
BOARD OF DIRECTORS MEETING

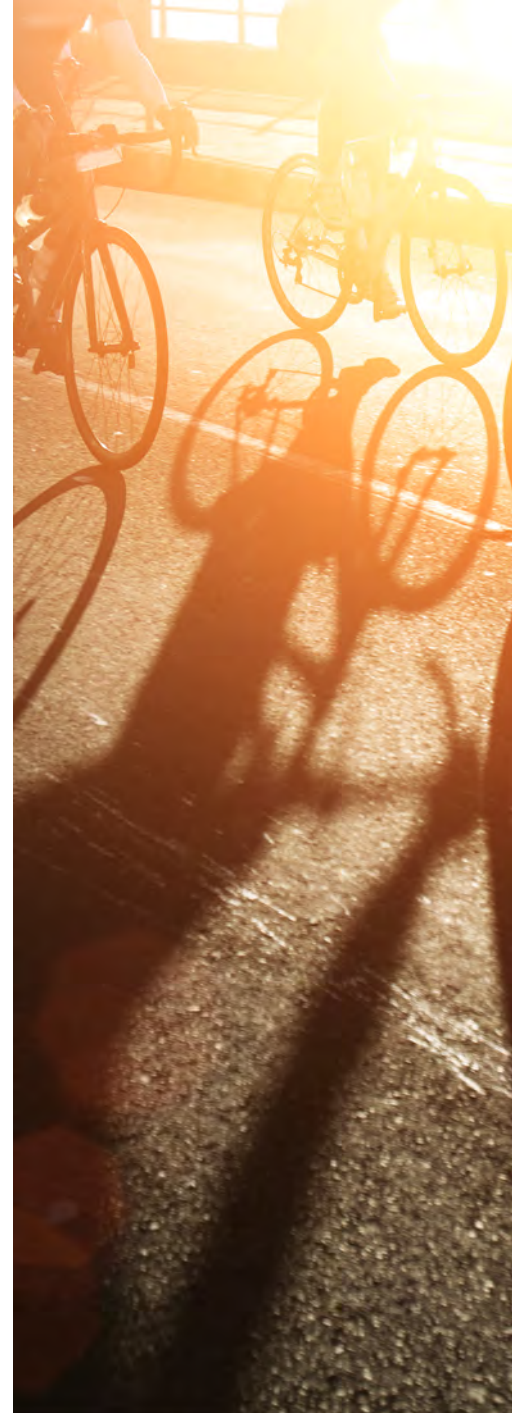
December 11, 2023

Closed Session:

Conference with Legal Counsel

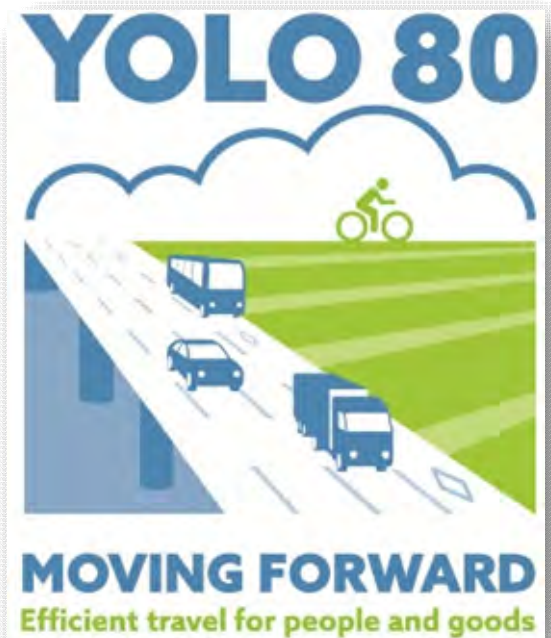
Consent Calendar

- 5a. Approve Board Minutes for Regular Meeting of November 11, 2023.
- 5b. Approve Meeting Dates for 2024.
- 5c. Appoint Chair, Vice-Chair for the 2024 Calendar Year.
- 5d. FY 23-24 1st Quarter Financial Status Report.
- 5e. Approve Amendment #2 to Legal Services Contract with Law Office of Kirk. E. Trost.
- 5f. Yolo Active Transportation Corridors Update.
- 5g. Approve Increase to Intern Wages to Comply with Minimum Wage Changes Effective January 2024.



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



DEIR Findings

VMT Mitigation Plan

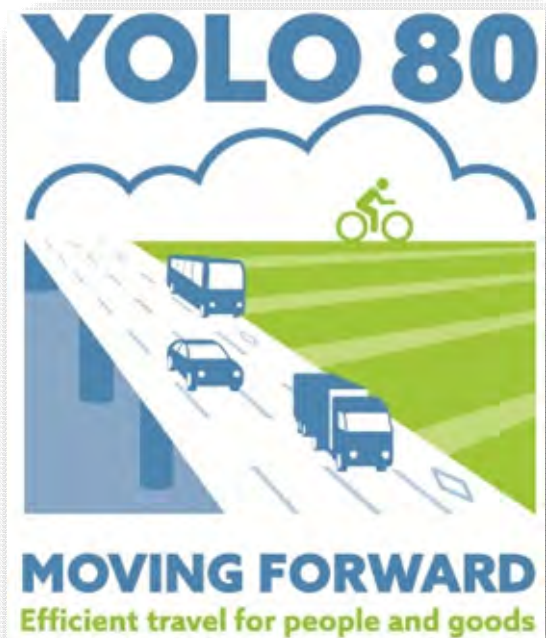
HOT 3+ Lanes Alternative

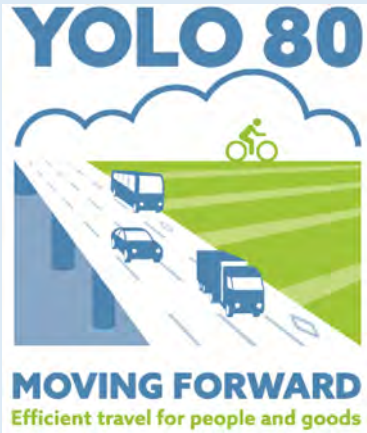
YoloTD Survey Results

Project Timeline

Recommendations

DEIR Findings





Yolo 80 Managed Lanes Update

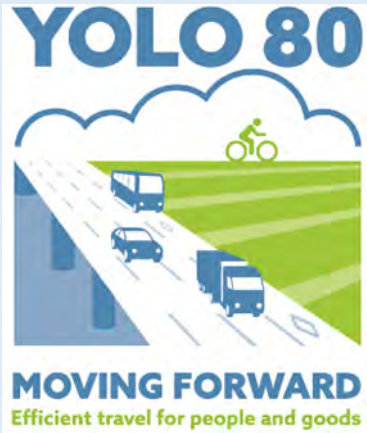
Draft EIR Summary

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

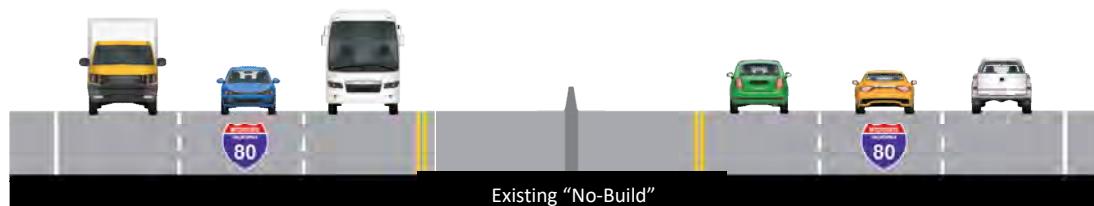
Alt #*	Managed Lane Type	Description
2a	High-Occupancy Vehicle (HOV) 2+	Carpool lane with occupancy requirement of two or more occupants.
3a	High-Occupancy Toll (HOT) 2+	Toll lane with occupancy requirement of two or more occupants to ride free. All others pay toll.
4a	High-Occupancy Toll (HOT) 3+	Toll 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

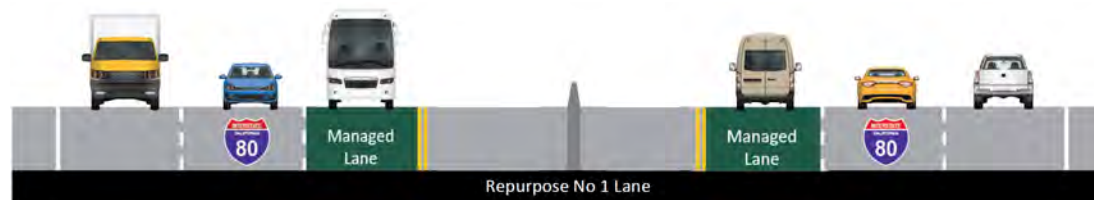
Alternative Depictions



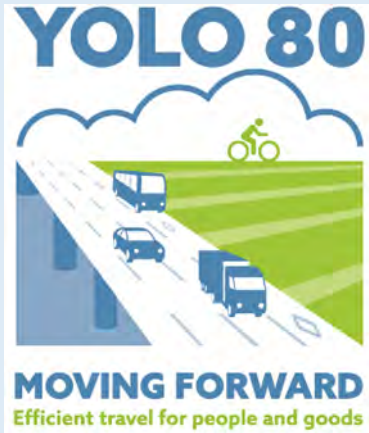
Alt 1 - No Build (Keep Existing Conditions):
3 General Purpose Lanes in each direction



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



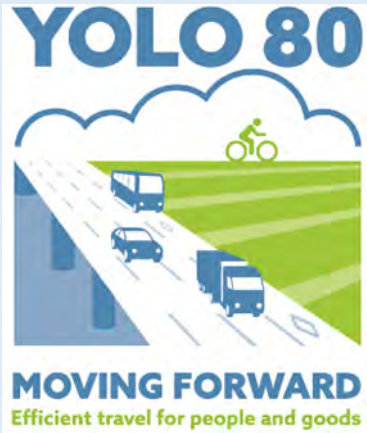
Yolo 80 Managed Lanes Update

Direct Connector Rendering

Spot the difference!



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

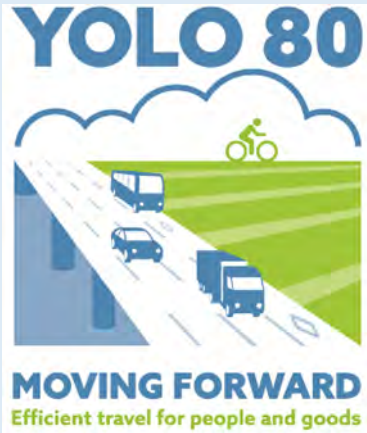


Yolo 80 Managed Lanes Update

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

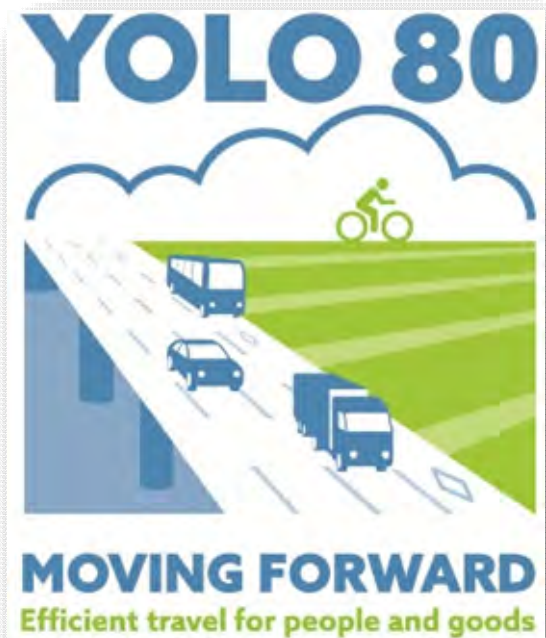
*Impact level is dependent on alternative

**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
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VMT Mitigation Plan



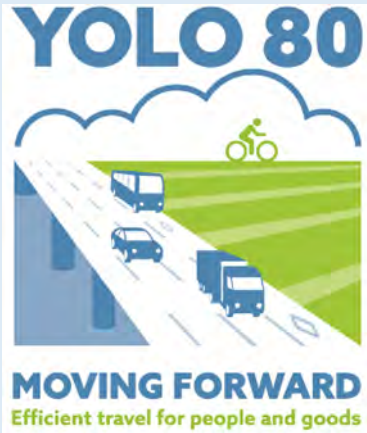


Yolo 80 Managed Lanes Update

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

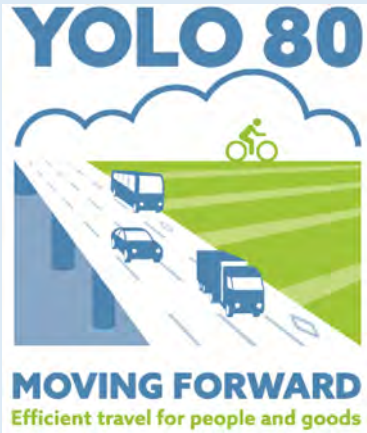
*Alternatives 2b – 5b have a total annual auto induced VMT of 133,736,000



Yolo 80 Managed Lanes Update

VMT Mitigation Plan

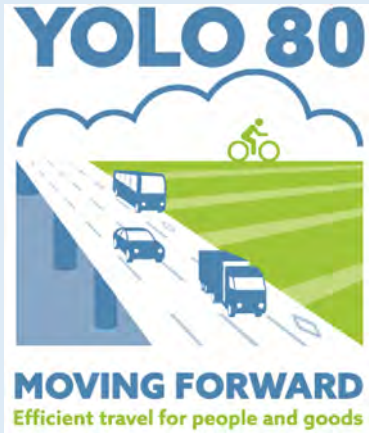
Mitigation Measure	Description	Annual VMT Reduced	Cost to Construct or Implement	Yolo 80 ML Contribution	\$/VMT
Voluntary Trip Reduction Program in Yolo County	Expand current program provided by Yolo Commute, to include features such as community-based travel planning, ridesharing, transit pass subsidies, 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

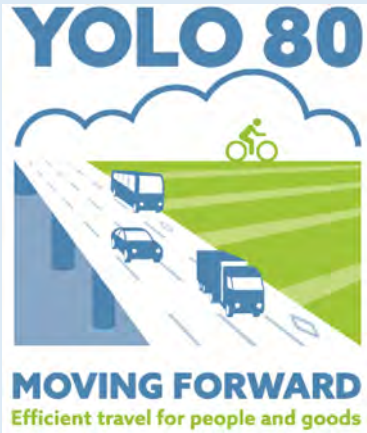


Yolo 80 Managed Lanes Update

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 land-locked 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

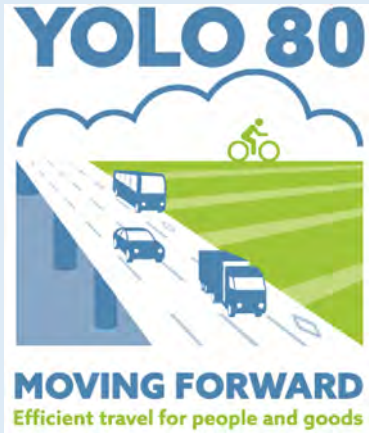
*Nishi Student housing is low auto dependent. The overcrossing is a necessary element as the parcel is landlocked by the railroad to the north, I-80 to the south, Richards Boulevard to the east and the railroad undercrossing with I-80 to the west. VMT reduction credit is not taken until the housing is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

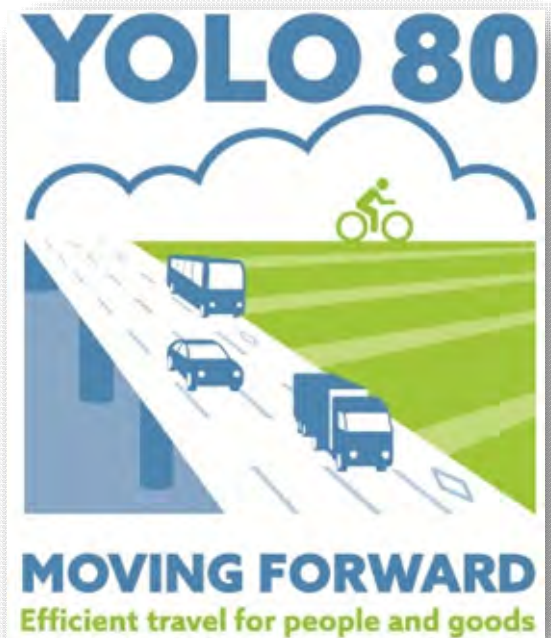
Alt #	Description	Long Term Congestion Relief in Horizon Year 2049	Gross Revenue Estimate	Net Revenue Estimate
2a	HOV 2+	Up to 67 minutes time savings	N/A	N/A
3a	HOT 2+	Up to 67 minutes time savings	\$1,200,000	(\$7,690,000)
4a	HOT 3+	Up to 69 minutes time savings	\$20,460,000	\$9,660,000
5a	Express 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 <u>increased</u> travel time	N/A	N/A

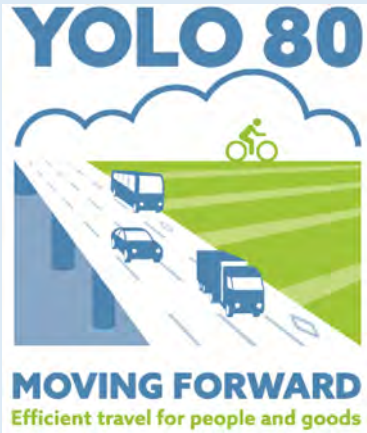
- The “b” alternatives (with Direct Connector) would save even more travel time (13 minutes in the westbound direction)
- Alternatives 2-4 also provide significant travel time savings for the general-purpose lanes (over 30 minutes)

Slides

DEIR Findings
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HOT 3+ Lanes Alternative





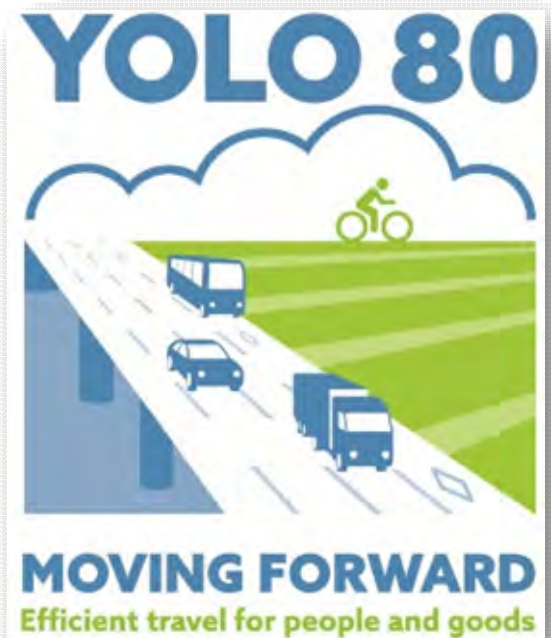
Yolo 80 Managed Lanes Update

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 needed.
- ☑ Provides funding for alternative travel options on corridor..
- ☑ Will help fund equity and VMT mitigation program
- ☑ Most consistent with 12/2021 YoloTD Board-approved project goals.

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YoloTD Survey Results





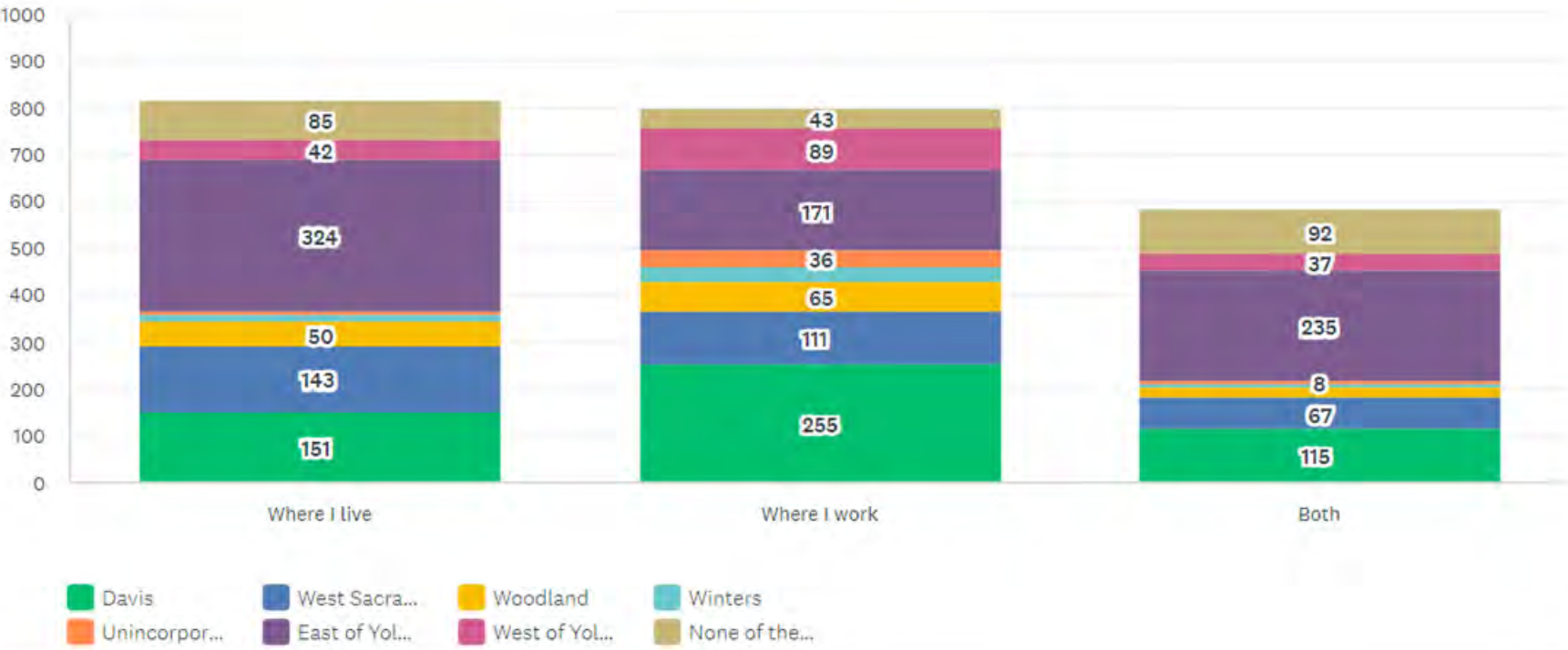
Yolo 80 Managed Lanes Update

YoloTD Survey Results



In what community do you currently live and work?

Answered: 1,352 Skipped: 55





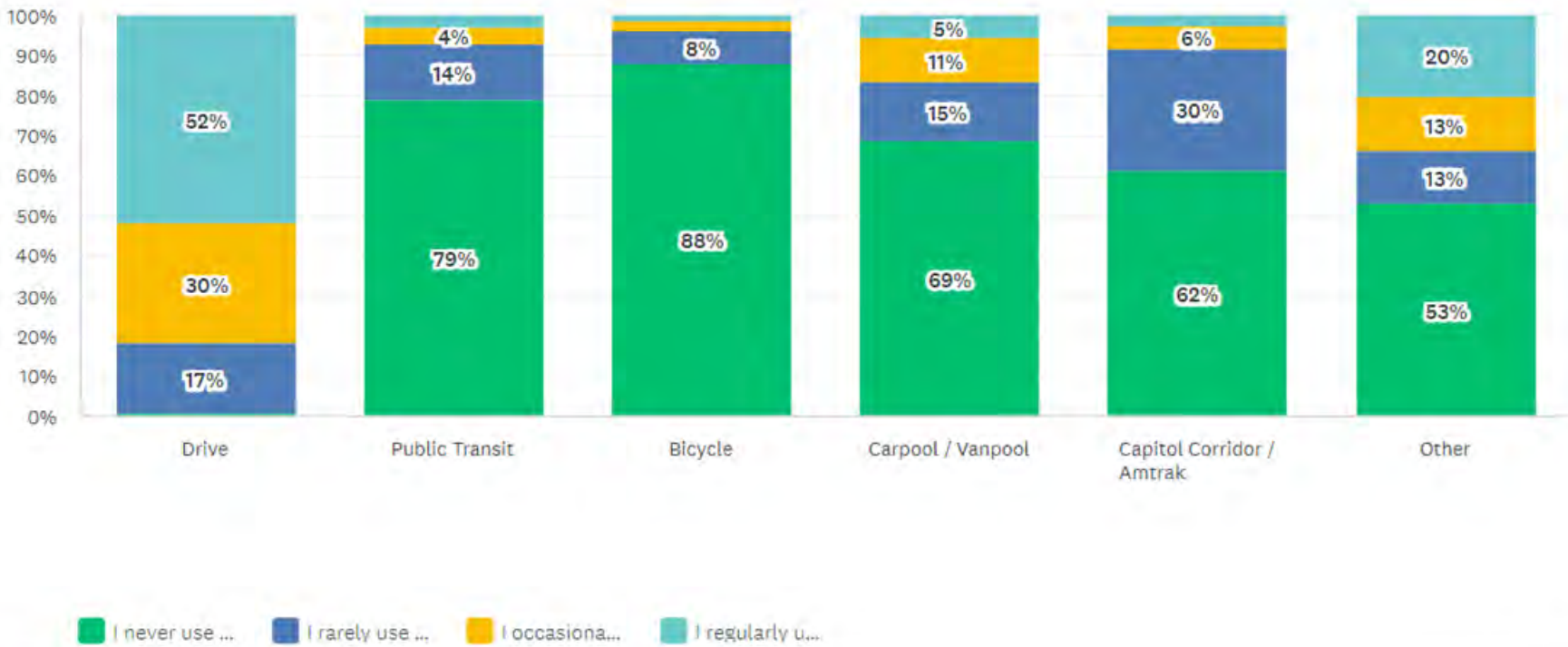
Yolo 80 Managed Lanes Update

YoloTD Survey Results



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

Answered: 1,383 Skipped: 24





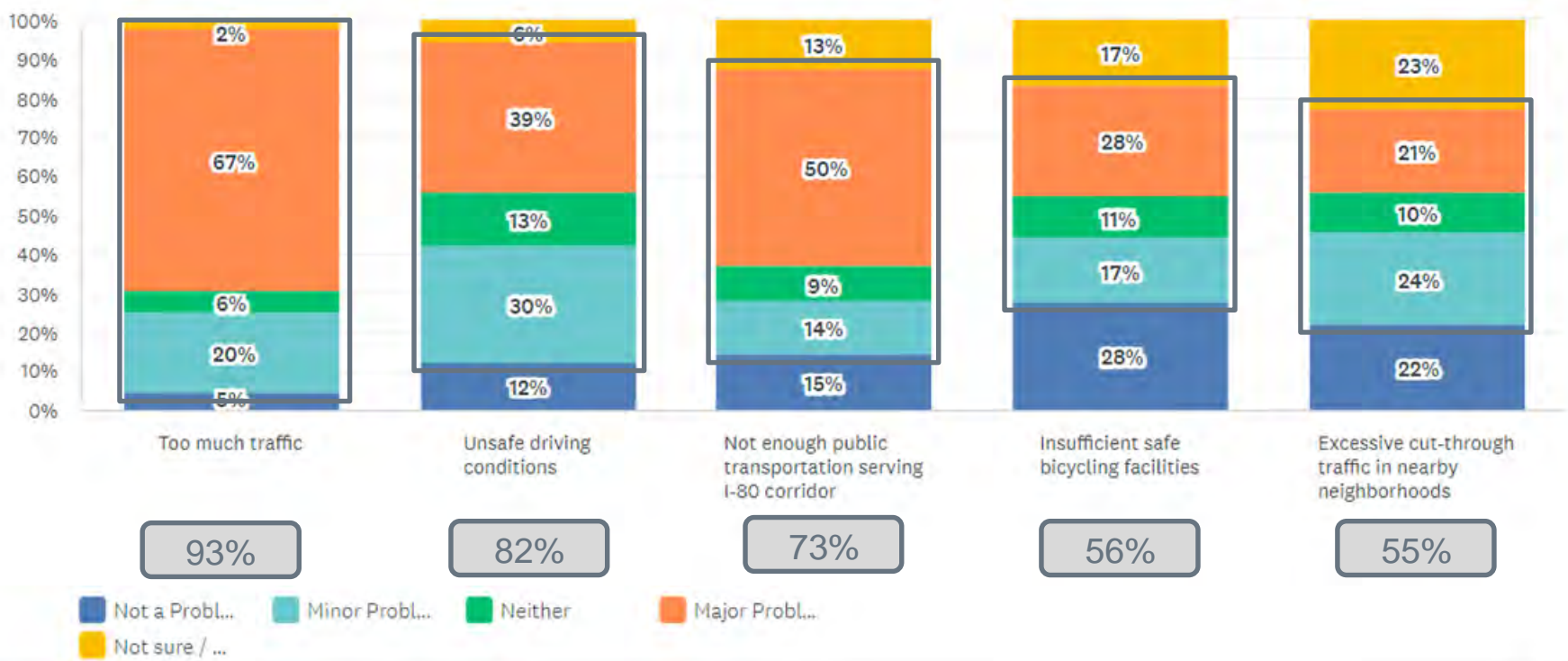
Yolo 80 Managed Lanes Update

YoloTD Survey Results



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

Answered: 1,390 Skipped: 17





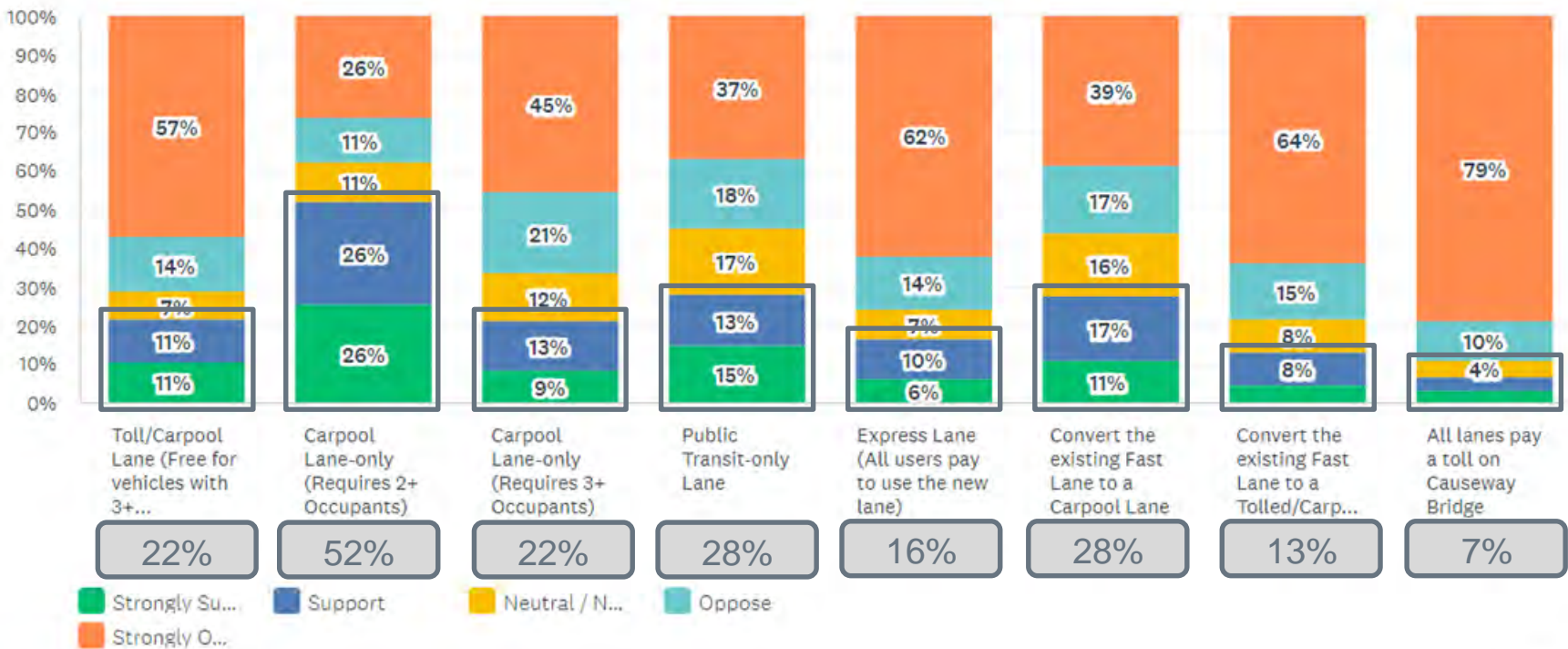
Yolo 80 Managed Lanes Update

YoloTD Survey Results



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

Answered: 1,400 Skipped: 7





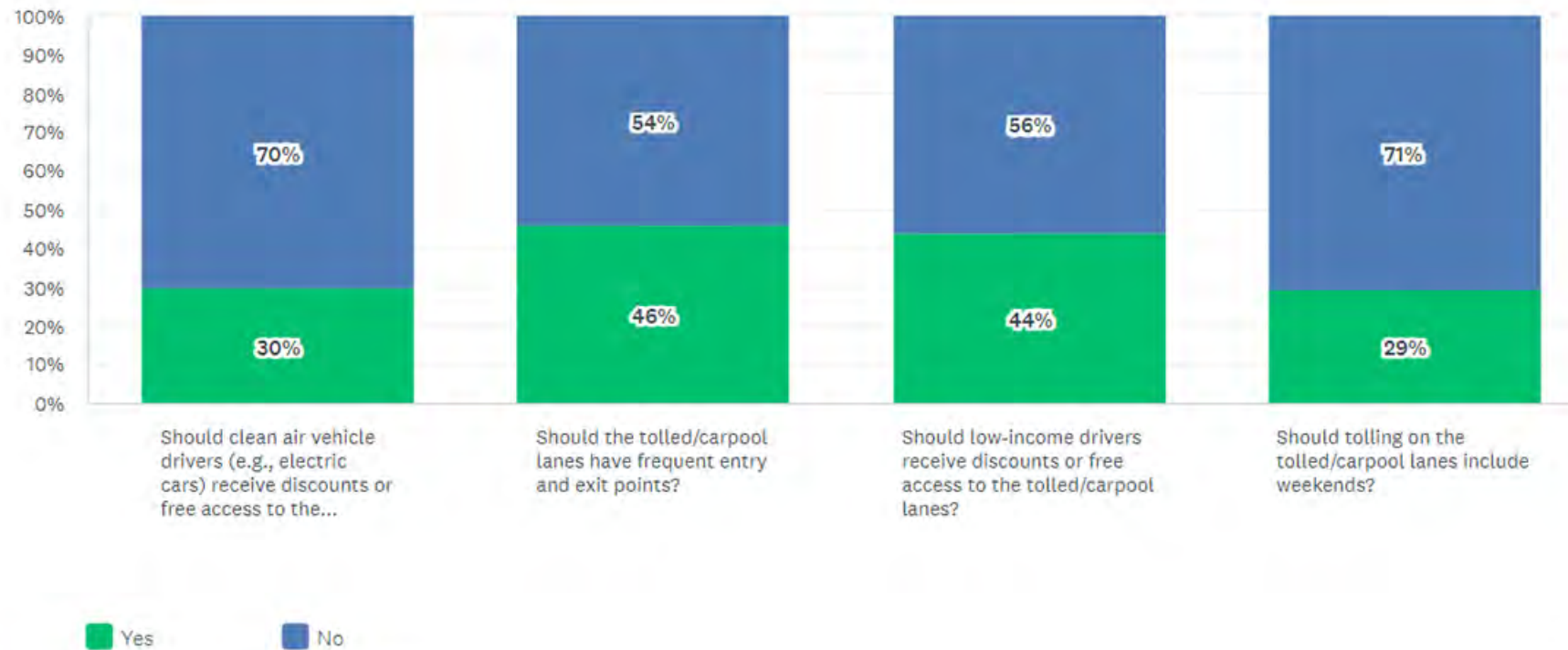
Yolo 80 Managed Lanes Update

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)



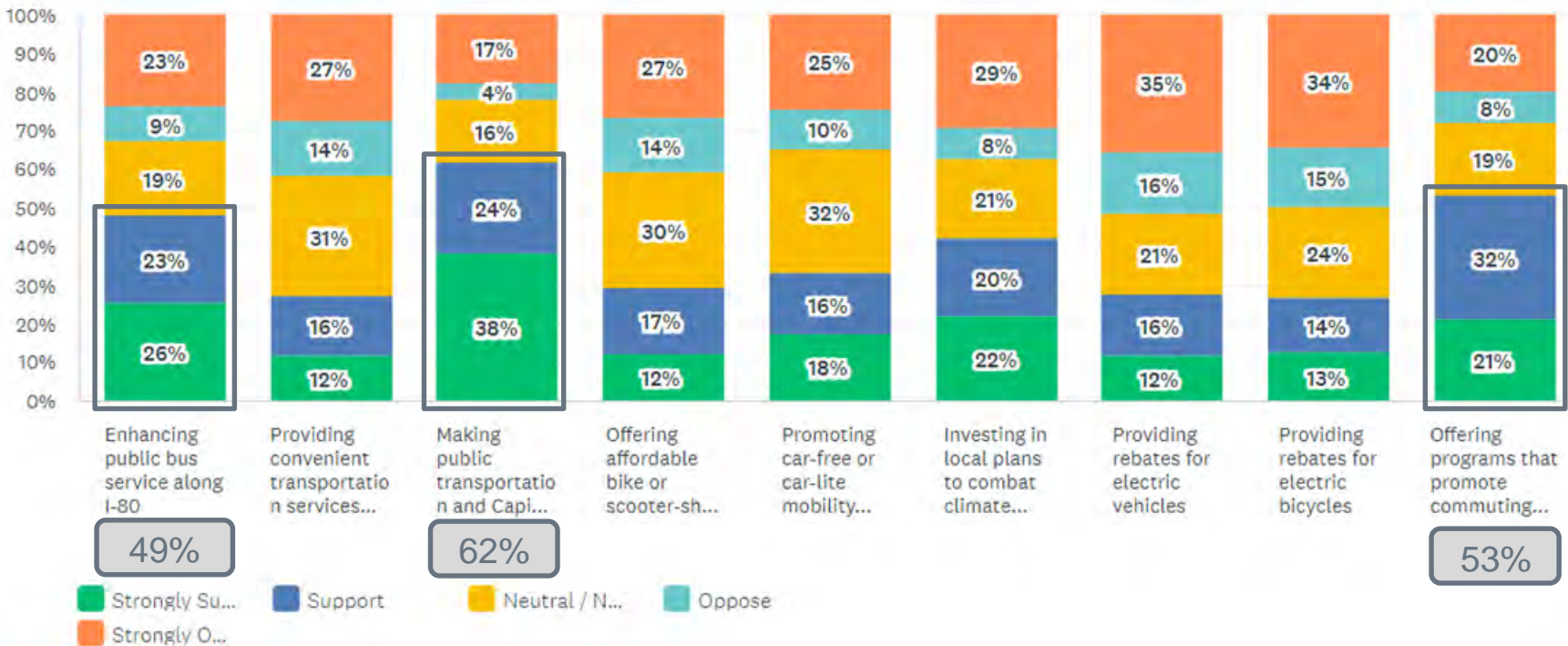
Yolo 80 Managed Lanes Update

YoloTD Survey Results



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

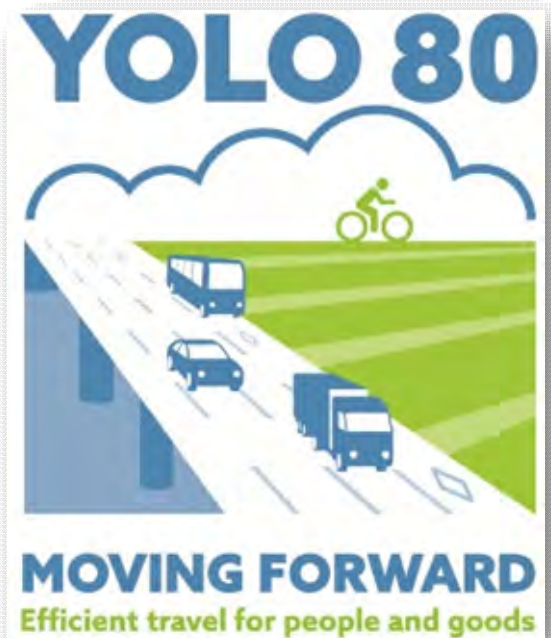
Answered: 1,375 Skipped: 32



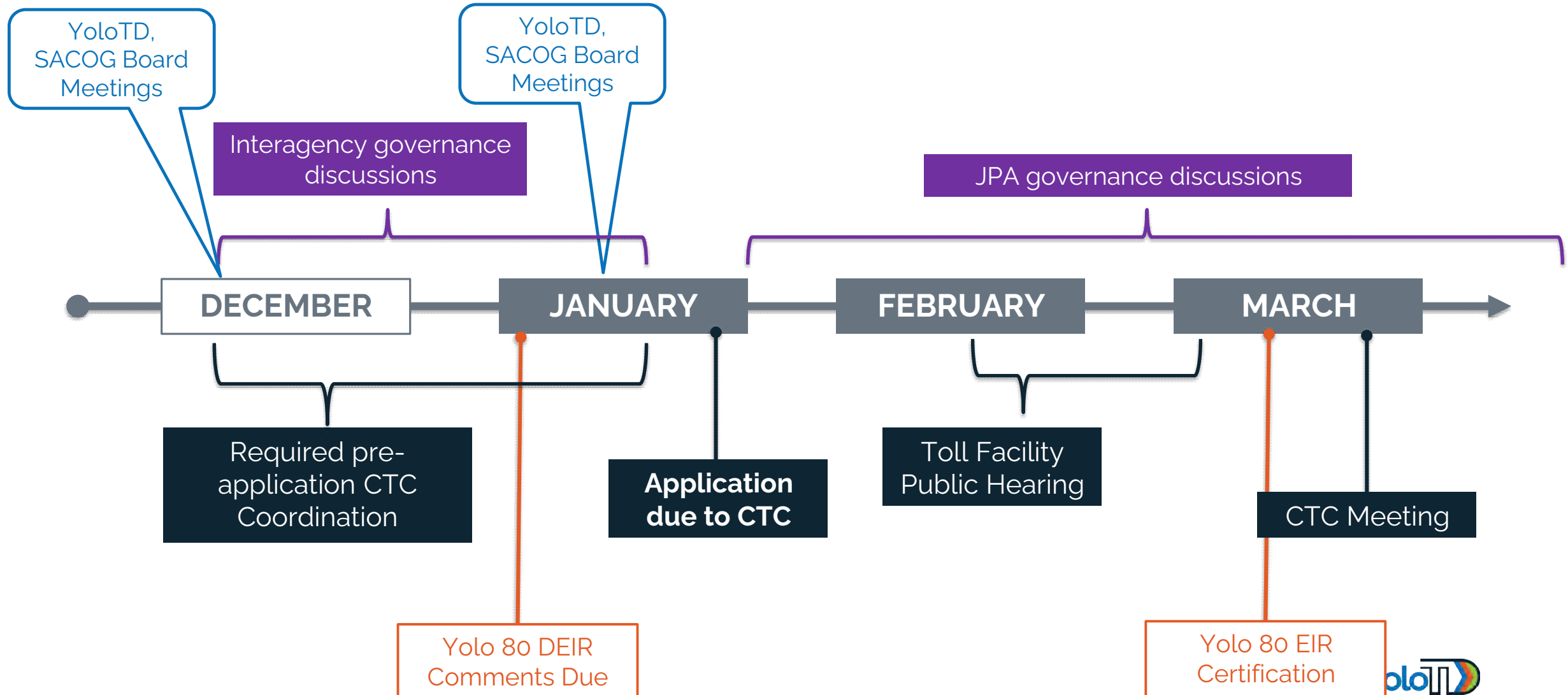
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Project Timeline



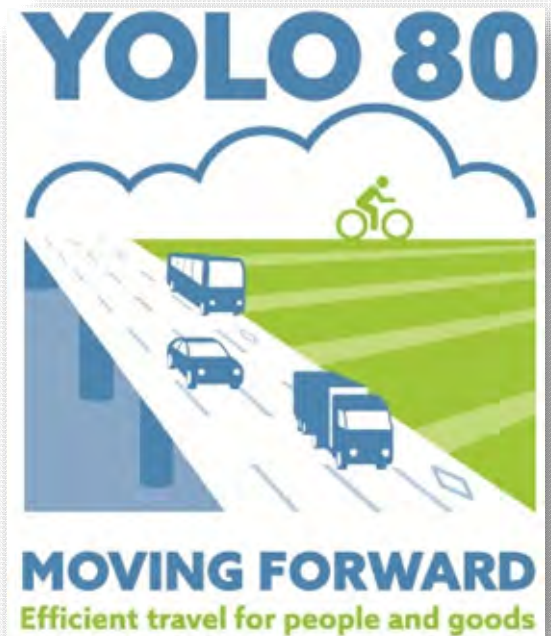
Yolo 80 Managed Lanes Update Project Timeline



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

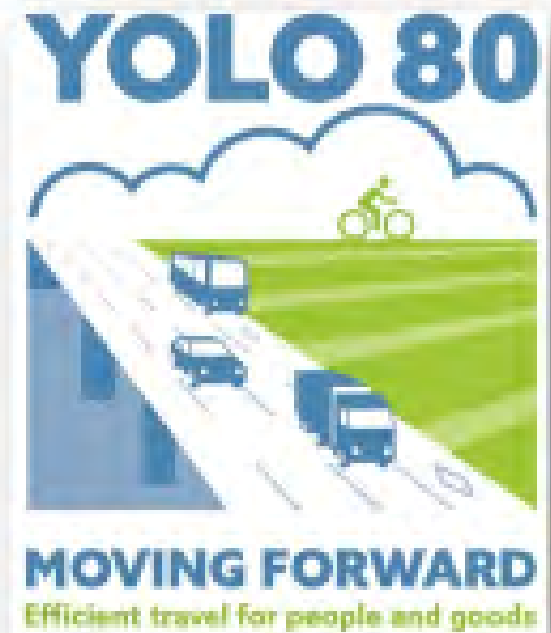
Approve MOUs for VMT mitigation projects

February

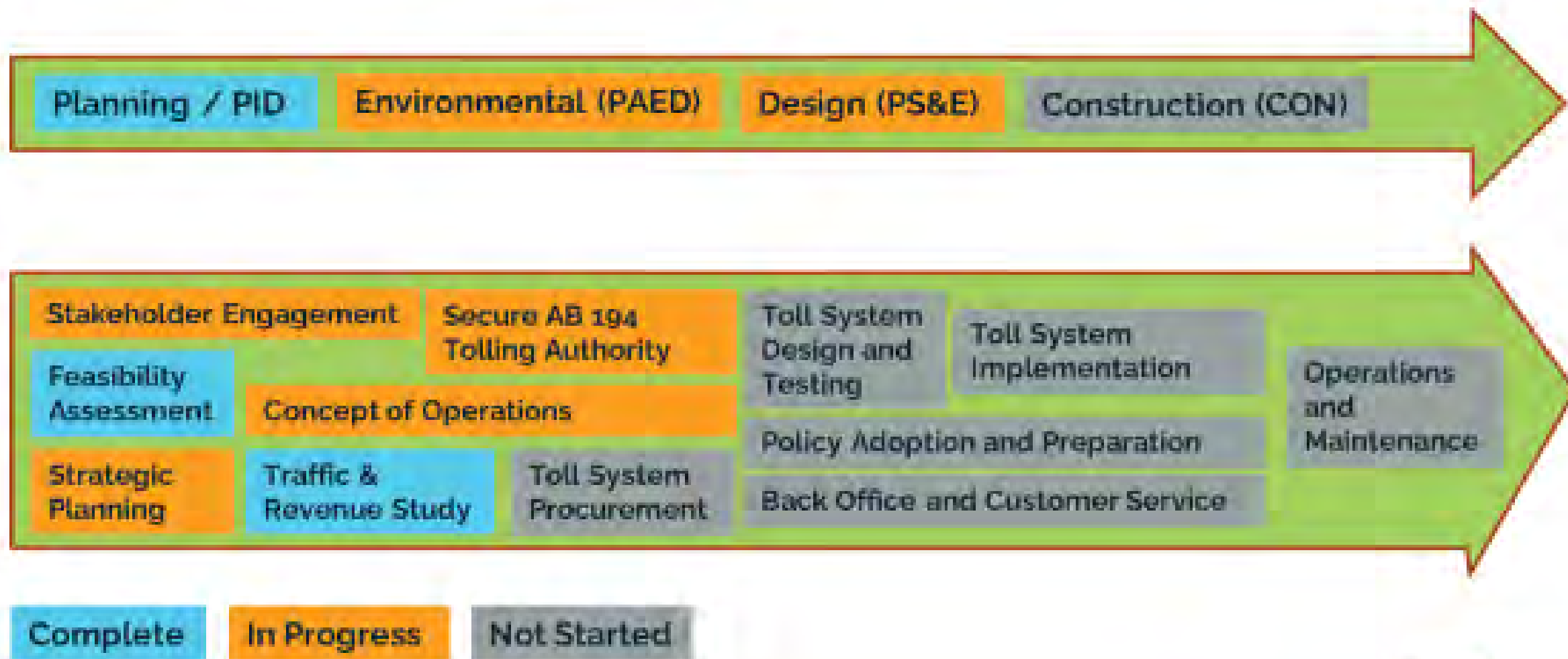
Approve FHWA term sheet.

Agenda Item 7

Yolo 80 Managed Lanes Tolling Authority Application and JPA Formation



Yolo 80 project delivery



AB 194 tolling authority process

Project Application

- 60+ page report including appendices
- Predefined sections based on requirements
- Must be submitted by the entity requesting tolling authority

Public Hearing

- Arranged by CTC staff
- Must be located near project
- Must occur prior to CTC commission meeting to consider application

CTC Decision

- Information item with presentation by applicant
- Action item with presentation by CTC

Options for Toll Authority Governance

Under AB 194, three entities are eligible to apply:

1. Regional Transportation Planning Agency (RTPA)
 - *SACOG is the RTPA for Yolo County*
2. A Joint Powers Authority with the consent of the RTPA
3. Caltrans

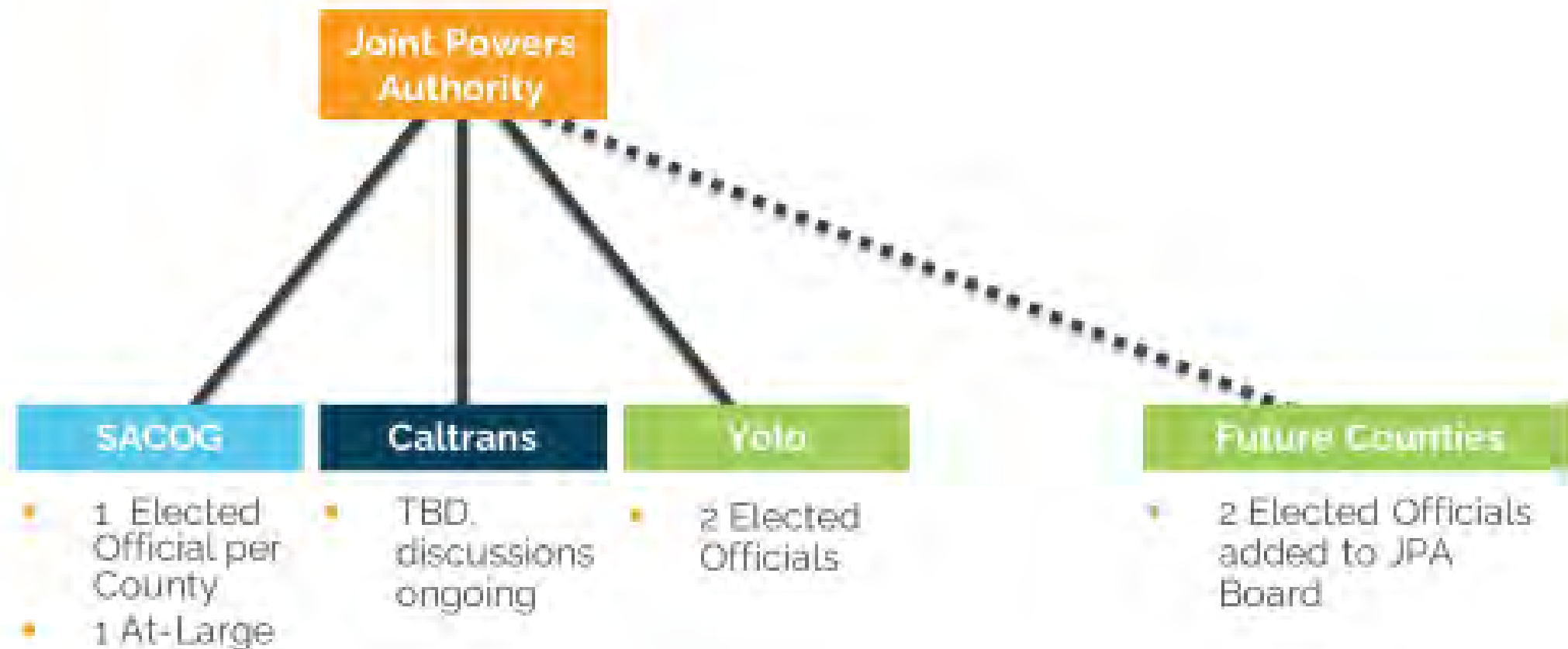
Managed Lane Corridors in SCS

Pricing Facility Type

- High Occupancy Toll (HOT) Single Lane
- Multilane Express Lane during Peak Periods
- Reversible Middle Lane, Multilane Express Lane during Peak Travel Flow Period
- Express Lane Not to be Complete in SCS Timeframe

Tolling in the Sacramento Region

A regional approach to tolling



Financial Controls for YoloTD

As of December 11, 2023

Chas Ann Fadrigio
Director of Finance & Administration



Financial Internal Controls



01

YOLOTD OBJECTIVES

02

ONGOING COMPLIANCE CHECKS

03

INDEPENDENT AUDITOR'S
ASSESSMENT



YoloTD Objectives

Accountability

- ✓ Prudence
- ✓ Oversight
- ✓ Reduce Risk

Prevent Fraud & Errors

- ✓ Design
- ✓ Implement
- ✓ Train

Regulatory Compliance

- ✓ Federal
- ✓ State/Local
- ✓ YTD Policies

Safeguard Assets

- ✓ Physical
- ✓ Financial
- ✓ Information

Enhance Transparency

- ✓ Simplify
- ✓ Report
- ✓ Audit

Maintain Public Trust

- ✓ Compliance
- ✓ Public Input
- ✓ Consistency

Ongoing Compliance Checks



YTCD Policies	Board Approved	Recent Compliance
Cash Asset Protection	2/14/2022	11/2023
Purchasing Card Policy	2/14/2022	12/2023
Travel & Expense Policy	2/14/2022	10/2023
Records Management	2/14/2022	9/2023
Procurement Policy	3/14/2022	11/2023
General Reserve Policy	3/14/2022	N/A
Personnel Policy	11/14/2022	12/1/2023



INDEPENDENT AUDITOR'S Internal Controls Assessment

Annual

- Examine Financial Transactions thoroughly.
- Validate adherence to legal requirements.
- Review systems for financial safeguarding.
- Identify and address potential fraud and misstatements.
- Report findings and recommend how to improve.
- Continue to assess YTD's internal control framework.

KEY TAKEAWAYS:

- Policies are Reviewed, Monitored and Enforced
- FY21-22 Internal Controls Finding – Staff Implementing Improvements
- FY22-23 Audit – Currently in Progress
- FY22-23 Internal Controls Report – Expected in January 2024
- Status of Internal Controls - Regular Reporting to the Board

Thank you!

Long Range Calendar

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

Adjournment