

## CALIFORNIA LEGISLATURE



STATE CAPITOL  
SACRAMENTO, CA  
95814

March 15, 2024

Ms. Tanisha Taylor  
Executive Director  
California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

**RE: Support for Advance of 2024 Trade Corridor Enhancement Program (TCEP) Application for the Interstate 80 (I-80)/US Route 50 (US 50) Tolloed Managed Lanes Project**

Dear Executive Director Taylor:

The undersigned members of the California Legislature write in support of the application for an advance from the 2024 Trade Corridor Enhancement Program (TCEP) for the Interstate 80 (I-80)/US Route 50 (US 50) Tolloed Managed Lanes Project (Project) being proposed by the California Department of Transportation (Caltrans), the Sacramento Area Council of Governments (SACOG), and the Yolo County Transportation District (YoloTD).

The Yolo Transportation District (Yolo TD) secured \$86 million dollars in competitive federal INFRA grant funds for Caltrans to add a managed lane across the Yolo Causeway, which would have many benefits for this critical trade, travel, and tourism corridor. As you are aware, Yolo TD must obligate the funds no later than September of 2024, or risk losing them.

The proposed improvements to this corridor are vital to the movement of goods and people between the Bay Area and the Sacramento region, as well as Northern California and the rest of the United States. In addition to improving freight throughput and reliability, the project and its proposed mitigation measures will provide significant multi-modal benefits. These benefits include expanded and more reliable public transit service between major job centers, including UC Davis and downtown Sacramento; increased Capitol Corridor intercity rail service connecting the Sacramento region and the Bay Area; and improved active transportation facilities across the Yolo Causeway.

Given the benefits to interregional goods movement and multi-modal transportation, the Yolo 80 project is supported by the Northern California Megaregion Working Group. The Working Group was established by the Metropolitan Transportation Commission, San Joaquin Council of Governments, and SACOG to tackle how people and goods move throughout the 16-county Northern California megaregion and coordinate to prioritize resources to make meaningful progress on transportation and land-use investments.

For these reasons, we urge the California Transportation Commission to approve the application for an advance of 2024 TCEP funds for the I-80/US 50 Tolloed Managed Lanes Project.

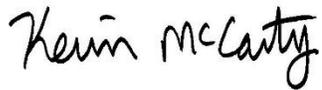
Sincerely,



Bill Dodd  
Senator, 3<sup>rd</sup> District



Cecilia Aguiar Curry  
Assemblymember, 4<sup>th</sup> District



Kevin McCarty  
Assemblymember, 6<sup>th</sup> District



Stephanie Nguyen  
Assemblymember, 10<sup>th</sup> District



May 6, 2024

Ms. Tanisha Taylor  
Executive Director  
California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

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Robert Powers  
Executive Director

Robert Padgette  
Managing Director

**RE: Support for Advance of 2024 Trade Corridor Enhancement Program (TCEP) Application for the Interstate 80 (I-80)/US Route 50 (US 50) Tolled Managed Lanes Project**

Dear Executive Director Taylor:

On behalf of Capitol Corridor Joint Powers Authority (CCJPA), I'm writing in support of the application for an advance from the 2024 Trade Corridor Enhancement Program (TCEP) for the Interstate 80 (I-80)/US Route 50 (US 50) Tolled Managed Lanes Project (Project) being proposed by the California Department of Transportation (Caltrans), the Sacramento Area Council of Governments (SACOG), and the Yolo Transportation District (YoloTD).

The Yolo Transportation District (YoloTD) secured \$86 million dollars in competitive federal Infrastructure for Rebuilding America (INFRA) grant funds for Caltrans to add an express (HOT3+) lane across the Yolo Causeway, which would have many benefits for this critical trade, travel, and tourism corridor. As you are aware, YoloTD must obligate the funds no later than September of 2024, or risk losing them.

The proposed improvements to this corridor are vital to the movement of goods and people between the Bay Area and the Sacramento region, as well as Northern California and the rest of the United States. In addition to improving freight throughput and reliability, the project and its proposed mitigation measures will provide significant multi-modal benefits. These benefits include expanded and more reliable public transit service between major job centers, including UC Davis and downtown Sacramento; increased Capitol Corridor intercity rail service connecting the Sacramento region and the Bay Area; and improved active transportation facilities across the Yolo Causeway.

Given the benefits to interregional goods movement and multi-modal transportation, the Yolo 80 project is supported by the Northern California Megaregion Working Group. The Working Group was established by the Metropolitan Transportation Commission, San Joaquin Council of Governments, and SACOG to tackle how people and goods move throughout the 16-county Northern California megaregion and coordinate to prioritize resources to make meaningful progress on transportation and land-use investments.

For these reasons, we urge the California Transportation Commission to approve the application for an advance of 2024 TCEP funds for the I-80/US 50 Tolled Managed Lanes Project.

Sincerely,

  
Robert Padgette  
CCJPA Managing Director

**CAPITOL CORRIDOR JOINT  
POWERS AUTHORITY**

2150 WEBSTER STREET  
3RD FLOOR  
OAKLAND, CA 94612  
(V) 510.464.6995  
(F) 510.464.6901  
www.capitolcorridor.org

May 6, 2024

Ms. Tanisha Taylor  
Executive Director  
California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

RE: Support for Advance of 2024 Trade Corridor Enhancement Program (TCEP)  
Application for the Interstate 80 (I-80)/US Route 50 (US 50) Tolled Managed  
Lanes Project

Dear Executive Director Taylor:

On behalf of the Davis Chamber of Commerce I'm writing in support of the application for an advance from the 2024 Trade Corridor Enhancement Program (TCEP) for the Interstate 80 (I-80)/US Route 50 (US 50) Tolled Managed Lanes Project (Project) being proposed by the California Department of Transportation (Caltrans), the Sacramento Area Council of Governments (SACOG), and the Yolo Transportation District (YoloTD). Last year the Davis Chamber of Commerce wrote the Commission expressing its strong support for the Yolo 80 Managed Lanes Program. The Davis Chamber of Commerce would like to reiterate its support for the project and the advance of the 2024 TCEP funds.

The Yolo Transportation District (YoloTD) secured \$86 million dollars in competitive federal INFRA grant funds for Caltrans to add an express (HOT3+) lane across the Yolo Causeway, which would have many benefits for this critical trade, travel, and tourism corridor. As you are aware, YoloTD must obligate the funds no later than September of 2024, or risk losing them.

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*Recology*  
Braden Victor  
*Dignity Health*

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Larry Green  
*Interim Executive Director*  
Bobbi Vaughn  
*Director of Events &  
Communications*

The proposed improvements to this corridor are vital to the movement of goods and people between the Bay Area and the Sacramento region, as well as Northern California and the rest of the United States. In addition to improving freight throughput and reliability, the project and its proposed mitigation measures will provide significant multi-modal benefits. These benefits include expanded and more reliable public transit service between major job centers, including UC Davis and downtown Sacramento; increased Capitol Corridor intercity rail service connecting the Sacramento region and the Bay Area; and improved active transportation facilities across the Yolo Causeway.

Given the benefits to interregional goods movement and multi-modal transportation, the Yolo 80 project is supported by the Northern California Megaregion Working Group. The Working Group was established by the Metropolitan Transportation Commission, San Joaquin Council of Governments, and SACOG to tackle how people and goods move throughout the 16-county Northern California megaregion and coordinate to prioritize resources to make meaningful progress on transportation and land-use investments.

For these reasons, we urge the California Transportation Commission to approve the application for an advance of 2024 TCEP funds for the I-80/US 50 Tolled Managed Lanes Project.

Sincerely,

A handwritten signature in black ink, appearing to read "Lawrence Green". The signature is written in a cursive, flowing style.

Lawrence Green, Interim Executive Director



**GREATER SACRAMENTO**  
ECONOMIC COUNCIL

Greater Sacramento Economic Council  
400 Capitol Mall, Suite 2520  
Sacramento, CA 95814

April 9, 2024

Dear California Transportation Commission,

I am writing to express our support of the allocation of \$105 million toward the Yolo 80 project. This initiative addresses critical needs in our transportation infrastructure, particularly along the I-80 corridor in Yolo County.

The necessity of the Yolo 80 project cannot be overstated. Serving as the primary east-west crossing of the Yolo Bypass and a crucial freight corridor linking the Bay Area with the rest of the United States, I-80 in Yolo County accommodates approximately 200,000 vehicles and heavy-duty trucks daily. Without viable alternative routes, congestion on this corridor has reached unreasonable levels and is projected to worsen significantly by 2049. These delays have also caused safety hazards, as evidenced by over 1,000 collisions in the project area over the past three years alone.

The benefits of the Yolo 80 project are significant. By increasing freight truck throughput and improving daily travel time for freight by 72%, the initiative not only enhances efficiency but also lays the foundation for a more sustainable and equitable transportation network. By adding the Sacramento region's first toll lane, we'll make major strides toward reducing greenhouse gas emissions, generating local transportation revenue, and improving travel time for all users.

Investing in the Yolo 80 project is a sound economic decision and a critical step toward fostering sustainable growth, supporting our workforce, and advancing the state's climate goals. As a leading market in California with a population growing faster than Los Angeles, San Francisco and San Diego, it's critical that our regional infrastructure is built for a growing business community. We urge the Commission to approve the allocation of funds for this transformative initiative, as it represents a balance of sustainability, social equity, and economic benefits.

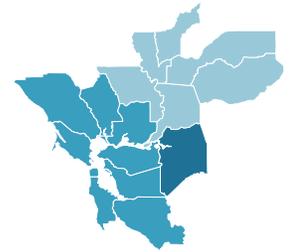
Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Barry Broome".

Barry Broome  
President & CEO

# MEGAREGION WORKING GROUP



May 2, 2024

## MTC REPRESENTATIVES

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Supervisor, Contra Costa County

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Representing Solano  
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Supervisor, San Joaquin County

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Councilmember, City of Folsom

Tanisha Taylor  
Executive Director, California Transportation Commission  
1120 North Street, MS 52  
Sacramento, CA 95814

RE: Support for I-80 / US-50 Tolled Managed Lanes Project Advance Allocation through CTC's 2024 Trade Corridor Enhancement Program (TCEP)

Ms. Taylor,

The Megaregion Working Group strongly supports the 2024 TCEP advance programming request for the I-80 / US-50 Tolled Managed Lanes Project submitted by Caltrans, Sacramento Area Council of Governments (SACOG), the Yolo County Transportation District (YoloTD), and the Capital Area Regional Tolling Authority (CARTA). The project partners are requesting \$105M through Senate Bill 1's Cycle 4 TCEP.

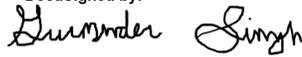
The I-80 / US-50 Tolled Managed Lanes Project (or, Project) is one of twelve shared transportation investment priorities – collectively known as the Megaregion Dozen – identified by the Megaregion Working Group to improve regional travel. This Working Group is a partnership of twelve Northern California elected officials, including four representatives each from the Metropolitan Transportation Commission in the Bay Area, the Sacramento Area Council of Governments, and the San Joaquin Council of Governments. The Megaregion, which includes 16 counties and 136 cities, has a total population of nearly 11 million people and stretches from the Bay Area and Central Valley to the Sierra Nevada Foothills. The Working Group's mission is to tackle shared transportation challenges and better connect the people and economies of the Megaregion.

I-80 is a critical link for regional and interregional traffic between the San Francisco Bay Area and the Sacramento Metropolitan region. The Project proposes to improve mobility and travel reliability by adding 34 miles of high occupancy toll lanes in Yolo County and Sacramento County. The Project will be constructed in phases, with Phase 1 including 17 miles between Richards Boulevard and I-80/US 50 split. This TCEP award is critical to successfully delivering the \$86 million in discretionary federal INFRA funds awarded to the project.

The Project will improve travel across the Megaregion for all travel modes- including the movement of goods by improving freight reliability and throughput. The Project expands multi-modal access by investing in additional VMT-mitigating strategies to improve public transit service and active transportation facilities across the Yolo Causeway, and increase Capitol Corridor passenger rail service between Sacramento and the Bay Area.

Thank you for your consideration of the I-80 / US-50 Tolloed Managed Lanes Project 2024 TCEP advance programming request.

Sincerely,

DocuSigned by:  
  
72B6EE83615341F...

Gary Singh  
Mayor of Manteca  
Chair, Megaregion Working Group



May 8, 2024

*Sent via Electronic Mail*

Ms. Tanisha Taylor  
Executive Director  
California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

**RE: Support for Advance of 2024 Trade Corridor Enhancement Program (TCEP) Application for the Interstate 80 (I-80)/US Route 50 (US 50) Tolled Managed Lanes Project**

Dear Executive Director Taylor:

On behalf of the Solano Transportation Authority, I'm writing in support of the application for an advance from the 2024 Trade Corridor Enhancement Program (TCEP) for the Interstate 80 (I-80)/US Route 50 (US 50) Tolled Managed Lanes Project (Project) being proposed by the California Department of Transportation (Caltrans), the Sacramento Area Council of Governments (SACOG), and the Yolo Transportation District (YoloTD).

The Yolo Transportation District (YoloTD) secured \$86 million dollars in competitive federal Infrastructure for Rebuilding America (INFRA) grant funds for Caltrans to add an express (HOT3+) lane across the Yolo Causeway, which would have many benefits for this critical trade, travel, and tourism corridor. As you are aware, YoloTD must obligate the funds no later than September of 2024, or risk losing them.

The proposed improvements to this corridor are vital to the movement of goods and people between the Bay Area and the Sacramento region, as well as Northern California and the rest of the United States. In addition to improving freight throughput and reliability, the project and its proposed mitigation measures will provide significant multi-modal benefits. These benefits include expanded and more reliable public transit service between major job centers, including UC Davis and downtown Sacramento; increased Capitol Corridor intercity rail service connecting the Sacramento region and the Bay Area; and improved active transportation facilities across the Yolo Causeway.

Given the benefits to interregional goods movement and multi-modal transportation, the Yolo 80 project is supported by the Northern California Megaregion Working Group. The Working Group was established by the Metropolitan Transportation Commission, San Joaquin Council of Governments, and SACOG to tackle how people and goods move throughout the 16-county Northern California megaregion and coordinate to prioritize resources to make meaningful progress on transportation and land-use investments.

For these reasons, we urge the California Transportation Commission to approve the application for an advance of 2024 TCEP funds for the I-80/US 50 Tolled Managed Lanes Project.

Sincerely,

Ronald Kott  
STA Board Chair  
Mayor, City of Rio Vista

CC: STA Board

May 2, 2024



Ms. Claudine Schneider  
TDM Regional Program Manager  
TDM Specialists, Inc.  
5150 Fair Oaks Boulevard, Suite #101-264  
Carmichael, CA 95608

RE: Support for Advance of 2024 Trade Corridor Enhancement Program (TCEP) Application for the Interstate 80 (I-80)/US Route 50 (US 50) Tolled Managed Lanes Project

Dear Executive Director Taylor:

On behalf of TDM Specialists and the Capitol Yards Commuter Program, I'm writing in support of the application for an advance from the 2024 Trade Corridor Enhancement Program (TCEP) for the Interstate 80 (I-80)/US Route 50 (US 50) Tolled Managed Lanes Project (Project) being proposed by the California Department of Transportation (Caltrans), the Sacramento Area Council of Governments (SACOG), and the Yolo Transportation District (YoloTD).

The Yolo Transportation District (YoloTD) secured \$86 million in competitive federal INFRA grant funds for Caltrans to add an express (HOT3+) lane across the Yolo Causeway. This would have many benefits for this critical trade, travel, and tourism corridor. As you know, YoloTD must obligate the funds no later than September 2024 or risk losing them.

The proposed improvements to this corridor are vital to the movement of goods and people between the Bay Area and the Sacramento region, as well as Northern California and the rest of the United States. In addition to improving freight throughput and reliability, the project and its proposed mitigation measures will provide significant multi-modal benefits. These benefits include expanded and more reliable public transit service between major job centers, including UC Davis and downtown Sacramento; increased Capitol Corridor intercity rail service connecting the Sacramento region and the Bay Area; and improved active transportation facilities across the Yolo Causeway.

Given the benefits to interregional goods movement and multi-modal transportation, the Yolo 80 project is supported by the Northern California Megaregion Working Group. The Working Group was established by the Metropolitan Transportation Commission, San Joaquin Council of Governments, and SACOG to tackle how people and goods move throughout the 16-county Northern California megaregion and coordinate to prioritize resources to make meaningful progress on transportation and land-use investments.

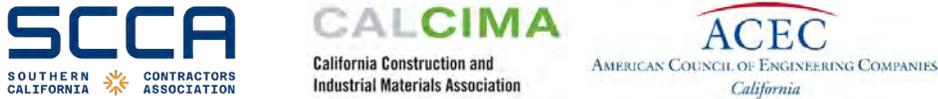
5150 Fair Oaks Blvd.  
Ste.101-264  
Carmichael, CA 95608-5758  
■  
(408) 420-2411  
■  
www.tdmspecialists.com

For these reasons, we urge the California Transportation Commission to approve the application for an advance of 2024 TCEP funds for the I-80/US 50 Tolloed Managed Lanes Project.

Sincerely,

*Claudine Schneider*

Claudine Schneider  
TDM Regional Program Manager  
TDM Specialists, Inc.



March 13, 2024

Mr. Carl Guardino  
Chair  
California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

**Re: Support for Advance of 2024 Trade Corridor Enhancement Program (TCEP) Application for the Interstate 80 (I-80)/US Route 50 (US 50) Tolloed Managed Lanes Project (Project)**

Dear Chair Guardino,

Transportation California and our undersigned member organizations representing the statewide transportation construction industry that designs, builds, repairs, and maintains the statewide multimodal transportation network write in support of the application for an advance from the 2024 Trade Corridor Enhancement Program (TCEP) for the Interstate 80 (I-80)/US Route 50 (US 50) Tolloed Managed Lanes Project (Project) being proposed by the California Department of Transportation (Caltrans), the Sacramento Area Council of Governments (SACOG), and the Yolo County Transportation District (YoloTD).

Caltrans, SACOG, and YoloTD are proposing to construct improvements consisting of tolled managed lanes with direct I-80 connectors at the I-80/US 50 interchange, pedestrian and Class I bicycle facilities, Intelligent Transportation System (ITS) elements, auxiliary lanes, and a 300-space mobility hub with transit transfer station. The Project proposes to be constructed in a phased approach, with Phase 1 utilizing the \$105M advance TCEP funds to construct tolled managed lanes for a total of 17 lane miles. The Project will improve safety, throughput, reliability, and will advance the region and state's climate, public health, and equity goals through pedestrian, bicycle, and transit improvements. Specific outcomes will include:

- **Throughput.** I-80 and US 50 are some of Sacramento Region's busiest corridors connecting Bay Area to Sacramento, Tahoe and beyond, with bottlenecks within the City of Davis, Yolo Causeway, and City of West Sacramento limits. The project increases freight throughput by more than 800 trucks daily by

reducing bottlenecks, increasing freight reliability, shifting modes of travel from Single Occupancy Vehicles to transit/carpool/vanpool. Furthermore, project will reduce local (Cities of Davis, West Sacramento, and Woodland) cut-through traffic, and greenhouse gas (GHG) emissions in disadvantage communities due to congestion on I-80.

- **Time Reliability.** Freight speeds on I-80 and US 50 drop to below 15 MPH with extensive and unreliable travel times due to primary and secondary incidents as well as traffic demands that exceed capacity and design. Due to the unique nature of the corridor, congestion is seven days a week and inconsistent due to local commutes, regional recreational travel, and national freight movement. The Project will improve year 2049 travel reliability and times by up to 69 minutes and increase freight speeds by up to 9 MPH, and construct ITS elements for advance traveler information system, expedited primary and secondary incident response and management, and control traffic behavior.
- **Safety.** The bottlenecks and unreliable travel on I-80/US 50 have been the main contributor to 1,051 collisions in the past 3 years. Rear-ended collisions related to congestion were 51% of the total (536) and sideswipes from merging were 29% (300) of all collisions in the past 3 years. The project will construct FHWA proven safety countermeasures including Rumble Strips, MASH barriers, enhanced delineation and signage, auxiliary lanes, ramp meters, and CCTV.

For these reasons, we urge the CTC to approve the application for an advance of 2024 TCEP funds for the I-80/US 50 Tolled Managed Lanes Project. If you have questions about our position, please contact Mark Watts, Transportation California's Legislative Advocate ([mark@whstrat.com](mailto:mark@whstrat.com) or (916) 813-1107).

Sincerely,

Mark Watts  
Transportation California

Emily Cohen  
United Contractors

Matthew Cremins  
International Union of Operating Engineers

Peter Tateishi  
Associated General Contractors, California Chapter

James Thuerwachter  
California State Council of Laborers

Robert Dugan  
California Construction and Industrial Materials  
Association

Ron Rowlett  
Nor Cal Carpenters

Brad Diede  
American Council of Engineering Companies,  
California

Jon Switalski  
Rebuild SoCal Partnership

Russell Snyder  
California Asphalt Pavement Association

Michael Quigley  
California Alliance for Jobs

Matthew Conarro  
Western Regional Association for Pavement  
Preservation

Todd Bloomstein  
Southern California Contractors Association

May 7, 2024

Ms. Tanisha Taylor  
Executive Director  
California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

**Subject:** Support for Advance of 2024 Trade Corridor Enhancement Program (TCEP) Application for the Interstate 80 (I-80)/US Route 50 (US 50) Tolled Managed Lanes Project

Dear Executive Director Taylor:

On behalf of the University of California, Davis, I'm writing in support of the application for an advance from the 2024 Trade Corridor Enhancement Program (TCEP) for the Interstate 80 (I-80)/US Route 50 (US 50) Tolled Managed Lanes Project (Project) being proposed by the California Department of Transportation (Caltrans), the Sacramento Area Council of Governments (SACOG), and the Yolo Transportation District (YoloTD).

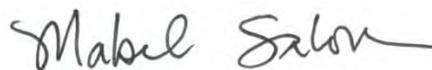
For UC Davis, the project would better connect the main Davis campus with the UC Davis Sacramento medical campus and with broader locations and activities in the Sacramento region. Connecting UC Davis to Sacramento allows our 41,000 students and more than 20,000 employees to serve our UC mission of teaching, research, public service, and patient care.

The Yolo Transportation District (YoloTD) secured \$86 million dollars in competitive federal INFRA grant funds for Caltrans to add an express (HOT3+) lane across the Yolo Causeway. As you are aware, YoloTD must obligate the funds no later than September of 2024, or risk losing them.

The proposed improvements to this corridor are vital to the movement of goods and people between the Bay Area and the Sacramento region, as well as Northern California and the rest of the United States. In addition to improving freight throughput and reliability, the project and its proposed mitigation measures will provide significant multi-modal benefits. These benefits include expanded and more reliable public transit service between major job centers, including UC Davis and downtown Sacramento; increased Capitol Corridor intercity rail service connecting the Sacramento region and the Bay Area; and improved active transportation facilities across the Yolo Causeway.

For these reasons, we urge the California Transportation Commission to approve the application for an advance of 2024 TCEP funds for the I-80/US 50 Tolled Managed Lanes Project.

Sincerely,



Mabel Salon  
Chief Government and Community Relations Officer



May 6, 2024

Ms. Tanisha Taylor  
Executive Director  
California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

RE: Letter of Support - 2024 Trade Corridor Enhancement Program (TCEP) Application for the Interstate 80 (I-80)/US Route 50 (US 50) Tolloed Managed Lanes Project

Dear Executive Director Taylor:

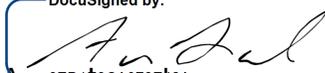
The City of West Sacramento respectfully urges the California Transportation Commission to approve the Yolo Transportation District (YoloTD) application for an advance from the 2024 Trade Corridor Enhancement Program (TCEP) for the Interstate 80 (I-80)/US Route 50 (US 50) Tolloed Managed Lanes Project (Project).

This Project supported by the California Department of Transportation (Caltrans), the Sacramento Area Council of Governments (SACOG), and the Yolo Transportation District (YoloTD), has secured \$86 million dollars in competitive federal INFRA grant funds to add an express (HOT3+) lane across the Yolo Causeway to enhance trade, travel, and tourism along this important corridor. West Sacramento has worked diligently with these project proponents to implement mitigations targeting modernization of this aging corridor through the planning, design, and future integration of multimodal transportation infrastructure that supports more sustainable carbon reducing strategies; including EV charging integration for transit vehicles, mobility hub development for greater mode choice, development of accessible walkways and crosswalks, high-visibility bicycle lanes, and technology-enhanced corridor safety and efficiency measures.

In addition, the expanded and more reliable public transit service offered by the Project will directly benefit West Sacramento residents seeking increased access to Capitol Corridor intercity rail service and use of improved active transportation facilities across the Yolo Causeway. The proposed improvements to this corridor are essential to the efficient movement of goods and people – not only between the Bay Area and the Sacramento region, but throughout California and nationally. Given all these stated benefits, the Yolo 80 project has been supported by the Northern California Megaregion Working Group established by the Metropolitan Transportation Commission, San Joaquin Council of Governments, and SACOG to address how people and goods move throughout the 16-county Northern California megaregion and coordinate to prioritize resources to make meaningful progress on transportation and land-use investments.

The City of West Sacramento offers our support to YoloTD for the Project and asks the California Transportation Commission to approve their application for an advance of 2024 TCEP funds for the I-80/US 50 Tolloed Managed Lanes Project.

Sincerely,

DocuSigned by:  
  
Aaron Lauret  
City Manager



CITY MANAGER'S OFFICE | 300 FIRST STREET | WOODLAND, CA 95695 | PHONE: 530-661-5800

May 8, 2024

Ms. Tanisha Taylor  
Executive Director  
California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

RE: Support for Advance of 2024 Trade Corridor Enhancement Program Application for the Interstate 80/US Route 50 Tolloed Managed Lanes Project

Dear Executive Director Taylor,

On behalf of the City of Woodland, I'm writing in support of the application for an advance from the 2024 Trade Corridor Enhancement Program (TCEP) for the Interstate 80 (I-80)/US Route 50 (US 50) Tolloed Managed Lanes Project (Project) being proposed by the California Department of Transportation (Caltrans), the Sacramento Area Council of Governments (SACOG), and the Yolo Transportation District (YoloTD).

The YoloTD secured \$86 million dollars in competitive federal INFRA grant funds for Caltrans to add an express (HOT3+) lane across the Yolo Causeway, which would have many benefits for this critical trade, travel, and tourism corridor. As you are aware, the YoloTD must obligate the funds no later than September of 2024, or risk losing them.

The proposed improvements to this corridor are vital to the movement of goods and people between the Bay Area and the Sacramento region, as well as Northern California and the rest of the United States. In addition to improving freight throughput and reliability, the project and its proposed mitigation measures will provide significant multi-modal benefits. These benefits include expanded and more reliable public transit service between major job centers, including UC Davis and downtown Sacramento; increased Capitol Corridor intercity rail service connecting the Sacramento region and the Bay Area; and improved active transportation facilities across the Yolo Causeway.

Given the benefits to interregional goods movement and multi-modal transportation, the Yolo 80 project is supported by the Northern California Megaregion Working Group. The Working Group was established by the Metropolitan Transportation Commission, San Joaquin Council of Governments, and SACOG to tackle how people and goods move throughout the 16-county Northern California megaregion and coordinate to prioritize resources to make meaningful progress on transportation and land-use investments.

For these reasons, we urge the California Transportation Commission to approve the application for an advance of 2024 TCEP funds for the I-80/US 50 Tolloed Managed Lanes Project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ken Hiatt".

Ken Hiatt  
City Manager



PRESIDENT  
Robert Falconer  
1<sup>ST</sup> VICE PRESIDENT  
2<sup>nd</sup> VICE PRESIDENT

SECRETARY & TREASURER  
Denise Sagara

P O Box 1556, Woodland CA 95776  
530.662.6316 O \* 530.662.8611 F  
www.yolofarmbureau.org

May 7, 2024

Ms. Tanisha Taylor  
Executive Director  
California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

RE: Support for Advance of 2024 Trade Corridor Enhancement Program (TCEP) Application for the Interstate 80 (I-80)/US Route 50 (US 50) Tolloed Managed Lanes Project

Dear Executive Director Taylor:

Yolo County Farm Bureau supports the application for an advance from the 2024 Trade Corridor Enhancement Program (TCEP) for the Interstate 80 (I-80)/US Route 50 (US 50) Tolloed Managed Lanes Project (Project) proposed by the California Department of Transportation (Caltrans), the Sacramento Area Council of Governments (SACOG), and the Yolo Transportation District (YoloTD).

YoloTD secured \$86 million dollars in competitive federal INFRA grant funds for Caltrans to add an express (HOT3+) lane across the Yolo Causeway, which would have many benefits for this critical trade, travel, and tourism corridor. As you are aware, YoloTD must obligate the funds no later than September of 2024, or risk losing them.

The proposed improvements to this corridor are vital to the movement of goods and people between the Bay Area and the Sacramento region, as well as Northern California and the rest of the United States. In addition to improving freight throughput and reliability, the project and its proposed mitigation measures will provide significant multi-modal benefits. These benefits include expanded and more reliable public transit service between major job centers, including UC Davis and downtown Sacramento; increased Capitol Corridor intercity rail service connecting the Sacramento region and the Bay Area; and improved active transportation facilities across the Yolo Causeway.

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For these reasons, we urge the California Transportation Commission to approve the application for an advance of 2024 TCEP funds for the I-80/US 50 Tolloed Managed Lanes Project.

Sincerely,

A handwritten signature in black ink that reads 'Robert H. Falconer'.

Robert H. Falconer  
President

**From:** [Rez Vincent](#)  
**To:** [California.Transportation.Commission@CATC](mailto:California.Transportation.Commission@CATC)  
**Subject:** Do Not Fund Widening I-80  
**Date:** Thursday, May 9, 2024 2:09:29 PM

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**EXTERNAL EMAIL.** Links/attachments may not be safe.

My name is Vincent, I live in Sacramento (95823) and I do NOT support the widening of I-80.

- The Caltrans traffic model overstates the congestion relief benefit of this project as it does not include induced demand travel. The *i-80* will recongest in ten years or less. Why is CTC allowing Caltrans to ignore UC Davis ITS science?
- The Tolling authority says peak hour tolls will \$10 and \$20 each way at peak hour when we need it most- how is this socially equitable?
- It is grossly unfair to allow groups on recreational trips to Tahoe to drive toll free when workers on necessary trips have to pay tolls on the new lane. How is this environmental justice?
- The mitigation plan is unfunded, inadequate, and overly optimistic about results. The toll revenue will not cover the costs of the plan- much less an environmental justice plan.
- Caltrans Local officials never studied transit alternatives to the widening.
- Why hasn't Caltrans release public records why it rated this project last in priority to fund at June 2023 CTC meeting?
- This is a bad project fiscal and environmentally: do not approve it for \$105M in additional funding.
- **A wider 80 is yet another environmental debt for our children as it undermine the State Climate Plan..**

**From:** [Marcello hill](#)  
**To:** [California.Transportation.Commission@CATC](mailto:California.Transportation.Commission@CATC)  
**Subject:** I do not support the widening of I - 80  
**Date:** Thursday, May 9, 2024 2:17:18 PM

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**EXTERNAL EMAIL.** Links/attachments may not be safe.

My name is Marcello, I live in sacramento 95823. I do NOT support the funding of widening of I80 because:

- The Caltrans traffic model overstates the congestion relief benefit of this project as it does not include induced demand travel. The *i-80* will recongest in ten years or less. Why is CTC allowing Caltrans to ignore UC Davis ITS science?
- The Tolling authority says peak hour tolls will \$10 and \$20 each way at peak hour when we need it most- how is this socially equitable?
- It is grossly unfair to allow groups on recreational trips to Tahoe to drive toll free when workers on necessary trips have to pay tolls on the new lane. How is this environmental justice?
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- This is a bad project fiscal and environmentally: do not approve it for \$105M in additional funding.
- **A wider 80 is yet another environmental debt for our children as it undermine the State Climate Plan..**



# COUNTY OF YOLO

## Board of Supervisors

District 1, **Oscar Villegas**  
District 2, **Lucas Frerichs**  
District 3, **Mary Vixie Sandy**  
District 4, **Jim Provenza**  
District 5, **Angel Barajas**

625 Court Street, Room 204 ▪ Woodland, CA 95695  
(530) 666-8195 ▪ FAX (530) 666-8193  
[www.yolocounty.org](http://www.yolocounty.org)

County Administrator, **Gerardo Pinedo**  
Sr. Deputy Clerk of the Board, **Julie Dachtler**  
Email: [clerkoftheboard@yolocounty.org](mailto:clerkoftheboard@yolocounty.org)

May 9, 2024

Tanisha Taylor  
Executive Director  
California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

Dear Ms. Taylor:

Re: Yolo 80 Managed Lanes Trade Corridor Enhancement Program Support Letter

Yolo County extends its support for the critically important Yolo 80 Managed Lanes project.

Interstate 80 (I-80) in Yolo County between the Solano and Sacramento County lines is a nationally significant passenger and trade corridor for the northern California megaregion. The I-80 provides the only east/west controlled-access connection between the San Francisco Bay Area and the Sacramento region, and over the Sierra Nevada Mountain Range into northern Nevada and to the destinations in the east. Traffic congestion has reached unacceptable levels in both directions, affecting travel time reliability for all travelers, as well as goods movement associated with the Ports of Oakland, Benicia, and West Sacramento. The Yolo Causeway contributes to congestion as a natural barrier limiting alternative routing. Adjacent communities' quality of life is affected as frustrated motorists are guided by vehicle navigation systems onto local streets in Davis, West Sacramento, and Woodland to save just a few minutes of travel time. Transit service, including the YoloBus 42 A/B, Express, and Causeway Connection routes are routinely delayed, trapped in congestion with single-occupant vehicles.

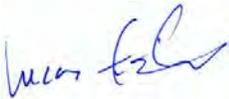
The proposed project will construct improvements consisting of tolled managed lanes with direct I-80 connectors at the I-80/US 50 separation, implement Transit Signal Priority (TSP) at ramp meters, pedestrian/bicycle facilities, and Intelligent Transportation System (ITS) elements along Interstate 80 (I-80) and the United States Route 50 (US-50) in Yolo County. This innovative project employs best practices and freeway operations and demand management principles that will result in significant, direct benefits to the economic freight vitality of the region by enhancing the operational performance for all users. The project:

1. **Improves throughput and reliability of 12,000-16,000 freight vehicles** that utilize this corridor daily.
2. **Improves travel time by up to 15 minutes.**
3. **Enhances safety** by improving the median, outside shoulders, merge/diverge, roadside and overhead signs for managed lanes, and median barriers to current standards.
4. Contains a proposed alternative that will use first-in-the-region **congestion priced toll lanes** to help meet the SACOG region's greenhouse gas targets and implement the MTP/SCS' vision for a network of tolled lanes and expanded express bus services.

5. **Constructs a 300-space Mobility Hub**, Transit Signal Priority, Class IV ped/bike facility, and managed lanes to promote mode shift and **manage VMT to reduce single occupancy vehicles and increase transit ridership.**
6. Save **1,569,500 annual average person-hours and 4,300 hours of daily person-hours**, including transit and freight travel improvements.
7. **Improves transit access and viability** for YoloBus, Solano Transit, Sacramento Regional Transit, and forthcoming services by investing future toll revenues toward improved transit.
8. **Constructs Intelligent Transportation System (ITS) elements** to help expedite traveler information to warn the public of changing travel conditions, enhance incident response time and reduce secondary collisions.
9. **Constructs Gross Solid Removal Devices (GRSD) for climate resiliency.**
10. Improves the **evacuation mitigation option** in the Yolo County's California Office of Emergency Services emergency plan/hazard mitigation.
11. **Substantially reduces local cut-through traffic.**
12. **Develops an Equity Analysis** to help address equity and livability by engaging with the public and obtaining feedback on what disproportionately burdened communities need such as providing transit incentives.

This corridor has been identified by the Northern California megaregion partners (SACOG, MTC, SJCOG) as one of the "megaregion dozen" most important projects to improve the movement of people and goods across regional boundaries and keep the engines of Northern California's economic prosperity humming. Conditions will worsen if thoughtful, innovative solutions such as those proposed by this project are not implemented.

Sincerely,



Lucas Frerichs  
Chair, Yolo County Board of Supervisors

**From:** [Philippe Raymond Goldin](#)  
**To:** [California.Transportation.Commission@CATC](mailto:California.Transportation.Commission@CATC)  
**Subject:** I-80 extension  
**Date:** Thursday, May 9, 2024 11:00:42 AM

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**EXTERNAL EMAIL.** Links/attachments may not be safe.

Dear Chair Guardino

I wish to express my opinion about the proposed I-80 project.

We desperately need fewer people in cars and more people on public mass transportation. Building more lanes results in more cars, not less. Imagine regular electric bus and train trips rather than single-person occupied cars.

Offering more, subsidized, and cheaper public transportation between Davis and Sacramento is the way to go.

Also, building safe and protected bike lanes and incentivizing regular and ebike travel between Davis and Sacramento is vital for the health of humans and local ecosystems.

At present, the vast majority of cars are occupied by one person between Davis and Sacramento.

- The Caltrans traffic model overstates the congestion relief benefit of this project as it does not include induced demand travel. The I-80 will become congested again in ten years or less. Why is CTC allowing Caltrans to ignore UC Davis ITS science?
- The Tolling authority says peak hour tolls will be \$10 and \$20 each way at peak hour when we need it most- how is this socially equitable?
- It is grossly unfair to allow groups on recreational trips to Tahoe to drive toll free when workers on necessary trips have to pay tolls on the new lane. How is this environmental justice?
- The mitigation plan is unfunded, inadequate, and overly optimistic about results. The toll revenue will not cover the costs of the plan- much less an environmental justice plan.
- Caltrans Local officials never studied transit alternatives to the

widening.

- Why hasn't Caltrans release public records why it rated this project last in priority to fund at June 2023 CTC meeting?
- This is a bad project fiscally and environmentally: do not approve it for \$105M in additional funding. This funding could be used to support public transportation and bike lanes instead.
- **A wider 80 is yet another environmental debt for our children as it undermines the State Climate Plan.**

Philippe Goldin, PhD, Professor  
Director, Clinically Applied Affective Neuroscience Laboratory  
Betty Irene Moore School of Nursing  
at the University of California Davis  
Preferred pronouns: he, him, his  
Website: <http://pgoldin.faculty.ucdavis.edu/>

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**From:** [Katie McCammon](#)  
**To:** [California.Transportation.Commission@CATC](mailto:California.Transportation.Commission@CATC)  
**Subject:** RE: I-80Yolo Toll Lane Widening.  
**Date:** Thursday, May 9, 2024 10:10:54 AM

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**EXTERNAL EMAIL.** Links/attachments may not be safe.

TO: Chair Carl Guardino and members, CTC ([CTC@catc.ca.gov](mailto:CTC@catc.ca.gov))

I am the Program Director with 350 Sacramento and in alignment with my organization, I also strongly oppose the I-80 widening and toll lane project for the reasons listed below. On a personal note, **I am disappointed that the CTC is moving forward to fund a project using taxpayer dollars that will cost us more money and create an increasingly unliveable future for our children.** Do NOT move forward with this project if you care at all about the environment, our children, and where our tax dollars are spent.

- The Caltrans traffic model overstates the congestion relief benefit of this project as it does not include induced demand travel. The i-80 will recongest in ten years or less. Why is CTC allowing Caltrans to ignore UC Davis ITS science?
- The Tolling authority says peak hour tolls will \$10 and \$20 each way at peak hour when we need it most- how is this socially equitable?
- It is grossly unfair to allow groups on recreational trips to Tahoe to drive toll-free when workers on necessary trips have to pay tolls on the new lane. How is this environmental justice?
- The mitigation plan is unfunded, inadequate, and overly optimistic about results. The toll revenue will not cover the costs of the plan- much less an environmental justice plan.
- Caltrans Local officials never studied transit alternatives to the widening.
- Why hasn't Caltrans released public records as to why it rated this project last in priority to fund at the June 2023 CTC meeting?
- This is a bad project fiscal and environmentally: do not approve it for \$105M in additional funding.
- A wider 80 is yet another environmental debt for our children as it undermines the State Climate Plan.

Give strong consideration to the opposition to this project and stop supporting infrastructure that creates an unsustainable future.

Thank you.

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[350 Sacramento](#)  
[LinkedIn](#)  
[FB](#)  
[Twitter](#)  
[Instagram](#)

**From:** [clutterbarbara](#)  
**To:** [California Transportation Commission@CATC](mailto:California.Transportation.Commission@CATC)  
**Subject:** RE: I-80Yolo Toll Lane Widening  
**Date:** Thursday, May 9, 2024 12:28:20 PM

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**EXTERNAL EMAIL.** Links/attachments may not be safe.

Dear Charles Guardino, Chair and CTC members

The mitigation plan for the I-80Yolo Toll Lane Widening project is unfunded, inadequate, and overly optimistic about results. The toll revenue will not cover the costs of the plan- much less an environmental justice plan. Please do not let this plan go forward unless changed.

Barbara

**From:** [Henry Adrian Rozo](#)  
**To:** [California.Transportation.Commission@CATC](mailto:California.Transportation.Commission@CATC)  
**Subject:** Do not fund I-80 widening adding toll lane  
**Date:** Friday, May 10, 2024 9:33:50 AM

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**EXTERNAL EMAIL.** Links/attachments may not be safe.

Hi there,

I am sending this email to ask that you OPPOSE the 1-80 widening toll lane.

Here are some reasons:

- The Caltrans traffic model overstates the congestion relief benefit of this project as it does not include induced demand travel. The *i-80* will recongest in ten years or less. Why is CTC allowing Caltrans to ignore UC Davis ITS science?
- The Tolling authority says peak hour tolls will be \$10 and \$20 each way at peak hour when we need it most- how is this socially equitable?
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- This is a bad project fiscal and environmentally: do not approve it for \$105M in additional funding.
- A wider 80 is yet another environmental debt for our children as it undermines the State Climate Plan.

Best,  
Henry Rozo  
5016 Orchard Park Cir, Davis, CA 95616

**From:** [Mark Huisig](#)  
**To:** [California.Transportation.Commission@CATC](mailto:California.Transportation.Commission@CATC)  
**Subject:** Yolo80 widening and Toll lanes- Agenda items 17, 18,19 & 20  
**Date:** Friday, May 10, 2024 12:53:27 PM

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Dear Chair Guardino and members of the CTC board,

I write to you to urge you to withhold your approval for the controversial I-80 widening. Approval of this project will greatly increase VMTs and is wholly incompatible with any regional or state-wide climate goals. Moreover, there is strong scientific consensus including from my colleagues at the UC Davis Institute for Transportation Studies that adding freeway capacity will not in fact relieve congestion. Au contrair, adding more capacity induces more vehicle demand, effectively worsening traffic, and gridlock in the process. This is demonstrated by world-renowned transportation experts at the UC Davis institute for Transportation Studies and elsewhere (e.g. Downs, 1962, Handy and Bournet, 2014; Hymel, 2019; Volker, Lee, and Handy, 2020) and underscored by a recent report by Transportation for America (<https://t4america.org/maps-tools/congestion-con/>) that looked at data across 100 US cities including Sacramento and concluded that building more freeway capacity every single time induces so much demand that it increased congestion. This study concludes that “we are doubling and tripling down on a failed strategy. We cannot keep relying on the same expensive and ineffective approach.” It will not resolve congestion, and it will add tremendous amount of additional GHG emissions and other roadway associated fine particulate pollution when our climate crisis is escalating.

The most obvious alternative not included in the DEIR would be to price all lanes of the existing freeway. This would be analogous to the ‘do nothing’ option, while introducing tolls across all lanes. Pricing is widely acknowledged to be an effective means to discourage single occupant vehicle travel and can be easily implemented in California using FastTrak technology, with either a flat charge or variable congestion tolls and is currently in use in northern California on the Bay Area bridges. Many other states nationally also use tolls to raise revenue or reduce congestion, including Caltrans at nearby freeways as you know. Pricing is also the most cost-effective alternative. Instead of costing up to \$465 million, pricing the existing I-80 Yolo causeway would generate in excess of \$300 million annually (~150,000 vehicles/day x an \$8 toll = \$1.2M/day x 365 days/year = \$438M). In addition to equity rebates or exemptions, this money could be used for transit and affordable housing near jobs in the corridor, further reducing the need for regional commutes.

CalTrans has shown itself to be incapable of aligning with our State’s much-needed climate goals by shifting itself into an agency that is focused on moving people - not cars. Please provide them with the guidance needed to by withholding the funds

they need to commit all of us to the massively polluting continuation of a car-centric transportation system. Doing so would give a clear signal to CalTrans to invest in building the transportation system of the future - one that is just, equitable and centered on moving people. Investing in climate-smart mass transit options - more frequent connections by capitol corridor and better bus service and - will make travel better for everyone, including those with legitimate reasons to continue to drive cars.

Sincerely,

Professor Mark Husing