increase train ticket prices. If you want lots of people to work from home - the Governor already took care of that. |
| | | | | Based on the choices of where to spend the money - safer & better aren't really in the picture at all. If I had to pay, I would just cut through the neighboring streets. |
| | | | | |
| Cut through traffic is a result of no alternative routes and no public transit along the i-80 corridor. Tolling(taxing) users because of congestion is discriminatory and unlawful because they can't sustain the extra expense along with gas, gas tax, and other high cost of living expenses. | Since the latest idea is that there is a mega region from Sacramento to the Bay Area and even the valley, instead of a financial debacle of high speed rail from SF to LA, why don't they extend BART or some sort of train from Sacramento to the Bay Area? There is more need for that opposed to the other train and more people would support an alternative from slow Amtrak from sac to the bay. | 24 hour and weekend restrictions are discriminatory and actually cause more congestion. See SoCal. There is no engineering for peak hour because it is assumed to be all the time, therefore the carpool theory doesn't work and the tolling/taxation/restriction impedes travel, contributes to congestion, pollution, and safety by removing shoulders, penalizing safe drivers and taxation for those who can't afford to pay, not just low income, and can't always have multiple people in their vehicles at those specific times. | Depends on the situation. Great for travel, business travel, but not really for commuting or if you have to carry a lot of stuff to and from work. | The vehicles that use this corridor are mainly heavy vehicles and commuters and visitors. There are no bypasses for heavy vehicles due to no incline but there needs to be to relieve congestion from the constant merging between Vallejo and Sacramento. There is no passenger rail either. Amtrak is too slow and too expensive, but if something like BART was there, people would use it. Buses take too long and routes are all over the place and shuttles are also expensive and can't be efficient due to limitations of the group(s) on the shuttle. Toll lanes/express lanes hurt the economy, create congestion because most people can't afford to pay. On top of the that, you have vehicles miles traveled. Charging for that infringes on the freedom to move about,whether it be for work or pleasure. And most people can't change that due to it being for specific purposes. |
| | No tolls! We can barely afford gas. | Why exclude people who can't afford energy saving vehicles pay more and why not offer a discount to people who aren't low income and work hard for their money? | Use the money to expand the highway! | This will cause a huge impact on people's lives who need to commute to work now being charge to use highways that we are already being taxed for. |
| Adding a toll lane is just going to create more traffic and move the congestion elsewhere. If it becomes slightly faster to commute by car than by train, people will stop taking Amtrak and will start driving and add to traffic. If it becomes faster for people to drive to Tahoe more often, then will and traffic will get worse. Stop trying to "fix" traffic with solutions other than making transit better and biking better. | Convert existing lanes. Don't spend years building new lanes - the traffic is miserable during the construction process, and only briefly gets better after construction until everyone figures out it's faster, at which point more people drive and the traffic gets worse again. Incentivize carpooling and PENALIZE those who break the carpool requirements. People already abuse the carpool bypass for the freeway metered entrance. If you aren't enforcing the carpool requirements, then they are meaningless and this project will be a multimillion waste of taxpayer money. | If you don't include frequent entry and exit points, then you are building these lanes for pass-through drivers more so than local commuters. If you are adding carpool lanes, please ENFORCE them. Don't make them toothless like the carpool bypass for metered freeway entrances. | Instead of trying to generate revenue through tolled/carpool lanes, DON'T SPEND MILLIONS ON BUILDING NEW FREEWAY LANES. USE THE MILLIONS THAT WOULD GO TOWARD NEW LANES TO INSTEAD FUND THESE PROGRAMS DIRECTLY. I don't see how tolled/carpool lanes are a more cost-effective option. You aren't going to fix the traffic congestion through anything other than investment in transit and biking. Making it faster to drive will only encourage driving. | DON'T WASTE HUNDREDS OF MILLIONS ON BUILDING NEW LANES. Spend this money instead to directly improve transit - this is the only thing that can help improve traffic. Instead, this project is going to make traffic worse in the long run, will continue to tank our air quality, and undo regional efforts to try to address climate change. |
| | You can not put a toll for people that drives daily to work between Davis and Sacramento. We already pay enough taxes and you are adding more pressure. | Strongly opposed to tolls | | Do not put tolls, it is already expensive as it is |
| Caltrans is stuck in 1972. As an agency, it is an embarrassment to the innovative state of California. If Caltrans had evolved along with the rest of the modern world, we would have 7 minute headway rail between Davis & Sac, 15 minute headway to the Bay Area, and 30 minute headway from Bay Area to Truckee. Causeway Connection bus is a complete joke. Grow up and get over yourselves. | Caltrans is stuck in 1972. As an agency, it is an embarrassment to the innovative state of California. If Caltrans had evolved along with the rest of the modern world, we would have 7 minute headway rail between Davis & Sac, 15 minute headway to the Bay Area, and 30 minute headway from Bay Area to Truckee. Causeway Connection bus is a complete joke. Grow up and get over yourselves. | Caltrans is stuck in 1972. As an agency, it is an embarrassment to the innovative state of California. If Caltrans had evolved along with the rest of the modern world, we would have 7 minute headway rail between Davis & Sac, 15 minute headway to the Bay Area, and 30 minute headway from Bay Area to Truckee. Causeway Connection bus is a complete joke. Grow up and get over yourselves. | Caltrans is stuck in 1972. As an agency, it is an embarrassment to the innovative state of California. If Caltrans had evolved along with the rest of the modern world, we would have 7 minute headway rail between Davis & Sac, 15 minute headway to the Bay Area, and 30 minute headway from Bay Area to Truckee. Causeway Connection bus is a complete joke. Grow up and get over yourselves. | Caltrans is stuck in 1972. As an agency, it is an embarrassment to the innovative state of California. If Caltrans had evolved along with the rest of the modern world, we would have 7 minute headway rail between Davis & Sac, 15 minute headway to the Bay Area, and 30 minute headway from Bay Area to Truckee. Causeway Connection bus is a complete joke. Grow up and get over yourselves. |
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| The toll road isn't going to solve the problem, only let well off people skip the line. | | | | The eastbound on ramp at 32B has cars coming from both directions and everyone gets stuck at the meter there. |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
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| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| The main problem with 80 is just that it slows in Davis at the Yolo/Solano border. Adding public transport that is viable along that route would fix it for local residents and help reduce traffic. | None of these solutions actually reduce traffic other than slightly incentivizing carpooling. All these solutions are short term. Instead build good public transport with a light rail or increased train service. | | | Please invest in public transport, and not just buses. It would be incredible if there were an easy way to get to Sacramento without driving that was actually more economical. Traffic on 80 is only a problem in the city of Davis, not really on the causeway itself. |
| Caltrans use of road REPAIR funds on this I-80 project is reprehensible, and the idea of putting in a toll after wrongful use of funds shows the level of corruption within an organization that 99% of the public rely on...Caltrans, you should be ashamed of yourself. | Caltrans use of road REPAIR funds on this I-80 project is reprehensible, and the idea of putting in a toll after wrongful use of funds shows the level of corruption within an organization that 99% of the public rely on...Caltrans, you should be ashamed of yourself. | Caltrans use of road REPAIR funds on this I-80 project is reprehensible, and the idea of putting in a toll after wrongful use of funds shows the level of corruption within an organization that 99% of the public rely on...Caltrans, you should be ashamed of yourself. | How about putting it toward lowering the local gas prices | Caltrans use of road REPAIR funds on this I-80 project is reprehensible, and the idea of putting in a toll after wrongful use of funds shows the level of corruption within an organization that 99% of the public rely on...Caltrans, you should be ashamed of yourself. |
| | | I oppose tolled lanes | | No toll lanes |
| | | | | |
| Ideally there would be a light rail to Davis, however I understand that's s huge undertaking. I feel the main problem with Amtrak is accessibility (like day from West Sac and Natomas). Biking along the causeway is loud and filthy. | A toll in any way benefits only those who can afford it, so I'm reluctant to support that. However HOV lanes alone are sometimes useless; I see far too many people using them when they only have one person in the vehicle. The toll for single passenger and free for higher occupancy makes more sense to me. That money should go to Yolo county roads and public transportation projects. | | | |
| Better and safer public transportation | 1. Living in Ca is already too expensive. The increase in gas tax and 12.5 increase next year by PG&E is ring the avg working person out of the State. 2. High income people on commissions and state agencies ignore moderate and low income concerns | I voted no because I am absolutely opposed to any and all toll lanes. It already costs too much to live in California. The people with money and tax advantages will use the lanes while the low income will stay stuck in traffic. Another example of income inequality. | This poll is biased. The majority of questions are written to draw public support for toll lanes. It appears to me that the high income people at the state have already decided to take more money from working people. | This poll is clearly biased for a toll road. |
| Make the on ramps and lane merges better and traffic will be better. Lanes are merging and ending too rapidly causing the traffic. Toll roads are unnecessary and just going to cause more traffic for government greed | Stop charging citizens more for less. Stop this government greed. It won't solve traffic. | No to tolls | | No carpool. Won't solve our poor roads or traffic congestion |
| Please stop doing more to expan/change freeways, it does nothing to relieve traffic. Invest in more expansive and frequent light rail. | | | | PLEASE STOP CHANGING FREEWAYS AND INVEST IN LIGHT RAIL STOPS IN MORE LOCATIONS AND WITH MORE FREQUENCY |
| | | | | |
| What makes it dangerous seems to be the drivers themselves, not the roads. | We pay enough money in taxes for DOT to provide sub-par roads and transportation. If more money was the solution, then CA would have some of the nicest roads in the country but it's quite the opposite. Throwing more money at DOT clearly isn't the answer. | | Take the extra money and improve our roads or public transportation. Public transportation in Sacramento region falls short in many ways and if we're going to adopt any practices from the Bay then we should consider taking notes from the BART system, not their toll system. | |
| One of the biggest problems is the lack of California Vehicle Code enforcement by the California Highway Patrol, particularly CVC 21650 requiring drivers to be in the right lane except when passing another vehicle. The single greatest cause of congestion on freeways in the Sacramento area are slow drivers in the middle and left lane who do not move over and who brake excessively, backing up traffic behind them. Traffic often comes to a standstill in the Sacramento area for no reason whatsoever because of this problem. CHP needs to start ticketing drivers who are driving in the middle and left lane and who are not passing anyone and are holding up the regular flow of traffic. | Simple - just add an additional lane, or even two lanes (no carpool or express/toll lane) and have CHP enforce the California Vehicle Code. It's interesting that CalTrans didn't even consider this option. | People are becoming more terrible at driving as time goes on and cars become easier to drive, so adding additional hurdles would just make things worse. People just don't care about driving laws and have lost respect for each other. Electric cars shouldn't get discounts or free anything until the State of California can provide reasonably priced electricity. | No rebates. The State of California needs to provide reasonably priced electricity and invest more heavily in commuter trains. | WORK WITH CHP TO HAVE THEM ENFORCE CALIFORNIA VEHICLE CODE 21650. Start thinking years ahead; there should be really be two lanes added because by the time this whole project is completed the congestion will be even worse. A complete lack of urban transportation planning in California over the decades has caused this mess in the first place. |
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| | This means alternatives to driving that are reliable and frequent. Is this only certain times of day or 24x7 daily | | Train bus service needs to be more frequent and aligned with more park ride facilities | |
| The tolls will put additional financial strain on the people . To generate extra money I think it would be good idea to tax assets similar to property tax. Tax the wealthy in California who have large assets in the stock market or other financial systems to raise money. | Carpooling is a good idea but the truth is people are spread everywhere and it is not easy to travel and pick them up. | | | Do not do the tolls |
| With regards to biking: the causeway is fine as is. The larger problem is getting to the causeway by bike is dangerous... Hence why maybe 50-100 people take it daily. | The idea of creating a class system of people who can afford to pay to get somewhere faster while the rest of the plebs suffer is peak capitalism. It is not a solution for our shared resources its just another bifurcation of the haves and have nots. | No tolls. Carpool lanes are good though. | Again. No tolls. Get money from the connecting cities. Property costs are ridiculous so that tax revenue should be able to fund this and everything else. | Make carpool lanes. Do not make a toll lane. |
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| | There is no altrrnative non toll road. Toll road will not reduce traffic. The wealthy will use it. The others less fortunate will be stick in the congested lane. Secondly, no tolls ad the annual gas tax increases pay for the road. No toll at all | No tolls. Gas tax pay fir the roads. Tolls are dicrimantory tax on low income. | | Build a by pass bridge/ road (I 80) from Dixon to (I 5) consumnes blvd. Build another road to by pass traffic from central Sacramento. |
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| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|---|---|---|---|--|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| The 113/5 interchange in Woodland is the worst in California. | If all of our gas tax money wasn't spent on projects involving/requiring bicycle lanes there would be enough money to fix the the I-80 problems. | | | |
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| | | | | Dont make transportation more complicated or expensive!! |
| We do need more accessible public transportation to make daily commutes easier for everyone. | Converting a lane for toll or carpool would only increase the amount traffic as most drivers drive solo due to autonomy. People will also rubberneck if/when they see a police pulling people over for being "unqualified" to drive in the carpool lane. | Low-income drivers shouldn't have to pay for anything to use the roads if they need it for daily commute to their jobs and other responsibilities as adding more costs will further exacerbate and divide the living situations for those people. | | |
| | Any/All proposals to create carpool lanes, toll lanes etc will greatly worsen traffic for the vast majority of drivers and only lessen traffic for those that can pay or those that can carpool. We need more affordable/ efficient public transportation FIRST then we can talk about HOV lanes etc. | Build efficient, reliable, cost effective public transportaion FIRST then evaluate the need for carpool lanes | | Widening highways, adding more lanes only adds more traffic. This has been shown to be true over and over again. Please use this money for efficient public transportation that people will actually use. Please do not add toll lanes etc. that will only worsen traffic for the vast majority of people. |
| | Would prefer 1st/recommended option toll/carpool but with 2+occupants as free not 3 | | | |
| Using public funds to vastly and effectively improve public transit should take precedence over still more freeway lanes. A toll lane puts single or pairs of lower income workers at a disadvantage. They will be forced to remain in crowded "regular" lanes. What is the evidence that toll lanes help with reducing traffic in the long term? | Again, the transportation needs of everyone, especially those of lesser resources, not just those with the means to commute with more costly transport, should be considered first. | | Affordable, efficient, and safe public transit using climate-friendly energy sources should be a top priority. | |
| A toll will NOT decrease traffic. Only way to cut down cars is to provide mass transit options that work 24/7 That are timely and affordable and accessible. AND SAFE. DELUSIONAL THINKING that a toll will cut down traffic all on its own. This is California. Everything is spread out. This is Not the East coast. Stop pissing people off with stupid ideas. | Get mass transit in place then talk about tolls | | | Improving traffic conditions and improving the safety of the roads themselves are paramount. |
| | | Make carpool lanes 24x7 | | |
| | I don't want to see a lane with restricted use. If it must be then I would want it to accommodate carpool and public transit. No tolls. | | | |
| | We already pay too much in taxes. Focus on the basics. Police, prisons, schools, roads and highways, water storage. | | | |
| Too few traffic lanes. If a toll road is designed it will only push more drivers into the right lanes, and make it difficult for non-area users to prevent being pushed by traffic into a toll lane, and billed for something they did not agree to. | No charge for using the public road. Improve public transit. | Provide plenty of notice before toll road appears. I do not appreciate being pushed onto a toll road because other drivers won't move out the way. | | |
| Don't make it worse adding a toll road. | Use the existing highest gas tax rate in the country we pay to widen the road and have it be free for everyone. Stop mismanaging money and use the funds we pay in taxes for what you're supposed to. | Yes give subsidies to low income, the rich will pay for it, and squeeze the middle class like you always do. Terrible idea. | You already should have money for transporation improvements via the gas tax. Offering "bike or scooter sharing programs" or "rebates for electric bikes" is ludicrous and insulting. | It is ridiculous that you are even considering this. Of course you are holding the public comments in Davis, which is the community in Yolo county with the highest incomes and that is the most liberal, so that you're more likely to get favorable comments. |
| No one wants any kind of tolls, no one likes that idea. | No tolls for anyone. | No tolls. | No tolls. | No tolls |
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| Traffic problems are more of an issue with the interchange of 80 and 50 rather than the causeway itself | I don't want to see any lanes as a toll lane, even if it is just for certain times. This has adverse effects on low income people. It is unfair. | | | I am EXTREMELY concerned with the impact that this project will have on wildlife in the Yolo Bypass Wildlife Area. Particularly the bats that live under the causeway |
| | | | | Please do not reduce the width of the existing lanes any further. |
| | | | | Support for WFH/remote work would reduce traffic as well. What could be done to promote this as a traffic reduction strategy? How could we incentivize employers? |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
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| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| | | | | Traffic on I-80 between Davis and Sacramento seems inexplicably bad at almost all hours the day and on almost every day of the week. Not being a traffic engineer I have no idea why that area seems to abruptly grind to a halt on a regular basis. Traffic problems around construction, such as on Highway 50 east of downtown Sacramento, or when there's an accident, are understandable. But there is nothing intuitively obvious about the Davis-Sacramento slowdowns. What California drivers want is for these problems to be solved, and for Caltrans, as the agency that manages the state's highway system, to be front and center in solving them. Will toll lands "fix" the congestion on 80? Perhaps it will help for those with the means to pay the toll, like first class airline passengers who can board when they please, but this does little for the hoi polloi who have to inch along on what remains of the "freeway" portion of 80. But if the problem is regular traffic congestion, the solution seems to be either to take cars off the road (more public transit) or increase the capacity of the roads (more lanes). It is not obvious how rebranding existing lanes would be a net benefit. Again, except for those with ample resources. |
| Are there squirrels? | | | | |
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| | I strongly oppose this highway expansion project that Jeanie Ward-Waller was pushed out for speaking out against. Multiple studies have shown that additional lanes cause induced demand i.e. more demand for driving and make null the temporarily increased speeds of new highway lanes. I strongly advocate that any new lanes should be used only for public transit, but I don't believe the road should be expanded at all. Additionally, the current bike lane along I-80 is noisy and uncomfortable and lacks safe protected routes on either end in Davis and West Sacramento. | | | I strongly believe the I-80 expansion project is a misuse of public funds, and that instead the current infrastructure should be better used by having dedicated transit-only lanes and tolling. Additional improvements to the bike lane to separate it further from traffic, especially in West Sacramento, would result in increased usage. |
| | | | Maintaining the lane and infrastructure that the toll is being collect on! | |
| | | Weekends can be just as crowded and sometimes more so. | Heard studies that you can offer public transit like busses but if they are mostly empty, then it doesn't help with decarbonization goals. Did you survey to see if more public transit would actually get people from door to door in a reasonable amount of time? | It is really terrible. Please vet and model final alternatives thoroughly. Make sure solutions don't increase traffic problems or inequities. Lack of affordable housing in Davis and Bay Area is a part of the issue. |
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| | We pay taxes for the road, stop tolling drivers for a road they paid for. Go tax EVs who don't pay a gas tax yet use the roads the gas tax pays for. | | | |
| | | | Portion of revenue should be used for continued maintenance along I-80 corridor to ensure movement of vehicle traffic. | |
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| The merging of the freeways on the causeway slows traffic to a halt and makes it a horrible commuting experience. There are not enough lanes and no viable public transportation option. | The reason for the traffic during rush hour is that it is used by commuters--I'm not sure how turning one of their commuting lanes into a carpool lane is going to ease that traffic. Its just going to make the fast lane inaccessible to most commuters, forcing those commuters into even fewer lanes. Please, please do not make everyone pay a toll to commute to work. I already cannot afford to live in Davis, where I work, so I live in Sacramento instead. A toll on all lanes would add a fee onto my commute that would just make my life more difficult and make living here less affordable than it already is. Adding a public transit-only lane AND adding more stops/routes for public transit would be great--then I would actually be able to take a bus and the bus wouldn't just get stuck in the same traffic as everyone else. Right now, it doesn't make sense to try to take one of the limited Yolo bus options, as the bus is getting stuck in the same traffic that everyone is stuck in, so it doesn't save any time. | Please include hybrid vehicles in the fee discounts as well. | Bicycles are not going to replace the vehicles/buses/trains that are used on the causeway, so I don't think that funding bicycles with the toll fees makes sense. We should direct funding toward improving public transportation that will actually get people across the causeway. As a general note: California already has the highest taxes in the nation. Toll lanes make sense in low-tax states, but they should not be used frequently in high-tax states. Life is already too expensive here. | |
| | As long as there is no enforcement against violators I will strongly oppose carpool lanes and lights. They are a Joke! | | | |
| | Toll and carpool lanes don't reduce traffic, or emissions, because they don't get used enough. Instead, you just have more cars in more traffic causing more emissions. I think if there was an investment it would be into making alternate routes so there are fewer bottlenecks. | | | |
| | | | | The problem with the traffic bottleneck issues on the I-80 corridor is the lack of additional lanes. There are multiple lanes at the entrance of Davis from Dixon but then the lanes start ending and shrinking making cars merge into fewer open lanes making it dangerous for drivers to merge into lanes. This causes two problems. One, it slows down the traffic because the number of lanes shrink. Two, it causes major driving hazards with cars merging into the open lanes. The solution? Keep and extend the number of lanes from Dixon and starting at Davis and expand the same number of lanes all the way to West Sacramento. |
| | Keep it a FREEway! | Keep it a FREEway! | California first needs to build a reliable train system which at this rate will take hundreds of years. Until then, keep it a FREEway! | Keep it a FREEway! |
| | | | | |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
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| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| | most UC Davis students commute from sacramento to decrease living costs - enforcing a toll on all lanes of the causeway would detriment this population and other low income commuters | | | |
| | | | | |
| | I am opposed to any pay lanes. That is discriminatory against low-income people, and negates the primary purpose of carpool lanes, which is to REDUCE THE NUMBER OF CARS ON THE ROAD. | The fourth question is confusing. Yes, carpool lanes should include weekends. If you're saying that on the weekend it will be a pay lane but not a carpool lane, then that's stupid. But pay lanes are stupid anyway. Carpool lanes should have continuous "entry and exit points". You should be able to enter and exit a carpool lane anywhere. | Extend Light-rail to Davis, Woodland, and the Airport. | |
| I think there is more traffic and accidents due to the lights getting on to freeways | It is making more harder on people. We already struggle enough just trying to pay for the necessities to life (groceries, food, Gass, utilities etc.) Now you want to take more money from us to get to and from work and cause more traffic delays as well | I am a opposed having tolls on freeways all together. We are not San Francisco bay | | I think more people are going to move out of California if the state keeps getting greedy and always finding new ways to take our hard earned money from us. |
| | | | | |
| We need more efficient, reliable, and affordable public transportation from Sacramento to Davis to the Bay area. The traffic is out of control and I do not think that more lanes or carpool lanes will fix the problem. | I don't think carpool lanes actually convince many people to go out of their way to carpool. I'd like to see a study done on this to get real data before implementing this, but I don't know if that study has already been done. | Currently electric vehicles are mostly accessible to wealthier folks, so giving them an extra discount feels like punishing poor people for not being able to afford an electric car. | | Good public transportation is a better solution than carpool lanes, toll lanes, or electric vehicles. |
| | | clean air vehicles still using lanes which will require maintenance. They receive perks by not purchasing fuel and/or discounted charging fees. Roadways maintenance should be maintained by all users. They can always use public transportation if they don't want to pay. | | |
| The only thing "wrong" with the driving experience on I-80 are surface hazards (pot holes). Congestion is a function of demand that should be addressed with a better investment in transit along this highly commuter-centric corridor. | If a toll road can fund improved transit frequency and reach while improving reliability by allowing buses free access to the toll road, then bring it on! | There's no need to subsidize a technology with mandated adoption. Not only are ZEVs going to be the only vehicles sold in California (over the next decade), but many of the high-income toll road users are already driving Teslas. Through Yolo and Solano Counties, toll lane access should be relative to city boundaries-- exits before the first city off-ramp and entrances before the last city on-ramp. Higher frequency increases the risk of bad lane merges and collisions. There should not be a low-income program for toll lane access. Managing any system based on income would be an administrative nightmare and massively incentivized for abuse. Toll lanes should always be toll lanes-- weekends, holidays, it doesn't matter. The only thing that should change is the price. | Demand mitigation efforts should first focus on the I-80 corridor. That means focusing on modeshift from drive-lone I-80 commuting to transit. We're already on a ZEV trajectory and will continue to have severe congestion problems without modeshift being the primary goal for the funds. | Convenience is of extreme value for those with significant disposable income and they are willing to pay for it. I say "Let them". Let them pay out the nose to drive on a toll lane between San Francisco and their Tahoe get-away cabin. We should use those funds to completely revamp bus transportation along the same corridor and in the exact same toll lane. Let the rich pay for their convenience so the rest of us can glide along on a bus with less stress, less expense, and a clearer conscience about our affect on the environment. |
| Widening that area of the freeway probably will not do much to cut down on the traffic we see now as the throughput in that area will still be over what the road will be able to handle, because we are people are pushing capacity at specific times of the day adding lanes may even entice more people to access the road at the times when capacity hits it's limit. Plus the opportunity cost of spending hundreds of millions of dollars on 10 - 15 min of traffic at a few few specific times of the day seems like a waste to me. (especially since we can't guarantee it will even solve the problem) | I strongly support The fast lane being converted into a carpool lane. With extended hours too as many people use the Causeway on the weekends. | Tolling must include weekends for many drivers the weekend trip is their most frequent trip. Clean air vehicles should Not receive a discount or access to the carpool lane. Clean Air vehicles still pollute in many other ways tires etc and Clean Air vehicles today are often bigger than a midsized sedan taking up an excessive amount of space on our roads. I do not know why we would expect clean air vehicles to carpool helping take extra vehicles off the road. | Express buses with convenient times and good service is a must. | |
| There needs to be more public transportation connections between Davis and Sacramento. The largest issue is when the lanes merge down to three lanes. If there are less cars using the freeway the congestion would decrease. Invest in more options that don't prioritize cars. | One more lane will not solve the problem. Use the money to build the pedestrian/multi-use bridge between Sacramento and Yolo counties. | I will not support an additional lane and will not answer these questions. | The money used to build this project will invest more money in the community than what the tolls will produce. The toll money will be administered by a private third party; the overhead needed for that company will only increase. | There needs to be more transparancy with the impact of induced demand on this project. The city of Sacramento has passed targets for 2030 and 2040, this project will not help the city or area meet any of these targets. The money should be used for a separated bicycle-pedestrian bridge. The trains that connect Sacramento, Davis, and the Bay area. Car focused infrastructure will not help the congestion. |
| Many potholes on I-80 enroute to and from causeway | A carpool lane wouldn't benefit me, I work in Davis which means no one else is in the car with me so I would be stuck with the other cars in the non-carpool lanes and traffic would still be crap. Whereas if we have all lanes but more at least you can switch and advance. | | For safety reasons I prefer to drive in my own car alone. | Maybe fix the road and potholes? Terrible road conditions. |
| | | | | Don't charge a fucking toll you imbeciles. |
| | Why is an additional lane for all traffic not an option? | | Funds should be used to explore additional options for commuting across the causeway - including free and expanded parking at Sacramento Amtrak and investment in additional rail services to Placer County. | The Capitol Corridor train schedule has changed to not meet commuting hours for any employees in Placer County who work in Davis. I'm aware of the limitations of the track with a project underway to expand rail service, but this leaves no commuting options outside of driving from Placer County to Yolo County. |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
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| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| I would bike the causeway a lot more often if the 2 miles of road leading up to the west entrance to the causeway bikepath had a little more protection from traffic. Right now it's an unprotected bike lane and having cars blast by at 65mph means I only do it when I'm feeling lucky about not becoming roadkill on my commute. | Based on what I've seen in the bay area, an expedited toll lane increases the divide between wealthy people who can pay to get places faster, while penalizing anyone less wealthy who just needs to get to work on time. For example, traffic in Oakland's 880 is still bad, but now I just see expensive cars in the toll lane and everyone else stays stuck in traffic. I would be sad to see that happen here, especially if the tolls are as high as they are in the bay-- a lot of the causeway traffic are not making bay area salaries and it will feel like just another "tax for being poor." I support incentives for using public transit and carpooling, but tolls on a route that has no alternative (causeway is a major bottleneck for Yolo/Sac with I-5 being the only possible detour) comes across as divisive. | | | |
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| | I have personally experienced in the Bay Area that if two people need to go to the same place they are willing to take Carpool but if Carpool requires 3 they would rather just take 2 individual cars. A Carpool 2+ lane would drastically help the traffic on the Causeway. | | | Living in Davis, I would love to explore what Sacramento has to offer but the traffic/congestion on the Causeway deters me from actually doing so. |
| | We shouldn't be charged to use roads that we already pay taxes for just to get to work and school. Do better. There should be high speed rails connecting Sacramento with Davis and the Bay Area by now we live in the 2000s but it feels like we live in the early 1900s with how terrible it is. All the government gives is excuses. Make it happen. | | This takes longer just make a great train that runs every 10-15 mins like Bart. The public transit of buses sucks they too get stuck in traffic and make commutes longer | |
| Please work with Sac RT to expand light rail to Davis | | | | |
| | | | | |
| | | | | Traffic flow is fine. Its only congested now due to construction on causeway. This is temporary. I refuse to pay toll just to make 1 exit from West Sacramento into Davis, just to travel 7 miles! No thank you. If this does happen, what will be our reimbursement for us tax payers? |
| | | | | We've already paid tens of billions in taxes for you to make the roads better. Stop trying to take more money from us. We don't want to pay money every time we drive on the roads we already paid for. Stop making this state worse. |
| Just really bad planning on whomever is in or has been in charge of this. I80 from Sac through Davis needs to be at least 5 lanes in each direction to accomodate the ever growing population of the area. | The idea of toll lanes are absilute bullshit. I am insulted that you think you need even MORE money from that will do absolutely nothing but increase the wealth divide - those that can afford get to have less stress. Really fair. How about using the money you ALREADY get from us to improve the existings infrastructure? | Tolled or another car pool lane is ABSOLUTE BULLSHIT. Above questions are irrelevant. | I don't believe you. Where's the existing money you already get for this? | See above comments. |
| Transportation trucks seem to be the what holds up a lot of traffic; they drive aggressively but are never pulled over. | We already pay for roads through taxes, what is the additional revenue targeted for? I don't support anything that doesn't put the money back into the community paying for it, and fairly at that. | | | This is just a revenue generating scheme, which I doubt will put all the money back into improving the lives of those affected. Removing a lane from general use will just make things worse in everyone else. Please work on improving how to really improve traffic flow, instead of taking money, and subsequently using it to improve services to the richest parts of surrounding communities. |
| | | | | Need a bart like system from Sacramento to Davis |
| Lane merges and lane transfers before the causeway in each direction causes the congestion. | During high traffic times, there are rarely 3+ people in the car. 2+ is more feasible. Mostly people going to work to and from Sacramento | Tolled/carpool lanes should be 2+ and shouldn't be tolled on weekdays for the daily commuter without some type of discount or "local" rate. Weekend tolled/carpool lanes should be 3+ or with a toll. | Making public transportation and Capitol Corridor (passenger train) more accessible | |
| | | | | |
| Adding lanes is going to generate more traffic, not less. We need safer & more convenient bike infrastructure and public transit to get people out of single-occupancy vehicles, and get freight back on the railroads. | Allowing drivers to "buy their way" onto a dedicated lane is not something I support as a taxpayer who has unwillingly funded our current vehicle-dependent transportation infrastructure. Allowing the relatively wealthy to pay a nominal fee to bypass traffic is infuriating. | Carpool lanes should reduce traffic. Tolls should be high enough to pay for the road, including maintenance -- and only the outrageously wealthy could afford this. | | |
| Yes toll lane left side or bus lane only right side. No to freeway expansion. Yes to existing lane conversions. | | | | Really good ideas here, but do not expand the freeway. We know this does not work. Learn from your mistakes. SacRT or rapid bus transit to Davis lane is likely our best long term option during commute times and a revenue generating lane 7 days a week far left side existing fast lane only. |
| The lane constrictions on either side and the lack of driver knowledge about how to properly merge into traffic. Going from 5+ lanes on either side down to 3 lanes is a major flaw from years ago. It's the same issue on WB I80 into Solano where it merges from 5+ lanes down to 3. Installing an exit only lane from WI80 to Richards/Chiles could help alleviate a small amount of the backlog. | I don't support a toll road since there are not that many alternative options. Adding an extra lane to minimize the constrictions on either side of the causeway should help alleviate some of the congestion. I can't see that the extra cost of adding Toll cameras, scanners and signage will payoff in terms of the number of people willing to pay to use the Toll lane. Having a dedicated Carpool lane for 2+ would be preferred. | I have an EV and would hope that the carpool/toll lane should be available to EV's as well. I'm not a frequent user and would be unlikely to pay a toll. | Shouldn't the revenue generated be used for maintenance of the system and the roadway. I'm not a fan of toll roads, we all pay for the road maintenance and construction, just like bridges. | I have concerns about how the project and subsequent results will affect the 113-15-80 transitions. This corridor is already impacted from drivers avoiding the I80-causeway. |
| | | | | It's ridiculous to pay a toll if I have to drive a few mile from Natomas to West Sacramento. I would have to fund an alternate route to avoid it as I live right off the I-80. |
| A toll lane (like HOV lanes) does nothing to alleviate traffic congestion, it simply provides a slightly faster route for those fortunate enough to be able to afford the toll. | | | | |
| | | | | Please avoid toll lanes. Improve public transportation instead. |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|--|--|---|---|--|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| No more tolls! NO MORE TOLLS. We already pay too much for roads and the latest gas tax. Enough is enough! | No more tolls! NO MORE TOLLS. We already pay too much for roads and the latest gas tax. Enough is enough! how about you trim your management to put our money to work on fixing all roads as we expected with the tax hikes! | No more tolls! | As i have said, no more tolls. Cut your management, stop inflating your budgets to get the same or higher budgets based on waste! A lot of wasted money in state government and it needs to stop! | No more taxing/tolls. Trim the fat in tour department! Trim your top heavy management! Operate as a private company would! Tolls/Taxes only hurt the middle class and poor! tax the rich, including your top management, they can afford it |
| More of an issue with slick asphalt instead of grooved asphalt that causes accidents that causes traffic | Why should I pay for something that is already paid with my tax dollars and also have to already pay to go south from Solano county towards San Francisco | | | |
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| | Strong support would depend on the amount of the toll and how it is collected, a booth would slow traffic, electronic might create issues too. | | | |
| the traffic in South Davis gets dangerous when I80 is backed up | | | | |
| Building more lanes does not fix traffic problems. It simply adds more traffic. Widely available public transportation helps cut down on traffic. | | | | |
| | This is ridiculous, build a parrallel bridge and make it so that is there is a major blockage on on that you could convert traffic to the other Check out Seattle carpool lanes that change directions depending on times of day | A toll for this is ridiculous there is NO OTHER FEASIBLE way to get to Sacramento from Davis/Bay Area | The money gained should be used to road repairs and to keep the corridor open and free of road defects | |
| Of the build alternatives the one I think is best is: Build Alternative 2a: Add a high-occupancy vehicle lane in each direction for use by vehicles with two or more riders (HOV 2+). | Of the build alternatives the one I think is best is: Build Alternative 2a: Add a high-occupancy vehicle lane in each direction for use by vehicles with two or more riders (HOV 2+). Any other option seems to help people who can afford to pay. | | | |
| | | | | |
| Creating a toll would not help. Why punish those that commute to work with extra costs???? Public transportation should be the focus. Why not implement a corridor train with regular service hours. Add busses to this and I think that should reduce the traffic considerably. | Again why not trains and buses. I think this is a short term solution that would only add to the traffic in the long run. | No tolls. Trains and busses. This would help remove more cars off the roads. Strongly against this idea. TRAINS and more options for PUBLIC TRANSPORTATION. You could get your money from an increase in use of those services. Instead of being greedy and looking at whatever is going to cost less with minimal effort, why not start building infrastructure that will impact the region positively for a long while. | Not sure if tolls would be used for these services. I do not trust that you will even bother to implement these changes. I maybe wrong, but perhaps doing something for the public first will garner the trust you are looking for. As it stands, this toll money seems to be another way for you to take from us. The funds will probably be misused as usual. Why not increase your efforts in providing public transportation first, then if we need to introduce measures to cut costs we introduce those later | Please consider increasing your efforts in providing more affordable transit options before jumping to wanting to add a toll. It seems to be something only considered because it cost less to implement. With little to no effort. The lazy way out. |
| | I don't see the positive effect of charging tolls for all causeway lanes would be. | | | |
| The whole premise of solving congestion by building more roads/ encouraging more car journeys is deeply flawed. Boost public transport to reduce car journeys instead. | Making the causeway bridge a toll road isn't a credible suggestion without a clear plan of how funds would be invested in public transport. | | A more regular express shuttle between Davis, downtown Sac and the airport would be great. | Produce a plan of where money raised from a toll road will be ring fenced and invested in public transport rather than going into general expenditure. |
| | This current construction project has slowed down commutes and made driving the causeway stressful and doesn't even give more lanes. Extending this misery and then charging people to use it after years of stress, lost time, wast3ed gas and excessive emissions is beyond the pale. Shame on you. | I have to commute to Davis. I took a pay cut to work there. EVs are more expensive. If this charge goes into effect, I will quit. The skyrocketing health insurance rates already gave me another pay cut. | | This feels so shady to drop a toll road on top of more years of horrible traffic and dangerous driving conditions. |
| | Tolls only benefit those with extra money on hand. Making people who ALREADY pay taxes for our roads and bridges seems like a waste of time, money, and effort on everyone's part. | | | While fixing the current infrastructure is necessary, charging people who Need to drive on I-80 for work disadvantages those who are already struggling and adds unnecessary stress to those who use the roads, not to mention how much traffic will be impacted if tolls go in effect. Carpool and public transportation will be the more efficient and effective way to mitigate any issues on I-80. |
| Also, all the construction doesn't help it just infuriates people more so the faster you can fix it the better. | | | | Nit just I-80 but all the freeways in and around the Sacramento area need updates and additional lanes. Instead of going from two to three lanes how about you go from two to four lanes and plan for the future. You are basically just slapping a bandage on the problem of more commuters. Expand and plan for the future and then your city and the surrounding areas will grow. |
| need to encourage use of public transportation and bicycling by making these options easier and safer | don't add complexity or cost to who can use lanes and when. This will make traffic worse and people will do weird things to avoid tolls | If you must restrict who can use lanes to those who can afford it, adding free access exceptions basically undoes that. Just make the lanes available for everyone or make restrictions on lanes for public transportation and bikes, which will actually relieve traffic and are better for the environment | | Also consider bike safety leading to and from the These improvements. If you build a nice bike lane but there are not safe bike routes to and from it, then people will still consider the whole route sketchy. |
| Increased car emissions (i.e., decreased local air quality) in stop-and-go freeway areas. | We need an additional east- and west-bound lane. The percentage of carpool drivers is low and will not change, whatever the additional lane rule/configuration is, therefore, allow single-occupancy vehicles to use the additional lane for a fee, to help through traffic to stay out of local community side streets. | | The entire area of Sacramento is too sprawled out to be able to provide efficient public transportation to commuters. People are commuting between multiple areas in the Bay Area to Yolo to El Dorado Hills, Elk Grove, and all the other suburbs of Sacramento. | You are not going to change people's behavior or needs enough by any attempts to provide additional public transportation options - there are too many people needing to pass through this traffic corridor. We need additional car lanes. |
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| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
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| The lack of a dedicated public transit solution and safe cycling spaces supporting the greater Sacramento area feeding into the Capitol Corridor along with a need for additional stops poses one of the greatest impacts of traffic to the causeway. The simple truth is that automotive traffic is the most convenient and so people utilize automotive traffic. The reliance on buses which are trapped in the same traffic is not a viable solution without dedicated lanes and additional rail infrastructure in major population areas. The number of vacant businesses could well serve as a means to create locations and further serve the surrounding businesses. | | | | |
| Not nearly enough public transit. Need more bus transit and frequency along Capitol Corridor | | | Any investment in public transit is positive. NO rebates for electric cars, while I support electric cars over gas cars, they still shouldn't receive any discounts, this will do nothing to improve public transit. | |
| | | I know this is probably not in the plans, but carpool lanes feel like a short term solution, please consider building a light rail! | | Please do not add toll lanes. So many students and commuters already are paying higher prices to park and drive. Invest in better public transportation! |
| Building a public transport rapid train that went directly over the causeway would be a HUGE step in reducing vehicle traffic during commuting hours. Its a bit silly to be prioritizing a toll system on an already existing road over creating newer and better options for commuters that are also better for the environment.... | Tolls will not help anyone!! the same amount of traffic will be there, we need better public transportation options to improve livelihoods and the environmental impact that vehicles cause. build some sort of rapid direct train it would be way more efficient | tolls don't fix structural improvements that need to happen. you are just making commuting more expensive and hurting low income/ people that aren't able to afford ev | get a direct causeway train!! | traffic is only getting worse and the "improvements" are so far out that it doesn't feel logical to be doing at the moment |
| | This would really slow traffic down. There is no other way to get to Sacramento. We are not choosing this route. It's the only route. | Weekend traffic is just as heavy on the weekends. | | Carpool lanes are hard to enforce. Most of the cars in a carpool lane have 1 person so what is the point. Make that lane a toll lane. You use it, you pay for it. |
| The cost of traversing this stretch of road without a toll is already high. | Tolling is extremely regressive when related to the demographics of road users who will be utilizing this road, and as such no lanes should be tolled or limited in access in order to provide the most throughput for this corridor. | No tolled/carpool lanes should be built - only general purpose lanes. Tolling is extremely regressive when related to the demographics of road users who will be utilizing this road, and as such no lanes should be tolled or limited in access in order to provide the most throughput for this corridor. | Bilking motorists to fund improvements that aren't directly related to operating cars on roads is backwards, punitive, and wrong headed. Tolling is extremely regressive when related to the demographics of road users who will be utilizing this road, and as such no lanes should be tolled or limited in access in order to provide the most throughput for this corridor. | Tolling is extremely regressive when related to the demographics of road users who will be utilizing this road, and as such no lanes should be tolled or limited in access in order to provide the most throughput for this corridor. |
| | As a college student going from Sac to Davis, I don't know what I would do if there was a toll to use the causeway. It's not affordable nor fair. Traffic was manageable before the roads got all messed around. | | I am frequently on campus till very late hours because I need my studio space for my projects, so rideshares and busses can be and feel unsafe plus there is a limited time frame I would have to leave campus. | |
| | We need more public transit options! If the Amtrak ran more frequently from Auburn to Davis as part of the Capitol Corridor, that would be hugely beneficial. Or if there were other public transportation options that were convenient and comparable in cost to driving, it would really help alleviate the traffic load. Adding a toll doesn't incentivize any behavior change unless there are viable alternatives to change to. | | | |
| | What alternate route would there be that wouldn't cause traffic back ups in other residential or country roads? | | | I would agree to a toll package that includes Fast Trak access. I strongly oppose the 3+ occupancy for carpool in the yolo/sacramento area. |
| | | | | |
| | Charging a toll seems unfair and unreasonable. If we were to have carpool, 2 cars maximizes the take rate based on the ease of coordinating two households arriving and leaving at the same time in similar areas. Expanding to a 3rd makes it over 3x more complicated. 2 houses need to coordinate two sets of schedules. 3 houses need to coordinate 2 sets of schedules with each set of 2 houses, or 6 sets of schedules as everything needs to work for each house concurrently which drives down practicality. | Toll lanes are inherently regressive taxation. Clean air vehicles are also a regressive tax. Poorer households cannot afford the more expensive clean air vehicles or the tolls. Meanwhile, the public (the majority by number falling in the group that cannot afford it) paid for a majority of the widening as it is unlikely you will be able to cover the majority of the cost with the toll. Please consider a modern and fair approach that includes ALL people to the greatest equitable level, including those less fortunate than yourself. | | |
| | Highway patrol don't enforce carpool lanes anywhere in Sacramento so I don't really know how to answer this. | | | |
| This is the only direct thoroughfare between the greater bay area and the capitol, and the mountains beyond. It is essential to provide at least one more lane in each direction to accommodate transportation needs. Increased public transportation and toll lanes are unnecessary. | There is not a reasonable alternative way to travel to and from Sacramento and the mountains beyond from the greater bay area. Are we seriously considering CHARGING A FEE or REDUCING OPPORTUNITY for drivers? We just need more lanes. No tolls, carpools, express, public transport lanes, etc. Clearly tolls are not needed to fund this project, as it is not listed in all of the above hypotheticals. I object to any proposal that gives priority or unequal opportunity to any driver--type of car owned, number of riders, income, etc. Public transportation is an unrealistic solution. | I object to any proposal that gives priority or unequal opportunity to any driver--type of car owned, income, etc. The weekends also have terrible traffic, so 7 days a week is necessary, in whatever form this plan materializes. | Public transportation is an unrealistic solution to the traffic problem. The number of vehicles that travel I-80 for commerce purposes and longer distance travel is large. Further, neither Davis nor Sacramento have efficient and plentiful in-city transportation options that make it feasible to reasonably get to where one needs to go. | |
| | | | | I have to commute from Natomas to Davis for work. I would love to take public transportation but there is no convenient option. The bus takes 2-3x longer than driving, the Amtrak has only 1 reasonable option for a commuter to get to work by 8am and it is expensive and completely out of the way to drive to. We need a light rail between Davis and Sacramento more than we need any additional car lanes. |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
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| | I moved to CA in 1997 and out roads have been under some form of construction for many years now. This road in particular has been under construction way too long now and the lack of accessibility to its current lanes is a huge issue you all are overlooking. Get the lanes going and then do your study to see how backed up things are. We are already over taxed and under paid. If you continue forcing people to pay for what they should already be able to do for free we will only see more exodus. Stop the madness. | | Are you serious? You can't take care of the roads we have now and you want to subsidize more BS programs we can't afford? | It's time to start taking care of the roads with the funding you already have! |
| | | Seems as if all the proposals are geared to the Bay Area traffic headed to Tahoe each weekend who simply pass thru a few times per month rather than the local residents who drive it daily. Because of this all the suggestions are a financial hit to the local drivers over the those who not only use the road less often , but also come from a higher base income region over local residents. | Since the pandemic work hours are no longer highly consistent on a daily basis. In addition urban growth has also expanded the number of jobs outside of core downtown Sacramento As a result public transit and van pools that are still based on a traditional work day downtown do not serve the majority of employees who now work outside usual stops and beyond the historical M-F 8-5 schedule. Until public transit and van pools can recognize this by expanding service area and run times I doubt any changes will make a significant difference. | The majority of backlog on 80 at the moment seems to be primarily Fri afternoon and Sunday, around the construction areas and for 1 hour each morning and evening. I can almost always avoid the daily jam thru flexible work hours. |
| | | | | I really think you should put a stop to the whole toll idea, but its seems to me you've already decided to go ahead with things regardless of what I think based on your questions. So your probably just asking my opinion to make yourselves feel better. |
| The problem is the laws are not being enforced. Not enough law enforcement to enforce them. | The whole toll lane is Crazy and one again miss use of money. People don't follow rules. | 100 percent against toll lane. No one can say what the cost is for residents, still a lot of things unclear. | | |
| Too many reckless drivers and minimal to no law enforcement | Tolled lanes create more barriers who are unable to afford the additional cost to go to work and results in more inequity. | | | |
| | I absolutely oppose any tolls | | | |
| Accidents and merging. Adding a lane each way is necessary but changing to use it is wrong!!! | | EVs and low income already get plenty of discounts. It's us guys in the middle who get hurt no matter what you do. | Door step service? Haven't you heard of Uber? If you really want a bike or scooter that badly, you could sell your car...EVs already get discounts and I don't know what it has improved. There are already programs for vanpools, shuttles and buses. | Traffic has subsided since COVID with all the work from home. If you were to stop construction, I'm pretty sure everything would just get better as I believe that is the current cause of most traffic slowdowns/accidents right now. |
| | We pay highest gas taxes and registration fees what do we need tolls for?? | No toll lanes period!! | | Add lanes only NO TOLLS |
| | Simply add lanes, imposing fees or occupancy requirements will not change the volume of vehicles or traffic. Case in point, every other freeway with a carpool/toll lane still has traffic issues!!! | No tolls. Period. | | Add lanes for all commuters to access with no tolls or occupancy requirements. |
| | DO NOT WANT A TOLL | DO NOT WANT A TOLL | DO NOT WANT A TOLL | DO NOT WANT A TOLL |
| | | | | |
| | | Everyone is going to suffer the effects of the trickle down costs so why bother spending more money instituting/tracking discounts. | Why isn't keeping the roads repaired an option in the list? | I'm not really seeing a problem with traffic on the Yolo since COVID. I think you should save the tax payers money and put a halt to this idea. |
| | | | | Even though some would find it a horrible option, CalTrans must consider adding another bridge over the Yolo Bypass. merely having I-5 and I-80 is not adequate even if one were to saturate the existing lanes with busses. Plus, consider the negative impact that work on I-80 is having on the commute. To properly fix the existing Yolo Bypass, traffic should be shunted to another bridge/causeway. |
| | You're just trying to get more money because people are buying Teslas instead of gas. Maybe you should charge the EV guys based on mileage driven - I'm sure their internal computers are gathering the data and feeding the info to someone. | Everyone is going to pay if the lanes are built regardless - it's called trickle down.....higher costs to truckers roll down to the consumer one way or another. Don't build it in the first place if you feel the need to create schemes for discounts. The guy in the middle is going to hurt the most. | If you must have a toll fee, at least use it for road repair/maintenance of the particular road travelled. | I work from home - that's the true cut in traffic. But I would consider moving out of state upon retirement to keep fun travel costs down if California goes the toll route. When I see where you would like to spend the toll money, it really just seems like a bait and switch for items you couldn't get money for in the first place. Sell people on better & safer when what you really want to spend money for is for pie in the sky items. |
| A toll lane will not solve the problem and will only make traffic and driving conditions worse. | The addition of a fourth lane on the Causeway that encourages carpooling during peak periods and NOT on weekends is the best choice. | Do not install a toll lane. Please add a fourth lane that is carpool-only during peak periods and is open on weekends. | | Do NOT install a toll booth or a toll lane on the Causeway or I-80. |
| | An exit-only lane for people trying to get off at Richards (heading east from UC Davis campus) | | | |
| Working class commuters need safe and efficient public transportation. | Tolls are regressive taxes. I do not support them. I would prefer a light rail line to a Public-Transit only lane, but will take what I can get. | I support clean air vehicles, but only the rich can afford them right now. A toll in this style is a regressive tax on low income commuters. | What we really need is a good rail alternative. Maybe BART could extend down the length of I-80? | |
| | | | | |
| I live in West Sac and commute to UC Davis. There should be other transit options for me than a bike or car. Route 42 doesn't get close enough to where I live (Southport), takes too long, and doesn't operate frequent enough to be a real option. | | | | I'd really like to see more robust PT options; right now, a car is a necessary purchase for all households in Yolo. I'd like to see that become a convenience. Part of this is having reliable public transit - research has shown that most people will only wait 15 minutes for a bus/train, before it becomes too inconvenient - most routes should therefore operate 4x an hour. |
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| If you charge people to use the roads, spend the money to fix the roads!!!! The roads are crap!! stop the special interest B.S. | Always looking for another way to Steal a buck. your Tolls impact California economy and raises the cost of living of the people who live in this state. The consumer will pay the price for every commercial vehicle on the road by moving the fees to higher prices at the stores. | Nobody should be charged to drive to work. moving out of this state is looking better everyday. | This just looks like you want to waste more money. | Money grab!!!! |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
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| Build light rail transportation between Sac and Davis!! There is too much vehicle congestion and carpooling is not the best option. Build public transportation infrastructure between Davis and Sac, preferably rail!! | | | | Build light rail! |
| Second causeway going from E Covell / 30B to Reed Avenue. Your songs would be sung until the end of time. | Fill it with glorious buses. | - Anything that rewards people for being able to piss away money on a new car is distasteful. - Frequent entries and exits are annoying. W Capitol to Mace or GTFO. - We live in a Nightmare Zone where income is relative. - Tolled lanes are dumb on any day, but I guess you're a fan so whatever. | | Second causeway going from E Covell / 30B to Reed Avenue. Your songs would be sung until the end of time. |
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| | | | | In addition to yolo issues, the 50/80 split and merge are nightmares. That's a different topic of conversation. |
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| | I'm a strong opponent of toll lanes in most cases. Particularly when CA has some of the highest taxes (not just including gas) and utilizes these taxes on a variety of projects with little or no proven benefits (housing projects for the homeless, education costs that foster a low academic performance, as well as misguided transportation projects like the high speed rail). I believe there is plenty of money to provide important transportation projects if the CA leaders (and Caltrans) prioritized better. | | If tolls are necessary only use them to build the project that they were developed for. | |
| I would personally cut through neighborhoods to avoid toll fees - it's what I do when I vacation back east. It's even easier now with GPS mapping. Much of the stand still traffic is due to people who don't drive safely and create accidents. | I'm opposed to any fees because they never seem to go to repairing roads which is what I think they should be used for. I thought the gas tax was for road maintenance, but it seems to get directed to other non-related stuff. | Tolled lanes should have frequent entry and exit. Express carpool lanes should not have frequent entry & exit. | The above will do little or nothing to help you meet your major goals safer roads and reduce traffic on local streets. | If you make the pullover lanes as narrow as the hwy 50 * I5 ones have become, disabled vehicles will be an even bigger hazard. Creating years of construction for just to get money will also increase the traffic accidents in the area for all those years. Look at all the accidents that have been created on hwy 50 & i5. I'm not saying road repair isn't needed, but I don't see the reason for the toll roads. |
| | | | | |
| | Please just add the new lanes in each direction. HOV lanes do not work in reducing congestion, nor do toll lanes. Both are failed ideas that end up creating more congestion on the other lanes. | Please do not build toll lanes. We need full use lanes. | No toll lanes please. CA residents already pay enough in taxes. Please look at other ideas to generate funding for other programs. | Please build full use lanes |
| | What happens to the very high gasoline taxes we pay. We should not add toll lanes or roads. | | Spend gas tax money on roads and nothing else. No toll roads. | |
| | We already pay taxes and now you're trying to charge us even more for a public good. Just add a freaking lane for everyone and stop trying to tax us even more for the benefit of the elite who can afford to pay. I'm so tired of this state tailoring it's solutions towards benefiting the rich, cut it out! | No toll, stop taxing people and just add a lane for everyone like you should have done 10 years ago. | | An additional lane has been needed for years, stop trying to go above and beyond by adding bicycle lanes, electric/carpool only, toll, etc. Just add a freaking lane and leave it at that. Stop trying to tax us and charge us more just for living out here, it's not like the state pays its workers enough to use a toll lane. What a joke. |
| | We do not need anymore taxes. Vote against any position who allows tolls! | | | No more taxes. Construct an additional lane on the causeway. |
| | Or just don't | Or don't | Or just don't | |
| Please don't build any more lanes between Sacramento and Davis. Induced demand is a well-known phenomenon, and widening the causeway will do absolutely nothing to improve traffic flow, as you well know. | I don't really care what you do as long as you don't build any new lanes. | I don't care what you do as long as you don't build any new lanes. | Bus rapid transit is acceptable as long as it runs on an existing lane. Improved rail is really the best approach here. Other than that, I don't really care what you do as long as you don't build any new lanes. | Caltrans is already got in enough trouble pretending to do things while actually just widening the freeway by adding lanes. Please just don't add any more lanes. We know it doesn't work to relieve congestion. |
| | | | | I think the new lane should just be a straight carpool lane. The traffic before wasn't terrible except on Friday afternoons or when there was an accident. I wish there were some creative thinking about mitigating those problems because an extra lane won't make traffic better in the event of an accident. Also, is there research that supports adding a lane as a long term solution to traffic? Perhaps the funding and brainpower could have been devoted to improving public transit options for folks commuting over the causeway every day. If a better bus route or light rail existed into Davis from West Sacramento, I would definitely take advantage of it. |
| Adding all these lanes has never been the solution we NEEDED consistent and frequent public transit to take people off the road | The toll areas in the Bay area are a nightmare of traffic and should not be built here | | Instead of promising imaginary money that will take there's to actually have impact the money for this project should just be used on the above programs | It's so backwards to do more construction (that will increase traffic jams) to add a toll area (that will increase traffic jams) to eventually maybe have an effect on alternative forms of transit. Invest Thai money in the alternative forms of transit instead |
| I oppose adding another vehicle lane. Induced demand will increase driving on the corridor, increasing VMTs, and ultimately cause the road to become congested again. I would support this project if it was adding other modes of transportation like BRT or bike. Adding lanes doesn't offer long-term relief from congestion and increases global warming, so in its current form this harms the public good. | I support converting an existing lane to a transit or high occupancy lane. I do not support construction of new lanes or impervious surfaces. | Tolls should be present all the time. Clean air vehicles will be mandated soon so they shouldn't be exempt from tolls. Even clean air vehicles need to be part of the VMT reductions to meet climate goals. | Do not support EVs as much as other options. EVs still contribute to traffic and are unaffordable for many compared to the other options. | |

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| | The biggest problem is an artificial bottleneck created where 6 lanes collapse down to 3 at Richards Blvd. It would be better if there weren't 6 lanes to begin with, such as limiting the 113 on ramp to one new lane. Or extending the merge zone to Richards Blvd. would ease problems by allowing local traffic to exit. | In my opinion divided lanes that switch direction (eastbound am, westbound pm) would be a better use that one lane in each direction. | | |
| | | | | |
| Stop making new lanes. It will NEVER fix the problem. Just make a convenient and efficient public transportation system. Instead of the funds that were going to be used on the new lanes, use them to improve our public transportation system. This could be a new light rail or improve on the already Capitol Corridor trains. Incentivizing people to take the trains means fewer cars on the street. Therefore, less traffic. | Would need to enforce strict fines/penalties if any non-public transit vehicles are in the said lane. | Do not build more lanes. | | |
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| | | | | It is not right to collect high taxes for vehicles, gas, sales and property and then use that money for lane expansion that then requires an additional toll. New lanes should be open to all taxpayers at all times |
| | This is just to rip people off. Traffic is bad everywhere with no plans to truly improve with more lanes not less | | | |
| | It's ridiculous. You're making it hard for those with financial hardships to be able to visit the Bay Area. Sure we have that option of providing discounted or free toll use for low income but someone might be living paycheck to paycheck and not fall under the low income line, is that really fair or accessible to everyone? | | | |
| | | | | |
| | | | | |
| | California has the highest gas tax and gas price by far of any state so its obvious there should be plenty of funds for a additional "free to the public" lane. | If certain low income people are given discounts, then you need to give free or discounted access to all people of color, the LGBTQIA+, veterans, the homeless, college students, pregnant woman, government employees, school teachers, the wealthy with their EV's, migrants, and the elderly. | Tolls, if enacted, should be limited to construction of the freeway lane. | |
| It is mostly east boud traffic because of the bottleneck at the causeway. You need more lanes People are going to drive by themselves regardless if there is a fee. There needs to be a more effective approach to encourage carpooling. There needs to be more public transportation to reduce the number of drivers. | Changing a lane to carpool would compound the traffic in the non carpool lanes. There arent enough lanes I would support a public transit lane if there are more public transit options. | It seems like you want to solve this through social changes. The freeway needs more lanes to reduce congestion. Tolling is not going to reduce congestion | It is highly unlikely people will give up the flexibility of their cars. Vanpools are only good because you dont have to drive. Scooters and bikes wouldnt work because that is a local transportation solution. Youre not suggesting anything that reduces traffic | You arent suggesting things that reduce traffic. Social pressure, alternate forms of transportation, local changes arent going to reduce traffic and would likely increase it for most people. |
| | WHAT ARE OUR GAS TAXES FOR?! | | | |
| Taxing people to use what was a open road supposedly paid for by existing gas and registration taxes is unfair and adds a burden to those less privileged and since they cannot afford another tax they will be forced to sit in the congested lanes while the wealthy and privileged get to speed by. | Taxing for road use will only benefit the wealthy that can afford it creating a deeper divide between the haves and have nots. When will the continuing mounting of taxes end? | What is considered low income in California? I make good money and still can barely afford the gas tax, vehicle registrations, bridge tolls and now you want to tax me to use hwy 80??? | Why do you need to raise money? If the current roads, bridges and gas taxes are not enough already it must be that the state is mismanaging the funding they already have. | Why is caltrans and the state always focused on raising more money? |
| Need more affordable public transportation between Sacramento and Yolo counties on I-80 | Why would we waste more money on car infrastructure when we desperately need better public transportation options? Do not add carpool and toll lanes, as they will just add to the congestion. Use the space and money to add another light rail lane. | I do not support carpool lanes. Low income people need more public transportation, not discounts on driving. Many low income people have limited access to cars, so what good does a discount do for them? In addition, the discounts are probably hard to access, so people with limited resources will not be able to use them anyway. | Similar to the last question, what good are the rebates when people have to jump through a bunch of hoops to use them? This will disproportionately help wealthy residents instead of helping the underserved who really need public transportation. Why not get revenue from the public transit and another light rail line, instead of wasting all this money on car infrastructure? How can we guarantee that all of the profits from the toll will go to support these noble causes? Or will lawmakers only allocate a small portion to be donated to these causes, so they can be misleading and win brownie points with voters? | Please DO NOT waste money adding a toll and adding more useless car infrastructure. Please invest in desperately needed public transportation. Please do the right thing. |
| | I pay substantial federal state and property taxes and we should not pay one penny more | | | |
| | | | | |
| | | | | Just expand I-80 5 lanes on both sides you know the communities need it. The causeway is awful the worst section of road in CA |
| | | | | I strongly oppose adding a toll lane to I-80. It's just another money grab that isn't really based on the needs of the community. |
| There's been a lot of construction work on I-80 and I 50 corridors. It's a major cause right now to our traffic woes! | We don't need more fees added onto us for already high gas tax fees for using our road ways! Those taxes that are collected everyday at gas stations, are suppose to pay for Highway and Freeways up keep. Keep the tolls in the Bay Area. | Although I'm totally opposed to planning for a Toll lane, I still answered your questions! | If this toll proposal does go through, than it should still have a free carpool lane for 2+ occupants. | I feel that a lot of the traffic issues we are having right now are directly related to all the construction work being done. From what I heard this work will go into 2025. We still need the HOV lanes if 2 or more people are in a car. That encourages more than 1 person driving a car. |
| | | | | We pay enough. Use our existing taxes to improve roads but don't add more fees. |
| | | | | |
| | | | We need more frequent and reliable railway public transit. | Invest in railway public transit. Reliable and frequent. |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|--|--|---|---|---|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| We need more lanes on the freeway. NOT another way to take our money. Increase public transit on the corridor if traffic is going to be reduced. Toll roads do nothing to mitigate traffic. | It's not fair for the daily commuters who already pay tolls in the bay area. Give us a break. | No tolls! Unnecessary Costs for daily commuters! | Does not benefit the daily commuters as myself. | Adding just an extra lane (Not carpool/toll lane) will be helpful for all the daily commuters as myself. No need to charge us for driving to and from work. Some of us already pay the bay area tolls daily and it's hard enough to afford them just so we can get to and from work. |
| | Increase public transit on causeway. Install a light rail to significantly reduce traffic. | Increase public transit on the light rail to ACTUALLY reduce traffic. More trains on the corridor will actually be much more beneficial to reducing traffic. Toll lanes benefit no one but the wealthy. | If light rail tracks won't be installed, add commuter bus lanes and have them run frequently between Sacramento, Davis, and Woodland. Frequently, reliably, and efficiently to reduce traffic. | Expand the light rail to run on the causeway to reduce traffic. Add more trains on the Capitol Corridor frequently to help reduce traffic. |
| | No toll roads. ZERO TOLL ROADS. You want to effect traffic in a realistic way? Enforce slow traffic keep right laws. Traffic is caused by not letting others pass and dealing with ripple effects. | No toll roads. | ENFORCE SLOW TRAFFIC KEEP RIGHT LAWS. PUT UP MORE SIGNAGE, AND ENFORCE THE LAW. | People "camp" in the fast lane trying to control traffic speed at a slow rate. This caused backups for miles Enforcement should focus on keep right laws. |
| A toll road is a terrible idea. As a 40 year resident of Sacramento I'm strongly opposed. | | | | |
| | There are too many taxes, that we as taxpayers already pay for! | | | We do not need tolls because there are too many taxes already. |
| | | | | Really just need more lanes and to discourage drivers from changing lanes too much. There are very few exits/entrances on the causeway, if cars just went straight traffic wouldn't be as bad as it is. I wonder how much of the traffic consists of people commuting to/from Davis. My sense that it is a small fraction. I think it consists more of people commuting past Davis going to/from the bay area |
| | | | | |
| | How is reducing the number of usable lanes going to help reduce traffic? This will make it a lot worse. | | | |
| | Tolls benefit mainly the wealthy and don't necessarily address traffic directly. Carpool and public transit lanes do, and even benefit lower income people rather than punish them for not being able to afford the toll | Tolls punish the poor and benefit mainly the wealthy. Any limit on that is preferred | | Please strongly consider rejecting a toll road, instead focus on congestion relief efforts that don't benefit mainly the wealthy, like carpool lanes or public transit lanes instead |
| Dead-end planning that prioritizes freeways over transit and local streets | We don't need this project | Please cancel this project | This is good but it's still greenwashing and does not fix the problem | |
| We need LIGHT RAIL along the 80 corridor, or at least make the Capitol Corridor cheaper and better | | | | |
| | | | | |
| I'm not in favor of this. Work on repairing the roads that are broken up all over Sacramento, West Sacramento, & Davis. | Not for this at all. Work on repairing existing roads and freeways that have pot holes, cracks, rough roads. Can't even drive any where without getting a flat tire. | Not for this at all. Work on repairing existing roads and freeways that have pot holes, cracks, rough roads. Can't even drive any where without getting a flat tire. | Not for this at all. Work on repairing existing roads and freeways that have pot holes, cracks, rough roads. Can't even drive any where without getting a flat tire. | Not for this at all. Work on repairing existing roads and freeways that have pot holes, cracks, rough roads, grooves in the road that make you swerve one way. Can't even drive any where without getting a flat tire. |
| | | | | Not seeing how making road travel more expensive helps anyone. |
| People should not be riding bicycles on the highway. | Making people pay for road travel DOES NOT mean better for anyone. Many current carpool lanes in California are pretty empty and you just make more congestion in the remaining lanes. | If you are going to build and charge (which I hope doesn't happen), everyone should be forced to pay. | Revenue should be used for road repair. People wanting doorstep pick-up can use Uber. Bikes and scooters don't belong on highways. "Car free" travel from Sacto to SF? - You can promote walking all you want and people are not going to go the distance and planes aren't that attractive either. Most people rather work from home than vanpool, shuttle or bus - and we shouldn't have to pay them more to sit at home. | Leaving the state looks more and more attractive the more expensive California gets. |
| | | | | Please do not use fastrak!!! They are not a government entity and they price gouging and have unfair practices |
| | | | | |
| | No tolls!!! | | | Highly opposed to bringing tolls to the Sacramento region. Carpool lanes also feel useless, maybe more research should be done on how this concept has aged out. |
| | | Why you would not toll on the weekends is ludicrous That's the busiest and when a toll lane would make the most sense ton in improve flow, not to mention make more money. | | |
| | | | | |
| | | | | tolls just place burdens on the working class, while enabling the upper classes to avoid what everyone else deals with. Tolls are regressive taxation, and clean vehicles are more expensive. |
| | | | | |
| The biggest problem is that the causeway is not big enough. Widen it to 3 or 4 lanes and it would solve the problem | Adding a toll will only make traffic worse than it already is | | | |
| Fix the road. Don't damage the existing marshes next to it. | Don't dare add a toll lane or lane with carpool 3+. Sacramento is not the Bay Area we don't need to increase capacity for carpool | Don't add a toll lane. | More public transport from sac to emeryville or other places in bay area | Thank you for working to improve conditions of the roads. Please don't make it harder for low income drivers to get to work by adding in a toll lane. Please don't offer incentives to electric vehicles as it's not possible for low income drivers to make the switch as compared to higher income drivers |
| | | | | |
| | | | | |
| | | | | I strongly oppose the privatization of freeways. |
| | | | | The proposal to further privatize California's freeway system is an outrageous gift of public infrastructure to the wealthy. The freeway was built by public funds, allowing drivers to buy there way out of traffic does not resolve traffic congestion or work to long term solution to the states climate goals. |
| | | | | |
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| Causeway Maintenance! Traffic slowed by deteriorating Yolo Causeway. | No Double Taxation! Either fund maintenance & expansion through Gasoline Taxes Or Toll. Collecting both forces drivers to pay, whether they use "Express" lane or not. | No Sugarcoating! Please address the issue head on. Gasoline Tax or Toll Road. Not both. | | Eventually Gasoline Taxes will diminish, and Tolls or Vehicle Mileage Fees will be needed to maintain roadways. Forget the 1/2 measures, that will soon require revisiting. Address long term Highway Maintenance & Expansion Funding Now! |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|---|--|--|---|--|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| The east side of David is usually the issue. | Carpool lanes (and even toll express) are the better option over flat tolls. If I had to go to the south Bay Area, I would just divert to I-5 to 580 instead of using I-80 to 680. | | | Tolls, like the kind on bridge roads, are just a bad idea and would serve to divert drivers to other routes or dissuade those in the Sacramento area from visiting Davis or beyond as often as they would like. If anything, it becomes a psychological barrier as now there is this extra cost to go there, like there is for San Francisco or choosing to go 580 from the Bay Area back to Sacramento instead of staying on 680. |
| | It will make I-5 more busy if all lanes are tolled | | Promoting electronic cars doesn't reduce the amount of traffic/cars on the road. As a non-driver are public transit system sucks between towns/counties | Using mace to get to target or McDonald's/Taco Bell at dinner time is a nightmare. The freeway traffic needs to stay in the freeway and not "shortcut" through town. |
| The causeway is somehow poorly designed such that it causes people to slow down and panic/drive slowly for no reason. It's not the volume, it's the terrible driving. The merge onto the causeway at 50/80 is terrible because of how the lanes are constructed over a short distance. | Carpool lanes privilege those with cars, those with the time/right situation to carpool in the mornings and evenings, and parents, whose children wouldn't be on the road in their own cars anyway. More public transit would be more helpful for commuting students and workers, especially between Sacramento and Davis. | | | |
| | | Do not make any lanes tolls | | |
| | | | | Strongly oppose toll lanes. It will cause even more financial stress to people living in this area. This is NOT addressing the actual issues in this area. |
| | | | | |
| The reality is that a strong percentage of commuters along this route are safe drivers who prefer to drive at a higher rate of speed vs those drivers who drive at the posted speed limit or less. You simply cannot have both groups of driver sharing all lanes of the road. I see it all the time, 5, 10, 15 vehicles stuck behind a commercial vehicle or an ev/hybrid vehicle driving on the passing and middle lane. | It needs to be a fast lane only lane with a small fee during high traffic days. Fee should be reduced for low traffic days. | Don't give anybody discounts. Use these funds to save up for a high speed rail system from Sacramento to San Francisco with several quick stops between. Europe and Japan already has this type of rail system why can't the golden state get one. | | |
| | | | | |
| | | | | |
| | | | | Leave it as is |
| | | Tolls are stupid. Your proposal is to give the rich a way to avoid traffic or poor a way to avoid traffic. As per usual, middle class takes a gut punch. Complete nonsense. Just put in a straight carpool lane. We have the highest taxes and fees in the country no tolls should be needed. Poor management of our tax dollars | Shouldn't have a toll so I don't support any use of toll funds | NO TOLLS!!! |
| | There should not be any tolls. This would exclude those who could not afford it. | No tolls | No tolls | Charging a toll for those who acn afford it and giving it to those who cannot for free would squeeze out the middle class. Let's add new carpool lanes and figure our the cost another way. |
| The traffic going to and back from the Bay Area to the mountains and casinos is the big problem for every Fr.-Sun. Your toll lane won't impact that when the lane could otherwise loosen the congestion if it weren't a toll lane. We rarely go to San Francisco anymore because the bridge tolls help make any kind of jaunt to the city too expensive. Higher bridge tolls have greatly contributed to the demise of business in that city. Beware: tolls will do the same to help distroy business in downtown Sacramento. | | | I don't believe that the revenue from carpool lanes will accomplish any of those goals. Too many broken promises already. 60 years ago, California promised that what came to be called the Bart rail system would run from Sacramento to San Francisco. 10 yr old me is still waiting for that promise to be fulfilled. Every time I drive by and see all the road work in between the two directions of I-80 traffic, I just think of what a waste to create more lanes rather than build that light rail system from city to city between SAC & SF we were promised! | See above! |
| The causeway doesn't have enough lanes for proposed project. The remaining lanes will become further clogged. Counters the intent of the project to reduce traffic flow | Causeway not wide enough for toll or car pool lane | EV vehicles are using roads. No discounts. No way to tell who is low income | | |
| | | | | No to toll roads. Don't be like Texas! |
| So will there still be a carpool lane for 2 occupants? | | | | |
| | | | | |
| The public transit system is woefully inadequate, express bus lanes and improved rail transportation to and from Davis to West Sacramento and Downtown Sacramento should be provided to lessen the numbers of single occupant cars as well as reduce GHG's. A toll lane will help nothing. Really sad to hear that this is an option for cal Trans | It's time that this section of highway be treated as the overcrowded bridges and high volume roads in the Bay Area and Los Angeles are treated - that is with tolls which will affect drivers behavior and create income for ongoing road maintenance needs. | Low income drivers should receive discounts, and should be encouraged to carpool by some mechanism. | Rebates for electric transportation won't necessarily reduce the number of cars on the roads. | I strongly support a toll option for I-80 for all vehicular traffic in addition to concurrent improved public transit options. |
| | No extra fees | No fees please | | Fees for driving to work make me less money for my family. |
| | | | | Widen I-80 to more lanes. Signage of the upcoming highways in advance so unfamiliar drivers change lanes in advance. |
| There are not enough lanes to handle the volume of traffic. | We, Californians, are paying high taxes (including tolls) already. We do not need this additional burden (toll) to our ordinary average and poor earning citizens. | Definitely no tolled/carpool lanes if it will costs the ordinary John and Jane Does of California. We at the Sacramento area are not in Silicon Valley where the Millionaires can easily afford paid toll and express lanes. | These all sounds good but they're costly to the poor and average commuters in the area. | The State gets money from the Federal and the State has surplus money to spend too. The State should widen this Yolo I-80 corridor using federal and state funding instead of always asking for money from the people. We, the taxpayers, are already paying too much taxes, high gas prices, and high standard of living in this Golden State. Enough is enough! |
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| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|--|--|--|---|--|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| | Use taxes not tolls. | NO TOLLS - use our taxes appropriately | | NO COST HIGHWAYS!!! |
| | | | | |
| | | | | |
| | There should be no tolls over the causeway bridge whatsoever. An additional carpool lane would be just fine. We don't need tolls in our region as our transportation tax dollars should be plenty for scope of work and maintenance required on our local freeways. We don't have giant metal bridges over sea water that require more maintenance like the bay. | | | |
| | Expend the highway without charging a toll. | No tolling at all | | Commuting to the bay daily and traffic is horrendous. Expand the highway and don't charge exorbitant tolls. Tolls add up and is unaffordable for daily commuters. |
| | This is prohibitive for people commuting who are already struggling with poverty. | The threshold for low income is often not low enough and does not actually consider the expensive cost of living in California | Why would we support tax payer money contribute to a way to get more tax payer money. Seems counter productive and prohibitive | It is ridiculous to charge people to drive on I80. This just makes it easier for the wealthy while inconveniencing and even punishing lower and middle income people |
| | | | | |
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| | | | | |
| | Should add a new separate lane for carpool of 2+ in each direction. Should not convert existing lanes. Not enough lanes as it is. Turning one into carpool only worsens the issue. No toll, we pay enough in regular taxes and gas taxes to fix the roads. | Should add a new separate lane for carpool of 2+ in each direction. Should not convert existing lanes. Not enough lanes as it is. Turning one into carpool only worsens the issue. No toll, we pay enough in regular taxes and gas taxes to fix the roads. | Should add a new separate lane for carpool of 2+ in each direction. Should not convert existing lanes. Not enough lanes as it is. Turning one into carpool only worsens the issue. No toll, we pay enough in regular taxes and gas taxes to fix the roads. Rebates for electric cars should be available in any area code that supports low income housing. | Should add a new separate lane for carpool of 2+ in each direction. Should not convert existing lanes. Not enough lanes as it is. Turning one into carpool only worsens the issue. No toll, we pay enough in regular taxes and gas taxes to fix the roads. |
| | This will be a major issue for many military members trying to commute to Travis AFB. Maybe consider uniformed personal are allowed in the tolled/carpool lanes. | Please consider military personal in uniform. | | |
| | | | | Stop with the tolls. Just add lanes |
| | | | | |
| | These are absolutely terrible ideas. It has not proven to be successful in the bay area. Things are exponentially higher in coats right now so now you are asking us to pay an additional fee to just get where we need to go. Also traffic will be FURTHER increased in the regular lanes ad majority of people CANNOT afford additional toll fees to get to and from work. Please look at the big picture and what this will ultimately do to people's lively hood and drive time. I do not see any good coming from this. | This is absolutely insane and is going to wreck havoc on people's mental health and pocket book. To go from one exit to the next in 680 cost me \$9.50 on a Thursday afternoon. That is insanity. Who can afford that everyday and that was only less than 1 mile. | | |
| | | I pay taxes every time I put gas in my car and pay registration. I am angry that I have to pay even more when I travel for work in Davis from Sacramento. I am struggling enough to keep a housing, food, insurance. Not everyone makes "Bay Area" money and lives in Sacramento because it's cheaper than the bay. The locals are being squeezed out and it's unaffordable. | | I am vehemently opposed to a toll lane!!!! Add a lane and use the taxes I already pay regularly to fund it. This is not the Bay Area and keep the damn tolls away from Sacramento. |
| The 15-minute slowdown that always happens by Davis/I-80/Yolo Bypass needs to be fixed. | | | | Driving is already expensive given gas prices and the alternatives don't work, no to anything that will increase costs for drivers. |
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| | | | | |
| | Charging people to use roads we are already taxed for is ridiculous. If the gas tax is not generating enough because of electric vehicles, then tax electric vehicles. They use the roads to and should pay for maintenance. | Should not have a toll lane. | Electric vehicles should not get benefits if they don't pay for the maintenance of the roads. People who can afford an electric vehicle can afford to pay the tolls. People buy gas cars because they are cheaper and that's what they can afford. | You are benefiting the rich by subsidizing electric vehicles and allowing for people to pay a fee to bypass traffic while those who don't have money are left to sit in traffic or pay a higher cost because they can't afford luxuries like an electric vehicle. |
| | With teleworking as the catch all solution for so many problems, we should hold off for at least 5 years before taking any actions. | People can leave earlier or later. We are pushing for more buses on current lanes, that will help with the problem not more fees. | | |
| | | | | |
| | Having no toll or carpool lane would heavily reduce traffic. | No toll lanes | | If this does happen DO 1 side of the road at a time to reduce risk of death. The Vacaville Fairfield project is a total mess and has killed workers. It has also caused ALOT of accidents and slow down for drivers. This is due to fact both sides and the middle of 80 were being worked on, bad planning and engineering... it doesn't save time. |
| | | | | |
| | The last thing people want to do is pay more money to travel. We already pay of money at the pumps. | This is a horrible idea. | | This is a horrible idea. Not only will this create more traffic it'll cost tax payers more money to travel. All this dose is give California more money that will rarely help the people. |
| | | | | |
| | | | | |
| The lack of adequate river crossings outside of I-80 and I-5 leads to greater traffic on those corridors. Too few options to not drive. I bought an ebike for my commute, but it doesn't feel safe. Amtrak doesn't run often enough. | Stop this madness. Make the bike path nice. Add more Amtrak. Don't tear up the plants along the median, they were the only nice thing. STOP ADDING LANES. | None of this is going to help the climate. Stop expanding freeways. | Make the bike path safe and more pleasant or people won't use it. Don't promise it in 2045. Do it now. | The bike path is not safe. It's full of bumps, broken glass, broken fence. Needs to take priority over expanding the freeway. Stop ripping out the nice median plants. Increase Amtrak service. No new lanes. |
| | | | | |
| | Most would support expanding the causeway | | | |

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|---|---|--|--|---|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| We need more public transportation options that serve as regional transit. The amount of people that commute from Sacramento the Bay is a big part of congestion. Any way to link Sacramento to BART in a low cost system would be more effective than another lane. | Tolls are taxes on the poor. Electric vehicles being sold with HOV lane stickers is just more benefit for the rich when they buy new cars. Not everyone can afford a new car, or a used hybrid, but they still have to commute and there aren't enough affordable public transportation options to service them. | HOV stickers are mostly available to those upper income earners. Not a fair way to run our roads. | Public transportation should be affordable, and accessible. Too many of the public transportation options are extremely limited in their availability of use. They should not end before bars close. | I-80 is already paid for by the taxpayers. Adding tolls is targeting those who can't afford to pay more when they're already paying the highest gas taxes in the nation. Electric vehicle need to pay their fare share for road repair!!!! |
| | | | | |
| The traffic is okay during non-rush hour times, but if one accident happens everything gets backed up | I don't see any reason to pay a toll on the causeway, we already pay so much in taxes to upkeep highways. Also, so many people commute and there are aren't many options for public transport. A light rail would be amazing, but as it stands now, there aren't many options other then to drive | I don't support a toll for this highway | I don't support tolls on this highway PROMOTE WORK FROM HOME so that we don't have to commute in the first place, especially for State desk job workers. | Toll lanes will not help with traffic whatsoever. You need to WIDEN the entire corridor. |
| | | | | |
| | i commute daily from sacramento to fairfield. adding lanes through davis is the only option for the current traffic load. i oppose putting in a HOV/toll lane because i also travel south on 99 after 3pm daily. traffic always gets slower after 3pm. we don't need a toll /hov lane. what is needed is more lanes for all to use. AB1 & SB1 are already providing funds for roads, now you want us to pay more to use those same roads? | i repeat. same as above. | i don't believe that these added lanes should be tolled/fastrack. | adding lanes is overdue. i further believe that the causeway needs to be widened. the traffic problem is not going to go away while so many of us live in sacramento and work west of sacramento. |
| | I oppose efforts to increase vehicle miles travelled which woul result in greater GHG emissions | I reluctantly favor conferring preferred status on EVs. The worst congestion is often weekend migration and isn't necessarily during normal commute hours . It would be best to restrict lanes based on traffic volume, not time of day. | While I strongly support biking, it will not significantly reduce congestion on I-80 | Congestion is bad but there are highly respected transportation experts who do not believe that adding lanes will alleviate it except, possibly, in the short term. And more cars, even EVs, will cause environmental harm. We need to get people into mass transit. |
| | | | | We don't need additional road construction, we need more frequent capital corridor trains and a dedicated regional light rail network. |
| All of these are major problems. I used to ride my bike from Davis to my job in West Sacramento and now it is too dangerous because of the traffic on road 32A and the backed up traffic on Mace Blvd all because of the traffic on I80. . | I don't believe the answer to traffic congestion is adding more freeway lanes. The answer is better public transit such as light rail extension. | I am not in favor of toll lanes as I think they only really benefit hidden revenue expansion. | | Have I mentioned light rail extension? |
| | | | | |
| | | | | |
| It would help if police have cars exit the freeway when pulling over cars, not on the side of the freeway. The areas to drop your car off for carpool aren't safe, homeless everywhere. | | | | Fix the homeless situation at the car pool parking areas. The area isn't safe. |
| | | | | |
| Increasing the number of lanes will increase the traffic in the long run by inducing demand. Double tracking the train corridor that runs roughly parallel to I-80 is really the only solution to traffic issues on it. | Increasing the number of lanes will increase the traffic in the long run by inducing demand. Double tracking the train corridor that runs roughly parallel to I-80 is really the only solution to traffic issues on it. | Don't build additional lanes and induce more demand. A no-project option appears to be the best option. | There could be other sources of revenue for these programs (although, no, I don't know where) that don't induce greater traffic in the long term. That's why a no-project alternative would be superior. | I'm very concerned that the local Caltrans office that produced the EIR may have followed poor (or even illegal) processes. Increasing the number of lanes will increase the traffic in the long run by inducing demand. Double tracking the train corridor that runs roughly parallel to I-80 is really the only solution to traffic issues on it. I think it is extremely unfortunate that the no-project option is not being actively considered; building highways to relieve auto traffic congestion is not a solution to auto traffic congestion. |
| | | | | |
| Please include ways to prioritize buses to make public transportation more useful. Buses shouldn't get stuck traffic | Unclear what a fast lane is | | | I hope that all options are exhausted to minimize any increases in vehicle miles traveled induced by this project. |
| | | | | |
| | | | | |
| | | | | |
| Major problems with traffic congestion bypassing the freeway EB80 using back roads through Dixon to South Davis using Waze app | | | | |
| | | | | |
| Don't build roads that can only be used by the wealthy commuters. Just look at the roads filled with hard working landscapers, baristas, grocery store workers, etc. who don't have a choice on how to drive to their destination. Just ADD another lane in both directions AND NO TOLLS! | Living in California is already expensive. Do not make it more expensive to hard working people by adding more costs just to get to work. No, people can't simply deduct the added travel costs from the income at tax time. | Again, look at our people that actually live and work in the region. Don't give us a snow job and say that we will miss out on federal grants. Just build the extra lanes necessary to achieve your goals to improve traffic flow without adding toll fees to commuters. | How about using any revenue produced by your toll roads to go back to tax payers in the form of eliminating the "gasoline tax"? | A better survey of people who actually use the causeway bridge is to simply have a sign at the entrance that says "Honk your horn if you do not support a toll road for this stretch of the FREEWAY"!!!! I'm sure that you will get instant and very accurate results immediately!!! |
| This new lane will not fix anything. More public transportation will fix any current issues. Safe transportation is needed | | | | |
| | | | | |
| | A toll road will cause more problems than it will solve. As with most commute traffic, there will be little enforcement of the rules. | | | |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|--|---|---|---|---|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| Why are we discussing new lanes? How about new rail? This is ridiculous as if we haven't learned from other cities. | RAIL! No new lanes. | Rail? Rail. | | |
| | | | | |
| Adding one lane won't solve the problem. The road is too narrow (too few lanes) for the volume of traffic. I am not at all sure a toll will change anything. California has, after all, FREEways. Many people will opt not to pay the toll | | | Allowing electric vehicles free access does NOT decrease congestion. You are trying to solve an apple problem by offering oranges. | |
| | | | | |
| Be nice if common sense was ever used help alleviate these problems. And rhe worst traffic problems are caused by endless construction. | Have you driven in southern California or Florida. Toll roads are a nightmare. | J6st creating even more bureaucracy. | | Please no toll roads! |
| Toll roads are not the solution. This will benefit the wealthy and highly disadvantage the middle class and social economic folks | There is no need to pay. This should be paid by the gas tax | No toll roads. This is class discrimination | Wow tricky. There should not be tolls for use of the road. Gas tax pays for this | |
| | Instituting a toll for all lanes would create a significant financial hardship for many people. In my case, I am priced out of the Davis area for housing, the nature of my work does not allow for WFH, and comparable job opportunities in the Sacramento area are scant. | As much as I like the idea of lower-income people getting free or discounted access, I don't know how this could be regulated successfully. The potential for widespread fraud seems highly likely. | | |
| | | | | |
| Highway very congested causing major overflow of driver going thru Davis city and uc Davis causing unneeded congestion. | Many people driving across causeway already travel long distances to the bay area and Many don't have opportunitie to carpool with others. Also another of daily travelers are military/airmen working at Travis. | | | |
| | | | | |
| | | | | |
| | | | | |
| | Stop trying to squeeze people for more money. Just make an additional lane... not that difficult. If you have to make it something then go with the carpool 2+ occupants | The lane should be open for all | | The k rail is too close to the solid white line |
| There's already so much traffic on 80 through Yolo County that it discourages travel on it even though it's the only practical route between the Sacramento area and the Bay Area. Why no mention of tractor-trailers?? | A Public Transit-only Lane is illogical because public transit is so limited. Any charges and/or limitations shouldn't be 24/7 but only during high volume times. | | The total cost of public transportation includes the availability and cost of parking at the starting point. Megabus is very affordable but is far too limited in hours of operation. | |
| I do not think this project makes sense, and I do not want to see toll lanes in the greater Sacramento area. | | | | |
| No Toll, we're nickle and dimed on everything. We son need another toll, we need better traffic management that doesn't cost us every time we drive. No one Carpools anymore, because we all have to commute from various areas. Jobs don't pay you back for tolls you use to get to work. | We don't need another toll. This helps absolutely no one. | We don't need a other toll. | | We don't need another toll |
| | | | | |
| The only option to avoid this corridor is to drive around up 113 & I5 (way longer). | Additional traffic lanes are needed, but I oppose making it tolled. Toll lanes only help the wealthy avoid traffic. It isn't equitable. I commuted along this route for years because I couldn't afford to live in Davis, even though I worked in Davis. | | | |
| No More FORCED Taxation. | No More FORCED Taxation. | No More FORCED TAXATION. | | |
| | Express lanes are a scam. Invest in high speed rail, Amtrak upgrades. | | | Focus on high speed rail |
| | Two lanes each way should have been added years ago , two major freeways converting into 1 with each having 3 lanes coming into 2 lanes untill you get to UC Davis exit no brainer we enough gas tax as is | | | |
| | Thats why we pay a high gas tax | state doesn't need more revenue. If its a toll drop the gas tax we voted on to improve our roads .Not to build toll roads | Thats why we pay the highest gas tax anywhere | |
| | | | | |
| Improving public transportation and bike lanes will prevent more car accidents/traffic on freeways. | No tolled lanes. | Please do not build a toll lane. | We have enough revenue to do all of this without a toll lane. | Please do not build a toll lane. |
| | | | | |
| | Need more lanes plain and simple. Charging people is not the way. | Add more lanes | | Just add more lanes. One additional lane and one carpool lane would do wonders. Get the money from the state and all the registration/gas tax money we get ripped off on. No more fees. |
| | | | | |
| | | | | |
| It's only unsafe because of the construction and the excessively small narrow lanes. It was not unsafe before the road construction began this past summer | If you make it a carpool or public transportation lane only it will increase traffic | | | |
| | I would like all type Carpool lanes for 2+ people. Carpool lane restriction 3+ does not help traffic flow | | | |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|---|--|---|--|--|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| Adding a toll lane does nothing but INCREASE traffic. Why would you even think otherwise? Force more traffic into lanes that are already stop and go. More people trying to take side streets to avoid tolls. This is just another political scheme to steal more money from the taxpayers while lawbreakers get a pass. | Whoever thinks adding a toll lane AT ALL should be removed from their position. | No, low income should not get a break. I barely get by as middle class. Increased inflation makes my paycheck value decrease. | | Add lanes, open to all, NO TOLL, it doesn't work to alleviate traffic (do you even drive the Altamont pass? Have you driven through Las Angeles? Have your driven through the bay area with toll lanes? Traffic is a mess.). Take your electric vehicles and toss them in the trash. When we move to hydrogen cell, then I'll listen. Until then, stop pushing this crap on the hard working Californians and stop pandering to your pockets and handouts. |
| Plain stupid. We are not San Francisco. Quit trying to make a fart bigger than your ass!!! We do not need a toll crossing. Quit taxing driver's. We pay enough with our motor vehicle fees, along with our gas tax. A bike lane on the freeway? Morans. How will you collect their fee's? Bikes do not belong on a causeway. | California is always looking for ways to tax residents. Enough! I strongly oppose any charges to use the causeway. We are not crossing over a major bridge like the bay area, and our vehicle fees and gas fees are high enough. Toll fee's are accepted in the bay area. Quit trying to make Sacramento into something that it isn't. Whose pockets will they line? | NO TOLL LANES. | | STUPID IDEA. CHARGING PEOPLE TO USE THE CAUSEWAY IS SO WRONG ESPECIALLY WHEN WE PAY ENOUGH WITH OUR DMV FEES AND GAS TAX. AS I MENTIONED EARLIER, WHO POCKETS WILL BE LINED? |
| It's not bad all day, after 9am and before 4pm at most you'll experience some slowing in certain areas c | Sacramento region has a large lower income population, toll lanes would just be another visual divide between the haves and the have nots. | Toll lanes should only be in high income areas where they can afford it. | | There are already areas on 80 that are 3 lanes and more, with none of them being toll lanes. As you get near Fairfield, going west, all of 80 is 3 or more lanes with no tolls in the Bay Area. Why put that burden of increasing transportation cost here when wealthy areas in the Bay Area, including San Francisco, don't |
| Additional lanes are needed to handle the amount of traffic in the area. | We pay enough in taxes. | | | Extending BART and Sacramento Light Rail would have been a better idea. |
| | Just add another lane thru Davis where it bottlenecks now. No tolling or carpooling! | | I oppose using tolls to raise revenues for these programs as I believe them to be ineffective. | We all pay enough in tax and now you want to use that money for something else. The answer is NO. |
| | | | | |
| | | | | |
| | | | | Public Transportation |
| Support the Capitol Corridor by running more service or create a light rail. Don't be morons building one more freeway lane that won't do anything. | Again... support public transportation to reduce traffic. | No toll or new lanes. | | Please, just focus on rail or public transport. Highways only waste money and traffic will not improve with just one more lane. LA has tons of highways with tons being 6-8 lanes which NEVER improved traffic. Don't repeat that in what can be a 5-10 minute express train ride. |
| Using public funds to build this, and then charge us to use it is socialism at it's finest! | | | Y'all need to stop pushing your hurtful liberal agenda on us! | |
| With state wanting add toll lanes, they say it will help the traffic.. just more money for state blow and give the peoples money to uncontrolled pet projects and pockets | See prior statement | See prior | More things the state wants to waste money on with accountability | See prior |
| | | | | |
| The existing bike lane on north side is very noisy (90+db) with high-speed traffic, and a lot of debris is blown off the vehicles into the bike lane. When the bike lane is finished, it should feature a taller concrete wall to minimize the noise and debris. The existing bike lane makes for miserable cycling, and it's a deterrent to more cyclists using the Yolo Causeway. | Please use the proceeds from any tolls to improve transit (or subsidize AMTRAK Capitol Corridor between Sacramento and Davis) and biking infrastructure. | Weekend traffic between Bay Area and Lake Tahoe is very heavy, too, and those drivers should also pay the tolls, if they are implemented. | | Caltrans should prioritize alternative modes of transportation, and stop subsidizing single occupancy vehicles as the default. Transit and bicycling over the Causeway should get a much higher priority. |
| | | | | Strongly opposed to tolls. |
| | | | I strongly support investments making the train 2x faster. | |
| | | | | Please clarify if by tolling it means done electronically. Also if there would be penalties for not paying. I have visited Dublin Ireland and they have an all electronic tolling on part of their highway (M50) and it works great. If you don't pay fee in advance a letter bill is sent. As a tourist you can pay in advance or afterwards via their app. |
| | | | | |
| | We pay enough here in California no more fees. | No tolls on any roads or drop the gas tax in California to zero then you can toll the roads but not both we already pay enough here in California!!!! | | More lanes on I 80 through Yolo county but toll roads would just slow Traffic down plus we don't need any more costs here in California just make more lanes because there are 40 million people in California!!!! |
| I am against a toll road due to the high taxes, car registration, and other "fees" we pay in California. There are 2 gas taxes. The tolls in the Bay area keep rising even without the booth workers. Quit taking our money. Learn how to use public funds better and in a more efficient manner. | No tolls. People commute daily without a decent option for public transportation. It's too much to continue to take money from taxpayers who are already feeling the financial strain of living in California. | No tolls. | I strongly oppose all of the above because I do not believe a toll road should be installed. I think they are all programs that are needed, but we already pay 2 gas taxes to pay for transportation improvements. | |
| | No toll for all lanes. That will be horrible! | | | |
| | | | If the objective is to reduce traffic congestion on the causeway, then I strongly believe public transit options need to be more accessible as alternatives. | |
| Times are tough there's a fee for everything the people need relief! | | | | |
| | This is the most ridiculous idea. | | | Do not implement tolls. We are already paying so much in taxes. Have to pay for parking at work too. |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|--|---|--|--|---|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| | I oppose all toll roads. Richer people always benefit. The time and safety of those who can't afford toll charges are just as important as those of the rich. I am speaking as someone who could afford a toll fee. | I think the carpool lanes on the 405 in LA, where they have infrequent entry and exit points, are dangerous. They give a false sense of security and power to the drivers in them. People drive way too fast in those lanes thinking they are protected and that they should drive as fast as they like, but drivers from the Number 2 lane often pull into or exit those lanes briefly when they want to get ahead. I think carpool lanes should allow people in or out of those lanes at any time, say as they do on I-80 around where 680 joins 80. Those lanes don't create the aura of tension that the carpool lanes in LA do. | | |
| Toll will be bad idea | | | | |
| The traffic is terrible and the number of accidents have increased. Not only inconvenient but unsafe Our highways aren't sufficient for the number of cars on the road. We never build infrastructure for the future. | We already pay high gas tax for road improvements and up keep, why do we have to keep paying more? We pay way too much in taxes to charge any tolls or convert anything to carpool lanes. How about you use the money we gave you to add more lanes | With the high gas tax toll lanes are only a way for California politicians to have more money that won't be used for road improvements | Electric cars will use more electricity. California electric bills are extremely high, electric cars will increase electric bills, tax an already over taxed electric system Your suggestions prove my point that we pay too much in taxes and you wouldn't use the toll road money to improve the roadway. | Public transportation if not we'll monitored and policed becomes unsafe and dangerous to use |
| The narrowing of lanes from the 1-80 and 113 junction from several lanes to only 2 lanes is too much, too soon and in the context of downtown Davis commuters getting on the freeway. Many bottlenecks are not caused by too much traffic per se, but rather inefficient merging of lanes. | Any option that would reduce regular traffic to one lane I would strongly oppose as I believe the primary problem is traffic flow patterns as opposed to excessive vehicles. I would also be against any arrangement that could financially penalize vulnerable groups including low income or college students traveling between the two UC Davis campuses. If toll roads are thought to be the only answer then there needs to be exceptions for low income individuals, students, and EV car owners. | Please also include discounts or free toll options for college/university students commuting to campuses including students traveling between the two UC Davis campuses, community college students etc. | | |
| Insufficient enforcement of carpool lanes is already a problem during carpool hours on local freeways. Unless we have regular patrol enforcement of carpool minimum and prepaid toll lane permits it is pointless and a money grab. The state might as well just add additional lanes. | Gas taxes have gone high enough in the state. Paying more to dive state freeways is a burden in today's economy | | | Unless the economy and inflation change a toll is a horrible idea. Sacramento has too high of cost of living as it is. Creating a burden is all this toll will accomplish |
| more lanes, hov would be good. toll would be wasted | stop charging for everything! funds wont be used to fix roads so stop gouging us | | | |
| | | | | |
| | | | | I strongly oppose toll roads on 80, it's a bad investment. |
| | | | | |
| | | | | |
| Things are tight as it is everything going up in price how can you expect people to pay a toll. | Like I said up above how can we pay I'm already behind on bills | Why life is already expensive | | |
| | Adding a light rail between Sacramento and Davis and between Sacramento and the airport would be a more effective measure against heavy traffic than adding a toll lane. | | Strongly support expansion of light rail services. | |
| | This idea is a total rip-off of the public. There is no viable alternative to the causeway when traveling between Sacramento and Davis so you are just extorting citizens who have no choice. Totally un-American. | | | |
| | Please add additional regular lanes, no restrictions. Toll/restricted lanes just add to more traffic in the other lanes, and result in more unsafe driving by people trying to get through. | | | I oppose adding any toll. |
| | | | | Please add additional regular lanes, no restrictions. Toll/restricted lanes just add to more traffic in the other lanes, and result in more unsafe driving by people trying to get through. |
| | | | | |
| | The option missing here is that everyone can use the new lanes for free, which I'd also support. | | Would support improvements to and more locations for park & ride / carpooling lots. Lot safety and convenience would make it easier to carpool. | |
| The bike lanes next to the Freeway are awful due to the traffic noise. I only have used once because I found it unbearable | I am concerned about inequity- people of modest means will endure more traffic because they can't afford to pay. The wealthy people get the benefit of improved mobility | I support clean air vehicles- but again, one needs wealth to obtain. I am concerned about equity | | |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|---|--|---|--|---|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| Truly I feel that one of the biggest issues is a lack of other commuter options. What is the other way into Davis? The only other way is a 2 lane road going through the country, or you make a 30 minute trip down I-5 and then go all the way around. Adding a toll both lane isn't a fix for the biggest issue, that being the traffic. Realistically here you are adding another lane, and even if it is a toll lane who is to say that anyone will want to pay a toll, people already are pissed about \$7 toll to get into San Francisco, now you want to charge for going into Davis?? Its not smart, or at least not thought out enough. If you want to fix this issue you need to find a way to create another alternate route to Davis. You have 2 ways to get to just about every other place in California, or at least 2 major highways, there is highway 99 and I-5 there needs to be another method to get to the Bay through Davis. This toll booth is not the way. | Again was it never thought or considered creating a new road into Davis, that then connects to 80? YOU NEED MORE OPTIONS TO GET TO THE OTHER SIDE OF THE CAUSEWAY!! | | | Again to reiterate, I believe the toll/carpool lane isn't the solution, we have plenty of examples in Sacramento as well as Yolo county where we see that Carpool lanes are not an effective solution to the traffic problem it encourages more cars to come to the area thus causing traffic. But if you offer a new means to get to the same locations suddenly you have options and people are spreading themselves out between these two or more locations. |
| | | | | Additional throughput is a must, would prefer additional lanes free for all users. A nominal toll would be acceptable. |
| Unsafe driving conditions and too much traffic were created by construction. I did not feel unsafe or as if there was too much traffic until AFTER construction began. It seems that you all are being slightly shady by creating traffic issues and then proposing a toll lane as the relief. | Adding a toll to the causeway would be exceptionally taxing to those who drive it every day for work. I would not be able to add the added fee of paying a toll just to get to and from work every day. There is also not sufficient enough public transportation between Davis and Sacramento. I would support a public transit only lane if there was sufficient public transit. As the Causeway is the direct way to get into Sacramento, it's unfair, unkind and frankly ableist to create a cost barrier. If there were multiple options to travel to Sacramento from Davis in under 30min, I would be more open. However, you're cutting a needed line. | Adding tolling a toll lane for "clean air vehicles" only is once again being elitist against the working class. Not all of us can afford electric cars, nor to they fit in to our lifestyles. | Why not have a specific commuter train (like BART) from Davis straight to the Capitol Corridor/Downtown? | This is a poor excuse to charge people more for their daily commute. The "Death Freeway" was created by the construction and now a "pay to play" system is being proposed as the best option. It's not. Finish your repairs and expand public transportation and add incentives to public transport |
| | | | | |
| Having another toll to pay to drive on a road we are already paying ridiculous amounts in taxes and gas is downright criminal. You want alleviate traffic? Add another lane...don't make it a toll lane! | I'm tired of getting tolled to death. | | What in the world is happening with the current highway revenue? Ya know, like the ridiculous gas taxes!?!? | This proposal is ridiculous! |
| Toll/ express lanes on 80 won't fix the problem. Widening and removing lanes every 15 miles through Dixon and Davis is. Make Vacaville- sac the same amount of lanes in both directions | Taxing us more money to use the roads that we already pay an excess of .80c a gallon for is ridiculous | Tolls on the causeway are ridiculous | | |
| | I agree that there needs to be additional lanes on this highway corridor, especially the Yolo Causeway, but it shouldn't cost more money to use them. Increased public transportation opportunities would make more sense and keeping 1 carpool lane for 2+ occupants, but not several lanes like this. The state has already increased transportation and registration fees and taxes to pay for this and that money should be sufficient to pay for the project. Also, if more toll roads would be made throughout the state, the tax burden should be lessened on taxpayers because the tolls would pay for the the increased maintenance and project cost. More tolls with the increased taxes would continue to make travel access and cost of living a barrier to driving and using these roads, which would be counter to the state's efforts to improve diversity, equity, and inclusion for its citizens. | What is a low income driver? What metric is being used for this? It shouldn't just be the state's determination of a "low income" person, but consider gross income vs. Net income of a person or family. | The state needs to reinstate and improve incentives for buying and using electric and hybrid vehicles. The Dept. Of Energy took away those incentives for most people except those in the lowest income bracket earlier this year. There also needs to be funding for developing more charging stations, as the lack of them has become a barrier to owning an electric vehicle. There should also be rebate programs for middle to lower income people using charging stations, so they are affordable. | |
| | | Weekend traffic is very bad. The new lanes should be in operation 7 days a week | | Please bring the emergency lanes back. An accident cripples the commute. |
| | | | | |
| This is insane and extremely exclusionary to a group of people, and will only increase traffic, incidents of people speeding to cut others off to weave in and out of paid lanes, and add stress on the only other route to Sacramento from the west (5). | | | | this entire thing has made a terrible stretch of freeway even worse and has been grossly mismanaged by cal trans |
| | | | | |

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| maybe you could fix up the streets before you decide to make a toll lane, we already have had to pay more for tags...and the roads are terrible holes everywhere, Drive up any street in Sacramento like Howe ,or watt, so many holes you have to swerve around them to not mess your car up. REALLY THIS IS A BAD IDEA! | You know, most of us are at the breaking point right now we can't even afford to hardly pay for insurance and tax taxes. Do you want more people leaving the state of California or do you actually care? | The thing is, is that those batteries and those electric cards cost a lot of money to make rare minerals. The cost of energy used to make them the CO2 that's released into the atmosphere and nothing but the billionaires are making money. | | My biggest concern is the roads in Sacramento. We have to drive on them every day. I weigh 50 could use some work too outgoing toward Placerville and Folsom. There's a big holes on that road nobody fixing them. |
| | I would like to understand why a toll lane? We have been paying large amounts of money I gas taxes for these roads. | | | Would like to see increased enforcement of speed laws along the Davis-Sacramento Corridor |
| The problem can be solved by adding more lanes. Charging tolls will not lessen the traffic: Very short sighted thinking. | | If tolling then toll seven days a week. | | This project must be stopped as a toll road. |
| | We already pay a huge amount of taxes to manage road infrastructure. A toll lane will not reduce traffic, but will rake in more money for the state to use as it see fit. For commuters there needs to be more available public transportation alternatives. Forget the bullet train and take that money to build rail lines. | | | |
| | We pay these lanes with our gas taxes!!! Why pay more. | | | |
| Many people, especially on the weekend, take the Jefferson exit to bypass 6/7 lanes funneling to 3 and hop back on at west Capitol Ave/enterprise Blvd. | CHP already does NOT enforce carpool lanes in other areas of the region. A toll lane creates inequality with a pay to play system. There is NOT enough infrastructure to support community commuting. Please build light rail in west sac/natomas/davis/woodland. | What is considered low income? This will destroy tourism and student budgets. | | Build light rail, we want BART not tolls |
| | Toll lanes only congest the other lanes even more. Seattle/Bellevue did this exact thing and it has caused the major traffic issues to become even worse. Please do not do a toll lane. Also people who cannot afford the tolls will be subject to more congestion, which is not fair. Instead, add an additional carpool lane that every can use if they are carpooling. | Tolling of any kind is a terrible idea. Please do not do it, it does not solve traffic problems, only makes them worse. | | |
| | | | | |
| How about installing a passenger commuter train next to the freeway from Sunrise Blvd. Sacramento to San Francisco. Stopping at Davis, Dixon, Vacaville, Fairfield, Cordelia, Vallejo, San Pablo, Richmond, Berkeley, Oakland, San Francisco, Market street. | This State has charged over and over again using the same excuse about improving the roads, and some how the money never goes to the roads. IE. Bullet train to no where. | The road should be free all year round. | | The one reason I left the east coast was to escape from toll roads. |
| | We pay the highest taxes and now you want toll lanes. | | | |
| | | | | |
| | | Traffic for sports events is incredible so something needs to be done. But 2 person is better. | | Do it quickly and not take years! |
| | | | | |
| Not enough lanes. Too many commuters who live in Natomas and West Sacramento, heading to UC Davis and back. | No specific usage | Toll roads are a terrible idea for this community. | If this is what tolls are used for, then tolls are a terrible idea. The only thing tolls should be used for is a build a new road directly to West Sacramento, or to bypass Davis altogether. | All you are doing is creating more impact on the current lanes of traffic unless of course you happen to be rich and can afford to get somewhere faster. This is all a terrible idea. New roads need to be built. Roads to West Sacramento, where a huge development has occurred in the last 20 years, would alleviate huge amounts of congestion in multiple areas, not just freeways. Roads bypassing Davis and Sacramento, to get the bay area traffic to/from Tahoe more quickly without impacting local traffic. |
| | We already pay taxes for the roads. Don't tax drivers again. All drivers should be able to use all lanes! Our tax dollars have already been paid. Ask your leadership for more of the budget instead of putting it on the backs of drivers who have already paid. | We are not Florida! Just build the road and let people use the roads that they and many future generations will pay for. | There should not be any revenues generated from carpool lanes. Once you have paid for the road, you should keep charging people. There is something called social equity. You are providing a car pool lane for the wealthy, that allows them to commute faster than the poor people who can't. This whole proposal is what makes people not like government. You should not tax people for things that they have already paid for. | |
| Build it because it is a good idea. Toll is not! We pay too much already for using the highways. | Pay for improvements like we always do. We already have money coming in to pay for this sort of work. Widen the highway with the money that we have. If it was being spent correctly, we would not have this problem. | Spend the money to fix and make improvements, that we have! We have enough money being paid to the State for highways. Currently, I see a need to fix the highways which are really degenerating! I was in Washington and Oregon last week and the roads are beautiful compared to ours. | People need to exercise more and don't need doorstep service with the exception of disabled or seniors. I see many people in disabled parking, out fishing and cutting the grass, cutting down trees and doing all kinds of labor while drawing disabilities We need to walk for exercise and better health. Doorstep transportation is for people that can afford it and disabled folks. | I would suggest a bypass for people in Yolo County so that they can use their electric bikes, trikes and bikes and alternative transportation. |
| The problem is people don't know how to merge with the I80 and Hwy 50. So you have cars weaving back and forth to get around cars. | Carpool lanes only work if they are enforced. They are being used as a fast/passing lane. Then drivers are in the wrong lane trying to make their exit causing them to cut across traffic. | | | |
| | Confusion on when it is one lane or the other will cause major challenges. No toll | | | |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|--|---|--|---|---|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| This corridor needed at least 2 more lanes each direction decades ago. I strongly oppose a toll road solution. We're getting fleeced with taxes (gas), fees (DMV), bonds, etc. Where has all that money gone, Southern California??? Slash government waste and build ab appropriately sized freeway serving two of California's largest population centers and a major Interstate that transports goods over the Sierras! | | | | Where is law enforcement?? If I'm doing the speed limit in the slow lane I'm the slowest car on the road. |
| | Tired of getting nickel and dimed for something we already pay for in taxes. | Sounds like the decision is already made? Please do not add a toll lane. A carpool lane is fine for 2 or more like we have now during peak hours and Free to use. | | I have used this corridor for years. This "small" project just opens the door for more tollways. Our taxes build and maintain these roads now! I would feel I am bding double taxed. |
| | I do not support new freeway lines for a toll. | If a toll is required it should be evenly assigned. A toll is not a traffic calming device, public transit is a traffic calming device. | What is the point of electric vehicle and electric bicycles when we are discussing easing traffic congestion. Sure it all would nice but it is another conversation. | My work around for my medical treatment is to drive to BART parking and take bart for treatment. Where I park gets full regularly. Transit from my home in Sacramento takes twice as long as this part drive part transit. |
| Stop widening freeways and stop creating toll roads. We pay far too much just to drive around here. Focus your efforts on improving transportation conditions with alternatives to personal vehicle use. | Stop widening freeways and stop creating toll roads. We pay far too much just to drive around here. Focus your efforts on improving transportation conditions with alternatives to personal vehicle use. | Stop widening freeways and stop creating toll roads. We pay far too much just to drive around here. Focus your efforts on improving transportation conditions with alternatives to personal vehicle use. | We already have too many methods to "generate revenue" for transportation improvement. They have been mismanaged so far. Stop widening freeways and stop creating toll roads. We pay far too much just to drive around here. Focus your efforts on improving transportation conditions with alternatives to personal vehicle use. | Stop widening freeways and stop creating toll roads. We pay far too much just to drive around here. Focus your efforts on improving transportation conditions with alternatives to personal vehicle use. |
| | Toll lanes are unfair! I pay my taxes and should be able to use highways paid for with our taxes! | | | |
| | | toll roads are a regressive tax on the poor. | these low impact proposed programs do not offset the harms of a toll road and I doubt they will actually ever be implemented. | |
| We already pay a huge amount of gas taxes that are being wasted and not put to proper use. Toll roads just add to the over taxed waste of our dollars. | Another grab for money when our gas taxes should already be handling this. | | | |
| | | Electric vehicles already get a pass on not paying gasoline tax, which should be used to cover adding lanes without restrictions. The issue of congestions is 24/7, not just commute times. Build more capacity with local and State funding from sources already approved/promised to the voters | Non of these ideas are practical. Most of this traffic is headed between Sac and Bay area. Provide promised road improvements we have voted and paid for many times over ... | This issue should match use requirements. Charging the public for something they have already paid taxed for should be criminal! |
| | | Veterans should receive free passage, keeping in mind that while not all Veterans are low income qualifiers, they have served their country, communities and made substantial sacrifices for their families. This free passage should also include our Law Enforcement family, including 1st responders. | | |
| strongly oppose toll lanes | we have already paid for the road | | | |
| Residents are TIRED! of all of the tolls & gas taxes. California is supposed to be the wealthiest state but taxes, tolls & service fees are driving your taxpayers to leave the state Enough with yr expensive fees!!! | I am tired of additional fees to use a road I am already paying taxes on | No tolls!! | Above questions shld have nothing to do with toll fees. We pay taxes | |
| | Gasoline taxes are supposed to fund such projects. | | | |
| Not sufficient number of lanes between West Sacramento and Davis | I'm a 40 year resident of Yolo Co., and I have PAID sufficient dollars through my taxes. Specifically many of these dollars were earmarked for ROADS! There is no reason to continue to punish residents by forcing us to pay even more by adding a TOLL road. Very bad idea. It's not my fault if California has not been able to apply these dollars to manage roads and traffic. I believe California residents pay more taxes than any other state. I am not in favor of adding a TOLL Lane/Road in that stretch of I-80. No Toll! Either add or convert to a HOV lane. This would at least poor commuters to their own lane. | Weekends should be Free if you unfortunately add a Toll Rd. | NO MORE TAXES! I have been paying too much for years | NO TOLL Rd. & NO MORE TAXES |
| | We need more lanes, period. Creating a limited access lane creates safety issues for when the vehicles move into and out of those limited access lanes | | We need to use funds already earmarked for improving highways to add additional full access lanes, instead of using those funds for things they were not initially intended for. | |
| | Why should we have to pay tolls? Our tax dollats build these lanes and now we have to pay to use them? How about the people in charge of highways/ freeways get off thier butt and judt widen the freeway by 5 lanes either side. Instead of doing one lane at a time | Why should we have to pay tolls? Our tax dollats build these lanes and now we have to pay to use them? How about the people in charge of highways/ freeways get off thier butt and judt widen the freeway by 5 lanes either side. Instead of doing one lane at a time | Why should we have to pay tolls? Our tax dollats build these lanes and now we have to pay to use them? How about the people in charge of highways/ freeways get off thier butt and judt widen the freeway by 5 lanes either side. Instead of doing one lane at a time | Why should we have to pay tolls? Our tax dollats build these lanes and now we have to pay to use them? How about the people in charge of highways/ freeways get off thier butt and judt widen the freeway by 5 lanes either side. Instead of doing one lane at a time |
| The biggest issue with traffic on Causeway area is bottleneck freeway merging especially at the beginnings on both east and west entrances. Toll is not going to solve this problem but will make it worse by confusing drivers and stopping traffic. Gees, look at the Bay area bridge jam every day! | NO TOLL on any California roadway period. We pay enough taxes already for roads through fuel taxes and DMV registration! | If you want tolls in this area, then local residents should have FREE access to these toll roads they live in. | The more money government receives the more it spends and the more it wants while not necessarily improving these roadways to any degree. Tolls will not help but hinder traffic movement. | This "Toll" project should be put to regional voters in a future ballot and not proceeded until their ballot approval. |
| | | | | |
| Lack of long term planning by caltrans caused the chock point. There are two multi lane highways feeding into 80 across the causes way. | So now you want users pay for the long term planning of Caltrans. This has been a problem for over 20 years. Where the long term planning? | Why should electric vehicles or low income be any different than the other users! | Why is it that I must pay for special groups just because I drive a conventional vehicle. | |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|---|--|---|---|---|
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| | Should be tolled express lane/carpool free 2+. Needs at least 4 lanes to keep existing three lanes free | | | |
| | We all pay taxes that go toward highway improvements. It is inappropriate that those people who have higher incomes are allowed to go in certain lanes and force those people who do not have higher incomes to be in the heavily trafficked lanes. We all pay taxes and tolls for specific lanes prohibit working class people from getting to their destinations as quickly as high income people. | | | |
| | | | | Public transportation is terrible. Look into Toronto Canada integrated transit to get to all surrounding areas including the airport |
| More affordable and available trains and buses. Less toll/hov for rich people to block traffic in. More lanes for ALL traffic to move more steady is most important. A toll oane is not for easing traffic but to provide income for the County! | | | | Fees make it only accessible to those that can afford it, punishing low income families. This includes EV/company vehicles being allowed. Make it only usable for municipal public vehicle use like buses. No private use. Car pooling is non existent and pay to use punishes those as already explained. Attached lanes on the left cause traffic which compounds as people drive aggressively around any slower traffic in the HOV/FastTrak lanes. Studies in multiple states and federally have shown that connected HOV or HOT lanes cause more traffic/accidents as people do not go with the flow of the left most normal lane. This is compounded as people cross all of the lanes to exit. An example being the Mission exit in Fremont regularly has people doing 65 and crossing all the lanes with people going between 65 and 80. This also causes a lot of conflict points with everyone going the same speed, still causing traffic. Regularly, I experienced CHP slowing traffic down to unsafe speeds very quickly. Their excuse being to slow traffic down but they would slow everyone to 20mph under the limit and even stop traffic. Rarely this was for retrieval of something in the road but either way it would create traffic and collisions. The only times I experienced this abnormal slowing of all the lanes was around HOT lanes. The only solution for vehicle traffic is to have affordable for all options to not drive. Otherwise it is to create multi lane HOT that is separated by medians and has individual exit ramps so as to not have to cross traffic to exit, compounding the issue for others. The price for public transportation and HOT should be based on an acceptable % of income for those above low income and free for those under. Any flat fee becomes a hard issue with anyone that cannot afford it and meaningless to those who are well off. Same with the proposed speed cameras where the punishment is not weighed equally as it is a fee to speed but life changing for others. |
| | Tolls do not help drivers! | | | |
| | quit charging us more! we pay taxes already. our current tax dollars should pay for the infrastructure needs. | EV use the same highways- they should pay their fair share. period. | | don't tax us with tolls- stop this |
| | Foot in the door politics. Once a toll is put up, it becomes easier, down the road, so to speak, to add more tolls. All working Californians already pay for roads up keep, with their taxes!!! | | | |
| A toll won't help. Are you actually going to finish the construction project? That would help! The construction is too long term, it's unsafe and people are tired of waiting for it to be done so they drive like mad through the area because they've been stuck in traffic so long to get on the causeway. One of the main issues I see is too many people driving that route and most of them drive way too fast. There's no police presence there unless there's a wreck which some people take of. Going from Sac to Davis, you have too many entry lanes coming together right before the corridor which backs up traffic for miles at high traffic times. | I think if there were more lanes it would help. Also develop better alternative routes!!! Expand roads that link the towns, not just the causeway, that would help reduce traffic issues in that area. | It makes it more expensive for drivers to go to work and that would not help. Cali is already expensive to live in, don't make it worse on people with less income! | It's hard to use public transport between towns. It takes several bus transfers to get from one place to next making it inconvenient. Improve public transport. | Finish construction quickly so it becomes more safe to drive with some many reckless drivers. You need a better bike lane on the causeway. Add police presence to the causeway so people drive slower and more safely. |
| | | | | |
| | | | | |
| Traffic the worst Thurs and Fri afternoons to evening in winter/spring ski season and summer heading east; heading west Sun afternoons and evenings. How would new toll lanes help with that? They would not. All lanes are gridlocked. That said, traffic is heavy Thurs and Friday afternoons and evenings year-round heading east. | Toll roads are a regressive tax. For only those who can afford e-vehicles or who work 8 to 5 jobs. How would "low income" drivers be identified? Once a year makes sense given uncertain economy. And the cost to administer that? Born by toll road payers? :(| Tahoe traffic a huge problem, summer and winter Thurs to Sundays. Summer vacation traffic also a problem many afternoons. | Car lite, car mobility? what do those mean? Again, rebates for e-cars favor the wealthy | For me, it's the Tahoe traffic both ways that's the biggest problem |
| I think paid lanes don't solve the traffic condition. Specifically in corridors heavily used by long distance commuters | | | | |
| | | | | |
| So to be clear, you built a highway lane for 1/2 billion to pretend to pay for public transit in the future? What a farce, do better. | Audit Shopp funds. | Audit SHOPP funds, disband caltrans. | Disband Caltrans | |
| | Toll lane will cause more issues with current mess with the "Davis crawl"! | | | Causing more problems. Spend money on CHP to enforce safe driving! |

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|--|--|--|--|---|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| | Why can't new lanes be added without restrictions? | | | |
| | Stop charging us for shit we already pay for. Do your fucking job and build enough lanes for the population of this state. | | | |
| | It's our money that built the roads and bridge and it will be our money that makes the up grade then you want us to pay again to use it screw you not going to happen. People in this state pay enough in license taxes and road fees as it is. Calif solutions to every problem is more money through taxes or fees. You new this problem was coming for years but you set on your hands and did nothing and like every thing else you want more money which will be the fee to use it. You folks really should find a job that you can handle. | | | |
| Poor design, too many lanes merging. Reduce highway 50 prior to I80 merge to give i80 traffic room to merge safely | | | Tax bicycles to pay for separate lanes for cyclists | |
| California already has the highest gas tax for road building and upkeep. The roads would be funded if the money was not miss managed. People are already paying tolls to get over to the bay to work every. Where does that money go? There are no more toll gate staff. CALTRANS subcontracts out work. Why are they such a large entity and pay such high salaries and they don't do the work. So many agencies suckling off the beast. Wasting tax money. | Why should the people that pay taxes for car registrations, solar, for non food items, GAS to build the general fund, have to pay extra to drive on the roads that that money is supposedly used for to build and maintain roads. | This discrimates against the middle class. We go to work and get killed with taxes, inflation and not enough raises. While we give away free phones, food, and other handouts to able bodied Californians. | | |
| Adding one lane won't solve the problem. The road is too narrow (too few lanes) for the volume of traffic. I am not at all sure a toll will change anything. California has, after all, FREEways. Many people will opt not to pay the toll | | | Allowing electric vehicles free access does NOT decrease congestion. You are trying to solve an apple problem by offering oranges. | |
| Roads were built for less traffic decades ago. | All lanes, including any new lanes, should be open to all traffic. Use the gas taxes for what they were intended. Give back the gas taxes that were diverted to the General Fund in the 1980s. | No toll lanes for any person or vehicle. We already pay for roads through the gas taxes. | No tolls! Use the existing monies collected from the taxes we already pay. | I am familiar with the history of CalTrans and the States' lack of planning to keep up with the population growth. |
| | | | | |
| | | | | |
| | | | I am begging you to make the Capitol Corridor more affordable. I would use it so much more frequently if it didn't cost the same as a whole tank of gas. | Sure, tolls would provide more funds to do good things, but the cost of living is insane right now. For those who need to commute that's just an added expense on top of paying for gas, the wear and tear on your vehicle, etc. How about we invest the money that would go towards expanding I-80 and just use that on lowering the prices for the Capitol Corridor and Amtrak? It's a slap in the face to make the community pay even more just to travel. |
| public transportation is the biggest issue, traffic would be reduced if you guys cared enough to serve people with the option of public transportation | people use this freeway from home to work, it is the only fucking way between sac and davis you ignorant morons, people shouldn't pay to get to work and home!! | tolls should not exist this is not the bay area bro | use government money for public transportation not mine | don't do it |
| | | | | I don't believe those who live in the local communities can afford this. |
| | | | | |
| | We already pay for this with our gas taxes and vehicle registration! Everyone should be allowed to use it. | Make it the same across the board for everyone | | Build the road and let everyone use it |
| | This is a terrible idea and is why we are thinking of moving out of Ca. We already pay the highest gas taxes in the country. Please keep the causeway free. | | | My dad is 80 years old and lives in Davis. I live in West Sacramento. It's getting to a point soon where I will need to be a caregiver for him. A toll would be an incredible financial hardship for me as I do this. It will make my life harder as it would force me to take the longer route through woodland to I-5 to and from, which is an unnecessary addition to an already stressful situation. But no one in CA ever listens and they just keep raising everything like money grows on trees, so eventually I guess we'll just leave. |
| | Any expansion/improvements needed should be reimbursed from our taxes. California taxes are already higher than most states. We should not be charged for travel on the roads that we have already paid for and continue to pay to maintain. maintaining. | We do not need tolled carpool lanes in Sacramento or Davis. | I oppose any toll/carpool lane fees. | I want to stress that our living costs in California exceed what the average earner can maintain. We do not need paid toll lanes, we need our tax dollars to be used to grow the needs of our communities wisely. |
| | | | | |
| | | | | No toll roads, our taxes are high enough |
| | | | | |
| | Carpool lanes don't seem to work very well in the Sacramento area because so many people break the rules and it is never enforced. I drive every day in the carpool lane from the suburbs to Sacramento and most of the people in the carpool lane do not have more than one person in The car. Additionally getting onto the freeway half the people don't even stop at the red lights which are meant to stagger the traffic. Unless it is enforced it won't work. I fully support cameras to enforce compliance . | | | |
| Freeways are too big as it is! don't make them larger .please. | California collects enough tax money through gas tax . we don't need more. | No tolls | | |
| | | | | Reject this toll project. No tolls!! |

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|--|---|--|---|--|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| | | | | |
| No more toll lanes, but more robust public transit | | No toll, and no subsidy for low income. Has tax is for road maintenance why add tolls?? Gas is already expensive!!! | | |
| | | | | |
| | Adding a cost to drive on the freeway to utilize a lane is discriminatory to lower class users of the freeway. Those lanes would only be used by people that can afford it and that's not fair. It is classism. Also, we already pay our fair share of taxes in multiple ways that pay for our freeways. If I'm going to be charged to use the freeway, why are we still be charged the taxes for them? | | | |
| | | | | Just add extra lanes to ease congestion. No need to add more expenses to people who can't afford it in CA. Just make all lanes available to anyone |
| | | | | |
| If there's a toll between Davis and Sacramento, then I won't go to Sacramento anymore. | With Sacramento having sports, concerts, etc. If there's a toll on the road to get there, less people will attend. | There shouldn't be a toll at all. | Skip the toll road idea. | |
| | | | | In addition to yolo issues, the 50/80 split and merge are nightmares. That's a different topic of conversation. |
| I think if you create a toll road here, many more people will be driving through the neighborhood to avoid paying it and that will cause an entirely different problem. | Asking people to pay a toll in this economy is the wrong thing to be doing | If you create a toll here then you better make a new road that doesn't have a toll | | |
| No Toll Lane. If I am on that road it is for a purpose and usually involves only me in my car, except for several years ago when I drove a friend daily to SF for cancer treatments not offered here. I do not feel I should pay a toll because j\I have a need to drive that road by myself. I already pay taxes! I do try to plan my travel at off-peak times if possible. There must to other alternatives. I, like many cannot afford a toll! I already pay taxes for highway usage. | NO TOLL ROADS. TAXES ARE ALREADY PAID AND A TOL IS ANOTHER TAX! | NO TOLLS! We do not need another TAX! We pay taxes! | NO TOLLS. NO NEW TAXES. WE ALREADY PAY PLENTY OF TAX!k | |
| | | | | |
| Lane drops and merges contribute significantly to the congestion in this area. | | | | What percentage of traffic would use the various toll/hov lanealternatives being proposed? |
| | | | | |
| | I propose all politicians be taxed, tolled, taxed again, pay endless fees, pay use fees, environmental fees, weight fees, special use fees, gas fees, light fees, full moon fees, daylight fees, nighttime fees, winter fees, summer fees, heavy traffic fees, paving fees, painting fees, maintenance fees and about 1 million other fees out of their own pockets. | | | |
| Add lanes, but NO TOLLS! We pay enough in gas taxes. Fix the problem, without adding a new one. | Stop gouging Californians | No tolls! | | MORE LANES. NO TOLLS!!! |
| | | | | |
| Traffic is congested on West Capitol from Harbor to Enterprise when an accident occurs. This makes it hard for us who live over here to go West on West Capitol. Hopefully the new carpool lanes will help but doubt it. | Divers will continue to use the carpool lane and hop out when the meter is there and hop back in just like it happens in Southern California. What about a fly over lane for carpool and a buses? | Carpool lanes in northern California should just be like Southern California, 24/7. This 7 AM to 10 AM then three to whatever whatever time at night only during the week doesn't really help with weekend traffic | | |
| No toll lanes! Horrible idea! | Living in California is expensive enough. Fuck your toll lane. | Please don't add a toll lane. | No toll lane! | A toll lane amounts to a tax on blue collar workers that need to drive to for work. |
| | | | | |
| Public transport is the only effective means to reduce congestion. Toll lanes only raise inequality. | Public transport is the only effective means to reduce congestion. Toll lanes only raise inequality. | | Public transport is the only effective means to reduce congestion. Toll lanes only raise inequality. | Public transport is the only effective means to reduce congestion. Toll lanes only raise inequality. Make the new lane transit only! |
| | We already pay so much in taxes that were to be used for highways. No more ! | | I am a handicapped person who drives my own car. I would never use public transportation- too hard and too dangerous | |
| | | | | |
| | | | | |
| | | The whole idea is stupid. | | |
| | | | | |
| | | | | This needs to be feasible for low income people |
| | | | | |

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|---|---|--|--|--|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| While I want to see positive change, I don't DON'T want to see toll roads!!! Keep our freeways free of charge!!! | NO TOLL ON OUR "FREE"WAYS!!! | NO TOLLS, PERIOD. | NO TOLLS!!! | PLEASE DO NOT ADD TO OUR COST OF LIVING BY CHARGING A TOLL FOR USING OUR FREEWAYS!!! I THINK SEMI-TRUCKS SHOULD HAVE A DIFFERENT WAY TO GO, TO REDUCE FREEWAY ACCIDENTS AND CONGESTION AND WEAR AND TEAR. ANYWAY, I'M SICK AND TIRED OF BEING NICKLED AND DIMED (more like \$10ed and \$20ed these days) TO DEATH. MY PARENTS' PAID FOR OUR FREEWAYS TO BE BUILT, THEM AND THE REST OF OUR "GREATEST GENERATION," AND THEY EXPECTED THOSE TO BE FREE. QUIT ALLOWING THE RICH TO GOUGE THE REST OF US, AND STOP CHIPPING AWAY AT THE FEW FREEDOMS WE HAVE LEFT, ONE OF WHICH IS BEING ABLE TO DRIVE ON OUR FREEWAYS FOR "FREE" (THOUGH WE ARE ALREADY PAYING FOR THEM THROUGH OUR TAXES)!!! |
| | NO TOLLS!!! | NO TOLLS!!! | NO TOLLS!! | NO TOLLS!! |
| | | | | |
| | A toll bridge is completely unacceptable! | No tolls! | | Traffic is a problem and it needs to be solved with existing tax revenue |
| | Do not add lane. Allocate those funds public transit, e.g. light rail across bypass. If lane is added make bus only. | Tolled lanes are un-egalitarian. If they're leased to a private company then they are a rip off to the community. | Toll roads are a terrible idea no matter the funds raised. | Diverting funds to subsidize the price of Amtrak tickets with ample park & ride nodes would be an actual solution instead of adding new lanes, which will just induce demand to drive and make traffic just as bad. |
| These questions are incredibly vague. Bad data leads to bad decisions. | | | | |
| This has been a problem for many years and would dramatically help the flow. I would happily pay whatever the toll cost is to expedite my travel experience. | Please do something!! | | | |
| | | | | The only problem is a lot of the people that are driving. They tailgate each other causing accidents when there is a sudden slow down/stop and when that lane slows down, they switch to the next lane, a lot of the time cutting somebody else off making them slam on the brakes. All of this happens, especially when one lane is ending and people need to merge into the next, also at the highway on and off ramps. They're just needs to be more highway patrol presence to ticket tailgaters and people driving slowly in the fast lane. |
| | We all pay gas taxes and road taxes. I-80 is the direct route to the Bay Area for work and should be open to all tax payers not just the wealthy | | These questions are absurd and "to green" idealistic. The reality is that the majority of drivers on this cooridor are using it for work, school or vacation. None of the options mention above would change the driver demographic here. Stop throwing money at solutions that no one will use. Of all the options making train service more convenient, reliable, desirable are the on options that may work | |
| | | | | |
| Adding fees will not change the course. Only impact lower economic status folks. If I could car pool I would. It isnt an option. How about installing cameras and charge those violating the car pool lanes? | | | | |
| | You receive enough gas tax to build a new lane that ALL drivers can use. We all pay a gas tax and should be entitled to use the road. | Again you are penalizing the middle. The rich can afford the extra coat, the poor are always subsidized. What about the middle class | | Again, everyone who pays a gas tax should be allowed to use the highway |
| | | | | |
| | Tolls will not reduce traffic and will make traffic worse, this is a money grab | | | |
| The most glaring issue is a lack of reliable and frequent mass transit that serves enough destinations. Amtrak is a good option only if traveling all the way to the bay area. We need more bus service between cities on 80, stopping in downtowns at at major exits. Rail on 80 would be even better. | A standard charge tolled in motion is a good idea if the money supports transit exclusively. The best option is a lane accommodating expanded bus service. | More and more cars every year are electric. They still cause congestion. | | Please establish rapid bus service integrated across cities, using this 80 corridor and the new carpool lanes in Solano county. The long term goal should be rail (an alternative to capitol corridor focused on trips within inland counties)! |
| | | | | No toll!!!! There's already enough traffic building up from the corner of 113 and 80 emerging from West Davis. Why make more traffic build up East Davis on 80? |
| | | | | |
| | | | | |
| | This would be a financial burden to hundreds of students/workers that have to use the causeway daily | | | |
| It causes drivers to cut through Davis frontage roads and through West Sacramento. | The freeways are horrible in the Sacramento area. California pays the highest gas tax as it is with a high income. The money is there already. | | | Cut overhead costs. Cut red tape costs. Cut overhead bonuses. Collect taxes that are already being paid and put them towards their intended purposes, not the general fund. Do your job. |
| | Installing a toll/carpool lane will not solve the problem, especially if it takes away an existing lane. Creating more options and lower pricing of public transition options would be the best thing to do | | | |
| | | | | |
| | | we pay the largest taxes in the USA | | |
| | | | | |
| STRONGLY OPPOSE A TOLL LANE. IT WILL INLY MAKE THINGS WORSE!!!!!!!! | STRONGLY OPPOSE ANY TOLL LANE OR RESTRICTED LANES. THIS WILL INLY MAKE TRAFFIC WORSE - AND COST MORE MONEY FOR ALL OF US! The proposed solution is WORSE than the current situation!!!! | NO NO NO...AND NO!!!!!!!! | Where? How? Everyone is traveling somewhere different. And when we arrive anywhere, how do we travel then?? This is NOT a Viable Option!!! | DO NOT INSTALL A TOLL LANE OR MAKE ANY FURTHER RESTRICTIONS ON THE EXISTING LANES - THESE WILL ONLY MAKE TRAFFIC WORSE FOR MOST ALL OF US!! |
| | | | | |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|--|---|--|--|--|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| Car accident(s) on the I-80 can be counted on to ruin my day because of the additional traffic. Also, life-altering collision related injuries tend to occur during accidents because of how much bigger and/or heavier new cars have gotten on the I-80 over the years, are a very big concern to me when I drive on the I-80. Frequency of car accidents on the I-80 should be way rarer than it currently is. | | The real discount long-term will come from having viable choices other than depending on a car to get around, such as having accessible public transit options like busses and trains within 15 minute walking (not driving) distance. The best way to reduce traffic is to give people options other than having to drive on the I-80. | Options not mentioned are: - Ensuring trains do not ever share traffic with cars. - Public transit options such as trains/busses need their own dedicated and protected lane so that cars cannot merge into their lanes, slowing the public transit options down to the car traffic. | Here are some of my thoughts on how traffic can be reduced on the I-80 long-term: To get a lot of drivers off the I-80 freeway while not restricting freedom of movement, accessibility and frequency of public transit options need to be drastically improved. Adding more lanes will only temporarily reduce car traffic in the short-term, as people will get more comfortable driving more often, thus leading right back to more traffic on the I-80, again. Accessibility of public transit can be improved by getting rid of parking lots and minimum setback requirements near a lot of the station stops. Give others more freedom to choose how to best develop/use that space! Increased acceptance of mixed-use development (such as retail/groceries/restaurants/other businesses located within (not just outside!) public transit stations) would help a lot with making public transit options more accessible. Currently, if I need to drive to go out to eat at a particular restaurant or buy something or get a particular service, I tend to prefer going to larger stores or areas with many different services nearby because it saves time and money for me to do multiple things at once, when I am physically already there to begin with. In other words, mixed-use development would make it a lot more enticing more me to want to use the public transit option instead of driving on the I-80. Frequency of public transit needs to be increased so that a train or bus arrives at a station/stop every 5 to 7 minutes. Otherwise, public transit will be unreliable. However, careful about adding stops too close to each other (i.e. a bus stop every 2 short blocks), since that will slow travel times to a crawl. In other words, I think it's better to walk slightly further to fewer stops, but have faster travel times, than to have more stops, but slower overall travel times. Tolls/funding alone cannot primarily be relied on to reduce less traffic on the roads long-term: For example, as someone who used to pay tolls a lot more frequently to cross the Bay Bridge into San Francisco, the tolls started small and over the decades, the toll kept going up, but the accessibility of public transit options did not expand anywhere fast enough to absorb the extra drivers on the road, hence traffic got worse over time. Neighborhood/street design/other transportation options are important so that people don't feel they have to drive [on the I-80] to get to where they want to go. A common complaint that I hear from friends/family who work in California State government/government jobs in general is that there's a lot of emphasis on following process/rules. From my perspective, it sounds like those who work in government don't get praised/rewarded often enough for making progress advancing the bigger picture/goal, such as "improve how traffic moves [on the I-80]" or "make the roads safer [on the I-80]", even if they do not |
| | | This is a terrible idea and only benefits those with more money. Invest in additional public transit instead to improve everyone's experience. | | |
| | Strongly oppose because those who can't afford to pay extra for tolls will be jammed in traffic in the other lanes. | | | |
| STIP REACHING INTO OUR WALLETES EVERY TIME YOU WANT TO SOLVE A PROBLEM!!!! YOU HAVE LOTS AND LOTS AND LOTS OF GAS TAX REVENUES. USE THAT INSTEAD. TOLL LANES SUCK. | Stop bleeding the taxpayers dry!!!! We are extremely tired of all the BS that California government throws on us. Stop bleeding us dry!!!! | Stop bleeding us taxpayers dry. We're sick and tired of it. Please please please listen to us for once. | When you ask questions about electric vehicles of any kind you need to offer examples of how that electricity is generated currently. Not in the future not 10 years 15 20 years from now . currently. Electric power is not green at this point. | Stop leading us taxpayers dry. We're really really really tired of it. It's not fair to us citizens. |
| Adding more lanes. just adds more traffic. I was brought up in the east coast and the roads are horrible and most of them all charged tolls. The money just goes down the rabbit hole. Total rip-off for the public. | Charging tolls means the rich don't have to wait and the rest of us do. California is known for its freeways which are kept up beautifully. Once you put a toll lane up it'll never stop. | Simply put, no tolls in California. You can charge a toll on a bridge which never goes away but never on a road. This is not the east coast. | | No toll roads in California. |
| | | Please put a small concrete barrier between the carpool/toll lane & adjoining lane to prevent toll lane vehicles from suddenly swerving into the adjoining lane & causing an accident. I saw these barriers on Orange County, CA freeways in the late 1990s and they worked well. There were, of course, areas with signs where there were no barriers present for carpool lane access and exiting purposes. | | Having a carpool/express lane would probably make it easier for emergency vehicles to get through especially during high traffic periods. |
| These questions need to focus more on improving public transportation and biking rather than driving. | Convert what lanes we already have? Why does Caltrans always go straight to adding another lane? It only further exacerbates the problem. | | All the above is amazing and literally what people are begging for. | Please do not widen the freeway and use this money for public transportation and biking facilities. |
| There is a bottleneck in Davis where the eastbound freeway constricts from 4 to 2 lanes. The causes many drives to take hwy 113 to Woodland Main Street to get to I-5 south and then back to interstate 80; thus backing up traffic in Woodland and I-5 south. NO TOLLS!!! | I don't like toll roads. It seems we'd be paying twice to use our hwy's. Once in our taxes and once with the toll. Those without the means would be discriminated against. NO TOLLS!! | Not sure how you would monitor or if you should monitor people with limited resources. Also this would be setting these people apart. Don't like toll roads as an incentive. Not sure what the incentive would be except to encourage road rage. NO TOLLS!!! | I believe yolo bus proves several buses and express buses to both Davis and Woodland. The challenge is how to get people out of their cars. We need to change the culture to think more sustainably. The federal government gave us vouchers to commute via public transportation. That got me out of my car and onto public transportation. I don't believe electric bikes should be on the same hwy as cars, they would need to travel via a separate route. NO TOLLS!! | I've been caught in the i-80 log jam on occasion in Davis going into Sacramento. I assume the causeway is the ultimate reason for the slow down. I don't agree with simply widening the freeway.s public transportation is the answer. The alternative for the entire State is to invest now in rapid transit throughout the State . I know it's a hard sell but it's critical. NO TOLLS!!! |
| | | | | No new toll roads, more lanes isn't the answer. Public transportation is. |
| | | | | |
| | | | | |
| | | | | Need more lanes |
| | Just add a normal lane. No carpool, no toll. Those other things can be added easily in the future if necessary. | | If you want people to use the train (and you should) it needs to be cheaper than the price of gas since it is less convenient. | Whatever you're going to do...hurry the hell up. The construction has made things 100x worse and I would have rather just suffered with the current situation than started this nightmare. |
| Lack of enough rail connections/service to reduce passenger traffic going from Sacramento metropolitan area to the SF Bay Area. | More lanes results in induced demand. | No tolls. Generate revenue from taxes on business using the roads and wealthy individuals. | No Tolls. Generate revenue from taxation on those who can afford it. | Increase public transit via rail connection to remove demand for passenger cars on the roads instead of increasing the lanes which will induce demand |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|--|---|---|---|--|
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| this area has been increasingly impacted by all the development in the area between the SF Bay area, Napa/Sonoma Counties and the Sacramento area as well as it is a major route going to the Sierra Nevada and surrounding areas.There has been no increased capacity for the roadway in decades but the population it serves has increased astronomically in that time. | As it is, many of the drivers in this area are commuters with low to middle class incomes. And others are in the same financial bracket even if they are only casual users. Right now the "regular" folks are bearing the brunt of paying the fuel taxes to maintain and improve infrastructure so how are they are supposed afford more costs when they incomes do not increase accordingly? The state of California is really burdening the low and middle income residents with more and more costs making it really difficult for "regular" folks to afford to live here. | Electric vehicles may well be the future but they already received many discounts and financial incentives while not paying anywhere near what fueled vehicles pay thru the gas/diesel taxes which are supposed to be used for the roads. When will electric vehicles pay for maintaining and using the roads? It seems grossly unfair to give them yet another break when they contribute little to nothing for the costs of road maintenance or building. | While commuting alternatives are great, these do not help people who are travelling to the Sierras, Foothills or other states when they have to use this route. There are a lot of those drivers out there and the communities that they are going to would be adversely affected by making it more costly and difficult to get there. And, what about people who have to access the medical facilities at UC Davis for example? They cannot necessarily use public transportation or alternatives. | If a toll lane is created then it should be only one lane in each direction and it should be reasonably priced so people could afford to use it if they need to. But there are lot of trucks, tourists and other drivers on this stretch of road who should not be penalized. And it is time to figure out how electric vehicles help to pay for the roads they are using. We have hybrids which help pay the road taxes thru fuel use but EV's are getting a big break at this point in time. |
| | None of these will reduce congestion, all they will do is generate revenue. Widen the causeway and lanes through Davis, widen the roads, widen the choke points, make "must exit" lanes. | | THIS PROVES THAT THIS IS NOT ABOUT REDUCING CONGESTION! IT'S ONLY ABOUT RAISING REVENUES FOR OTHER PROGRAMS! MAKE USABLE AND EFFICIENT PUBLIC TRANSPORTATION AVAILABLE, SO THAT MORE PEOPLE CAN USE IT FOR COMMUTING, AND THAT WILL REDUCE CONGESTION. THERE IS ONLY ONE TRIP EACH WAY FROM MY HOME TO MY WORK PER DAY, AND IT TAKES OVER 2 HOURS INSTEAD OF A 20-25 DRIVE EACH WAY. | Stated in questions 2 and 7. It's a revenue source, much of which will be diverted to other NON-TRANSPORTATION issues. Widen the roads, causeway and choke points, and the congestion will be reduced! |
| Why does I80 need a bicycle lane? | If there is a toll to leave west out of Sacramento, I'm not going west anymore. | | | |
| | | | | |
| Adding more lanes to freeways doesn't work. This has been shown all throughout the U.S. and the rest of the world. Even adding a lane specifically for carpool lanes does not work. It does not increase the amount of people willing to carpool. People that are already carpooling, already planned to carpool in the first place. Now, adding a rapid transit option, that's a different story. Increase the frequencies for the Capitol Corridor and other connecting rail. That should be the priority. | Seriously, don't add a lane. Increase public transportation frequencies. | See comments above. | Strongly support most of these. | If Amtrak or any other public transportation is improved, I would use it way more often than I do now, which is zero. |
| | | | | Adding a new lane of any strip will only make sense if the traffic in it can continue to flow - if it has to merge back into the existing three lanes then the problem is only moved down the freeway. Eastbound would be easy in this regard since the roadway expands and splits into I-80 and US-50. However, going westbound where would the extra lane end - Richards Blvd, where I-80 expands to 4 lanes? I like the concept as long as it compliments the existing and planned diamond lanes and reduces these land-ending merges. |
| | | | | I believe that there should not be a toll to use I 80 for any circumstance. If need to, carpool lanes (2+) would be a good alternative. But most of all, I believe all new lanes should be used by all with no restrictions. |
| | | Though we should support clean vehicles, it would be best for dirty vehicles to get to their destination instead of idling in traffic. | | Please don't create more options for the weather to literally and figuratively zoom past those without the excess funds to spend on electric vehicles and toll lanes. People need to get where they are going regardless of their economic status, buy the poor and working people are most at risk from time delays. |
| Lane reduction East bound enteringbDavis is a major problem. Open up more lanes...not toll ones either. | Stop your enphatuation with toll lanes. You have created a huge mess here in Vacaville and nobody is going to pay your ridiculous fees for toll lanes access. Stay with job lanes only. | No toll lanes is best. Stop thinking this will solve congestion. It doesn't. You just want to spend tavpsyer money to keep your jobs secure. | Let's focus on adding more lanes instead of considering unrealistic ideas like toll lanes. | Widen the Yolo Causeway with two more lanes |
| | | | We need more non-road dependent transport. Most other first world countries have numerous rail options, let's get with what works. | What is the cost it will take to convert to a toll road, we would be far closer to installing a light rail |
| | Cal Trans - please stop taking existing lanes and making them carpool or toll lanes. ADD lanes for those specific purposes. | | | |
| The issue is simply a lack of normal travel lanes to accommodate the increased volume of vehicles in the last decade, as most surrounding highways use more lanes than this stretch from Davis to Sacramento and don't have the same traffic issues. I commute this route and don't see enough commuters with a passenger to use a carpool lane for improving traffic; making the lane a toll lane would negatively promote exclusivity and set a bad precedent for making more toll roads. Eastbound 80 at Chiles Rd is a big contributor to daily traffic, as many commuters will take this route to avoid sitting in traffic, further complicating the issue. | NO TOLLS, bad idea | NO TOLLS, bad idea | What about public transportation to/from the Sacramento Airport? | If approved for a carpool/toll lane, would this mean a 2nd round of construction on the I80 Corridor in addition to what's currently under construction!?!? |
| | Please make sure that there are options for those who cannot afford a toll, including public transportation, carpool lanes and time-of-day access for lower-income users who will still need to use this road, especially on weekdays. | If you are going to include tolls, especially for quicker accessibility to cross the Causeway, it seems like you should offer this option every day of the week since traffic along this corridor seems to be a problem no matter what day of the week it is. | | I support easing the congestion on I-80, and think toll lanes with options that continue accessibility for all could be a good answer. Offering options like free access for those who can carpool with HOV types of restrictions seems like the best plan, but offering all kinds of public transportation options to West Sacramento and Davis from either downtown Sacramento or beyond would vastly improve both accessibility and congestion. Please provide both so that Sacramentans can enjoy West Sacramento, Davis and Yolo County with many more options. |
| | | Stop with the tolls. You don't need the money and we don't need more congestion it will cause. | | Tolls hurt the commuters, it will cause more congestion at the toll and on I-5, as people choose avoid 80. We have enough traffic and congestion. There is no need to put a further financial burden and stress on those that work, live, and/or travel to Davis and beyond. |
| | | | | |
| | | | | Please no additional tolls of fees. We already pay outrageous amounts in tax, gas, and registration fees |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|---|---|---|---|---|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| | No more tolls. | | Toll roads are not equitable and should not be built. | I feel strongly we should not use tax dollars to build a toll road. Toll roads are inequitable; people who can afford the toll get through quicker, while those who can't are stuck in traffic. |
| | | | | Do not add any tolls to I-80. |
| | This(toll requirement)creates an equity issue due to the lack of regular reliable transit options for residents in the area. | | | |
| I feel that it is vital to increase the number of lanes in that area be it toll or otherwise. It has been long overdue! | | | | |
| While traffic is a problem on I-80 corridor, it relates specifically to additional housing, minimal public transportation and poorly designed freeway | Seems racist as those with money can afford to pay and have advantaged travel. Also, we pay highest tax in the nation and our political leaders waste it on their political ideals instead of using it for infrastructure as voters wanted. Never saw a toll toad that didn't add to congestion, just look at congestion when going to San Francisco, tolls are a nightmare! | Strongly oppose any notion of toll roads. Government needs to be more efficient. I worked for the State for 30+ years and witnessed many ways to improve efficiency. As a government leader in a State tax agency, I always remembered I was a taxpayer and these are my tax dollars, we owe it to the citizens of California to be frugal and efficient. We pay fuel taxes, they are sufficient enough to keep our freeways in pristine condition. | | Do not support this at all, CalTrans needs to rethink this. We have taxes for our roads and public transportation, I see no reason to create this added headache, nor do I believe the revenue will be used for the intended purpose. |
| We don't need another lane and years of inconvenient construction. The problem is everyone moving to Sacramento. Davis needs to fix their unaffordable housing problem so more people move there. Or better yet, the Bay Area fixes itself and all the bay area people stay in the bay area where they work. The reason for the commuters is the problem, not the road. | Making all lanes pay a toll is even more stupid than the idea of building one new lane for tolls. If the community actually trusted how our tax dollars were spent by the government then maybe this proposal would have more support. | So just eff the middle class as usual huh? We don't make enough to be able to afford electric cars that'll get into the lane for free/reduced cost. But we're not poor enough to get into the lane for free/reduced cost. | This is a mentally exhausting survey | |
| Should dedicate a public transit lane. Promote public transit. | | | | |
| | | | | |
| | | Even with all these, it is a hardship for certain folks. | | |
| | | It is absolutely criminal to charge the public to drive in lanes that our tax dollars are paying for to put in and the road construction projects absolutely criminal. | We currently have Amtrak service between Sacramento and the Bay Area seven days a week, including holidays and weekends | As I said, in an earlier comment, the politicians are corrupt and have misallocated tax money for road and lane projects for years. It is absolutely criminal, immoral, unethical, and downright disrespectful to our tax, paying people to charge us a fee for a lane that our tax dollars paid for. |
| | Toll roads are unfair - they benefit wealthy drivers, but people that can't afford them are stuck in slower traffic. | | | I would actively oppose a toll-based option on I80. |
| We pay for our roads with taxes. Why should we have to pay an additional fee to drive. This is elitist | We pay the highest gas tax in the US. We pay the highest price for gas. We should not have to pay more to drive the yolo causeway. | Again elitist...having to buy an e car | Again...just trying to get on the good side of my by trying to entice me to agree to this idea | |
| BUILD MORE LANES | BUILD MORE LANES | BUILD MORE LANES | | build more lanes |
| Extra lanes need to be added. | Our tax dollars are already being used to pay for the roads and maintain them and now California wants to double tax us and make us pay to use what we've already paid for? If California really cared about "climate change" they would add lanes and open them up for everyone to use so we could all get to where we're going quicker while using less gas. All this proposed plan will do is generate money for the state while still causing us to burn more gas and pointlessly wait in our vehicles longer than necessary to get around. | No toll lanes. They scam the taxpayers. | We do not want the toll lane scam in Sacramento. | The taxpayers of California want our tax dollars used to expand the freeways so we can get from point A to point B quicker while spending less on gas. We do not want our tax dollars used to further tax us even more. |
| I strongly recommend the managed lanes project include sound walls/sound barriers as part of the project scope. The I-80 project area through Davis generates significant traffic noise affecting the quality of life for residents. Construction work will only increase noise and a sound wall (environmental justice, if you will) is needed. | | | | |
| | Creating a toll lane in this economy will make it hard on drivers. A lot of people have problems affording the cost of vehicle repair now. Gasoline costs keep going up also. Adding another fee to the cost of living in California will not help. | | | |
| | | | | Need more lanes extended back to Kidwell new bridge over the causeway! |
| | There will be traffic regardless. Adding a toll will only increase traffic. Not everyone can afford to pay tolls. We are broke. Please have mercy and leave us working folks alone. Everything is already so expensive, we don't need another thing to pay for. Don't do it!! | Don't add tolls. Don't add tolls. It's been working perfectly fine without the tolls. Tolls will increase traffic. Leave us alone please. We pay taxes for all lanes and we should be able to use them all. | Californians are already taxed on everything already. Please stop robbing us. We're just trying to survive. | Just add more lanes |
| | | | | The objective should be how to get people from Davis to Sac rather than how to improve I80. |
| | | | | Hey folks just build a train. Thanks |
| | | | | |

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|---|--|--|--|--|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| | | | | The largest issue facing the I-80 corridor is not that there are enough lanes. What would realistically help traffic conditions is more public transportation options (like BART) for commuters. Adding additional lanes or creating carpool/toll lanes will not fix this problem. |
| | | | | |
| | Tolls were the worst thing to happen to the Bay Area, it would be disgusting to see them in Yolo | Discounted charges for expensive vehicles further promotes income disparity and inequality in Yolo County. | | |
| | | | | |
| | | | | |
| | Do not add toll Roads to Sacramento! | No tolls | just add more public transportation, not roads. It takes me 15m to drive to work, but if I took the bus it's over 2 hours. Biking would be over 1 hour but on unsafe roads. | No toll roads in Sacramento! Improve public transportation. I'd love to be able to get rid of my car and just take the bus or train where I need to go. A toll road will just create more traffic, more pollution, and destroy more habitat. |
| The unsafe driving is due to bottle making at the fifty and eighty other than that, that's about it. There is already a bike lane that is very seldom used. Cut through traffic is a minor problem because most of the traffic is going through davis, not to davis. | The information says that single occupancy traffic is the major problem, Then why is carpole three plus more people. Gas taxes are high enough, And we just raised them, why are you going to charge to use carpool lane??????? | California just raised the gas tax. We are still in the process of doing work on the causeway. Why was a lane not added with funds from the gas tax? I feel like this further burdens low income working class people like myself. | I feel like public transportation is key to helping with traffic on the corridor and in california. And I feel like we should be using the funds from the gas tax to do so That's why we voted for it was for transportation infrastructure....I thought. | The problem with the traffic is bottle necking at the fifty and eighty and then again bottle necking going on to the causeway. The distance from davis to sacramento is too far from most people to want to write a bike, especially in the rain or the heat. I feel like playing favors to people who can afford electric cars is unfair. I feel like we do need to invest in public transis tation. Light rail having more destinations would be a good start. We are still in the process of finishing a project In that area we should have added a lane then. Finally I feel like we voted to raise California's gas tax. Because we were told it was going to go into freeways and infrastructure. Why can we not get the funding there. Why are we going to make more traffic by adding tool lanes that are playing favors to certain people. In my opinion, we should add another lane for everybody to use and use the gas tax funds. Thank you for having a survey I hope you actually listen to the publics in put. |
| | | | | |
| Toll Lane is ridiculous another burden for those that have to use highway!! | Toll is ridiculous!! Unfair for the people that use that highway. People can barely afford to drive with costs of insurance and gas. Another burden put on the taxpayers!! | Any tolling is unfair!!! | Strongly oppose toll!!! Public can not afford another expense!! | It is self-defeating measure and should not be passed as example in other areas it has not worked! It's only for those that can afford it! it Isn't that the job of your engineers and transportation department to design our highways!!!! |
| | We already pay too many fees! It will make more frustrated drivers. | We already pay too many fees! It will make more frustrated drivers. | | Just widen the freeway using our taxpaying money already paid and still paying. We don't need the center island with trees. Wasted space. |
| Traffic can be a problem, but it's because of too many commuters, not not enough road. This is an affordable housing issue. | Additional lanes do not improve traffic. How many more studies do you need? | Irrelevant. Do not build this lane. | Irrelevant. Do not build this lane. | |
| | | | | Tolls are a regressive tax, a new lane would not be a long term solution for congestion (see induced demand) unless it were strictly for public transit |
| | | free or discount use of carpool/toll lanes for clean air vehicles is effectively a regressive tax policy that rewards higher income bracket users without providing any real incentive for wider adoption of clean air vehicles | | |
| | | | | No toll lanes. The word freeway is self explanatory! |
| | | | | I oppose toll for other uses than to pay for the road. |
| | If I pay for a road with my tax dollars I should have the right to drive on it free of charge | | | |
| | A toll lane is simply a regressive tax - the cost of traveling is an undue burden on those with lower incomes, or they are unable to access this mode of travel while those with greater financial means can use this lane. A non-toll carpool lane should have similar traffic impacts without further bifurcating the methods of travel available to people. | | | |
| Poor planning for construction and road work results in very unsafe driving conditions. Also, lack of investment in Public transit. | No Toll roads on public roads. It has proven to be a failure in many states. | NO TOLL ROADS | NO TOLL ROADS | Do not install toll roads, it is a misuse of public land and public funding. Instead funnel that funding into improving public transit options right away. Can make much quicker and cheaper impact with no private corporations involved |
| | | | So why does the money generated need to go back to ideas for this section of 80. All of the above ideas only benefit locals who use public transportation. | Toll roads are express lanes for the wealthy. I'm not poor but lower end of the middle class. I couldn't afford this extra luxury. Just build lanes for all to use carpool restrictions are good. How about setting up cameras to enforce existing carpool violations. I see countless violations every time I'm on a highway |
| Yolobus routes serving the I-80 corridor are too infrequent and unreliable, often running late by 20 minutes or more, with some buses entirely absent from their scheduled routes. In addition, speeding, tailgating, and other reckless driving behaviors have become extremely common and need to be addressed. | | It is extremely important that fast, reliable public transit and free fast-lane access for low-income drivers is prioritized, as low-income jobs often do not offer any flexibility in shift start times and commuters in those positions need to know they will get to work on time. Local governments should also put every effort into incentivizing expanded use of public transit as a front-line environmental harm reduction measure. | Electric vehicles have not yet been proven to be an effective long-term tool in the fight against climate change and environmental destruction, and individual car use is not an efficient way to commute. Revenue should instead be used to promote mass transit and small, safe personal transportation options such as electric bicycles. | Roughly half of the round-trips I make on I-80 driving a personal vehicle are made necessary by poor public transit options and service. Better public transit infrastructure and management would likely cut my driving on I-80 down by at least 50%. |
| | | | | |
| | | | | People cheat in the carpool lanes. Therefore, I do not support letting carpool lanes use a toll road for free. , I think the toll road should require everyone to pay except for public transportation. I also think there should be some type of advertising campaign to encourage people to use Amtrak to travel to the bay area from sacramento, Davis and other cities. |
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| | | | | |
| The traffic is not an issue, the narrow bridge and multiple merges leading up to cause most of the slow downs. Once on the bridge traffic is fine. | The bridge handles trucks, RVs, and commercial loads. Putting in premium lanes is wasted capacity at best. | Literally no, these are all soft mitigations for a terrible idea. | No more cars, if you are blocking lanes off from normal use and taking money, don't use it for more cars. | |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|---|---|--|---|--|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| Right now the biggest problem is where you've torn up the freeway.. | Study after sturdy has PROVEN that these toll lanes are useless.... | | | |
| | Carpool & public transit only lanes tend to make traffic worse since they are often underutilized or misused. The Watt Avenue/Hwy 50 bridge has had a public transit lane for years and I have never seen it used. People who don't qualify for access often use the carpool lane to drive recklessly just to get ahead of traffic. At on-ramp metering points cars following the rules often risk getting rear ended by speeding drivers in the carpool lane. A toll lane would just be another perk for the wealthy on the backs of everyone else. Lanes should be added to the causeway, but it should be equitable and for all drivers. | | | |
| | | | | We should not be charging additional money to drive on public roads. I fully support widening the freeway between Davis and Sacramento but do not support at all paying any additional money to drive on that road |
| I commute to Davis 2-3 times a week. The traffic is not that bad unless there is an accident on the causeway. The issue is not the lanes, it's the fact that there is one route and no exits once you are at a certain point. Adding lanes will not fix this. | Adding anything that requires a toll is inequitable. You are then creating a situation where it is even more difficult for a person from a lower socioeconomic background to get to work/school. There are a large number of employees and students who commute from Sacramento to UC Davis because they cannot afford to live in Davis. You also may see an increase in the number of cars on the road with a toll lane, because people may choose to drive instead of taking public transportation if they know that they will now be able to pay to bypass the traffic in a toll lane. | I support low-income drivers receiving discounts and free access for a toll road, but I also think that middle class people are important to consider too. Middle class people don't necessarily have the money for a toll lane with how high gas prices are and other expenses that come with commuting (parking, car damage, etc.) Again, you should be making it harder for people to get to work or school and adding a toll lane does that even with discounts for low-income drivers. A carpool lane is a better option because you are not disadvantaging someone based on money. | Instead of adding any lanes at all, you should take the money that you are spending on that to put towards some of these "improvements". None of these things will actually improve transportation when the cost of living continues to increase and people cannot afford to live near where they work. | |
| | | | I would love for public transportation and Capitol Corridor (passenger train) to be more affordable! | |
| | Add a 4th lane that everyone can drive in. | | | Build a 4th lane that everyone can drive in. |
| | | | | |
| | All carpool lanes in the state should have the same 2+ HOV standard, not some one number and others something else. | I believe that all of the toll/express lanes should be removed as they unfairly provide better transit times to those who can afford it over those who cannot. Any new toll system should include technology, design, and increased law enforcement to deal with the outrageous number of individuals who abuse the system, and with significant financial penalties. | Just finding another way to tax the public. | |
| Please put money towards public transportation like trains and buses!!!! | Creating more lanes is proven to NOT lessen the cars on the road or lessen traffic jams!! | Put money towards a light rail train to the airport!!!!!!!! | Put money towards building a REAL public transit infrastructure!! Trains and buses!!!! | Please put money towards real public transportation infrastructure that is actually beneficial to the public!!! |
| | | | | |
| | We do not need more lanes. Increase the frequency and speed of the Capitol Corridor so people are more likely to take the train. The ticket cost also needs to be lower. It shouldn't cost \$56 for one person to go round trip from Sacramento to Berkeley. | No extra lanes. | | Stop expanding the roads. Provide alternatives to driving instead. |
| | | Please do not modify the existing lanes. If anything please improve light rail. Adding tolls is ridiculous. | | Please extend light rail and make it affordable. Use the money that would go to toll lane construction for that. Do not add a toll lane. |
| | | No toll lanes strongly oppose | No toll lanes | We pay enough tax now.No more taxing people who already can't afford to live in this democratic hell hole. |
| | | | | Please please please do NOT put a toll lane. We've all seen what that did in the bay area, which is just increase traffic. PLEASE invest in better public transportation. This is the only way to go moving forward with the growing population in the area, and the mounting issues with traffic. If there were adequate and convenient public transport, I absolutely would not drive. Please look at the history in Seattle, when they were growing exponentially as a city about 15(?) years ago, and instead of expanding roads, decided to really invest in public transport. The result is that now they have one of the most expansive bus systems in a major city in the US, convenient to the point where people of all walks of life end up taking the bus around the city rather than drive due to how convenient, affordable, and safe/clean the buses are. We have the ability to model something like this here too, please let's not make the mistake of adding more lanes/tolls which just compound the issue. I implore you to please expand public transport instead. |
| | | | | |
| | There are no good alternatives for the causeway, so this plan is a disaster for anyone who needs to take this road. | | | |
| | Tolling all lanes seems logical, considering CalTrans already tolls all other greater Bay Area bridges | | | |
| | | | | We pay too much in gas taxes now. We should not have to pay additional to drive in any new lanes. |
| Excessive cut-through in nearby neighborhoods will be MORE of a problem if a toll lane is introduced. No tolls, no problems. | If we weren't spending millions of dollars on changing the freeway lanes, with intention to help public transport (highly unlikely) we could use the money to just build the infrastructure for public transport, they don't need their own lane as a bus. It's how we all navigate the road already and we don't need to clog it up with years of traffic for something so unnecessary. | Carpool lanes should remain FREE during non carpool times, 7am-10am, and 3pm-7pm. Why change the system that everyone is used to? To catch up unaware drivers and ticket them? This whole project just seems like a money grab. | | I hope that if the people who choose to fill out this survey oppose this tole/carpool lane, that the survey will actually listen to the answers of the community. Otherwise, why take a survey if you choose not to listen to the public's interest. |
| | | These lanes are a terrible idea and the wrong direction for 80 | Trains and bikes are the future of Sacramento and Yolo county. We don't need more failed car infrastructure and we don't need to increase car revenue to fund alternatives. Let's just build alternatives. We already see the failures in the Bay Area and LA. | Don't do this project. Please. We need trains, bikes and infrastructure that supports denser more livable cities, not more gigantic highways and dated solutions like freeway expansions. Let's lead by innovating a *better* public transit system and provide convenient, high quality train systems that are worth using that will support the city long into the future. We are deeply opposed to this direction and think this entire project is a folly. |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|---|--|--|---|--|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| Capitol Corridor needs to be restored to its pre-pandemic frequency and then expanded further. | One of the existing lanes should be converted to Transit Only. If any new lanes are built they should be limited access and Transit Only. | I do not support tolled lanes of any type. | I do not support toll lanes, but if they are built the money should only be used to expand public transit. | I strongly oppose the current plan of adding a toll/fee lane. Any new lanes should be transit only. If the existing project is built the tolls and fees should only support transit. Any construction should also address the eastern end of the causeway, where 80 westbound joins business 80. That merge is almost always backed up because of poor design. The Enterprise exchange should be demolished and the merge should be streamlined to reduce traffic jams. |
| | | | Please consider an express rail system between Davis/Woodland and Sacramento. | |
| | | | | |
| | | | | |
| | All lanes should be toll free and available to be driven in by anyone | | Please use gas tax and other taxes already being collected instead of adding cost to using the lanes. | |
| | | | | |
| | With more public transportation, it will reduce the number of vehicles on the causeway which would then lead to less traffic. Not only that, but it would be the least expensive option and will reduce pollution. | Implement more public transportation. The money made from public transportation can be used to add an additional lane, if the public is demanding for one. | | Implement more accessible public transportation. |
| | Toll roads are an abomination. We pay taxes. We should all be able to use the roads paid for by those taxes. HOV lanes, on the other hand, promote good driving habits without adding a financial burden that has a disproportionate impact on poor people. | | Raise taxes on the rich (over \$150k) rather than use toll. Toll is a *use tax* that has disproportionate impact on the poorer driver. We are all Californians. We should have equal access to using the publicly funded roads. And even those who do not drive frequently benefit from getting goods that are shipped via those roads. I do not understand "Promoting car-free or car-lite mobility packages as alternatives to driving" | How could you have delayed improving this problem for so long? The causeway traffic has been a problem since I was a UC Davis student in the 1980s! |
| | Strongly oppose paying to travel FREEWAYS. | Strongly oppose paying to travel FREEWAYS. | Strongly oppose paying to travel FREEWAYS. | Strongly oppose paying to travel FREEWAYS. |
| Unsafe and reckless driving. Some people should not be on the road. | The road should not be widened, except for adding bicycle or transit facilities. Additional capacity only increases demand. | Better to add public transit and provide subsidies for all low-income people, than provide subsidies only to people with the capacity to drive. | Expand and improve regional rail, whether through improvements to Capital Corridor, better connections to BART, or expansion of light rail. | I would bicycle from Davis to West Sacramento or Sacramento, and have done it many times in past years, but I do not believe current conditions on 32A are safe. Better cycling infrastructure and transit opportunities should come first, not freeway expansion. |
| | This would create an undue burden on those who need access to county services, as the causeway splits Yolo, as opposed to simply marking a county border | | Shuttles and express buses, yes. Van pools, no. | I would love to see a public transit system like they have in the Netherlands. |
| | | | | |
| | | | | |
| Better public transport. More Busses, light rail, bicycle lanes. | Have a team sit at a safe spot on the I-80 corridor and see how many cars have 3+ people in them that aren't small children. I bet you will find that not a lot of people are carpooling to work or school. | | Light Rail. | Build a rail system through the Capitol Corridor. Make Capitol Corridor safer for bikes, scooters, etc.. |
| | | | | |
| | As tax payers we already pay the highest gas in the country, some of that money is to go to Road repairs. In addition the state recieved money from the Fed's. This is nothing but a money grab. There are already citizens that can not afford to go anywhere. If anything work on mass transit,trains in particular. | I say no cause I oppose the toll lanes, period! | | It's a money grab period! |
| Adding freeway lanes does not reduce traffic. This is a huge waste of money as it doesn't get people off the road. Most of the people causing traffic are commuting specifically to UC Davis. You should be spending this \$450+ million dollars on connecting the Sacramento light rail system to Davis, as that would actually remove thousands of drivers from this stretch of freeway on a daily basis. | How is this serious? Paid lanes just allow rich people to drive faster, they do not reduce traffic. There are zero examples of adding lanes, managed or not, reducing traffic. The only way to reduce traffic is to require less driving. The only way to do that is to add a way for people to get from Davis to Sacramento without being in a car. | Why should we have to pay to use the ONLY POSSIBLE ROAD between Davis and Sacramento? This is such an unserious proposal and whoever started this project should be ashamed! | None of these options do anything to reduce traffic or driving. Also, who would get these programs? How will they help the people who have to regularly pay to drive in these lanes? They won't. We shouldn't have to pay a use tax on top of the other taxes we already pay. | This project will do nothing to help anyone. It's already killed people with the shoddy road changes and dangerous conditions. More lanes have never, ever, reduced traffic. It is the definition of insanity to keep doing things that haven't worked elsewhere and expect a different outcome. Just use the money to actually provide an option that takes people out of cars on the causeway that doesn't take 3-5 times longer to make the trip. It takes over an hour to get from West Sacramento to Davis on any method that isn't in a car. The Amtrak is not designed to help people commute, it can't be picked up in a location that is near where ANYONE lives and does not run frequently enough to be considered reliable. Stop wasting money on mistakes and start building what has actually been proven to reduce traffic and increase safety: fast, efficient light rail that connects to places people actually live and work. |
| | | | Just like other transportation monies and gas tax monies, it will never benefit the people. | This is another stupid project that won't fix anything, just like the bay area. Also, we pay the highest gas taxes in the US, and now you are asking us to pay more to drive on the same roads. |
| | We already pay road tax and now you're adding a toll - ugh! | | | |
| | We already pay one of the highest gas taxes in the Country. Any toll is an additional form of tax and hurts those with less income the most. Not fair that the rich and those who can afford new electric cars the option to use the lane. Leave it free for all!!! | Rich can afford tolls and the new cars. Not fair!!!! We all pay gas taxes. | Hello - we already are taxed too much! Use existing funds. | No tolls or Special lanes for the RICH!!!! |
| | | | | |
| I live in South Davis. Traffic through the neighborhoods and local roads with people trying to escape the traffic backups on the freeway makes it truly impossible for South Davis locals to travel anywhere. Then all those people attempt to get back on the freeway at Mace Boulevard or Chiles. Those are the only two options. That means there is currently no way for locals to get to Sacramento during afternoon commute well into the evening. It's frustrating and extremely problematic. There should be toll exemptions for Davis locals. Or some other accommodation. | | | | |
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| The unsafe driving conditions are a direct result of the relative lack of enforcement of traffic laws, which is a general problem for our region, not just the I-80 corridor. | | | | |
| | We pay taxes and tolls are an unfair burden on poor people. | | Rebates for pedal bikes too, not just electric bikes. | Toll option is a bad option. |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|---|--|---|--|---|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| The solution to traffic has never been another lane it has always been limited public transit. Increasing reliability and consistency of public transit is the only way to reduce the problem. | Tolled lanes are a disproportionate tax in the lower and middle class. The toll will just mean only rich people can afford to go fast so only they will see the benefit of the new lane. The increasing burden will be applied to existing lanes. People do not have a choice at the moment to take the road or not the Amtrak train that serves as the only alternative to the road is currently prohibitively expensive. Public transit should be just that public affordable and usable by the whole populus. | See above I think the toll lane is a bad idea. I think if you do it I don't think people who can't afford it should have to pay | | |
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| | | | | |
| | | | | |
| | | | | Roads are not safe especially for semi truck drivers . Too many pot holes make semi swerve and can cause accidents to happen |
| | As taxpayers we already have already paid for the I-80 improvements. Tolls wills appropriated for other purposes. Find an honest way to pay for those. Because we have paid for these improvements as taxpayers all of us should be able to use these improvements without additional charges and restrictions. No tolls, no HOV lanes, no HOT lanes. | | Tolls wills appropriated for other transportation purposes. Find an honest way to pay for those. | |
| | | | | |
| Poor layout of merging lanes combined with car dependence. The issue is at the 1-80 west bound where the Capitol Corridor onramps onto the I-80 while the only tens of feet eastward the highway decreases from 4 lanes into 3. This in reality it is 5 lanes merging into 3. | It is difficult to try to find someone I know who also needs to go toward Davis at both the same time and day I need to go. | No comments | | Almost all of the alternatives presented in the document were related to adding a lane. I would like to know why altering the onramp for Capitol corridor was not examined. I would also like to know why adding an electronic sign east of the Yolo Bypass to indicate which lane stopped cars from an accident was not considered. Lastly, I didn't see any sort of economic analysis that compares spending this money on public transportation (more busses like Megabus or Flixbus, or Express Busses) versus the building of the project, and awaiting money to accumulate through toll payments. |
| | Tolls for all users is ridiculous. | | BUILD MORE LANES. The cars arent going away. | |
| It seems toll booths are being proposed without better roads as well as cleaner roads. | | | | |
| The 80 and 50 interchange is the biggest issue. Exit is horribly placed and there are 2-3 merges in the same area. | I lived in Southern California that had all toll freeways (73) and partial (91, 10, 110, and 15). You need multiple freeways to control the flow of traffic. A pay lane is not going to solve it. | | | |
| Not enough lanes for the amount of traffic it gets daily | Would love to have the new lane be a regular lane. I drive the causeway daily and don't often see 2+ people in cars, it's mainly one person in a car. Due to the I don't agree with any car pool lane for 3+ people. I also don't think anyone should have to pay to use the lane. You also don't say what the fee would be to use these lanes, that determines how much support there might be for the lane. | I wish there was an option for "not sure" as it would depend on more details to have an opinion. | Keeping the road well paved and free from pot holes. | Thank you for the opportunity to provide feedback. I would have liked for you to provide more details on how these options would work and what the fees will be. It's hard to have opinions when there is little information to go on. |
| | | EV cars should pay more because they are not paying gas tax to maintain the roads. | | Toll roads should always be opposed because it is one of the reasons why California's pay more in taxes and pay more at the gas pump than other states in order not to have them. I don't believe taxes will ever be reduced in exchange for toll roads. |
| NO TOLLS | NO TOLLS | NO TOLLS | NO TOLLS | NO TOLLS |
| | | | | |
| | | | | |
| | | | | Please do not make the Yolo causeway a toll road. That would be very frustrating and I would hate it. |
| Zero support for additional lanes, whether they are toll or added. All of the funds being considered for a project of this scope should be put into public transportation. Increased rail services, ferry, or buses. | | Zero support for toll lanes. Put the project money towards public transportation. | | This project and the existing widening project are all examples of Caltrans delusional planning. All project funds should exclusively include public transportation goals. Add additional rail infrastructure not widening roads or adding tolls. |
| | | | Where is the money going from property, state and gas taxes going? Seems every time there are improvements made, the general population is charged again to use the improved roads we are already taxed for. | Use our tax dollars for more than lining someone's pockets |
| | Daily commuters would have to pay even more to get to and from work, including myself. Living is already unaffordable in CA and this would be an unnecessary burden on many. | | | |
| | Tolls for land based freeways should be illegal. | | The money won't actually go to any of these programs so let's assume that toll money will go into a CA slush fund. Also, we already pay taxes for these roads to be perfect and that isn't the case so let's not pretend anymore | |
| | We already pay too much in taxes already, we don't need another BS tax. Build more lanes but stop the excessive tax and premiums for those "carpooling" . The carpool lane is already enough of a Joke. | NO TOLLS, PERIOD! | SEE #3 NO TOLLS. | Build more lanes, great. NO TOLLS |
| | Quit charging us for roads we already pay for through our taxes! | Quit charging for roads we already paid for!!! | | |
| | | | | |
| | | | | |
| | | | | No tolls, no carpool lanes |
| | | | | |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|--|--|--|---|--|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| The Yolo Causeway has some of the worst traffic in the Sacramento area - however, it is very windy and a long distance to travel by bike, so I'm not sure how much help biking facilities would be. | Would be nice to have the toll/carpool lanes free with 2+ which would match the other carpool lanes in Sacramento. | Carpool lanes in the Bay Area tend to be clogged up with many electric cars, and this just feels like a way for rich people to buy their way into the carpool lanes, without paying the express lane tolls (if there are any on that segment). I often drive with a 3+ carpool, and this feels a bit like cheating. Also, I'm fine with weekend toll/carpool lanes, as long as it's demand-responsive, as in only active/charging if there is a traffic jam. | While transit improvements are good, if drivers are paying the tolls, these fees should go to improving the roads, such as fixing the huge amount of potholes in the area. | Glad to hear some improvements are planned, but the completion date is far in the future! :O |
| | | How would you even differentiate between who are low-income drivers? Why is this even a choice? | | |
| Do not establish a toll. It WILL makes things worse and create a tiered road system that disproportionately affects low income drivers | Do not establish a toll. It WILL makes things worse and create a tiered road system that disproportionately affects low income drivers | Do not establish a toll. It WILL makes things worse and create a tiered road system that disproportionately affects low income drivers | | Do not establish a toll. It WILL makes things worse and create a tiered road system that disproportionately affects low income drivers |
| | | | | This has nothing to do with traffic and only has to do with increasing revenue. It's obvious as toll lanes are shown to do absolutely nothing to help with traffic. Stop wasting time on this ridiculous idea. |
| | | | | It would be helpful to have an honest conversation about the reasons for traffic and what can be done about those things--how many people work in Davis but can't afford to live there, supercommuters to the Bay, etc. |
| if you build more lanes, that will increase traffic. put money into what we want more of. Please fix our horrible public transit system. https://www.wired.com/2014/06/wuwt-traffic-induced-demand/ | if you build more lanes, that will increase traffic. put money into what we want more of. Please fix our horrible public transit system. https://www.wired.com/2014/06/wuwt-traffic-induced-demand/ | if you build more lanes, that will increase traffic. put money into what we want more of. Please fix our horrible public transit system. https://www.wired.com/2014/06/wuwt-traffic-induced-demand/ | if you build more lanes, that will increase traffic. put money into what we want more of. Please fix our horrible public transit system. https://www.wired.com/2014/06/wuwt-traffic-induced-demand/ | if you build more lanes, that will increase traffic. put money into what we want more of. Please fix our horrible public transit system. https://www.wired.com/2014/06/wuwt-traffic-induced-demand/ |
| Short of expanding the actual size of the causeway , we've reached a point where the infrastructure itself is insufficient | There should be no additional charges for public infrastructure! | No to privatization and monetization of public infrastructure! | | No exceptions! |
| | Creating a new lane for motor vehicle traffic is not the solution. It will create more induced demand for personal vehicle use while neglecting proven solutions like bolstering public transportation and pedestrian/biking infrastructure. | If a new lane is to be constructed, it should be a dedicated bus lane in order to address the major downside of bus transportation: being subject to personal motor vehicle traffic congestion. | | |
| Would love to see more long haul public transportation options e.g. train to Bay Area | | Toll or carpool lanes should only be enforced during peak traffic hours | Electric Vehicles are great but also unaffordable for many people and the infrastructure for charging them needs a lot of improvement. | An easily accessible, reliable, affordable train system would be wonderful. Especially one that is pet friendly. |
| It's very congested where 80 merge and it merge again at ramp 81 going south. It can be dangerous going dangerous since people are change and exit of the highway. A lot of people would using the on ramp from the highway just to get ahead at W Capitol Ave. | If there are enough people using the carpool/tolled lane that it helps the public traffic, then I'm all for it. Please don't use our hard earn tax dollars to help only the few. | Even if low-income drivers receive discounts, most will not even use it because we can't afford to. | | |
| | Please do not add new lanes to 80. New lanes will just add more congestion to local roads, more pollution, and make climate change worse | | | |
| | Gas is already expensive as it is. A carpool only lane or lanes would ease congestion, public transportation options (30-min intervals) would ease congestion. I strongly oppose tolling, but if you were to toll, it should be somewhere on the Sacramento-Folsom corridor; this wouldn't punish public sector workers (UC Davis) and still target bay-Tahoe traffic. Again, I strongly oppose tolling, but strongly support carpool and public transit incentives. | I strongly oppose tolling. | Bike-Scooter sharing is private sector; not public sector. Stop supporting private businesses with public sector funds. | I-80 bicycle access isn't practical as there's really only access at and across the causeway, rather than anywhere on the grid. |
| | | | | Absolutely no option for all lanes being tolled should be considered. |
| There should be dedicated, maintained bike lanes/trails the full distance from the American River Bike trail to UC Davis. | Separating at least one bypass throughway lane (not carpool), going from the causeway to Dixon and back, would move all the traffic, not getting on or off, and stop all the merging backups for half the drivers. Have a few long exits, so they don't need to brake to merge, but no entrances for the full distance from the causeway to Dixon. Have it end by turning into two lanes and then regular lanes, in a widening area with multiple lanes, to avoid it backing up. | | If convenient transportation services are express services from major businesses to park and rides located at each of Sacramentos areas (north, south, east & west), it could be a good choice for commuters going to and from Davis or Dixon. Vans or buses should not be from doorsteps, just the biggest employers, to park and rides. Don't allow a blank check for anything in the state not dealing with transportation, by saying combat climate change. | Aside from this plan, California should pass a law, saying the left lane is for passing only across the state. It would stop the jerks, going the same speed as the vehicle next to them, purposely bottling and holding up traffic. It would help stop road rage and in commuter traffic it would help keep traffic moving. |
| | There is already traffic adding a toll lane would increase traffic. Charging a toll for all lanes would be a huge increase in cost for people who commute from Sacramento to Davis. Sacramento is already pricing out families let's not become the bay area even more. | | | |
| With the gas taxes we pay, no toll roads are needed, just use the gas tax money to fix any issues and forget toll roads. | Gas taxes must be used to add more lanes. No on any toll roads! | No toll roads. Gas taxes must be used to add lanes! | We pay so much in gas taxes, where does all that money go? Is it being used improperly? I think it is. No on more tax extortion! CA is too expensive as it is and too taxed. | Use existing gas tax money to add lanes & improvements. When I go to other states, gas is a \$1 less per gallon and the roads are better. CA must be totally incompetent in using gas tax money and I do not want more taxes to be added to an already overtaxed state. CA is too expensive and this is unnecessary. |
| Losing westbound lanes after Harbor Blvd. creates bottleneck backups on a regular basis. | Eliminating bottlenecks would facilitate better traffic flow and fewer collisions and road rage. | NO road tolls. | I oppose toll lanes. | Make public transit better instead of adding lanes |
| | | | | Eliminating bottlenecks should be the key objective for reducing roadway congestion. |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|--|---|---|--|--|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| Trailer trucks is the major problem when you drive on I-80 Davis. | New lanes should be FREE for all, except trucks with trailer. | | The major problem is NOT about public transportation. It is a problem of way too many trailer trucks passing I-80 that caused the congestion. | Build a new bridge near Mtrak rail for local traffic only can reduce at least 20% traffic on the bridge. Trailer truck uses woodland 113 to I5 only can reduce at lease another 20% traffic. |
| | Many people do not have a choice and must commute using the causeway. To impose a toll, especially on all lanes, would be an extreme financial burden on many people who already are struggling to make ends meet in an environment where cost of living has astronomically increased, but wages have remained stagnant/not caught up. Imposing a toll would be extremely harmful on the community. | I do not support the toll lanes. And anyone making under six figures a year should qualify for financial discounts, if necessary. | Unfortunately for many, the only way to get between Sacramento and Davis is via driving over the causeway. It would be more impactful to invest in alternative commute options than impose financial hardships on people who do not have a choice but to commute. | |
| | | No more lanes should be allowed | | Any transportation improvement should be for public transportation not on more lanes for cars. |
| | tolls are unfair. driving without traffic shouldn't be based on who can afford it. we need more lanes and more monitoring for weaving drivers causing accidents | weekend travelers would be able to use the carpool lanes anyway and people trying to go to/from work would still be stuck in traffic | | |
| | | | | |
| | We pay for "Free"ways already thru our taxes. Just allocate the money properly over time to take care of any highway needs. | NO "Toll" roads, to be added, period. | No "Toll" roads additions of any kind. | No "Toll" road additions, period. |
| A toll won't fix this issue. The construction is what truly causes the traffic I experience. | tolls won't fix this issue. you're just going to cut off people who need to commute from davis to sac and vice versa. this is a ridiculous "solution" | please no tolls. | | the tolls are a joke. |
| | | | | |
| | We should not be charged for having to use the freeway. I support a free carpool lane over any sort of tolled lane because of an equity standpoint that not everyone would be able to afford to pay. | Most other places (In the Bay Area) that have toll lanes only charge on weekdays and not weekends. | | |
| | | | | |
| We already pay taxes on the road we drive on, the gas we put in our cars for our roads to still be destroyed. Why more fees? | | | | The bicycle path on the causeway is horrendous |
| | I have to commute to Davis everyday and this would cause a financial hardship to me as someone living alone in my early 30s. I already have to pay parking in Davis and am struggling to make ends meet as it is living in Midtown. I have no option but to commute to work 3 days a week as it's our office policy. | | | It's just adding more fees that people can't afford. We should be able to freely pass indtween Counties and not be forced to pay. The state of California is already taxed the most out of any other state |
| Please no toll lanes | I go from Sac to davis once or twice a day, and this would financially ruin me | Please no toll lanes | Please no toll lane | Please do not make a toll lane or toll the entire road |
| | | | | |
| Insufficient public transit is the biggest issue. Capitol Corridor -- the ONLY rail option -- does not run frequently enough. I look forward to a reduction in traffic on the I80 Yolo corridor and think this is a good plan. | This is the only direct route to Davis and the Bay Area. Improve alternatives (transit) before imposing a toll on every car. | | | I want more investment in Capitol Corridor rail transit. |
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| | The reason it's congested is because there is only one alternative via 5 and 113. Limiting a lane will only cause more traffic. Build another road if that is your goal. | | | |
| | i would support a toll / carpool 2+ if the specific implementation were well supported with rational argument and evidence from similar projects' success in other areas. in general i do not think causeway traffic is a problem that requires major infrastructure changes and i oppose the project. traffic bottlenecks discourage irresponsible passenger vehicle use. the causeway's bicycle path and its integration with the city require modernization. | would support a vehicle size or weight limit, which would discourage pickup truck use on the freeway and reduce maintenance cost | if improving bicycle infrastructure were an option i would support it. adding large numbers of casual electric scooter and electric bicycle users to existing infrastructure would be a disaster, which is why i don't support sharing programs. if the infrastructure were good there are many people who would ride their own bicycles or scooters on it who currently don't. bringing these people in is a much stronger first step. it is better to make the argument than to use naive casual users as cannon fodder as has happened a fair bit over the last several years with different municipal scooter and e-bike sharing programs. | Jeanie Ward-Waller made some very good points in her public comments about the project and I don't believe that her concerns were responded to appropriately. I would like to see somebody publicly take responsibility for that and resign. |
| | | | | |
| | Toll roads are unneeded as Californians pay highest vehicle taxes in nation. Open more lanes. Stop the continual reduced lanes between Dixon and West Sacramento. Dangerous and unneeded. | Stop looking for ways to fleece regular working people! | | |
| Make the toll lanes pay for public transit | Make the toll lanes pay for public transit | Make the toll lanes pay for public transit | The Capitol Capitol corridor should be the highest priority here, but there ideally should be transit to other important locations from Davis that don't suck - Yolobus, looking at you. RT should get better funding, have easier access to the stations, have bike LOCKERS (not bike racks) at the stops, have more routes, go to the airport, etc. | Widening the freeway is a fool's errand. Induced demand means we'll just get more suburbs in Davis going to Sac or the other way around. The only long term sustainable solution is rapid transit following the same corridor. |
| We just need to improve the areas where all the freeways converge. Otherwise we do not need a toll road. | We just need to improve the areas where all the freeways converge. Otherwise we do not need a toll road. | We just need to improve the areas where all the freeways converge. Otherwise we do not need a toll road. This will allow the richer workers to pay the toll and buy the passes while the rest of us sit in traffic. It's not equitable. | We already pay gas taxes for improvements, taxes for road improvements also. Let's get it done without a toll. | We just need to improve the areas where all the freeways converge in Sacramento before the causeway. Otherwise we do not need a toll road. |
| | All of the options above will inhibit mobility and increasing the cost of living for everyone. I-80 should remain a FREEWAY - free for all vehicles in all lanes all the time. Add capacity with more lanes to facilitate the free flow of people and goods. | I-80 should remain a FREEWAY - free for all vehicles in all lanes all the time. | What you call revenue is really inhibiting mobility and increasing the cost of living for everyone. Citizens pay more than enough taxes to fund roadways to meet the transportation needs of all vehicles. | I-80 should remain a FREEWAY - free for all vehicles in all lanes all the time. Your proposal will inhibit mobility and increasing the cost of living for everyone. |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|---|---|--|--|--|
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| | Instead of toll/3+ it should be toll/2+ as it is in most of I-680. However, I am in support of a toll lane. | | | |
| | We are getting nickled and dimed all the time. Mandatory tolls should not be an option when there's no reasonable alternative for those of us who have to make this trip daily. | Why can't we have a highspeed train in the middle of the freeway instead of building more lanes ? | | I feel large trucks, semis, and other large transportation vehicles should have a separate lane than passenger vehicles. |
| | | | | |
| I strongly oppose creating more lanes over wetland habitat as a solution to traffic. We need more and better public transit options. | | | | If I had good affordable train options to get from Sacramento to Davis I would likely go there much more often to support businesses and recreate. |
| The problem is a toll lane. It is a waste of space, add a more lanes that are free. Part can be for carpools. Just add more lanes. | Biased. You missed the option to just add additional lanes. This is an interstate highway. It is ok to add lanes between Davis and West Sacramento. Keep the lanes the same after the I-80 Business 80 split. | Build a lane for the rich, then let them pay. Consider building lanes for everyone. | Use the tolls to pay for the toll lane. | |
| | | | | |
| | This idea should be vetoed immediately. This is a fiscally prejudiced concept that will negatively impact those without the funds to consistently access toll lanes. | Sacramento residents already pay exorbitant amounts in rent, taxes and other living costs. I, and many other residents and business owners will avoid 80 if tolling is in place. | Electric bicycles are increasingly available, yet there is no education or training required for users. Cyclists understand momentum and the physics behind riding a bike, electric bicycle users mostly do not, creating many unsafe situations for both as a result. | No tolls on 80 |
| | We pay enough taxes on our fuel use in California, that collecting tolls to use the causeway should never happen. All lanes free. Build extra lanes but do not restrict it and charge fees that empty our wallets.... | Not everyone can afford to buy EV. Many concerned with battery recycling issues as it is a huge concern. EV already receives many tax breaks and kudos but driving on roadways should be the same for all. | We have seen how saying revenue will go for the list you have above, and in California our elected officials deviate funds for any pet project or cause they feel needs it without voter input. So the list above is not valid as no 100% legislative guarantee the monies will only go to improve the list above. And California has an older population who cannot use the electric bicycles or scooters, or have the money to replace their existing vehicle. How many more abandoned electric bikes and scooters do we need dumped around our towns and parks? | |
| The unsafe driving conditions are mostly due the the ongoing construction, so hopefully a short term problem. | I am opposed to the first tool road in the Sacramento area, of any kind. Californians pay the second highest gas taxes in the United States already (and the highest fuel prices); this should be enough to fund really nice roads. Like really nice. | In regards to question #3, I do not think there is an effective way to figure out who should be paying reduced tolls and who should not. | | I will just reiterate that I am opposed to the introduction of toll roads in the Sacramento Area. |
| | | | | We already pay higher gas tax in CA why would we charge for pay lanes? The pay lanes in the bay area are stop and go just like the other non-pay lanes, this is a scam to get more money out of CA drivers. |
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| | No tolls! | No tolls whatsoever. It's an attack on the middle class. I'm forced to commute, work in a rural area and don't live near coworkers, can't afford a Tesla, but not poor enough for welfare. Now I have to pay a toll on top of high registration and gas prices? Go screw yourself. | You shouldn't have tolls at all. Unless you're funding more trains I see a lot of ways this generated money can be wasted on temporary fixes or inequitable alternatives | Tolls are moronic and should stay in the bay. |
| As a wage working commuter for years we work hard to use a van pool or 3 in car diamond lane to bay area! Then you allowed electric cars then allowed tolls etc it jammed the lane as slow as the other ones.Rich people and companies don't care about cost. Wage Workers due.. | Instead of more lanes etc take away 2 lanes and convert to high speed rail with buses in cities to support the stations or elevate the high speed rail system. | If you want less traffic and pollution 3 to a car,as far as low income doesn't mater if you have a car they need to have 3 people or continue as before the other free lanes | Same deal deal 3 to a car, money only to fast rail and bus supported services ie companies over a certain amts of employees must help commuting coats ie technology companies use busses Google and get to use the diamond lane. | Put high speed rail in from Bay area to Reno. Sacramento floods the 80 both ways east/west I have lived in Solano/YOLO freeways are always work on an short-term |
| | We already pay so much money with the gas taxes. We are the highest in the nation. Our roads and highways are terrible. Now when we finally have the opportunity to expand and improve traffic, the state wants to cash in and make money off it instead of taking care of California drivers? Ridiculous! | | With the homeless population through Davis and West sac it is very unsafe to ride a bike through that area. Not to mention the people that commute on the daily how that will affect them. Can we just open up the lanes and improve conditions for everyone. | Please just open this up for all of California and get traffic moving again. With everybody moving from the bay area up into the Sacramento area during Covid It already worsened traffic incredibly. Please help to Back together and help traffic to flow for all of California! |
| | | | | |
| Adding freeway lanes does not relieve traffic, it's been shown to exacerbate it. This will not improve the lives of people who live and work in Yolo County. | Using taxpayer funds to build a lane that drivers then have to pay to use is basically double-dipping, at the expense of the rest of us. | Nobody should be paying a toll to use public infrastructure. But if such a toll is introduced, then low-income drivers should be exempt. The tolls disproportionately affect them, while relatively wealthy drives would not even notice the charge. | We will not move away from a car-based transportation society by using cars or expanding car infrastructure. | Don't waste taxpayer money on projects that taxpayers can't use without paying again. |
| | There is a traffic issue here, but not worthy of an increased cost to the consumer in a state that already pays very high gas and DMV fees to maintain our roads. | How would you possibly enforce the current proposal, seems impossible? There is already a toll road on I80 just a few miles away, seems excessive to do another one here. | Bike and scooter share programs just result in them being left everywhere, blocking sidewalks and making the town look a mess. | |
| The number of lanes widen and narrow considerably in a short amount of time, which I feel encourages cars to try and speed up and cut in, thereby causing the cars behind to slow down. (This is from the margining of business and interstate 80 to UC Davis. And also around Vacaville.) Also, the number of semis using the road. Once they slow down, it takes them awhile to get back up to speed. Some options could be a lane for semis, a Fastrac lane, or widening the road over the causeway. With the gas tax in effect, I'm not happy about potentially being charged extra for an area I travel routinely. | I feel like making the existing lane a pay lane will have drivers resorting to the free lanes, thus causing more congestion. It feels like a lane would need to added for that Fast Lane purpose so it doesn't bog down the other lanes. I'm also leery as I live in Sac and commute to Davis that I would be penalized financially for that. | As CA is moving to electric cars only, the discount defeats the purpose. Same with frequent entry and exit points. Drivers will start using it as a regular lane over time if they can getting in and out of it easily. While I do agree that low-income drivers would need a discount, I don't know it can be verified who is and isn't. I feel like people could easily lie. And weekends are the busiest! | I just want to drive my personal car with less traffic. | |

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|---|---|--|---|---|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| CARS AND TRUCKS AREN'T GOING AWAY DESPITE YOUR HIPPY DREAMS. STOP REDUCING LANES AND TRYING TO FORCE PEOPLE ONTO BIKES, BUSES, AND TRAINS. | NO TOLLS. USE EXISTING TAX \$ FROM WASTE AND FRAUD CURRENTLY SPENT ON CORRUPT PORK PROJECTS | F YOUR TOLLS YOU TOOLS. WE WILL CROWD THE BACK ROADS AND SIDE STREETS AND AVOID THEM. YOU WILL CREATE MORE PROBLEMS. DROP THE BAY AREA HIPPY DREAM. | YOU HAVE THE MONEY NOW YOU JUST WASTE IT THEN SAY YOU DON'T HAVE ENOUGH. | |
| | This is a way to steal money from already highly taxed state stop building tolls | | | Do not build tolls in Sacramento this is not San Francisco we should not be liable to pay tolls |
| | | | | |
| | I would support tolls ONLY on the condition that a large portion of the revenue goes to creating more public transportation in the region (eg. expanding and improving light rail) | Weekend traffic in this area is as troublesome as the weekday traffic. | | |
| | | | | |
| Under Jerry Brown a lane of traffic was sacrificed for a bike lane that is minimally minimally used. The bike lane should be put under the causeway. Sure it may be flooded in parts of winter, but public transportation all have bike carriers. After all, bike riders who live in the mountains are not able to ride bikes in the winter. This solution, i.e., restoring the bike lane to a travel lane will be a big help, at minimal cost, and may avoid the need for a toll road. | See above alternative solution-put bike lane under causeway. | | | |
| | | | | |
| | | | | No tolls! |
| | | | | This project produces revenue for Yolo County and does nothing to improve safety and traffic congestion problems. It's nothing but a money grab. |
| | free, non-restricted additional lane | | expand affordable light rail service throughout the Sacramento region | |
| | If you want to fix problem, build lane. Stop it with the cash grab to support public transportation that does not work. | If you build a toll lane you deserve your toll cameras cut down. | Hacksaws | |
| | | | | |
| | I strongly oppose any effort to limit traffic in the "fast lane", regardless of whether it's HOV or toll. | Do not build restricted lanes. Period. | | Don't mess this up. |
| | | | | |
| | Unfairly burden low & middle income people | | | Toll bridges unfairly put cost on lower & middle income commuters. Other taxes are spread to all Californians |
| | | | | |
| Why do we keep expanding lanes instead of addressing the real problem lack of public transport, trains, bicycle lanes, bus lanes. This is an awful idea and does nothing to address the actual problem besides taxing the poor. | We don't want toll lanes. | No I do not support Tolled lanes in any fashion. | I don't agree with the toll lanes in the first place. | Do not support toll lanes, if the lanes are expanded it should be for dedicated public transportation lanes. |
| | I would support an additional toll/carpool lane if there was a discounted pass that can be purchased that allows cars with 1-2 people to use the lane, which would lower financial burden on daily commuters who want to utilize the lane. | | | |
| | | | | |
| | It is insane that you are thinking about tolling this stretch of highway. I can barely afford gas, and there are no affordable transit options. Continue with policies that allow the well off to bypass difficulty by paying for privilege and of course the average person is saddled with more time wasted, more money spent and nothing to show for it. You are killing the affordability and livability of this state. | | | |
| | please stop adding more "fees" - AKA Taxes - we pay enough to live in CA and this only adds to our burden & solves nothing. Stop looking for ways to punish people trying to make a living & get to work or school. | Please stop this idea it is a burden on all of us - public transportation in CA is not efficient nor safe - stop trying to force us to stop driving - as this only decreases our ability to make a living & have some quality of life in CA | This money will be wasted as so many of our tax dollars are the only benefit is to grow the government overreach into our lives - while pushing "feel good" pipe dreams that never become reality - other than destroy our quality of life. | |
| | California hasn't expanded the freeways in years. We pay enough tax revenue. No toll or fees! | | | |
| Setting up a toll lane sounds especially fascinating to me. Isn't this what Pete Buttigieg was talking about? The white rich people can get a special lane they can afford while minorities suffer in a slow lane. | | | | |
| | Racist. What do poor minorities do? Ride a bicycle? | | Money generated will never go where it is supposed to go. | |
| No toll lane! We pay insane gas tax and registration already. Hov, yes, toll, no! | | | | |
| | The existing carpool lanes in the Sacramento areas aren't used that much already. You'll just create more congestion. You should only add lanes if you do not shrink the side pullover areas for disabled vehicles. Adding lanes while shrinking the sides creates more danger for those who have to pull over for assistance. Especially since more and more people can't even change their own tire and need to call roadside assistance. | Clean air vehicles should receive no discount since they cause as much damage to roads as gas vehicles - maybe even more since they are typically heavier. If anything, you should get their mileage from DMV/insurance and increase their license/registration fee for road usage since they don't pay through the gas tax. | Revenue should be used for primarily for maintenance. Any improvements should be limited to the road - pavement, signage, entrance/exits, lighting etc. I do not support using funds to create other ancillary "programs". | I don't see the reason for additional lanes. Traffic has decreased overall since COVID. Especially in the Sacramento area since the governor wants everyone to work from home. However, I am noticing more accidents in construction areas as more and more people are ignoring driving rules in general (even in construction areas) - the solid (no passing), not slowing down, not allowing people to merge, not signaling etc. On the one hand, more policing is needed, but it is even harder since the emergency/disabled areas have shrunk and even disappeared in the construction zones. |
| | | | | No matter what option is chosen, the construction timetable will cause many more accidents and deaths. Trucks and cars cannot safely share reduced lanes. |

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|--|--|--|---|---|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| | A toll does not benefit citizens at all | There is no good option for a toll lane. Does not seem to be in the interest of the people. | It doesn't matter where the money goes. The goal is to fix the traffix problem. This same toll lane strategy is done in L.A. and traffic is still a nightmare there. | People are already pretty upset that this is being suggested. Its good that an opinion is being seeked out, we beg you to listen to the majority of people, not the select few who will benefit from toll lanes. |
| The causeway should be a tollway eastbound for everyone. There should be speed cameras every 5 miles on I-80 from SanFrancisco to Des Moines. I oppose the public transit only lane as there is none. | The tolls should be eastbound only. Any express lanes should be separate divided lanes. | No one rides bikes on I-80 | There should be non-stop, return, hourly shuttle service between SMF and SFO. | Every major highway in California has to be 5 lanes in each direction. The LA/San Diego and Bay Area need elevated highways directly above the existing ones. Look at the highway/high-speed train systems in Taiwan for an example. |
| The driving conditions are only hazardous because of the dangerous decisions of how the constructions blockades were placed. | That would be absolutely ridiculous to charge a toll to all users of the causeway. This would deeply affect anyone commuting between Sacramento and Davis, a large percentage of which are students and university staff. Why would you even consider adding to the burden of those who you know are already in trying financial positions? | Do you research. It sounds like you have no understanding of the use of the causeway. There's very little traffic on weekends anyway. I think it's incredibly unfair though to be considering tolling anything that prevents standard commuting. There's no practical way around the causeway if you are commuting between Davis and Sacramento. Don't add to peoples' burden. | Bus routes are too long and are not a good option for commuting. If you charge a fee- Amtrak needs to have trains at minimum every hour, preferably every 30 minutes between Davis and Sacramento. And it needs to be under \$9 | The driving conditions really need to change during construction. The drainage is a major problem. It doesn't outlet the water! The first heavy rain day, there were several inches of water accumulated! This is so dangerous and horrifying that no one though this through |
| Multiple backups along I-80 from West Sacramento to Vacaville where the number of lanes increase or decrease. The incline or decline along the Causeway causes non-daily drivers to slowdown and brake, causing a chain reaction of happy brakers. | Will the toll lane be in both directions? Can we say more back-up? Especially with non-daily drivers? | Clean air vehicles are heavier than the average car and they also bypass the gas taxes that help with repaving of the freeways. Everyone should be treated the same, it's a choice and also a financial restriction to purchase a clean air vehicle. | A lot of these options are currently being used by companies or public entities, revenue should go back to repaving the road. | No tolls. |
| Do not make this a toll road. That is entirely unethical. There are enough toll roads in the area already. | Please do not charge us to use roads our money has already paid for. We pay enough in taxes already. | If you live within 20 miles of the toll road you should in no way have to pay for it. It's not locals causing all the damage. It's big rigs and those traveling. | | Charging to use all lanes on an unavoidable PUBLIC road is an unethical and terrible idea. |
| Not enough CHP to ticket crazies who speed and weave. | | No to low income just slow all vehicles to utilize - not just those who can afford clean air vehicles. | | More CHP patrol to combat the crazies that have clipped my vehicle several times in the 9 months I've had to commute. |
| | How would it be know to charge someone if only 2 passengers vs not charging for 3? Would an employee physically check, thus creating a line of vehicles? | | | |
| Add lanes. Figure a way to litigate the major back up and traffic jams caused from 5 lanes going into 3 lanes at UC Davis. This is a major pinch point and not very smart. Add lane(s) from Mace to W Sac. Also another huge pinch point along with the causeway connecting Davis and W Sac. Increased public transit and bike infrastructure is the only way to reduce road congestion. | If anything regarding a toll or carpool lane should have an option to pay even if you're only 1 person. Or don't do it at all- add a lane or two to alleviate traffic. Let's be honest- most people driving that route daily are 1 car commuters for work. If you put restrictions for 3+ it's not going to help any and will be mostly empty. | | | |
| | | | | |
| | | | | I do not support any action that increases the number of lanes by decreasing the natural delta lands surrounding the i80 corridor between David and Sacramento. We'll never get the natural land back. |
| | If we must pay to get to a job on time in Davis, we will increase prices for Davis. Davis is already reliant on Sacramento businesses like ours (licensed building contractor/remodeler/repair). Moreover we specialize in Streng homes, a large amount of Davis homes were built by Streng. Most businesses send a two person team. Forcing the toll lane to 3+ will increase prices for EVERYONE in Davis/Yolo using a Sacramento area business. | | | |
| Expand public transport and light rail! | No tolls! Hurts working class more and does not solve traffic. | No tolls! Expand Public transport and light rail | Light rail expansion! | No tolls! No new lanes! No conversions! Expand light rail! |
| | | | | |
| Biggest issue: no other routes to and from. Second issue: there have been no major improvements in the last 50 years. Third issue: too many entitled drivers who refuse to let others pass (courteous drivers have disappeared it seems). | Keyword: new. Since there has been no major improvements or additions in the last 50 years, please please pleeeeeease do not just convert an existing lane to this toll lane thinking it will alleviate traffic. I am all for a new lane, new additions, or even new infrastructure. We are very limited to routes from the Sac valley to the bay area. | Extra lanes should concentrate on traffic throughput. Guess what happens when you make allowances for "green" vehicles or low income: you lose support from those who actually pay for and need the better throughput. Don't play political games. Stay your lane and concentrate on traffic. | Isn't the main purpose of a toll road to pay off the funds used to build the toll road in the first place? Pay to play, right? That money, after the funds are repaid, should be used to improve traffic. You're telling me you're going to use money that I paid to use the toll road to promote other users??? That's like Texas Roadhouse using its revenue to promote veganism. Are you crazy or just plain stupid? | |
| More lanes are definitely needed on the causeway, but not Express Lane. Public transportation should be the first issue to be resolved. We need an efficient commuter alternative first. The cost will benefit us all in the future, but not In today's economic environment. | | | | |
| | | No tolls | | |
| Shade is needed over the Causeway bike lane. No new lanes!! Expand Capitol Corridor service. | No new lanes!! | | | No new lanes!! Start by expanding Capitol Corridor service. |
| | | | | |
| We need to prioritize non-car solutions. | No new freeway lanes! They will not solve our problems. They will only add cars and carbon. | | Fund these alternatives now. Promises like these have been made for years, but are never kept. | |
| | | | | |
| | | | | This proposal will not fix the traffic problem west bound which is caused by the merge of multiple lanes of traffic from I80 and I50 in west Sacramento. It will probably make that problem even worse. |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|--|--|---|--|--|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| | Just widen the bridge and add one more regular lane. | | | |
| | | | | |
| Back ups in Davis and West Sacramento frequently make surface streets best option. We need more public transit | Any toll, express, and/or carpool lane needs to be supplemented with increased public transit. Allow Yolobus to use the lanes. Increase Capitol Corridor service. | Please adopt similar rules that exist on the 680 express lane through Contra Costa County, that is, allow free weekend use. | | The causeway hasn't been updated in roughly 60 years. Let's make this upgrade count. Also, much of the traffic is people commuting to the Bay Area for work and leaving the Bay Area on weekends for Tahoe. Perhaps there should be better housing options in Bay Area counties and better transportation to Tahoe. |
| | | | | I don't think a toll lane is the right move |
| State and local authorities continue to ignore the obvious answer to reduce the traffic burden on I-80 between Davis and Sacramento: AFFORDABLE AND EFFICIENT PUBLIC TRANSIT. Toll lanes, lane expansions, and similar half measures do not relieve traffic congestion; this proposal is a de facto tax on essential travel that should not move forward in any way. | Adding a toll road will punish unfairly workers and students who daily use I-80 for essential travel. The remaining lanes will be even more congested, and this will address speeding and reckless driving in zero ways. | The inequity of toll roads is a serious problem. The wealthy who can afford electric vehicles will be exempt from this new tax, and those who rely on the corridor for their livelihoods will be required to shoulder the burden. Do not implement this proposal. | This section is a disingenuous suggestion that the tolls will somehow bring about a utopia of public transit if citizens just accept a toll road. It's inaccurate, vague, and presents a false choice. Build public transit *instead* of these toll roads. | This proposal is a non-starter for the region and would primarily serve to tax citizens—mostly local citizens—for traveling to and from their places of work. It's inequitable and ineffective. Dressing up another CalTrans project as a gateway to meaningful public transit is disingenuous, and a toll lane will only exacerbate existing congestion in the remaining lanes. Build public transit, and keep toll roads out of this region. |
| The slow down happens at the bypass berm. When cars start going up the berm they slow down because they don't know what ahead of them. Additionally, once the cars are over the berm and traveling on the corridor the drivers tend to gaze at the view causing them to slow down more or to remain at their sluggish pace. We do NOT need to build a carpool land with our tax money only to turn around and charge a fee--the tax payers already paid for the lane. Stop over taxing us. | Just install a new label with our tax money. Full stop. No added usage fees or restrictions. | No tolls. We paid taxes already. | We've already paid the tax. No tolls! | |
| | | | | |
| | | There should not be any tolls | | Do not add a toll here |
| | | | | Please do not take away the bike path on the causeway. |
| | The roads are paid for by taxes. A toll is an unacceptable money grab. I-80 needs an additional lane both on the causeway and in the area around Davis. A carpool lane requiring 2+ occupants with time restrictions for rush hour would be in line with other major highways in the area. A toll lane does not belong in this region. | Toll lanes represent theft from the public who paid for the construction through taxes in thr first place. | None of these are proper uses of public funds. Funds should be used to build additional lanes, and fix existing infrastructure. | |
| | Let me get this straight: Spend a huge amount of my tax money, screw up traffic for years, THEN charge me more money to use the so called "improvements!" | This is the kind of nutty thinking that goes on when you use highway funds to accomplish out-of-control progressive social ideas. | More progressive lunacy. Use the money that drivers pay to build improved roads. | Classic example of why California is so expensive and driving taxpayers out of the state. Build better roads and leave the progressive ideology out of the planning. |
| | My taxpayer money is being used to build extra lanes and I should be able to use them. It is difficult for many to carpool as their jobs or circumstances don't allow it. Toll lanes just reward wealthy drivers who can afford them. Everyone should be able to use all lanes. Increasing public transportation and bicycle lanes would help. | I don't support toll lanes for a select few. | | |
| Invest in public transit...subways/trains | Invest in subway/trains and other modes of public transit | | | No tolls. Invest in public subway/trains |
| | | | | |
| | | | | |
| Set up a reliable, efficient, and timely public transport option connecting Davis and Sacramento. How about investing in a streetcar that connects the two? This is my daily commute- I will not pay to use a toll lane. I'll just continue driving up the 5 and coming down through Woodland. Or taking whatever route is suggested by Waze each morning. Adding "just one more lane" is not going to fix this problem. Look at Los Angeles. Adding an extra lane is a tiny band aid on the overpopulation issue. Add public transportation that we could actually rely on to get to work on time! Adding a toll lane is even more pretentious as it is implying that only poor people should sit in traffic. | What about a streetcar? The train is not reliable for being able to get to work on time. It needs to run more frequently and efficiently too. | | | Traffic is a disaster. Invest in public transportation! |
| | There's only one feasible route, so placing a toll just taxes folks rather than encouraging use of other transportation modes (which are lacking) and routes (which are nonexistent). | | | |
| | | | | by creating a carpool or toll lane, it will inadvertently create more west bound congestion |
| | Keep tolls in the bay and out of Sacramento. This will severely and negatively impact California residents. We are a small metro and toll lanes will mean less income for residents when every other cost has risen. | No toll roads please | | We are already taxed more for gas and haven't seen tangible results. This is a cash grab that does not benefit the public. |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|--|---|---|--|--|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| Toll lanes are a poor social experiment that breeds further inequality. If public dollars are being used, it should be a no toll road. Period. Just add lanes to the existing causeway in the most environmentally neutral way possible. Adding bike/pedestrian and a better bus or shuttle system to Sacramento would seem like a wise investment as well. | If a toll for all is necessary to maintain the bridge that would be preferable to a toll lane. Toll and express lane for pay concepts are failed social experiments that breed inequality. Carpool lanes don't seem to modify people's behavior in ride decision making in the slightest. Cost of driving itself it was motivates people to rideshare. Carpool lanes just increase congestion. If you are going to expand the road, maximize its effective use. Don't make a road that sees less use than optimum traffic movement to motivate social behavior. It's a failed foolish social experiment. | | | |
| There aren't enough cut-through alternatives to ease congestion on I-80. | Would strongly support an option for a toll/carpool lane that is free for 2+ riders; not 3+ as stated in proposal. | | | |
| | Living in Davis is completely unaffordable for many people, including myself. In order to access a quality education at UC Davis, I have no other choice than to commute from Sacramento. I'm struggling to make ends meet, and could not afford a toll multiple times a week on the Causeway Bridge. As long as a free option to use the Causeway Bridge remains, I would support a limited number of paid/toll lanes. | | | |
| | If adding a lane, I'd support that lane being for carpool (enforce it) and public transportation. Alternatively, I would support a new lane for giant vehicles such as big rigs, huge motorhomes, maybe even for vehicles that are towing to get them out of the way. | Charging a toll is a horrible idea. It won't solve congestion. I can imagine huge wrecks where people access and exit this lane due to an enormous difference in speed and general incompetence behind the wheel. That won't help congestion, either. | I support most of these ideas using money we already pay to use our vehicles. I do not support a toll lane anywhere for any reason. We pay enough already. If our money were better managed and appropriately spent, I suspect there would be a surplus. | For the love of all that is holy, please don't start with the tolls. Nothing good can come from it. It will slow down most traffic, cause wrecks, cost us even more money and require even more resources to maintain. Fix our existing infrastructure, stop the state from giving anyone with a body temperature over 85 degrees a driver's license and expand light rail. |
| | Light rail would be much better. We need less car lanes, not more! | | | Again, light rail, well connected to other existing and future rail would be so much better. In general, more protected bike lanes, pedestrian lanes and less car lanes. Europe does it very well. Why not us? |
| Traffic is a problem but the entire freeway needs to be widened for everyone | The whole freeway should be widened not just for the rich | Normal people will be stuck in more traffic while once again the rich will be given a special lane just for them. We can not afford this in this area. | | We have to stop adding costs. Things are unaffordable for most people in the area. Pay is low. Rent is high. And only the rich will benefit from this. Just widen the road for everyone. Or at the least put a carpool lane that has limited hours. But the reduction of lanes when going into this area is really the issue from the 113 to the 50. If the lanes stayed all the way through traffic would be greatly lessened. Try something new not just pay lanes that sit empty most of the time. |
| | | | Strong support to improving other roads and areas of I-80 in the local area | |
| I commute this corridor several times a week. The problem is primarily that ALL of the lanes shift - if, instead of having people merge 4 times in a row we just made the road curve with no merges other than what is needed to enter the freeway from the surface streets, it would cut down 50% of the problem and a FasTrack Express lane would take care of another 20-25%. I know this because the traffic is ALWAYS starting at the quadruple merge and loosens up again once you hit the marshland (well not right now because of the construction and lack of road shoulder increasing accidents - but before that, it was true!) | I don't think there are enough lanes in some parts of the road to use the fast lane as carpool, but other sections that have at least 4 lanes, it may be ok. | Most people who own clean air vehicles have them because they can afford them, a discount would be ok but free is coming out of somebody's pocket and most of those people can afford it- while the college kid driving their mom's 2004 Honda can't. | Add a lane. | I commute this corridor several times a week. The problem is primarily that ALL of the lanes shift - if, instead of having people merge 4 times in a row we just made the road curve with no merges other than what is needed to enter the freeway from the surface streets, it would cut down 50% of the problem and a FasTrack Express lane would take care of another 20-25%. I know this because the traffic is ALWAYS starting at the quadruple merge and loosens up again once you hit the marshland (well not right now because of the construction and lack of road shoulder increasing accidents - but before that, it was true!) |
| | Our registration is high enough stop taxing us to death! | | | NO TOLL. We pay enough taxes already. Figure it out. Stop sending our money towards war |
| | | | | |
| I do not want a toll road. Build more public transportation. | No toll road. Don't expand freeway | | | A toll road on this stretch is a sham. It's a small two lane highway and adding a lane will only make traffic worse. Instead address the 80 bottleneck and build more public transportation. Do not induce demand. |
| We need to noy go 5 lanes to three then 3 to 5 | | | | |
| Particularly concerned with additional construction / lane widening impacts on the Yolo bypass wildlife area | Unless designated exclusively for public transit, I do not support additional construction | Unless designated exclusively for public transit, I do not support additional construction | | Unless designated exclusively for public transit, I do not support additional construction |
| Cannot overstate how badly there needs to be increased public transport options. | | | | |
| Due to the increase in people in the sacramento area Traffic has gotten much worse over the years everywhere, and especially in the area between sacramento and davis due to the constant construction | I'm in favor of adding an additional lane but making it a carpool lane and especially making it any kind of toll lane is a terrible idea. It is a blatant cash grab that will end up charging poor people who just want to get to work tons of money. I went to school in the bay area and every single time I visit there is traffic in the non express lanes and very few cars are using the toll lanes. The roads are meant to be for everyone not just those willing to pay extra. There is already a vehicle registration fee and a gas tax for funding. Shame on any person who wants to charge more money for a public good and wants to make a private lane for the wealthy or for the desperate and poor commuter. | Toll lanes are a terrible Idea, even with low income credits. Why make people go through an extra hassle for something that should be free all so that some private company can profit? | Climate change is a very real issue but taxing people with a new toll lane certainly isn't going to solve it. Also consider all of the traffic that could be alleviated by an extra lane that is open to everyone. | Please stop trying to turn my city into the bay area. The powers at be over there have made a ton of horrible decisions that make life significantly worse for the average person living there. If we put in a toll lane here next thing you know there will be toll lanes everywhere in sacramento and that will serve no one except whatever private company that is getting paid because of our suffering. Please put in the extra lane to alleviate the terrible traffic but DO NOT make it a toll lane or you will be contributing to ruining a great city and area. Thank you for your time |
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| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|---|--|--|--|--|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| The opening of eastbound 80 to 6 lanes in Davis and then immediately dropping back down to 3 lanes causes most of the congestion. There is no need to open that many lanes. Similarly, the westbound merge in Sacramento is poorly designed. | We primarily need the extra lane for everyone, not just those who can afford it. Using the new lane to reduce the number of merges needed would do far more to help this corridor. | | | |
| | | | strongly opposed to tolls by | i'm strongly opposed to toll roads. All people pay taxes. Tolls are unfair to lower economic levels. Everyone uses the roads not just the affluent. |
| | Why does the public always have to pay more!!! We already do in our taxes! | It should be free for all! | | Got to work faster to complete the project! |
| The traffic through Dixon and Davis needs to be addressed. | Need better rail options to the bay area and it needs to be affordable. Need better bus options to Davis from Sacramento. | | | |
| | | | | Adding a lane with restricted use does nothing to.help causeway congestion. This public outreach is a sham because of the whistle blower and is already decided. |
| Causing bottlenecks, which I-80 does, forces drivers to search for alternate routes. A smoother commute would help to alleviate this. Charging for the use of a lane does not do this. | Carpool lanes are useless when they're not enforced. Increasing my daily costs, just so I can get to work, is unacceptable. I work a job in which public transportation is often not an option. It also reduces my time with my family. Again, not acceptable. | I do not agree with toll roads/lanes. | The section of freeway in question has always been an issue and in need of repair or redesign.Tax dollars have clearly not been used for it yet. I do not believe the funds from a toll lane will be used for this either. | As I have mentioned, I-80 has always been an issue. In my opinion a toll lane won't help, unless you make the freeway 4 lanes in each direction. Still, I believe the traffic will still be a problem because of the bottlenecks. |
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| | All of these options hurt middle and low income drivers who live in West sac and commute to Davis. That includes service sector staff, University employees, and students who couldn't afford Davis's insane rent. | | | |
| | | | | |
| Toll roads are unnecessary. Just add additional lanes. | | | | The Yolo causeway has been a nightmare commute for many many years. To now consider expanding the lanes to include a toll road is the height of bureaucratic nonsense and an outright money grab. |
| DO NOT ADD A TOLL LANE. GET US BETTER RAIL TRANSIT. WE ARE TIRED OF DRIVING EVERYWHERE!! | DO NOT ADD A TOLL LANE. GET US BETTER RAIL TRANSIT. WE ARE TIRED OF DRIVING EVERYWHERE!! | DO NOT ADD A TOLL LANE. GET US BETTER RAIL TRANSIT. WE ARE TIRED OF DRIVING EVERYWHERE!! | DO NOT ADD A TOLL LANE. GET US BETTER RAIL TRANSIT. WE ARE TIRED OF DRIVING EVERYWHERE!! | DO NOT ADD A TOLL LANE. GET US BETTER RAIL TRANSIT. WE ARE TIRED OF DRIVING EVERYWHERE!! |
| Figuring out longer lasting road repairs would be the greater enhancement (reducing the amount of time lanes are closed for construction). Traffic has always been heavy on and off. People don't even seem to "commute" as much with many working from home. What has diminished greatly is people's patience. Neither toll roads nor additional years of construction will change that. | | EV will cause just as much road damage if not more since they are heavier in general and anyone who can afford a EV in the first place should have no problem paying just as much as a gas owner. I think the fees should be the same regardless of income - we don't need another agency Caltrans tracking everyone's income. | Money should really only be used for maintenance, signage, rest stops and road design improvements. | Traffic really hasn't been as bad since COVID. I think the major problem lately has been all the construction and the accidents caused by people not driving safely in the construction areas causing more accidents. |
| I commute on this route 4 days a week from Sacramento to the North Bay. The traffic problem on the causeway has gotten so severe that I've considered moving. My commute consumes precious time away from my family and this antiquated 3-lane bypass should have been widened years ago to keep up with surrounding area population increases. | Implementing a "toll lane" unfairly punishes people who don't want to pay. This stretch of freeway should just be widened to allow all people to travel through the region more fairly. A toll lane will only benefit a small segment of the population while the rest of us will still sit in gridlock. | | | |
| | If you use an existing lane for the toll/carpool lane, I think that would make traffic worse, based on the way carpool lanes are used (or not used) during peak hours elsewhere. A lane must be added in both directions. | During weekends, causeway traffic can be very dense. | The money should be spent to improve the causeway and adjacent freeways. None of the above options would help someone like me, who uses that section of freeway to take my travel trailer to various points on the coast. For others, having regular, convenient, and relatively inexpensive train service might help. | This section of I-80 has been in need of modernizing for decades now. The causeway has been a major choke point for a very long time. This solution would only partially solve the issue, at best. It could relieve some of the pressure, but the causeway really needs to be rebuilt. |
| | Why are we paying more money to use the roads when we already pay the highest taxes for the roads in the country. | There shouldn't be a toll on this stretch of the freeway. All its going to do is cause more traffic for everyone. | | There should be no toll on our roads here in Sacramento. We already pay so much in taxes for our roads and still y'all want to take more money from us. This is will also cause more traffic towards the I-5 corridor to Woodland and I-505 areas since some will avoid the area. This will also stop people from spending their money in Davis and Vacaville since it cost more to drive there. |
| Why can't another deck be added on top of the existing bypass? | These proposals will only make traffic worse. People will still need to use the I-80 regardless to commute. The state needs to improve the public commute options between bay area and Sacramento. High speed rail would be useful here and not in the southern San Joaquin valley. | Have more people allowed to work remotely and this problem is solved easily. | Need more train options like high speed rail. Also allow people to work remotely and this problem is mostly solved. | Several options- (1) add high speed rail in addition to existing am track (2) add another deck on top of existing bypass (like bay bridge) (3) more remote options to ease stress on roadways. |
| | | | | PLEASE encourage AmTrak to add additional trains that return from Sacramento to Davis after 8pm, 7 days a week. I can currently take a train to Sacramento from Davis in the evenings, but I can't get back to Davis after 9pm. |
| | | | | |
| Do not add a toll lane which is a regressive tax. We already paid for the roads with our taxes. | Do not add a toll lane which is a regressive tax. We already paid for the roads with our taxes. | Do not add a toll lane which is a regressive tax. We already paid for the roads with our taxes. | Do not add a toll lane which is a regressive tax. We already paid for the roads with our taxes. | Do not add a toll lane which is a regressive tax. We already paid for the roads with our taxes. |
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|--|---|---|---|--|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| | | | | No tolls. People have been using this road for years, without a toll. Regardless of improvements being made, a toll is not necessary. Tolls always stick around after they are implemented, and just become an easy cash cow for bureaucrats. |
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| | | | | |
| | | Just add additional lanes and let everyone use. CHP rarely enforces the carpool lanes. We pay enough taxes for roads and asking more money to use these lanes is an insult and abuse of power. | | Just add additional lanes and let everyone use. CHP rarely enforces the carpool lanes. We pay enough taxes for roads and asking more money to use these lanes is an insult and abuse of power. |
| | The solution does not need to be a fee. Please consider putting different people in charge if your only idea is taxing people and calling it a fee. | Again, how is tolling your only idea/solution. The California people deserve better than this. | | If you're going to build additional lanes then build them. Stop taxing California residents. This survey neglects to mention Bay Area commuters, which hard working people who commute so they can make little more money for their families. And you are proposing to tax them even more? Leadership and management needs to change if tolling is your only solution, we can do better than this. |
| | | | | |
| This is a great plan if we are adding lanes and not just converting a current land into a fee only lane. The best would be to keep 4 lanes starting at the 113 junction until after the overpass. People drive like maniacs. There is not enough enforcement of the traffic rules. | Build toll only additional lanes, use FasTrack or other methods to control. Charge everyone for use regardless of carpool or not to help pay for this. Toll lanes are a tax on th poor. They favor those with higher incomes who have no problem paying the toll. | Tolling should be at peak hours on weekends | | Adding an additional lane would be fantastic. Please don't just convert the fast lane, this will not help the situation |
| | | | | We avoid I -80 between Davis and West Sacramento whenever possible.We take I5 to Woodland, take road 16 to 505. For us it is faster than being stuck on Yolo Causeway |
| | | | | paid for with all taxpayer monies. All should get to use any lane. no to toll roads unless privetly built. my \$\$ should not be used to benefit a few. |
| | | | | |
| | | | | |
| Why aren't our taxes enough to pay for the improvements? | I don't want to pay a toll on a public road. | No one should pay tolls on a public road. | We should do these things without tolls. | Shame on you proposing toll roads. |
| | Existing carpool lane rules are rarely enforced now. People frequently flout the HOV rules. IF you are going to build a new lane (I hope the project is not approved) make it a toll lane (like FASTRAK in the Bay Area) so everyone using it cannot evade paying for it. MAKE IT FAIR! | | | No new taxes should be enacted in order to pay for new lanes. A new lane will only encourage more cars and drivers. In another 20-25 years or less, CalTrans will want to build another toll/carpool lane. |
| | We STRONGLY oppose installing a Toll/Carpool lane with 3+ occupants. We have observed this arrangement in use in San Mateo County and NO ONE- ABSOLUTELY NO ONE- has 3+ people in their car. And I really doubt that all the single passenger cars in that lane are paying nor do they have EV cars with the required sticker. There is no enforcement. We are OK with just a 2+ person car pool lane during peak hours ONLY and not all day. | | | |
| | | | | |
| | | Building this toll lane will only set a precedent which will cause more toll roads to be built. This isn't the Bay Area and people already pay too much money to travel for work in the Bay. At most I can support is to make a toll lane until the project is paid off via toll fees. | | This is going to set an expensive precedent that will not fix the traffic issue but only set a dangerous precedent that toll lanes are a good way to generate revenue from tax payers. Keep toll lanes in the Bay Area. |
| | | Electric vehicles should have fees to support highway construction and maintenance | | |
| | | I am opposed to toll lanes and carpool under any circumstances. | | |
| | | | | A toll lane is unnecessary we just and extra lane. Also it's such a short distance it's not going to make much sense or much of a difference. It'll just back up traffic on the other lanes. |
| | | Everyone pays gas tax when fueling. All lanes open to everyone. | | |
| | This is going to create more of a traffic problem and I already pay taxes. I shouldn't have to pay more to drive on roads I'm already paying for. | | | A toll road would make I80 traffic worse. A toll lane for carpooling is making taxpayers pay more for a road we are already paying for. |
| | | | | Build more lanes with the DMV fees we pay. Freeways should be wide just like Freeways in Los Angeles. NoCAL got short changed on freeways compared to SOCAL. |
| | | | | Build a five lane freeway in both directions! WE are going to need it one way or another!!! |
| The road needs to accommodate the reality of new traffic. It's due to increased building. Why not charge builders a per-unit fee to help fund the extra infrastructure necessary. \$500/unit would fund \$500,000 for each 1,000 units' \$1,000 would provide \$1 million. You want to continue allowing expansion, plan ahead for it. | We were hit with additional gas taxes a few years ago that were "sold" to us to upgrade our roads. Now we are hit with tolls everywhere we go. What is all the gas tax money being used for? The only time I use it is to commute to the bay area to visit family. Now I have to pay almost everywhere to do that. PLUS pay for the additional gas tax. You want to charge us for roads through tolls, give us back the gas tax! | 1. Clean air vehicles help the atmosphere, not the roads. They aren't airplanes or helicopters; they still put wear and tear on the roads. 2. When traveling toward the bay area, if you are not aware of it the express lane has a solid white line an you may miss getting off at hwy 24 or some of the offramps. You had better be aware because you are not suppose to cross the white line to move to the offramp. 3. How are you going to determine the low-income drivers? Just leaves an opening for scamming. 4. The weekends are less busy; why charge then when fewer people are on the roads? | Again, why are drivers charged for paying for alternatives to driving? Take away a lane for a bike/scooter? Will they be paying tolls to use the road or have their own lane? Electric vehicles use the roads; create wear and tear like other vehicles. WHY ARE WE PAYING EXTRA FOR TOLLS WHEN WE ARE PAYING ADDITIONAL TAXES ON GASOLINE FOR "ROAD IMPROVEMENTS"??? Who is taking that money? | Again, if you are building and allowing expansion, get some of the funding for infrastructure from the builders. And what is the additional gas tax paying for? Don't we already have funding for road improvements? |
| | My tax dollars should be enough to let me across the bridge in any lane i want. Without a toll at all. Maybe instead of trying to tax us more for everyday things you should get the politicians to do there damn jobs. (I know, fat chance, but its still true.) | Tolling roads we already use daily should be illegal. We already pay taxes. Use that money properly, don't penalize us for your misuse of funds. | Don't tax us to pay for programs we don't need. Do your job, fix the traffic problems by adding the correct amount of lanes. And don't tax/penalize us more for doing what our tax dollars pay for. | Our taxes pay for things like new roads and additional lanes. A toll lane is penalizing us for shitty politician choices. Please stop penalizing the peasants! |
| | People are struggling financially. Why would you do this to them? | | California is unsafe, public transportation is not an option for those who could be easily victimized. | The gas tax was supposed to deal with our roads. Be better stewards of those funds |
| | This is a stupid Bay Area idea that can stay where it originated.... In the Bay Area. Keep that stuff out of YOLO and Sac County. | Keep the roads free. | | |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|--|---|---|---|---|
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| Drivers merging onto i-80 at the west side of the causeway contribute significantly to traffic. | If any lane is to be added or converted, it should be for public transit only. Make transit frequent and faster than private vehicles and users will opt for that mode of transportation. | Tolling would help reduce traffic and fund alternative modes of transportation. | Frequency, proximity to important destinations, and frequent connecting service is key in public transit options. Electric vehicles do not reduce traffic. | It is a huge mistake to add additional lanes. This money would be better spent modifying the vast merge west of Davis and removing the on ramp just west of the causeway, and on making transit more attractive to users by offering more frequent service. Transit service is currently too infrequent, expensive, and inconvenient to be useful for traveling between Yolo and Sacramento counties. |
| | We already pay enough in taxes on our gas purchases that we should not need to have to pay to drive on the roads that the gas tax is supposed to take care of. | | | |
| Need to add more lanes. The capacity of the I-80 cannot handle the traffic volume. Whatever is done the road needs to be widened to four lanes from Roseville to Fairfield. | You need to add another lane whether it is free or has a toll does not matter, The capacity of the road needs to be increased to at least four lanes from Roseville to Fairfield. I support a toll lane because everyone will have to pay. | I support a 24/7 toll lane because the weekend traffic is normally heavier than weekday traffic. | Put the money into maintenance and repairs instead of all this "feel good" crap. | As stated above you need to widen the road to handle the traffic volume. Make the new lane toll 24/7. That way those who benefit will pay for the use. I have no problems paying. |
| | | | | Toll lanes are un-American and disgust me. It is revolting that the rich get to travel more swiftly than people for whom tolls are a discouragement. I loathe the toll lanes. |
| Adding a toll road will not change anything, if anything it will create even more issues! The bay area tolls have proven that. | Adding tolls will only cause more problems. | Stop trying to take our money. This economy is horrible & adding tolls will cause many more problems than its worth. I mean that money will be taking away from what food monies many households have. | | |
| The simple issue is there needs to be a lane added because there are additional lanes already built. The cut-through traffic will be solved if the freeway system is better managed, and toll roads are just taxation without representation. More so, that was not the intial intention of freeways. Adding tolls is very confederate. | What has happened to the costs and the savings for this freeway? It makes me think someone is gouging the financial aspect of the government and is stealing us blind. Public knowledge of financial information is not to budget to its max and demand more but to manage within. We need to let managers go that are purposely committing fraud. This is taxpayer money. Stop trying to steal or double-dip. toll roads will not be a functional recovery of these costs because you should have been saving money or issuing bonds as appropriate to cover these expenses. If it won't work then the entire county of YOLO should assume ownership of the track and close it under disrepair and build out a new singly highway where they please. You get my drift? Get back to basics. If you can't do your job effectively then you might be in the wrong role. | This is classism. You are not setting a long-term status for growth and innovation. You are rewarding cash money, and you are not even providing a service we do not already pay taxes for. Why are you so greedy? Your team are thieves. It needs to be audited and you need to be managed out and we need to recruit leadership that can do this work without always needing more money. You are dividing up this State in these locations. Tolls need to be made illegal and if I'm not mistaken they require federal review too. Either way, NO TOLL. NONE. Stop the carpool lane. You keep trying to push green green green but you are not the leadership the people actually need. You have lost touch with the people and the reality of your actions. You are a traitor and you are part of the problem this is not a solution. You are killing the homeless or people that disagree with you because you already realize your greed is seeping through. | 1. Every bus stop should charge the nearby property. Then a light fee for use needs to be applied. You know, eventually wages will need to come down when we experience our global currency reset. It has already been underway. The value of our currency in the cities will go with that and your massive taxation benefits the rich only. You did good providing them a free lane at the expense of the poor (which includes the middle class already) and you can't even see you are the problem can you? You make me want to kill myself. You really hate the USA that much huh? These revenues are being stolen from people that pay the license and vehicle registration. You are avoiding property owners. Why? This is an easy way out. You need to stop it. This is terrible behavior. It is beyond un-American let alone unCalifornian. LA and San Francisco are not our cities. They are international cities and think they're Gods. They sucked though. Their homelessness is terrible and they HATE this country and our people. They are owned by RICH DEMOCRATS and are just like Republicans when it comes to their money. They act and steal exactly the same way because they're all doing it. We are entering a hot-war because we have been in this civil war for some time. It's finally reached the North and it's going to collapse the entire system for a confederacy. California will likely break at these points and new States will easily come from it. You need a long-term function of the toll itself. Does it actually benefit or are you just STEALING more money because the person that should be negotiating the contracts is just too good of friends with you or their contractors that they are no longer working in our interest? I WANT BETTER MANAGERS and I want a full audit now! | It is vital to the survival of the region that you stop installing the carpool lanes and stop installing these VIP lanes. The impact globally is that you are actually building a classist system and you are harming the sustainability of this government (that is of the people). I don't appreciate you taking advantage of our working people. You keep stealing time, money, and you are taking from our families too to manage something that should have been managed correctly to begin with. Trends suck. We need a classic arrangement. Add a lane, and call it a day. Then down the road evaluate and if need add another. Stop stealing money. Manage your contracts. If is not feasible then communicate the the public that element but no TOLL. Apply the taxation where it belongs...properties and vehicle registration. Also, add the bike registration too to cover costs too. If it's a commute lane then bicyclists can help pay. You are ruining the integrity of the entire government. You don't realize this. I'm guessing you're not a Traditionalist then again I'm a millennial. However, Most in-between could care less about arrangements and about the structure beyond a specific are. You need to think big-picture with local reality. You are helping the rich and it will give me greater incentive to not only look elsewhere for governance in this country to begin the process to move out the current administration and its entirety for replacement like we deal with usually in a civil war, and that is because our government is majority rule, with respect to the minority. That's why we had a legal system of highway without interference because that negotiation meant access for all. You are actually hurting this. You need to understand your roll in transportation and stop stealing money. This is not how money should be made to pay for projects. It needs to be managed where it belongs so the taxation is better centralized and managed as it needs to be. Not by private contracts. I hate that I have to waste my time with this. I really do. You ruin this State and this country. |
| | | | | No carpool no fees just let traffic flow and use all lanes! |
| | | | | |
| Road design is the largest problem. The constriction from 5-6 lanes in each direction in West Davis down to 3 lanes at Mace causes the vast majority of the backup headed eastbound. The merge lanes are inadequate on all Davis on ramps further contributing to the afternoon parking lot. The same fact is true of west bound traffic being constricted from 5 lanes in West Sac to 3 lanes at the causeway and the short merge of 80/50 junction. Traffic volume is a secondary problem to terrible road design. | We need more lanes and giving up existing lanes for exclusive use by carpool or electric vehicles is going to cause more problems than it solves. There is not enough public transportation to justify giving up one whole lane for their exclusive access. | Sounds like the decision is already made about these being tolled/carpool lanes. They need to be express lanes with exit and entry only once or twice in Davis and West Sac to have a meaningful impact. | Investing in a true commuter rail option with frequent (minimum every 15 minute) service intervals. | In addition to poor road design, the second major driver of traffic issues is a lack of viable public transit. Amtrak runs about once an hour, and the downtown station is inconvenient for anyone living east of downtown since there are so few public transit options to get to Amtrak to begin with. For me to take Amtrak to Davis would take twice as long as just driving in spite of the traffic. Secondly, the current conditions on I-80 are 100% unacceptable. There is zero margin for driver error which has caused numerous serious and fatal accidents. The construction project is being grossly mismanaged when it comes to balancing safety of drivers, construction workers, and expediency of work completion. Enforcement of speed limits and safe driving behaviors by CHP is non existent. Every day I go to work I'm seriously concerned I won't make it home, due to the poor conditions of the road in the construction zone including but not limited to excessively narrow lanes, high rates of speed, lack of any shoulders, and limited merge space on exit ramps. Finally it's disheartening to hear that this project will not be completed until 2027-2028. There is no reason it should take that long to get this done, except the above mentioned poor management and incompetence that continues to plague CalTrans and its contractors. |
| | Carpool/toll lane would take lane away from driving commuters who cannot afford to pay or have carpooling available. Toll lanes across causeway would restrict driving due to limited access thoroughfares and discourage discretionary travel. | NO TOLLS | THIS IS A TAX GRAB THAT WILL BE DIVERTED TO THE GENERAL FUND AND NOT FULLY USED TO SUPPORT DOT | Leave it alone. Carpool lanes don't work- it's just another way to fine people. A paying toll booth is a joke. I'd take the long way around just to avoid it if it gets set up. Give away bus vouchers, add more public transit routes, whatever. |
| Creates additional traffic on I-5 SB between woodland and the 99/5 split as people going to Roseville and north avoid the corridor | Make the express/carpool lane only active in the direction of heavy traffic...ie EB toll lane active only in the afternoon | Weekend westbound traffic can be worse than weekday. Especially during snow season | | ADDITIONAL LANES SHOULD NOT COME AT THE EXPENSE OF BUILDING TOLL ROADS WITH NO EXPIRATION DATE FOR TOLL COLLECTION |
| | | | | Experienced toll lane on 680 when working. It did not help. Still took me 1 hour to drive 33 miles in carpool/toll lane during commute time. |
| | | | Reinvest revenue into highway infrastructure maintenance and expansion. | Please expand the capacity of Sacramento's regional highway infrastructure. Induced congestion is a farce. It only occurs in high growth areas and California is currently experiencing a decrease in population. Freeway capacity expansion reduces congestion during slow/stagnant periods of growth. |

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| | Constant tax on the working class has to stop. Ease the congestion for all Californians. It's our tax dollars that fund this stuff in the first place which is already very high. | No carpool or toll lanes. Stop taxing workers | | |
| Adding a lane isn't the solution. If Sacramento wants to be a city of the future then invest in better public transportation instead of adding one more lane that will not fix the congestion. BUT if Sacramento wants to be a city of the past where the automobile reigns king, then sure, add another lane. | Just build reliable public transportation... | No additional lanes, no carpool/toll lanes. | | Personally, I'd appreciate having a reliable light rail line or more Capitol Corridor options between Sacramento and Davis/Dixon regions instead of an additional lane. |
| | | | | |
| The biggest issue is the drivers and lack of good repair. | Gas tax already has enough of our money for roads. No toll should be used. | No toll! | No more money! Don't put a toll! Use the gas tax! | If you want to widen the causeway, widen it. But not with new expenses on us. We are already taxed and tolled to the max. Use the gas tax what it's for! |
| | | | | |
| There aren't any, that's why the traffic is so horrible. You can't bypass the causeway without going all the way to Woodland. I know this because for the last 28 years I have worked on a Ambulance in Yolo county and we know all the back roads of the county in a attempt to avoid traffic congestion on the roads in a emergency vehicle. | The bridge needs to be wider. It was built so long ago that it doesn't support the population in the area and hasn't for years. It's a choke point and will continue to be that way until it's widened. Being no other way to cross without a 20 mile detour doesn't seem fair at all. | | | |
| | | | | |
| | The problem isn't the Causeway. The only time I ever get stuck in traffic is on the transition from I-5 to 80. You're all focusing on the wrong area. Spending billions, I'm sure, for little gain! | | | |
| | | | I work 12 hour shifts. Have to be at work at 6:45 am and leave work at 7:15 pm. Vanpools, shuttles, biking, etc., will not work for me | |
| | | | | |
| No one from Colfax to Davis should be charged. Too many students commute. Make public transportation between Roseville and UC Davis a clear and safe option | Leave as is with a direct route to UC Davis no toll for commuting students | It makes sense in the Bay Area—but not from Sac to Davis. | | We need better public transportation— not tolls. |
| The bottle necking from as a result of 5 lanes to three lanes with cut through traffic from Chiles and Mace adding to it. | How would these lanes be enforced? Patrol? Cameras? | | | How much would these tolls cost and how would they be enforced? I drive over the Causeway 5 days a week. I can't have tolls adding up on top of my normal transportation bills. |
| Regio is too populated now to have one interstate connecting bay area to Sacramento to Tahoe. Single lane addresses the very short term at best and doesn't solve overall problem. Time to start thinking bigger than this. | | | | |
| I am strongly opposed to the creation of toll lanes. Many people are already struggling financially and can't afford it. They will stay in the non toll lanes. Those lanes will become even more congested because the open lane will be more empty. So it'll take more time to commute for the majority of people, and just the rich can afford to have the empty lane to themselves. It's not fair. Let everyone use the lane. It is NOT going to make people carpool (except for a minor percentage of people living in Davis). People are traveling to varied places (Sac, Natomas, Citrus Heights, Folsom, Elk Grove) and carpooling is not practical. Look at public transportation in Europe... why can't we have something like that? It is feasible. Forget the high speed train to nowhere and focus on solutions that don't just benefit the wealthy whom the toll makes no difference to. A lot of people are already struggling with inflation and high housing costs and they can't easily afford an extra \$300 a month or whatever to drive in a toll lane. I implore you not to do this. Requiring 3 people for free use is really unreasonable. | | Once again, the owners of Teslas and other electric vehicles tend to be wealthy. This is extremely unfair- you're basically letting rich people drive for free and sticking the bill to poor people who can't afford electric cars. | Please do NOT make this a toll lane. I see what's happening in Walnut Creek . It is totally unfair. We already pay high gas taxes for the roads. Why should we pay again for a toll road? This is double taxation. You are hurting the masses by doing this. | |
| | | We pay the highest gas TAX in the country, this is just another tax. All lanes should be open to the general public all the time. But we know this won't happen because you want more tax. | | All lanes of traffic should be open to the general public... we pay the highest gas tax in the country. And now you want to charge us more money, more money, and more money when does it stop? |
| | Communiting to school and/or work is already too expensive. Secure funds for this project without taxing us further. | My answers are in regards to the bypass section | | |
| | | | | |
| | Carpool lanes are pointless, people don't follow the rules and use them regardless, might as well make it an express lane with toll | Yes, traffic is bad on the weekend | | |

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| | I will drive to hell and back to go around a causeway toll | The problem is not pollution, income, or weekends. | None of these will alleviate the back up on the causeway. | More effectively get the sac -sanfran drivers through as quick as possible. |
| If anything toll lanes would make the traffic slow down and force people into neighborhoods more. It's not like there's another option for people to use. I also don't want there to be a fee /discouragement any time someone wants to come to davis | I dont like charging people for visiting davis from Sacramento and it's suburbs. I don't want to discourage / punish people for visiting and it's not like they have another less congested route they could take. Also toll lanes slow things down more. | I feel like a toll most punishes the local users who have no choice but to use the road regularly. Even if we don't directly pay every friend, family member, visitor and service will. It's davis's only real connection to other places that aren't woodland, if anything. Have a different road/ corridor for the to and from San Francisco traveller's going through davis | I feel like public transport to Sacramento isn't very helpful because you still need a car to get around once there or at its surrounding suburbs | |
| | | | | |
| | | | | Adding additional lanes and MAINTAINING them in drivable condition. The roads in California are APPALLING. |
| | | | | |
| The westbound part of the i-80 where it goes on to the bridge over the wetlands is congested no matter what time of day it is - maybe that road design can be improved? | Toll lanes increase inequality in the region. | | | |
| We need to not reduce the number of lanes in Davis and Dixon. Keep it 4 the entire way. | | | | |
| | | | | |
| | | I have concerns about the logistics of regulating a toll where the toll may not apply to everyone. This is the only corridor that connects Sacramento to Davis and all of the cities beyond Davis. If there were viable alternate routes it could help alleviate congestion. The merging of two freeways is a huge problem. | I have serious concerns about implementing a toll to increase revenue. We already pay additional monies for transportation through SB1 funds and other taxes. Gas prices are out of control. I have serious concerns how this toll will impact families and students who travel this corridor frequently due to work and school. Tolls pose a serious threat to equity and socioeconomic status. | An extra lane and dedicated lanes for each freeway at the merge would be much needed. However a toll only seems like a way to provide a benefit for those who are privileged enough to afford it. It also seems like the true agenda is to add another revenue source for the department of transportation instead of really addressing the actual issues of congestion. I strongly oppose a toll. |
| | | | | |
| | We already pay high taxes on fuel & registration | | | |
| The use of "neither" as a middle option is terrible and smacks of gamesmanship. Having a pay-lane is exactly the opposite of the title of the article "Improving I-80 for everyone ", when in reality the proposal is to improve it for the wealthy. We all pay gas taxes, so this is a scam. Finally, it will just mean that the bottleneck will move down the road to the next merge. | Highest taxes in the nation and now we have to pay for toll roads on top????? This is criminal. | No toll road!!! This is a scam of the worst kind. We already pay for roads several ways. This should not be one more dip into our pockets for something we already pay for!! | Transportation options that pick you up at your doorstep is called uber. There should be no public financed competitor. Buses are a waste on freeway routes. The only option that makes any sense is enhancing the capital corridor train service. Ebikes and scooters are hugely wasteful and/or end up as litter. | The continued expansion of taxation for things we already pay taxes for is out of hand in California...and im a democrat!! |
| | Fees discriminate against poorer people unfairly, and turn California from a welcoming well-funded state into a watch-your-every-move poverty state that smacks of the ridiculous driving experiences we see back east. No fees! | Giving discounts to poor people would cost more to implement and police than is worth it. Imagine the abuse and public outcry at every reported misstep. Not efficient or workable, and cause for public resentment. Fees are divisive. No fees! | | No toll roads! |
| | Tolls won't reduce traffic. They will simply be another benefit to the wealthy | | | |
| | | | | |
| | NO toll lanes -PERIOD! We are already being taxed to death! | No TOLL lanes or even the consideration of toll lanes! | Everybody knows that the money will go to other pet projects and not for the betterment of transportation! No TOLL lanes -PERIOD! | No TOLL lanes -PERIOD! We are already being taxed to DEATH! |
| We pay enough road taxes . Deal with it | How many more times are you going to try and squeeze money out of us , we pay enough already. | You get enough already, deal with e | | Always trying to suck more money out of people, give it a rest |
| It is nice having the options when traffic is backed up. Adding a toll lane will increase my usage of alternate routes. | Freeways should be free. | Freeways should be free and not have a toll. For most it is not an option to carpool due to long commutes and I normally take the capital Corridor train but the last train is too early. If there was one later train that would make it so I would have to drive less. Currently I try to avoid driving between sac and Davis and try to get through the area by 530 am and after 8pm commuting back home. | As a commuter of 100+ miles each way capital corridor is awesome. I am also lucky that my office is close to a station but for many there is no public transportation infrastructure to get you where you need to be. | Toll lanes just help the rich and add to traffic congestion for all who cannot pay. It would be much more beneficial to remove all of the lane adds in Davis going east where it goes from 3 lanes which move great to 6 lanes and back to 3. In my opinion if you kept it at 3 lanes the whole way through you would not have the traffic issues. For travelling east remove a lane from 50 west and have the lanes from 80 continue onto the causeway. Having most of the cars/trucks merge over 2 lanes is causing most of the issues. |
| There is construction currently on progress from Davis east to West Sacramento and beyond. A. What is this for? B. Why is an additional project even being considered? | WE PAY ENOUGH \$\$\$ FOR ROAD CONSTRUCTION IN CA. WHY ISNT THIS MONEY BEING USED FOR ACTUAL PROJECTS INSTEAD OF MORE USELESS STUDIES? WHO OVERSEES CALTRANS SPENDING OF GAD TAX MONEY? | | MUCH OF THIS IS AN ABSOLUTE WASTE OF TAX DOLLARS!!! | There is an abundance of road projects along I-80. Until these are completed, why start or even study more projects. Caltrans takes too long to do anything. I don't trust the agency and its leadership as it seems like projects take forever and don't really benefit anyone!!! |
| | | | | Find other alternatives to easing the commute that doesn't involve our citizens paying out of pocket to use the roads we already pay for. |
| | | | | |
| | | | | |
| No tolls just get the work done its dangerous. Already lost one truck | | | | |
| | Costs have gone up so much in California please do not add more. | Some people like myself cannot afford to buy an electric car. It seems unfair to add an advantage just because you have an electric car. Doesn't seem to help most low income people. Tolling in general will cause a significant financial impact on too many people. We already spend a lot on gas in CA | | |
| | | | | Californians pay high gas taxes. Instead of using that tax in General funds, use for roads! |
| | | | | |

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| | Whatever happens an additional lane needs to be built along both sides of the causeway. The merge lanes heading east into Davis need to be spaced out so less bottlenecking happens. | | Tolls collected should be put directly back into road infrastructure projects within the community that the people paying the tolls are in. It is in effect stealing money from the people to take that toll money and use it elsewhere. | For each carpool lane / toll lane added an additional lane should be added. You are not fixing the problem of how many people are on the road by just converting a lane or adding one lane that only a minor percentage of cars are going to get to use. The regular commuters need another lane as well. |
| | | | | |
| | | | | |
| Too much traffic at certain times of the day, not 24/7 | Who has time to pick up 3 carpoolers before work and return after work? 2 should be a carpool. Many accidents occur on the causeway, putting tool lanes will even make this worse, plus the time it takes to install the toll lanes has backed up traffic on other roads such as 680. Not a good option. | Unless everyone gets on in Davis and is willing to pay for all 17 miles. | | I frequently travel Napa to Davis and Sacramento for medical care. Going by private vehicle leaves out carpooling with 3 or more people. Having mandatory toll lanes makes commuting more expensive, please consider other alternatives to keep it free. |
| | Any changes must involve adding a lane if there is to be any positive effect on traffic. And requiring all lanes to pay tolls will make traffic worse instead of better. | Traffic is at its worst at the beginning and end of the week, so any changes and tolls need to apply during those times. | | |
| | | Do not have toll lanes. Driving in traffic with current laws is difficult enough without adding more for seniors to digest. | | Stop this |
| | | | | |
| | | | | |
| No more fee. Killing wallets with fee | Poor and middle class will be impacted with fees. We will be working to pay fees and taxes | | | Do projects with car registration money Which already higher than before |
| Increasing the cost of transportation during a significant period of inflation and stagnant wages is unsettling. Once again, individuals who do not have any alternatives (e.g.police officers who can't afford to live in Napa or surrounding communities and travel to Napa State Hospital or Oakland Police Department) due to their shift assignment and overtime requirements will make retention and recruitment challenging. Stop already with passing on costs to live to the public. | Absolutely not! Public servants who travel this roadway do not earn a competitive industry wage and do not receive a subsidy to travel to locations where they are unable to afford to live. | Enough already with assuming people in the "middle-class" can afford these increases. This segment of people is affected the most and cannot continue to subsidize "low income" people. | All of these are ridiculous solutions for people who travel locations like Napa State Hospital, San Quentin, or other public facilities to work, are assigned overtime, or work an overnight shift with unanticipated overtime. There is not an infrastructure in place to support electric vehicles and this type of transportation is not affordable. | Create alternate routes rather than messing up the route currently available. |
| | | | | |
| We already pay high gas prices and that money was supposed to be used to fix the road.The car pool lane is the one thats causing lot of traffic.Get rid of the car pool lane,let all cars use the lane,because there are not too many people car pooling and the lane stays unoccupied most of the time while other lanes have long traffic.Also there are too many drivers that use car pool lane that are not suppose to,but no one does nothing about it,especially with shortage of CHP officers.With the new toll,it is just to rip off the drivers.Talking about cost,watch what the Cal trans workers do,most of the time they are standing doing nothing and are getting paid.People are struggling to pay their bills,living on paycheck by paycheck and the toll will be another added expense. | Dont have any carpool lane at all,because there are not too many people that are carpooling.Instead put meters on the on the on ramps. | Its very hard for caltrans to track on all this vehicles.Just dont have carpool or toll lane at all | All this ideas are bullshit,and get real.Get rid of all car pool and toll lanes.Traffic will run smooth. | More money will go out from our pocket for no good reason,because the traffic will always be there like the way it is now,and with carpool and toll lane it will be worse. |
| | | Make bike lanes accessible for golf carts, electric biked | | No more carpool lanes, need a rail system, more extensive than the train which does not run often enough for commuting and not enough local stopping points |
| A commuter bike path across the Bypass should be build BEFORE the lane construction, not as an afterthought. In addition, increased bus and train service during construction would enable commuters to experience the pleasures of public transportation. | We're a family of two and retired; if the toll/carpool lane has specific hours, we could time our trips accordingly; otherwise a paid lane discriminates against those who don't work, I think. | See above: the tolls should apply at specific times. There are too many "clean air" vehicles; their owners are already reaping the gasoline benefits of their considerable capital investment which others do not receive. A simple online application for low-income and student passes is feasible. | Rebates should be for any bicycles, not just electric. | |
| | | | | |
| | | | | I am curious and would like to know what the project objectives are and/or were for development of the Yolo-80 Managed Lanes Project. There seem to be competing objectives at work in trying to simultaneously expand transit flow rate and constrict the amount of vehicles using it. |
| | No tolls! | No tolls! | No tolls! | No tolls! |
| | Harpool lanes only increase, congestion and pollution because the cars in the non-carpool lanes have to go slower. The idea of a toll lane is stupid. There's no reason for it other than another money grabbed by the state of California. Our gasoline taxes are already the highest in the country The money needs to be used for that not by the road users | I strongly oppose any toll road on I 80. We already pay for road construction and maintenance through the gasoline taxes which are the highest in the country. | Add additional rail service between Davis and Sacramento. Set up a small shuttle train that Makes round-trip hourly. Run the train from 5 AM till midnight and on weekends until 2 AM. | I strongly oppose any toll road or carpool lane. All as it does is congest the traffic more and causes more pollution. Adding a train shuttle from Davis to Sacramento and back on an hourly basis with generate a lot of riders but you have to make the time convenient. The capital corridor trains do not run often enough. |
| | | | | |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|--|---|--|---|---|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| | Tolls on existing infrastructure, especially causeway bridge could potentially bring in huge amount of funding for public transportation, reducing the need the drive and reducing congestion. | | | It's a disgrace that huge amounts of funding are being dedicated to a freeway widening project, which will inevitably end up being congested within a few years. The only real solution is to invest into public transportation options that already exist along the corridor, particularly the capitol corridor. I come from a small village in Switzerland that has 7k people and is relatively rural, but there were still 6 electric trains per hour from 5am til 1am. Sacramento and Davis both have exponentially larger populations and higher numbers of jobs, but still are only served by around 11-15 trains a day. With this in mind, it is ridiculous to not consider things like increasing frequency and electrification of Amtrak, as it would help the region's vibrancy, accessibility, and economy. At least far more than adding to a freeway and increasing people's already crippling dependency on private vehicles. People deserve for their money to be spent on more forward thinking things. |
| | Public transit across the causeway is the ONLY way to go. No more building new lanes as that will only bring more car traffic, air, and noise pollution. Invest in more active transportation, more frequent and reliable public transit. | | | Public transit must be prioritized above all other forms of transit. |
| Heavy traffic is only at certain times, can be avoided. | Roads are built with public funds. Should not be made exclusive. It is discriminatory if one is not part of the designated parties. Parents cannot easily carpool or take public transportation. A “special” lane creates more congestion on remaining lanes. | Should not charge a “toll” for road built with public funds. | The public does not like public transportation. Never has never will. Driving has always been and will be first choice. | Building a toll lane will create more congestion. While public transportation sounds good no one likes using it. Conditions on I-80 are mostly really good. Commute times traffic is heavy, but it does keep moving. The real problem is housing being built without consideration to all infrastructure. Fyi would be interesting to find out vacancy rate on the new construction/rental housing. Affordability is the real issue not availability. |
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| | Discriminatory to today’s middle class and lower classes. Benefits the rich only. | | | |
| | I think it would be confusing to go from carpool being 2 people (placer and sac), to 3 people (causeway) and then back to 2 people (Fairfield/ Vallejo) and then back to 3 people (contra costa). | | | |
| | | | | |
| | No restrictions please. Tax payers are already paying for it. | Please figure out what % of traffic in this stetch either originates or ends aling this route. I suspect a very high % is pass thru traffic between Sacramento and the Bay Area. Let’s focus on efficient and convenient mass transit alternative. Cap Corridor is too difficult to access. | | |
| Traffic is of course an issue, but adding additional lanes will not alleviate this issue and will only further support auto dependency in our region. We should be investing heavily in our public transit, and pedestrian infrastructure over more highway lanes. | Roads should generate revenue for maintenance and operation. No new lanes should be added | Driving should be less subsidized and more disincentivized. An electric car is still far more inefficient than public transit, requires subsidized space for parking, and the mining of precious metals for batteries. | | Increasing road capacity will only further induce demand for driving. Transit headway should be increased and fare should be decreased in conjunction with option 7, converting the existing fast lane to a managed HOV toll lane |
| It definitely feels like traffic across the causeway has gotten worse in recent years. Biking would be more appealing if the county road in Davis was safer for bicyclists but currently that stretch of road has a high speed limit and it not very safe. The buses do not run very frequently across the causeway and when we used the bus in the past we had problems with reliability. If there’s a problem with the bus and it only goes once per hour you can’t count on the bus to get you to work so it makes more sense to drive. Davis is the biggest cut through issue. Causeway is a major bottleneck. | Toll lanes feel like a non-equitable solution because the burden of the toll lane is higher proportionately for those at lower incomes. It feels like those with more money can just pay their way out of waiting like the rest of the people. Students attending UC Davis living in Sacramento for example may not have the means to pay for tolls. But their time is not worth less than those who have higher income. I think the best solution is an additional lane dedicated to Public Transit and HOV. I sort of like the idea of converting one of the existing lanes into an HOV lane but I think it would back the traffic up really badly in the other two lanes at peak traffic. I wonder if you would even be able to get to the HOV lanes past all of the other cars. We can’t pay anymore money we’re already paying for gas! | If toll lanes do end up being implemented I would push for having an easy way for carpool lanes to use them without needing a special transponder. Needing a transponder to use the carpool lane makes it so much more difficult for casual carpoolers. And even more so for those from out of town- it can be very confusing if it’s not clear they need special equipment. Again, nobody can afford to be paying anymore!!! Just to get to work and back. | If a toll is charged it should go towards funding programs to help reduce traffic congestion. Where is the rest of the money we pay to Yolo and California going to/gone to? | In general I’m opposed to adding toll lanes because Sacramento area is not a toll area like the Bay Area. I also feel it will further isolate Yolo county from Sacramento/m and West Sacramento which is a part of Yolo county. While I like the idea of discounting tolls for low income individuals this just sounds overly complex to implement. As everyone’s time is valuable I feel like tolls for a fast lane allow those with more money to pay to get ahead. I definitely support lanes being used for carpool lanes and public transit. I think if buses could go quicker than cars in rush hour traffic they would definitely be more appealing to ride. I also think if the bicycle paths were more protected along some of the county roads in Davis that people would be more willing to ride their bikes in. We already pay gas taxes and huge registration fees. |
| You need to build another causeway to create more lanes to reduce current causeway traffic, not a toll lane on a 4 lane bridge | Build a second causeway | | | You need to add another causeway,please. I used to drive to the Outlets for shopping, but rarely do that because of the traffic. This was a very convoluted “7 question “ survey. |
| | | Tax payers already paid for the project, adding a toll only benefits the upper class super commuters. | We as californians are already over taxed to pay for projects listed above. That will stop the redirection of these funds for other pet projects. | |
| | I don't support current fast lane being changed to carpool because currently there aren't enough lanes. | | | |
| No tolls | | | | |
| | Additional lanes on the Causeway are necessary to relieve horrible bottlenecks. Public transportation and biking are not possible for families who live in West Sac/Sac but commute to Davis and must be home for family responsibilities. Single occupancy vehicles are the only option. | | | |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|---|---|---|--|--|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| | | Just add an extra non-tolled car pool lane. | No toll. Not a good idea. Just add an extra lane. | |
| | | | | No toll!! |
| | | | | |
| The construction area is dangerous and causing accidents and the road has too much glare. | | | | Trash, debris, construction zone is too dangerous to drive. The glare on road makes the lines not visible. |
| No alternatives to I80 | Oppose any toll given that there are no alternatives to the use of causeway. | | If tolls are going to be collected, the money should be to support the infrastructure period. | |
| | | | | Charge the people who moved from San Francisco to Sacramento. |
| It's a human problem, the problem people are not able to control them selves, drive wiser | For the people that live below that inner section it will be horrible to pay to run arrens. | Residents to the area need some kind of waver I drive 2 exits away | | |
| | | I do not support any additional tolls, toll only lanes nor changes to the existing carpool lanes. | | |
| | | | | Do a better job timing this project out with all of the others and be more clear with guidance on temporary lanes. It's chaos out there right now and people don't pay attn. |
| | | | | need to enforce laws against left lane camping. if there's no passing in the right then there's no going 62 in the passing lane. people do not understand this and it makes freeways dangerous and inefficient. signs need to be posted and chp needs to heavily enforce |
| | i pay for roads in taxes i'm not paying again | no tolls. stop government overreach | | |
| | | | | |
| | This project should be done with no additional lanes, a Toll/Carpool lane could be created within the current 3 lane configuration. Additional lanes DO NOT reduce congestion as stated by a numbers of studies and proven throughout southern California. | | | This project is inconsistent with CalSTA, Caltrans and the State of California's approved plans including Climate Action Plan for Transportation Infrastructure (CAPTI) which states, "The historic focus of expanding driving over other modes has cultivated and exacerbated decentralized growth patterns that facilitate more urbanization". One of CAPTI Investment Framework guiding principles, "Promoting projects that don not significantly increase passenger vehicle travel. These projects should generally aim to reduce VMT and not induce significant VMT Growth. When addressing congestion, consider alternatives to highway expansion, such as multimodal options, employing price strategies, and using technology to optimize operations. THIS PROJECT IS NOTHING MORE THAN A FREEWAY EXPANSION!!! Pricing strategies and technology could be used with out additional lanes. |
| | | | | |
| This is a way for the government to make money and has nothing to do with anything being safer. No toll lanes. | You are trying to rob us. You do not care about anything but our money in your pockets. | Stop trying to take money from us. California really sucks to live in. We both know this survey is bullshit and you will put the toll lane in anyways. What do you creeps care. | Little faith that monies raised from toll will be used in the road transportation arena | Stop taking our money or finding reasons to take more. |
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| Too many developments between Tahoe and Bay Area and not enough planning for the commutes between the two places when the developments were built. All CA counties are excited for the increased tax revenues from new subdivisions. But when it comes to the expenses of making freeways adequate for the size of the communities, no city wants to pay. | During heavy traffic occurrences there is one lane open: the carpool lane. Heavy commute times actually increases pollution because the other 2, 3, 4, 5 lanes are jammed up with stop and go traffic. The carpool lane should not be designated as a high occupancy requirement because there are so few cars in Sacramento with carpoolers. The public transportation is not efficient to encourage public transportation. And people like their cars! The government should stop creating bike commutes and carpools because they rob commuters of lanes! There may be some area and some people who want bike lanes but the majority of us don't! | Eliminate all the carpool lanes. Make lanes for non-EV so those cars aren't sitting in stopped traffic due to reduced lanes. | People like their cars and want to drive alone. Stop forcing us to drive EVs, in reduce lanes, and widen roads to include more lanes. The CA grid can't manage the electricity now. It certainly won't support 100 times the number of EVs on the road now. Besides, you know the electric grid runs on coal, right? Evil evil coal. | |
| The proposed project will lead to increased vehicle miles traveled (VMT) in Yolo County, making it wholly inconsistent with the County's goal to become carbon-negative by 2030. | To be clear, additional lane or lanes should not be constructed. | Additional lanes should not be built at this time. | Additional lanes should not be built at this time. | Recent press reports have alleged this project was purposefully structured by CalTrans to avoid thorough and transparent consideration of other transit options. The CalTrans official who raised questions was demoted, in an apparent act of retribution. The allegations of purposeful deception and retributive action against the whistleblower should be thoroughly investigated and resolved with full public transparency. |
| | | | | Where will the toll booths begins since there are River Cats employees and fans who takes I80 to get to the Sutter Health Park? Will River Cats employees and fans have to pay just to get to Sutter Health Park? |
| | Don't make it more expensive for people to drive on the roads we already paid for. Toll roads only benefit the wealthy and hurt those least able to afford it. | Strongly oppose toll lanes. | We already paid for the roads. We shouldn't have to pay to drive on them. | Oppose toll lanes of all kinds |
| | | | | This doesn't affect just yolo county and should be open to all counties especially sacramento since anyone going down 80 will be affected by this project. This isn't the Bay Area nobody wants to pay extra to drive on the roads. Especially ones that are poorly maintained with existing taxes higher than most other states with better roads. |
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| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|---|---|--|--|--|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| To be specific it is rush hour traffic, which includes weekend traffic from people returning from Tahoe or going to Tahoe (usually Thursday/Friday). UC Davis has a lot of employees coming from west sac as well as Sacramento and maybe additional bus routes might help reduce traffic. I have also used Amtrak to go to the Bay Area but I ended up driving to Davis station rather than the Sacramento station out of concern on safety for me and my vehicle. | If you do have toll lanes, I would suggest having no tolls during non-peak hours. This would also alleviate traffic and simultaneously encourage traveling during non-peak hours. If the toll/carpool lane is isolated and an accident occurs, it should be designed to allow for people to move to other lanes. Some carpool/toll lanes are double yellow or have a physical barrier. The worse scenario is you pay and then get stuck in that lane while you see the non-paying people move on. | weekend toll should only be done during peak times and it should have a clear advertisement. The issue you will have is it will require people to have some sort of device on their car, I imagine a fast pass so if you have lanes that can be free and not free, based on times, the process and cost of getting the fast pass should be easy and inexpensive. | It should be clear what current gas taxes (and any other taxes) are used for and what they pay. It seems that we might be getting charged twice. If I was a paying customer for a pay only lane, I would think the cost is not used for anything else but creating and maintaining that pay lane. However, if I am not a customer using the pay only lane, I would not have any opposition to taking from the have's (lane payers) and giving to the have nots (free lane users) and allowing fees to pay for those other lanes. | I used to live in the Bay Area and appreciated the ability to use Bart to travel between cities. I have used Bart after moving to West Sac when I had a need to go into the Bay Area, either driving to El Cerrito station or using Amtrak to Richmond and transferring there. I think it would be great if there are enhancements/connections for public transport with an option to get a vehicle, bicycle, scooter at the other end if I have to go a bit further than walking distance from the station. |
| | | | | |
| Having a toll will not fix the congestion of traffic in the cosway. There needs to be an alternate highway to go to Bay Area. Weather that is opening more lanes. YOLO people do not want to spend more money in tolls. | Open more lanes . Let's revolutionize the highway system on the 80. With multiple highways to get from Sacramento to Bay Area. | Only would support toll roads if there is no charge for yolo residents. | | Cosway is a safety hazard. There is an accident daily. There need to be consequences for Caltrans on poor planning. |
| We should not be widening freeways anymore as it is a proven driver of increased emissions. We should be using the money to better fund public transportation and bike infrastructure to get cars off the road. | | | Those answers are given that we are unable to stop widening the freeway. I would prefer just diverting the money from the widening project to these transit/mobility projects. | |
| | | | | |
| Adding basic lanes will add more traffic. The unique utility of the freeway expanding and contracting several times in a short span creates conditions that should not get the same solution of more lanes. Please consider new formats and additional bike/ped infrastructure and morepublic transit. | Please devise programs where students, low income, carpools, and ev's can cross for cheaper or free. Please also build parallel bike/ped infrastructure. | Even though I think low income drivers should get a discount, they should be encouraged to use a bus or rideshare before they qualify for discounts. However we eliminate SOV's, is best. | | |
| Improve Capitol Corridor train prices, speed, connivance and reliability. | I'm not convinced carpool lanes help improve overall traffic flow. How do you enforce carpool lanes ? Not a fan of toll roads. | More bureaucracy that benefits the rich, waste of tax payer money. Build more lanes and improve the train system. | The gas and oil industry gets huge tax breaks, tax them for additional revenue. Their profits are out of this world ! | |
| | More lanes isn't the problem. We need effective public transit solutions from sac to davis/bay area. | | | NO MORE LANES. MORE PUBLIC TRANSIT |
| | | | | |
| | | | Behavior change, not electric battery tech, is the only sustainable solution. Make public transport cool again. Nice clean high-tech buses and trains with plenty of timing options would work wonders. | It seems like the work is well underway but the EIR is just now going public? |
| Traffic is diverting into Woodland through County Road 102 and Hey 113. I5 has been congested during rush hour for years due to people avoiding I80. | This will force people to avoid Davis. Woodland will be impacted. | | Park and Ride lots? | Please address the traffic spill over into Woodland while you look at Davis. We've had numerous deadly accidents on I5 due to congestion. |
| | | | | |
| | There are only 5 crossings of the deep water channel/yolo bypass between Antioch and Yuba City. Dont tax people to take one of the few options to cross. We are already taxed while buying a car, registering a car, buying fuel for the car, and maintaining on a car. No more taxes. | No tolls | As there are only 5 crossings of the yolo bypass/deep water channel between Antioch and Yuba City, many of us using the causeway live out of usefull range of public transit | |
| The slower the traffic, the better the case for alternate modes. Bring it on! I would prefer a 3-lane scenario with HOT lane in the existing fast lane | I like these new scenarios that consider utilizing the existing fast lane. I'll support whatever Amarjeet Benepal objects to. I fully believe Amarjeet is a corrupt official. I want his income audited. I am concerned he is taking money from road builders. Also investigate YTD board members. | Cars should pay, no discount for anyone. Toll discounts for low income drivers avoid the real issue-- car ownership is expensive and your policy decisions are requiring car ownership for anyone who needs good mobility. | Vanpools are outmoded handouts to Enterprise rental car. All of these options should be strengthened Before the toll lanes are implemented. Caltrans / YCTD is backwards | Save money, toll the existing fast lane. I'm sick of waiting around for Caltrans and YCTD to make a sustainable choice. You could be on the forefront of change by making the choice to not widen this roadway. Instead Caltrans and YTD are hopping to be the last widening project of the last era. I'm so disappointed in YTD and Caltrans |
| | There should be a free option for driving. A lot of people have bought homes in Davis and work in their Sacramento and would now find themselves paying to get to work. | Traffic is sometimes the worst on the weekends, at least anecdotally | Fund more frequent rail service. The current schedule is too infrequent to be practical and costs too much to be car competitive. | |
| The problem is not much has been done since the causeway was rebuilt in the 80s. Too little, too late | We pay a fortune for road use already. | | | |
| | More transit options if goal to decrease single occupancy vehicles on causeway. | If you are having toll lane option I would have it between 5 am 8 pm 7 days a week. | More frequent bus train service and park ride lots where shuttles or transit can be | The park ride lots along 80 not connected well with existing transit options including Amtrak. More express bus/shuttle needed even if fee-based |
| What about greenhouse gas emissions? Local air pollutants? The burden suburban sprawl and an excessively motor vehicle-oriented transportation system places on everyone? | Good for you for including the last alternative "toll all lanes". But Caltrans didn't study it in the DEIR. How about YCTD standing up to them and demanding it? | HOV lanes in northern California have been unenforced to date. A total greenwashed excuse to wide freeways. The only way any of these options should be considered is if CHP will really enforce them. | Many of these are no-brainers and should be done already, if we had any political leadership in this region. | As I'm sure you know, this project is a farce. Caltrans has already decided what it wants to do (widen the road). Adding capacity (VMT) is against state policy and shouldn't even be under consideration. The best alternative (no widening but a Bay-Bridge-style toll with metering lights and transit bypass before the elevated causeway) isn't being considered. Please find your misplaced consciences, YCTD people, and stop pretending that this sham process is giving the public a choice about "The Future of I-80." Instead, stand up to Caltrans and give us some real choices that will contribute to CA's climate goals. |
| | We pay taxes ... stop wasting money on pet projects! Money designated for a certain use should go 100% to that job. it isn't your money to play with!!!! | | stop stealing from the citizens. | |

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|---|---|---|---|--|
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| Davis Mace Blvd entrance extremely overwhelmed for entrance to I-80 east, especially in afternoon on Thursdays and Fridays. | Good to encourage more riders in cars for use on highway. Provision of better public transit is a good direction. Paying tolls that just keep raising over time is a sad direction in the cost incurred and the likely slower progression of traffic on the road. Don't see how this helps make road more efficient, just a monetary collection system alone. | Don't make this section under toll provision. | | |
| Cut through traffic (Waze) in Davis is horrible and city citizens are paying the price with congested traffic and more money spent on road upkeep and repairs. | I believe that people won't want to pay a toll, which will make the remaining lanes more congested and more dangerous with speeding entitled drivers. | I oppose the idea of a toll lane | | I (and many others) are experiencing road construction fatigue on 80/50, and another project is another project too many. Angry drivers make it worse. |
| | | | | |
| I would love a designated commuter train or light rail just between Davis and Sacramento. I know we have the Amtrak Capitol Corridor, but it only goes hourly, and since it comes from the Bay Area, it is often subject to delays. Alternatively, it would be helpful if express buses between Davis and Sacramento ran at times other than just peak commuting hours. When I go from Davis to my Sacramento office, it usually is only for part of the day, so the early morning and late evening bus hours don't make sense for me. I also wish there was an option for going to and from Sacramento at night. I live in Davis, but sometimes like to go out in Sacramento for evening social activities. I used to have a night job in West Sacramento, and the limited transit hours forced me to drive. | | Free access for clean air vehicles would only make sense in the short term, because such vehicles are going to become an increasing share of all vehicles in the state. Granting that access temporarily and then removing it when there are too many such vehicles would be troublesome, so best not to bother with such an exemption at all. If there ends up being a transit lane and more frequent transit, low-income drivers should get incentives/discounts for taking transit (in fact, maybe all folks in the region should get an incentivized period to try it out!) | | Maybe some affordable park and ride options? This project may also be able to impact parking challenges in downtown Sacramento and downtown Davis. |
| | | No toll payments. | No toll payments. | |
| | | This corridor seems to have the most traffic on weekends with pass-through traffic. It should defiantly have a traffic based toll implemented. | This revenue should help alleviate traffic and lower VMT in the corridor. | |
| Nothing to share | Nothing to share | Nothing to share | Nothing to share | Nothing to share |
| | Toll lanes are elitist and do not benefit the local communities. This project is a horrific idea and will not help alleviate traffic in the region. | Toll lanes are elitist and do not benefit the local communities. This project is a horrific idea and will not help alleviate traffic in the region. | Toll lanes are elitist and do not benefit the local communities. This project is a horrific idea and will not help alleviate traffic in the region. | Toll lanes are elitist and do not benefit the local communities. This project is a horrific idea and will not help alleviate traffic in the region. |
| Super commuters cause the issue moving out of the bay area to the Sacramento area while still working there. | | | | |
| I commute between West Sac and Davis, so getting on Capitol Corridor in Sac to avoid the Causeway doesn't really work (going the wrong way), and Yolobus gets stuck in traffic with everyone else. There needs to be better transit between the two. | Just get the single-occupancy vehicles out of the way of buses, please. | | I support alternative modes but please keep in mind that only like 15% of trips are commuting to/from work. Most are shopping, leisure, school, etc. so focusing on the 9-5 M-F drivers won't fix the causeway on Saturday at 4pm. | |
| | | | | No new taxes, no tolls |
| Public transportation along the corridor is limited only to bus service (to my knowledge) making commutes for those without cars much longer between Sacramento and Davis. | Having a toll system for either 1) All lanes of traffic or 2) A carpool-only lane directly benefits those with the capital to afford it, meaning lower-income families (without the means to pay) will have a longer commute and/or will have to go out of their way to find carpools in comparison with higher-income families. I would definitely not support imposing a toll across all lanes of traffic, as the aforementioned factors would be significantly more pronounced. Although these tolls would presumably go towards more funding for public infrastructure, this does not guarantee an advance towards public transit infrastructure. The most equitable solution would be the dedicated bus lane option, with perhaps a possibility of shared access with toll commuters/carpoolers. | The key option is to subsidize the lanes for low-income riders, who often have no option but to commute in or out of Sacramento. | | |
| | I already pay plenty in taxes and am totally against having to pay additional toll to use roads that I have already paid for. | | | I'll reiterate how much I am against having a toll road/lane when I already pay taxes. I worked at UC Davis for many years and had to make the commute across the causeway everyday since living in Davis was unaffordable. It's a disgrace to even consider implementing toll lane -- toll lanes should be illegal. |
| What will help the most is extra lanes in each direction and a change to the Interstate 80 exchange just past the causeway. You shouldn't have to exit to stay on 80. This causes a lot of slow down and confusion. Same in West bound direction 2 lanes that exit from 80 in order to stay on 80? No wonder there is so much congestion. | Adding any toll lanes will lead to a slow down and congestion no matter how you configure it. It's an interstate so a lot of traffic will not have fast passes. | I own a tesla and I still think there should be no free options for EVs. There are so many EVs in the area and they are owned by the wealthy, so toll everyone so that they all pay their fair share. | Buses will never be the solution in a city as spread out as Sacramento. It takes hours to get where you need to go by bus. Until we upgrade our Interstate highway system from 1950's standards it will always be a mess. How about using the money to fund a new highway that cuts through Yolo from Hwy 80 to Hwy 5. That would immensely cut back on traffic through the West Sac log jam. | |
| | | | | |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|--|--|---|--|---|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| Traffic volume and lack of lanes for all is the problem. | Local traveler. I don't want to pay for local driving. Too difficult to separate who the commuters are. We pay enough in taxes already. | Against all toll lanes. We already are taxed too much. | All of these are inconvenient for the user. There are options that are underutilized. Adding more of the same is not the solution. Local travelersd may use an option but local travelers are not the ones clogging things up. The CalTrans dream of a driverless/carless society is not a current reality. Stop trying to force it. | No toll lane. Taxed enough in this state. |
| Light rail within this corridor between Davis and Sacramento would reduce traffic if connections were enhanced to regional destinations including SMF. | Large commercial trucks should be kept in separate lane; these create hazardous conditions especially at I-80 connection to I-5 transition eastbound downtown Sacramento. Cars needing to transition to downtown streets from I-80 cannot easily get across the lanes since oncoming traffic from I-5 eastbound occurs rapidly...this is original historic problem when I-5 was created. | Income factors too difficult to managej | | Current conditions, while project under construction, has been stressful and feels I safe, with long sections of no shoulder neither in fast nor slow lanes and width of fast lane seeming narrower. Very unpleasant driving experience now during this period. Nighttime driving in this construction period feels unsafe with narrowed lanes and no safety shoulder zones. |
| The traffic on I-80 has gotten worse over the years, and at rush hour is abominable. An extra lane on I-80 would be a huge help. Having the extra lane be designated for only 2 or more passengers would encourage carpooling. This improvement is long overdue. | I strongly support the special usage lane be for cars carrying 2 or more passengers. It should be free to travel this lane, to encourage carpooling. I am not in favor of making the existing fast lane be converted to a carpool lane, as I-80 is already crowded enough without adding complications. We need an additional lane to be built. | I am not in favor of giving clean air vehicles a discount. Low income folks cannot afford these expensive vehicles, so it would be unfair to them. And certainly low income folks should have free access to the carpool lane. Weekends are often almost as crowded as rush hour, so weekends need to be included with respect to the tolled/carpool lanes. | In my opinion any funds garnered from tolls should be used to enhance public transit options. I am not in favor of the money going towards bikes, climate change, EVs and the like, as those options already are getting loads of attention/funding. Public transit has been underfunded for years and should be the priority. | I am a strong supporter of adding a carpool lane to I-80. It is long overdue because of increased traffic congestion. The concern about an increase in GHG emissions is getting tiresome. The fact of the matter is the I-80 corridor is getting more and more difficult to traverse because there is so much traffic. It is negatively impacting towns along the corridor where I-80 drivers are finding alternative routes through side streets. If this project, through the imposition of tolls, can increase access to public transportation, all the better. If more folks were able to use public transit, that would reduce GHG emissions! |
| | | | | Don't make it a toll lane or road |
| | | Whether clean air vehicles receive free access to the tolled lane largely depends on whether there is ample capacity for them. At some point that 'perk' for cleaner vehicles needs to phase out. | Revenue should go back into transportation programs, with an emphasis on reducing VMT per person. Getting people out of cars (to bikes/e-bikes or transit) is best. Making the Bypass more appealing to e-bikes should be a priority - it's not that far to commute with the boost, it's just not pleasant. | Glad to see you planning so heavily for alternatives to single-passenger vehicles. And I assume you're coordinating with the planned improvements in W. Sac to Reed/Sacramento Ave to manage the likely increased cut-through volume from the new bridge. |
| | | | | Please change the title of the survey to remove "the" from in front of I-80. :) |
| | | | | |
| | | | | Do not expand the freeway capacity - it does not need more lanes |
| | | | | |
| There are too many pinch points in both directions where lanes are reduced and drivers have to merge. It creates bottle necks. | I think it makes sense to add a lane and either have it carpool or fee based. But the fee needs to be reasonable for daily commuters. | EVs under state law will soon be the norm. Why give us EV drivers a break? Plus we cause traffic too. | We need better public transit. The only viable option these days is driving. | Amtrak is too expensive. Buses are too slow and not frequent enough. Must improve the drive! |
| | | | | This project is a huge waste of time. The goals are quantifiable and unattainable and fail to understand the major issues behind transportation today. I thought that caltrans and transportation agencies across the stat had figured out that freeway expansion only lead to more cars and more VMT not a reduction in congestion. It's called induced demand I am pretty sure UC Davis has done a study or two on it#susanhandy. Oooohhhh wait she already wrote a letter explaining this to Caltrans and the YCTD board. If the project doesn't reduce congestion and only increases VMT, there can't be a decrease in traffic on local streets or improved safety. |
| | | | I do not support tolled lanes in any form. | The only change I support on i80 is making the causeway the same number of lanes as the adjacent parts of i80 |
| | | | | |
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| | | | | |
| | | | | I appreciate the idea of a toll lane if the revenue goes towards funding improved public transit service along the entire corridor. If one lane can stay flowing than buses can travel in that lane even if all the others still have traffic. The frequency should be very high, every 10 minutes total or more frequent, but this can be accomplished by a new selection of routes which serve more of Davis and Sacramento, local and express. This would also have the double effect of providing more useful services to Davis which are currently primarily for UC Davis students. If done correctly these routes can be better targeted towards the general Davis community. |
| | Please run more trains between Davis and Sacramento. Driving is too difficult on I-80 and in Sacramento. | I am concerned that toll/carpool lanes will just sit empty with most of the traffic jammed in the other lanes. | | Please improve public transit (trains, buses, shuttles) rather than build more lanes. Please have the medical groups co-sponsor transportation if they refer patients to Sacramento. |
| Additional travel lanes will induce demand and result in increases in VMT | | | | |
| | | The toll should be higher during times of more demand. | | |
| If there were better public transportation and bicycling facilities, there would be less traffic. Much better to improve those options than to encourage even more traffic by adding a lane. | People currently pay to use the Causeway in time, which is unpredictable. Better to have everyone pay in dollars which can then be used to improve transit service and bicycle facilities. | It seems like the most important time for tolling would be the weekend traffic to and from Tahoe. Why might this not be included? | | Please lead us to a more sustainable future rather than continuing to repeat failed examples of highway expansion. |
| | I oppose all fee based solutions, the existing tax burden is so great that to have to incur another expense is too much. | | | |
| The problem with transit on the Causeway is not the number of options, but rather that the existing options (with the exception of Amtrak) get stuck in the same traffic as everyone else, making the transit option less appealing. | I'm generally opposed to adding any lanes (except for transit lanes) since research has shown that adding lanes to a highway does NOT improve traffic conditions due to induced demand. I'm not convinced the cost of adding lanes would result in an adequate improvement of traffic conditions in the long-term. | | Offering more options that increase the scope of transit options would be useful as well. Many people travel between Sac. and surrounding neighborhoods for reasons other than for work, and existing options do not meet those needs as well. Yolobus commute routes are good, but they don't run often enough to be useful for most people. In addition, there are no late night options between Sac. and surrounding cities (ex. Davis) for people who are attending events (Kings games, concerts, etc.) in downtown Sacramento. Finally, better service on weekends would be helpful as well. All of the above options would entice people to use an option other than driving (improves traffic, reduces emissions) to get to more leisurely destinations. | |
| | Shouldn't have to pay to use any lanes | No tolls. | | |

| What do you think are the biggest issues with traffic on I-80 in Yolo County? | The new freeway lanes would have specific usage rules. How do you feel about these options? | If tolled/carpool lanes are built, do you support the following options? (Please select Yes or No for each) | Tolled/carpool lanes will generate revenue for transportation improvements. Please rank the following options for using that revenue: | If you have any other comments about this project or the conditions on I-80 in Yolo county, please share them with us. |
|---|--|--|--|--|
| Please share any additional thoughts | Please share any additional thoughts | Please share any additional thoughts | Other (please specify) | Open-Ended Response |
| | I would very much prefer light rail across the causeway, instead of a new lane, or changes to the lanes. Light rail can support more people than current public transit options, is more easily upgradeable, isn't going to get caught in traffic outside of pubic transit only lanes (when they're no longer available because it's not on the causeway anymore) etc, and could follow either the causeway or the current train tracks. | | I'd love to see light rail connecting Davis to West Sacramento and Sacramento, and even going so far as to connect to BART eventually. That could alleviate so much traffic. | I don't like driving in the area without a shoulder when it's dark. |
| Urban growth. More lanes are not the problem. State, counties, and cities approve growth of infrastructure for tax base. That is where the money for transportation should come from. | EV and other efficient vehicles are part of the solution and need to be recognized and accommodated. People need their personal space, flexibility, and safety in travel. CA transit system is a joke and I make this statement based on experience traveling abroad. There is no viable overarching vision or plan for transit. | EV and other efficient vehicles need to be accommodated in the plan. EVs are part of the solution and need to be recognized and accommodated. Weekend traffic can be just as bad as weekday. | None of these options will solve the problem. A complete integrated transit system is needed, and you cannot restrict current users until a replacement system is in place. Look to where the problem originates with development. Tax that. Use state taxes to invest in a holistic transit system. ZEVs are a good solution. | Development is the problem. Roadways just play catch-up to the problem. Latend demand is catching up with an existing problem. Adding lanes is not causing the problem, it's a solution. Keep in mind users on I-80 come from many different geographic areas. Solutions need to consider everyone, not just people from Davis and Yolo. Transit can help if it is frequent, safe, timely, affordable, expansive, mode integrated, and easily accessible. Our current transit systems are none of these. We do not have leadership in CA to get such a transit system currently. Individual solutions will not work. It needs to be a statewide solution. ZEV provide all of these. Heavy freight rail over dominates that mode. Individual transit systems are not integrated. A single trip planning system is needed. Personal safety is a big concern for using transit. |
| | I would strongly support an added lane with no restrictions. The next best option in my opinion would be Toll/Carpool (free for 2+). Neither of these seem to be options however. | | | |
| You removed the 42A and 42B from North Davis. So I now can't easily get from Davis to Sacramento or the Courthouse in Woodland. If I have to get to Sacramento I have to take my car but because of parking issues and traffic issues I hate going there. Also forget the Woodland (Yolo County) Courthouse so forget about Jury Duty and anything else that involves the 42A & 42B | A toll on the Causeway? Should be paid only by the bad drivers who think the causeway is a racetrack. Or fire the person who suggested this. Or provide an alternative. | Do not assume that just because we have some very wealthy people in this area that everyone can afford the gouging you are about to do to them | Public Transportation should be what the government should spend its money on. Not crap like this | |
| | Tolled lanes will disproportionately affect low-income individuals and students commuting to and from UC Davis. | | | |
| | | | | |
| Bottlenecking through the Yolo causeway causes major traffic jams and unsafe driving conditions during peak hours. | Adding a lane (no matter the usage requirements) would be the most useful to address the traffic caused by the current configuration. | The express lane should be accessible therefore low-income drivers should have resources to allow them to utilize the facilities. Clean air vehicle receiving a discount would help promote environmental awareness. This area is busy 24/7 therefore the express lane should be open 7 days a week to provide travelers with the continued benefit. Exit/entry points should be available at all ramps off the freeway. | | Although the construction will be frustrating on the already high traffic area, the benefits to this project will outweigh this temporary inconvenience tenfold. |
| | | | | |
| The I-80/US 50 merge is absolutely awful, especially travelling westbound, even in non-peak hours. | | Express lanes should be accessible at any point, not just specified entry and exit points. | People are not going to stop driving their own cars, even if public transit and other modes are readily available. Need to use the revenue to maintain what we build first, then use it to fund transportation improvements for all modes, including cars. | Please keep passenger vehicles in mind when planning. They are not going away any time soon, or at least until public transit is as easy and as convenient and timely as using ones own vehicle. |
| More capacity is available with CalTrans funding for Capitol Corridor without additional construction of highways. | | Traffic persists all 7 days of the week so express lanes should be active all 7 days. | | Managed lanes should be coordinated with I-5 managed lanes over the Yolo Bypass as well to avoid traffic diversion once toll construction is complete. |
| Traffic is quite bad on I-80 pretty often. The reason for this is too many vehicles using the roadway, not that we have too few lanes. The appropriate measures to address this would be improving transit and bicycle options. | I think the best option given the circumstances (timeline, funding commitment, etc.) is to build this 4th lane and make it transit only. Tolling infrastructure could then be implemented on the other three lanes and a congestion pricing program instituted. Use of the freeway would be free during off-peak hours, but there would be a price during the morning and afternoon peak periods. | | Enhancing rail service (not just making it more affordable). Capitol Corridor should operate at a frequency closer to 30 round-trips per day (30-min headways) between Oakland and Sacramento. This would significantly improve the viability of Davis-Sacramento trips via train (along with reducing the cost of such a trip to < \$5). In the medium term, the region should be examining expanding SacRT rail service to Yolo County cities. | I strongly oppose the effort by CalTrans to apply business as usual highway expansion tactics to the transportation issues we face along this corridor. Adding another lane (a 33% expansion) is forecasted to induce 27%-37% more usage (according to the DEIR document) by 2049. To me, that sounds like we will be right back in the same situation in 25 years, discussing the need for a 5th lane. Planners need to seriously examine their biases and recognize that defaulting to roadway expansion is unimaginative and unhelpful to addressing this type of transportation issues. It would be nice to see a traffic analysis under scenarios where rail and bus transit are significantly enhanced. How many cars could be taken off the road is public transit was an efficient and viable option for just 20% of today's I-80 drivers? |

BOARD COMMUNICATION: YOLO TRANSPORTATION DISTRICT

350 Industrial Way, Woodland, CA 95776---- (530) 661-0816

| | | | |
|---|----------------------|--|------------------------------|
| Topic: Yolo 80 Tolling Authority Application and JPA Formation | Agenda Item#: | <div>7</div> <div>Informational</div> | |
| | Agenda Type: | Attachments: | <div>Yes</div> <div>No</div> |
| Prepared By: A. Bernstein/ K. Trost | | Meeting Date: December 11, 2023 | |

RECOMMENDATION:

Receive an update and provide feedback to staff on efforts to a) establish a Regional Tolling Authority in partnership with the Sacramento Area Council of Governments (SACOG) and the California Department of Transportation (Caltrans), and b) prepare an AB 194 tolling authority application for submittal the California Transportation Commission (CTC).

BACKGROUND:

Regional Toll Policy Working Group

In April 2023, YoloTD convened a working group composed of leadership from SACOG, Caltrans and our county transportation agency counterparts in Sacramento, Placer and El Dorado Counties. The group has met monthly or bimonthly for the last 8 months, with an explicit focus on building alignment around a shared vision for tolling in the Sacramento region. In the Bay Area, tolled facilities are operated or governed by more than seven different agencies within one region. In southern California, the approach tends to be more regional with fewer agencies. YoloTD, SACOG, Caltrans, and other transportation stakeholders believe that a regional approach, rather than multiple organizations within the region, would be the best overall strategy for managing tolling facilities.

In June of 2023, YoloTD was awarded a \$2 million grant from SACOG to fund a series of technical, policy and governance activities to establish the region's first tolled facility on I-80 in Yolo County. These funds allowed YoloTD staff to augment our capacity with outside expertise. Through a competitive procurement process, we selected consulting firm WSP to develop the policy and technical studies necessary to guide discussions of our regional working group. YoloTD Special Counsel Kirk Trost has served as our legal and governance advisor in these discussions, helping prepare governance concepts and proposals for the group's discussion.

Tolling Authority Application Process

Under AB 194, the California Transportation Commission (CTC) has authority to approve tolled facilities on the state highway system. The CTC requires each tolling project seek approval prior to construction. Toll Facility Project Applications are lengthy, typically more than 60 pages, and must demonstrate the project meets the following minimum criteria:

- Improves highway performance through increased throughput or reduced delay
- Is in the constrained portion of the RTP (or MTP/SCS)
- Evidence of cooperation between the RTPA and Caltrans
- Compliance with AB 194
- Project initiation document
- Funding plan

AB 194 allows the CTC to establish guidelines for tolling applications that include additional criteria beyond the minimum requirements, and therefore the CTC will consider additional factors in its evaluation including:

- Compliance with state law
- Compatibility with present and planned transportation systems
- Corridor performance improvement
- Technical feasibility
- Financial feasibility
- Support in existing regional plans and from community

The CTC's approval process also requires a public hearing on each Toll Facility Project Application prior to the CTC commission meeting when the approval is considered.

Yolo TD, SACOG, and Caltrans have been coordinating closely with CTC staff to establish the critical path timeline necessary to maintain the federal INFRA funds awarded to the Yolo 80 Project. The CTC has requested that a tolling authority application must be submitted in **early February 2024**, so that the Commission can consider and, hopefully, approve our request at the March 2024 CTC meeting.

With the assistance of our consultants at WSP, we have now completed most of the tolling authority application's technical and policy requirements.

Toll Authority Governance

A key consideration for any tolling project is who will be responsible for oversight and management of the facility. Under state law, Toll Facility Project Applications must be submitted by the entity who will be responsible for management and operation of the facility. The law identifies three possible options:

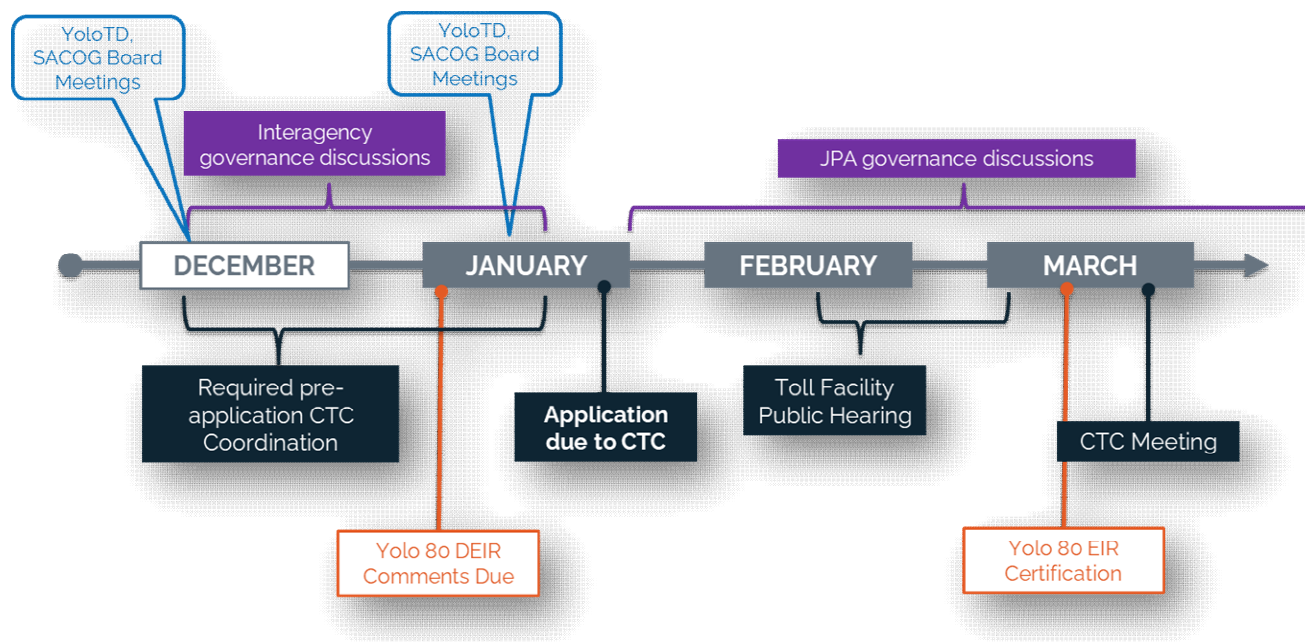
1. a Regional Transportation Planning Agency (RTPA)
2. a Joint Powers Authority with the consent of the RTPA;
3. or Caltrans.

SACOG serves as the RTPA for Yolo County. Therefore, SACOG must either submit the application for the Yolo 80 Corridor Improvement Project on its own or consent to a joint powers authority submitting the application. AB 194 also states that there must be "evidence of coordination" with Caltrans, if Caltrans is not a party to the JPA. In preliminary discussions between YoloTD, SACOG and Caltrans, along with other members of our regional working group, all parties agreed that a Joint Powers Authority (JPA) would be the preferred approach.

The JPA agreement, as drafted, would include SACOG, Yolo TD, and Caltrans as initial members; and the structure of the JPA would allow for other regional partners to be incorporated as future facilities begin operation. The draft JPA governance agreement is included as an attachment. Note that certain key issues, including Caltrans' role, remain unresolved pending additional discussion.

The joint powers authority must be established prior to submitting the tolling authority application. Therefore, both YoloTD and SACOG must affirmatively vote to join the JPA in January 2024. See the project timeline, below, for additional context regarding the project schedule.

Project Timeline: December 2023 – March 2024



Attachments

1. JPA Draft Agreement

**JOINT EXERCISE OF POWERS AGREEMENT
FOR
CAPITAL AREA REGIONAL TOLLING AUTHORITY**

THIS JOINT EXERCISE OF POWERS AGREEMENT ("Agreement"), is made and entered as of the ____ day of _____, 2024, by and between the Yolo County Transportation District (YoloTD), the Sacramento Area Council of Governments (SACOG), and the California Department of Transportation (CALTRANS), for the purpose of creating a multi-county entity that will develop and operate toll facilities throughout the region.

In adopting this Agreement and forming the Authority, the initial Members intend to create a mechanism to enable additional regional stakeholders as Members, including but not limited to the Placer County Transportation Planning Agency (PCTPA), the El Dorado County Transportation Commission (EDCTC), and public agencies within Sacramento County.

RECITALS

- A. The Joint Exercise of Powers Act (California Government Code Section 6500 et seq., the "Act") authorizes the Members to enter into an agreement for the joint exercise of any power common to them and, by that agreement, create an entity that is separate from each of the Members.
- B. Pursuant to Streets and Highways Code section 149.7, a joint exercise of powers authority, with the consent of the Regional Transportation Planning Agency, may apply to the California Transportation Commission ("CTC") to develop and operate high-occupancy toll lanes or other toll facilities, including but not limited to the administration and operation of value pricing programs and exclusive or preferential lane facilities for public transit or freight.
- C. YoloTD and CALTRANS are pursuing the Yolo 80 Corridor Improvements Project, which includes, among other improvements, the construction of toll lanes in both the eastbound and westbound direction of Interstate 80 in Yolo County. Additionally, future toll facilities may be constructed in other counties within the Sacramento region.
- D. SACOG serves as the metropolitan planning organization for the six counties within the region and, in this capacity, SACOG adopts a metropolitan transportation plan and sustainable communities strategy that establish transportation and land use planning goals to meet state and federal mandates, including state-mandated greenhouse gas reduction targets and federal Clean Air Act requirements, which policies include the support for implementation of toll facilities.

- E. SACOG serves as the Regional Transportation Planning Agency for the Counties of Yolo and Sacramento (as well as the Counties of Sutter and Yuba) and is, therefore, the regional governmental entity that must submit, or consent to submitting, an application to the CTC for tolling authority within these counties.
- F. Placer County Transportation Planning Agency and El Dorado County Transportation Commission serve as the Regional Transportation Planning Agencies for Placer County and El Dorado County, respectively, and are therefore the regional governmental entities that must submit, or consent to a joint powers agency submitting, an application to the CTC for tolling authority in their respective Counties.
- G. Transportation corridors serve constituents and customers from all areas of the region and beyond, and thus having a regional tolling authority governed by stakeholders from throughout the region will enable implementation of toll lanes in a manner that is consistent, equitable, innovative, collaborative, and economical.
- H. YoloTD's and CALTRANS's Yolo 80 Corridor Improvements Project presents an opportunity for development of the first toll lanes in the region, and the creation of a regional tolling authority will enable collaboration in the development of both this initial toll project and future toll projects within the region.
- I. By this Agreement, the Members intend to create a joint powers agency to apply to the CTC to develop and operate tolling facilities within the Project; to potentially share in the development and operation of potential future toll lanes in the greater region; and to exercise the powers described herein and as provided by law (including but not limited to California Streets and Highways Code Section 149.7, as it now exists and may hereafter be amended).

NOW, THEREFORE, in consideration of the mutual promises and covenants contained herein, the Members agree as follows:

ARTICLE 1 ESTABLISHMENT

There is hereby created an organization known and denominated as the Capital Area Regional Tolling Authority (Authority) which shall be a public entity, separate and apart from any Member. The Authority shall be governed by the terms of this Joint Powers Agreement and the Rules, duly passed and adopted by the Board.

ARTICLE 2

AUTHORITY AND DEFINITIONS

Section 2.0 – Authority

This Agreement is entered into pursuant to the authority in Title 1, Division 7, Chapter 5 of the Government Code (commencing with Section 6500 et seq.) of the State of California.

Section 2.1 – Definitions

The following words or terms shall have the meaning ascribed to them within this Section unless the content of their use dictates otherwise:

- a. "Act" means the Joint Exercise of Powers Act of the State of California, California Government Code Section 6500 et seq., as they now exist or may hereafter be amended.
- b. "Agreement" means this Joint Exercise of Powers Agreement.
- c. "Authority" means the Capital Area Regional Tolling Authority established by this Agreement as authorized by California Government Code Section 6503.5.
- d. "Board" means the Board of Directors of the Capital Area Regional Tolling Authority.
- e. "Controller" means the Controller of the Authority designated pursuant to this Agreement.
- f. "CTC" means the California Transportation Commission.
- g. "Director" means a member of the Board of Directors of the Authority.
- h. "Fiscal Year" means July 1st through June 30th, or such other period as the Board may specify by resolution.
- i. "Gross Revenues" means all revenues received by the Authority for the operations of the toll lanes, including but not limited to tolls and interest on funds of the Authority.
- j. "Joint Facilities" means all facilities, equipment, resources, and property to be managed and operated by the Authority and, if and when acquired or constructed, any improvements and additions thereto and any additional facilities or property acquired or constructed by the Authority or any of the Members related to toll lanes in the region.
- k. "Member" means the parties to this Agreement, including any entities that become a party to this Agreement after its initial effective date.
- l. "Metropolitan Transportation Plan" or "MTP" means the long-range transportation plan that is required under federal law pursuant to 23 U.S.C § 134.

- m. "Regional Transportation Plan" or "RTP" means the regional transportation plan that is required under state law pursuant to Government Code section 65080
- n. "Regional Transportation Planning Agency" or "RTPA" means the agency designated under Government Code section 29532 or 29532.1 for regional transportation planning.
- o. "Secretary" means the secretary of the Authority appointed pursuant to this Agreement.
- p. "Section 149.7" means section 149.7 of the Street and Highways Code, as may be amended, revised, or renumbered from time to time.
- q. "State" means the State of California.
- r. "Sustainable Communities Strategy" or "SCS" means the strategy each MPO in California is required to develop as part of an RTP pursuant to California Government Code Section 65080.
- s. "Treasurer" means the Treasurer of the Authority designated pursuant to this Agreement.

ARTICLE 3 GENERAL PROVISIONS

Section 3.1 – Capital Area Regional Tolling Authority

- a. Pursuant to Section 6503.5 of the Act, the parties to this Agreement hereby recognize and confirm the continued existence of a public entity separate and independent from the Members.
- b. Within thirty (30) days after the effective date of this Agreement, and after any amendment, the Authority must cause a notice of such Agreement or amendment to be prepared and filed with the office of the California Secretary of State containing the information required by the Act.
- c. Within thirty (30) days after the effective date of this Agreement, and after any amendment, the Authority must cause a copy of such Agreement or amendment to be filed with the State Controller pursuant to the Act.
- d. Within ten (10) days after the effective date of this Agreement, the Authority must cause a statement of the information concerning the Authority, required by the Act, to be filed with the office of the California Secretary of State and with the County Clerk, amending and clarifying the facts required to be stated pursuant to the Act.

Section 3.2 – Purpose

The purpose of the Authority is to exercise the common powers of the Members to:

- a. Plan, design, finance, construct, own, manage, operate, and maintain the Joint Facilities under authorities such as Section 149.7;
- b. Collect toll and any other revenues generated by the Joint Facilities;
- c. Implement the financing, acquisition, and construction of additions and improvements to the Joint Facilities;
- d. Enter into and manage contracts, which may include but are not limited to the following, for the operations, maintenance, enforcement of the Joint Facilities, and for professional services;
- e. Oversee operation of the Joint Facilities;
- f. Make policy decisions related to the toll lane operations, including but not limited to setting tolls to cover costs (operating and maintaining facility; administering system; contract costs) and setting revenue generation targets;
- g. Prepare and adopt the plan for expenditure of toll lane revenues within the corridor in which they are collected;
- h. Implement or contract for implementation of such expenditure plan;
- i. Create and implement an equity program associated with toll lanes, if desired; and
- j. Issue and repay indebtedness of the Authority.

Each of the Members is authorized to exercise all such powers (except the power to issue and repay indebtedness of the Authority) pursuant to its organic law, and the Authority is authorized to issue and provide for the repayment of indebtedness pursuant to the provisions of the Bond Law or other applicable law.

Section 3.3 – Term

This Agreement is effective upon the approval and execution by YoloTD and SACOG. The Effective Date of this Agreement is , 2024. This Agreement will continue in effect until such time as all of the following have occurred: (i) all indebtedness, if any, and the interest thereon issued by the Authority under the Bond Law, the Act, or other applicable law have been paid in full or provision for such payment have been made, (ii) the Authority and the Members have paid all sums due and owing pursuant to this Agreement or pursuant to any contract executed pursuant to this Agreement, and (iii) dissolution has occurred pursuant to Section 4.3.

ARTICLE 4

POWERS AND OBLIGATIONS OF AUTHORITY

Section 4.1 – General Powers

The Authority will have the power in its own name to exercise any and all common powers of its Members reasonably related to the purposes of the Authority, including, but not limited to, the powers to:

- a. Seek, receive, and administer funding from any available public or private source, including toll and any other revenues and grants or loans under any available federal, state, and local programs for assistance in achieving the purposes of the Authority;
- b. Contract for the services of engineers, attorneys, planners, financial, and other necessary consultants, and/or other public agencies;
- c. Make and enter into any other contracts;
- d. Employ agents, officers, or employees;
- e. Adopt and utilize a fictitious business name or other trademarks;
- f. Acquire, lease, construct, own, manage, maintain, dispose of, or operate (subject to the limitations herein) any buildings, works, or improvements, including but not limited to the Joint Facilities;
- g. Acquire, hold, manage, maintain, or dispose of any other property by any lawful means, including without limitation gift, purchase, lease, lease-purchase, license, or sale;
- h. Incur all authorized Indebtedness;
- i. Receive gifts, contributions, and donations of property, funds, services, and other forms of financial or other assistance from any source;
- j. Sue and be sued in its own name;
- k. Seek the adoption or defeat of any federal, state, or local legislation or regulation necessary or desirable to accomplish the stated purposes and objectives of the Authority;
- l. Adopt rules, regulations, policies, plans, programs, bylaws, and procedures governing the operation of the Authority and the Joint Facilities;
- m. Invest any money in the treasury pursuant to California Government Code Section 6505.5 that is not required for the immediate necessities of the Authority, as the Authority determines is advisable, in the same manner and upon the same conditions as local agencies, pursuant to California Government Code Section 53601, as it now exists or may hereafter be amended;

- n. With the consent of the appropriate Regional Transportation Planning Agency, apply to the CTC to develop and operate toll facilities consistent with the applicable MTP, SCS, and RTP;
- o. Enter into memoranda of understanding, intergovernmental agreements, joint powers agreements, and other similar agreements with Members and other governmental agencies to delineate respective responsibilities for planning, environmental, funding, design, construction, implementation, and similar activities for the development and completion of projects that will involve tolling;
- p. Carry out and enforce all the provisions of this Agreement; and
- q. Exercise all other powers not specifically mentioned herein, but common to the Members, and authorized by California Government Code Section 6508 as it now exists or may hereafter be amended.

Section 4.2 – Specific Powers and Obligations

- a. Audit. The records and accounts of the Authority must be audited annually by an independent certified public accountant, and copies of such audit report must be filed with the State Controller and the County Auditor and will be provided to each Member no later than fifteen (15) days after receipt of such audit reports by the Authority. If not otherwise required by law, regulation, or any contract, the Board of Directors may, by unanimous vote, replace the annual audit with an audit covering up to a two-year period.
- b. Securities. The Authority may use any statutory power available to it under the Act and any other applicable laws of the State of California, whether heretofore or hereinafter enacted or amended, for issuance and sale of any Bonds or other evidences of indebtedness necessary or desirable to finance the exercise of any power of the Authority, and may borrow from any source including, without limitation, the federal government, for these purposes.
- c. Liabilities. The debts, liabilities, and obligations, whether contractual or non-contractual, of the Authority will be the debts, liabilities, and obligations of the Authority alone, and not the debts, liabilities, or obligations of the Members or their member entities. The Authority is not liable for the debts, liabilities, or obligations of its Members, including debts, liabilities, or obligations incurred prior to the Effective Date of this Agreement or prior to the Member joining the Authority.
- d. Manner of Exercise. For purposes of California Government Code Section 6509, the powers of the Authority will be exercised subject to the restrictions upon the manner of exercising such powers as are imposed upon SACOG.

- e. Restrictions. The Authority shall only engage in activities, including construction, operations, and ownership of real property, related to tolling, the operation of toll lanes, or the Joint Facilities. This limitation shall not preclude the Authority from expending toll revenues on corridor enhancement or similar projects, or for any other purpose allowed by law for the use of toll revenues. However, the Authority shall not expend toll revenues, or any other Authority funds, for any purpose that is inconsistent with the applicable MTP, SCS or RTP or that would not conform to Clean Air Act requirements. The Authority shall not submit an application to develop and operate toll facilities without the consent of the applicable RTPA to submit the application.
- f. Review of Agreement. This Agreement will be reviewed every four (4) years by the Members, but its terms and conditions may be reviewed more frequently whenever the Members agree to do so. Upon the completion of every such review, the Authority will prepare a report regarding any recommended changes to the Agreement and transmit such report to each of the Members.

Section 4.3 – Dissolution of Authority

- a. Notice of Dissolution. An individual Member can express its intent to dissolve the Authority with at least 12 months' written notice, which dissolution must occur on June 30 of the year that is at least 12 months from the date of notice. An intent to dissolve shall be expressed in a resolution of the Member. This section does not limit dissolution by mutual agreement of all Members.
- b. Agreement with Successor Entity. The Authority cannot be dissolved unless and until a successor entity, qualified by State law then in-effect, has agreed to (i) assume ownership of the Authority's Joint Facilities and other assets, (ii) provide for the assumption or discharge of the Authority's Indebtedness and other liabilities, and (iii) carry out all duties associated with operation and maintenance of the toll lanes and management of the expenditure of the Gross Revenues. Such agreement must be expressed in a contract between the successor entity, the Authority, and all Members. This subsection shall not apply if a successor entity would serve no purpose.

ARTICLE 5

ORGANIZATION, GOVERNANCE, AND FUNCTIONS OF AUTHORITY

Section 5.1 – Members

- a. Initial Members. The initial Members will be YoloTD, SACOG and CALTRANS. [CALTRANS shall be a [Either: nonvoting Member or voting Member. Note that the parties are continuing to discuss the nature and role of CALTRANS's participation in the JPA.]

- b. Additional Members. With the intent of creating an entity that is representative of the entire region, the Members stipulate that other public agencies may join as Members of the Authority as follows:
- i. Other agencies proposing to develop toll facilities may each become a Member by executing this Agreement and delivering to the Authority a duly adopted resolution of the agency's governing board, authorizing execution of this Agreement and agreeing to be fully subject to and bound by its terms, as well as to all other binding Agreements among the Members related to the Authority, *provided that*:
1. The RTP governing, and/or adopted by, its jurisdiction allows for and considers implementation of one or more tolling projects;
 2. The agency is not separately operating, or applying for authority to operate, any other toll facilities; and
 3. The agency has entered a memorandum of understanding or other agreement with the Authority, approved by the Authority Board, that delineates the roles and responsibilities between the Authority and the agency for implementation of one or more specific toll projects.

Membership will become effective either 30 days after the CTC approval or upon the date set forth in a written agreement between the Authority and the respective agency. *[Note that the parties are still discussing the point at which other agencies could join]*

This subsection (i) shall only apply to EDCTC, PCTPA, or, with the approval of SACOG, public agencies with regional representation within Sacramento County that have the ability to jointly exercise the powers that are the subject of this Agreement.

- ii. Other public agencies, including agencies from additional counties, that propose toll projects may become Members upon the approval of all Members and subject to terms substantially similar to the terms for the agencies identified in subsection (i) above.

Section 5.2 – Governing Board

- a. Governance. The Board will govern the Authority in accordance with this Agreement. All voting power of the Authority will reside in the Board.
- b. Appointments. Appointments to the Board will be as follows:

- i. YoloTD will appoint two (2) Directors.
 - ii. SACOG initially will appoint two (2) Directors. At least one SACOG appointment shall be from Yolo County or a city within Yolo County. If any additional Members join, SACOG shall make one (1) additional appointment per county. SACOG's additional appointments shall be from the county, or a city within the county, of the additional Member so that SACOG will always appoint one Director per county represented in the Authority and one at-large Director.
 - iii. CALTRANS will appoint one (1) Director, who shall be an employee of CALTRANS and who shall be a [*Either: nonvoting Director or voting Director. Note that the parties are continuing to discuss the nature and role of CALTRANS's participation in the JPA.*]
 - iv. As applicable, each additional Member that joins the Authority pursuant to Section 5.1.b.i shall appoint up to two (2) Directors, but there shall not be more than two total Directors from a single county, including the cities within a single county (excluding the SACOG-appointed Directors).
 - v. With the exception of CALTRANS's appointment, all Directors shall concurrently serve on the governing board of the appointing Member.
- c. Term. With the exception of CALTRANS's appointment, each Director will be appointed by the governing board of the appointing Member and serve for a term of two (2) years, although a Director may be removed during his or her term or reappointed for multiple terms at the pleasure of the appointing authority.
- d. Alternates. Each Member may appoint one alternate Director. In the absence of an appointed Board Member, the alternate may act as a full voting Director. The Board may adopt a policy allowing additional alternate Directors.
- e. Vacancies. Each Director will cease to be a member of the Authority Board if and when such Director ceases to hold office on the legislative body of the appointing Member or, in the case of CALTRANS, ceases to be employed by CALTRANS. Vacancies will be filled by the respective appointing Member in the same manner as initial appointments.
- f. Nonvoting Directors. Prior to becoming a Member, as set forth in Section 5.1 above, EDCTC, PCTPA, and Sacramento County may choose to have a nonvoting Director serve on the Board as follows:

1. EDCTC and PCTPA may each appoint a nonvoting Director, which Director shall either serve on their governing board or the staff of the agency; and
2. SACOG may appoint a nonvoting Director from within Sacramento County to represent interests in Sacramento County, which Director shall either serve on SACOG's governing board or be an official or employee of a local governmental agency within Sacramento County.

Nonvoting Directors shall not be counted toward a quorum, but shall receive notice of all meetings and may participate in all public discussions. Nonvoting Directors shall not be entitled to receive confidential information of the Authority or participate in closed sessions. The Board may approve the inclusion of additional Nonvoting Directors at its discretion.

Section 5.2 – Compensation and Expense Reimbursement

- a. Stipend. Directors may be entitled to a stipend for attending each Board meeting upon the enactment of a resolution of the Board to authorize such stipends.
- b. Waiver. A Director may waive the compensation to which the Director would otherwise be entitled under the preceding paragraph by notifying the Secretary in writing that he or she expressly and irrevocably waives any such compensation that he or she would otherwise be entitled to be paid in the future for services as a Director. This written waiver must: (i) be voluntary; (ii) be irrevocable; (iii) expressly waive any and all future compensation to which the Director may be entitled under this Section 5.2; (iv) acknowledge that, by waiving compensation, the Board member understands he or she is not entitled to any compensation he or she would otherwise be eligible to receive pursuant to this Section 5.2; (v) acknowledge that the amount of the waived compensation will be retained in the Authority's general assets; and (vi) be dated and signed by the Director and filed with the Secretary before the compensation is paid.
- c. Expenses. Each Director will be entitled to be reimbursed for reasonable and necessary expenses actually incurred in the conduct of the Authority's business, pursuant to an expense reimbursement policy established by the Board in full accordance with all applicable statutory requirements.
- d. Nonvoting Directors. Nonvoting Directors and CALTRANS's appointed Director may not receive compensation but may receive expense reimbursement only if authorized by a policy adopted by the Board and if the Board determines that allowing expense reimbursement will serve the public purpose of the Authority.

Section 5.3 – Conflicts of Interest

- a. Political Reform Act. Board members will be considered “public officials” within the meaning of the Political Reform Act of 1974, as amended, and its regulations, for purposes of financial disclosure, conflict of interest, and other requirements of such Act and regulations, subject to a contrary opinion or written advice of the California Fair Political Practices Commission. The Authority must adopt a conflict of interest code in compliance with the Political Reform Act.
- b. Levine Act. Board members are “officials” within the meaning of California Government Code Section 84308 et seq., commonly known as the “Levine Act,” and therefore subject to the restrictions of such act on the acceptance, solicitation, or direction of contributions.

Section 5.4. – Board Meetings

- a. Time and Place. The Board will meet quarterly, or more often as needed, at a place designated by the Board with the location included in the notice of each meeting under the Ralph M. Brown Act, California Government Code Section 54950 et seq. The date, time and place of regular meetings of the Board will be designated on a meeting calendar adopted by the Board each year.
- b. Call and Conduct. All meetings of the Board will be called and conducted in accordance with the provisions of the Ralph M. Brown Act and any other applicable law.
- c. Quorum. A quorum for the transaction of business shall be a majority of the Directors.
- d. Rules. The Board may adopt from time to time such bylaws, rules, and regulations for the conduct of meetings of the Board and of the affairs of the Authority consistent with this Agreement and other applicable law.
- e. Minutes. The Secretary will cause minutes of all meetings of the Board to be drafted and provided to each Member promptly after each meeting. Upon approval by the Board, such minutes will become a part of the official records of the Authority.
- f. Confidential Proceedings. All information received by the Board in a closed session shall be confidential. However, a Director may disclose information obtained in a closed session that has direct financial or liability implications for the Director’s Member agency to the following individuals: legal counsel of the Member agency for purposes of obtaining advice on whether the matter has direct financial or liability implications for that Member; other members of the Member’s governing board present in a closed session of that local agency member; and any designated alternate Director of who is attending a closed session of the Authority in place of the Director.

Section 5.5 – Voting

- a. All actions of the Board will require a quorum of the Board to be present for voting.
- b. Except as set forth in paragraph (c) below or otherwise limited by law, actions of the Board require the affirmative vote of a majority of a quorum that is present and voting. Board members may not cast proxy or absentee votes.
- c. Adoption or amendment of a budget or an expenditure plan, adoption of an ordinance, or approval of an agreement with a successor agency as a prerequisite for dissolution of the Authority under Section 4.3, requires the affirmative vote of a majority of all Directors.

Section 5.6 – Officers

- a. The Board will elect a Chair and Vice-Chair from among its members, and will appoint a Secretary who may, but need not, be a member of the Board. The Chair and Vice Chair will serve one-year terms and must be appointees of different Members. The officers will perform the duties normal to said offices as described below. If the Chair or Vice Chair ceases to be a member of the Board, the resulting vacancy will be filled, for the remainder of the vacant term, at the next meeting of the Board held after each vacancy occurs.
- b. Chair. The Chair will preside over all meetings of the board and will sign all contracts on behalf of the Authority, except contracts that the Board may authorize an officer or agent, or employee of the Authority to sign. The Chair will perform such other duties as may be imposed by the Board in accordance with law and this Agreement.
- c. Vice Chair. The Vice Chair will act, sign contracts, and perform all of the Chair's duties in the absence of the Chair.
- d. Secretary. The Secretary must countersign contracts signed on behalf of the Authority and will be the official custodian of all records of the Authority. The Secretary will attend to such filings as required by applicable law. The Secretary will perform such other duties as may be imposed by the Board.

Section 5.7 – Common Interest and Confidentiality

The Members have a common interest in all operations and proceedings of the Authority. Each agrees to maintain the confidentiality of all confidential, proprietary, or privileged information of the Authority. The Authority acting through the Board shall be the holder of all privileges.

Section 5.8 – Auditor/Controller and Treasurer

The Treasurer of Yolo County will serve as the Auditor/Controller and Treasurer of the Authority. The Treasurer will be the depository and will have custody of all of the accounts, funds, and

money of the Authority from whatever source. The Auditor/Controller and the Treasurer will perform the duties and functions, assume the obligations and authority set forth in Sections 6505, 6505.5 and 6505.6 of the Act, and assure strict accountability of all funds and reporting of all receipts and disbursements of the Authority. The Auditor/Controller and Treasurer are designated as having charge of, handling, or having access to funds or property of the Authority for purposes of the Official's Bond required under Section 6505.5 of the Act and Section 5.10 of this Agreement. The Authority may change the Auditor/Controller, and/or Treasurer, and/or appoint other persons possessing the qualifications set forth in Section 6505.5 of the Act to these offices, by resolution of the Board of Directors.

Section 5.9 – Staffing

The member agencies may commit staff resources to the Authority as may be required or requested in order to fulfil the purposes and obligations of the Authority until such time as the Board adopts a permanent/interim staffing and organizational plan for the Authority. The Authority shall not participate in, or contract with, a public retirement system unless each Member first mutually enters a binding agreement to apportion the Authority's retirement obligations among the Members.

Section 5.10 – Additional Officers and Consultants

The Board may appoint any additional officers deemed necessary or desirable. Such additional officers also may be officers or employees or contractors/consultants of a Member or of the Authority. The Board may also retain such other consultants or independent contractors as may be deemed necessary or appropriate to carry out the purposes of this Agreement.

Section 5.11 – Official's Bond

The officers or persons designated to have charge of, handle, or have access to any funds or property of the Authority will be so designated and empowered by the Board. Each such officer or person will be required to file an official bond with the Authority in an amount established by the Board. Should the existing bond or bonds of any such officer or persons be extended to cover the obligations provided herein, said bond will be the official bond required herein. The premiums on any such bonds attributable to the coverage required herein will be appropriate expenses of the Authority. If it is prudent to do so, the Authority may procure a blanket bond on behalf of all such officers and persons.

Section 5.12 -- Status of Officers

All of the privileges and immunities from liability, exemption from laws, ordinances, and rules, all pension, relief, disability, worker's compensation, and all other benefits that apply to the activity of officers or agents of the Authority when performing their respective functions within the territorial limits of a Member will apply to them to the same degree and extent while engaged in the performance of any of their functions and duties under the provisions of this Agreement and Chapter 5 of Division 7 of Title 1 of the California Government Code,

commencing with Section 6500. However, none of the officers or agents appointed by the Board will be deemed to be employed by any of the Members or to be subject to any of the requirements of such Members by reason of their appointment or employment by the Authority.

Section 5.13 – Committees

The Board may create permanent or ad hoc committees to give advice to the Board of Directors on such matters as may be referred to such committees by the Board. Qualified persons will be appointed to such committees by the Board and each such appointee will serve at the pleasure of the Board. The Board may delegate authority to committees, except that the Board may not delegate authority to adopt or amend a budget or expenditure plan, to enact an ordinance, or to hire a chief executive officer.

ARTICLE 6 OPERATIONS AND FACILITIES

Section 6.1 – Formation of Board

As soon as practicable after the date of this Agreement, the Members must appoint their representatives to the Board. At its first meeting, the Board will elect a Chair and Vice Chair, and appoint a Secretary as prescribed in Article 5.

Section 6.2 – Delegation of Powers; Revenues

The Members delegate to the Authority the power and duty to maintain, operate, manage, and control the Joint Facilities, as they may be planned, constructed, and expanded from time to time. The revenues generated by the Authority's tolls shall belong to the Authority. Nothing in this Article is intended to: (i) delegate the RTPA's right to consent to the Authority's submittal of an application to the CTC, (ii) restrict the Authority from entering into agreements for the implementation of toll lanes that designate the rights and responsibilities of the Authority and other parties, including Members, or (iii) cause the Authority to assume any debt or liability of a Member.

Section 6.3 – Joint Facilities Costs, Reserves, and Capital

The Authority will have financial responsibility for the improvement, alteration, maintenance, and operation of the Joint Facilities and will pay all contractual and administrative expenses of the Authority. Once revenues are generated by the Authority's toll lanes, the Authority will establish reasonable reserves and undertake appropriate capital projects to maintain the Joint Facilities. The Authority may incur indebtedness for contractual and administrative expenses.

[Note that the parties are continuing to discuss this Article.]

ARTICLE 7
BUDGET AND OTHER FINANCIAL PROVISIONS

Section 7.1 – Fiscal Year

The Authority Fiscal Year will begin each July 1 and end on the following June 30.

Section 7.2 – Annual Budget

The Authority will adopt an annual budget for each fiscal year. Once the Authority first annual budget is adopted, no expenditures may be made by or on behalf of the Authority unless authorized by a budget or budget amendment.

Section 7.3 – Expenditures Within Approved Annual Budget

All expenditures within the limitations of the approved annual budget will be made in accordance with the rules, policies and procedures adopted by the Board.

Section 7.4 – Disbursements

Warrants will be drawn upon the approval and written order of the Board, and the Board will requisition the payment of funds only upon approval of claims, disbursements, and other requisitions for payment in accordance with this Agreement and other rules, regulations, policies, and procedures adopted by the Board.

Section 7.5 – Accounts

All funds will be received, transferred, or disbursed by the Controller. The Treasurer will account for such funds separately, in accordance with the generally accepted accounting principles applicable to governmental entities, with strict accountability of all funds. All revenues, expenditures, and status of bank accounts and investments will be reported to the Board quarterly or as the Board may direct and, in any event, not less than annually, pursuant to procedures established by the Board.

ARTICLE 8
INDEMNITY

Section 8.1 – Indemnity to Members from Authority

To the fullest extent permitted by law, the Authority agrees to save, indemnify, defend, and hold harmless each Member from any liability, claims, suits, actions, arbitration proceedings, administrative proceedings, regulatory proceedings, losses, expenses, or costs of any kind, whether actual, alleged, or threatened, including attorneys' fees and costs, court costs, interest, defense costs, and expert witness fees, where the same arise out of, or are in any way

attributable in whole or in part, to negligent acts or omissions of the Authority or its officers, or agents or the employees, officers, or agents of any Member while acting within the course and scope of an agency relationship with the Authority

The provision of indemnity set forth in this Section shall not be construed to obligate the Authority to pay any liability, including but not limited to punitive damages, which by law would be contrary to public policy or otherwise unlawful.

Section 8.2 – Indemnity to Authority and Other Members

To the fullest extent permitted by law, Members agree and covenant to defend, hold harmless and indemnify the Authority, its elected officers, employees, volunteers and its other Members from any claim, damage or liability in connection with acts, errors, omissions or breach or default of any Member or any person or entity acting on behalf of any Member, except to the extent the Member is acting in the course and scope of performing services for or on behalf of the Authority.

Section 8.3 – Certain Tort Liabilities

Government Code Section 895.2 imposes certain tort liability jointly upon public agencies solely by reason of such public agencies being parties to an agreement as defined in Government Code Section 895. Therefore, the Members, as among themselves, pursuant to the authorization contained in Government Code Sections 895.4 and 895.6 each assume the full liability imposed upon it or any of its officers, agents, employees or representatives by law for injury caused by a negligent or wrongful action or inaction, or omission, occurring in the performance of this Agreement, to the same extent that such liability would be imposed in the absence of Government Code Section 895.2. To achieve this purpose, each Member indemnifies and holds harmless each other Member and the Authority, for any loss, cost or expense, including reasonable attorney's and consultant fees, that may be imposed upon or incurred by such other Member or the Authority solely by virtue of Government Code Section 895.2.

In furtherance of this Section, the Members acknowledge that SACOG does not engage in the design, construction, ownership or operation of transportation facilities and is a Member of the Authority pursuant to its role as an RTPA and the requirements of Section 149.7.

Section 8.4 – Retirement Liabilities

To the extent applicable, each Member shall pay its apportioned share of the retirement liabilities of the Authority described in Government Code section 6508.2. Each Member shall defend and indemnify the other members for any failure to pay apportioned retirement liabilities. The Authority shall not incur any retirement liabilities unless and until each Member agrees to an apportionment of liabilities among the Members.

Section 8.5 – Officers and Employees

The Authority shall provide for the defense of its officers and employees to the extent required by law as set forth in Government Code sections 995 et seq. or other applicable laws.

Section 8.6 – Insurance

The Authority shall insure itself, to the extent required by law and deemed appropriate by the Board of Directors, against loss, liability, and claims arising out of or connected with this revised Agreement. The Authority shall, at a minimum, procure adequate insurance prior to acquiring any real property interests or hiring for any construction work.

Section 8.7 – Implementation Agreements

This Article shall not limit the Authority from entering separate agreements with Members, such as project implementation agreements, that include indemnity and other contractual risk provisions between the Authority and a Member.

ARTICLE 8 MISCELLANEOUS

Section 8.1 – Amendments

This Agreement may be amended by a writing or writings executed by the Members approved by resolution of each Member's governing body.

Section 8.2 – Notice

Any notice required to be given or delivered by any provision of this Agreement will be personally delivered or deposited in the U.S. Mail, registered or certified, postage prepaid, addressed to the Members at their addresses as reflected in the records of the Authority, and will be deemed to have been received by the Member to which the same is addressed upon the earlier of receipt or seventy-two (72) hours after mailing.

Section 8.3 – Good Faith Negotiations

The Members acknowledge that differences between them and among the Board members may arise from time to time and agree to make good faith efforts to resolve any such differences via good faith negotiations among the Members or Board members, as the case may be. If such negotiations do not resolve the dispute, and no Member gives a notice to dissolve the Authority as provided in this Agreement, then the Members may resolve disputes in any manner permitted by law or in equity.

Section 8.4 – Attorney's Fees

In the event litigation or other proceeding is required to enforce or interpret any provision of this Agreement, the prevailing party in such litigation or other proceeding will be entitled to an

award of its actual and reasonable attorney's fees, costs, and expenses incurred in the proceeding.

Section 8.5 – Successors

This Agreement will be binding upon and inure to the benefit of any successor of a Member.

Section 8.6 – No Third Party Beneficiaries

The rights and obligations set forth in this Agreement are solely for the benefit of the Members, and this Agreement is not intended to, and does not, confer upon any other person any rights or remedies, including any right to enforce its provisions. The rights granted to third parties are strictly limited to those rights expressly provided.

Section 8.7 – Assignment and Delegation

No Member may assign any rights or delegate any duties under this Agreement without the written consent of the other Members, and any attempt to make such an assignment will be null and void for all purposes.

Section 8.8 – Counterparts

This Agreement may be executed in one (1) or more counterparts, all of which together will constitute a single agreement, and each of which will be an original for all purposes.

Section 8.9 – Severability

Should any part, term, or provision of this Agreement be decided by any court of competent jurisdiction to be illegal or in conflict with any applicable law, or otherwise be rendered unenforceable or ineffectual, the validity of the remaining parts, terms, or provisions of this Agreement will not be affected thereby and to that end the parts, terms, and provisions of this Agreement are severable.

Section 8.10 – Integration

This Agreement represents the full and entire Agreement among the Members with respect to the matters covered herein.

Section 8.11 – Execution

The legislative bodies of the Members each have authorized execution of this Agreement, as evidenced by the respective signatures attested below.

IN WITNESS WHEREOF, the Parties have hereunder subscribed their names the day and year indicated below.

BOARD COMMUNICATION: YOLO TRANSPORTATION DISTRICT
350 Industrial Way, Woodland, CA 95776---- (530) 661-0816

| | | |
|--|----------------------|--|
| Topic: Financial Controls for YoloTD | Agenda Item#: | <div style="font-size: 2em; font-weight: bold;">8</div> Information Only |
| | Agenda Type: | Attachments: Yes No |
| Prepared By: C. Fadrigo | | Meeting Date: December 11, 2023 |

RECOMMENDATION:

Receive an update on the Yolo Transportation District's (the "District") financial internal controls, specifically addressing inquiries from independent auditors during the FY 2022-2023 financial audit fieldwork, currently in progress. This update aims to keep the Board informed about the current status of our internal controls in response to the auditors' queries as part of the annual financial audit process.

BACKGROUND:

Analyzing financial statements and internal controls risks is crucial to identify potential misstatements or fraud, allowing auditors to concentrate on high-risk areas during the District's annual financial audit. This is mandated for various audits, including those under the California Government Code, Transportation Development Act (TDA), Local Transportation Funds (LTF), State Transportation Assistance (STA), and Federal Single Audit. The assessment underscores our commitment to financial integrity, compliance, and effective governance. Staff continually evaluates the internal control framework to mitigate risks, prevent fraud, and uphold responsible stewardship of public funds, ensuring reliable financial reporting.

Over the previous two fiscal years, the District has undertaken a comprehensive review and revision of key policies outlined in **Table 1**. This initiative aligns with established regulatory standards and the adherence to best practices outlined by applicable California government codes and standards. Moreover, the policy revisions incorporate updates to reflect operational changes within the organizational framework.

Table 1: YTD Policy Revisions approved by the YTD Board

| YTCD Policy | Internal Control Focus | Adopted |
|-----------------------|--|-----------|
| Cash Asset Protection | To safeguard YCTD assets through proper controls, reducing the risk of misappropriation, theft, or unauthorized use. | 2/14/2022 |
| Purchasing Card | To promote responsible use of purchase cards for low-cost and emergency purchases in line with YCTD procurement policies to ensure efficient, controlled card use, prevent misuse, and maintain oversight of District purchases. | 2/14/2022 |
| Travel & Expense | To manage and monitor YCTD employee travel-related expenses, ensuring compliance with government guidelines published by U.S. General Services (GSA). | 2/14/2022 |

Table 1: YTD Policy revisions approved by the YTD Board (continued)

| YTCD Policy | Internal Control Focus | Adopted |
|--------------------|---|------------|
| Records Management | To ensure compliant handling, storage, and disposal of YCTD records, meeting legal standards for enhanced information security, transparency, and efficient retrieval of information funded by public dollars. | 2/14/2022 |
| Procurement | To ensure YCTD accountability and transparency in acquiring goods and services, aligning with governmental regulations to ensure efficient use of local, state, and federal funds. | 3/14/2022 |
| General Reserve | To establish a YCTD financial safety net by setting aside funds from various sources to address unforeseen emergencies or strategically pursue long-range opportunities. | 3/14/2022 |
| Personnel | To define and outline the obligations, rights, privileges, benefits, and requirements applicable to all YCTD employees. The personnel policy includes standards for hiring new employees, including background screening, to ensure fair and consistent treatment for all applicants and employees. | 11/14/2022 |

DISCUSSION AND ANALYSIS

Over the past two years, the District experienced significant staff turnover, particularly in management roles. In December 2021, Leo Levenson took on the role of Interim Chief Financial Officer, overseeing a comprehensive review of policies and practices. Operational changes, including the implementation of Araize FastFund and ESelfserve, a new financial system and personnel self-service portal/payroll system, were implemented under his guidance.

Leo Levenson's interim assignment concluded with the hiring of Chas Ann Fadrigio as the new Director of Finance & Administration/CFO on August 21, 2023. Although Ms. Fadrigio was not present during the currently audited fiscal year 2022-2023, she promptly conducted interviews to assess staff roles, workflow processes, authorization limits, access, and control procedures. It is important to note that the Independent Auditor's Report on Internal Control Over Financial Reporting and on Compliance of Other Matters currently only covers their assessment of FY2021-2022. The annual financial audit for FY2022-23 is still in progress and will include an updated assessment of the District's financial control environment once completed.

To address the auditor's inquiry regarding internal controls and the risk of fraud, **Table 2** provides an update on internal control findings from the FY 2021-2022 auditor's report, while **Table 3** provides examples of the current status of Staff's monitoring and enforcement of recent policy updates.

Table 2: Status of Audit Finding for Fiscal Year 2021-2022 as of December 11, 2023

| Fiscal Year | Finding # | Finding |
|---------------------------------------|--|---|
| 2021-2022 | 2022-001 | Significant Deficiency - Internal Control Over Compliance |
| Federal Grantor: | U.S. Department of Transportation, Federal Administration, Federal Transit Formula Grants- Direct Award | |
| Condition: | The discrepancies in updating rates per revenue mile and per revenue hour and inconsistencies in tracking actual billable hours and miles for a specific route led to misallocations of fixed costs, fuel, insurance, and communication expenses under grant agreements. Furthermore, the misallocation of fare revenues among routes due to the use of different denominators was not detected by the District's review procedures, impacting the accurate determination of net expenses eligible for | |
| Cause: | The differences in the allocation spreadsheet were not identified by the District's review procedures due to recent staff turnover and lack of documented procedures to allocate expenses to grant agreements. | |
| Effect: | Expenses were misallocated to individual routes and purposes, resulting in an overclaim of Woodland preventative maintenance expenses of \$12,268 under grant CA-202-223-04. | |
| Update as of December 11, 2023 | Staff is currently undergoing training in areas where they were not previously responsible. We continue to implement written procedures to ensure accurate and grant-eligible expense calculations. We are also in contact with the Federal Transit Administration (FTA) to address any concerns and seek guidance on matters of grant claims. | |

Note:

Materiality of FY21-22 audit finding: \$12,268 of \$2,136.937 Total Federal expenses = **0.57%**

Table 3: YTD Policy Compliance Action

| YTCD Policy | Monitored | Last Review | Recent Compliance Action |
|-----------------------|-----------|-------------|--|
| Cash Asset Protection | Yes | Nov-23 | Postponed cash vault count due to the absence of staff to perform count in dual custody. |
| Purchasing Card | Yes | Oct-23 | Set up fraud text alerts for all District credit card holders and their managers. |
| | | Dec-23 | Required staff to obtain written approval from manager prior to temporarily increasing credit limit. |
| Travel & Expense | Yes | Oct-23 | Required staff to complete travel pre-authorization forms prior to attending an out-of-state conference. |
| Records Management | Yes | Sep-23 | Reviewed physical records storage to document records on site and develop retention and destruction schedule. |
| Procurement | Yes | Numerous | Includes: Obtaining Board approval before proceeding with a budgeted contract that exceeds the Executive Director's signing authority. |
| General Reserve | N/A | N/A | General Reserve update pending final FY2022-23 close. |
| Personnel | Yes | Numerous | Includes: FLSA overtime, established regular work schedules, adherence to USERRA rights, salary survey, merit increases, sick leave use, bilingual pay, and recruitment processes. |

CONCLUSION:

Staff will continue efforts to review, monitor, and enforce policies and procedures to maintain effectiveness. The ongoing priority includes cross-training initiatives aimed at ensuring and promoting District-wide prudence in the stewardship of public resources. An update on the District's Internal Control Assessment will be provided to the Board with the presentation of the FY 2022-2023 audited financial statements and accompanying reports.

FISCAL IMPACT:

None.

BOARD COMMUNICATION: YOLO TRANSPORTATION DISTRICT**350 Industrial Way, Woodland, CA 95776---- (530) 661-0816**

| | | | |
|--------------------------------------|---|--|---|
| Topic: Long-range Calendar | Agenda Item#: Agenda Type: | 9e Informational | |
| | | Attachments: | Yes <input type="radio"/> No <input checked="" type="radio"/> |
| Prepared By: A. Bernstein | | Meeting Date: December 11, 2023 | |

RECOMMENDATION:

The following agenda items are tentatively scheduled for upcoming meetings of the YoloTD Board of Directors.

Long Range Calendar Agenda Items**January**

- Yolo 80 Managed Lanes Update and Possible Action
- Update on Transit Planning Activities (SRTP, 10-Year Capital Improvement Plan)
- Report/Possible Action on Woodland Transit Center Relocation
- FY22-23 Financial report –Audited

February

- Yolo 80 Managed Lanes Update and Possible Action
- Report/Possible Action on Updates to ADA Policy, Rider Information, Application and Service Changes
- Overview of FY 23-24 Workplan and Budget Development Process
- Possible Expansion of BeeLine Knights Landing Service Area to town of Yolo
- 3-Month Status Report on BeeLine Woodland
- FY 23-24 2st Quarter Financial Status Report