



Yolo County Transportation District Board of Directors

AGENDA

DIRECTORS: Don Saylor (Chair, Yolo County), Tom Stallard (Vice-Chair, Woodland), Lucas Frerichs (Davis), Chris Ledesma (West Sacramento), Jesse Loren (Winters), Matt Dulcich (UCD, ex-officio), Greg Wong (Caltrans, ex-officio)

ZOOM WEBINAR WEB ADDRESS: <https://zoom.us/j/94926173219>

ZOOM WEBINAR PHONE NUMBER: (669) 900-6833

ZOOM WEBINAR ID: 949 2617 3219

All participants will be entered into the webinar as attendees.

MEETING DATE: Monday, October 10, 2022

MEETING TIME: 7:00 PM

Pursuant to the Government Code section 54953(e)(1), members of the Yolo County Transportation District Board of Directors and staff will participate in this Meeting via teleconference. This Executive Order authorizes local legislative bodies to hold public meetings via teleconference and to make public meetings accessible telephonically or otherwise electronically to all members of the public.

Further instructions on how to electronically participate and submit your public comments can be found in the Public Participation Instructions note at the end of this agenda.

To submit a comment in writing, please email public-comment@yctd.org. In the body of the email, include the item number and/or title of the item (if applicable) with your comments. All comments received by 4:00 PM on Monday, October 10, 2022 will be provided to the YCTD Board of Directors in advance. During the meeting, comments can be made by using the Zoom ‘raise hand’ feature. Comments submitted via email during the meeting shall be made part of the record of the meeting, but will not be read aloud or otherwise distributed during the meeting.

<u>Estimated Time</u>			<u>Informational</u>	<u>Action Item</u>
		<i><u>The Chairman reserves the right to limit speakers to a reasonable length of time on any agenda item, depending upon the number of people wishing to speak and the time available.</u></i>		
7:00 PM	1.	Determination of Quorum (Voting members: Woodland, Davis, West Sacramento, Winters, Yolo County) (Nonvoting members: Caltrans, UCD)		X
7:05 PM	2.	Comments from public regarding matters <u>on the consent calendar</u> , or <u>items NOT on the agenda</u> but within the purview of YCTD. Please note, the Board is prohibited from discussing items not on the agenda.		

CONSENT CALENDAR

7:10	3a.	Approve Agenda for October 10, 2022 meeting		X
	3b.	Approve YCTD Board Minutes for Regular Meeting of September 12, 2022 (<i>Koh</i>) (pp 5-7)		X
	3c.	Renewal of Resolution 2022-09 Authorizing Renewal of Remote Meetings of the YCTD Board of Directors Pursuant to Assembly Bill 361 Renewal (<i>Koh</i>) (pp 8-10)		X
	3d.	Set End Date for Promotional Fare for Microtransit Service (<i>Reitz</i>)(p 11)		X
	3e.	First Amendment to the Executive Director’s Agreement (<i>Welton</i>)(pp 12-16)		X
	3f.	Resolution 2022-14: Yolo Active Transportation Corridors (YATC) RAISE Transportation Grant Program First-Tier Subrecipient Agreement (<i>Abbanat</i>) (pp 17-35)		X
	3g.	Adopt Resolution R 2022-15 Authorizing Execution of Corrective Action Plan (CAP) for LCTOP (<i>Reitz</i>) (pp 36-38)		

	3h.	Consider and Approve Continuation of Yolo Bus Youth Ride Free Program (<i>Reitz</i>) (p 39)		X
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REGULAR CALENDAR

	4.	Administrative Reports (<i>Bernstein</i>) (pp 40-46) Discussion regarding subjects not specifically listed is limited to clarifying questions. <ul style="list-style-type: none"> • Board Members' Reports • Ad Hoc Committee on 80 Managed Lanes Report • Transdev's Report • Executive Director's Oral Report • Receive CAC and TAC meeting minutes • Long Range Calendar 	X	
	5.	Updating YCTD Vision, Values and Priorities (<i>Bernstein</i>)(pp 47-52)	X	
	6.	Yolo 80 Managed Lanes Resolutions on Memorandum of Understanding (MOU) and Funding Application (<i>Bernstein</i>)(pp 53-65)		X
8:00	7.	Adjournment		X

UNLESS CHANGED BY THE YCTD BOARD, THE NEXT MEETING OF THE YOLO COUNTY TRANSPORTATION DISTRICT BOARD OF DIRECTORS WILL BE NOVEMBER 14, 2022 AT 7:00 PM IN THE YCTD BOARD ROOM, 350 INDUSTRIAL WAY, WOODLAND, CA 95776 OR BY ZOOM IF RECOMMENDED FOR THE SAFETY OF THOSE INVOLVED.

The Board reserves the right to take action on all agenda items, including items under the Executive Director's Report, at any time during the meeting, except for timed public hearings. Items considered routine or non-controversial are placed on the Consent Calendar. Any Consent Calendar item can be separately addressed and discussed at the request of any member of the YCTD Board.

I declare under penalty of perjury that the foregoing agenda was posted on or before Friday, October 7, 2022 at the Yolo County Transportation District Office (350 Industrial Way, Woodland, California). Additionally, copies were FAXED or transmitted electronically to the Woodland, Davis, West Sacramento, and Winters City Halls, as well as to the Clerk of the Board for the County of Yolo.



Mimi Koh, Clerk to the Board

Public Participation Instructions

Based on guidance from the California Department of Public Health and the California Governor's Office, in order to minimize the spread of the COVID-19 virus, please do the following:

1. You are encouraged to participate in the October 10, 2022 YCTD Board of Directors meeting remotely via the Zoom platform using the following meeting details:
 - a. Via PC: <https://zoom.us/j/94926173219>
Webinar ID: 949 2617 3219
All participants will be entered into the webinar as attendees.
 - b. Via Phone: Phone Number: (669) 900-6833
Webinar ID: 949 2617 3219
All participants will be entered into the webinar as attendees.
2. If you are joining the webinar via Zoom and wish to make a comment on an item, click the "raise hand" button. If you are joining the webinar by phone only, press *9 to raise your hand. Please wait for the host to announce the comment period has opened and indicate that you wish to make a comment at that time. The Clerk of the Board will notify the Chair, who will call you by name or phone number when it is your turn to comment. Speakers will be limited to 2:00 minutes.
3. If you choose not to observe the YCTD Board of Directors meeting but wish to make a comment on a specific agenda item, please submit your comment via email by 4:00 p.m. on Monday, February 14, 2022 to Clerk of the Board, at public-comment@yctd.org or by phone at 530-402-2819 noting in the subject line: For Public Comment. Your comment will be placed into the record at the Board meeting.

Yolo County Transportation District Board: *Vision, Values and Priorities*

Vision Statement

The **vision statement** tells us what we intend to become or achieve in the next 3 to 5 years.

Yolo County residents enjoy innovative and efficient mobility options connecting them to places they want to go.

Values

A **core value** describes our individual and organizational behaviors and helps us to live out our vision.

- Collaboration
- Efficiency
- Transparency
- Innovation
- Service
- Safety
- Economic Sustainability
- Environmental Stewardship
- Equity/Social Justice

District-Wide Priorities

Priorities align our vision and values with our implementation strategies.

- Effective and sustainable business model.
- Efficient, seamless, and easy to use transit system.
- Strong regional mobility partnerships enhance District services.
- Decision making that is data driven decision making and transparent.
- Environmentally sustainable operations.
- Leverage state of the art technology.

Revised 1/13/20

BOARD COMMUNICATION: YOLO COUNTY TRANSPORTATION DISTRICT

350 Industrial Way, Woodland, CA 95776---- (530) 661-0816

Topic: Approve YCTD Board Minutes for Regular Meeting of September 12, 2022	Agenda Item#: Agenda Type:	<h1>3b</h1> <h2>Action</h2>	
		Attachments: <input checked="" type="radio"/> Yes <input type="radio"/> No	Meeting Date: October 10, 2022
Prepared By: M.Koh			

RECOMMENDATION:

Staff recommends for the Yolo County Transportation District (YCTD) Board of Directors approve the Minutes for the Regular Meeting of September 12, 2022.

SEPTEMBER 12, 2022 BOARD MEETING MINUTES:

**YOLO COUNTY TRANSPORTATION DISTRICT
 BOARD OF DIRECTORS MEETING
 September 12, 2022
 Yolo County Transportation District (via videoconference)
 350 Industrial Way, Woodland, CA 95776**

Chair Saylor called the meeting to order at 7:00 pm and requested roll call to confirm quorum was in attendance through Zoom remote participation.

The following individuals were in attendance:

Board Member	Jurisdiction	In Attendance	Absent
Don Saylor (Chair)	Yolo County	X	
Lucas Frerichs (Primary)	Davis	X	
Martha Guerrero (Primary)	West Sacramento	X	
Jesse Loren (Primary)	City of Winters	X	
Tom Stallard (Primary)	City of Woodland	X	
Matt Dulcich (Ex-Officio)	UC Davis		X
Alex Padilla (Ex-Officio)	Caltrans	X	

YCTD staff in attendance were Executive Director Autumn Bernstein, Clerk to the Board Mimi Koh, Senior Planners Kristen Mazur and Brian Abbanat, Director of Information Systems Chad Mikula, and Deputy Director of Transit Operations and Planning Erik Reitz.

Additional attendee(s) included: Senior Deputy for Yolo County Counsel Hope Welton, Trandev’s General Manager Michael Klein

Chair Saylor asked for public comments for items not on the agenda; Mr. Hirsch provided public comments. Ms. Koh noted that there was one public comment that was emailed in; she emailed them to the board and provided an overview of the comment.

Agenda Items 3a, 3b, 3c, 3d, 3e, 3f, 3g, 3h, 3i — Consent Calendar*

Director Frerichs made the motion, seconded by Director Guerrero to approve the following items on the Consent Calendar:

- 3a. Approve Agenda for September 12, 2022 Meeting
- 3b. Approve YCTD Board Minutes for Regular Meeting of July 11 2022
- 3c. Approve Resolution 2022-12 Authorizing Signature Authority for Interim Chief Finance Officer (Leo Levenson) and Deputy Director of Transit Operations and Planning (Erik Reitz) for all YCTD Bank Accounts with WestAmerica and Yolo County
- 3d. Adopt Resolution Authorizing a Tax-Deferred Deduction Plan for CalPERS Service Credit Purchases
- 3e. Update YCTD Associate Planner Position Description and Salary Range
- 3f. Approve Updated YCTD Purchasing Card Policy
- 3g. Invitation to Bid (IFB) for CNG Retanking
- 3h. Adopt Resolution No. 2015-13 to Appoint the Executive Director as the Primary Representative and the Deputy Director of Transit Operations and Planning as the Alternate Representative to the Board of Directors of the California Transit Indemnity Pool
- 3i. Renewal of Resolution 2022-09 Authorizing Renewal of Remote Meetings of the YCTD Board of Directors Pursuant to Assembly Bill 361 Renewal

Roll Call for Agenda Items 3a, 3b, 3c, 3d, 3e, 3f, 3g, 3h, 3i — Consent Calendar

AYES	NOES	ABSENT	ABSTAIN	STATUS OF MOTION
Saylor				Motion passed
Frerichs				
Stallard				
Loren				
Guerrero				

Agenda Item 4 — Administrative Reports

Item 4 is a non-action item and for informational purposes only.

Information presented during the administrative report section included:

- Board Member Reports
 - No reports by Board members were presented
- Ad Hoc Committee on 80 Managed Lanes Report (*Bernstein*)
 - Ongoing coordination with Caltrans
 - SB1 Funding
- Transdev Report (*Klein*)
 - Driver recruitment status
- Executive Director Report (*Bernstein*)
 - Launch of the upcoming Route 42 expansion
 - Heat wave
 - 505 Overcrossing
 - YCTD 10-year strategic planning development
 - Long-range calendar

Chair Saylor asked for public comments for agenda item #4; there were no public comments.

Agenda Item 5 — Preliminary Financial Status Report on Close of FY 21-22

Item 5 is a non-action item and for informational purposes only.

Mr. Levenson provided an overview of the staff report.

Chair Saylor asked for comments from Board members; there were no comments or questions.

Chair Saylor asked for public comments for agenda item #5; there were no public comments.

Agenda Item 6 — Microtransit Update and First Amendment to FY 2022 Capital Budget

Ms. Mazur provided an overview of the staff report. Ms. Mazur is asking for the Board’s approval of amendment 1 to the Fiscal Year (FY) 2023 Capital Budget.

Ms. Guerrero asked about the old fleets; Ms. Mazur replied.

Chair Saylor commented on the operation of microtransit service, and the process for amending the capital budget. Mr. Levenson and Ms. Bernstein provided responses.

Roll Call for Agenda Item 6 – Yolo Managed Lanes Project
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AYES	NOES	ABSENT	ABSTAIN	STATUS OF MOTION
Saylor				Motion passed
Frerichs				
Stallard				
Loren				
Guerrero				

Chair Saylor asked for public comments for agenda item #6; there were no public comments.

Director Stallard made the motion, seconded by Director Loren to approve Amendment 1 to the Fiscal Year (FY) 2023 Capital Budget.

Agenda Item 7 — Closed Session

The YCTD Board of Directors had a closed session regarding Public Employment, Employee Appointment or Evaluation, Pursuant to Government Code Section 54957 for position the Executive Director position.

Agenda Item 8 — Adjournment

There being no further regular business, Chair Saylor adjourned the regular meeting at 8:05 pm.

Respectfully submitted:



Mimi Koh, Clerk to the Board

BOARD COMMUNICATION: YOLO COUNTY TRANSPORTATION DISTRICT

350 Industrial Way, Woodland, CA 95776---- (530) 661-0816

Topic: Renewal of Resolution 2022-09 Authorizing Renewal of Remote Meetings of the YCTD Board of Directors Pursuant to Assembly Bill 361 Renewal	Agenda Item#: Agenda Type:	3c Action
		Attachments: <input checked="" type="radio"/> Yes <input type="radio"/> No
Prepared By: M. Koh		Meeting Date: October 10, 2022

RECOMMENDATION:

YCTD staff recommends that the YCTD Board of Directors approve the renewal of Resolution 2022-09 Authorizing Renewal of Remote Meetings of the YCTD Board of Directors Pursuant to Assembly Bill 361 Renewal be approved.

REASON FOR RECOMMENDATION:

Renew authorization for remote (teleconference/videoconference) meetings pursuant to Assembly Bill 361 on the basis that (a) the COVID-19 pandemic state of emergency is ongoing, and (b) meeting in person would present imminent risks to the health or safety of attendees. The proposed resolution will allow the current Yolo County Transportation District Board meeting to be held virtually.

BACKGROUND:

AB361 Findings

The recommended action is required by Assembly Bill 361 to continue meeting remotely during a declared state of emergency. The Board has been meeting remotely pursuant to AB 361 since September 28, 2021. Most Board members returned to meeting in-person on May 23, 2022 with various measures to minimize in-person attendance by YCTD staff and provide options for continued public participation by ZOOM. Renewing the AB 361 findings is nonetheless appropriate and, if adopted, the findings will allow Board members to continue to participate remotely if needed or desired.

AB 361 amended the Brown Act to add simplified procedures that make it easier to hold remote meetings during a state of emergency proclaimed by the Governor (a local emergency is insufficient). See Gov. Code § 54953(e). To meet remotely during a proclaimed emergency, the legislative body must find either of the following circumstances is present: (a) state or local officials continue to impose or recommend measures to promote social distancing; or (b) as a result of the declared emergency, the legislative body finds by majority vote that meeting in person would present imminent risks to the health or safety of attendees.

Through March 2022, the Board relied on social distancing recommendations of the County Health Officer in adopting AB 361 findings. Like many other county health officers, however, Dr. Sisson is no longer

recommending social distancing and the Board must therefore consider the "imminent risks" finding to continue meeting remotely. A resolution adopted by the Board on April 12, 2022 included facts and conclusions sufficient to support such a finding, such as:

- Like many other facilities throughout the County, the Board Chambers were not designed to ensure that attendees can remain six feet apart to reduce the possibility of infection with the virus that causes COVID-19;
- Prior to the COVID-19 pandemic, Board meetings would often attract significant attendance and community members and staff would be in close proximity (seated or standing immediately next to one another) for up to three hours; and
- Holding in-person meetings would encourage community members to come to YCTD facilities to participate in local government, and some of them are likely to be at high risk for serious illness from COVID-19 and/or live with someone who is at high risk.

All of these facts remain applicable presently, and the local case rate has increased significantly since adoption of the resolution on April 12. Altogether, staff believe the Board can appropriately make the findings necessary to allow continued implementation of AB 361.

Finally, continuing to authorize remote meetings pursuant to AB 361 does not require the Board to meet remotely--it merely allows one or Board members to do so as necessary or convenient. Staff anticipate that going forward, some Board members and essential staff will attend meetings in-person, and other staff and members of the public will likely choose to participate remotely for the sake of convenience. Staff will also take reasonable precautions in the Board Chambers including:

- Physical distancing - in a hybrid format staff would set up the Board Chambers to have physical distancing where at least every other seat for the public is out of service to ensure distance between attendees.
- Air Filtration – Staff have added HEPA filtration to the Board Chambers to ensure filtration of air to remove viral particles

As a reminder, the YCTD has a vaccination policy and over 90% of YCTD staff is vaccinated.

Collaborations (including Board advisory groups and external partner agencies) County Administrator, County Health Officer.

BUDGET IMPACT:

None.

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Renewal of Resolution 2022-09 Authorizing Renewal of Remote Meetings of the YCTD Board of Directors Pursuant to Assembly Bill 361 Renewal

PASSED AND ADOPTED by the Board of Directors of the Yolo County Transportation District, County of Yolo, State of California, this 10th day of October 2022, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Don Saylor, Chair
Board of Directors

ATTEST:

Mimi Koh, Clerk
Board of Directors

Approved as to Form:

Hope P. Welton, District Counsel

BOARD COMMUNICATION: YOLO COUNTY TRANSPORTATION DISTRICT

350 Industrial Way, Woodland, CA 95776---- (530) 661-0816

Topic: Set End Date for Promotional Fare for Microtransit Service	Agenda Item#: Agenda Type:	3d
		Informational/Action
		Attachments: Yes <input checked="" type="radio"/> No
Prepared By: E. Reitz		Meeting Date: October 10, 2022

RECOMMENDATION:

Staff recommends that the Yolo County Transportation District Board of Directors approve a motion to set an end date for the promotional \$1 fare for microtransit in Knights Landing and Winters effective January 1, 2023.

BACKGROUND:

The Yolobus microtransit service also known as the “YOUR Ride” started in Knights Landing in August 2019 and Winters in March 2020. YOUR Ride is a shared on-demand transportation service which allows users to request a ride where and when they need it, within a set geographic zone and time of day. Each service has its own individual characteristics, with Knights Landing service area or “zone” including all of Knights Landing and Woodland and providing service from 8:30 AM to 5:30 PM Monday through Friday and Sunday while Winters service area or zone including all of Winters and parts of both Vacaville and Davis and provides service from 8:30 AM to 5:30 PM Monday through Saturday.

At the onset of service, YCTD established a promotional fare of \$1.00 per trip. Both services described the cost in the following way, “During this pilot period, promotional fares will be as low as \$1 each, 50 cents for youth 18 and under. The full fare is just \$4 per person.” At the time the promotional fare was approved, no end date was identified. After over two years of providing promotional fares, ridership on microtransit is at an all-time high, and it is time to increase to the full fare.

BUDGET IMPACT:

The proposal will have a negligible, net positive impact on the YCTD budget.

BOARD COMMUNICATION: YOLO COUNTY TRANSPORTATION DISTRICT

350 Industrial Way, Woodland, CA 95776---- (530) 661-0816

Topic: First Amendment to the Executive Director’s Agreement	Agenda Item#: Agenda Type:	3e Action
		Attachments: <input checked="" type="radio"/> Yes <input type="radio"/> No
Prepared By: Hope P. Welton, District Counsel		Meeting Date: October 10, 2022

RECOMMENDATION:

Staff recommends the Yolo County Transportation District (YCTD) Board of Directors approve the First Amendment to the First Amended Agreement with the YCTD Executive Director which:

- 1) Amends Paragraph V.A. to increase annual compensation to \$211,860.00; and
- 2) Adds Paragraph V.B. to include a lump sum payment in the amount of \$3,900.00 to offset the Executive Director’s unexpected contribution to healthcare coverage and YCTD’s inability to obtain life insurance at the previously agreed to amount; and
- 3) Deletes Paragraph VII.i. as YCTD is unable to provide this benefit.

BACKGROUND:

YCTD’s Board of Directors (Board) originally entered into an Agreement for Personal Services with the Executive Director at its Board Meeting on August 9, 2021. To clarify the benefits to which the Executive Director is entitled, the Parties then entered into the First Amended Agreement effective September 1, 2021 to make necessary updates.

The Board and the Executive Director would now like to amend the First Amended Agreement to increase compensation to account for unanticipated changes to the Executive Director’s contribution amount for healthcare coverage and YCTD’s inability to obtain life insurance at the previously agreed to amount.

1. Health Insurance

The original Agreement stated that 100% of the cost of the Executive Director’s healthcare premium would be paid for by YCTD. However, CalPERS later noted that YCTD cannot provide that benefit without providing it to all retirees in the Executive Director classification. As such, the Board executed the First Amended Agreement amended to reduce the healthcare benefit to 90% of the premium, consistent with the two Deputy Directors. This resulted in a reduction of pre-tax compensation by \$86 per pay period, or approximately \$2200.00 per year.

It is recommended that the Board increase the Executive Director’s annual salary by \$2200.00 per year to offset this contribution to healthcare coverage and provide a one-time payment of \$2200.00 to reimburse the costs to the Executive Director for this change in Health Insurance benefit during the first year of the existing Agreement.

2. Life Insurance

The First Amended Agreement states that the Executive Director “shall receive a term life insurance policy in the amount of not less than \$1,000,000, provided the annual cost for premiums does not exceed \$2,500.” To date, the Executive Director has not received this benefit despite staff’s best efforts to secure a policy. Insurers will not allow employers to pay personal premiums directly, unless it is a group life insurance plan provided by the

employer. And because the Executive Director is the only YCTD staff eligible for this benefit, they will not offer YCTD a group plan.

It is recommended that the Board increase the Executive Director's annual salary by \$1700.00 per year to offset the cost of obtaining the previously agreed to Life Insurance and provide a one-time payment of \$1700.00 to reimburse the Executive Director for not receiving this benefit during the first year of the existing Agreement.

3. Cost of Living Adjustment

Lastly, the COLA of 3.98% that was approved by the Board as part of the budget action was applied to the Executive Director's salary. As a result, effective July 1, 2022, the Executive Director's salary increased from \$200,000.00 to \$207,960.00. This amount, plus the total annual increases discussed above, results in the recommended annual salary for this Amendment of \$211,860.00.

A copy of the First Amended Agreement, as amended, is included for reference.

FIRST AMENDMENT TO THE FIRST AMENDED AGREEMENT
Between YOLO COUNTY TRANSPORTATION DISTRICT
and AUTUMN BERNSTEIN

This **FIRST AMENDMENT TO THE FIRST AMENDED AGREEMENT** (hereinafter “First Amendment”) is made and entered into as of the last date signed below, by and between the YOLO COUNTY TRANSPORTATION DISTRICT (hereinafter “YCTD”), a California special district, and AUTUMN BERNSTEIN, an individual employed by YCTD as its Executive Director (hereinafter “Executive Director”), jointly referred to as the “Parties” herein and who agree as stated below.

WHEREAS, YCTD’s Board of Directors (hereinafter “Board”) entered into an Agreement for Personal Services with the Executive Director at its Board Meeting on August 9, 2021; and

WHEREAS, to clarify the benefits to which the Executive Director is entitled, the Parties entered into the First Amended Agreement effective September 1, 2021 (hereinafter “Agreement”); and

WHEREAS, the Parties would now like to amend the First Amended Agreement to increase compensation to account for unanticipated changes to the Executive Director’s contribution amount for healthcare coverage and YCTD’s inability to obtain life insurance at the previously agreed to amount.

NOW THEREFORE, IT IS AGREED AS FOLLOWS:

1. Section V. of the Agreement is hereby amended to read as follows:

- V. **COMPENSATION:** The Executive Director is to be paid the annual sum of \$211,860.00 for fulfilling the duties described herein, accruing neither overtime nor compensatory time, monthly in accordance with YCTD’s standard payroll procedures, subject to the following adjustments:
 - a. Each year the Board shall review the Executive Director’s performance and based upon performance of the duties and meeting or exceeding the agreed upon performance objectives determine if a merit-based salary or other salary and/or benefit increase is warranted and act accordingly. Any such increases will be subject to a written amendment to this Agreement. Any merit-based salary or other salary and/or benefit increase shall be determined by the Board in its sole discretion. The determination of the Board is not subject to challenge by the Executive Director in any manner.
 - b. Executive Director shall receive a lump sum payment in the amount of three thousand nine hundred dollars (\$3,900.00) upon execution of this First Amendment to offset the Executive Director’s unexpected contribution to healthcare coverage and YCTD’s inability to obtain life insurance at the previously agreed to amount.

2. Paragraph VII. of the Agreement is hereby amended to read as follows:

VII. BENEFITS: The Executive Director shall be afforded the following benefits package:

- a. CalPERS retirement benefits, formula based on membership date.
- b. YCTD shall match the Executive Director's contribution to YCTD's Deferred Compensation Plan in an amount up to 5% of the Executive Director's base salary.
- c. The Executive Director, and their dependents, shall be eligible for a group health insurance plan through the California Public Employees Retirement System (Cal-PERS). YCTD shall pay up to a maximum of 90% for the health insurance premium that the Executive Director selects through Cal-PERS Health Benefits program consistent with the YCTD policy for allowable cost plans.
- d. The Executive Director, and their dependents, shall be eligible for dental and vision insurance plans provided through the County of Yolo. YCTD shall cover 100% of the Executive Director's dental and vision insurance premiums consistent with YCTD policy for allowable cost plans.
- e. The Executive Director shall accrue vacation leave at the rate of twenty (20) days per year (160 hours per year), earned on a pro rata basis per pay period. The Executive Director may accrue up to 320 hours of vacation leave.
- f. The Executive Director shall accrue sick leave at the rate of twelve (12) days per year (96 hours per year), earned on a pro rata basis per pay period with unlimited accrual.
- g. Executive Director shall be credited with thirty-two (32) hours of floating holiday time on July 1 of each year. Floating holidays shall be taken during the fiscal year and shall not accrue from one fiscal year to the next. Upon termination, any accrued but unused floating holiday shall be paid at a straight time rate. For the first year of this Agreement, Executive Director shall be credited with floating holiday time prorated for each month remaining in the fiscal year after the date of employment.
- h. The Executive Director shall accrue administrative leave in an amount equal to the Deputy Director positions for YCTD. For the first year of this Agreement, administrative leave shall be prorated, based on the date Executive Director became an employee of YCTD.
- i. YCTD will reimburse the Executive Director up to \$5,000.00 to offset relocation expenses. This payment is considered income by the IRS and applicable taxes and withholding will apply. Should the candidate leave the employ of YCTD prior to a year of service, 100% of the benefit paid will be deducted in full from any moneys owed the Executive Director, including salary, vacation, or severance. Should the

candidate leave the employ of YCTD after one year of service but prior to two years of service, 50% of this benefit will be deducted in full from any moneys owed the Executive Director, including pay, vacation, or severance.

3. Except as specifically amended by this First Amendment, the Agreement shall remain in full force and effect according to its terms.

IN WITNESS WHEREOF the Parties have executed this First Amendment as of the day and year last set forth below.

AUTUMN BERNSTEIN Date

YCTD Board Chair Date

ATTEST:

By: _____
YCTD Secretary

BOARD COMMUNICATION: YOLO COUNTY TRANSPORTATION DISTRICT

350 Industrial Way, Woodland, CA 95776---- (530) 661-0816

Topic: Resolution 2022-14: Yolo Active Transportation Corridors (YATC) RAISE Transportation Grant Program First-Tier Subrecipient Agreement	Agenda Item#: Agenda Type:	3f Info/Discussion
		Attachments: <input checked="" type="radio"/> Yes <input type="radio"/> No
Prepared By: B. Abbanat		Meeting Date: October 10, 2022

RECOMMENDATION:

Adopt Resolution 2022-14 authorizing the Executive Director to execute the RAISE Transportation Grant Program First-Tier Subrecipient Agreement for the Yolo Active Transportation Corridors (YATC) project.

BACKGROUND:

In summer 2021, YCTD applied for and was awarded \$1.2 million from the federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program for the \$1.7 million Bike & Pedestrian Trail Network Planning Project. The project has since been re-branded as Yolo Active Transportation Corridors (YATC) to better reflect its purpose as a plan for developed transportation corridors and avoid potential confusion with undeveloped, recreational trails.

YATC will develop an active transportation plan for a network of multiuse facilities that will help to address barriers to mobility for low-income and minority residents of Yolo County. This planning project will build upon YCTD’s recent efforts to explore how public interest design of transportation services can be used to address the needs of the region’s most isolated and disadvantaged areas.

Project updates to the Board were given on May 9th and June 13th.

Caltrans Subrecipient Agreement

YCTD will need to enter into two agreements to access the grant funding: One with FHWA, which is funding the project, and a subrecipient agreement with Caltrans to pass through the FHWA funds. This staff report and resolution addresses the latter. The purpose of this subrecipient agreement is to clarify the roles and responsibilities of Caltrans vs. YCTD with respect to the RAISE funding. Staff expects to bring the FHWA agreement to the Board for execution at the November 14th meeting.

No financial impact is associated with Board action on this item.

Attachments

1. Resolution
2. Caltrans Subrecipient Agreement

YOLO COUNTY TRANSPORTATION DISTRICT

RESOLUTION NO. R 2022-14

AUTHORIZATION TO EXECUTE FY 2021 RAISE TRANSPORTATION GRANT PROGRAM FIRST-TIER SUBRECIPIENT AGREEMENT FOR THE YOLO ACTIVE TRANSPORTATION CORRIDORS (YATC) PROJECT

WHEREAS, the Yolo County Transportation District (YCTD) was awarded a \$1.2 million grant from the federal Department of Transportation’s Reinvesting in American Infrastructure with Sustainability and Equity (RAISE) for the subject project; and

WHEREAS, YCTD will execute an agreement with FYWA and a first-tier subrecipient agreement for the RAISE-funded YATC project; and

WHEREAS, the Caltrans First-Tier Subrecipient Agreement clarifies roles and responsibilities with respect to RAISE funds,

NOW, THEREFORE, RESOLVED, ORDERED, AND FOUND by the Board of Directors of the Yolo County Transportation District, County of Yolo, State of California, to authorize the YCTD Executive Director to execute the Caltrans FY 2021 RAISE Transportation Grant Program First-Tier Subrecipient Agreement for the YATC project.

PASSED AND ADOPTED by the Board of Directors of the Yolo County Transportation District, County of Yolo, State of California, this 10th day of October, 2022, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Don Saylor, Chair

Board of Directors

ATTEST:

Mimi Koh, Clerk

Board of Directors

Approved as to Form:

Hope P. Welton, District Counsel

FISCAL YEAR 2021 RAISE TRANSPORTATION GRANT PROGRAM FIRST-TIER SUBRECIPIENT AGREEMENT

This Fiscal Year 2021 RAISE Transportation Grant Program First-Tier Subrecipient Agreement (Agreement) is between the California Department of Transportation (CALTRANS) (Recipient) and the Yolo County Transportation District (YCTD), a municipal corporation (First-Tier Subrecipient), collectively known as Parties.

RECITALS

WHEREAS, on or about July 12, 2020, the Parties applied for RAISE Grant funding from the United States Department of Transportation (USDOT) for the Yolo County Bike and Pedestrian Trail Network Planning project which will develop an active transportation plan for a network of multiuse trails that will help to address barriers to mobility for low-income and minority residents of Yolo County, California; and

WHEREAS, in this Agreement “RAISE Grant” means an award of funds that were made available under the USDOT published “Notice of Funding Opportunity for the Department of Transportation’s National Infrastructure Investments Under the Consolidated Appropriations Act, 2021,” 86 Fed. Reg. 21,794 (April 23, 2021) (the NOFO), to solicit applications for Federal financial assistance; and

WHEREAS, on or about November 17, 2021, the Parties were selected for RAISE Grant funding in the amount of \$1,200,000 for the Project; and

WHEREAS, the Parties, along with USDOT, will concurrently enter into the U.S. Department of Transportation Grant Agreement under the Fiscal Year 2021 RAISE Transportation Grants Program (USDOT Agreement) which awards and obligates \$1,200,000 in RAISE Grant funding for the Yolo County Bike and Pedestrian Trail Network Planning project; and

WHEREAS, the Parties along with USDOT, will concurrently enter into a Project Oversight Agreement between the Federal Highway Administration Agreement and the California Department of Transportation (Oversight Agreement) which defines specific project responsibilities for FHWA, Caltrans, and YCTD that are necessary for the development and delivery of the Yolo County Bike and Pedestrian Trail Network Planning project; and

WHEREAS, on or about April 18, 1997, the Parties, entered into a Master Agreement Administering Agency-State Agreement for Federal-Aid Projects (Master Agreement); and

WHEREAS, this Agreement reflects the selection of the First-Tier Subrecipient to receive a RAISE Grant for the Project; and

WHEREAS, the Parties want the First-Tier Subrecipient to carry out the Project with the Recipient’s assistance and oversight; and

WHEREAS, this Agreement further establishes oversight and delegation of responsibilities between the Recipient and the First-Tier Subrecipient outlined in the Oversight Agreement, the Master Agreement, and as allowed per Article 7.1(b) of the USDOT Agreement.

The parties therefore agree to the following:

AGREEMENT

Article I. General Terms and Conditions

Section 1.01 General Terms and Conditions

- (a) The First-Tier Subrecipient states that it has knowledge of the USDOT Agreement that includes the content of the document titled “General Terms and Conditions Under The Fiscal Year 2021 RAISE Transportation Grants Program: FHWA Projects,” dated June 6, 2022, which is available at <http://go.usa.gov/xJKa5>. Articles 8 – 31 of the USDOT AGREEMENT are in the General Terms and Conditions.

- The First-Tier Subrecipient acknowledges the USDOT Agreement and this Agreement impose obligations on the First-Tier Subrecipient and that the First-Tier Subrecipient’s non-compliance with the USDOT Agreement and this Agreement may result in remedial action, terminating the RAISE Grant, disallowing costs incurred for the Project, requiring the First-Tier Subrecipient to refund RAISE Grant funding to the Recipient, and reporting the non-compliance in the Federal-government-wide integrity and performance system.
- (b)

- This Agreement references the USDOT Agreement and is acknowledged by the
- (c) Recipient and First-Tier Subrecipient to be the most recent executed version of USDOT Agreement.

Article II. First-Tier Subrecipient Statements and Responsibilities

Section 2.01 Statements on the Project

- (a) The First-Tier Subrecipient states that:
- (i) *all material statements of fact in the Technical Application for the Raise Grant Agreement were accurate when that application was submitted; and*
 - (ii) *Attachment D in the USDOT Agreement documents all material changes in the information contained in that Raise Grant Technical Application.*
- (b) The First-Tier Subrecipient acknowledges that
- (i) *the USDOT relied on statements of fact in the Technical Application to select the PROJECT to receive this award;*
 - (ii) *the USDOT relied on statements of fact in both the Technical Application and the USDOT Agreement to determine that the First-Tier Subrecipient and the Project are eligible under the terms of the NOFO; and*
 - (iii) *the USDOT’s selection of the Project to receive this award prevented awards under the NOFO to other eligible applicants.*

Section 2.02 Statements on Capacity

- (a) The First-Tier Subrecipient states that:

- (i) *it has the legal authority to complete the Project;*
- (ii) *not less than the difference between the “Total Eligible Project Cost” and the “RAISE Grant Amount” listed in section 3.3 of the USDOT Agreement are committed to fund the Project; and*
- (iii) *it has sufficient funds available to ensure that infrastructure completed or improved under the USDOT Agreement and this Agreement will be operated and maintained in compliance with this Agreement, the Master Agreement and applicable Federal law.*

Section 2.03 Project Delivery

- (a) The First-Tier Subrecipient shall complete the Project under the terms of this Agreement.
- (b) The First-Tier Subrecipient shall ensure that the Project is financed, constructed, operated, and maintained in accordance with all Federal laws, regulations, and policies that are applicable to projects of the Administering Operating Administration.

Section 2.04 Rights and Powers Affecting the Project

- (a) The First-Tier Subrecipient shall not take or permit any action that deprives it of any rights or powers necessary to the First-Tier Subrecipient’s performance under this Agreement without written approval of the Recipient and USDOT.
- (b) The First-Tier Subrecipient shall act, consistent with all applicable law and in a manner acceptable to the USDOT and Recipient, to promptly to acquire, extinguish, or modify any outstanding rights or claims of right of others that would interfere with the First-Tier Subrecipient’s performance under this Agreement.

Article III. Application and Award

Section 3.01 Application

- (a) In this Agreement, the application for funding is the application identified and defined in section 2.1 of the USDOT Agreement.
- (b) Project in this Agreement, means the project proposed in the application identified in section 2.1 of the USDOT Agreement, as modified by the negotiated provisions of the USDOT Agreement and this Agreement, including article 3 of the USDOT Agreement and attachments A-E of the USDOT Agreement.
- (c) This award shall not be used for research and development.

Section 3.02 Federal Award and Federal Obligation

- (a) The Recipient hereby passes award of the RAISE Grant received from USDOT to First-Tier Subrecipient in the amount specified in section 2 of the USDOT Agreement and making the Grant amount, as stated in section 2.3 of the USDOT Agreement available for obligation to First-Tier Subrecipient for the stated budget period.
- (b) The First-Tier Subrecipient accepts and agrees to the dates set forth in section 2.4 of USDOT Agreement.

Section 3.03 Limitation of Federal Award Amount

- (a) Under this award, the Recipient shall not provide funding greater than the amount specified in article section 2.3 of the USDOT Agreement. The First-Tier Subrecipient acknowledges that Recipient is not liable for payments exceeding that amount, and the First-Tier Subrecipient shall not request reimbursement of costs exceeding that amount.

Section 3.04 Additional USDOT Conditions

- (a) If section 2.3 of the USDOT Agreement does not obligate funds for Phase 4b, and the parties to the USDOT Agreement choose, by amendment under article 21 of the USDOT Agreement, to obligate funds for eligible costs in this Phase, the First-Tier Subrecipient agrees to assume any additional conditions set by the USDOT for the Recipient in the USDOT Agreement.

Article IV. Summary Project Information

Section 4.01 Summary Statement of Work

- (a) The Project's summary statement of work is defined in section 3.1 of the USDOT Agreement and Attachment A of the USDOT Agreement. The First-Tier Subrecipient affirms the Project scope of work does not exceed the Project summary statement of work and any proposed changes will be made in accordance with section 6.02.

Section 4.02 Estimated Schedule

- (a) The Project's estimated schedule is defined in section 3.2 of the USDOT Agreement. The First-Tier Subrecipient affirms the Project will remain within the estimated schedule and any proposed changes will be made in accordance with section 6.03

Section 4.03 Estimated Budget

- (a) The Project's estimated budget is defined in section 3.3 of the USDOT Agreement and Attachment B of the USDOT Agreement. The First-Tier Subrecipient affirms the PROJECT will remain within the estimated budget and any proposed changes will be made in accordance with section 6.04.

Section 4.04 Critical Milestone Dates

- (a) The Project's critical milestone deadlines are defined in Section 4.1 of the USDOT Agreement. The First-Tier Subrecipient affirms the Project will meet Critical Milestone Dates.

Article V. Party Information

Section 5.01 First Tier Subrecipient Information

- (a) First Tier Subrecipient Contact(s)

(b) First-Tier Subrecipient Key Personnel.

Section 5.02 Notification of Changes to Key Personnel.

- (a) The First-Tier Subrecipient shall notify all Recipient contacts and all USDOT project contacts, identified in sections 5.2 and 5.4 of the USDOT Agreement, in writing within 30 calendar days of any change in key personnel who are identified in section 5.01 of this Agreement.

Article VI. Statement of Work, Schedule, and Budget Changes

Section 6.01 Notification Requirement

- (a) The First-Tier Subrecipient shall notify all Recipient contacts and all USDOT Project contacts, identified in sections 5.2 and 5.4 of the USDOT Agreement, in writing within 30 calendar days of any change in circumstances or commitments that adversely affect the First-Tier Subrecipient's plan to complete Project. In that notification, the First-Tier Subrecipient shall describe the change and what actions the First-Tier Subrecipient has taken or plans to take to ensure completion of Project. This requirement under section 6.01(a) is separate from any other article 6 section that requires the First-Tier Subrecipient request modification of the USDOT Agreement.

Section 6.02 Statement of Work Changes

- (a) If Project activities differ from the statement of work described in section 3.1 of the USDOT Agreement and Attachment A of the USDOT Agreement, First-Tier Subrecipient shall contact all Recipient contacts and all USDOT Project contacts, identified in sections 5.2 and 5.4 of the USDOT Agreement and request modification of the USDOT Agreement to update section 3.1 of the USDOT Agreement and Attachment A of the USDOT Agreement.

Section 6.03 Schedule Changes

- (a) If the Project's activities differ from the statement of work that is described in section 3.1 and Attachment A of the USDOT Agreement, First-Tier Subrecipient shall contact all Recipient contacts and all USDOT project contacts, identified in sections 5.2 and 5.4 of the USDOT Agreement, and request a modification of the USDOT Agreement to update section 3.1 of the USDOT Agreement and Attachment A of the USDOT Agreement.

Section 6.04 Budget Changes

- (a) The First-Tier Subrecipient shall contact all Recipient contacts and all USDOT project contacts, identified in sections 5.2 and 5.4 of the USDOT Agreement and shall request a modification of the USDOT Agreement to update the relevant dates if any of the following should occur:
 - (i) *the Project's substantial completion date changes to a date that is more than six months after the substantial completion date listed in section 3.2 of the USDOT Agreement,*
 - (ii) *a schedule change would require the budget period to continue after the budget period end date listed in section 2.4 of the USDOT Agreement, or*
 - (iii) *a schedule change would require the period of performance to continue after the period of performance end date listed in section 2.4 of the USDOT Agreement.*
- (b) For other schedule changes not addressed in Section 6.04 (a) above, the First-Tier Subrecipient shall request a modification of the USDOT Agreement; unless the USDOT and the Recipient have consented, in writing consistent with the Administering Operating Administration's requirements, to the change.
- (c) The First-Tier Subrecipient acknowledges that an increased cost to complete the Project:
 - (i) *does not affect the First-Tier Subrecipient's obligation under this Agreement to complete the Project; and*
 - (ii) *will not increase the amount of this award from USDOT or Recipient to address any funding shortfall.*
- (d) If, any of the Project funding listed in section 3.3 of the USDOT Agreement increases or the "Total Eligible Project Cost" amount decreases, the First-Tier Subrecipient shall request a modification of the USDOT Agreement to update section 3.3 of the USDOT Agreement and Attachment B of the USDOT Agreement. For other budget changes, the First-Tier Subrecipient shall request a modification of the USDOT Agreement to update Attachment B of the USDOT Agreement unless the USDOT and Recipient have consented, in writing consistent with the Administering Operating Administration's requirements, to the change.
- (e) If the actual eligible Project costs are less than the "Total Eligible Project Cost" listed in section 3.3 of the USDOT Agreement, the First-Tier Subrecipient may propose to the Recipient and USDOT, in writing consistent with the Administering Operating Administration's requirements, specific additional activities that are within the scope of this award, as defined in sections 8.1 and 3.1 of the USDOT Agreement, and that the First-Tier Subrecipient could complete with the difference between the "Total Eligible Project Cost" that is listed in section 3.3 of the USDOT Agreement and the actual eligible project costs.
- (f) If the actual eligible Project costs are less than the "Total Eligible Project Cost" listed in section 3.3 of the USDOT Agreement and the First-Tier Subrecipient does not make a proposal under section 12.4(c) of the USDOT Agreement, or USDOT does not accept the First-Tier Subrecipient's proposal under section 12.4(c) of the USDOT Agreement or the Recipient does not accept the First-Tier Subrecipient's proposal under section 12.4(c) of the USDOT Agreement, :

- (i) *the **First-Tier Subrecipient** shall reduce the Federal Share by the difference between the “Total Eligible Project Cost” that is listed in section 3.3 of the USDOT Agreement and the actual eligible project costs as set forth in section 12.4(b) of the USDOT Agreement; and*
- (ii) ***First-Tier Subrecipient** shall refund to the Recipient the difference between the reimbursed costs and the revised award if the modification reduces this award and the Recipient had reimbursed costs exceeding the revised award,*
- (g) In this Agreement, “**Federal Share**” means the sum of the “RAISE Grant Amount” and the “Other Federal Funds” amounts that are listed in section 3.3 of the USDOT Agreement.

Section 6.05 USDOT and Recipient Acceptance of Changes

- (a) The Recipient may accept or reject modifications requested under article 6 of this Agreement, and in doing so may elect to consider only the interests of the RAISE Transportation Discretionary Grant program, the Recipient, or USDOT. The First-Tier Subrecipient acknowledges that requesting a modification under article 6 of this Agreement does not amend, modify, or supplement this Agreement unless the Recipient accepts that modification request and the parties modify USDOT Agreement under section 21.1 of the USDOT Agreement.

Article VII. General Reporting Terms

Section 7.01 Reporting

- (a) The First-Tier Subrecipient assumes the Recipient's reporting obligations under articles 14 and 15 of the USDOT Agreement.

Section 7.02 Report Submission

- (a) First-Tier Subrecipient shall send all reports required by USDOT Agreement and this Agreement to all Recipient contacts listed in section 5.2 of the USDOT Agreement, all USDOT contacts listed section 5.4 of the USDOT Agreement, and all USDOT contacts who are listed section 9.2 of the USDOT Agreement.

Section 7.03 Alternative Reporting Methods

- (a) The Administering Operating Administration may establish processes for the Recipient to submit reports required by this Agreement, including electronic submission processes. If the First-Tier Subrecipient is notified by the Recipient in writing, the First-Tier shall use the processes required by the Administering Operating Administration, as directed by the Recipient.

Section 7.04 Reporting History of Performance

- (a) Under 2 C.F.R 200.205 and USDOT Agreement section 7.2, any Federal awarding agency may consider the First-Tier Subrecipient's timely submission of the reports that USDOT Agreement and this Agreement require, or the First-Tier Subrecipient's failure to timely submit those reports, when evaluating the risks of making a future Federal financial assistance award to the First-Tier Subrecipient's.

Article VIII. Agreement Termination.

Section 8.01 Recipient Termination

- (a) The Recipient may terminate this Agreement and all its obligations under this Agreement if any of the following occurs:
- (i) *the First-Tier Subrecipient fails to obtain or provide any non-RAISE Transportation Discretionary Grant contribution or alternatives approved by the USDOT as provided in the USDOT Agreement and consistent with article 3 in the USDOT Agreement;*
 - (ii) *the First-Tier Subrecipient fails to meet a milestone listed in section 4.1 of the USDOT Agreement by the deadline date listed in that section for that milestone and the parties are unable to agree upon or provide an extension or other form of approval by way of a revised USDOT Grant Agreement, which is agreed to with signature by parties;*
 - (iii) *the First-Tier Subrecipient fails to comply with the terms and conditions of this Agreement, including a material failure to comply with the schedule in section 3.2 of the USDOT Agreement even if it is beyond the reasonable control of the Recipient. A material failure is defined as the failure to comply with the material contractual obligation; or,*
 - (iv) *the USDOT determines that termination of the U.S. Department of Transportation's Grant Agreement Under The Fiscal Year 2021 RAISE Transportation Grants Program For PROJECT is in the public interest.*

Section 8.02 Closeout Termination

- (a) This agreement terminates on Project Closeout.
- (b) In this agreement, "Project Closeout" means the date that the USDOT notifies the Recipient that the award is closed out. Under 2 C.F.R. 200.343, Project Closeout should occur no later than one year after the period of performance end date that is listed in section 2.4 of the USDOT Agreement.

Section 8.03 Post-Termination Adjustments.

- (a) The First-Tier Subrecipient acknowledges that under 2 C.F.R. 200.344–200.345 termination of the USDOT Agreement and this Agreement does not extinguish the Recipient's and USDOT's authority to disallow costs, including costs that the Recipient reimbursed to First-Tier Subrecipient before termination, and recover funds from the First-Tier Subrecipient.

Section 8.04 Non-Terminating Events

- (a) The end of the budget period described under section 11.2 of the USDOT Agreement does not terminate this Agreement or the First-Tier Subrecipient's obligations under this Agreement.
- (b) The end of the period of performance described under section 11.3 of the USDOT Agreement does not terminate this Agreement or the First-Tier Subrecipient's obligations under this Agreement.

- (c) The cancellation of funds under section 20.2 of the USDOT Agreement or 15.02 of this Agreement does not terminate this Agreement or the First-Tier Subrecipient's obligations under this Agreement.

Section 8.05 Other Remedies

- (a) The termination authority under this article 8 supplements both the USDOT Agreement and this Agreement and does not limit the USDOT's or Recipient's remedial authority under 2 C.F.R. part 200, including 2. C.F.R. 200.338–200.339 and the Oversight Agreement.

Article IX. MONITORING, FINANCIAL MANAGEMENT, AND RECORDS

Section 9.01 First-Tier Subrecipient Monitoring and Record Retention.

- (a) The First-Tier Subrecipient shall monitor activities under this award, including activities under subawards and contracts, to ensure:
 - (i) those activities comply with this Agreement; and
 - (ii) those activities comply with the Master Agreement and Project Program Supplement Agreement, signed by the First Tier Subrecipient and the Recipient
 - (iii) funds provided under this award are not expended on costs that are not allowable under this award or not allocable to this award.
- (b) If the First-Tier Subrecipient makes a subaward under this award, the First-Tier Subrecipient shall monitor the activities of the subrecipient in compliance with 2 C.F.R. 200.331(d).
- (c) The First-Tier Subrecipient shall retain records relevant to the award as required under 2 C.F.R. 200.333.

Section 9.02 USDOT Record Access

- (a) The USDOT and the Recipient may access First-Tier Subrecipient records related to this award under 2 C.F.R. 200.336.

Section 9.03 Financial Records and Audits

- (a) The First-Tier Subrecipient shall keep all Project accounts and records that fully disclose the amount and disposition by the First-Tier Subrecipient of the award funds, the total cost of the Project, and the amount or nature of that portion of the cost of the Project supplied by other sources, and any other financial records related to the Project.
- (b) The First-Tier Subrecipient shall keep accounts and records described under section 17.3(a) of the USDOT Agreement in accordance with a financial management system that meets the requirements of 2 C.F.R. 200.301–200.303, 2 C.F.R. 200 subpart F, and title 23, United States Code, and will facilitate an effective audit in accordance with the Single Audit Act Amendments of 1996, 31 U.S.C. 7501–7507.

- (c) The First-Tier Subrecipient shall, upon reasonable notice, make available to the Recipient, the USDOT and the Comptroller General of the United States any books, documents, papers, and records of the Recipient that are related to this award for the purpose of audit and examination.
- (d) If an independent audit is made of the accounts of the First-Tier Subrecipient relating to the Project or this award, the First-Tier Subrecipient shall file a certified copy of that audit with the Comptroller General of the United States no later than six months following the close of the federal fiscal year for which the audit was made.
- (e) The First-Tier Subrecipient shall separately identify expenditures under the fiscal year 2021 RAISE Transportation Grants program in financial records required for audits under Single Audit Act Amendments of 1996, 31 U.S.C. 7501–7507. Specifically, the First-Tier Subrecipient shall:
 - (i) *list expenditures under that program separately on the schedule of expenditures of Federal awards required under 2 C.F.R. 200 subpart E, including “FY 2019” in the program name; and*
 - (ii) *list expenditures under that program on a separate row under Part II, Item 1 (“Federal Awards Expended During Fiscal Period”) of Form SF-SAC (March 25, 2019), including “FY 2019” in column c (“Additional Award Identification”).*

Article X. CONTRACTING AND SUBAWARDS

Section 10.01 Minimum Wage Rates

- (a) The First-Tier Subrecipient shall include, in all contracts in excess of \$2,000 for work on the Project that involves labor, provisions establishing minimum rates of wages, to be predetermined by the United States Secretary of Labor, in accordance with the Davis-Bacon Act, 40 U.S.C. 3141–3148, or 23 U.S.C. 113, as applicable, that contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.
- (b) If cases where the State Wage minimum rate of wage is greater than the Federal Wage minimum rate of wage, the higher State Wage minimum rate of wage shall be used by contractors to pay skilled and unskilled labor, and the higher State Wage minimum rate of wage shall be stated in the invitation for bids and shall be included in proposals or bids for the work.

Section 10.02 Buy America

- (a) Steel, iron, and manufactured products used in the Project are subject to 23 U.S.C. 313, as implemented by the Federal Highway Administration. The First-Tier Subrecipient acknowledges that this Agreement is neither a waiver of 23 U.S.C. 313(a) nor a finding under 23 U.S.C. 313(b).

Section 10.03 Small and Disadvantaged Business Requirements

- (a) If any funds under this award are administered by or through a State Department of Transportation, the First-Tier Subrecipient shall expend those funds in compliance with the requirements at 49 C.F.R. part 26 (“Participation by disadvantaged business enterprises in Department of Transportation financial assistance programs”). The First-Tier Subrecipient shall expend all other funds under this award in compliance with the requirements at 2 C.F.R. 200.321 (“Contracting with small and minority businesses, women’s business enterprises, and labor surplus area firms”).

Section 10.04 Engineering and Design Services

- (a) The First-Tier Subrecipient shall award each contract or sub- contract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping, or related services with respect to the Project in the same manner that a contract for architectural and engineering services is negotiated under the Brooks Act, 40 U.S.C. 1101-1104 as implemented in 23 U.S.C. 112(b)(2), or an equivalent qualifications-based requirement prescribed for or by the First-Tier Subrecipient and approved in writing by the USDOT and the Recipient.

Section 10.05 Foreign Market Restrictions

- (a) The First-Tier Subrecipient shall not allow funds provided under this award to be used to fund the use of any product or service of a foreign country during the period in which such foreign country is listed by the United States Trade Representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction.

Section 10.06 Contractor Speech

- (a) The First-Tier Subrecipient shall ensure that no concession agreements are denied, or other contracting decisions made, on the basis of speech or other activities protected by the First Amendment.

Article XI. Subaward and Contract Authorization.

Section 11.01 Subaward and Contract Authorization

- (a) If the USDOT Office for Subaward and Contract Authorization identified in section 6.2 of the USDOT Agreement is “FHWA Division,” then the First-Tier Subrecipient shall comply with subaward and contract authorization requirements under 23 C.F.R chapter I, subchapter G.
- (b) If the USDOT Office for Subaward and Contract Authorization identified in section 6.2 of the USDOT Agreement is “FHWA Office of Acquisition and Grants Management,” then the First-Tier Subrecipient shall obtain prior written approvals from the USDOT Agreement officer and the Recipient for the subaward or contracting out of any work under this Agreement. That approval will be contingent upon a fair and reasonable price determination on the part of the First-Tier Subrecipient and the Recipient’s and agreement officer’s concurrence on that determination.

Article XII. COSTS, PAYMENTS, AND UNEXPENDED FUNDS

Section 12.01 Projects Costs

- (a) This award is subject to the cost principles at 2 C.F.R. 200 subpart E, including provisions on determining allocable costs and determining allowable costs.

Section 12.02 Timing of Project Costs

- a) The First-Tier Subrecipient shall not charge to this award, costs that were incurred before the date of the USDOT Agreement and this Agreement, unless those costs are identified in Attachment E of the USDOT Agreement and would have been allowable if incurred during the budget period. This limitation applies to costs incurred under an advance construction authorization (23 U.S.C. 115), costs incurred prior to authorization (23 C.F.R. 1.9(b)), and pre-award costs under 2 C.F.R. 200.458.
- b) The First-Tier Subrecipient recognizes the USDOT Grant Agreement hereby supersedes and terminates any previous USDOT approval for the First-Tier Subrecipient to incur costs under the award for the Project specified in the USDOT Agreement. Attachment E of the USDOT Agreement is the exclusive USDOT approval of costs incurred before the date of the USDOT Agreement.
- c) The Recipient shall not charge to this award costs that are incurred after the budget period.

Section 12.03 First-Tier Subrecipient Recovery of Federal Funds

- (a) The First-Tier Subrecipient shall make all reasonable efforts, including initiating litigation, if necessary, to recover Federal funds if the USDOT or Recipient determines, after consultation with the First-Tier Subrecipient, that those funds have been spent fraudulently, wastefully, or in violation of Federal laws, or misused in any manner under this award. The First-Tier Subrecipient shall not enter a settlement or other final position, in court or otherwise, involving the recovery of funds under the award unless approved in advance in writing by the USDOT and Recipient.

Section 12.04 Unexpended Federal Funds

- (a) Any Federal funds that are awarded at section 2.3 of the USDOT Agreement but not expended on allocable, allowable costs remain the property of the United States.

Article XIII. Timing of Payments to the First-Tier Subrecipient

Section 13.01 Timing of Payments to the First-Tier Subrecipient

- (a) Reimbursement is the payment method for the RAISE Transportation Grants program.
- (b) The First-Tier Subrecipient shall not request reimbursement of a cost before the First-Tier Subrecipient has entered into an obligation for that cost and received an executed Program Supplement Agreement for the Project.
- (c) Upon termination of the Agreement or USDOT Agreement, Recipient shall reimburse First-Tier Subrecipient for all non-cancellable obligations incurred prior to the date of termination which cannot reasonably be cancelled.

Article XIV. Information Supporting Expenditures

Section 14.01 Information Supporting Expenditures

- (a) If the First-Tier Subrecipient submits a request for reimbursement that the Recipient determines does not include or is not supported by sufficient detail, the Recipient may deny the request or withhold processing the request until the First-Tier Subrecipient provides sufficient detail.

Article XV. LIQUIDATION, ADJUSTMENTS, AND FUNDS AVAILABILITY

Section 15.01 Liquidation of First-Tier Subrecipient Obligations

- (a) The First-Tier Subrecipient shall liquidate all obligations under this award not later than 90 days after the budget period end date that is listed in section 2.4 of the USDOT Agreement. The First-Tier Subrecipient acknowledges that this period of availability for liquidation ends before the statutory expenditure deadline identified in section 20.2 of the USDOT Agreement.
- (b) Liquidation of obligations and adjustment of costs under this Agreement follow the requirements of 2 C.F.R. 200.343–200.345.

Section 15.02 Funds Cancellation

- (a) Outstanding FY 2021 RAISE Transportation Discretionary Grant balances are canceled by statute after September 30, 2026, and are then unavailable for any purpose, including adjustments and expenditures.

Article XVI. AGREEMENT MODIFICATIONS

Section 16.01 Bilateral Modifications

- (a) The Parties may mutually amend, modify, or supplement this Agreement in writing signed by the Recipient and the First-Tier Subrecipient. Either party may request to amend, modify, or supplement this Agreement by written notice to the other party.

Article XVII. Limited Unilateral Modifications

Section 17.01 Unilateral Modifications

- (a) The First-Tier Subrecipient may update the contacts who are listed in section 5.01 of this Agreement by written notice to all of the Recipient and USDOT contacts who are listed in sections 5.4 and 9.2 of the USDOT Agreement.

Section 17.02 Other Modifications.

- (a) The Parties shall not amend, modify, or supplement this Agreement except as permitted under section 16.01 and 17.01 of this Agreement. If an amendment, modification, or supplement is not permitted under sections 16.01 or 17.01 of this Agreement, it is void.

Article XVIII. ADDITIONAL TERMS AND CONDITIONS

Section 18.01 Effect of Urban or Rural Designation

- (a) Based on information the First-Tier Subrecipient provided to the USDOT, including the Technical Application, section 2.5 of the USDOT Agreement designates the Project to be a project in an urban area or a project in a rural area, as those areas are defined in the NOFO. The First-Tier Subrecipient shall comply with the requirements that accompany that designation on minimum award size, geographic location, and cost sharing.

Section 18.02 Disclaimer of Federal Liability

- (a) The Recipient shall not be responsible or liable for any damage to property or any injury to persons that may arise from, or be incident to, performance or compliance with this Agreement.

Article XIX. Relocation and Real Property Acquisition

Section 19.01 Relocation and Real Property Acquisition

- (a) To the greatest extent practicable under State law, the First-Tier Subrecipient shall comply with the land acquisition policies in 49 C.F.R. 24 subpart B and shall pay or reimburse property owners for necessary expenses as specified in that subpart.
- (b) The First-Tier Subrecipient shall provide a relocation assistance program offering the services described in 49 C.F.R. 24 subpart C and shall provide reasonable relocation payments and assistance to displaced persons as required in 49 C.F.R. 24 subparts D–E.
- (c) The First-Tier Subrecipient shall make available to displaced persons, within a reasonable period of time prior to displacement, comparable replacement dwellings in accordance with 49 C.F.R. 24 subpart E.

Article XX. Federal Freedom of Information Act

Section 20.01 Federal Freedom of Information Act

- (a) The USDOT is subject to the Freedom of Information Act, 5 U.S.C. 552.
- (b) The First-Tier Subrecipient acknowledges the Technical Application and materials submitted to the USDOT or the Recipient by the First-Tier Subrecipient related to this Agreement may become USDOT records subject to public release under 5 U.S.C. 552.

Article XXI. THIS AWARD AGREEMENT

Section 21.01 Attachments

Attachment A CALTRANS-LOCAL AGENCY Master Agreement

Attachment B executed USDOT Agreement for Project or most recently executed revision of the USDOT Agreement for Project, shall be considered part of this agreement; the first USDOT Agreement for Project will be executed concurrently with, this agreement.

Attachment C approved Program Supplement Agreement(s) for Project, signed by the First Tier Subrecipient and executed by Recipient after the first obligation of federal funds to Project, shall be considered part of this Agreement.

Attachment D Approved Oversight Agreement that defines Recipient responsibilities to parties not defined by this Agreement, shall be considered a part of this agreement.

Section 21.02 Exhibits

Exhibit A Project Technical Application

Exhibit B Project Build Fact Sheet

Exhibit C Project Cooperative Agreement

Section 21.03 Construction

(a) If a provision in the Exhibits or the Attachments conflicts with a provision in articles 1 – 2, then the provision in articles 1 – 22 prevails. If a provision in the Attachments conflicts with a provision in the Exhibits, then the provision in the Attachments prevails.

Article XXII. AGREEMENT EXECUTION AND EFFECTIVE DATE

Section 22.01 Counterparts

(a) This Agreement may be executed in counterparts, which constitute one document. The Parties intend each countersigned original to have identical legal effect.

Section 22.02 Effective Date

(a) The Agreement will become effective when the Parties have signed it. The Effective Date of this Agreement will be the date the last party signs the Agreement. Once signed by the Recipient's authorized representative, this instrument constitutes a separate RAISE Grant Agreement that assigns responsibilities, including administrative and oversight responsibilities, between the Recipient and the First-Tier Subrecipient. The USDOT is not a party to this Agreement.

CALTRANS SIGNATURE PAGE

The Caltrans (a.k.a. Recipient), intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Date

By:

Signature of Recipient's Authorized
Representative

Tony Tavares

Name

CALTRANS Director

Title

FIRST-TIER SUBRECIPIENT SIGNATURE PAGE

The First-Tier Subrecipient, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

Yolo County Transportation District,

10/10/2022

By: Autumn Bernstein
Executive Director

BOARD COMMUNICATION: YOLO COUNTY TRANSPORTATION DISTRICT

350 Industrial Way, Woodland, CA 95776---- (530) 661-0816

Topic: Adopt Resolution R 2022-15 Authorizing Execution of Corrective Action Plan (CAP)	Agenda Item#: Agenda Type:	3g Informational/Action	
		Attachments:	<input checked="" type="radio"/> Yes <input type="radio"/> No
Prepared By: E. Reitz		Meeting Date: October 10, 2022	

RECOMMENDATION:

Staff recommends the Yolo County Transportation District Board of Directors adopt the attached Resolution No. R 2022-15, authorizing the Executive Director (or designees) to execute all necessary documents, including but not limited to Corrective Action Plan (CAP) with the California Department of Transportation (Caltrans) to transfer Low Carbon Transit Operations Program (LCTOP) funds.

BACKGROUND:

The LCTOP program is one of several established under Senate Bill (SB) 862, approved in 2014. SB 862 is commonly referred to as the Cap-and-Trade bill. LCTOP aids transit agencies to reduce their greenhouse gas emissions and improve mobility, with emphasis on benefiting disadvantaged communities.

YCTD was allocated \$804,231 in FY17-18 to FY19-20 LCTOP funds which were originally planned to be used for the purchase of a single Zero Emission Vehicle. After further review of YCTD’s zero emission infrastructure and bus fleet needs and give LCTOP funding requirements, YCTD staff worked with LCTOP staff. YCTD will request that Caltrans program the funds to the Transit Fare Subsidies project, which includes the following three components:

- (1) Continue Yolobus “Youth Ride Free” program for youth ages 0-18 for one additional year beyond the current expiration date of June 30, 2022 (new expiration date of June 30, 2023);
- (2) Offer fare free days for all riders on at least 32 days, including promotional “try transit” days, spare the air days, and select holidays: and
- (3) Offer subsidized fares/tickets to nonprofits that serve low-income clients.

YOLO COUNTY TRANSPORTATION DISTRICT

RESOLUTION NO. R 2022-15

AUTHORIZATION FOR APPLICATION TO THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

WHEREAS, the Yolo County Transportation District (YCTD) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, YCTD desires to submit to the Department an application for the Transit Fare Subsidies project; and

WHEREAS, YCTD wishes to authorize its Executive Director, or his/her designee the Deputy Director of Operations, Planning, and Special Projects, or the Deputy Director of Finance, Grants, and Procurement, to execute these documents and any amendments thereto,

NOW, THEREFORE, RESOLVED, ORDERED, AND FOUND by the Board of Directors of the Yolo County Transportation District, County of Yolo, State of California, as follows:

1. The foregoing recitals, and each of them, are true and correct.
2. The fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.
3. That YCTD’s Executive Director or his/her designee the Deputy Director of Operations, Planning, and Special Projects, or the Deputy Director of Finance, Grants, and Procurement be authorized to execute all required documents of the LCTOP program and any Amendments thereto, after review by District Counsel, with the California Department of Transportation.
4. The Board of Directors of the Yolo County Transportation District hereby authorizes the submittal of a Corrective Action Plan (CAP) for the following project to the Department in FY17-18 to FY19-20 LCTOP funds:

Project Name: Transit Fare Subsidies

Amount of LCTOP funds requested: \$804,231

Short description of project: The YCTD Transit Fare Subsidies project has three components (1) Continue YoloBus “Youth Ride Free” program for youth ages 0-18 for one additional year beyond the current expiration date; (2) Offer fare free days for all riders on at least 32 days; (3) Offer subsidized fares/tickets to nonprofits that serve low-income clients.

Contributing Sponsors (if applicable): Sacramento Area Council of Governments (SACOG) for population-based (99313) funds only.

PASSED AND ADOPTED by the Board of Directors of the Yolo County Transportation District, County of Yolo, State of California, this 10th day of October 2022, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Don Saylor, Chair

Board of Directors

ATTEST:

Mimi Koh, Clerk

Board of Directors

Approved as to Form:

Hope P. Welton, District Counsel

BOARD COMMUNICATION: YOLO COUNTY TRANSPORTATION DISTRICT

350 Industrial Way, Woodland, CA 95776---- (530) 661-0816

Topic: Consider and Approve Continuation of Yolobus Youth Ride Free Program	Agenda Item#: Agenda Type:	3h
		Informational/* Action
Prepared By: E. Reitz...		Attachments: Yes <input checked="" type="radio"/> No
		Meeting Date: October 10, 2022

RECOMMENDATION:

Staff recommends that the Yolo County Transportation District Board of Directors approve the continuation of the current Youth Ride Free Program for an additional 12 (months) through the current fiscal year, ending on June 30, 2023.

REASON FOR RECOMMENDATION:

The Youth Ride Free Program was extended through June 30, 2022, by the YCTD Board during its November 8, 2021 meeting. At the April 11, 2022 meeting the YCTD Board authorized the Executive Director to apply for Low Carbon Transit Operations Program (LCTOP) funds to extend the program through FY 22-23. The program was introduced prior to COVID-19 and service level reductions and was a positive factor in YCTD ridership and performance. Funding for the program is currently available in the FY 22-23 budget and consists of prior years of Low Carbon Transit Operations Program (LCTOP) funding. The program will help ensure continued access to transit for all youth in the Yolobus service area.

BACKGROUND:

The objectives of the program include increasing transit ridership and awareness of transit by youth throughout the Yolobus service area which includes Yolo, Solano, and Sacramento Counties. The proposed beneficiaries of the program can ride Yolobus fixed route buses anywhere in the Yolobus service area fare-free. The project was developed as a 12-month pilot and launched on September 1, 2019. The program has been established as a fare subsidy with funds used to offset the loss in revenue from providing free rides to youth.

Program activities include:

- Development and distribution of Youth Ride Free program and related informational pieces.
- Dedicated program brochures and promotional pieces
- Social Media campaigns.
- Coordination with local school districts and administrators to promote the program.

BUDGET IMPACT:

Pre-pandemic, it was estimated that youth fares provided YCTD with approximately \$30,000 annually. During and due to the pandemic-related levels of service, lower ridership, and periods of free boarding, YCTD fare revenue has reduced significantly. The current recommendation to extend the Youth Ride Free program through the end of the current fiscal year (June 30, 2023) will not have significant impacts to anticipated/budgeted fare revenue. If approved by the YCTD Board, the continuation of the Youth Ride Free program will be funded with state LCTOP funds.

BOARD COMMUNICATION: YOLO COUNTY TRANSPORTATION DISTRICT
350 Industrial Way, Woodland, CA 95776---- (530) 661-0816

Topic: Administrative Reports	Agenda Item#: Agenda Type:	4 Informational
		Attachments: <input checked="" type="radio"/> Yes <input type="radio"/> No
Prepared By: M.Koh		Meeting Date: October 10, 2022

BACKGROUND:

This section of the agenda is reserved for administrative reports.

This month the Board will receive the following:

- Ad Hoc Committee on 80 Managed Lanes Report
- Transdev’s Report
- Executive Director’s Report
 - CAC 10/3/22 Meeting Minutes
 - TAC 9/6/22 Meeting Minutes
 - Long-range Calendar

Previously, the YCTD Executive Director provided a monthly written report to the Board as part of the Board packet and augmented that with an oral report during the meeting. Beginning with the March 2022 board meeting, the YCTD Executive Director will provide an oral report only. Additionally, the Executive Director will provide a biweekly email update to the Board of Directors, the Citizens Advisory Committee, Technical Advisory Committee, and interested stakeholders.

SEPTEMBER 6, 2022 TAC MEETING MINUTES:

**Technical Advisory Committee to the
Yolo County Transportation District
Meeting Minutes
350 Industrial Way, Woodland, CA 95776
Meeting Date: September 6, 2022**

- 1) **Call to Order** – Ms. Bernstein welcomed the participants at 1:30 pm and provided information on participation via Zoom.

Committee Member	Jurisdiction	In Attendance	Absent
Ryan Chapman	Davis	X	
Stephanie Chhan	West Sacramento	X	
Kirk Skierski	Winters		X
Brent Meyer	Woodland	X	
Paul Hensleigh	Yolo-Solano Air Quality Management District	X	
Nicholas Burton and Todd Riddiough	Yolo County	X	
Manpreet Ark	Caltrans	X	
Jeff Flynn	Unitrans		X

YCTD staff in attendance were Autumn Bernstein, Executive Director; Mimi Koh, Executive Assistant and Clerk to the Board; Brian Abbanat, Senior Planner;

2) **Approve TAC Minutes for Regular Meeting of June 6, 2022**

Ms. Bernstein asked for approval of the June 6, 2022 meeting minutes.

Mr. Hensleigh made the motion to approve the minutes, seconded by Mr. Burton. All were in favor. The motion passed unanimously.

3) **Comments from members of the public regarding matters NOT on the Agenda, but within the purview of YCTD (Comments will be limited to two (2) minutes per person—please identify yourself and in which community you live before providing your comments)**

Ms. Bernstein asked for public comments; there were no public comments.

4) **Updates and Reports**

Ms. Bernstein provided updates to include:

- No Executive Director report in packet as bi-weekly Executive Directors Report will be sent to Board members, CAC, TAC, and members of the public
- Coordination with Yolo Emergency Operations Center, Public Health Department on the current heat event – offering free rides on fixed route services
- Yolo 80 project
- YATC project
- Woodland microtransit

Ms. Chhan provided microtransit and ridership updates.

Mr. Burton announced that he would be leaving his position and Mr. Riddiough will be joining the TAC as a representative for Yolo County. He also provided updates on the 505 Crossing project.

Ms. Ark provided updates on their I-80 comprehensive multimodal corridor plan, and the 2023-2024 grant schedule.

5) Update on Service Changes (Route 42, Bikes on Buses)

Ms. Bernstein provided an overview of the staff report.

Ms. Bernstein asked the committee for any comments or questions; the committee did not have any comments or questions.

6) YCTD Strategic Planning: Vision, Values and Priorities

Ms. Bernstein provided an overview of the staff report.

Ms. Bernstein asked the committee for feedback.

Some comments from the committee included:

- Include information on multimodal transportation planning and goal (*Burton*)
- Authorization paperwork from the legislature, and role clarification on jurisdictions when it comes to YCTD and Yolo County (*Meyer*). *Ms. Bernstein and Mr. Abbanat provided responses and comments.*
- Include information about ongoing maintenance facilities, fleets, and systems (*Riddiough*)
- Include information about the congestion management plan, YCTD as a transportation authority, and adding information about social justice and how we serve communities (*Chapman*)
- Reliability (*Chhan*)
- External forces driving change (*Hensleigh*)

7) Adjournment

The meeting was adjourned by consensus at 2:25 pm.

Respectfully submitted,



Mimi Koh
Executive Assistant and Clerk to the Board

OCTOBER 3, 2022 CAC MEETING MINUTES:

**Citizens Advisory Committee to the
Yolo County Transportation District
Meeting Minutes
350 Industrial Way, Woodland, CA 95776
Meeting Date: October 3, 2022**

1. Call to order/Roll Call

The following individuals were in attendance:

Committee Member	Jurisdiction	In Attendance	Absent
Lisa Baker (Chair)	Winters	X	
Olin Woods (Member)	County	X	
Steve Streeter (Member)	Davis	X	
Patrick Guild (Member)	West Sacramento	X	
Mollie D'Agostino (Member)	Woodland		X
Andrew Furillo (At-Large)		X	
Vacant (At-Large)			X - Vacant

YCTD staff in attendance were Autumn Bernstein, Executive Director; Mimi Koh, Executive Assistant and Clerk to the Board, Deputy Director of Transit Operations and Planning Erik Reitz.

2. Consider Approval of Agenda for October 3, 2022

Chair Baker asked for approval of the agenda. Mr. Woods made the motion, seconded by Mr. Guild to approve the agenda for May 31, 2022. *The motion passed unanimously.*

3. Comments from the Public.

Chair Baker asked for public comments for matters not on the agenda; Mr. Hirsch made public comments during the meeting.

4. Approval of Minutes of CAC's Regular Meeting on July 19, 2022

Chair Baker asked for approval of the July 19, 2022, meeting minutes.

Mr. Woods made the motion to approve the July 19, 2022 meeting minutes seconded by Mr. Furrillo.

The motion passed unanimously.

5. Administrative Reports

Item 5 is a non-action item and for informational purposes only.

CAC Members Report

- Chair Baker provided remarks about positive feedback regarding Route 42
- Mr. Furillo provided remarks on the next Unitrans meeting and Caltrans Research to Practice symposium
- Mr. Streeter provided remarks on Davis' electric bus

Executive Directors Report

- Woodland microtransit efforts
- Conversation with Caltrans regarding Yolo 80 Managed Lanes

- SB1 Funding
- Recruitment for YCTD Planner positions
- Long-range Calendar

Chair Baker asked for public comments on item #5; there were no public comments.

6. YCTD Strategic Planning: Vision, Values and Priorities

Item 6 is a non-action item and for informational purposes only.

Ms. Bernstein provided an overview of the staff reports.

Ms. Bernstein asked for feedback from the committee. Some comments from the committee included remarks such as:

- Consider landscape/retirement community/demographics/property development as it relates to external forces as it is ever changing/growing. How this will affect YCTD's ability to staff the growth. Possible verbiage change and prioritizing the values. Consider expanding the statement of *Leverage state of the art technology* under District-Wide Priorities. Consider revising the vision statement (*Guild*).
- Consider adding information on YCTD's multimodal project, and that YCTD provides more than just transit. Zero-emission buses, high quality transit vehicles (*Furillo*).
- Consider adding information on global warming/electrical vehicles. (*Woods*).
- Environmental stewardship (Bernstein).
- Business adaptation to significant impact. Aggregating priorities (Baker).
- Fuel prices, bicycle/scooter riders (Streeter).

Ms. Bernstein provided comments on the next steps regarding the possibility of revising the Vision, Values and Priorities of the YCTD Board of Directors.

Chair Baker asked for public comments on agenda item #6; Mr. Hirsch provided public comments.

7. Continue Discussion of Opportunities for CAC Engagement with YCTD Board of Directors

Ms. Bernstein provided an overview of the staff report.

Ms. Bernstein asked for feedback from the committee. Some comments from the committee included remarks such as:

- Appreciative of YCTD staff for the work to engage CAC with the YCTD Board (*Furillo*).
- Chair Baker echoed Mr. Furillo's appreciation.
- Supportive of increase collaboration and frequent communication between CAC and YCTD Board of Directors. Communication between the committee and the YCTD Board is important from a ridership's perspective (*Guild*).
- Mr. Woods provided comments expressing his concerns on the suggested steps and asked for the committee's feedback and thoughts on how the suggested steps came about. Mr. Woods believed that some of the suggested action items may cause an adversarial relationship. Chair Baker and Mr. Furillo provided responses to Mr. Woods concerns.
- In favor of an annual joint meeting between committees and YCTD Board of Directors (*Baker, Furillo*).
- There is value with annual report (*Streeter*).

Chair Baker asked for public comments; Mr. Hirsch provided public comments.

Chair Baker asked for approval agenda item #7 with edits to suggestion #2 that CAC will designate a CAC member to be present at a Board meeting on a case-by-case basis. Mr. Furillo made the motion, seconded by Mr. Streeter to approve the suggested opportunities for CAC engagement with YCTD Board of Directors. Mr. Woods opposed the motion to approve agenda item #7. ***The motion passed.***

8. Update on Service Changes (Route 42, Bikes on Buses)

Item 8 is a non-action item and for informational purposes only.

Mr. Reitz provided an overview of the staff report and asked for committee feedback.

Some comments from the committee included remarks such as:

- Mr. Woods commented on the service regarding South Davis.
- Mr. Furillo welcomed and thanked Mr. Reitz for the presentation and staff for their work. He commented on his experience riding Route 42 and provided thoughts on the changes.
- Chair Baker commented about receiving positive feedback regarding the route changes.
- Mr. Streeter commented on the South Davis area service changes, and on driver opportunities. Ms. Bernstein provided comments regarding South Davis.
- Mr. Guild asked if the flyer was printed in other languages. Mr. Reitz provided a response.

Chair Baker asked for public comments regarding agenda item #8; Mr. Hirsch provided public comments.

9. Adjournment

There being no further business, Chair Baker adjourned the meeting at 7:53.

Respectfully submitted,



Mimi Koh
Executive Assistant and Clerk to the Board

November Agenda Items

- 12-month status report on 3/6/12 month goals and preliminary discussion of goals for next 12 months
- Revised Vision, Values and Priorities
- Update/Action on Yolo Active Transportation Corridors Project

December Agenda Items

- Approve YCTD goals for next 12 months
- Update/Action on Woodland Microtransit
- YCTD Meeting Dates for 2023
- Schedule of YCTD Holiday Dates for 2023

January Agenda Items

- Orientation for New Board Members
- Citizens Advisory Committee Coordination & Recruitment

BOARD COMMUNICATION: YOLO COUNTY TRANSPORTATION DISTRICT
350 Industrial Way, Woodland, CA 95776---- (530) 661-0816

Topic: YCTD Strategic Planning: Vision, Values and Priorities	Agenda Item#: Agenda Type:	<h1>5</h1>	
		Deliberation/Action	
Prepared By: A.Bernstein		Attachments:	<input checked="" type="radio"/> Yes <input type="radio"/> No
		Meeting Date: October 3, 2022	

RECOMMENDATION:

Discuss YCTD’s current Vision, Values and Priorities statement and suggest potential updates to inform goals and workplan for coming year, as well as longer-term strategic planning effort.

BACKGROUND:

The YCTD Board of Directors adopted the attached statement of Vision, Values and Priorities in January 2020. This statement is intended to guide Board and staff decision making. Staff understands that it was meant to serve as the first step in a broader strategic planning process that was never fully realized.

During the FY 22/23 Budget development process, the need for strategic planning re-emerged in Board and staff discussions. At the June 2022 Board Meeting, the staff report for agenda item #5 (‘YCTD FY 2022-23 Budget Public Hearing and Action’, page 22 of Board packet) included a section on long-term financial planning – including a recommendation to:

‘Engage the Board, advisory committees and stakeholders in a strategic planning process to articulate a set of long-term goals for the District’s broader multimodal mandate, and a strategic plan to achieve those goals. The plan will then form the basis for future workplans and budgets.’

Staff are currently updating the goals and workplan for the coming year, and will present a draft to the Board at the November board meeting. The updated workplan will include a strategic planning process, tentatively planned to get underway in early 2023 after the new YCTD Board is seated.

To help inform our goals and workplan for the coming year, including the strategic planning process, staff is asking the Board to discuss and considering updating the current Vision, Values and Priorities statement.

This staff report includes the following information, which is intended to help inform the discussion –

1. A summary of YCTD’s statutorily-mandated roles and responsibilities under AB 2420 (1996);
2. Examples from peer agencies;
3. Input from the Citizens Advisory Committee and Technical Advisory Committee on the current Vision, Values and Priorities statement;

1. YCTD’s Statutory Mandate

YCTD was established under state law in 1996, by Assembly Bill 2420, replacing the former Yolo County Transportation Authority. Under AB 2420, YCTD has certain statutory responsibilities, and has the option to serve other functions.

YCTD's *statutorily mandated* responsibilities under AB 2420 include:

- 1. Public Transit Provider** – YCTD is the public transit provider for the cities of Woodland, Davis, Winters and West Sacramento. The City of Davis is also served by ASUCD-Unitrans, which operates within the City of Davis and the UC Davis campus.
- 2. Congestion Management Agency** – As the Congestion Management Agency for Yolo County, YCTD is responsible for administering a comprehensive transportation improvement program that reduces traffic congestion and reduces transportation-related air pollution. CMAs were created in response to the passage of Proposition 111, the Traffic Congestion Relief and Spending Limitation Act of 1990. YCTD must periodically update the countywide congestion management plan, which designates a regional roadway network for monitoring purposes and develops a deficiency plan to address deficiencies in levels of service on the network. The legislation also provides that jurisdictions that fail to comply with the CMP requirements will lose their state gasoline tax revenues. Yolo County's Congestion Management Plan was last updated in 1996.
- 3. Consolidated Transportation Services Agency** - In 1979, the California Social Services Transportation Improvement Act (AB 120) was passed with the intention that each county establish a Consolidated Transportation Services Agency to “better coordinate” the programs serving the transportation needs of seniors, people with disabilities, and other low-mobility groups while achieving more efficient use of vehicles and funding resources.
- 4. Forum for Coordination** – The district “shall act as a countywide forum for the coordination of transportation system planning, programming, and prioritization of significant projects.”
- 5. Coordinate Funding Applications** – The district “shall act as the coordinating agency for all state and federal funding applications where appropriate.”

In addition to these statutory responsibilities, AB 2420 provides that YCTD *may* perform other functions including:

- 6. Advocate.** The district may “advocate and act on behalf of all district member jurisdictions with their concurrence to further Yolo County transportation system interests, funding, projects, and priorities.”
- 7. Plan.** The district may “promulgate a plan for funding transportation projects within its jurisdiction.”
- 8. Become the Federal Designated Recipient for Yolo County.** Currently, federal transit funds flow to YCTD indirectly, through Caltrans and SACOG. Urbanized Areas (UZAs) with a population of greater than 200,000 are eligible to receive those funds directly. Currently, Yolo County has three urbanized areas: Davis, Woodland, and West Sacramento (currently considered part of the Sacramento UZA).
- 9. Impose a transportation sales tax measure with voter approval:** YCTD may, with the consent of a majority of the Board and member jurisdictions, impose a “retail and use tax ordinance” and county transportation expenditure plan to go before the voters. A two-thirds supermajority would be required to approve the tax and accompanying expenditure plan. There are currently 25 counties in California who have passed such tax measures. These so-called “self-help counties” are able to deliver bigger transportation projects and programs by providing local matching funds that make their projects more competitive for state and federal funding sources.

Historically, YCTD has primarily focused on its role as a public transit provider. However, in the last 18 months YCTD has taken on new initiatives more aligned with these broader mandates, including the Yolo 80 Managed Lanes project and the Yolo Active Transportation Corridors project.

2. Examples from Peer Agencies

In thinking about our Vision, Values and Priorities, staff researched examples from other agencies that have a broader multimodal planning and funding mandate.

Sacramento Area Council of Governments (SACOG): SACOG has a large number of state and federal statutory responsibilities for the entire Sacramento region that span transportation, housing, and land use.

SACOG is currently in the process of updating their Strategic Plan, and recently proposed the following mission, vision and priorities:

***Vision:** A vibrant and thriving Sacramento Region for All.*

***Mission:** SACOG convenes and connects the region to advance an equitable, sustainable and prosperous future.*

Priorities:

- 1. Build vibrant places for today's and tomorrow's residents*
- 2. Foster the next generation of mobility solutions*
- 3. Modernize the way we pay for transportation infrastructure*
- 4. Build and maintain a safe, equitable and resilient transportation system*

Solano Transportation Authority (STA): Our neighbors to the west provide a good example of a County transportation agency which has expanded its role to better accommodate the changing needs of its rapidly urbanizing County. STA serves as the Congestion Management Agency and Consolidated Transportation Service Agency for Solano County. They also plan and deliver a comprehensive set of multimodal countywide transportation projects, from highways to train stations and bicycle projects. They also administer transportation programs such as a Safe Routes to Schools program and a commuter incentive program similar to Yolo Commute.

STA's mission is: *"To improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality for all."*

Santa Clara Valley Transportation Authority (VTA): There are only a handful of agencies in California that are both public transit providers and multimodal planning/funding agencies. These include LA Metro and the Santa Clara Valley Transportation Authority, better known as VTA. VTA operates bus service and light rail in Santa Clara County and also serves as the congestion management agency. It serves as the tolling authority for Santa Clara County, operating tolled express lanes on highways 237 and 101. VTA is also responsible for delivery of a voter-adopted transportation sales tax program.

VTA adopted a strategic plan in 2017 that includes the following Vision, Mission, Values and Overarching Strategies.

Vision: *To innovate the way Silicon Valley moves.*

Mission: *Solutions that move you.*

Core Values:

Safety - Integrity – Quality – Sustainability - Diversity - Accountability

Overarching Strategies:

1. Provide a great transit product that is faster, frequent and reliable.

2. Creatively and pragmatically provide a full suite of projects and programs – including land use/transportation integration, bike and pedestrian projects, and project management services – that address the current and evolving mobility needs of Silicon Valley.

3. Lead the region in transportation systems management, funding, integration and innovation.

Input from TAC and CAC

Staff solicited input from the Citizens Advisory Committee and Technical Advisory Committee at their respective meetings on October 3 and September 6.

Some of the themes which emerged from these discussions include:

Vision:

- Are we getting people where they want to go, or where they need to go?
- Demographics and land use are changing – we need to meet people where they are, today.

Values:

- Environmental Stewardship should be more specific, and should include:
 - Increase ridership and reduce solo driving/VMT
 - Transition to zero emission fleet
 - Plan for resilience in the face of extreme weather
- Are the values listed in order of priority? Environmental stewardship and Equity/social justice are at the bottom of the list. Be cognizant of what that communicates.
- Consider reducing the number of values – this is a long list.
- We should be cutting edge in multiple ways, not just when it comes to technology.
- Consider improved regional and interregional coordination to address long trips.

Priorities:

- Should be expanded to include planning for other modes (eg active transportation, highways), while recognizing that YCTD is not the owner/operator of public right of way – that responsibility falls to

municipalities and Caltrans. Important to clarify YCTD's role.

- Transit should remain a central priority and is essential to the success of other modal strategies (eg managed lanes).
- Ensure YCTD's priorities are aligned with and supportive of the member jurisdictions' priorities.

Discussion Questions for Vision, Values and Priorities:

- What external forces are driving change at YCTD (eg COVID pandemic, changing commute patterns, technology etc), and how should our Vision, Values and Priorities change to reflect these?
- What internal forces are driving change at YCTD (eg new projects and priorities, staff and board turnover) and how should our Vision, Values and Priorities change to reflect these?
- Considering internal and external forces, as well as the roles and responsibilities established by AB 2420, what is missing from the existing Vision, Values and Priorities? Conversely, what if anything is no longer useful?
- How should the Vision, Values and Priorities be used to guide the work of the Board, committees and staff?

Yolo County Transportation District Board: *Vision, Values and Priorities*

Vision Statement

The vision statement tells us what we intend to become or achieve in the next 3 to 5 years.

Yolo County residents enjoy innovative and efficient mobility options connecting them to places they want to go.

Values

A core value describes our individual and organizational behaviors and helps us to live out our vision.

- Collaboration
- Efficiency
- Transparency
- Innovation
- Service
- Safety
- Economic Sustainability
- Environmental Stewardship
- Equity/Social Justice

District-Wide Priorities

Priorities align our vision and values with our implementation strategies.

- Effective and sustainable business model.
- Efficient, seamless, and easy to use transit system.
- Strong regional mobility partnerships enhance District services.
- Decision making that is data driven decision making and transparent.
- Environmentally sustainable operations.
- Leverage state of the art technology.

Revised 1/13/20

BOARD COMMUNICATION: YOLO COUNTY TRANSPORTATION DISTRICT
350 Industrial Way, Woodland, CA 95776---- (530) 661-0816

Topic: Yolo 80 Managed Lanes MOU and Funding Application	Agenda Item#:	<h1>6</h1>
	Agenda Type:	Info/Discussion Attachments: <input checked="" type="radio"/> Yes <input type="radio"/> No
Prepared By: A. Bernstein; B. Abbanat		Meeting Date: October 10, 2022

RECOMMENDATION:

Adopt two resolutions related to the Yolo 80 Managed Lanes Project:

1. Resolution 2022-16 authorizing the Executive Director to sign a Memorandum of Understanding (MOU) with Caltrans regarding roles and responsibilities;
2. Resolution 2022-17 authorizing the Executive Director to support a \$103 million application to the California Transportation Commission’s 2022 Trade Corridor Enhancement Program (TCEP).

BACKGROUND:

In summer 2021, YCTD, in partnership with Caltrans, was awarded an \$86 million federal INFRA grant to construct approximately 17 center-line miles of managed lanes in both directions on Interstate 80 (I-80) and United States 50 (US-50) in Yolo County and portions of Sacramento County to alleviate bottlenecks and address an increasing capacity constraint.

In January 2021, the YCTD Board of Directors adopted a set of goals for the project that include:

- Support achievement of state and regional climate goals by limiting VMT increases and maximizing VMT reduction strategies;
- Increase transit ridership and mode share;
- Increase safety and ease of bicycle travel on the existing Yolo Causeway bicycle path, including connecting routes in the cities of West Sacramento and Davis;
- Advance transportation equity by minimizing project burdens and maximizing project benefits for low-income communities;
- Improve peak hour travel time on I-80 while reducing the use of local streets and roads for regional trips;
- Increased coordination with Solano County, Caltrans District 4, and the Metropolitan Transportation Commission on interregional trips;
- Improve traffic flow by utilizing Intelligent Transportation Systems (ITS) technologies such as ramp metering; and
- Establish a highway management system that can be replicated and integrated regionwide.

Based upon these goals, an Ad Hoc Committee was established to coordinate with Caltrans on the Project. Over the past ten months, our discussions have focused on several key priorities for YCTD, including:

1. Our preferred management strategy for the new lane is a tolled lane with a robust equity program and transit investments funded by toll revenues;
2. The Notice of Preparation for CEQA/NEPA should be revised to reflect the preferred project description as well as climate change, transportation equity and VMT mitigation as key consideration for the project;
3. YCTD and Caltrans should develop a Memorandum of Understanding (MOU) which defines and clarifies project roles and responsibilities between YCTD and Caltrans;
4. Pending the resolution of the first three issues, the partners should work together pursue opportunities to fully fund the project.

Through our coordination over the last ten months, YCTD and Caltrans have made great strides on all four issues. We have reached alignment that the preferred project is a tolled managed lane. The Notice of Preparation (Attachment 5) has been revised and submitted to the CEQA Clearinghouse. Caltrans and YCTD staff have reached agreement on a compromise Memorandum of Understanding (Attachment 2).

Caltrans headquarters is supportive of the shift in direction for this project and is prepared to recommend that the CTC award \$103 million in 2022 Trade Corridor Enhancement Program (TCEP) funds to construct the first phase of the project.

The overall project (as described in the Notice of Preparation) consists of tolled managed lanes on I-80 from Solano/Yolo County line to El Camino Avenue, and on US 50 from I-80/US 50 separation to I-5 in Sacramento County, for a total length of approximately 17 centerline or 34 lane miles, with direct connectors. Caltrans also proposes to extend the existing Class IV pedestrian/bicycle facility east of the I-80 Causeway and construct a 300-space mobility hub with transit transfer station (modernized park-n-ride).

If we are awarded the TCEP funds of \$103 million, we will have sufficient funding to construct an initial phase consisting of tolled managed lanes on I-80 from the Solano/Yolo County line to the I-80/US 50 separation for a total of approximately 10 centerline miles or 20 lane miles. The mobility hub and bicycle facility improvements will also be completed as part of this initial phase.

With all of these rapid developments, staff is asking the Board to approve two resolutions:

- Resolution 2022-16 (Attachment 1) will authorize the Executive Director to execute the MOU (Attachment 2).
- Resolution 2022-17 (Attachment 3) authorizes the Executive Director to support a \$103 million application to the California Transportation Commission's 2022 Trade Corridor Enhancement Program (TCEP) (Attachment 4).

The Notice of Preparation (Attachment 5) is now final and is attached for informational purposes only.

Attachments

1. Resolution 2022-16 – Memorandum of Understanding
2. Yolo 80 Managed Lanes Caltrans / YCTD MOU
3. Resolution 2022-17 -
4. Cover Letter for TCEP application
5. Revised Notice of Preparation

YOLO COUNTY TRANSPORTATION DISTRICT

RESOLUTION NO. R 2022-16

AUTHORIZATION TO EXECUTE MEMORANDUM OF UNDERSTANDING WITH CALTRANS FOR THE YOLO 80 MANAGED LANES PROJECT

WHEREAS, the Yolo County Transportation District (YCTD) has received an Infrastructure For Rebuilding America (INFRA) grant in the amount of \$86 million for construction of the Yolo 80 Corridor Improvement Project; and

WHEREAS, the final scope, funding, and design of the PROJECT is not determined. The purpose of this MOU is to define the roles and responsibilities of YCTD and CALTRANS on the project; and

WHEREAS, both YCTD and Caltrans have a critical role to play and the project cannot proceed without a strong partnership between the two agencies; and

WHEREAS, close coordination and clearly defined roles and responsibilities related to project planning, alternatives analysis, environmental review and mitigations, design and operations, and funding are required to successfully deliver this project; and

NOW, THEREFORE, RESOLVED, ORDERED, AND FOUND by the Board of Directors of the Yolo County Transportation District, to authorize the YCTD Executive Director to execute the Yolo 80 Managed Lanes Project Memorandum of Understanding with Caltrans.

PASSED AND ADOPTED by the Board of Directors of the Yolo County Transportation District, County of Yolo, State of California, this 10th day of October, 2022, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Don Saylor, Chair

Board of Directors

ATTEST:

Mimi Koh, Clerk

Board of Directors

Approved as to Form:

Hope P. Welton, District Counsel

MEMORANDUM OF UNDERSTANDING

October 5, 2022

3-YOL-80/50 PM VAR

This is a “Memorandum of Understanding” between the State of California, Department of Transportation (Caltrans) and the Yolo County Transportation District (District) for the development of the Yolo 80 Managed Lanes Project (Project).

This Memorandum of Understanding outlines general understandings and responsibilities for the project. It is not intended to authorize funding or project effort. Funding commitments providing for the deposit of funds for specific work or project effort committing machine or personnel time will be covered by one or more separate cooperative agreements as may be outlined herein.

The following responsibilities have been identified and are proposed to be agreed to by both parties:

1. Caltrans will be the “Lead Agency” for the purposes of the California Environmental Quality Act (CEQA). Caltrans will prepare the Environmental Document (ED) to meet the requirements of CEQA and National Environmental Policy Act (NEPA).
2. All administrative drafts including the Draft and Final ED shall be subject to prior review by the District before being released for public comment.
3. Caltrans will be the “Lead Agency” on ED outreach. The District will participate and will be the lead on coordination with District member agencies.
4. Caltrans will be the “Lead Agency” on development of the Mitigation and Monitoring Plan (Plan). Administrative drafts shall be subject to prior review by the District before being released for public comment. Roles and responsibilities for mitigation and monitoring will be mutually agreed to by the parties as part of the Plan development.
5. Caltrans will be the “Lead Agency” on Final Project Scope, Budget, and Funding Summary; YCTD has the right to approve.
6. Caltrans and the District agree that without predetermining the alternatives analyses, environmental analyses, or other analyses, the envisioned Project will be tolled managed lanes system with a robust equity program and transit investments funded by toll revenues.
7. Caltrans and the District generally have agreed on the Project description and alternatives, as reflected in the Notice of Preparation for the Project. Any

modification to that statement shall be agreed to by both PARTIES.

8. All phases of the project, from inception through construction will be developed by Caltrans in accordance with all policies, procedures, practices and standards that Caltrans would normally follow.
9. Caltrans and the District agree on the following project goals:
 - Support achievement of state and regional climate goals by limiting VMT increases and maximizing VMT reduction strategies;
 - Improve access to transit and increase transit mode share;
 - Improve safety and ease of bicycle travel on the existing Yolo Causeway bicycle path;
 - Advance transportation equity by minimizing the project burdens and maximizing project benefits for low-income communities;
 - Improve peak periods travel time on I-80 while reducing the use of local streets and roads for regional trips;
 - Increased coordination with Solano County, Caltrans District 4, and the Metropolitan Transportation Commission on interregional trips;
 - Improve traffic flow by utilizing Intelligent Transportation Systems (ITS) technologies such as ramp metering.
10. The District has received a Federal Infrastructure For Rebuilding America (INFRA) grant in the amount of \$85.9 million for the Project. This funding will be utilized for PA/ED, PS&E, ROW and/or Construction.
11. For the purposes of the Federal Funds, Caltrans is considered the “Recipient” for project delivery purposes and will be the responding agency for all federal administrative documentation required of the Project. The District is the “Subrecipient”.
12. The utilization and expenditure of INFRA grant funds will be memorialized in one or more cooperative agreements.
13. Caltrans and the District will jointly research funding/financing opportunities and options for the project and pursuit of such opportunities will be mutually agreed to by both parties.
14. Prior to pursuing any specific funding/financing, Caltrans and the District will mutually agree upon the role and responsibility of each PARTY for the following:
 - Scope and budget for grant applications;
 - Writing and submitting grant applications;

- Advocacy;
- Grant administration, including reporting and compliance;
- Oversight on how funds are spent/allocated to ensure consistency with project goals.

15. Caltrans and the District agree to hold monthly meetings to brief organizational leadership and obtain policy input and direction on the Project. Both Caltrans and the District agree that additional staff at their discretion may be included and that participation by additional third parties could be included by agreement.

AMARJEET S BENIPAL
District Director

Autumn Bernstein
Executive Director
Yolo County Transportation District

YOLO COUNTY TRANSPORTATION DISTRICT

RESOLUTION NO. R 2022-17

AUTHORIZATION TO SIGN COVER LETTER FOR \$103 MILLION APPLICATION TO THE TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP).

WHEREAS, the Yolo County Transportation District (YCTD) has received an Infrastructure For Rebuilding America (INFRA) grant in the amount of \$86 million for construction of the Yolo 80 Corridor Improvement Project; and

WHEREAS, additional funding is needed to construct the first phase of the project, consisting of tolled managed lanes on I-80 from the Solano/Yolo County line to the I-80/US 50 separation for a total of approximately 10 centerline miles or 20 lane miles, along with a mobility hub/park and ride and bicycle facility improvements;

WHEREAS, YCTD and Caltrans have reached alignment on a number of outstanding issues related to the project;

WHEREAS, Caltrans has recommended this project for an SB 1 Cycle 3 Trade Corridors Enhancement (TCEP) Program award that would, if fully funded, allow construction to begin;

NOW, THEREFORE, RESOLVED, ORDERED, AND FOUND by the Board of Directors of the Yolo County Transportation District, to authorize the YCTD Executive Director to support the \$103 million application to the TCEP program, including signing a cover letter for the application;

PASSED AND ADOPTED by the Board of Directors of the Yolo County Transportation District, County of Yolo, State of California, this 10th day of October, 2022, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Don Saylor, Chair

Board of Directors

ATTEST:

Mimi Koh, Clerk

Board of Directors

Approved as to Form:

Hope P. Welton, District Counsel

California Department of Transportation

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49 | SACRAMENTO, CA 94273-0001
(916) 654-6130 | FAX (916) 653-5776 TTY 711
www.dot.ca.gov



October 4, 2022

The Honorable Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Mr. Mitch Weiss,

The California Department of Transportation (Caltrans) in partnership with the Yolo County Transportation District (YCTD), Sacramento Area Council of Governments (SACOG), and Federal Highway Administration (FHWA) are pleased to submit the Interstate 80 (I-80)/US Route 50 (US 50) Managed Lanes Improvements Project for consideration in the California's Transportation Commission (CTC) 2022 Trade Corridor Enhancement Program (TCEP). Caltrans, YCTD, and SACOG are requesting a total of \$103 million in grant funding. Caltrans, YCTD, SACOG, and FHWA have committed \$8 million in funding from SACOG and \$85.9 million in funding from FHWA_INFRA for a total of \$93.9 million funds as a match for the Project.

Caltrans proposes to construct improvements consisting of tolled managed lanes with direct I-80 connectors at the I-80/US 50 separation, pedestrian/bicycle facilities, and Intelligent Transportation System (ITS) elements along I-80 and US-50 from Kidwell Road near the eastern Solano County line (near Dixon), through Yolo County, and to Truxel Road on I-80 and State Route 99 (SR 99) on US-50 in Sacramento County. Furthermore, Caltrans proposes to extend the existing Class IV pedestrian/bicycle facility west of the I-80 Causeway and construct a 300-space mobility hub with transit transfer station (modernized park-n-ride). The full project will construct new tolled managed lanes on I-80 from Solano/Yolo County line to El Camino Avenue, and on US 50 from I-80/US 50 separation to I-5 in Sacramento County, for a total length of approximately 17 centerline or 34 lane miles. As part of the SB 1 Cycle 3 TCEP application or the initial phase, Caltrans proposes to construct managed lanes on I-80 from the Solano/Yolo County line to the I-80/US 50 separation for a total of approximately 10 centerline miles or 20 lane miles.

The signatures below confirm support from Caltrans, YCTD, and SACOG who affirm that all the information within the grant application and the Project Programming Request forms prepared by the implementing agencies are accurate, including the project description, funding profile, and completion dates.

Thank you for taking the time to review and consider our application for the CTC 2022 TCEP award.

The Honorable Mitch Weiss, Executive Director
October 4, 2022
Page 2

Sincerely,

TONY TAVARES
Director

AMARJEET S. BENIPAL
District 3, Director

Signature & Date

Signature & Date

Autumn Bernstein
YCTD, Executive Director

JAMES CORLESS
SACOG, Executive Director

Signature & Date

Signature & Date

Revised Notice of Preparation September 28, 2022

Project Title:

Yolo 80 Corridor Improvements Project; EA: 03-3H900

Project Location:

The project is located in Solano, Yolo, and Sacramento Counties on the I-80 corridor between post miles (PMs) 40.7 and R44.7 in Solano County, PMs between PMs 0.00 and R11.72 in Yolo County, and between PMs 0.00 and M3.63 in Sacramento County; on the US-50 corridor between PMs 0.00 and 3.12 in Yolo County and between PMs 0.00 and L2.48 in Sacramento County.

Project Background:

I-80 is the primary freeway serving the movement of people and goods between Northern California and the eastern United States. Within the Sacramento region, the route serves local and commute traffic, traffic to and from the Bay Area, and recreational traffic to and from the Reno/Tahoe region, and is a primary corridor for goods movement. Within the corridor, the Yolo Bypass Wildlife Area and floodplain limits east-west linkages, funneling many modes and forms of transportation into the narrow I-80 corridor between the cities of Davis and West Sacramento.

I-80 provides direct linkages between agricultural and manufacturing industries in the Central Valley; the Bay Area; and the Ports of Oakland, Richmond, Stockton, West Sacramento, and to the eastern United States. The segment of I-80 within the project limits also serves daily commuters from Sacramento and surrounding cities, such as the Cities of Davis, West Sacramento, and Sacramento. It is also the primary access route to the Port of West Sacramento, Sacramento International Airport (SMF), and large distribution centers.

The I-80/US-50 corridor experiences heavy congestion during the commute periods due to high vehicular demand. Data analysis shows that the peak period and direction occur approximately from 2:15 PM to 6:45 PM in the eastbound direction from SR 113 in Davis to the I-5/US 50 separation, and in the westbound direction from 4:30 PM to 6:30 PM. The AM peak period delays occur on I-80 eastbound and westbound from 6:15 AM to 10:30 AM from Davis to the I-5/I-80 separation. The corridor has infrastructure deficiencies, such as short weaving and merging areas, lane drops that create bottlenecks, incomplete ramp metering and auxiliary lane systems, and inadequate ITS elements. The corridor also experiences heavy recreational traffic, leading to heavy congestion on weekends and holidays.

Need:

Interstate 80 (I-80) from the Kidwell Road Interchange in eastern Solano County, through Yolo County, and to I-80 / West El Camino Interchange, and United State Route 50 (US 50) from the US-50 / I-80 Junction in Yolo County to US-50 / Interstate 5 (I-5) Junction in Sacramento County are vitally important transcontinental routes for commuters, transit, freight and recreational traffic. Short weaving and merging areas result in traffic incidents, inefficient throughput of automobile and transit, and significantly impacts freight economic competitiveness and efficiencies. Bottlenecks caused by the morning, evening, and weekend recreational travel at the I-80 Yolo Causeway between Davis and West Sacramento limits person throughput; leads to unreliable automobile, transit, and freight travel times; and produces pollution directly to fifteen disadvantage communities living within the limits of the project. Limited travel time incentives for carpool/vanpool/transit usage promotes single occupancy vehicles, higher number of vehicles, higher VMT, and deficient person throughput within the project limits. The lack of Intelligent Transportation Systems (ITS) infrastructure exacerbates the inefficient throughput and contributes to unreliable automobile, freight, and transit travel times which impedes local, regional, and interstate economic sustainability.

Purpose:

The proposed project will extend the Managed Lane network to provide multimodal transportation options including dedicated bicycle/pedestrian facilities, a new Mobility Hub/Park n Ride facility with transit transfer services which will further reduce the number of vehicles on the state highway system, interchange modernization, freight reliability, transit prioritization and ITS elements to improve safety, transit time reliability, manage Vehicle Miles Travelled (VMT) and reduce GHG and other traffic-related emissions. Included in the project are preemptive transit signals at ramp meters and traffic signals at adjacent ramp intersections within the project limits to allow buses to move quicker than passenger vehicles further improving transit reliability and making transit a more viable alternative to driving. The reduced traffic-related emissions will greatly benefit those living along the corridor, especially people living in disadvantaged communities in West Sacramento that are within the project limits. The addition of ITS infrastructure, like Changeable Message Signs (CMS) and Closed Caption Television's (CCTV), will help expedite traveler information to warn the public of changing travel conditions, enhance incident response time and reduce secondary collisions.

The project will improve transit access and viability for YoloBus, Fairfield/Suisun Transit, Sacramento Regional Transit including existing or planned electric bus service between University of California, Davis (UCD) campus, UCD Medical Center in Sacramento, Kaiser Permanente Medical Center in downtown Sacramento, and Sacramento International Airport. The termini to the bike and pedestrian facility and crossing on each side of the causeway will be improved to enhance access, safety, and mobility. Roadway congestion pricing identified in SACOG's (MTP/SCS) will also manage VMT.

Project Description:

The California Department of Transportation (Caltrans) proposes to construct improvements consisting of tolled managed lanes with direct I-80 connectors at the I-80/US 50 separation, pedestrian/bicycle facilities, and Intelligent Transportation System (ITS) elements along Interstate 80 (I-80) and United States Route 50 (US-50) from Kidwell Road near the eastern Solano County boundary (near Dixon), through Yolo County, and to Truxel Road on I-80 and to State Route 99 (SR 99) on US-50 in Sacramento County. The project will construct new managed lanes on I-80 from Solano/Yolo County line to El Camino Avenue, and on US 50 from I-80/US 50 separation to I-5 in Sacramento County, for a total length of approximately 17 centerline or 34 lane miles.

The project proposes to add auxiliary lanes at eastbound I-80 between Old Davis Rd and Richards Blvd and WB I-80 between Jefferson Blvd and Harbor Blvd, widen the roadway to the median or to the outside, cold planning, reconstruction of roadway structural sections, construction of Clear Recovery Zone (CRZ), extension or replacement of existing cross culverts, installation of Intelligent Transportation System (ITS) components and overhead signs, restriping, potential construction of soundwalls, modification of roadside ditches, bicycle and pedestrian facility improvements, and installation of a new Mobility hub/Park n Ride facility.

Alternatives:

"Managed lanes" is a broad term for implementation of various lane configurations that may be used by specific types of vehicles, maximum number of riders in the vehicle, paying for use of a certain lane, or a combination. The draft environmental impact report will analyze the following managed lane alternatives in addition to the "no build" alternative:

- No build alternative – no change to the current conditions.
- Build – Construct a new High Occupancy Vehicle (HOV) lane in each direction for use by vehicles with two or more riders (HOV2+) in each direction.
- Build – Construct a high-occupancy toll lane in each direction for vehicles with two or more riders (HOT 2+) and other exempt vehicles without charge; other vehicles will pay a variable fee adjusted in response to demand.
- Build – Construct a high-occupancy toll lane in each direction for vehicles with three or more riders (HOT 3+) and other exempt vehicles without charge; other vehicles will pay a variable fee adjusted in response to demand.

- Build - Construct an Express Lane in each direction; all vehicles (with exceptions for some exempt vehicles like transit) pay a variable fee based on number of riders and in response to demand.
- Build – Construct a transit-only lane in each direction.
- Build - Repurpose current #1 lane to a HOT 3+ lane or transit only lane in each direction.

Probable Environmental Effects:

The proposed project is expected to result in temporary and permanent environmental effects. The draft Environmental Impact Report/Environmental Assessment will determine what resources would be affected, the level of significance, and feasible measures to reduce impacts. Probable environmental effects of the proposed project are outlined below.

Aesthetics

The proposed project may result in impacts to visual resources and the visual quality of the site and its surroundings. During the environmental phase of the project, studies will be conducted to determine potential impacts to visual resources.

Air Quality

The proposed project may result in long-term air quality impacts from operational activities and will generate temporary short-term air quality impacts from construction activities, however the impacts are not expected to be significant and minimization measures will be implemented during construction. Caltrans will analyze project impacts to air quality including criteria pollutants and operational air quality.

Biological Resources

There is a potential for biological resources to be located within the proposed project area. During the environmental phase of the project, studies will be conducted to determine potential impacts toward special status plant and animal species and associated critical habitat. Studies will also be conducted to determine potential effects toward riparian and wetland habitats as well as Waters of the State/United States.

Cultural

There is potential for cultural resources to be located within the proposed project area. Studies will be conducted during the environmental phase to determine the potential impacts to these resources.

Paleontological Resources

There is potential for paleontological resources to be located within the project area. Studies will be conducted during the environmental phase to determine the potential impacts to paleontological resources.

Hazards/Hazardous Materials

There is potential for hazards/hazardous materials to be located within the proposed project area. During the environmental phase of the project, studies will be conducted to determine potential impacts.

Hydrology and Water Quality

The proposed project could impact water quality. Studies will be conducted during the environmental phase to evaluate potential water quality impacts or degradation to receiving waters as a result of the proposed project.

Noise

The proposed project could result of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies. Studies will be conducted during the environmental phase to evaluate potential noise impacts.

Energy/Greenhouse Gases

The proposed project could increase the number of through-lanes and vehicle miles traveled. Studies will be conducted during the environmental phase to evaluate potential impacts to energy and greenhouse gases.

Transportation (VMT)

The proposed project could increase the number of through-lane traffic and may contribute to induced travel. Studies will be conducted during the environmental phase to evaluate potential impacts induced VMT has on the corridor.

Utilities/Service Systems

The proposed project could require the relocation of existing facilities; including but not limited to gas, electric and communications facilities. Studies will be conducted during the environmental phase to evaluate potential impacts to utilities and service systems.

Equity

The proposed project is within fifteen disadvantage communities. The project will conduct equity studies during the environmental phase to evaluate potential impacts.

Yolo County Transportation District Board of Directors

Meeting Date: Monday, October 10, 2022
Meeting Time: 7:00PM

Approve Consent Calendar

- 3a: Approve Agenda for October 10, 2022
- 3b: Approve YCTD Board Minutes for Regular Meeting of September 12, 2022
- 3c: Renewal of Resolution 2022-09 Authorizing Renewal of Remote Meetings of the YCTD Board of Directors Pursuant to Assembly Bill 361 Renewal
- 3d: Set End Date for Promotional Fare for Microtransit Service
- 3e: First Amendment to the Executive Director's Agreement
- 3f: Resolution 2022-14: Yolo Active Transportation Corridors (YATC) RAISE Transportation Grant Program First-Tier Subrecipient Agreement
- 3g: Adopt Resolution R 2022-15 Authorizing Execution of Corrective Action Plan (CAP) for LCTOP
- 3h: Consider and Approve Continuation of Yolobus Youth Ride Free Program

Item 4: Administrative Reports



- Board Members' Reports
- Ad Hoc Committee on 80 Managed Lanes Report
- Transdev's Report
- Executive Director's Report
- Long-range Calendar

Long-Range Calendar

November Agenda Items

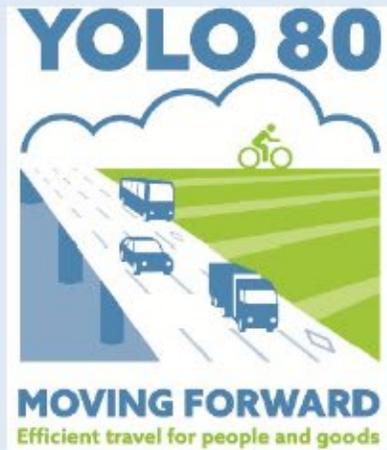
- 12-month status report on 3/6/12 month goals and preliminary discussion of goals for next 12 months
- Revised Vision, Values and Priorities
- Update/Action on Yolo Active
- Transportation Corridors Project

December Agenda Items

- Approve YCTD goals for next 12 months
- Update/Action on Woodland
- Microtransit
- YCTD Meeting Dates for 2023
- Schedule of YCTD Holiday Dates for 2023

January Agenda Items

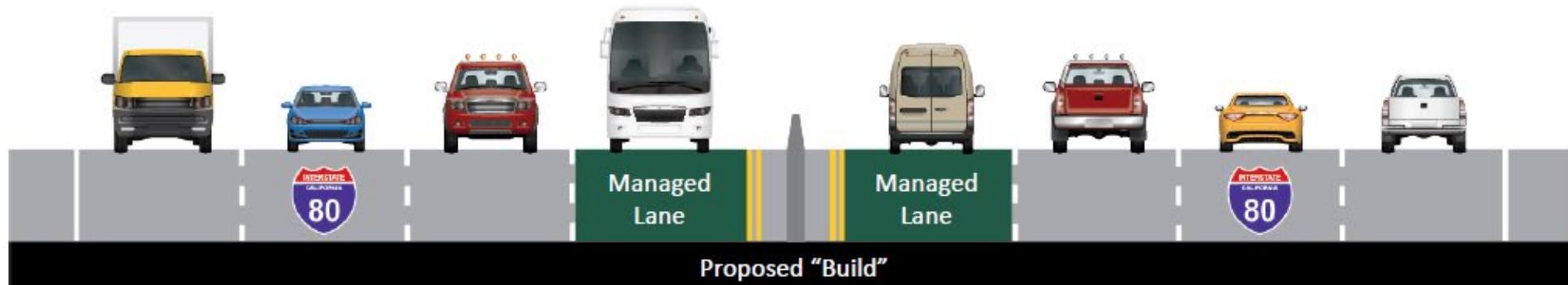
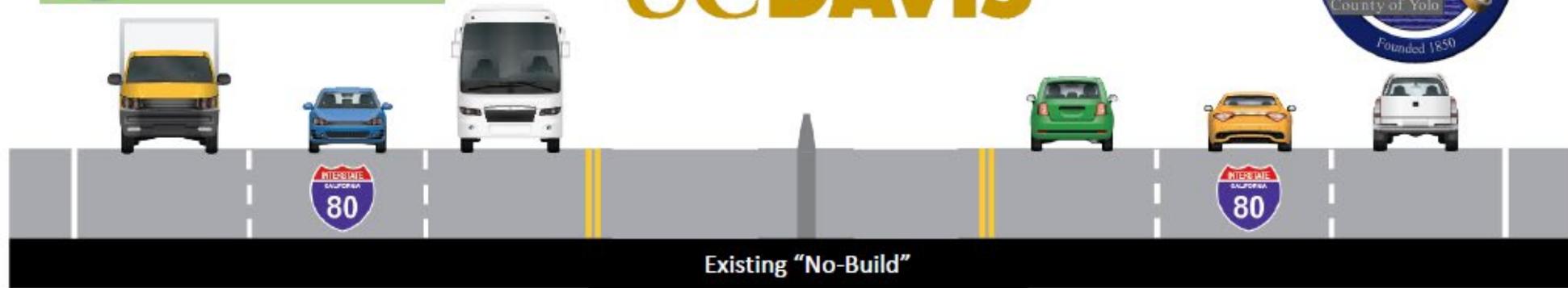
- Orientation for New Board Members
- Citizens Advisory Committee Coordination & Recruitment



I-80 CORRIDOR IMPROVEMENT PROJECT



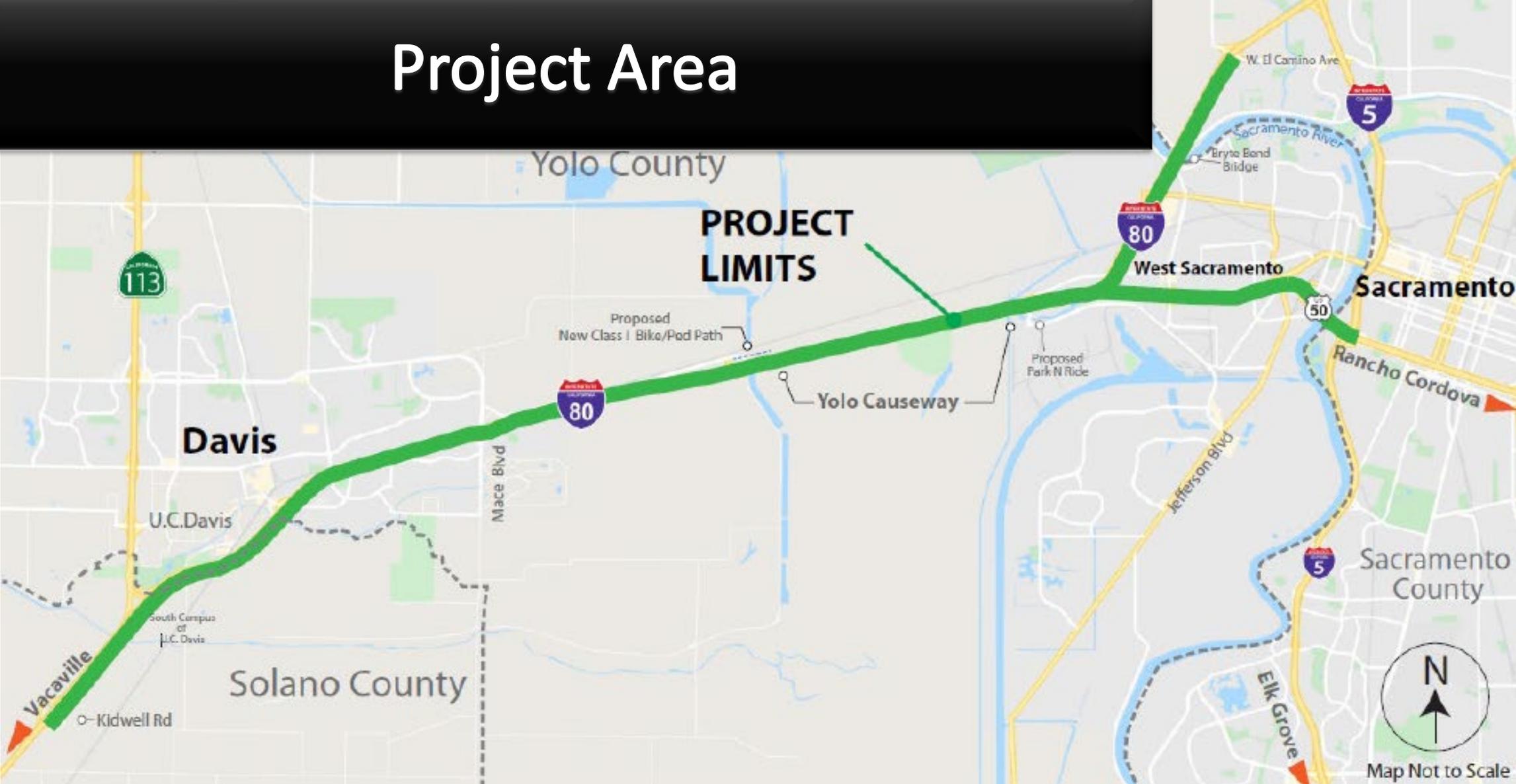
UC DAVIS



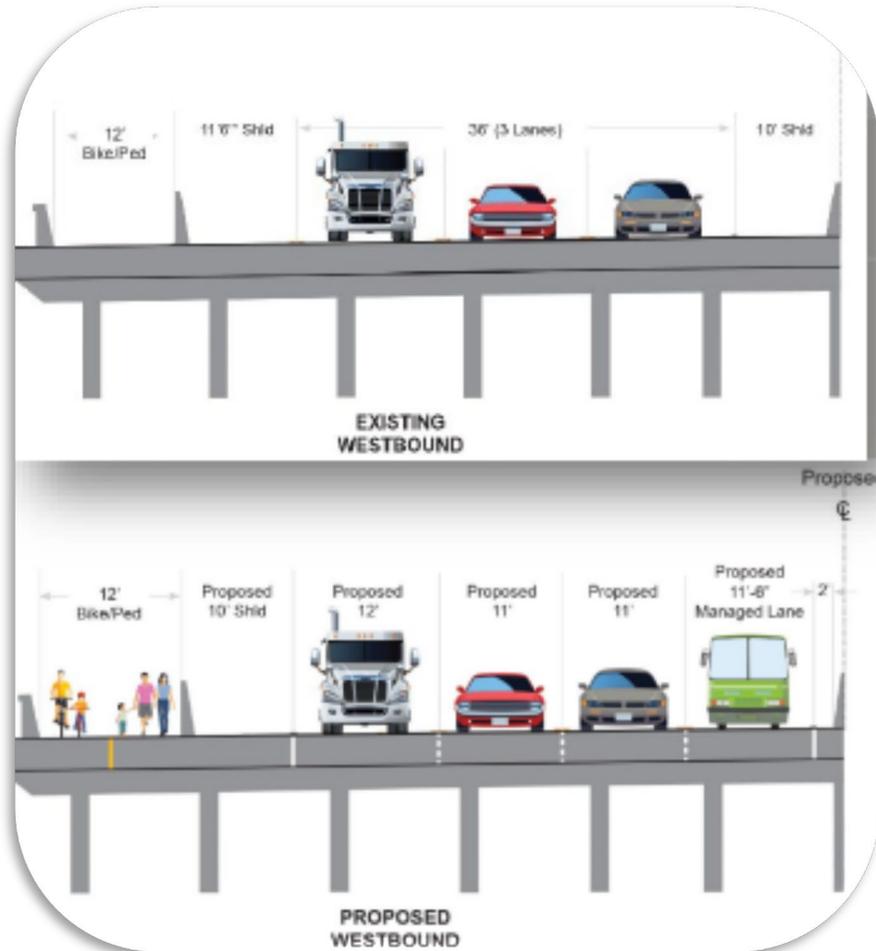
Item 6: Yolo 80 Managed Lanes

1. Project Overview
2. YCTD Board Goals and Vision for the Project
3. Areas of Negotiation with Caltrans
4. Staff Recommendation

Project Area



Project Components Under Development



- 1. Restripe to add additional “managed” lane on inside shoulder
- 2. Auxiliary lane UC Davis -> Richards Blvd
- 3. Improvements to existing bike path on the Causeway
- 3. Intelligent transportation system (ITS) elements
- 4. New connector ramp at 80/50 interchange in West Sacramento

Highway expansion => More VMT

(Slide courtesy of Jamey Volker and Amy Lee, UC Davis)

- “A capacity expansion of 10% is likely to increase vehicle-miles-travelled by 3% to 6% in the short-run and 6% to 10% in the long-run”
- Relationship is about 1-to-1
- Congestion and its effects?
 - Generally, net effect in the long-run is no decrease in congestion
 - Driving increases along with capacity

October 2013

 National Center for Sustainable Transportation
Susan Handy, Department of Environmental Science and Policy, University of California, Davis

Increasing Highway Capacity Unlikely to Relieve Traffic Congestion

Contact Information: shandy@ucdavis.edu

POLICY BRIEF

Issue

Reducing traffic congestion is often proposed as a solution for improving fuel efficiency and reducing greenhouse gas (GHG) emissions. Traffic congestion has traditionally been addressed by adding additional roadway capacity via constructing entirely new roadways, adding additional lanes to existing roadways, or upgrading existing highways to controlled-access freeways. Numerous studies have examined the effectiveness of this approach and consistently show that adding capacity to roadways fails to alleviate congestion for long because it actually increases vehicle miles traveled (VMT).

An increase in VMT attributable to increases in roadway capacity where congestion is present is called “induced travel”. The basic economic principles of supply and demand explain this phenomenon: adding capacity decreases travel time, in effect lowering the “price” of driving, and when prices go down, the quantity of driving goes up.¹ Induced travel counteracts the effectiveness of capacity expansion as a strategy for alleviating traffic congestion and offsets in part or in whole reductions in GHG emissions that would result from reduced congestion.

Key Research Findings

The quality of the evidence linking highway capacity expansion to increased VMT is high. All studies reviewed used time-series data and sophisticated econometric techniques to estimate the effect of increased capacity on congestion and VMT. All studies also controlled for other factors that might also affect VMT, including population growth, increases in income, other demographic factors, and changes in transit service.¹

Increased roadway capacity induces additional VMT in the short-run and even more VMT in the long-run. A capacity expansion of 10% is likely to increase VMT by 3% to 6% in the short-run and 6% to 10% in the long-run. Increased capacity can lead to increased VMT in the short-run in several ways: if people shift from other modes to driving, if drivers make longer trips (by choosing longer routes and/or more distant destinations), or if drivers make more frequent trips.^{1,2} Longer-term effects may also occur if households and businesses move to more distant locations or if development patterns become more dispersed in response to the capacity increase. One study concludes that the full impact of capacity expansion on VMT materializes within five years³ and another concludes that the full effect takes as long as 30 years.⁴

Capacity expansion leads to a net increase in VMT, not simply a shifting of VMT from one road to another. Some argue that increased capacity does not generate new VMT but rather that drivers simply shift from slower and more congested roads to the new or newly expanded roadway. Evidence does not support this argument. One study found “no conclusive evidence that increases in state highway lane-miles have affected traffic on other roads”⁵ while a more recent study concluded that “increasing lane kilometers for one type of road diverts little traffic from other types of roads.”⁶

Increases in GHG emissions attributable to capacity expansion are substantial. One study predicted that the growth in VMT attributable to increased lane miles would produce an additional 43 million metric tons of CO₂ emissions in 2012 nationwide.⁷

ITS UC DAVIS
INSTITUTE OF TRANSPORTATION STUDIES

National Center for Sustainable Transportation 4

HOUSING & HOMELESSNESS

Proposed state law seeks to ban freeway expansions in underserved communities



California Assemblywoman Cristina Garcia (D-Bell Gardens). (Al Seib / Los Angeles Times)

SUBSCRIBERS ARE READING >

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Bob Saget's pals John Mayer and Jeff Ross

Can we make managed lanes
climate-friendly and equitable?



LA Metro: Direct Transit Subsidies



Metro J Line



Foothill Transit



Torrance Transit



Gardena Transit

Since 2015, LA Metro has provided \$55.6 Million in toll revenues to increase frequency and span of transit service on their Express Lanes

FY14 – n/a
FY15 - \$5,192,000
FY16 - \$5,192,000
FY17 - \$6,900,000
FY18 - \$6,900,000
FY19 - \$7,935,000
FY20 - \$7,935,000
FY21 - \$7,935,000*
FY22 - \$7,935,000*

*proposed amount, not yet board approved.

(Slide courtesy of LA Metro)

LA Metro Transit Rewards Program



- Designed to encourage transit use.
- First program of its kind in the country.
- Customers enroll by registering a TAP card with us.
- After taking 16 qualifying transit trips, the customer receives a \$5 toll credit for the Metro ExpressLanes.
- Qualifying trips must be on designated transit routes that operate on the ExpressLanes corridors. Trips must be taken during peak hours.

(Slide courtesy of LA Metro)

San Mateo 101 Express Lanes Equity Program



EXPRESS LANES
Community
Transportation
Benefits

1. Clipper Card* with a value of \$100 (annual benefit);

2. FasTrak® toll tag/transponder with value of \$100) (one-time benefit)



**Program will promote enrollment in Clipper discount programs: Clipper START (means-based discount), youth, and seniors.*

80 Managed Lanes Project YCTD Goals

Adopted Dec 14, 2021

Support achievement of state and regional climate goals by limiting VMT increases and maximizing VMT reduction strategies

Increase transit ridership and mode share.

Increase safety and ease of bicycle travel on the existing Causeway bicycle path, including connecting routes in West Sacramento and Davis.

Advance transportation equity by minimizing project burdens and maximizing project benefits for low-income communities.

Improve peak hour travel time on I-80 while reducing the use of local streets and roads for regional trips.

Increased coordination with Solano County, Caltrans D4 and MTC on interregional trips

Improve traffic flow by utilizing Intelligent Transportation Systems (ITS) technologies such as ramp metering.

Establish a highway management system that can be replicated and integrated regionwide.

Areas of Negotiation with Caltrans

- ✓ **Project vision: tolled lane with a robust equity program and transit investments funded by toll revenues.**
- ✓ **MOU between Caltrans and YCTD**
- ✓ **Revised Notice of Preparation under CEQA**
- ✓ **Transit-supportive elements (TSP, mobility hub) in scope**
- ✓ **Expand bike/ped improvements in scope**
- Study conversion of general purpose lane to tolled lane**
- Use toll revenue to fund local transit, equity program**
- Establish toll authority governance structure**
- Fully fund and construct project**

Memorandum of Understanding

- ✓ Envisioned project is a tolled managed lane system with a robust equity program and transit investments funded by toll revenues
- ✓ Caltrans is lead agency; YCTD will review administrative drafts before they are made public
- ✓ Caltrans will approve final project scope, budget, funding summary; YCTD has right to approve.
- ✓ Caltrans and YCTD will jointly pursue funding; future cooperative agreements will govern expenditures of funds received (including INFRA).
- ✓ Commitment to ongoing coordination

Revised Notice of Preparation

- ✓ Project description includes tolling
- ✓ Transportation equity, climate change, vehicle miles traveled (VMT) now included in purpose and need statement
- ✓ Transit-supportive elements included in project description
- ❑ Uses of toll revenue to fund transit and equity program not included in project description
- ❑ Direct connector at 80/50 interchange included in project description (all alternatives)

Costs + Funding Sources

Total Project Cost: \$387 million

Phase 1 Project Cost: \$207 million

Secured Funding:

- SACOG: \$8 million to Caltrans
- Federal INFRA grant: \$84 million to YCTD

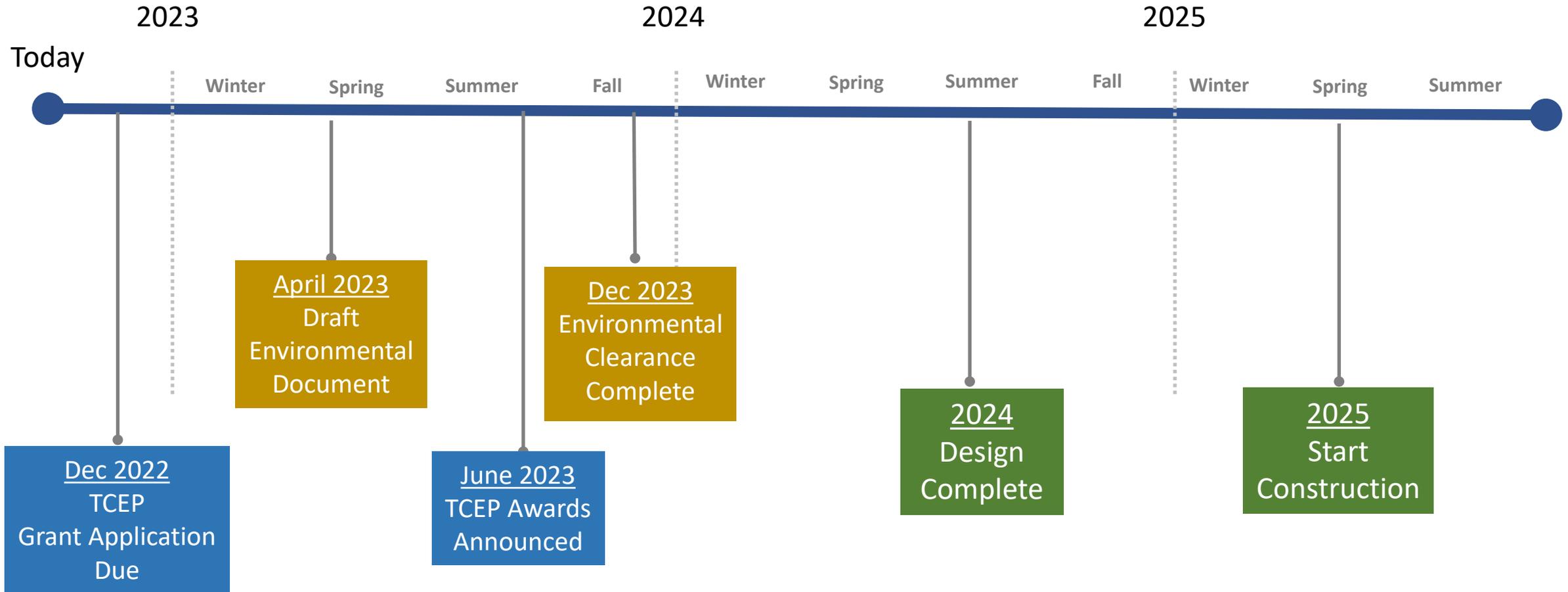
Potential Funding:

- **NEW:** SB 1 Trade Corridor Enhancement Program (TCEP): \$103 million
- SACOG future Funding Rounds - \$10 million
- Bonding against future toll revenue - ?

Detailed Funding Plan for TCEP application

Phase	Component	Additional Information	Estimate	ML Lengh (Miles)
Total Project Estimate with Direct Connectors	Managed Lanes Capital Estimate	on I-80 from Sol/Yol Co. Line to El Camino and on US 50 from I-80/US 50 to I-5/US 50	\$ 205	33
	Direct Connector Capital Estimate	On I-80 EB/WB Direct Connector at the I-80/US 50 Separation	\$ 60	
	Additional Improvements Capital Estimate	Mobility Hub (\$15M) and Bike/Ped Path improvements (\$7M)	\$ 22	
	Project Capital Estimate	Full Project buildout Construction Capital	\$ 287	
	Support Estimates	COS for full buildout with Direct Connector	\$ 65	
	Project Estimate with Direct Con.	Capital and Support	\$ 352	
	Mitigation Estimates (VMT)	Assume 10% of total project Estimate	\$ 35	Assume
	Project Estimate with Mitigation		\$ 387	
	Available Funding (\$8M SACOG, \$86M INFRA) and with SB 1 Cycle 3 request (\$103M)		\$ 197	
	Need		\$ 190	
	Estimate of two HOT Lanes (Construct 1 lane and converting No. 1 Lane to HOT lane Not Included in Project Capital Estimate)	\$ 20		
SB 1 Cycle 3 Phase - Construct ML from Richards to I-80/US 50, w/o DC	Managed Lanes Capital Estimate	From Richards to I-80/US 50, Without Direct Connector	\$ 142	20
	Additional Improvements Capital Estimate	Mobility Hub (\$15M) and Bike/Ped Path improvements (\$7M)	\$ -	
	Project Capital Estimate for SB 1 Cycle 3 Phase		\$ 142	
	Support Estimate w/o Direct Con.	COS without the Direct Connector	\$ 43	
	Project Estimate for SB 1 Cycle 3 Phase	Capital and Support	\$ 185	
	Mitigation Estimates (VMT)	Mobility Hub (\$15M), Bike/Ped Path improvements (\$7M), etc.	\$ 22	Assume
	Project Estimate with Mitigation for SB 1 Cycle 3		\$ 207	
	Available Funding (\$8M SACOG, \$86M INFRA) and with SB 1 Cycle 3 request (\$103M)		\$ 197	
Need		\$ 10		
	Estimate of two HOT Lanes (Construct 1 lane and prepare for converting No. 1 Lane to HOT lane Not Included in Project Capital Estimate)	\$ 10		

Project Schedule



Staff Recommendation

Adopt two resolutions related to the Yolo 80 Managed Lanes Project:

1. Resolution 2022-16 authorizing the Executive Director to sign a Memorandum of Understanding (MOU) with Caltrans regarding roles and responsibilities;
2. Resolution 2022-17 authorizing the Executive Director to support a \$103 million application to the California Transportation Commission's 2022 Trade Corridor Enhancement Program (TCEP).

Item 5: YCTD Strategic Planning: Vision, Values and Priorities

- No strategic plan or long-range plan currently exists for YCTD
- Vision, Values and Priorities were adopted in January 2020
- We have a broader mandate under authorizing legislation (*AB 2420, 1996*)
- Agency has been moving toward that broader mandate for several years
- Questions about long-term financial sustainability arose in FY22-23 budget process
- Staff recommends preparing a 10-year strategic plan as part of this year's workplan

Item 5 (continued)

Vision, Values and Priorities

Vision Statement

The vision statement tells us what we intend to become or achieve in the next 3 to 5 years.

Yolo County residents enjoy innovative and efficient mobility options connecting them to places they want to go.

Values

A **core value** describes our individual and organizational behaviors and helps us to live out our vision.

- Collaboration
- Efficiency
- Transparency
- Innovation
- Service
- Safety
- Economic Sustainability
- Environmental Stewardship
- Equity/Social Justice

Item 5 (continued)

District-Wide Priorities

Priorities align our vision and values with our implementation strategies.

- Effective and sustainable business model.
- Efficient, seamless, and easy to use transit system.
- Strong regional mobility partnerships enhance District services.
- Decision making that is data driven and transparent.
- Environmentally sustainable operations.
- Leverage state of the art technology.

Item 5 (continued)

YCTD's Statutorily-Mandated Duties under AB 2420 (1996)

1. **Public Transit Provider**
2. **Congestion Management Agency**
3. **Consolidated Transportation Services Agency**
4. **Coordinate** transportation planning, programming and prioritization
5. **Coordinate** state and federal funding applications, as appropriate

Item 5 (continued)

YCTD's Optional Duties under AB 2420 (1996)

1. **Advocate** for “transportation system interests, funding, projects and priorities.”
2. **Plan** for “funding transportation projects within its jurisdiction.”
3. Become the **Federal Designated Recipient** for Yolo County
4. Impose a **transportation sales tax measure** with voter approval

Item 5 (continued)

Examples from Peer Agencies

- The roles outlined in AB 2420 are consistent with common practice in California
 - Most California counties have a JPA-like entity that coordinates, plans, funds and delivers transportation programs and projects of countywide significance.
 - That entity usually serves as Congestion Management Agency and administers transportation sales tax program (in self-help counties).
 - A handful of these agencies also serve as transit provider (examples include LA Metro, Valley Transportation Authority (VTA)).
- Currently, no agency in Yolo County serves this role
 - May limit our efficacy in attracting state/regional funding

Item 5 (continued)

Examples from Peer Agencies: Solano Transportation Authority

- Congestion Management Agency
- Consolidated Transportation Service Agency
- Coordinate, plan and deliver projects



Mission: To improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality for all

Item 5 (continued)

Examples from Peer Agencies: Santa Clara Valley Transportation Authority

- Congestion Management Agency
- Consolidated Transportation Service Agency
- Transit Provider
- Administer transportation sales tax measure
- Tolling authority for express lanes



Vision: *To innovate the way Silicon Valley moves.*

Mission: *Solutions that move you.*

Core Values: *Safety - Integrity – Quality – Sustainability - Diversity – Accountability*

Overarching Strategies:

1. *Provide a great transit product that is faster, frequent and reliable.*
2. *Creatively and pragmatically provide a full suite of projects and programs that address the current and evolving mobility needs of Silicon Valley.*
3. *Lead the region in transportation systems management, funding, integration and innovation.*

Item 5 (continued)

Examples from Peer Agencies: SACOG

- SACOG has a large number of state and federal statutory responsibilities for the entire Sacramento region that span transportation, housing, and land use.



Vision: A vibrant and thriving Sacramento Region for All.

Mission: SACOG convenes and connects the region to advance an equitable, sustainable and prosperous future.

Priorities:

- 1. Build vibrant places for today's and tomorrow's residents*
- 2. Foster the next generation of mobility solutions*
- 3. Modernize the way we pay for transportation infrastructure*
- 4. Build and maintain a safe, equitable and resilient transportation system*

Item 5 (continued)

Input from TAC and CAC

Vision and Values:

- Environmental Stewardship should be more specific
- Reduce the number of values – and be aware of the order in which they appear
- We should be cutting edge in multiple ways, not just when it comes to technology
- Be adaptive to changing conditions and needs

Priorities:

- Should be expanded to include planning for other modes (eg active transportation, highways), while recognizing that YCTD is not the owner/operator of public right of way
- Transit should remain a central priority and is essential to the success of other modal strategies
- Ensure YCTD's priorities are aligned with and supportive of the member jurisdictions' priorities.

Item 5 (continued)

Discussion Questions for Vision, Values and Priorities:

- What external and internal forces are driving change at YCTD (e.g. COVID pandemic, new projects and priorities, staff and Board turnover) and how should our Vision, Values and priorities change to reflect these?
- What is missing from the existing Vision ,Values and Priorities? Conversely, what if anything is no longer useful?
- How should the Vision, Values and Priorities be used to guide the work of the Board, committees and staff?

Adjournment

UNLESS CHANGED BY THE YCTD BOARD, THE NEXT MEETING OF THE YOLO COUNTY TRANSPORTATION DISTRICT BOARD OF DIRECTORS WILL BE **November 14, 2022** AT 7:00 PM IN THE YCTD BOARD ROOM, 350 INDUSTRIAL WAY, WOODLAND, CA 95776 OR BY ZOOM IF RECOMMENDED FOR THE SAFETY OF THOSE INVOLVED.