

From: [Russell Reagan](#)
To: California.Transportation.Commission@CATC
Subject: Yolo 80 Corridor Improvements Project -- Phase 1; do not approve funding
Date: Tuesday, May 14, 2024 4:49:05 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

TO: Chair Carl Guardino and members, CTC
RE: Yolo 80 Corridor Improvements Project -- Phase 1

Please do not approve funding.

The Caltrans traffic model overstates the congestion relief benefit of the Yolo 80 Corridor Improvements Project because it ignores induced demand travel. More realistic models show that congestion will return within ten years.

The mitigation plan is unfunded, inadequate, and overly optimistic about results. Projected toll revenue will not cover the costs of the mitigation, and certainly not an environmental justice plan. Caltrans District 3 never studied transit alternatives to freeway widening for the vast majority of travelers in the Corridor with trips spanning multiple counties.

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From: [Russell Reagan](#)
To: California.Transportation.Commission@CATC
Subject: Yolo 80 Corridor Project, public process and environmental justice
Date: Tuesday, May 14, 2024 4:47:23 PM

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TO: Chair William Walker, CTC Equity Advisory Committee and members
CC: Chair Carl Guardino and CTC members

I am concerned about inclusivity of the process, social equity and environmental justice issues that remain unresolved with the Yolo 80 Corridor Improvements Project. Yolo County and Caltrans officials decided on which alternatives to be selected for the Yolo 80 Project three years ago. Subsequent public process has been ineffectual in addressing the major environmental concerns.

There are very significant equity and process access concerns with how the Yolo 80 Corridor Improvements Project was conceived and the necessary community engagement process steps were conducted, prior to CTC considering the Project for funding.

None of the five local climate action and adaptation committees within Yolo County and its cities were given a briefing on the Yolo 80 Project or asked for input. Four of the five transportation-related commissions in Yolo County never got a briefing on the project or were asked for input on the FEIR or tolling.

The Yolo Transportation District Citizens Advisory Committee was not engaged in providing input on the DEIR, selection of EIR alternatives, or the most basic EIR study objectives.

Safety of less skilled drivers and risk of higher rate of crashes with added lanes has been ignored. Proposed construction of additional lanes on the Yolo Causeway would result in slightly narrower lanes and eliminate most of the shoulder. This problem has not received appropriate public scrutiny and is mentioned only briefly within the over 1000-page DEIR. The safety impact of the narrowing was not addressed in the DEIR, DEIR outreach, or at any community meetings.

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