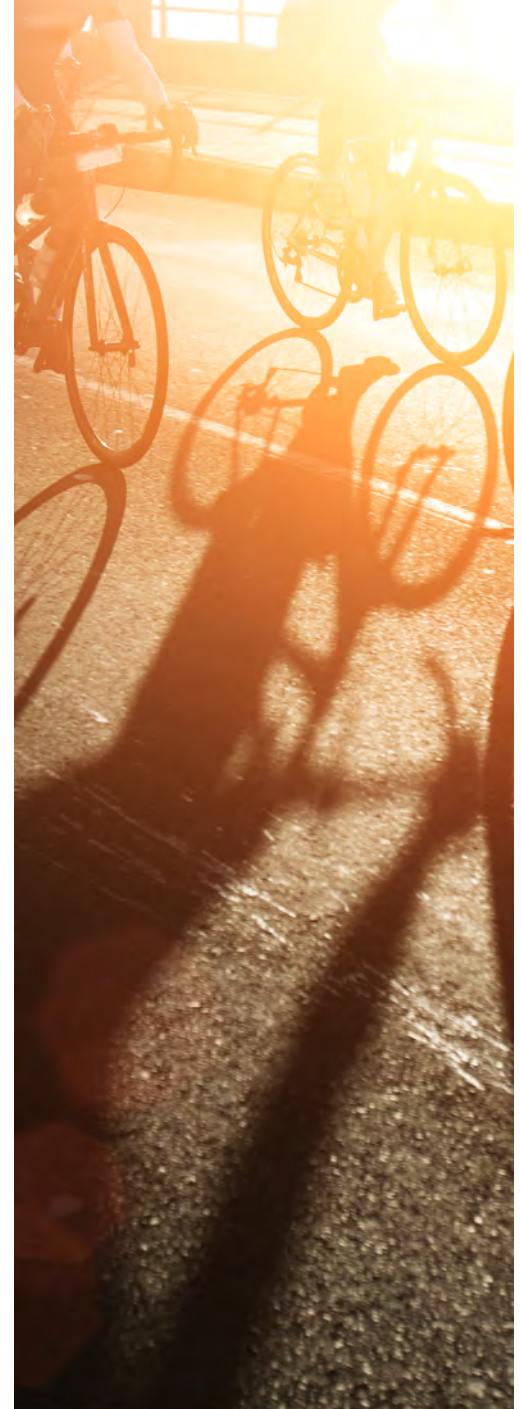

BOARD OF DIRECTORS MEETING

January 22, 2023

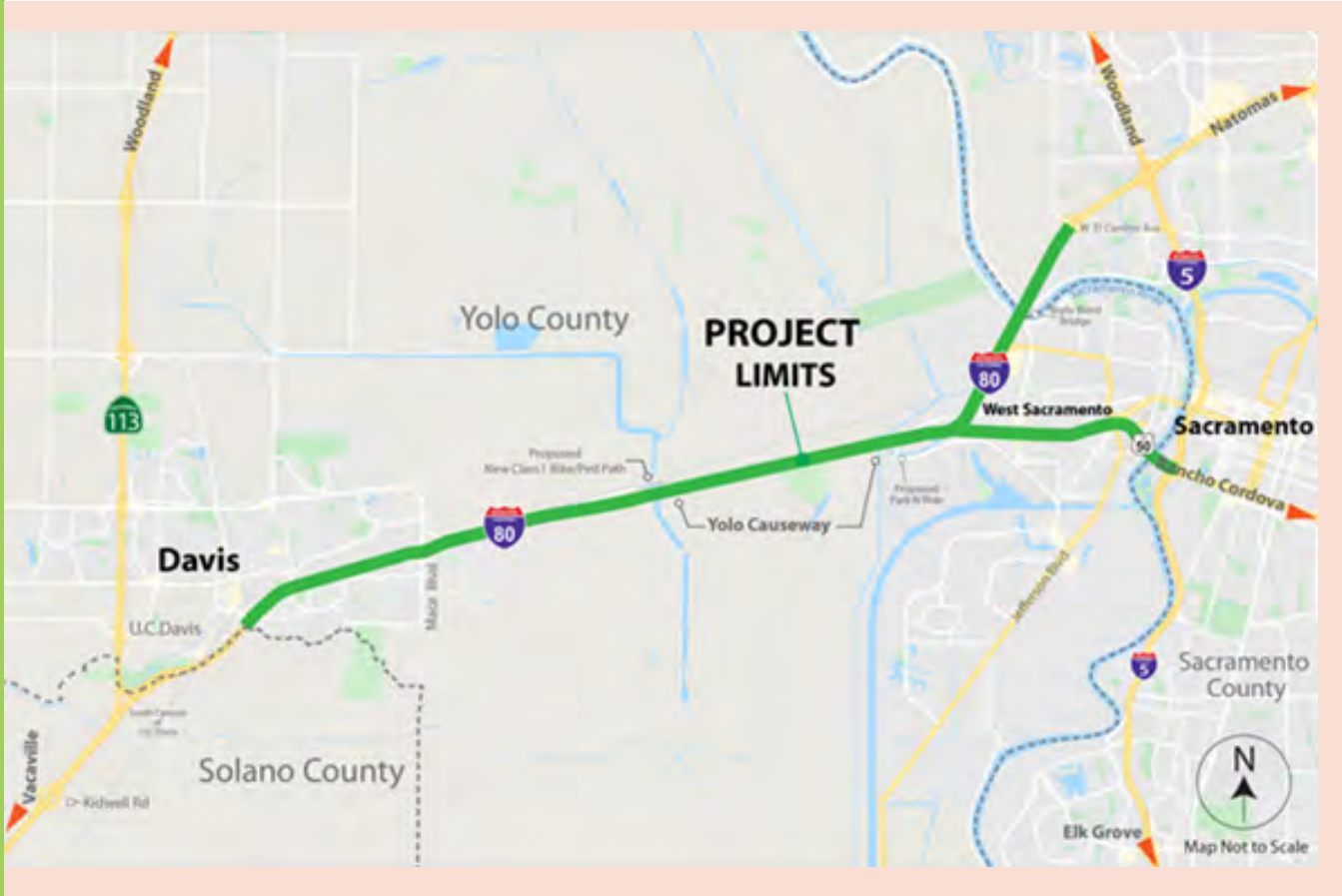
Consent Calendar

- 3a. Approve Agenda for January 22, 2024
- 3b. Approve Board Minutes for Regular Meeting of December 11, 2023
- 3c. Approve revised 2024 Board of Directors meeting schedule



Item 4: Establishment of a Regional Tolling Authority and the Yolo 80 Corridor Improvement Project

Yolo 80 Corridor Improvement Project



Project Background

- Highway expansion project (+1 each dir.)
- Several alternatives analyzed
- YoloTD: Tolled Managed Lanes

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

What we heard from the region



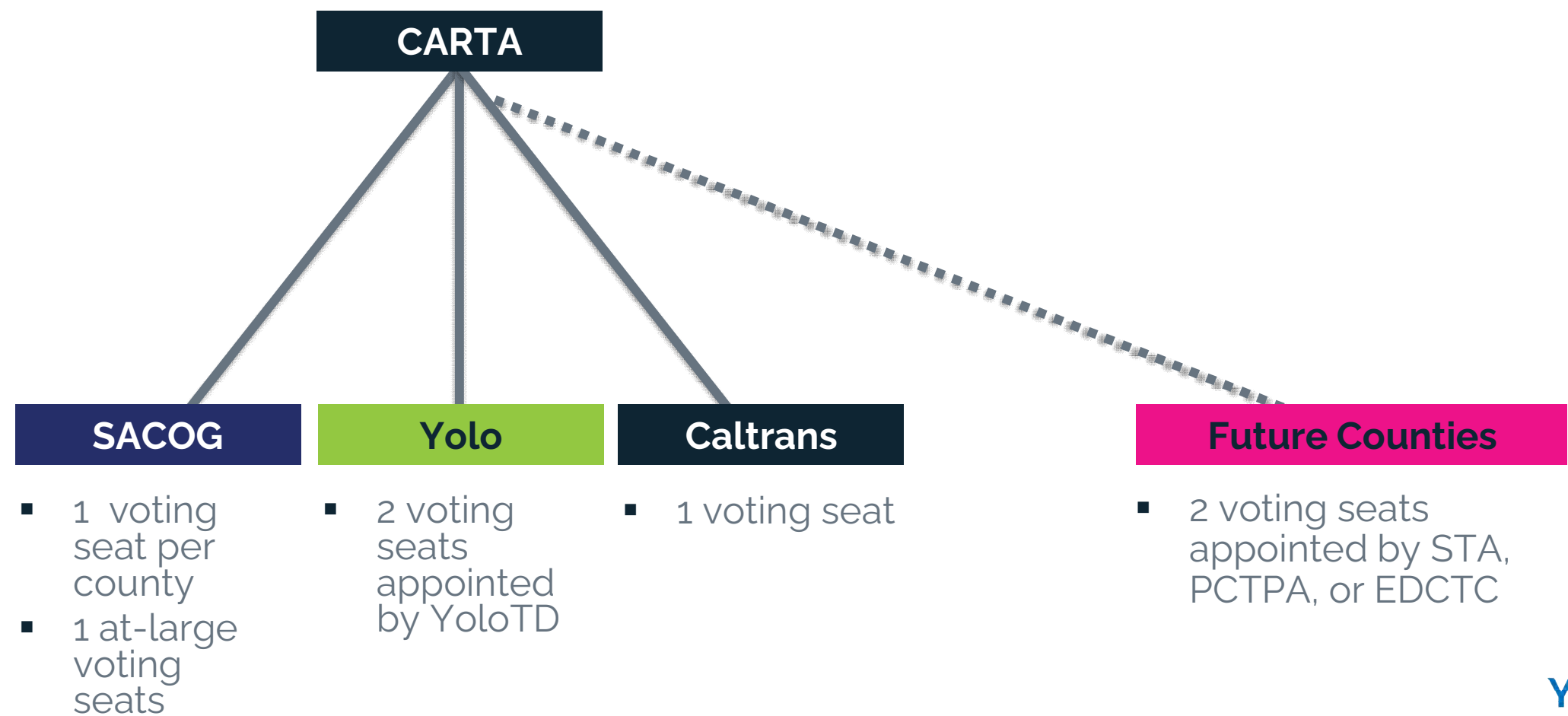
Caltrans' role in the JPA

- 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	Option 2B: Two Caltrans	Option 2C: Extra Sac seat	Option 2D: Shifting seats
<ul style="list-style-type: none">Board starts with 5 voting members who are directly involvedAs new toll facilities are approved, new board seats are addedProvides three seats from each county with a toll facility	<ul style="list-style-type: none">Same basic structure as Option 2ACaltrans gets two voting seats	<ul style="list-style-type: none">Same basic structure as Option 2AWhen there are a significant amount of toll lanes in operation in Sacramento County, it gets a fourth seat	<ul style="list-style-type: none">Board starts with 5 voting members who are directly involvedAs new facilities are approved, board seats are given from one county to anotherProvides 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

Toll facility application

Corridor performance

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

Regional support

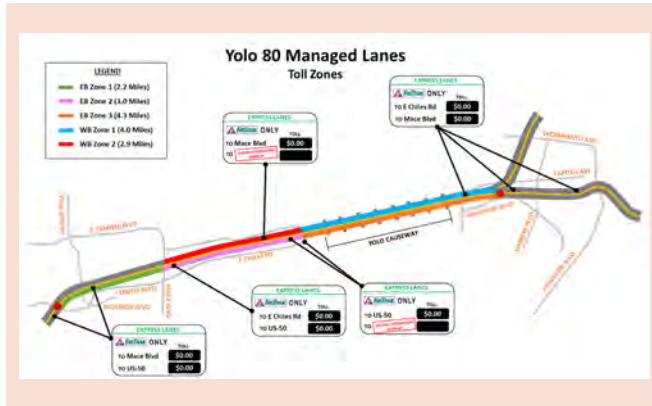
- Demonstrated Caltrans partnership
- In adopted MTP/SCS and MTIP
- Supports local general plans and transportation plans

Feasibility

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

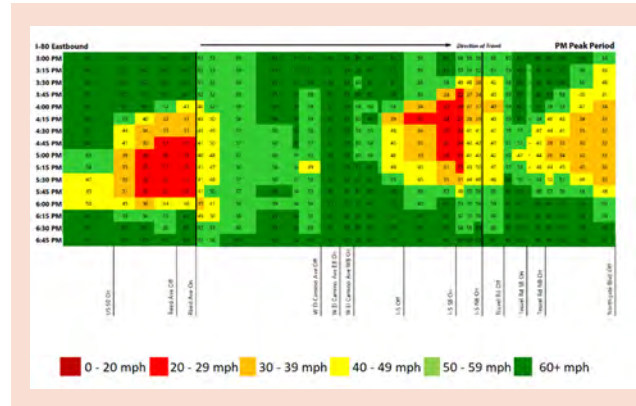


Concept of Operations



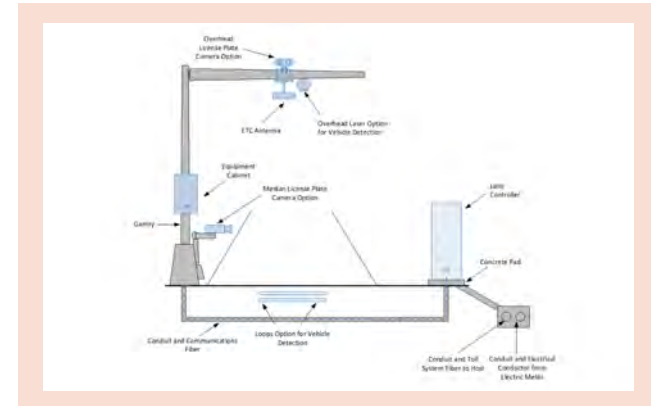
Facility design and performance

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



Roles and responsibilities

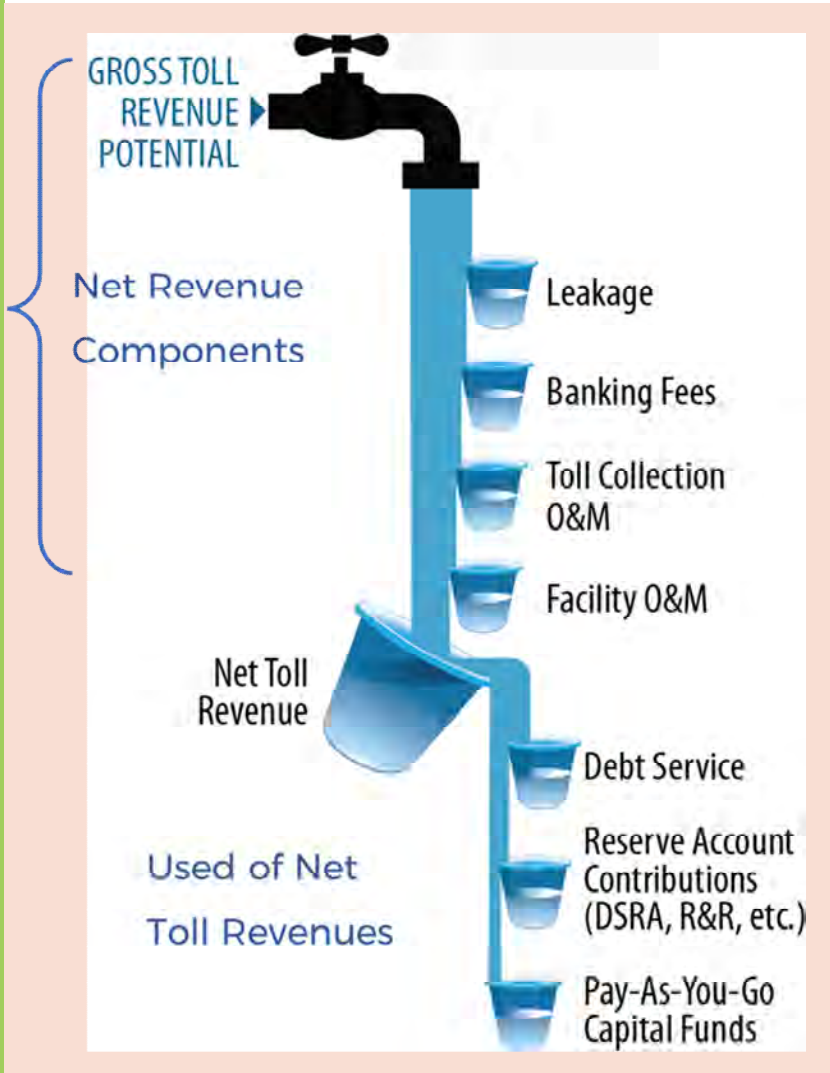
- CARTA as the lead for policy decisions, contracts, reporting, and performance
- Caltrans, YoloTD, SACOG supporting based on expertise
- Mandated roles of FHWA, CHP, CTC, other operators



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

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)

- ▶ 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.



Maintenance Services

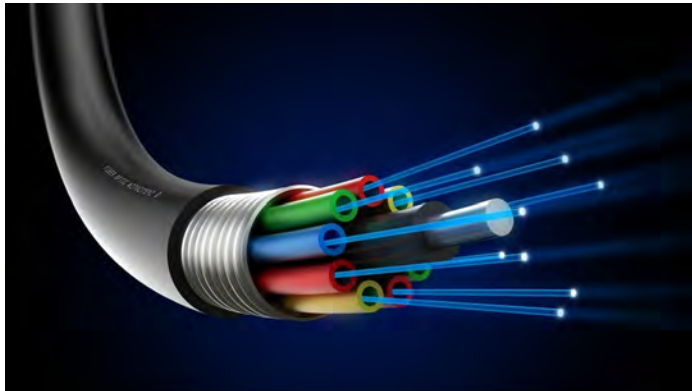
- ▶ As part of the JPA, District 3 could provide lower cost maintenance services, saving the JPA significant costs in lieu of contracting the service out entirely.



-
- LEGEND:**
- EXISTING ROADWAY
 - PROPOSED ROADWAY
 - EXISTING BIKEWAY
 - PROPOSED BIKEWAY
 - EXISTING TRANSIT LANE
 - PROPOSED TRANSIT LANE
 - EXISTING SHOULDER
 - PROPOSED SHOULDER
 - EXISTING MEDIAN
 - PROPOSED MEDIAN
- SECTION A-A**
- SECTION B-B**
- SECTION C-C**
- Yolo Bypass and Highway 99 Corridor Improvement Project**
- 2010-09-01**
- EXISTING CONFIGURATION**
- ALTERNATIVES 7A & 7B**
- ALTERNATIVES 8A & 8B**
- ALTERNATIVES 9A & 9B**
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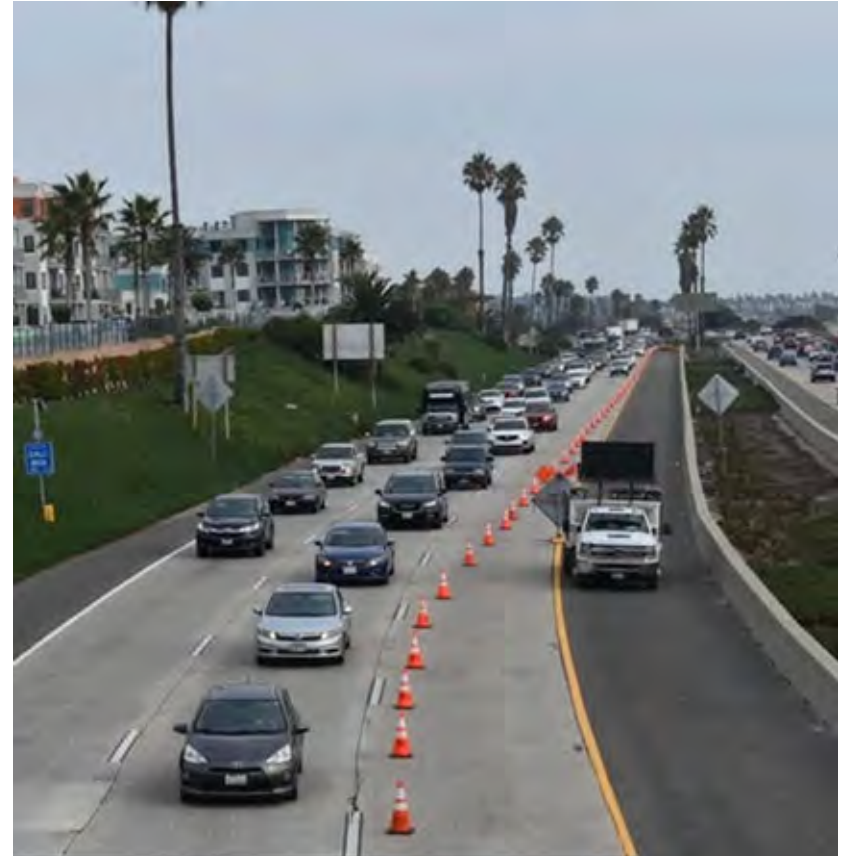
Access to Communication Network

- ▷ 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

- ▶ 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)

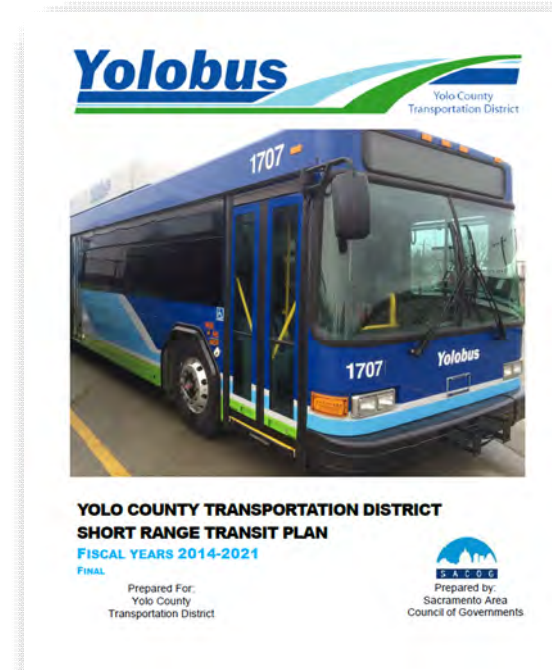
Item 6: Short Range Transit Plan Request for Proposal

Table of Contents

- What is a Short-Range Transit Plan (SRTP)
- Purpose and Need for a SRTP
- SRTP Scope of Work
- Schedule

What is a Short Range Transit Plan (SRTTP)

SRTTP serves as a strategic framework, guiding YoloTD's transit operations and development over a five to seven-year horizon.



What is a Short Range Transit Plan (SRTTP)

- **Operational Optimization:** A comprehensive analysis of existing services, infrastructure, and ridership to identify gaps and areas for improvement.
- **Statutory Requirement-** Federally Required
- **Dynamic Document-** Evolving Document
- **Community Engagement-** Requirement
- **Roadmap for Funding-** Provides Org Guidance

Purpose and Need for a SRTP

- Compliance with Statutory Requirements
- Strategic Vision
- Financial Sustainability
- Operational Efficiency
- Community Engagement
- Expertise Enhancement
- Staffing Capacity Constraints

S RTP Scope of Work

- Existing Conditions Analysis
- Community Engagement
- Establishing Performance Standards
- Exploring Service Alternatives
- Service Plan Recommendations
- Financial Plan Development with three fiscal Scenarios

Schedule

- Issue Date: 1/23/2024
- Pre-Proposal Meeting: 2/5/2024
- Deadline for Questions: 2/12/2024
- Submittals Due Date: 3/1/2024
- Contract Award Date: 4/13/2024
- Total Duration: 8 months to one year for SRTP completion from the April 13th deadline.

Item 7: Administrative Reports

- a. Board Members' Verbal Reports
- b. Transdev's Verbal Report
- c. Executive Director's Verbal Report
- d. Ad Hoc Committee Reports

Adjournment