

## BOARD COMMUNICATION: YOLO TRANSPORTATION DISTRICT

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

<b>Topic:</b> Establishment of a Regional Tolling Authority and the Yolo 80 Corridor Improvement Project	<b>Agenda Item#:</b>  <b>Agenda Type:</b>	<div>4</div> <div>Informational</div>	
		<b>Attachments:</b>	<div>Yes</div> No
<b>Prepared By:</b> B. Abbanat / A. Bernstein		<b>Meeting Date:</b> January 22, 2024	

### RECOMMENDATION:

Staff recommend the following for Board actions:

1. Approve the Joint Powers Authority (JPA) agreement (Attachment A) with the Sacramento Area Council of Governments (SACOG) and the California Department of Transportation (Caltrans) establishing the Capitol Area Regional Tolling Authority (CARTA).
2. Approve the resolution (Attachment B) consenting to CARTA's submission of a Toll Facility Application to the California Transportation Commission (CTC) for Yolo 80 pursuant to Assembly Bill (AB) 194.

### BACKGROUND:

Note: This staff report focuses on establishing a regional highway tolling Joint Powers Authority (JPA), which is closely related to the Yolo 80 Managed Lanes project. Staff reports dating to the project's inception can be found on the YoloTD website:

Yolotd.org → Planning & Projects → Freeways & Roads

Tolled lanes, including express lanes and high-occupancy toll lanes, are identified as a critical component of SACOG's adopted MTP/SCS to improve traffic management, increase system reliability, expand modal choice, and increase person and freight throughput. The adopted MTP/SCS identified the following corridors in the region for tolled facilities: US 50, I-80, I-5, SR 51 (Capital City Freeway), SR 99, and SR 65. This report builds on previous tolling presentations and discussions over the past two years. 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.

The CTC was delegated authority to approve tolled facilities on the state highway system through AB 194. The CTC requires each tolled facility, or project, seek approval prior to construction. Toll Facility Project Applications may be submitted by a Regional Transportation Planning Agency (RTPA), a JPA with the consent of the RTPA, or Caltrans. 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.

The Yolo 80 is the first project in the region that will seek approval to toll from the CTC. The project extends along I-80 from the Yolo/Solano County line to West El Camino Avenue in Sacramento County and on US 50 from the I-80/US 50 Interchange to the US 50/I-5 interchange. Yolo 80 has received \$86 million in federal INFRA funds, which requires the project to begin construction in September 2024 or risk forfeiture of the funds. To meet this deadline, the project must go out to bid in April 2024. The project's draft environmental

document was released on November 13, 2023, and comments were due January 12, 2024; the Notice of Determination is anticipated to be filed in Spring 2024. Twelve alternatives are included in the draft environmental document, including multiple that would construct tolled lanes.

Per the CTC, its approval to develop and operate a toll facility must occur at the March 2024 CTC meeting, which requires a Toll Facility Project Application to be submitted in early February 2024. As the RTPA covering Yolo County, SACOG must either submit the application for the Yolo 80 on its own or consent to a joint powers authority submitting the application. Through a contract with a consultant, YoloTD has been conducting the necessary analyses and preparing the required documentation for the application, in consultation and coordination with SACOG and Caltrans staff.

### **Discussion/Analysis:**

YoloTD, SACOG, and Caltrans have been working together, along with other partners in the region, to develop a governance structure for a regional tolling authority. Staff believe a regional JPA capitalizes on the unique skillset of the region's transportation partners while minimizing risks to individual agencies. The staff recommendation is to create a regional JPA that serves as the tolling authority, called CARTA. As proposed, CARTA would have five voting board members to start: one at-large Director appointed by SACOG, one Director within Yolo County appointed by SACOG, two Directors appointed by YoloTD, and one Director appointed by Caltrans. In the future, if a new toll facility is approved within Sacramento County, three new Directors will be added: one Director within Sacramento County appointed by SACOG and two Directors appointed by Sacramento Transportation Authority (STA). If a new toll facility is approved within Placer or El Dorado Counties, Placer County Transportation Planning Agency (PCTPA) or El Dorado County Transportation Commission (EDCTC) could join CARTA and new Directors could be appointed in the same manner. However, as RTPAs, PCTPA and EDCTC retain the ability to establish their own tolling authorities. During the December meeting, the SACOG Board discussion highlighted the importance of creating a tolling governance structure that performs well on four metrics:

- Minimizes risk to the Yolo 80 project
- Minimizes risk to SACOG
- Promotes regional partnership
- Preserves local representation

YoloTD staff believe the recommended governance structure performs best on these four metrics. The staff-recommended structure is also supported by Caltrans, and was approved by the SACOG Board on January 18, 2024. Support from SACOG and Caltrans minimizes barriers to successfully delivering the \$86 million in discretionary federal funds on the Yolo 80 project. The staff-recommended structure also creates a separate entity, successfully minimizing legal and financial liability to YoloTD. Most importantly, the staff-recommended structure strikes a balance between the need for regional partnership on decisions that will impact counties who may have toll facilities in the future and the need for local representation on decisions that impact specific toll facilities in specific communities. The staff-recommended structure strikes this balance by including non-voting seats for potential future JPA members and creating clear means to add counties as new toll facilities are developed.

The SACOG Board of Directors approved the JPA agreement on January 18, 2024. In developing the recommended governance structure, SACOG staff reviewed six potential governance structures discussed by the SACOG Board or requested by partners. A discussion of how each alternative performs in each of the four metrics is detailed in Attachment C.

In addition, YoloTD, SACOG, and Caltrans have been working closely with STA to respond to their comments regarding representation and ensure the tolling authority governance structure works for all potential future members. SACOG staff presented the staff-recommended tolling governance structure and the options under consideration to the STA Board at their January 11th meeting. The STA Board directed their staff to continue to

negotiate with SACOG and YoloTD to ensure STA is named as the appointing agency for Sacramento County and that plans to expend excess net toll revenue for a corridor require a supermajority vote of the county or counties along that corridor. The staff-recommended JPA agreement (Attachment A) is responsive to both requests.

This excess net toll revenue voting requirement would mean that for CARTA to adopt a plan to expend excess net toll revenue for a corridor--in addition to a majority of all CARTA Directors--two Directors from each county on the corridor would need to vote in the affirmative. Staff believe this additional voting requirement meets STA's request while limiting risk to Yolo 80 and SACOG, and balancing regional partnership and local representation. In developing the recommended voting requirement, staff reviewed three potential options. A discussion of how each voting alternative performs is detailed in Attachment C. Changes to the JPA agreement between the December Board and January Transportation Committee meetings are tracked in red. Changes to the agreement between the January Transportation Committee and January Board meetings are tracked in blue.

The role of Caltrans in the tolling authority was a key topic of discussion at the December SACOG Board and YoloTD Board meetings. As proposed in the staff recommendation, the CARTA Board would include one voting seat for Caltrans. Staff believe the inclusion of Caltrans as a participating member of the JPA has the potential to reduce costs through transportation management center, maintenance, and design support; and reduce institutional barriers through expedited permitting and review processes. Tolling facilities on the state highway system require numerous agreements with Caltrans, including cooperative agreements that cover design, construction, operations, and maintenance. Additionally, some tolling facilities operations can be delivered at a lower cost by Caltrans rather than the tolling agency contracting with a contractor and then additional oversight still performed by Caltrans. With their participation directly on the Board, Caltrans will be able to ensure more streamlined review and approval processes to execute these agreements. The involvement of Caltrans will also likely improve funding and financing opportunities, as US Department of Transportation, CTC, and municipal investors all highly value well-functioning partnerships when evaluating grant applications and bond sales. These benefits and their slides are included in Attachment D.

As a member agency in the newly formed JPA approval to submit a toll facility application within YoloTD's jurisdiction is appropriate. As YoloTD is the consolidated transportation services and congestion management agency for Yolo County, staff recommend the Board approve the resolution consenting to CARTA submitting a toll facility application for Yolo 80 (Attachment B).

### **Fiscal Impact:**

The staff and legal costs associated with forming a tolling authority and participating as a stakeholder on the Yolo 80 project is funded by prior YoloTD Board actions.

### **Attachments**

- A. Joint Powers Authority Agreement
- B. Resolution
- C. Joint Powers Authority Analysis Metrics
- D. Presentation Slides

**A RESOLUTION OF THE YOLO COUNTY TRANSPORTATION DISTRICT  
GRANTING CONSENT TO THE CAPITAL AREA REGIONAL TOLLING  
AUTHORITY TO SUBMIT AN APPLICATION TO THE CALIFORNIA  
TRANSPORTATION COMMISSION TO DEVELOP AND OPERATE TOLL LANES  
ON CERTAIN PORTIONS OF I-80 AND US 50 IN YOLO COUNTY**

WHEREAS, Streets and Highways Code Section 149.7 authorizes a regional transportation agency to submit an application to the California Transportation Commission to develop and operate toll lanes; and

WHEREAS, under Section 149.7, a “regional transportation agency” includes either the transportation planning agency (pursuant to Government Code Section 29532) serving the area or a joint exercise of powers authority that has the consent of the transportation planning agency to submit an application to develop and operate toll lanes; and

WHEREAS, the Sacramento Area Council of Governments (“SACOG”) is the transportation planning agency pursuant to Government Code Section 29532 for the County of Yolo; and

WHEREAS, the Yolo County Transportation District, in partnership with the California Department of Transportation, and with the support and cooperation of SACOG, is pursuing a project to improve certain portions of Interstate 80 and Highway 50 within Yolo County, and the project is planned to include toll lanes in both directions; and

WHEREAS, in order to establish a regional governmental entity to develop and operate toll lanes within Yolo County and potentially within the greater region in the future, SACOG has approved the execution of a joint exercise of powers agreement with Yolo County Transportation District and the California Department of Transportation to form the Capital Area Regional Tolling Authority, or “CARTA”; and

WHEREAS, SACOG intends that CARTA will serve as the regional transportation agency for the purposes of Streets and Highways Code Section 149.7 and will submit an application to the California Transportation Commission to develop and operate toll lanes; and

NOW THEREFORE, BE IT RESOLVED BY THE YOLO COUNTY  
TRANSPORTATION DISTRICT,

1. Yolo County Transportation District hereby consents to CARTA serving as the transportation planning agency and submitting an application to the California Transportation Commission to develop and operate toll lanes as part of the Yolo 80 Corridor Improvement Project in Yolo County.
2. The Executive Director is hereby authorized to execute any documents or perform any other tasks to effectuate the purposes of this Resolution.

[INSERT SIGNATURE SECTION]

**RESOLUTION NO. 2024-001**

**A RESOLUTION OF THE YOLO COUNTY TRANSPORTATION DISTRICT  
GRANTING CONSENT TO THE CAPITAL AREA REGIONAL TOLLING  
AUTHORITY TO SUBMIT AN APPLICATION TO THE CALIFORNIA  
TRANSPORTATION COMMISSION TO DEVELOP AND OPERATE TOLL LANES  
ON CERTAIN PORTIONS OF I-80 AND US 50 IN YOLO COUNTY**

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WHEREAS, in order to establish a regional governmental entity to develop and operate toll lanes within Yolo County and potentially within the greater region in the future, SACOG has approved the execution of a joint exercise of powers agreement with Yolo County Transportation District and the California Department of Transportation to form the Capital Area Regional Tolling Authority, or “CARTA”; and

WHEREAS, SACOG intends that CARTA will serve as the regional transportation agency for the purposes of Streets and Highways Code Section 149.7 and will submit an application to the California Transportation Commission to develop and operate toll lanes; and

NOW THEREFORE, BE IT RESOLVED BY THE YOLO COUNTY  
TRANSPORTATION DISTRICT,

1. Yolo County Transportation District hereby consents to CARTA serving as the transportation planning agency and submitting an application to the California Transportation Commission to develop and operate toll lanes as part of the Yolo 80 Corridor Improvement Project in Yolo County.
2. The Executive Director is hereby authorized to execute any documents or perform any other tasks to effectuate the purposes of this Resolution, including execution of the CARTA Joint Powers Authority Agreement.

**PASSED AND ADOPTED** by the Board of Directors of the Yolo Transportation District,  
County of Yolo, State of California, this 22<sup>nd</sup> day of January, 2024, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

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Josh Chapman, Chair  
Board of Directors

ATTEST:

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Heather Cioffi, Clerk  
Board of Directors

Approved as to Form:

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Kimberly Hood, District Counsel

## Attachment C - Evaluation of Tolling Governance Options

This attachment summarizes the evaluation SACOG staff and partners have done of potential tolling governance structures. The evaluation is based on four criteria: risk to the Yolo 80 project, risk to SACOG, regional partnership, and local representation. Staff believe Option 2A performs best on these criteria and therefore is the staff-recommended governance structure.

1. Option 1A: SACOG serves as the tolling authority permanently.
  - a. Overview: In this option, the SACOG existing Board structure and practices would be carried over to the tolling authority. This could be accomplished by SACOG becoming the tolling authority itself, or through the creation of a separate agency managed by the SACOG Board and staffed by SACOG staff, similar to Capital Valley Regional Service Authority for Freeways and Expressways (CVR-SAFE).
  - b. Risk to Yolo 80: This option creates significant risk to the Yolo 80 project. Both Caltrans and YoloTD have significant concerns with this option and a lack of clarity among the project partners creates additional barriers to delivering the discretionary federal funding on-time.
  - c. Risk to SACOG: This option creates significant risk to SACOG. SACOG alone would have to carry the financial burden and liability of the tolling authority. Serving as the tolling authority would also require SACOG to significantly alter its staffing to bring in expertise related to project implementation and tolling operations. These requirements would significantly impact SACOG's ability to complete its mandated planning and programming responsibilities.
  - d. Regional Partnership: This option promotes strong regional partnership by including representation from all jurisdictions within the six-county region on the tolling authority board.
  - e. Local Representation: This option promotes weak local representation as the jurisdictions with toll facilities are greatly outnumbered on the tolling authority board and would have limited voice in decisions that impact their facilities.
2. Option 1B: SACOG serves as the tolling authority temporarily to provide more time to discuss a JPA governance structure.
  - a. Overview: In this option, SACOG would serve as the tolling authority temporarily to keep the Yolo 80 project on track while providing more time for discussions on the ultimate governance structure. Once the ultimate governance structure has been decided, the tolling authority would be transferred.
  - b. Risk to Yolo 80: This option creates significant risk to the Yolo 80 project. The CTC is unlikely to approve tolling authority for an agency that does not intend to serve as a tolling authority long term. This option is also not supported by YoloTD or Caltrans and a lack of clarity among the project partners creates additional barriers to delivering the discretionary federal funding on-time.
  - c. Risk to SACOG: This option creates moderate risk to SACOG. The risks for Option 1A are maintained while SACOG is the tolling authority but could be mitigated once the risk is transferred.
  - d. Regional Partnership: Without a clear understanding of what the ultimate governance structure will be, the level of regional partnership is unclear.

- e. Local Representation: Without a clear understanding of what the ultimate governance structure will be, the level of local representation is unclear.
- 3. Option 2A (Staff Recommendation): A JPA is the tolling authority with one voting seat for Caltrans, one voting at-large seat for SACOG, and three voting seats for each county that has a toll facility.
  - a. Overview: With this option, In the initial structure, SACOG has one at-large voting seat, Caltrans has one voting seat, and Yolo County has three voting seats (two appointed by YoloTD and one appointed by SACOG). When a toll facility is added in Sacramento County, three additional voting seats are added (two appointed by STA and one appointed by SACOG). Similarly, Placer and El Dorado Counties would have the option to join and add three seats each (two appointed by PCTPA or EDCTC and one appointed by SACOG).
  - b. Risk to Yolo 80: This option is agreed upon by YoloTD but not preferred by Caltrans. Agreement between the project partners minimizes barriers to successfully delivering the discretionary federal funds.
  - c. Risk to SACOG: This option creates a separate entity, minimizing SACOG's financial risk and preserving its capacity to complete its mandated planning and programming responsibilities.
  - d. Regional Partnership: This option promotes regional partnership by creating a clear structure for the tolling authority to grow regionally as tolling facilities are developed. It also provides non-voting seats for potential future members to provide a means to weigh in on decisions that could impact them in the future.
  - e. Local Representation: This option promotes regional partnership by giving the counties with toll facilities the greatest power on the Board, elevating their voices in decisions that impact their facilities.
- 4. Option 2B: A JPA with a similar structure to Option 2A is the tolling authority but Caltrans has two voting seats
  - a. Overview: In this option, the tolling authority Board's initial structure has one SACOG at-large voting seat, two Caltrans voting seats, and Yolo County has three voting seats (two appointed by YoloTD and one appointed by SACOG). The board would grow in the same manner as Option 2A.
  - b. Risk to Yolo 80: This option is preferred by Caltrans and was initially proposed by YoloTD. Agreement between the project partners minimizes barriers to successfully delivering the discretionary federal funds.
  - c. Risk to SACOG: This option creates a separate entity, minimizing SACOG's financial risk and preserving its capacity to complete its mandated planning and programming responsibilities.
  - d. Regional Partnership: This option promotes regional partnership by creating a clear structure for the tolling authority to grow regionally as tolling facilities are developed. It also provides non-voting seats for potential future members to provide a means to weigh in on decisions that could impact them in the future.
  - e. Local Representation: This reduces local representation compared to Option 2A. Caltrans, as a state agency, reflects statewide interests and goals and priorities of the state administration, in addition to its interests as the owner and operator of the state



highway system within the SACOG region.

5. Option 2C: A JPA with a similar structure to Option 2A is the tolling authority but Sacramento County gets a fourth seat once a significant amount of toll lanes are operational in Sacramento County.
  - a. Overview: This option has the same initial board structure and expansion structure as Option 2A but Sacramento County receive a fourth voting seat appointed by STA once a significant portion of toll facilities are in operation in Sacramento County. This option was proposed by STA, but discussions with STA has shifted away from an extra seat in favor of voting rules. This information is included to reflect the analysis that was done when this option was in discussion.
  - b. Risk to Yolo 80: This option creates significant risk to the Yolo 80 project. This option is not supported by YoloTD and other counties and a lack of clarity among the project partners creates additional barriers to delivering the discretionary federal funding on-time.
  - c. Risk to SACOG: This option creates a separate entity, minimizing SACOG's financial risk and preserving its capacity to complete its mandated planning and programming responsibilities.
  - d. Regional Partnership: This option may discourage other counties from joining the tolling authority in the future and reduces the effectiveness of regional partnership.
  - e. Local Representation: While this option improves local representation for Sacramento County, it reduces local representation for all other counties.
6. Option 2D: A JPA is the tolling authority with one voting seat for Caltrans, one voting at-large seat for SACOG, and three total county seats that shift as new toll facilities are developed.
  - a. Overview: This option presents a fundamentally different structure that focuses on keeping the total number of board members as small as possible by maintaining five voting seats and shifting the seats between counties.
  - b. Risk to Yolo 80: This option creates significant risk to the Yolo 80 project. This option is not supported by YoloTD or other counties and a lack of clarity among the project partners creates additional barriers to delivering the discretionary federal funding on-time.
  - c. Risk to SACOG: This option creates a separate entity, minimizing SACOG's financial risk and preserving its capacity to complete its mandated planning and programming responsibilities.
  - d. Regional Partnership: This option moderately promotes regional partnership. At the ultimate configuration with one seat per county, power is balanced across the region.
  - e. Local Representation: This option reduces local representation by limiting each county to one seat. This limits the ability for different jurisdictions within a county to be represented on the Board and requires the one member to represent multiple communities' needs.

## Evaluation of Voting Options

Voting Option 1A: (JPA supermajority - two votes - for every county) Require that any plans to spend excess net toll revenue be approved by (i) a majority vote of the whole JPA board AND (ii) an affirmative vote from at least two Directors from every County serving on the JPA.

- Pros: ensures that each county affirms plan to spend excess net toll revenue and reduces chance that any one county can be outvoted. Possibly creates incentive for regional compromises.
- Cons: allows a few voting directors to potentially block plans to spend excess net toll revenue, allows directors to potentially block plans to spend excess net toll revenue on projects outside their county.

Voting Option 1B (Staff Recommendation): (JPA supermajority - two votes - for each county on a corridor by corridor basis) Require that any plans to spend excess net toll revenue be approved by (i) a majority vote of the whole JPA board AND (ii) an affirmative vote from at least two Directors from each County serving on the JPA for the applicable corridor.

- Pros: focuses on a corridor approach, ensures the plans to spend excess net toll revenue are supported by the county(ies) involved, provides a clear governance structure for initial and future members.
- Cons: allows a few voting directors to potentially block plans to spend excess net toll revenue.

Voting Option 2: (JPA supermajority – future determination) Require that the Board revisit and consider the voting mechanism for expenditure plans and potentially other corridor-specific issues when the JPA expands beyond the initial members.

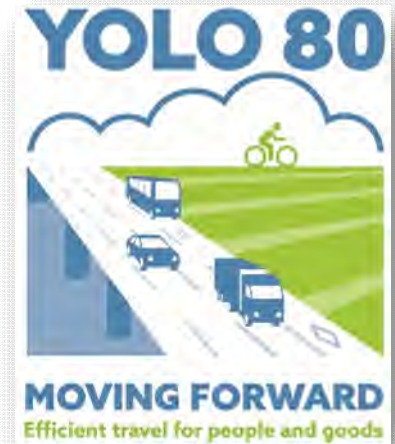
- Pros: can reflect conditions at the time the JPA expands; allows additional time for continuing dialogue on these issues without impacting current project.
- Cons: may be difficult to actually implement as new requirements once operations have begun; voting changes may require an amendment to the JPA to be binding, creates uncertainty in governance for potential future members.

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

YoloTD Board Meeting

Item 4

22 January 2024



# What we heard from the region



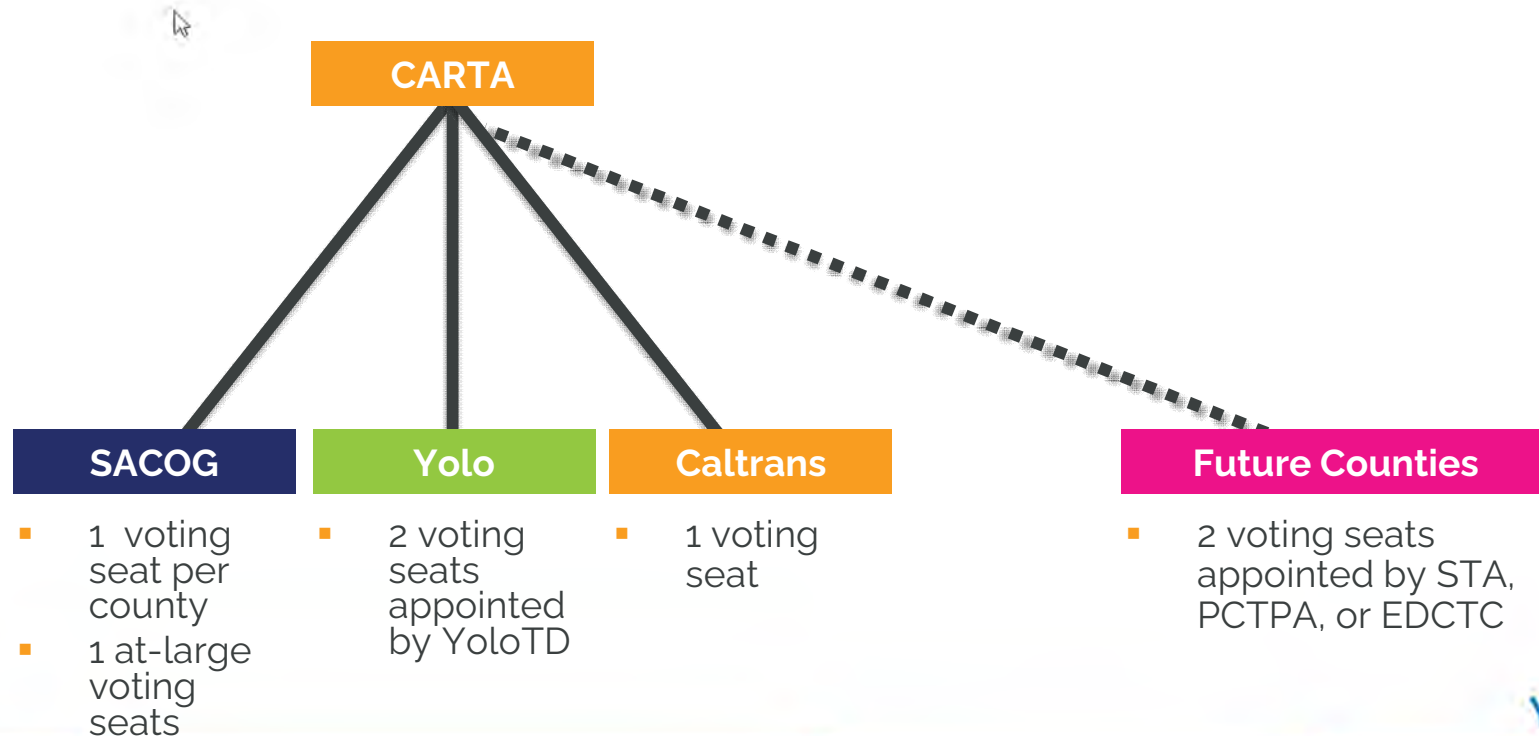
## Caltrans' role in the JPA

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

## JPA appointments

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

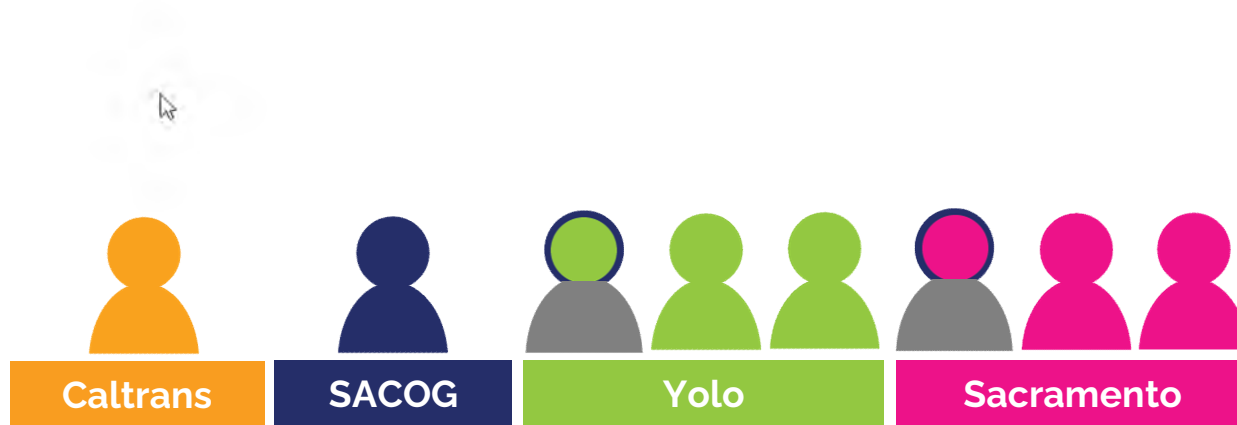
# Governance staff recommendation



# Scenario 1: Yolo Only



# Scenario 2: Yolo and Sacramento



# Scenario 3: Yolo, Sac, Placer, El Dorado





# Tolling governance options

## Option 1: SACOG

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

## Option 2: A new joint powers authority

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

# SACOG governance options

## Option 1A: SACOG permanent authority

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

## Option 1B: SACOG temporary authority

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

# JPA governance options

## Option 2A: Staff rec

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

## Option 2B: Two Caltrans

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

## Option 2C: Extra Sac seat

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

## Option 2D: Shifting seats

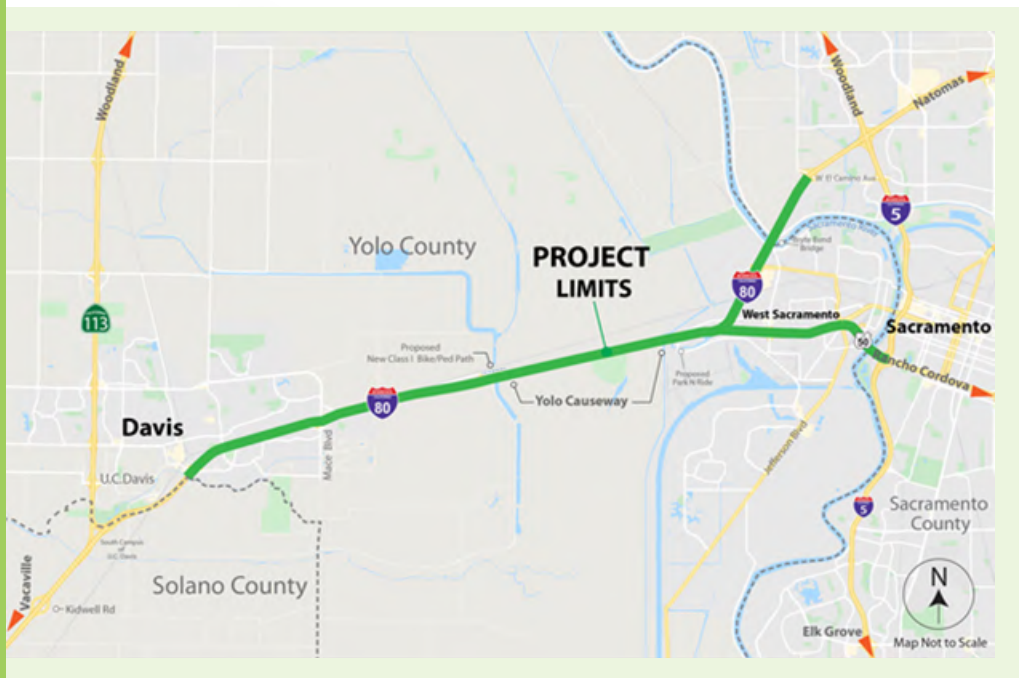
- Board starts with 5 voting members who are directly involved
- As new facilities are approved, board seats are given from one county to another
- Provides one seat from each county with a toll facility

**NOTE: All JPA options name STA as Sacramento member and any could include Section 7.6 voting requirement**

# Governance options compared

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

# Yolo 80 Corridor Improvement Project



## Project Purpose

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

## Project Management

- Caltrans District 3
- Yolo TD

## Funding

- Committed: \$97 million
  - INFRA: \$86 million
- Likely Project Cost: \$XXX million
- Gap: \$XX million

# Toll facility application

## Corridor performance

- Up to 15 minutes travel time saved eastbound, 69 minutes westbound
- FREIGHT BENEFIT

## Regional support

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

## Feasibility

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

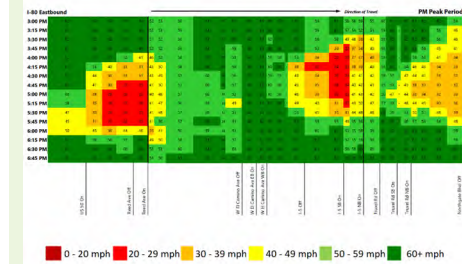


# Concept of Operations



## Facility design and performance

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



## Roles and responsibilities

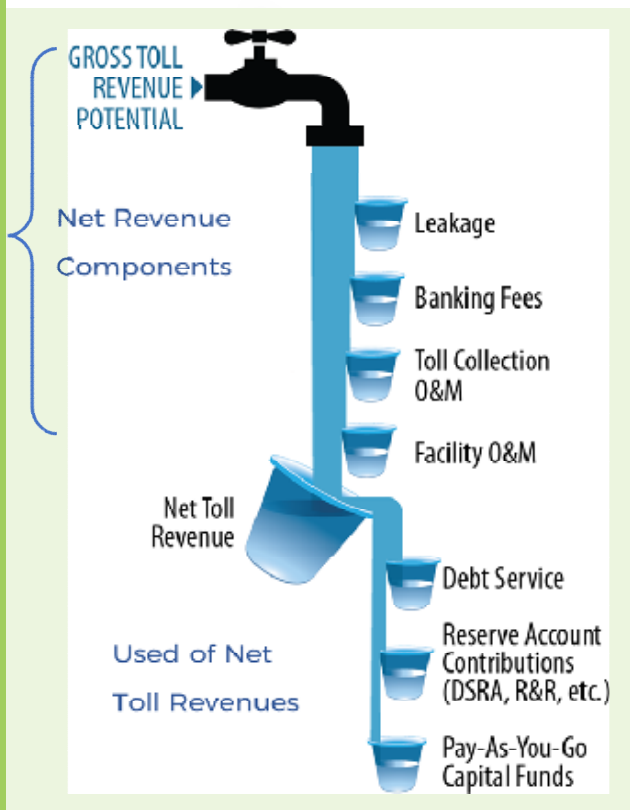
- CARTA as the lead for policy decisions, contracts, reporting, and performance
- Caltrans, YoloTD, SACOG supporting based on expertise
- Mandated roles of FHWA, CHP, CTC, other operators



## Operations and technical requirements

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

# Toll revenue and expenditures



## Additional impacts to gross and net toll revenue

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

## Revenue generation factors

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



# Voting staff recommendation (Option 1B)

## Plans for excess net toll revenue

- Affirmative vote from majority of CARTA Directors
- Affirmative vote from 2 of 3 Directors in each county for applicable corridor



# Staff recommendation

- Approve JPA agreement (Option 2A).
  - One at-large SACOG voting seat
  - One Caltrans voting seat
  - Three voting seats per county with a toll facility
  - Corridor supermajority voting for plans to spend excess net toll revenue (Voting Option 1B)
- Approve resolution consenting to CARTA's submission of a Toll Facility Application to the CTC for Yolo 80 pursuant to AB 194.

# The Benefits of Caltrans District 3 in the JPA

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# Serving the Sacramento Region

- Reduced engineering, operations, and maintenance costs
- Improved permit and approval efficiency
- More transparent and productive relationship





# The Transportation Management Center (TMC)

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- As part of the JPA, District 3 would be able to provide the TMC service, saving the JPA significant costs in lieu of contracting the service out.
- In addition to the TMC, District 3's existing Freeway Service Patrol contract could be used by the JPA.





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# Maintenance Services

- As part of the JPA, District 3 could provide lower cost maintenance services, saving the JPA significant costs in lieu of contracting the service out entirely.



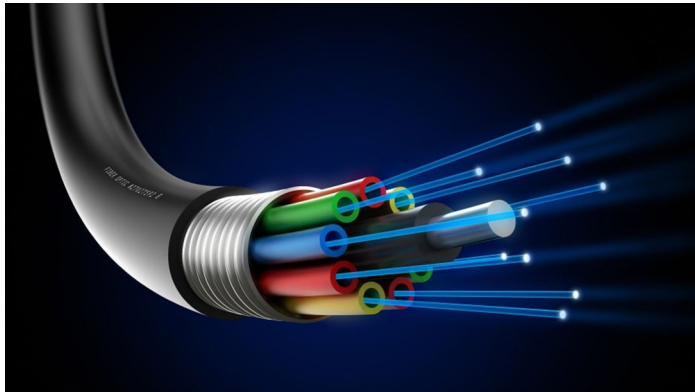


- As part of the JPA, District 3 could provide engineering services, saving the JPA significant costs in lieu of contracting the services out.



# Access to Communication Network

- As part of the JPA, District 3 could provide communication access, specifically to fiber, saving the JPA significant costs in lieu of contracting the service out.

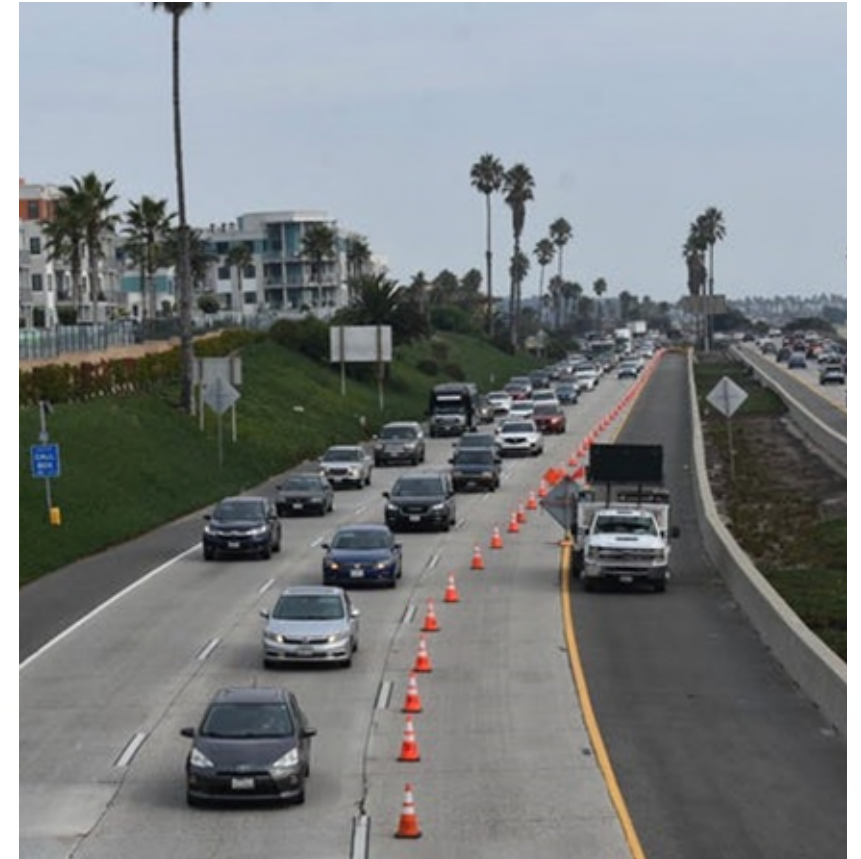




# Expedited Access

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- Caltrans reviews and provides recommendations on lane closures and the encroachment permitting process.
- As part of the JPA, District 3 would be able to provide expedited review of lane closures and encroachment permits to access the facility, saving the JPA significant costs in downtime and delays.



# Conclusion

- Caltrans District 3 adds a multitude of services by being in the JPA, including:
  - TMC Services
  - Freeway Service Patrol Contract
  - Maintenance Services
  - Engineering Services
  - Access to Communications Network
  - Expedited Review of Closures & Permits
- Goal is to provide safe and reliable travel for all road users
  - Statewide perspective, lessons learned from other regions
  - Legal responsibilities for managed lane facilities (FHWA)