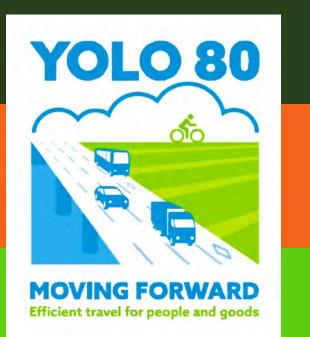
Tab 17

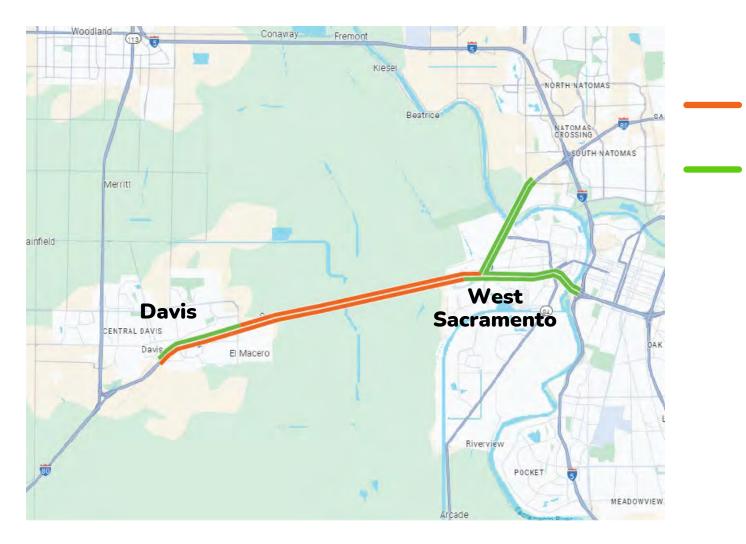


Yolo 80 Corridor Improvements Project

Autumn Bernstein, Executive Director Yolo Transportation District May 16, 2024 | Tabs 17-20

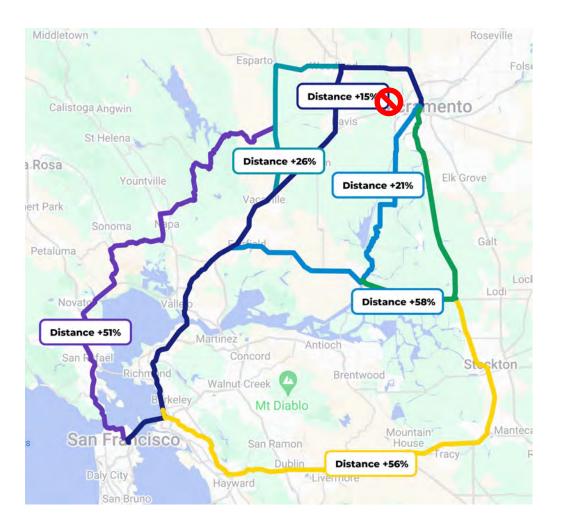


Project Location



Phase 1 Future Phases

A Bridge Between Two Regions



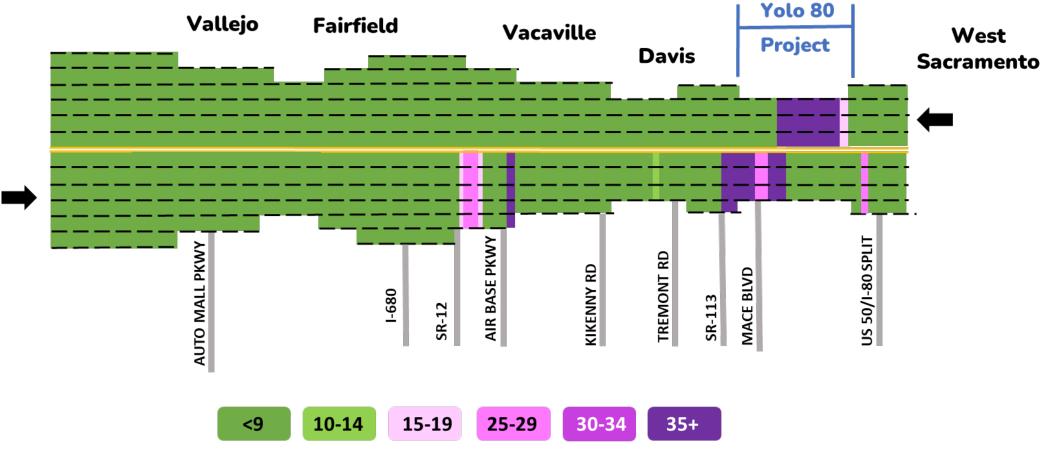
89%

Of trips on Yolo 80 start and end outside Yolo County

84%

Of VMT growth by 2040 is attributable to background population and employment growth

Choke Point at Yolo Causeway



% of Days with Hourly Congestion (directional peak hours – Aug 2023)

Traffic Congestion





6:30am

Time westbound traffic starts backing up in West Sacramento

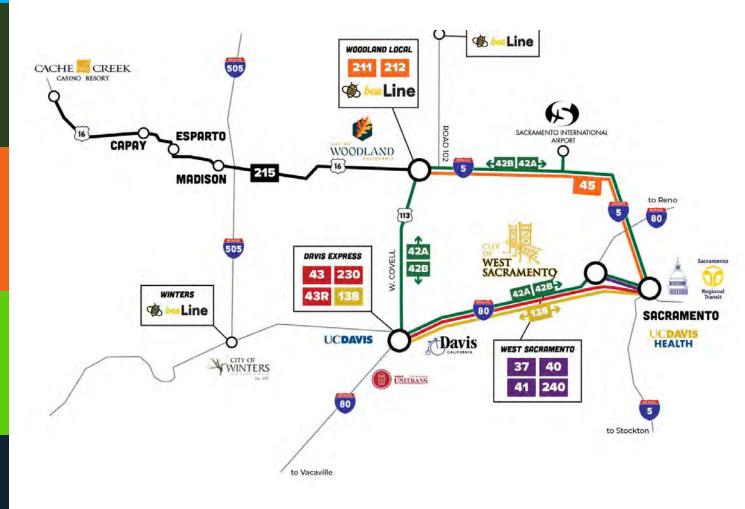
5.5 hours

Duration of daily eastbound congestion at Davis bottleneck

61% of fatalities

From congestion-related rear-ends in last five years

Transit Delay



84 buses

Per day through project limits

81 minutes

Travel time for Route 138 in 2049 with no build, compared to 35 at freeflow

0.18%

Transit mode share of corridor trips

Transportation Inequities



9.5 years

Shorter life expectancy compared to statewide average

22%

Increase in Particulate Matter 10 emissions by 2049 with no build

Equity at Every Stage





Purpose

Pricing highway travel and reinvesting revenue to reduce burdens on adjacent communities

Process

Co-create equity framework to embed community voices in policymaking



Outcome

Equity program to ensure project benefits flow to impacted communities

Investing in transit and rail service



3 round trips

Added daily to Capitol Corridor

\$17.3 million

To increase bus service frequency

\$20.7 million

For transit pass subsidizes and incentive programs

Yolo Causeway Bike Path



60 trips

Per day by bicycle across the Yolo Causeway

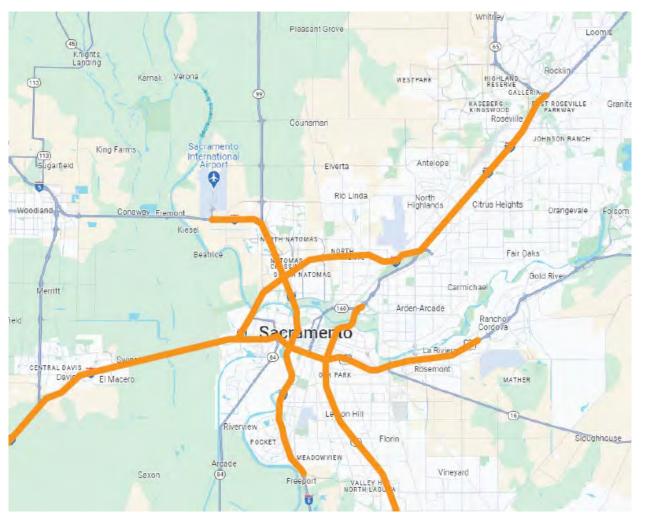
0.4 miles

New Class 1 connection at western end of Causeway

0.5 mile

Rehabilitated active transportation facilities on both sides of the causeway

Regional Toll Lane Network



-19% 2035 GHG Target for the SACOG Region

"California will not meet its climate goals without implementing equitable roadway pricing strategies and these strategies are projected to achieve up to 27 to 37 percent of the needed per capital VMT reduction"

CARB Scoping Plan

CARTA: Capitol Area Regional Tolling Authority



Ongoing Engagement



CARTA Board Meetings

Bimonthly hybrid meetings

Yolo 80 Implementation

- Equity Framework & Program
- Toll Policy Development

www.Captollauthority.org contact@captollauthority.org

Thank You!