



UC DAVIS



YOLO 80 MANAGED LANES PROJECT

DRAFT VMT MITIGATION PLAN

October 20, 2023



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 good and services, and improve modality and travel time reliability. The annual induced Vehicle Miles Traveled (VMT) from the new tolled managed lane (roughly 128-133 million based on alternative) must be mitigated through the action of VMT reducing measures. The below tables and data depict the Project’s VMT Mitigation Plan using transit and rail service 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
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	\$1.20

				with future toll revenue)	
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
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	3,102,500	\$800k (annual cost to expand service)	\$4 million over 5 years	\$1.29

	midday/off-peak periods for Route 138.			(after 5 years, to be supplemented with future toll revenue)	
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 See note end of Table	\$18 million (preliminary cost estimate)	\$5 million	N/A
Total		57,130,000		\$55 million	

		(43% of induced VMT)			
--	--	----------------------	--	--	--

*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.

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

Mitigation Measure	Description	Annual VMT Reduced	Cost to Construct or Implement	Yolo 80 ML Contribution	\$/VMT
Increase Parking Costs	Double Parking Costs at UC Davis and Downtown Sacramento.	64,094,000	N/A (neither local agency has a plan to proceed with this program, hence there is no cost)	N/A	N/A
Build 1000 Housing Units in Downtown Davis	The Downtown Davis Specific Plan area is bounded by Union Pacific Railroad, 1 st , A, and 5 th Streets, and includes the G Street corridor. The proposed development would include up to 1000 housing units.	18,250,000	\$25 million (\$250k per unit to construct)	\$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	14,644,750	\$175 million (\$250k per unit to construct)	\$5 million	\$0.34

	housing units for students at the adjacent UC Davis campus.				
Expand Sidewalks in Yolo County	Increase sidewalk coverage by 10% throughout Yolo County.	13,578,000	N/A (local agency has no plan to proceed with this program)	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 th Street. The proposed development would include up to 4,442 housing units.	8,431,500	\$1.1 billion (\$250k per unit to construct)	\$5 million	\$0.59
Green Line LRT Extension: Township 9 to Sac Airport	Extend the Green Line Light Rail Transit from Township 9 Boulevard to the Sacramento International Airport.	7,190,500	\$1.2 billion (not feasible or reasonable for cost-to-VMT reduction benefit. Also in MTP and project funding will only get partial VMT credit)	N/A	\$166
Expand YoloBus Route 42	Increase Route 42A and Route 42B service for 15-minute headways during AM and PM peak hours.	4,745,000	\$16 million annually (\$320 million over 20 years, not feasible or reasonable for cost-to-VMT reduction benefit)	\$80 million over 5 years	\$16
Downtown Riverfront Streetcar	Construct and operate the proposed Downtown Riverfront Streetcar system from midtown Sacramento to	4,270,500	\$259 million (not feasible or reasonable for cost-to-VMT reduction benefit. Also in MTP and project	N/A	\$60

	West Sacramento City Hall along Broadway.		funding will only get partial VMT credit)		
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 (not feasible or reasonable for cost-to-VMT reduction benefit. Also in MTP and project funding will only get partial VMT credit)	N/A	\$58
Build 400 Housing Units in Downtown Sacramento	The Downtown Sacramento units are bounded by J Street, 16 th Steet, N Street, and 7 th Street. The proposed development would include up to 400 housing units.	3,299,600	\$100 million (\$250k per unit to construct)	\$5 million	\$1.51

Conclusion

The Project's available mitigation funds is roughly 14-15% of the total capital construction cost, which is 14-15% of \$350 million. Therefore, the available mitigation funds is \$55 million, which is captured in total from the mitigation projects in Table 1.

The annual VMT reduction from the proposed mitigation measures is 43% of the total induced VMT due to the project.