

Capital Area Regional Tolling Authority
Board of Directors



Wednesday August 19, 2026, at 10:00 AM
SACOG Board Room
1415 L Street, Suite 300
Sacramento, CA 95814

Consistent with California Government Code Section 54953 a meeting of the Board of Directors will be held in person.

Attend or watch

- Attend the meeting at the location noted above
- Watch on CARTA's [YouTube channel](#) where the meeting will be streamed. If you do not see the live broadcast, indicated by the red "live" icon, refresh your browser.

Provide public comment - Note: No public comment will be taken through live stream or by telephone

Comments will be taken on the item at the time it is taken up by the board. Members of the public can participate in the meeting via written or verbal comments as described below.

• ***In-person:***

Public comment may be made in person at SACOG's offices or at an alternative meeting location designated on the agenda (if any). You will have 3:00 minutes to speak, unless a different time is set by the Chair. Please complete a speaker form and provide it to the clerk. If attending at the alternative meeting location, please inform a SACOG official in attendance that you request to speak.

• ***Written:***

Written comment may be submitted via email to the clerk at rtadevich@sacog.ca.gov or by regular mail sent to the SACOG offices (see address above). Written comment will be shared with the committee or board in advance of the meeting if received by the Clerk at least 24 hours prior to the meeting. Otherwise, they will be shared after the meeting. Written comment will not be read into the record.

Agenda Timing: Time durations are estimates only. Action may be taken on any item on this agenda. The board may take up any agenda item at any time, regardless of the order listed.

Writings, Documents, Supplemental Materials: Any writings or documents provided to a majority of this board regarding any item on this agenda (other than writings legally exempt from public disclosure) are available on CARTA's website: <https://carta.ca.gov/board-meetings>

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La CARTA puede proveer asistencia/facilitar la comunicación a las personas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la agencia. Para asistencia, por favor llame al número 916.321.9000 o para TDD/TTY llame al numero 711, o email a contact@carta.ca.gov. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Pledge of Allegiance

Roll Call: Directors Aceves, Chapman, Kennedy, Vice Chair Early, Chair Villegas and Ex-Officio Members Click, Deloria and Talamantes

Public Communications: Any person wishing to address the committee on any item not on the agenda may do so at this time. After ten minutes of testimony, any additional testimony will be heard following the action items.

Disclosures: Directors will disclose any item in which they have a conflict of interest under state law, and acknowledge whether they will recuse from that item. Among other state laws, the Levine Act may require recusal on items involving a contract or entitlement where a campaign donor is a participant.

Consent:

1. June 17, 2026, Meeting Minutes (0 minutes, Robert Tadevich, SACOG)
 - a. Issue: Approval of the meeting minutes from the prior CARTA Board meeting
 - b. Attachment 1A: Minutes

Action:

2. JPA Amendment Related to CalPERS Membership (5 minutes, Erik Johnson, SACOG)
 - a. Issue: Approval of JPA amendment related to CalPERS Membership
 - b. Attachment 2A: Staff Report
 - c. Attachment 2B: Resolution
 - d. Attachment 2C: JPA Amendment

Information:

3. Customer Readiness and Strategic Communications Framework (30 minutes, Marie Fiore, Drago Vantage)
 - a. Issue: Present approach to strategic communications plan
 - b. Attachment 3A: Staff Report
 - c. Attachment 3B: Customer Readiness and Strategic Communications Framework and Customer Journey Communications & Campaign Implementation Roadmap
 - d. Attachment 3C: Presentation
4. Toll System Integrator Procurement Update (20 minutes, Kathleen Aziz, CARTA)
 - a. Issue: Provide update regarding TSI procurement
 - b. Attachment 4A: Staff Report
 - c. Attachment 4B: Presentation
5. Audit Scope Schedule (5 minutes, Erik Johnson, SACOG)
 - a. Issue: Provide update regarding audit procurement
 - b. Attachment 5A: Staff Report
 - c. Attachment 5B: Presentation
 - d. Attachment 5C: Presentation
6. CARTA Executive Director's Report (20 minutes, Kathleen Aziz, CARTA)
 - a. Issue: A brief report from the CARTA Executive Director
 - b. Attachment 6A: Staff Report
 - c. Attachment 6B: CARTA Toll Program Board Activity Dashboard

Receive and File:

7. Caltrans Yolo 80 Construction Update (0 minutes, Gurtej Bhattal, Caltrans)
 - a. Issue: Informational report on status of Yolo 80 construction contract
 - b. Attachment 7A: Staff Report
 - c. Attachment 7B: Presentation

Other Matters**Adjournment**

The next meeting of CARTA will be held on Wednesday, September 30, 2026, at 10:00 AM in the SACOG Board Room, 1415 L Street, Suite 300, Sacramento, CA.

This agenda and attachments are available on CARTA's website at <https://carta.ca.gov/>. CARTA is accessible to the disabled. As required by Section 202 of the Americans with Disabilities Act of 1990 and the Federal Rules and Regulations adopted in implementation thereof, a person who

requires a modification or accommodation, auxiliary aids or services in order to participate in a public meeting, including receiving this agenda and attachments in an alternative format, should contact CARTA by phone at (916) 321-9000, email contact@carta.ca.gov or in person as soon as possible and preferably at least 72 hours prior to the meeting. Parking is available at the meeting location. To take transit to a meeting, go to [google.com/maps](https://www.google.com/maps).



Capital Area Regional Tolling Authority

Meeting Date: August 19, 2026

Agenda Item: 1

Approve Minutes of the June 17, 2026, Board Meeting

Prepared By: Robert Tadevich, Sacramento Area Council of Governments

Attachments: Yes

Recommendation:

Staff recommend approval of the minutes as submitted.

Background:

The board met on June 17, 2026.

Discussion:

Each meeting the board is asked to approve the minutes (Attachment 1A) from the prior meeting.

Attachments:

1A: CARTA June 17, 2026, Minutes

CARTA Board of Directors

Draft Action Minutes

The CARTA Board of Directors met in person on June 17, 2026, at 10:00 a.m. at the CARTA office, 1415 L Street, Suite 300, Sacramento, CA.

Call to Order: Chair Villegas called the meeting to order at 10:00 a.m.

Present: Directors Aceves, Chapman, Kennedy, Vice Chair Early, Chair Villegas and Ex-Officio Members Click, Deloria, and Talamantes

Absent: None

Public Communications: None

Consent: It was moved, seconded (Aceves/Chapman) and passed by unanimous vote that the following Consent item be approved:

- 1. Minutes of the May 20, 2026, Board Meeting
- 2. Resolution Authorizing Application for Self-Insurance of Workers’ Compensation
- 3. Resolution for MissionSquare Retirement Services

Action:

- 4. Designate Secretary of CARTA and Delegate Authority

Erik Johnson, SACOG staff, presented the report. Following discussion, a motion was made by Director Aceves, seconded by Director Kennedy, and passed by unanimous vote to:

(1) Designate the Executive Director of CARTA as the Secretary of CARTA effective August 1, 2026; and (2) authorize the Executive Director to exercise the authority set forth in Resolution No. 05-2026.

- 5. Approve Sacramento Transportation Authority (STA) Funding Agreement and I-5 Traffic and Revenue (T&R) Task Order

Chadi Chazbek, Kimley-Horn staff, presented the report. Following discussion, a motion was made by Director Chapman, seconded by Director Aceves, and passed by unanimous vote to:

(1) Execute a Memorandum of Understanding with the Sacramento Transportation Authority (STA) related to Preliminary Development of High Occupancy Vehicle

Toll Lanes on I-5 in Sacramento County; and (2) Award the I-5 traffic and revenue (T&R) study task order to C&M Associates, from the CARTA traffic and revenue on-call bench for a not to exceed amount of \$400,000.

6. Hold Hearing on Public Agency Vacancies, Approve Final Fiscal Year 2026-2027 Budget, and Authorize Loan Draw

Erik Johnson, SACOG staff, presented the report. Following discussion, a motion was made by Vice Chair Early, seconded by Director Aceves, and passed by unanimous vote to:

(1) Hold a hearing on public agency vacancies; (2) approve the final Fiscal Year 2026-2027 budget; and (3) authorize the Secretary to draw \$4 million from the West Sacramento loan no later than July 1, 2026.

Information:

7. Draft Five Year Budget Forecast

The Board received and reviewed this report, presented by Erik Johnson, SACOG staff.

8. Yolo 80 Caltrans Vehicle Miles Traveled (VMT) Mitigation Update

The Board received and reviewed this report, presented by Chadi Chazbek, Kimley-Horn staff, and Greg Wong, Caltrans staff.

9. Interim CARTA Executive Director's Report

The Board received and reviewed this report, presented by Chadi Chazbek, Kimley-Horn staff.

Other Matters:

Adjournment: The meeting was adjourned at 11:25 a.m.



Capital Area Regional Tolling Authority

Meeting Date: August 19, 2026

Agenda Item: 2

JPA Amendment Related to CalPERS Membership

Prepared By: Andreas Booher, Best Best & Krieger, as Counsel to CARTA

Attachments: Yes

Recommendation:

Staff recommends that the Board approve Resolution No. 06-2026 (Attachment 2B) requesting that CARTA's member agencies amend the Joint Exercise of Powers Agreement to enable CARTA to join CalPERS and directing the submittal of an application to CalPERS upon execution of the amendment.

Background:

The Joint Exercise of Powers Law requires that the parties to a joint powers agreement be responsible for a joint powers authority's retirement liabilities following dissolution, which must be apportioned among the members. CARTA's current Joint Exercise of Powers Agreement acknowledges this law and states that the parties will determine the apportionment once CARTA has employees. As CARTA has hired its first employee, it is now prepared to apply to CalPERS, and its application will need to show that the member agencies have agreed on an apportionment. The proposed amendment would equally apportion the responsibility among the member agencies.

Discussion:

As a general rule, a joint exercise of powers agreement may contain a provision that makes only the joint powers authority, not its members, liable for the contractual debts of the authority. CARTA's agreement contains this provision, which acts similar to a "corporate veil." It protects the member agencies from liability for CARTA's debts. This will be critical as CARTA develops its infrastructure and operations.

However, in 2018, the Legislature enacted AB 1912, which prevents the members of joint powers authorities from being insulated from financial responsibility "with respect to the retirement liabilities of the agency if the agency contracts with a public retirement system." This exception is not limited to CalPERS and even applies to independent retirement plans offered by public employers. (The law specifically references 401(a) plans as being subject to this rule). The law was enacted in response to a court ruling that member agencies were not liable to CalPERS for the accrued actuarial liabilities of a dissolved joint powers agency.

Specifically, AB 1912 holds member agencies responsible and requires the member agencies to apportion retirement liabilities prior to dissolution. This is not a shift in liability or expectations;

the Joint Exercise of Powers Agreement forming CARTA was executed after the adoption of AB 1912 and contemplates these provisions. While Section 4.2(c) contains the general provision that CARTA's debts only belong to CARTA, Section 8.4 contains the requirement that the agencies apportion retirement liabilities. However, Section 8.4 also indicates that the member agencies will agree to this apportionment prior to incurring any retirement liabilities. CalPERS regulations create a conundrum for newly-formed public entities. A new agency, including a joint powers agency, may apply for a contract with CalPERS but only once the agency has hired an employee. This means that joint powers agencies cannot recruit their initial staff utilizing an industry-standard benefits package, making recruitment (and retention) potentially less competitive. This is particularly a conundrum for an agency like CARTA that would largely recruit from other California public sector employers, or whose employees would be qualified to take jobs from other more established tolling agencies in the state.

With its first hire in place, CARTA is now eligible for CalPERS membership, which will better enable the agency to recruit and retain key employees. With the groundbreaking of the Yolo 80 Project and the commencement of toll operations on the horizon, recruitment and retention will be critical to CARTA's success. At the direction of the CARTA Board, staff has therefore begun researching the application process for CalPERS membership. Notably, while AB 1912 requires the appropriation of retirement liabilities prior to dissolution, staff is informed that CalPERS will require that the apportionment be set forth within the joint powers agreement itself prior to application. An amendment to the joint powers agreement is therefore necessary, both to increase the chances of a successful CalPERS application and to comply with the current terms of Section 8.4.

The CARTA Board cannot amend the joint powers agreement; the member agencies must all take action to approve an amendment. However, the CARTA Board is the governing body that the member agencies created to make policy decisions on behalf of CARTA, including decisions related to staffing and employee compensation. Thus, staff anticipates that the member agencies will want definitive confirmation from the CARTA Board prior to approving amendments to the joint powers agreement in order to ensure that the action aligns with the CARTA Board's policy direction.

The attached Resolution (Attachment 2B) therefore: (1) requests that the member agencies all approve the enclosed amendments to the Joint Exercise of Powers Agreement, (2) directs the Chair and staff, on behalf of the CARTA Board, to approach each member agency with this request and to coordinate for their approval, (3) authorizes staff, with the approval of counsel, to modify the proposed amendments as necessary to obtain approval from the member agencies and from CalPERS, and (4) directs staff, upon full execution of the amendment, to prepare and submit an application to become a member of CalPERS.

The proposed amendment is Attachment 2C. Staff has researched language utilized in similar joint powers agreements for new agencies that have received CalPERS approval post-AB 1912. This change is not a guarantee that CARTA's application will be accepted, and CalPERS may request additional information or modifications, but staff is attempting to put CARTA in the best

position for a successful application based on the information available. The Resolution would allow for staff-level modifications as necessary.

Additionally, the proposed amendment contains one minor modification to the joint powers agreement that is unrelated to CalPERS. This modification simply adds language to further clarify the scope of CARTA's powers as a joint powers authority that may also be a regional transportation authority under the Streets and Highways Code for purposes of developing and operating toll facilities.

Attachments:

2B: Resolution

2C: JPA Amendment

Resolution No. 06-2026

A RESOLUTION REQUESTING THAT THE MEMBER AGENCIES OF CARTA AMEND THE JOINT EXERCISE OF POWERS AGREEMENT TO ENABLE CARTA TO JOIN THE CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM (CALPERS) AND DIRECTING THE SUBMITTAL OF AN APPLICATION TO CALPERS UPON EXECUTION OF THE AMENDMENT.

WHEREAS, the Sacramento Area Council of Governments, the Yolo County Transportation District, and the California Department of Transportation (collectively, the "Member Agencies") entered into that certain Joint Exercise of Powers Agreement for Capital Area Regional Tolling Authority ("Agreement"), forming CARTA effective on January 24th, 2024;

WHEREAS, the Member Agencies formed CARTA for the purpose of creating an independent multi-county entity to develop and operate toll facilities throughout the region;

WHEREAS, Section 4.2(c) of the Agreement provides that CARTA's debts belong solely to CARTA and are not the obligation of the Member Agencies;

WHEREAS, Section 8.4 of the Agreement, in compliance with Assembly Bill 1912, provides that the Member Agencies are responsible for CARTA's public retirement system liabilities and will apportion such liabilities prior to CARTA joining a public retirement system;

WHEREAS, the Agreement establishes an independent Board to govern the affairs of CARTA and to employ officers and employees, and the Board has hired an Executive Director and intends to hire additional employees in the future;

WHEREAS, the Board finds that joining the California Public Employees Retirement System ("CalPERS") is in the best interest of CARTA and will improve CARTA's ability to attract and retain the most qualified and talented personnel to fulfill the Member Agencies' mission in creating CARTA to be a regional governance agency that develops and operates a high quality toll road system throughout the region to increase throughput, reduce congestion and raise revenues for other corridor enhancements; and

WHEREAS, in order to submit a successful application to CalPERS and to comply Section 8.4 of the Agreement, CARTA will need the Member Agencies to make certain amendments to the Agreement.

NOW THEREFORE, BE IT RESOLVED by the Board of the Capital Area Regional Tolling Authority as follows:

1. The above recitals are true and correct and reflect the findings of the Board.
2. The Board hereby requests that each of the Member Agencies approve the enclosed amendments to the Agreement in order to comply with Section 8.4 of the

Agreement and to enable submission of an application to CalPERS for CARTA's membership.

3. The Chair and staff are hereby directed and authorized, on behalf of the CARTA Board, to approach each member agency with this request and to coordinate for the Member Agencies' respective approvals of the amendment.
4. The Board hereby authorizes staff, with the approval to form of counsel, to modify the proposed amendments as necessary to obtain approval from the Member Agencies and from CalPERS.
5. The Board hereby directs staff, upon execution of the amendment from each Member Agency, to prepare and submit an application to become a member of CalPERS. Staff may take also necessary steps, including execution of all necessary documents, to effectuate and submit the application and otherwise complete CalPERS membership. SACOG staff that performs administrative services for the benefit of CARTA, including but not limited to the Executive Director, Deputy Executive Director of Operations and General Counsel, are hereby requested to perform such tasks on behalf of CARTA as necessary in order to prevent any conflict of interest, or appearance of conflict of interest, of the Executive Director of CARTA with regard to the application.
6. The provisions of this Resolution are severable, and if any portion is found to be ineffective or in violation of the law, the remaining portions shall remain in full force and effect.
7. This Resolution is effective immediately upon adoption.

[SIGNATURES ON FOLLOWING PAGE]

PASSED, APPROVED, AND ADOPTED this 19th day of August, 2026, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

CHAIR OF THE BOARD

ATTEST:

SECRETARY TO THE BOARD

APPROVED TO FORM:

COUNSEL TO THE BOARD

AMENDMENT NO. 1 TO

JOINT EXERCISE OF POWERS AGREEMENT FOR

CAPITAL AREA REGIONAL TOLLING AUTHORITY

WHEREAS, the Sacramento Area Council of Governments, the Yolo County Transportation District, and the California Department of Transportation (collectively, the “Member Agencies”) entered into that certain Joint Exercise of Powers Agreement for Capital Area Regional Tolling Authority (“Agreement”), forming the Capital Area Regional Tolling Authority (“CARTA”) effective on January 24th, 2024; and

WHEREAS, the Members intend to amend the Agreement to, among other modifications, mutually agree as to the apportionment of the CARTA’s retirement obligations among themselves for the purpose of enabling CARTA to contract with a public retirement system, in accordance with Government Code sections 6508.1 and 6508.2.

THE MEMBER AGENCIES THEREFORE AGREE AS FOLLOWS:

1. Section 3.2 of the Agreement is amended in part only, with newly added language shown in underline and the remainder of the Section remaining unchanged:

The purpose of the Authority is to exercise the common powers of the Members, and to exercise all additional powers provided to joint powers authorities under the Act and other applicable law, including, without limitation, the powers set forth in section 149.7 of the Streets and Highways Code, to:

2. Section 4.2(c) of the Agreement is hereby amended to read in full as follows:

Except to the extent set forth in Article 8 herein, the debts, liabilities, and obligations, whether contractual or non-contractual, of the Authority will be the debts, liabilities, and obligations of the Authority alone, and not the debts, liabilities, or obligations of the Members or their member entities. The Authority is not liable for the debts, liabilities, or obligations of its Members, including debts, liabilities, or obligations incurred prior to the Effective Date of this Agreement or prior to the Member joining the Authority.

For avoidance of doubt, in accordance with Government Code section 6508.1, this Section 4.2(c) shall not apply with respect to the retirement liabilities of the Authority if the Authority contracts with the California Public Employees’ Retirement System (“CalPERS”) or another public retirement system. Such liabilities, and the apportionment of the liabilities among the Members, are addressed in Section 8.4 herein. Certain tort liabilities, and the apportionment therefor, are addressed in Section 8.3 herein, which shall govern over this Section 4.2(c) to the extent of any discrepancies.

3. Section 8.4 of the Agreement is hereby amended to read in full as follows:

The Authority may become a member of CalPERS or another public retirement system. In the event that the Authority is dissolved or becomes insolvent, or the agreement with CalPERS or other public retirement system is terminated, each Member is responsible for its proportionate share of the Authority's retirement liabilities. Each Member, including Members admitted after this Amendment and former Members that have withdrawn from the Authority, shall be apportioned an equal share of the retirement liabilities. In no event may the aggregate total of the proportional shares be less than 100% of the retirement liabilities.

The Members may stipulate to adjust the apportionment, or to relieve a Member from all or a portion of its retirement liabilities with the remaining Members taking on such proportional share, provided that: (a) the Members agree to the consideration for the stipulation, (b) the stipulation is set forth in writing and satisfies the requirements of Government Code sections 6508.1 and 6508.2, and (c) the resulting aggregate total of the proportional shares is not less than 100% of the retirement liabilities.

The purpose of this Section 8.4 is to ensure compliance with Government Code sections 6508.1 and 6508.2 and enable the Authority to obtain benefits from public retirement systems. As used in this Section 8.4, the terms "public retirement system" and "retirement liabilities" shall have the same meanings as in Government Code sections 6508.1 and 6508.2.

4. Except as expressly set forth herein, all other terms and provisions of the Agreement are not modified and shall remain in full force and effect.
5. This Amendment shall be deemed effective as of the date approved by the last Member.

[Signatures on Following Page]

IN WITNESS WHEREOF, the Members hereunder have duly approved this Amendment and authorized their respective officers to subscribe their names, the day and year indicated below.

SACRAMENTO AREA COUNCIL OF GOVERNMENTS

By: _____ Date: _____
James Corless
Executive Director

Approved as to Form: _____
Michael J. Maurer
General Counsel

CALIFORNIA DEPARTMENT OF TRANSPORTATION

By: _____ Date: _____
Sergio Aceves
Director, District 3

Approved as to Form: _____
Erin Holbrook
Chief Counsel

YOLO COUNTY TRANSPORTATION DISTRICT

By: _____ Date: _____
Autumn Bernstein
Executive Director

Approved as to Form: _____
General Counsel



Capital Area Regional Tolling Authority

Meeting Date: August 19, 2026

Agenda Item: 3

Customer Readiness and Strategic Communications Framework

Prepared By: Marie Fiore, Drago Vantage

Attachments: Yes

Recommendation:

None; this item is for information only.

Background:

The Yolo 80 Express Toll Lanes will be the Capital Region's first express toll lane system. The project's long-term success depends on more than infrastructure delivery. Travelers need to understand how the system works, be prepared to use it, and have confidence in the transportation choices available to them.

The public's understanding of the system during the transitions from lane construction (2026) to testing and operations (2027-2028) will influence not only the successful implementation of Yolo 80, but also public acceptance of future toll lane corridors throughout the region.

To support this transition, CARTA developed a Customer Readiness and Strategic Communications Framework that shifts communications from project- and construction-focused messaging to operational readiness and customer education. The framework is designed to provide the right information at the right time as travelers move from initial awareness through long-term system adoption.

This staff report and the Customer Readiness and Strategic Communications Framework use the term 'customer' to refer to all members of traveling public, whether they use CARTA's express toll lanes or not. Using 'customer' is a reminder of CARTA's Customer Service agency value: *We focus our services to meet the needs of our customers and provide consistent and clear information so they can easily navigate our system.*

Discussion:

Framework Structure

The Customer Readiness and Strategic Communications Framework organizes communications around the customer journey rather than traditional project milestones. This approach recognizes that travelers require different information as their experience with the corridor evolves and provides a structured roadmap for communications, outreach, and public education throughout implementation.

The framework consists of five customer journey phases:

- **I See Something New** – Corridor Familiarization
- **I Can Drive in the New Lane** – Interim Operations
- **I'm Getting Ready** – Customer Readiness
- **I'm Using the Express Lane** – Launch & Early Operations
- **This Is Just Part of My Trip** – System Adoption & Continuous Improvement

Each phase identifies the customer mindset, communications objectives, implementation activities, regional partnerships, and performance measures needed to support a successful transition to operations.

The framework uses a coordinated mix of paid, earned, shared, and owned communications to provide timely, consistent information through multilingual materials, digital channels, media, community partners, employers, universities, tourism organizations, and regional agency partners. During the approximately 18-month interim operations period, communications will help travelers understand the new travel options available today, the mobility benefits already being delivered, and the future transition to express toll lane operations. As tolling infrastructure and customer systems are installed, integrated, tested, and certified, outreach will gradually shift from familiarizing travelers with the new lanes to preparing them for toll operations and successful first-day use.

Approximately 90 days before toll operations begin, communications will transition to an intensive Customer Readiness Campaign designed to help travelers prepare for successful first-day use. Activities will include paid advertising, earned media, community outreach, employer and institutional partnerships, instructional videos, website enhancements, social media, multilingual communications, and coordinated partner outreach promoting Toll Tag adoption, FasTrak account sign-ups, and account maintenance for existing customers.

Measuring Success

Rather than measuring success through communications outputs alone, the framework establishes performance measures tied to operational outcomes. These metrics will be reported to the Board through a communications performance dashboard that evolves throughout implementation. Key indicators include:

- Toll Tag penetration
- FasTrak account referrals and account readiness
- Customer understanding, e.g. reduced violations and first-time user errors
- Accurate media coverage
- Positive customer sentiment and overall customer confidence in the express toll lane system.

Because Yolo 80 represents the Capital Region's first managed lane facility, the framework also establishes a scalable communications model that can support future managed lane corridors and regional roadway pricing initiatives.

Staff is presenting the Customer Readiness and Strategic Communications Framework to introduce the Board to the overall communications strategy that will guide public information, customer education, outreach, and regional coordination from interim operations through the launch of toll operations and ongoing system adoption.

Next Steps

Following Board discussion, staff will incorporate Board feedback into the Customer Readiness and Strategic Communications Framework and continue refining implementation activities in coordination with project partners.

As the project advances toward toll operations, staff anticipates returning to the Board with additional implementation items, including:

- A proposed Customer Readiness Campaign scope, schedule, and budget for Board consideration.
- Communications and outreach materials supporting each phase of the customer journey, including multilingual customer education resources and regional partner toolkits.
- Performance dashboard recommendations and a proposed reporting cadence to track customer readiness, Toll Tag adoption, FasTrak account activity, media coverage, and other key performance indicators.
- Updates on project branding recommendations, customer information channels, and regional coordination efforts as operational milestones are finalized.
- Status updates on customer-facing systems, including website enhancements, customer information tools, instructional materials, and other resources needed to support a successful transition to toll operations.
- Periodic implementation updates as major project milestones are reached, culminating in final customer readiness activities prior to the commencement of toll operations.

Staff requests Board discussion and feedback on the following:

1. **Overall Approach:** Does the customer journey framework reflect the Board's vision for preparing travelers for the Capital Region's first express toll lane?
2. **Communications Priorities:** Are there audiences, partnerships, or outreach strategies the Board would like staff to emphasize as implementation progresses?
3. **Performance Reporting:** What is the Board's preferred cadence for receiving Customer Readiness and Communications KPI updates (e.g., quarterly, at key project milestones, or another reporting schedule), and are there additional performance measures the Board would like included?
4. **Project Branding:** Should CARTA standardize the public-facing project name across all communications and partner materials (e.g., "Yolo 80 Express Lanes," "Yolo I-80 Express Lanes," or another naming convention)?

Board feedback will help guide refinement of the Customer Readiness and Strategic Communications Framework and inform future implementation plans that will be brought back to the Board for consideration.

Attachments:

3B: Customer Readiness and Strategic Communications Framework and Customer Journey Communications & Campaign Implementation Roadmap

3C: Presentation

Customer Journey Communications and Campaign Implementation Roadmap

Phase	Customer Goal	Priority Activities	Success Indicators
PHASE 1  I see something new	Build awareness of the new lanes and their benefits	Explain the project, introduce the new travel option, earned media, partner communications	Public awareness, media accuracy
PHASE 2  I can drive in the new lane	Help travelers understand how the new lanes are operating today and what will change in the future	Explain interim operations, FAQs, social media, community outreach, partner engagement	Customer understanding, positive sentiment
PHASE 3  I'm getting ready	Prepare customers to use the express lanes on day one	Promote FasTrak account registration, Toll Tag acquisition, account maintenance, instructional videos, paid media campaign	FasTrak account growth, Toll Tag penetration, website traffic, account readiness
PHASE 4  I'm using the Express Lane	Encourage confident first-time use and successful customer experiences	Reinforce how the system works, respond to customer questions, highlight travel time and reliability benefits, encourage repeat use	Reduced violations, reduced customer errors, customer satisfaction
PHASE 5  This is just part of my trip	Make express lane use a routine travel choice	Continue customer engagement, optimize messaging, promote ongoing benefits, support long-term adoption	Repeat use, customer confidence, sustained Toll Tag penetration

Customer Readiness and Strategic Communications Framework

Board of Directors

August 19, 2026

Attachment 3C



Why Now?

- “Express Lane Under Construction” signs go up
- New lane enters interim operations

COMMUNICATION SHIFT

Explaining construction



Preparing customers

Customer Journey Framework



PHASE 1 “I See Something New”

- Focuses on corridor familiarization
- Travelers notice the improvements and begin asking questions



PHASE 2 “I Can Drive in the New Lane”

- 18-month interim operations period
- New lane is open to traffic while tolling is installed and tested



PHASE 3 “I'm Getting Ready”

- 90 days before tolling starts
- Communications shift from education to action through a customer readiness campaign



PHASE 4 “I'm Using the Express Lane”

- Supports customers during the initial launch of toll operations



PHASE 5 “This Is Just Part of My Trip”

- Normalization of express toll lanes as an established transportation option
- Preparing the region for future toll lane corridors

Audience Personas

There is no single "average" traveler on the I-80 corridor. The communications strategy uses audience personas to tailor information to the specific needs and behaviors of these distinct groups.



Daily commuters



Carpool users



Transit riders



Shift workers



UC Davis students & employees



Visitors



Recreational travelers



Employers



Elected officials



Community organizations

Interim Operations *Late 2026 - March 2028*

For 18 months, travelers will be able to use the new lane while tolling equipment is installed and tested. Although the lane will be open to traffic, toll collection will not yet be in effect.

- **Focus on education rather than promotion.** CARTA will explain why the lane is open before tolling begins, what travelers should expect, and why testing is necessary.
- **Build familiarity.** During this period, customers will become comfortable with the corridor before they are asked to make decisions about tolling or FasTrak enrollment.

Customer Readiness Campaign

March 2028 – June 2028

This will be the highest level of communications activity throughout the project lifecycle. Approximately 90 days before toll operations begin, communications will transition from awareness to action.



FasTrak

Establish or update
FasTrak accounts



Transponder

Obtain appropriate
transponder



HOV 3+

Understand HOV
eligibility



Pricing

Become familiar with
pricing concepts



Education

Learn how to use
express toll lane

The campaign will include multilingual paid advertising, earned media, employer outreach, university partnerships, community engagement, instructional videos, digital communications, social media, and partner toolkits.

Measuring Success

Interim Period 18 months

- Accuracy of earned media coverage
- Engagement with educational content
- Participation by regional partners
- Stakeholder briefings conducted
- Website traffic to educational resources
- Trends in customer questions

Measuring Success

Readiness Campaign

90 days before launch

- Referrals to FasTrak enrollment resources
- Employer and institutional participation
- Paid advertising performance
- Engagement with instructional content
- Attendance at community events
- Overall customer readiness

Measuring Success

Post-Launch

After toll operations begin

- Customer service trends
- Toll violations
- First-time user errors
- HOV declaration compliance
- Website utilization
- Travel time reliability
- Recurring customer questions

Proposed Performance Dashboard

Interim Operations

Readiness Campaign

Post-Launch

 **5.5K**

Website Visits to Educational Content

 **849**

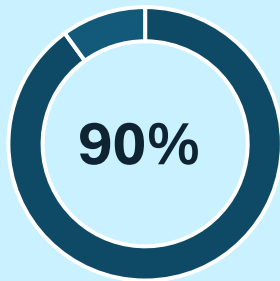
Educational Video Views

 **150**

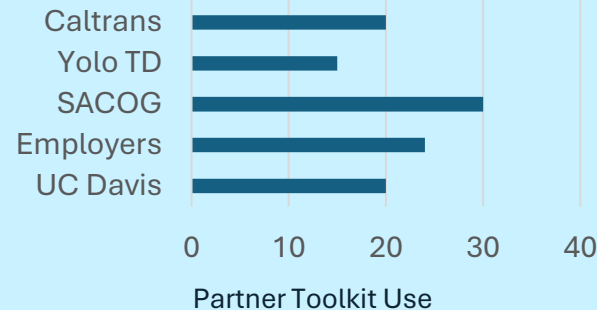
Partner Toolkit Distributions

 **10**

Stakeholder Briefings



Earned Media Accuracy



“Why is the lane open if it isn’t tolled yet?”
35 mentions

“Do I need a FasTrak account right now?”
40 mentions

“When will tolling start?”
55 mentions

Trending Questions

Next Steps

Following Board discussion, staff will incorporate feedback into the Framework and continue refining implementation activities with project partners.

As the project advances toward toll operations, staff anticipates returning to the Board with the following items:

1

Customer Readiness Campaign

Proposed scope, schedule, and budget for Board considerations.

2

Phased Communications Materials

Outreach content for each customer journey phase, including multilingual education resources and regional partner toolkits.

3

Performance Dashboard

KPI recommendations and reporting cadence for readiness, Toll Tag/FasTrak adoption, and media coverage.

4

Branding & Coordination Updates

Project branding recommendations, customer information channels, and regional coordination as milestones are finalized.

5

Customer-Facing Systems

Status of website enhancements, customer information tools, and instructional materials.

6

Milestone updates

Periodic implementation updates through final readiness activities before toll operations begin.

Board Discussion

Staff seeks Board feedback on four questions to guide framework refinement:

1. **Overall Approach.** Does the customer journey framework reflect the Board's vision for preparing travelers for the Capital Region's first express toll lane?
2. **Communications Priorities.** Are there audiences, partnerships, or outreach strategies the Board would like staff to emphasize as implementation progresses?
3. **Performance Reporting:** What is the Board's preferred cadence for receiving Customer Readiness and Communications KPI updates (e.g., quarterly, at key project milestones, or another reporting schedule), and are there additional performance measures the Board would like included?
4. **Project Branding:** Should CARTA standardize the public-facing project name across all communications and partner materials (e.g., "Yolo 80 Express Lanes," "Yolo I-80 Express Lanes," or another naming convention)?



Capital Area Regional Tolling Authority



Capital Area Regional Tolling Authority

Meeting Date: August 19, 2026

Agenda Item: 4

Toll System Integrator Procurement Update

Prepared By: Kathleen Aziz, CARTA

Attachments: Yes

Recommendation:

None; this item is for information only.

Background:

One of CARTA's core functions is to operate the toll system for its facilities. Across California and nationally, toll authorities use Toll System Integrator (TSI) contracts to operate and maintain toll systems. These full-service contracts require the vendor to design, install, test, and maintain tolling hardware and software, and operate the system to collect and package transactions on the agency's behalf. The TSI contract for CARTA will include installation and testing cost, as well as one year of warranty and four years of operating and maintenance costs. This contract work is all governed by a set of Key Performance Indicators (KPIs) and failure to meet them will result in financial damages being assessed to the vendor.

In December 2025, the Board authorized staff to release a request for proposals (RFP) for the TSI contract, select a firm, and negotiate a contract with the selected firm. The December action directed staff to return to the board with a final contract and funding plan recommendation for approval.

Discussion:

In April, staff released the RFP and proposals were received at the end of June. The RFP panel interviewed finalists in late July. Staff will bring an action item in September with the selected firm, negotiated contract, and funding plan. This information item serves to refamiliarize the board with the content of this contract and its role in CARTA's operations in advance of that September action.

Attachments:

4B: Presentation

Toll System Integrator Procurement Update

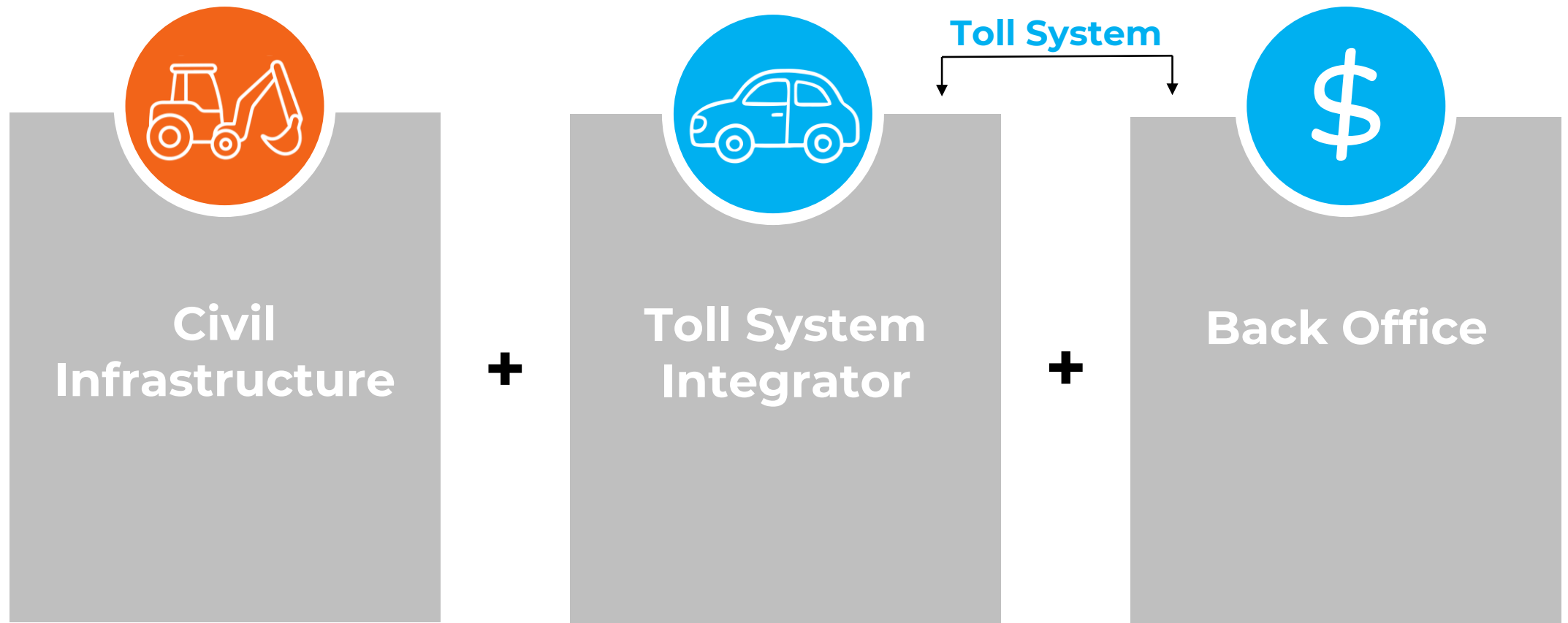
Board of Directors

August 19, 2026

Attachment 4B



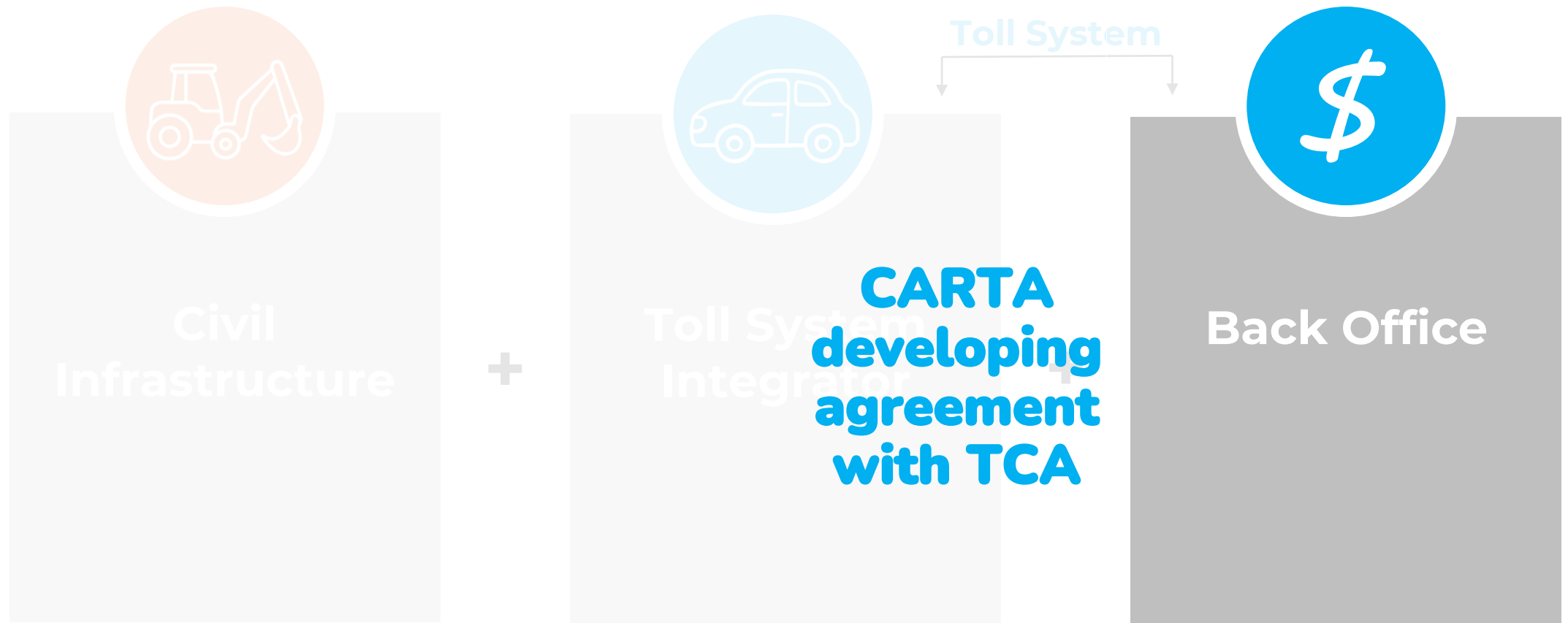
What it is



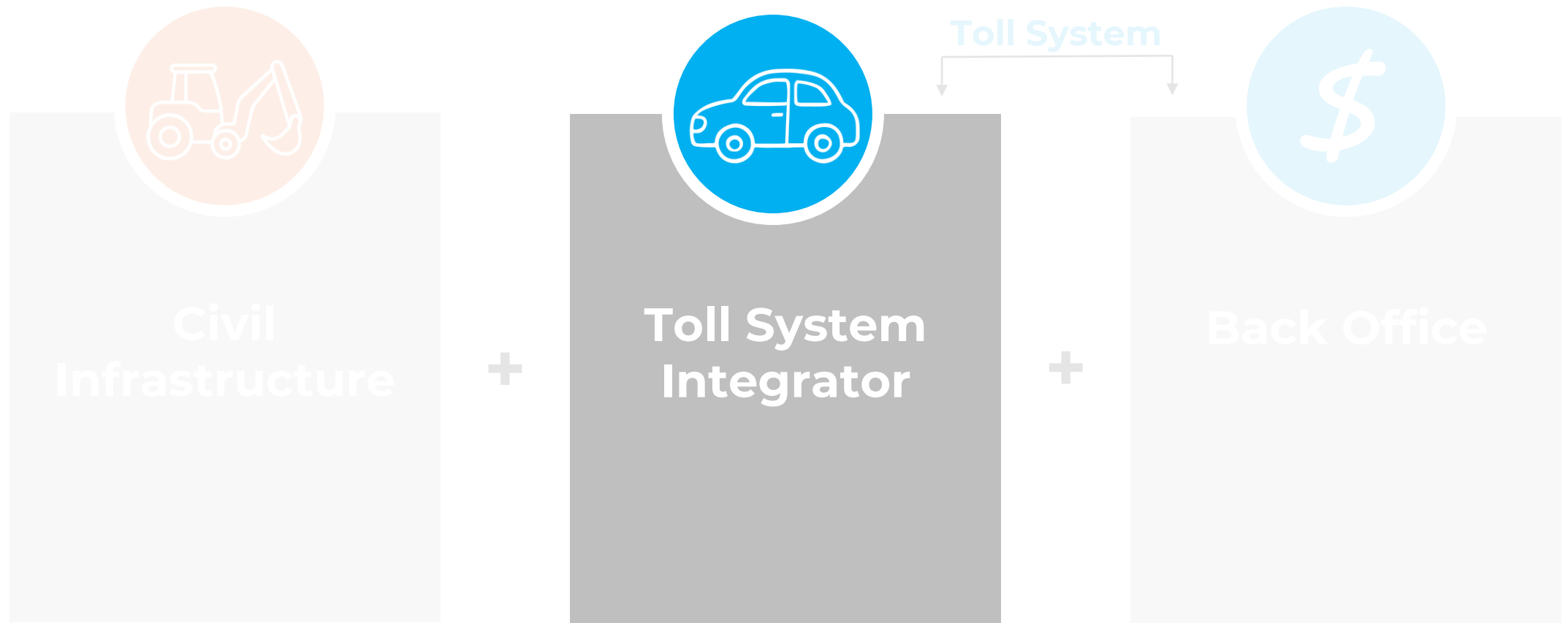
What it is



What it is



What it is



What it isn't



Installation

START
2026

GO-LIVE
2028

~2036

What it isn't



Design

Installation

START
2026

GO-LIVE
2028

~2036

What it isn't



Design

Installation

Testing

START
2026

GO-LIVE
2028

~2036

What it isn't



15+ KPIs in TSI Contract
WITH FINANCIAL DAMAGES

Design

Installation

Testing

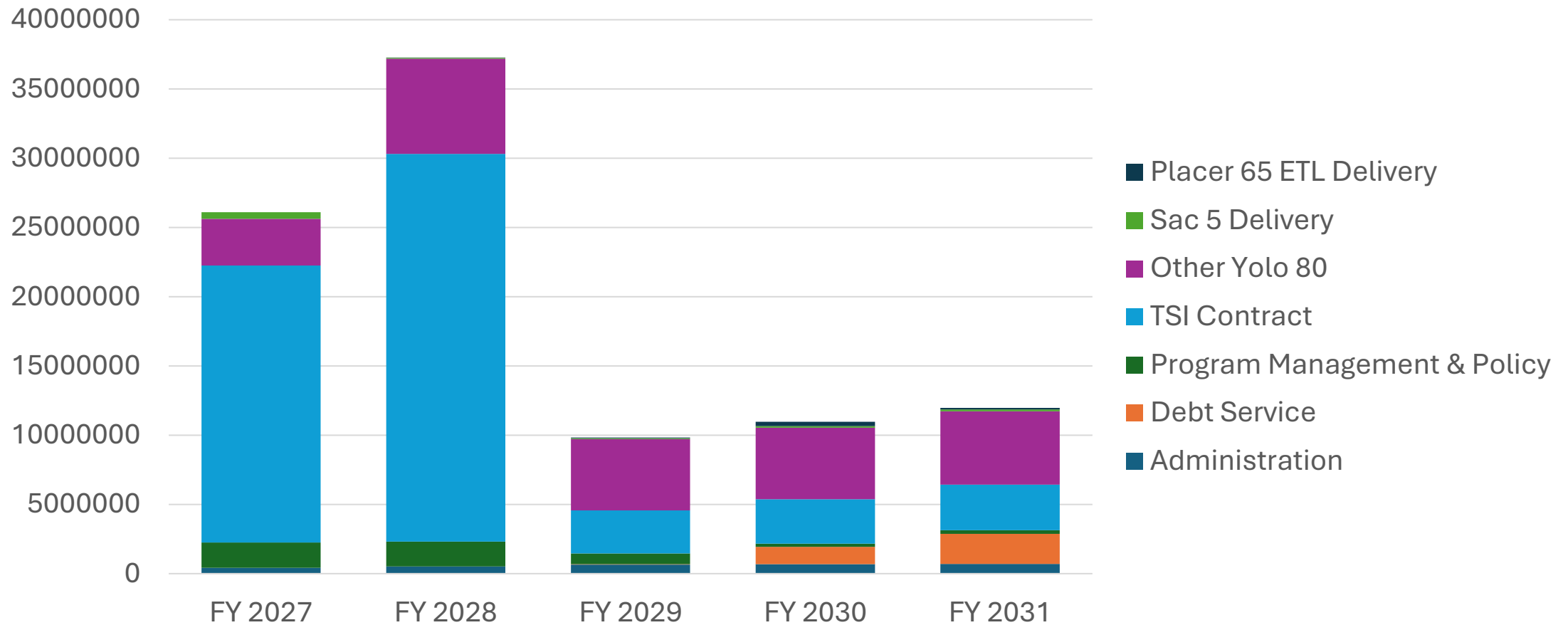
Process transactions, operate lanes, maintain equipment

START
2026

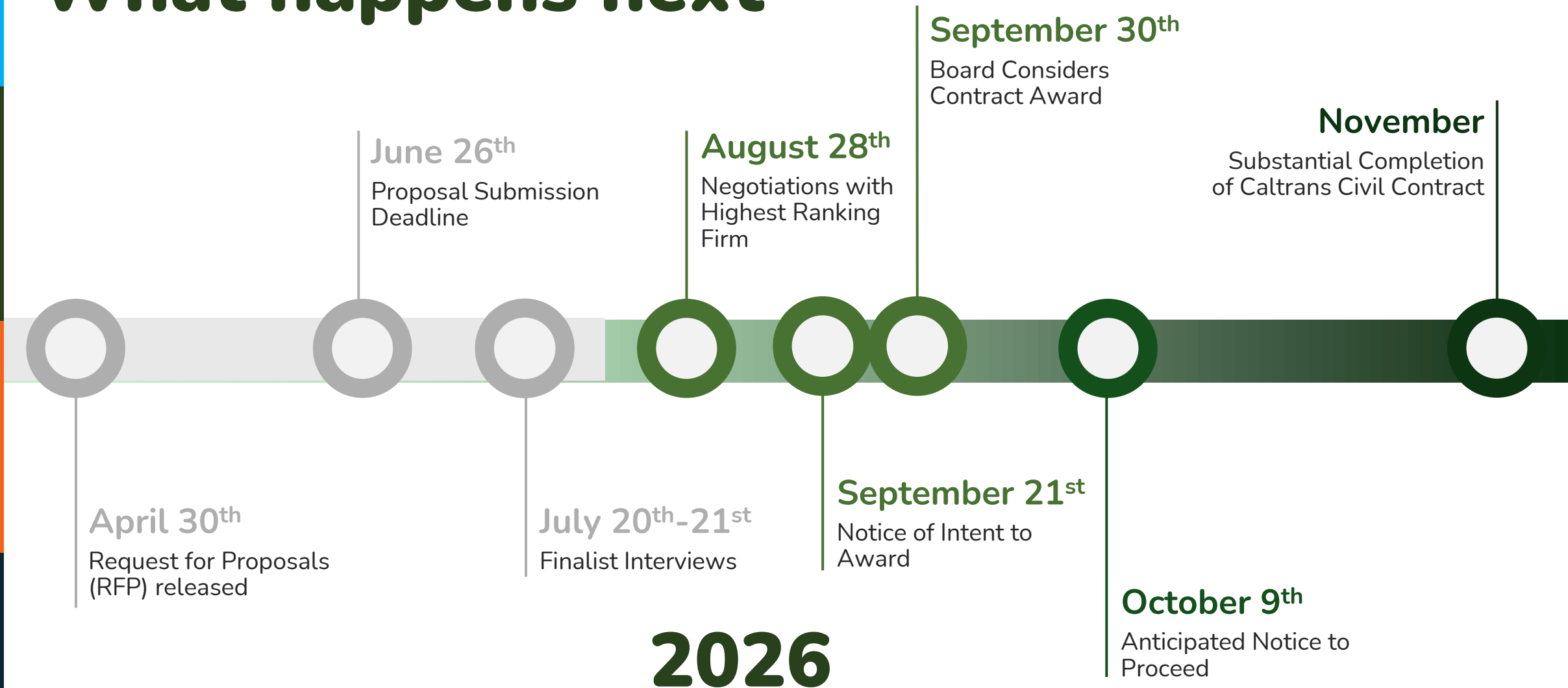
GO-LIVE
2028

~2036

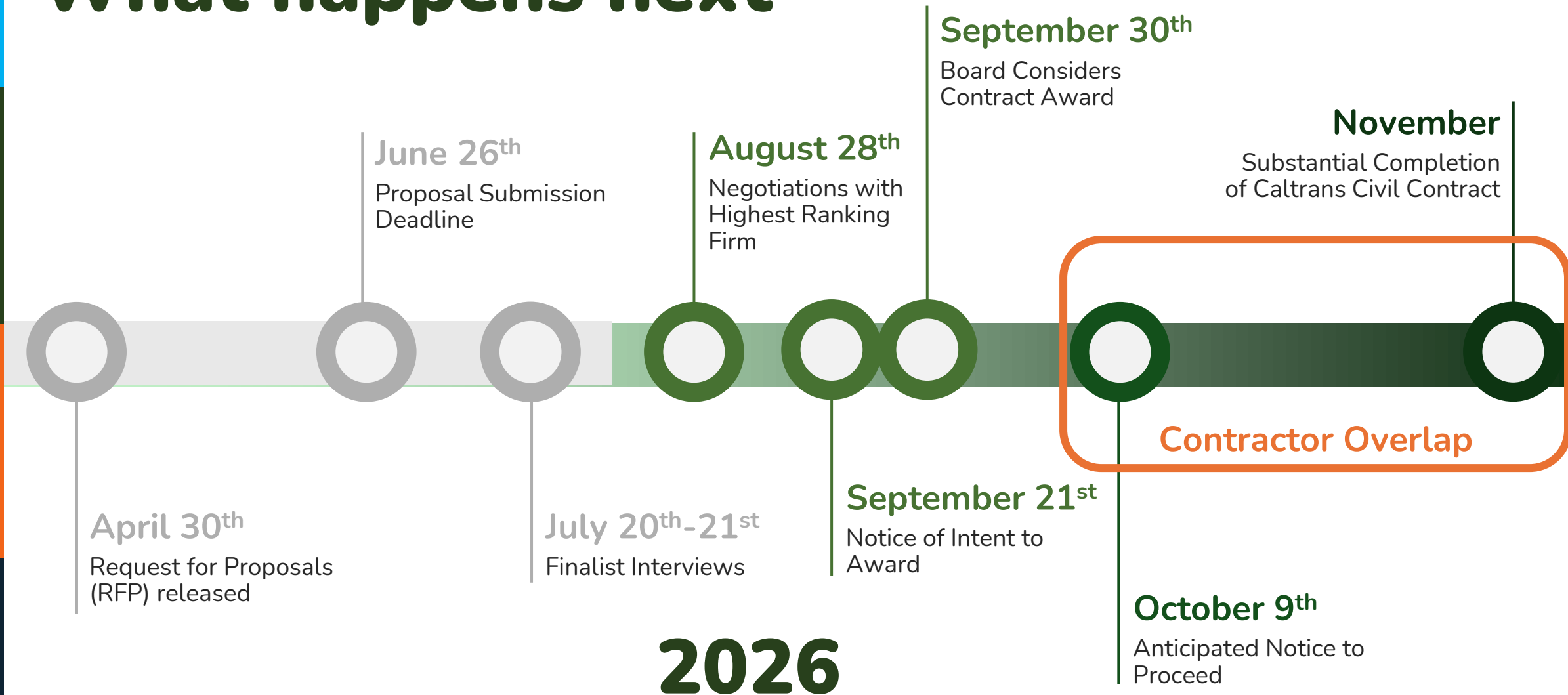
Why It Matters



What happens next



What happens next



What happens next

- Next month: action item to award TSI contract
 - Panel structure and process
 - Proposals received
 - Evaluation criteria
 - Panel recommendation
 - Cost and funding plan



Capital Area Regional Tolling Authority



Capital Area Regional Tolling Authority

Meeting Date: August 19, 2026

Agenda Item: 5

Audit Scope and Schedule

Prepared By: Erik Johnson, SACOG

Attachments: Yes

Recommendation:

None; this item is for information only.

Background:

The CARTA Joint Powers Authority agreement stipulates that the Authority's records and accounts must undergo an annual audit conducted by an independent certified public accountant. These financial audits are designed to verify that appropriate internal controls are in place to prevent loss, theft, or misuse, as well as to confirm the accuracy and completeness of all financial information. Additionally, completion of a single audit is required for the Authority to remain eligible for state and federal funding.

Due to the relative simplicity of CARTA's financial operations during its inaugural fiscal year (2024-2025), the Board approved, in August 2025, the replacement of the standard annual audit with a comprehensive audit covering up to two fiscal years for FY 2024-2025. In December 2025, the Board authorized staff to release a request for proposals (RFP), select, negotiate, and execute a contract with an independent audit firm. In July 2026, CARTA awarded the audit contract to Eide Bailly LLP and Richardson & Company LLP.

Discussion:

Statement on Auditing Standards No. 114 (SAS No. 114) establishes communication requirements between auditors and those charged with governance during a financial statement audit. Under SAS No. 114, auditors use professional judgment to determine which significant audit matters should be communicated to support effective oversight of the financial reporting process. These communications generally include the auditor's responsibilities under Generally Accepted Auditing Standards (GAAS), the planned scope and timing of the audit, planning and interim activities, year-end fieldwork and audit strategy, and any new auditing or accounting standards applicable to the fiscal years ending June 30, 2025, and June 30, 2026. Because CARTA does not have an audit committee, a representative from Eide Bailly LLP will present relevant audit information to the Board consistent with SAS No. 114 requirements.

Attachments:

5B: Audit Planning Communication Letter

5C: Presentation



July 23, 2026

To the Board of Directors
Capital Area Regional Tolling Authority
Sacramento, California

This letter is provided in connection with our engagement to audit the financial statements of Capital Area Regional Tolling Authority (the Authority) as of and for the year ended June 30, 2025, and June 30, 2026. Professional standards require that we communicate with you certain items including our responsibilities with regard to the financial statement audit and the planned scope and timing of our audit, including significant risks we have identified.

Our Responsibilities

As stated in our statement of work dated July 10, 2026, we are responsible for conducting our audit in accordance with auditing standards generally accepted in the United States of America and in accordance with *Government Auditing Standards* for the purpose of forming and expressing opinions about whether the financial statements that have been prepared by management, with your oversight, are prepared, in all material respects, in accordance with accounting principles generally accepted in the United States of America. Our audit does not relieve you or management of your respective responsibilities.

Planned Scope of the Audit

Our audit will include examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; therefore, our audit will involve judgment about the number of transactions to be examined and the areas to be tested. Our audit is designed to provide reasonable, but not absolute, assurance about whether the financial statements as a whole are free of material misstatement, whether due to error, fraudulent financial reporting, misappropriation of assets, or violations of laws or governmental regulations. Because of this concept of reasonable assurance and because we will not examine all transactions, there is a risk that material misstatements may exist and not be detected by us.

Our audit will include obtaining an understanding of the entity and its environment, including its internal control, sufficient to assess the risks of material misstatement of the financial statements and as a basis for designing the nature, timing, and extent of further audit procedures, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control over financial reporting. However, we will communicate to you at the conclusion of our audit, any material weaknesses or significant deficiencies identified. We will also communicate to you:

- Any violation of laws or regulations that come to our attention;
- Our views relating to qualitative aspects of the entity's significant accounting practices, including accounting policies, accounting estimates, and financial statement disclosures;
- Significant difficulties, if any, encountered during the audit;

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- Disagreements with management, if any, encountered during the audit;
- Significant unusual transactions, if any;
- The potential effects of uncorrected misstatements on future-period financial statements; and
- Other significant matters that are relevant to your responsibilities in overseeing the financial reporting process.

Professional standards require us to design our audit to provide reasonable assurance that the financial statements are free of material misstatement whether caused by fraud or error. In designing our audit procedures, professional standards require us to evaluate the financial statements and assess the risk that a material misstatement could occur. Areas that are potentially more susceptible to misstatements, and thereby require special audit considerations, are designated as “significant risks.” Although we are currently in the planning stage of our audit, we have preliminarily identified the following significant risks that require special audit consideration.

- **Management override of controls** is considered an inherent risk according to GAAS.
- **Related-Party Transactions and Financing Arrangements** – The Authority was established as a joint powers authority in February 2024 and, during the periods under audit, has been funded primarily through loans from the Sacramento Area Council of Governments (SACOG), a member agency, totaling approximately \$2.6 million, with debt service deferred until 2030 and 2033. Because SACOG serves concurrently as the Authority's administering agency and as a voting member of its Board, we have identified the existence, valuation, and disclosure of these related-party loans and financing arrangements as a significant risk requiring special audit consideration, including evaluation of the terms, authorization, and adequacy of note disclosure under applicable standards.

In addition to the significant risks identified above, our audit will give particular emphasis to certain matters arising from the Authority's status as a newly formed, pre-revenue entity. These matters include:

- **First-Year (Initial) Audit** – As this is the initial audit of a newly established entity, we will perform procedures to obtain sufficient appropriate audit evidence regarding opening balances and the consistency of accounting policies applied in the first reporting period. There is no predecessor auditor.
- **Reliance on a Service Organization** – The Authority has no employees, and its accounting, general ledger, accounts payable, and financial reporting functions are performed by SACOG as its administering agency. We will obtain an understanding of the relevant controls at, and information processed by, this service organization and design our procedures accordingly, recognizing the inherent limitations on segregation of duties in an entity of this size.
- **Ability to Continue Operations** – The Authority is in a pre-revenue phase and is dependent on member-agency loans to fund operations until toll revenue service is anticipated to commence in 2028. We will evaluate management's assessment of the Authority's ability to meet its obligations and the adequacy of related financial statement disclosures.
- **Debt Classification and Disclosure** – We will evaluate the classification, measurement, and disclosure of the Authority's loan obligations, including the deferred debt service and balloon payment terms.

We expect to begin our audit in mid-August 2026 and issue our report by the end of October 2026.

This information is intended solely for the information and use of Board of Directors and management and is not intended to be and should not be used by anyone other than these specified parties.

Respectfully,

A handwritten signature in black ink that reads "Eide Bailly LLP". The signature is written in a cursive, flowing style.

Menlo Park, California

REQUIRED COMMUNICATION • AU-C 260

Audit Planning Communication

to the Board of Directors

Capital Area Regional Tolling Authority

Financial statements — years ended June 30, 2025 and June 30, 2026

Purpose of This Communication

Why we're here today

Professional standards require us to communicate with those charged with governance our responsibilities under the audit and the planned scope and timing of our audit, including the significant risks we have identified.

TODAY'S AGENDA

01

Responsibilities

Auditor, management & governance

02

Planned scope

How the audit is designed

03

Timing & reporting

Key dates through issuance

04

Risks & emphasis

Where we focus our work

Responsibilities at a Glance

A financial statement audit is a shared undertaking with clearly divided roles.

AUDITOR

Eide Bailly

- Plan & perform the audit under U.S. GAAS and Government Auditing Standards
- Form and express opinions on the financial statements
- Obtain reasonable — not absolute — assurance

MANAGEMENT

The Authority / SACOG

- Prepare the financial statements in accordance with U.S. GAAP
- Design and maintain effective internal control
- Provide access, records and written representations

GOVERNANCE

Board of Directors

- Oversee the financial reporting process
- Oversee management and the audit
- Engage with us on significant findings

Important: Our audit does not relieve you or management of your respective responsibilities.

Planned Scope of the Audit

Our audit is designed around the areas of greatest risk to the Authority's financial statements.



Test-basis examination

We examine, on a test basis, the evidence supporting the amounts and disclosures — using judgment about the number of transactions examined and the areas to be tested.



Understanding of internal control

We obtain an understanding of the entity and its internal control to assess risk and design our procedures — not to express an opinion on internal control over financial reporting.



Government Auditing Standards

Performed under U.S. GAAS and Government Auditing Standards (Yellow Book), reflecting the Authority's status as a public entity.

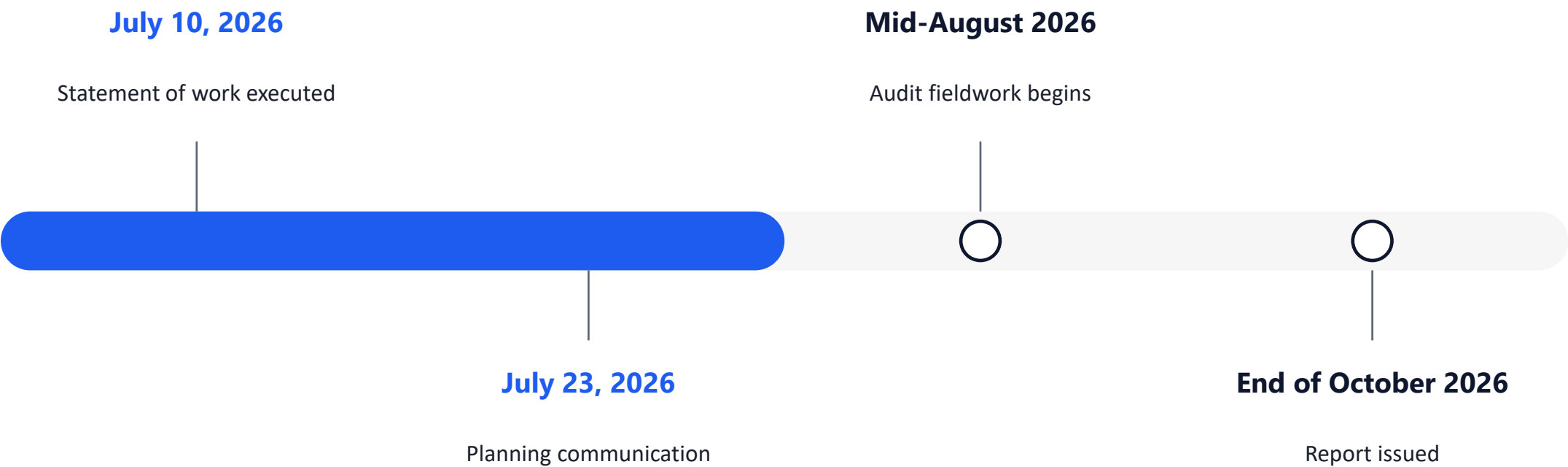
At the conclusion of the audit, we will communicate any material weaknesses or significant deficiencies we identify.

Timing & Reporting

Our expected timeline from engagement through issuance of the report.

PERIODS UNDER AUDIT

FYE June 30, 2025 & 2026



Milestones shown are our current expectations and may be adjusted as the audit progresses.



Significant Risks Identified

Areas potentially more susceptible to material misstatement that require special audit consideration.

1 Management Override of Controls

- Considered an inherent risk on every audit under GAAS.
- Our response includes testing journal entries, reviewing accounting estimates for management bias, and evaluating significant unusual transactions.

2 Related-Party Transactions & Financing

- The Authority is funded primarily through loans from SACOG — a member agency — with debt service deferred to 2030 and 2033.
- SACOG is concurrently the administering agency and a voting Board member.
- We will evaluate existence, valuation and disclosure — terms, authorization, and adequacy of note disclosure.

~\$2.6M in member-agency loans under audit

Additional Areas of Audit Emphasis

Matters arising from the Authority's status as a newly formed, pre-revenue entity.

1

First-Year (Initial) Audit

Procedures over opening balances and the consistency of accounting policies in the first reporting period. There is no predecessor auditor.

2

Reliance on a Service Organization

The Authority has no employees — SACOG performs accounting, general ledger, A/P and reporting. We will understand the relevant controls, recognizing inherent limits on segregation of duties.

3

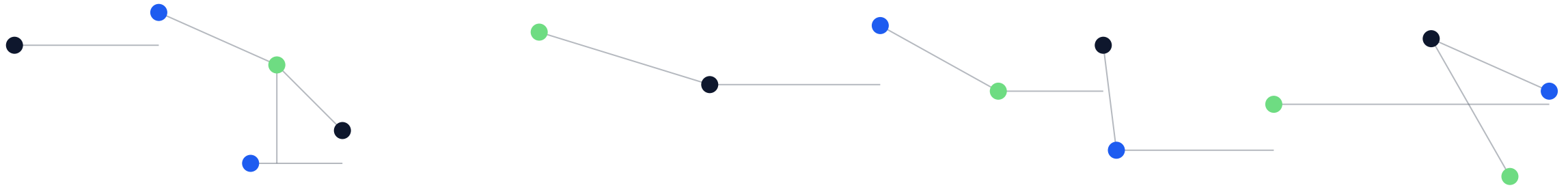
Ability to Continue Operations

Pre-revenue and dependent on member-agency loans until toll revenue is anticipated to commence in 2028. We will evaluate management's assessment and related disclosures.

4

Debt Classification & Disclosure

We will evaluate the classification, measurement and disclosure of loan obligations, including the deferred debt service and balloon payment terms.



Questions & Discussion

Nathan Edelman, CPA

Partner, Assurance · Eide Bailly LLP

This communication is intended solely for the information and use of the Board of Directors and management of the Authority.





Capital Area Regional Tolling Authority

Meeting Date: August 19, 2026

Agenda Item: 6

CARTA Executive Director's Report

Prepared By: Kathleen Aziz, CARTA

Attachments: Yes

Recommendation:

None; this item is for information only.

Background:

This report is to update the Board and members of the public on the ongoing activities related to CARTA's work that may not be addressed under the action or information items presented in other agenda sections each month.

Discussion:

General Program Updates

- Staffing: CARTA's Executive Director, Kathleen Aziz started on August 3rd.
- CTC Reception and Tour: Staff participated in a Caltrans project tour and hosted a reception for the California Transportation Commission on June 25th.
- Toll Facility Agreement: Staff and legal reviewed a draft agreement from Caltrans and sent back comments. Staff anticipate bringing a final version of the agreement for Board consideration in September.
- Equity Study: The consultant is under contract and work is beginning on the Regional Toll Equity Study.

Major Milestones Dashboard

The presentation for this item (Attachment 6B) includes a matrix showing the current status of CARTA's program, including any items with schedule or fiscal risk.

Board Meeting Look Ahead

The presentation for this item (Attachment 6B) includes a list of planned agenda items for upcoming Board meetings. These are draft and subject to change.

Attachments:

6B: Presentation

CARTA Executive Director's Report

Board of Directors

August 19, 2026

Attachment 6B



It's Good to be Back



Deliver Baby



Deliver Yolo 80



CARTA CTC Reception



Other Program Updates

Toll Facility Agreement

- Standard agreement between Caltrans and a toll authority to operate on the state highway system
- Staff received standard agreement template and are working to account for Caltrans having voting seat on CARTA

Regional Toll Equity Study

- Consultant under contract and starting work
- Initial recommendations expected next summer

Major Milestones Dashboard

Milestone	Schedule Risk	Fiscal Risk	Notes
Deliver Roadside Toll System / TSI	Minor Risk	Moderate Risk	Procurement delays, Cost increases, Transfer of funds from Caltrans
Stand Up Back Office and Walk Up Center	On Track	On Track	
Complete Required Caltrans / CHP Agreements	On Track	On Track	
Incorporate Equity Plan Actions Before Opening	Minor Risk	On Track	Procurement delays
Customer Readiness Communications Campaign	On Track	On Track	
Toll Revenue Investment Plan "Waterfall"	Moderate Risk	On Track	Compressed timeline

■ Significant Risk
 ■ Moderate Risk
 ■ Minor Risk
 ■ On Track

Board Meeting Look Ahead

September

Toll System Integrator Contract
Award and Funding Plan

Caltrans Toll Facility Agreement

FY 2027 Budget Amendment #1

Strategic Communications Plan

Toll Revenue Investment Plan
(TRIP) Development Schedule

Equity Study: Scope and Schedule

October

Equity Study: Equity Definition

TRIP: Agency and Toll System
Expenditures and Reserves

Back Office: Agreement and Cost
Model

November

TRIP: Maintenance, VMT
Mitigation, and Excess Toll
Revenue

Caltrans Maintenance Agreement



Action



Information



Capital Area Regional Tolling Authority



Capital Area Regional Tolling Authority

Meeting Date: August 19, 2026

Agenda Item: 7

Caltrans Yolo 80 Construction Update

Prepared By: Gurtej Bhattal, Caltrans

Attachments: No

Recommendation:

None; this item is for information only.

Background:

Information Item on Roadway Construction Status of Yolo 80 Managed Lanes

Discussion:

Major construction activities have continued over the past two months. Specific, recent activities include:

- Build and stand poles,
- Install grade vegetation control mat,
- Install chain link fence,
- Place rebar and pour concrete for median barrier,
- Replace guardrail.

The remaining activities planned for the 2026 construction season (August to November) include:

- Build and stand poles,
- Install median barrier,
- Replace guardrail,
- Final paving and striping.

Roadway construction completion is anticipated for November 2026. Toll system integrator (TSI) construction will follow.

Attachments:

7B: Presentation

Caltrans Yolo 80 Construction Update

Board of Directors

August 19, 2026

Attachment 7B



Recent Yolo 80 Construction Activities



Installing Closed Circuit Television Poles

Recent Yolo 80 Construction Activities



Installing Guardrail

Recent Yolo 80 Construction Activities

- Build and stand poles,
- Install grade vegetation control mat,
- Install chain link fence,
- Place rebar and pour concrete for median barrier,
- Replace guardrail.

Aug – Nov '26 Anticipated Activities

- Build and stand poles,
- Install median barrier,
- Replace guardrail,
- Final paving and striping.

Roadway construction completion is anticipated for November 2026. Toll system integrator construction will follow.



Capital Area Regional Tolling Authority