STAFF REPORT

	TOPIC	ITEM NUMBER
Yolo 80 Managed Lanes VMT Mitigation Update		**6** **Information** **Jun 8, 2028** **Board of Directors**

PREPARED BY:	Brian Abbanat, Planning Director
ATTACHMENTS:	A. Original and Revised Yolo 80 Phase 1 VMT Mitigation Measures

STAFF RECOMMENDATION(S)

Receive presentation and update on the Yolo 80 VMT Mitigation Measures from Caltrans District 3 staff.

BACKGROUND

Overview
The Yolo 80 Managed Lanes project was among the first in California subject to SB 743 which requires project-level VMT mitigation for capacity increasing infrastructure projects. Substantial coordination occurred among Caltrans, YoloTD, and other stakeholders to develop a list of VMT-reducing projects in the project's EIR to be funded by the Yolo 80 Managed Lanes capital project. By definition, a capital project such as Yolo 80 is a single project with a defined cost. As a result, any VMT mitigation funds committed by the Yolo 80 Managed Lanes project will have a limited duration.

Yolo 80 EIR VMT Mitigation Plan
With the context for CARTA expenditure plan decisions established above, the

Yolo 80 Managed Lanes EIR VMT Mitigation Plan defines the projects & programs for implementation. As a multi-phase project, an important distinction should be made between the environmentally cleared project and the project being constructed: The Yolo 80 Managed Lanes project was environmentally cleared for the full extent of Yolo 80 from the Solano County line to El Camino Road and US 50 between West Sacramento and the Sacramento River. Due to funding constraints, the interior segment between Davis and West Sacramento – Phase 1 - is the project currently in construction. The significance is the capital project funding Caltrans can commit to VMT mitigation is not $55 million as identified in the approved EIR but rather $28 million for Phase 1 (Attachment A).

The original Yolo 80 EIR identified seven Mitigation Measures – primarily behavior-shifting programs - for which the capital project will fund for varying durations. Thereafter, the EIR assumes toll revenue would continue funding the Mitigation Measures. Over the past year, Caltrans District 3 and implementation partners (i.e. YoloTD, UC Davis, Sacramento Regional Transit, & Capitol Corridor) have engaged in conversations regarding feasibility concerns of implementing two of the mitigation measures:

1. Expand Microtransit in Yolo County
2. Expand Putah Creek Trail to Connect to Future Nishi Student Housing Development Site

The result of these discussions is a proposal to eliminate the two above mitigations and redistribute their funding assumptions to the remaining five Mitigation Measures. Importantly, the proposed VMT Mitigation Measures do not change Caltrans' contribution commitment.

DISCUSSION

Proposed VMT Mitigation Measures revisions have resulted from collaborative dialogue between and are supported by the aforementioned implementing agencies.

Caltrans staff will provide a brief presentation on the proposed revised VMT Mitigation Measures and will be available to respond to questions and feedback. No action is asked of

FISCAL IMPACT

No direct YoloTD fiscal impact is associated with this agenda item.

Phase 1 – VMT Mitigation Measures for Phase 1 of Construction

Mitigation Measure	Description	Annual VMT Reduced	Cost to Construct or Implement	Capital Expenditure	Operations Expenditure	Yolo 80 ML Contribution	$/VMT (annual)
Measure 1 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.	13,127,833	$691k million (annual cost to implement program)	$0	$2.075 million	$2.075 million over 3 years	$0.05
Measure 2 Capitol Corridor Fare Reduction	Implement Capitol Corridor buy-down program to reduce fares.	2,920,000	$2.5 million (annual cost to implement buy-down program).	$0	$2.5 million annually (includes program support and initial marketing comms)	$7.5 million over 3 years	$0.85
Measure 3 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)	$800k	$4.5 million	$4.5 million over 3 years	$0.24
Measure 4 Expand Yolobus Route 42	Increase Route 42 A & B services during 30-minute services all day, with the addition of 12 new trips in each direction for both the A and B routes.	3,650,000	$2.3 million (annual cost to expand service)	$0	$6.9 million	$6.9 million over 3 years	$0.63
Measure 5 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.	5,893,000	$800k (annual cost to expand service)	$2 million (YoloTD only)	$2.4 million	$2.4 million over 3 years	$0.13

Measure 6 Expand Unitrans	Reduce service headway from 30 minutes to 15 minutes during the AM and PM peak periods.	1,168,000	$875k (annual cost to expand service)	$2.85 million (3 CNG buses) to $4.2 million (3 EV buses)	2.625 million	$2.625 million over 3 years	$0.75
Measure 7 Expand Putah Creek Trail to Connect to Future Nishi Student Housing Development Site	Expanding the Putah Creek Trail will improve the existing Putah Creek Trail between the Union Pacific Railroad tunnel and Old Davis Road at Hutchison Drive in Davis, and provide direct improvements and access to the future Nishi Student Housing Development.	1,375,000	$3.8 million	N/A	N/A	$2 million	$2.76
Total		34,375,333		$2,800,000		$28 million	

Conclusion

Further mitigation funding may be supplemented beyond the $28 million with excess net tolling revenue to prioritize the extension of the duration of the mitigation programs and other VMT reducing priorities; with decisions to be led by CARTA.

Phase 1 – VMT Mitigation Measures for Phase 1 of Construction

Mitigation Measure	Description	Annual VMT Reduced	Cost to Construct or Implement	Capital Expenditure	Operations Expenditure	Yolo 80 ML Contribution	$/VMT (annual)
Measure 1 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.	24,000,000	$1.2 million (annual cost to implement program)	$0	$4.32 million	$4.32 million over 3 years/7 months	$0.05
Measure 2 Capitol Corridor Fare Reduction	Implement Capitol Corridor buy-down program to reduce fares.	2,920,000	$2.5 million (annual cost to implement buy-down program).	$2.5 million annually (includes program support and initial marketing comms)	$0	$9 million over 3 years/7 months	$0.85
Measure 3 Expand Yolobus Route 42	Increase Route 42 A & B services during 30-minute services all day, with the addition of 12 new trips in each direction for both the A and B routes.	3,650,000	$2.3 million (annual cost to expand service)	$0	$8.28 million	$8.28 million over 3 years/7 months	$0.63
Measure 4 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.	5,893,000	$800k (annual cost to expand service)	$2 million (YoloTD only)	$2.88 million	$2.88 million over 3 years/7 months	$0.13
Measure 5 Expand Unitrans	Reduce service headway from 30 minutes to 15 minutes during the AM and PM peak periods.	1,168,000	$875k (annual cost to expand service)	$2.85 million (3 CNG buses) to $4.2 million (3 EV buses)	$3.15 million	$3.15 million over 3 years/7 months	$0.75

Total		34,375,333				$28 million	

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Further mitigation funding may be supplemented beyond the $28 million with excess net tolling revenue to prioritize the extension of the duration of the mitigation programs and other VMT reducing priorities; with decisions to be led by CARTA.

Rejected after Further Consideration

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)	$800k	$4.5 million	$4.5 million over 3 years	$0.24
Expand Putah Creek Trail to Connect to Future Nishi Student Housing Development Site	Expanding the Putah Creek Trail will improve the existing Putah Creek Trail between the Union Pacific Railroad tunnel and Old Davis Road at Hutchison Drive in Davis, and provide direct improvements and access to the future Nishi Student Housing Development.	1,375,000	$3.8 million	N/A	N/A	$2 million	$2.76