



**UC DAVIS**



## YOLO 80 MANAGED LANES PROJECT

### FINAL VMT MITIGATION PLAN

April 2024



## Executive Summary

The Yolo 80 Managed Lanes Project (Project) proposes to ease freeway congestion and improve overall freight and person throughput, improve freeway operation, support reliable transport of goods and services, and improve modality and travel time reliability. The annual induced Vehicle Miles Traveled (VMT) from the new High Occupancy Toll (HOT) 3+ managed lane with Direct Connector (roughly 110 million) must be mitigated through the implementation of VMT reducing measures. The below tables and data depict the Project’s VMT Mitigation Plan using transit and rail service, and active transportation mitigation measures that were analyzed for reasonableness and feasibility. Two tables are presented below that capture the Project’s efforts in reducing VMT:

1. Analyzed and Proposed for Mitigation Plan
2. Analyzed and Rejected (Not Reasonable or Feasible)

Table 1 – Mitigation Measures Analyzed and Proposed for Mitigation Plan

Mitigation Measure	Description	Annual VMT Reduced	Cost to Construct or Implement	Yolo 80 ML Contribution	\$/VMT
<u>Measure 1</u> 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	\$1.3 million (annual cost to implement program)	\$20.7 million over 15 years  (after 15 years, to be supplemented with future toll revenue)	\$0.05
<u>Measure 2</u> Expand Capitol Corridor Frequency between Martinez and Sacramento	Increase Capitol Corridor rail service by three round trip trains between Martinez and Sacramento, on an annual basis, and/or implement buy-down program to reduce fares.	12,600,000	\$5 million (annual cost to operate three (3) additional roundtrip train services and/or implement buy-down program).	\$15 million over 3 years  (after 3 years, to be supplemented	\$0.40

				with future toll revenue)	
<u>Measure 3</u> 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)	\$4.5 million over 3 years (after 3 years, to be supplemented with future toll revenue)	\$0.24
<u>Measure 4</u> 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)	\$6.9 million over 3 years (after 3 years, to be supplemented with future toll revenue)	\$0.48
<u>Measure 5</u> 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)	\$2.4 million over 3 years (after 3 years, to be supplemented with future toll revenue)	\$0.26
<u>Measure 6</u> 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 4 years (after 4 years, to be supplemented	\$0.75

				with future toll revenue)	
<p><u>Measure 7</u> Expand Putah Creek Trail to Connect to Future Nishi Student Housing Development Site</p>	<p>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.</p>	<p>1,375,000</p>	<p>\$3.8 million</p>	<p>\$2 million</p>	<p>\$1.45</p>
<p>Total</p>		<p>55,601,500</p> <p>(50% of induced VMT)</p>		<p>\$55 million</p>	

Table 2 – Mitigation Measures Analyzed and Rejected (Not Reasonable or Feasible)

<b>Mitigation Measure</b>	<b>Description</b>	<b>Annual VMT Reduced</b>	<b>Cost to Construct or Implement</b>	<b>Reason for Rejection</b>	<b>Yolo 80 ML Contribution</b>	<b>\$/VMT</b>
Increase Parking Costs	Double Parking Costs at UC Davis and Downtown Sacramento.	64,094,000	N/A	Neither agency or jurisdiction has a plan to proceed with this program, hence there is no cost available and it is deemed infeasible.	N/A	N/A
Build 1000 Housing Units in Downtown Davis	The Downtown Davis Specific Plan area is bounded by Union Pacific Railroad, 1 <sup>st</sup> , A, and 5 <sup>th</sup> Streets, and includes the G Street corridor. The proposed development would include up to 1000 housing units.	18,250,000	\$250 million (\$250k per unit to construct)	The low financial contribution of \$5M for a minimum \$250M cost to construct is not feasible to claim full VMT reduction credit.	\$5 million	\$0.27

Build 700 Housing Units at Nishi Development in City of Davis	Nishi property in Davis is bounded by I-80, Union Pacific Railroad, and Putah Creek. The proposed development would include up to 700 housing units for students at the adjacent UC Davis campus.	14,644,750	\$175 million (\$250k per unit to construct)	The low financial contribution of \$5M for a minimum \$175M cost to construct is not feasible to claim full VMT reduction credit.	\$5 million	\$0.34
Expand Sidewalks in Yolo County	Increase sidewalk coverage by 10% throughout Yolo County.	13,578,000	N/A	Agency has no plan to proceed with this program, hence there is no cost available and it is deemed infeasible.	N/A	N/A
Build 4,442 Housing Units at Bridge District in West Sacramento	The Bridge District Specific Plan area is bounded by the Sacramento River, Tower Bridge Gateway, US 50, South River Road, and 15 <sup>th</sup> Street. The proposed development would include up to 4,442 housing units.	8,431,500	\$1.1 billion (\$250k per unit to construct)	The low financial contribution of \$5M for a minimum \$1.1B cost to construct is not feasible to claim full VMT reduction credit.	\$5 million	\$0.59

<p>Green Line LRT Extension: Township 9 to Sac Airport</p>	<p>Extend the Green Line Light Rail Transit from Township 9 Boulevard to the Sacramento International Airport.</p>	<p>7,190,500</p>	<p>\$1.2 billion</p>	<p>Cost-to-VMT reduction ratio is too high to be deemed feasible. Also, the project is already included within the fiscally-constrained 2020 MTP/SCS.</p>	<p>N/A</p>	<p>\$166</p>
<p>Subsidize Monthly Transit Passes in Yolo County</p>	<p>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.</p>	<p>5,621,000</p>	<p>\$225k (annual cost to subsidize)</p>	<p>Removed from Table 1 due to subsidizing monthly passes for YoloBus and Capitol Corridor already included in measures 1 and 2 from Table 1.</p>	<p>\$4.5 million over 20 years (after 20 years, to be supplemented with future toll revenue)</p>	<p>\$0.04</p>

<p>Downtown Riverfront Streetcar</p>	<p>Construct and operate the proposed Downtown Riverfront Streetcar system from midtown Sacramento to West Sacramento City Hall along Broadway.</p>	<p>4,270,500</p>	<p>\$259 million</p>	<p>Cost-to-VMT reduction ratio is too high to be deemed feasible. Also, the project is already included within the fiscally-constrained 2020 MTP/SCS.</p>	<p>N/A</p>	<p>\$60</p>
<p>Reduce Transit Fares</p>	<p>Reduce the bus fare for Yolo bus and Capitol Corridor users in Yolo County by 50%.</p>	<p>3,723,000</p>	<p>\$225k (annual cost to reduce fares)</p>	<p>Removed from Table 1 due to subsidizing monthly passes for Yolo bus and Capitol Corridor already included in measures 1 and 2 from Table 1.</p>	<p>\$5 million over 20 years  (after 20 years, to be supplemented with future toll revenue)</p>	<p>\$0.07</p>



Truxel Road Bridge	Construct a two-lane multimodal bridge at the American River from Garden Highway to Sequoia Pacific Boulevard.	3,686,500	\$217 million	Cost-to-VMT reduction ratio is too high to be deemed feasible. Also, the project is already included within the fiscally-constrained the 2020 MTP/SCS.	N/A	\$58
Build 400 Housing Units in Downtown Sacramento	The Downtown Sacramento units are bounded by J Street, 16 <sup>th</sup> Street, N Street, and 7 <sup>th</sup> Street. The proposed development would include up to 400 housing units.	3,299,600	\$100 million (\$250k per unit to construct)	The low financial contribution of \$5M for a minimum \$100M cost to construct is not feasible to claim full VMT reduction credit.	\$5 million	\$1.51

## Conclusion

The Project's minimum available mitigation funding is \$55 million, which is captured in Table 1. The \$55M minimum investment is roughly 16% of the total construction capital cost, which is the amount determined to be feasibly obtainable in grant funding requests at this time. Further mitigation funding may be supplemented beyond the \$55 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.

Caltrans remains committed to reducing VMT and implementing the projects and strategies in the Sacramento region's plan to reduce VMT and GHG emissions through SACOG's 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). Caltrans will work with local partners to develop a future project or projects focused on innovative tolling within the Yolo 80 corridor. As a start, Caltrans will initiate a Project Initiation Document (PID) for a new project in July 2025 which will include, but not be limited to, alternatives such as the addition of toll lanes and the conversion of general-purpose lanes. A full range of alternatives will be identified and analyzed through local partner and stakeholder engagement.

Project alternatives or mitigation measures rejected, not considered or analyzed for this environmental assessment may be considered feasible/viable for future projects. As new projects are developed in the Yolo 80 corridor, Caltrans will ensure these projects are consistent with the MTP/SCS, and continue to invest in VMT reductions.