

Capital Area Regional Tolling Authority
Board of Directors



Wednesday June 17, 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.org 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>

Accessibility and Title VI: CARTA provides access to all agenda and meeting materials online at <https://carta.ca.gov/>. Additionally, interested persons can sign up for email notifications at <https://carta.ca.gov/about>. CARTA provides modification or accommodation, auxiliary aids or services, including receiving this agenda and attachments in an alternative format accommodation in order to participate in this meeting. CARTA also provides services/accommodations to individuals who are limited-English proficient who wish to address agency matters. For accommodations or translations assistance, please call (916) 321-9000, or for TDD/TTY dial 711, or email at contact@captollauthority.org. We require three working days' notice to accommodate your request.

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@captollauthority.org. 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. May 20, 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

2. Approval of Resolution Authorizing Application for Self-Insurance of Workers' Compensation (0 minutes, Erik Johnson, SACOG)
 - a. Issue: Approval of self-insurance for workers' compensation liabilities
 - b. Attachment 2A: Staff Report
 - c. Attachment 2B: Resolution to Self-Insure for Workers' Compensation

3. Approval of Resolution for MissionSquare Retirement Services (0 minutes, Erik Johnson,

SACOG)

- a. Issue: Approval of resolution for retirement services
- b. Attachment 3A: Staff Report
- c. Attachment 3B: Resolution Relating to 401 (a) Money Purchase Plan with MissionSquare Retirement Services
- d. Attachment 3C: Resolution Relating to a 457 Deferred Compensation Plan with MissionSquare Retirement Services

Action:

4. Designate Secretary of CARTA and Delegate Authority (10 minutes, Erik Johnson, SACOG)
 - a. Issue: Approval of resolution to designate secretary
 - b. Attachment 4A: Staff Report
 - c. Attachment 4B: Resolution Relating to the Authority of Executive Director
 - d. Attachment 4C: Presentation
5. Approve Sacramento Transportation Authority (STA) Funding Agreement and I-5 Traffic and Revenue (T&R) Task Order (10 minutes, Chadi Chazbek, Kimley-Horn)
 - a. Issue: Approval of STA agreement and STA I-5 T&R task order
 - b. Attachment 5A: Staff Report
 - c. Attachment 5B: Memorandum of Understanding (MOU)
 - d. Attachment 5C: Presentation
6. Hold Hearing on Public Agency Vacancies, Approve Final Fiscal Year 2026-2027 Budget, and Authorize Loan Draw (20 minutes, Erik Johnson, SACOG)
 - a. Issue: Approval of STA agreement and STA I-5 T&R task order
 - b. Attachment 6A: Staff Report
 - c. Attachment 6B: Memorandum of Understanding (MOU)
 - d. Attachment 6C: Presentation

Information:

7. Draft 5 Year Budget Forecast (10 minutes, Erik Johnson, SACOG)
 - a. Issue: Discussion of the draft Fiscal Year (FY) 2026-2027 Budget Forecast
 - b. Attachment 7A: Staff Report
 - c. Attachment 7B: Draft 5 Year Budget Forecast
 - d. Attachment 7C: Presentation
8. Yolo 80 Caltrans Vehicle Miles Traveled (VMT) Mitigation Update (10 minutes, Greg Wong, Caltrans)
 - a. Issue: A brief update from Caltrans on VMT mitigation
 - b. Attachment 8A: Staff Report
 - c. Attachment 8B: Presentation

9. Interim CARTA Executive Director's Report (20 minutes, Chadi Chazbek, Kimley-Horn)
 - a. Issue: A brief report from the Interim CARTA Executive Director
 - b. Attachment 9A: Staff Report
 - c. Attachment 9B: CARTA Toll Program Board Activity Dashboard

Receive and File:

10. Caltrans Yolo 80 Construction Update (0 minutes, Gurtej Bhattal, Caltrans)
 - a. Issue: Informational report on status of Yolo 80 construction contract
 - b. Attachment 10A: Staff Report
 - c. Attachment 10B: Presentation

Other Matters

Adjournment

The next meeting of CARTA will be held on Wednesday, August 19, 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@captollauthority.org 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: June 17, 2026

Agenda Item: 1

Approve Minutes of the May 20, 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 May 20, 2026.

Discussion:

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

Attachments:

1A: CARTA May 20, 2026, Minutes



CARTA Board of Directors

Draft Action Minutes

The CARTA Board of Directors met in person on May 20, 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 Wong (for Aceves), Chapman, Vice Chair *Early, Chair Villegas and Ex-Officio Members Click, and Talamantes

Absent: Ex-Officio Member Deloria

Public Communications: None

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

1. Minutes of the April 27, 2026, Board Meeting
2. Minutes of the April 29, 2026, Board Meeting
3. Resolution Authorizing Brown Act Teleconferencing

Action:

4. Appointment of CARTA Executive Director

Andreas Booher, General Counsel, presented the report. Following discussion, a motion was made by Vice Chair Early, seconded by Director Wong, and passed by unanimous vote to:

(1) Approve the Employment Agreement; (2) authorize the Chair to execute the Employment Agreement; and (3) authorize staff to execute any necessary agreements and implementing actions.

Public comment was provided by Kathleen Aziz, who thanked the Board for the opportunity to serve as Executive Director of CARTA.

Information:

5. Draft Fiscal Year 2026-2027 Budget

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

6. I-5 Managed Lanes Project Update

The board received and reviewed this report, presented by Daniel Kwong, Caltrans staff.

Kevin Bewsey, Sacramento Transportation Authority (STA), expressed support for Alternative 4, stating it aligns with Measure A commitments for bus and carpool lanes on I-5 and avoids concerns about tolling facilities funded by local sales tax revenues. He also noted that CARTA will evaluate tolling feasibility through a future traffic and revenue study, while Caltrans will make the final environmental determination.

7. Interim CARTA Executive Director's Report

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

*Vice Chair Early was absent for this item.

Other Matters:

Adjournment: The meeting was adjourned at 11:19 a.m.



Capital Area Regional Tolling Authority

Meeting Date: June 17, 2026

Agenda Item: 2

Approval of Resolution Authorizing Application for Self-Insurance of Workers' Compensation

Prepared By: Erik Johnson, Sacramento Area Council of Governments

Attachments: Yes

Recommendation:

That the Board, by resolution, authorize the Secretary to submit an application to the California Department of Industrial Relations for a Certificate of Consent to Self-Insure workers' compensation liabilities, and to execute all documents necessary to complete the application.

Background:

The Capital Area Regional Tolling Authority (CARTA) is required under California law to secure workers' compensation coverage for its employees. As CARTA's first employee starts in August, CARTA needs to obtain coverage before then. One option available to public agencies is to self-insure, subject to approval by the California Department of Industrial Relations (DIR).

Self-insurance allows a public agency to directly assume responsibility for workers' compensation liabilities rather than purchasing a traditional insurance policy. When CARTA formed, it joined a risk pool, Golden State Risk Management Authority (GSRMA), to provide insurance coverage. Because CARTA has had no employees, CARTA has only accessed General Liability insurance through GSRMA. As a member of GSRMA, CARTA has access to administrative, claims management, and risk management services that support a self-insured program structure which allows CARTA to focus on its core mission and utilize GSRMA to assist with risk management and administration. Consistent with other CARTA practices, this approach mirrors how SACOG obtains workers' compensation coverage.

Discussion:

To implement self-insurance, CARTA must submit an application to the DIR demonstrating financial capacity, claims administration capability, and compliance with regulatory requirements. The requested resolution formally authorizes this application and identifies agency representatives who may execute necessary documentation. The attached resolution authorizes CARTA to apply for a Certificate of Consent to Self-Insure, which is required by the DIR prior to beginning a self-insured program.

While CARTA is only expected to have a small staff, a self-insured workers' compensation program provides benefit because it avoids fluctuations in commercial insurance premiums and allows CARTA to manage costs over time.

If the Board approves this resolution, the Secretary will work with GSRMA to submit the application to DIR and establish coverage.

Fiscal Impact/Grant Information:

For fiscal year 2026-2027, GSRMA is charging CARTA 2.88% of salary, or \$6,480, for workers' compensation coverage. There is no additional fiscal impact with this action.

Attachments:

2B: Resolution to Self-Insure for Workers' Compensation

RESOLUTION NO.: 02-2026 DATED: 06/17/2026

**A RESOLUTION AUTHORIZING APPLICATION
TO THE DIRECTOR OF INDUSTRIAL RELATIONS, STATE OF CALIFORNIA
FOR A CERTIFICATE OF CONSENT TO SELF-INSURE
WORKERS' COMPENSATION LIABILITIES**

At a meeting of the Board of Directors
(Enter Name of the Board)

of the Capital Area Regional Tolling Authority
(Enter Name of Public Agency, District, Etc.)

a Joint Powers Authority organized and existing under the
(Enter Type of Agency, i.e., County, City, School District, etc.)

laws of the State of California, held on the 17th day of June, 2026,

the following resolution was adopted:

RESOLVED, that the above named public agency is authorized and empowered to make application to the Director of Industrial Relations, State of California, for a Certificate of Consent to Self-Insure workers' compensation liabilities and representatives of Agency are authorized to execute any and all documents required for such application.

IN WITNESS WHEREOF: I HAVE SIGNED AND AFFIXED THE AGENCY SEAL.

X _____ DATE: 06/17/2026

SIGNED: Board Secretary or Chair

James Corless

Printed Name

Secretary

Title

Capital Area Regional Tolling Authority

Agency Name

Affix Seal Here



Capital Area Regional Tolling Authority

Meeting Date: June 17, 2026

Agenda Item: 3

Approval of Resolution for MissionSquare Retirement Services

Prepared By: Erik Johnson, Sacramento Area Council of Governments

Attachments: Yes

Recommendation:

Adopt the attached resolution authorizing the Secretary to enter into an Administrative Services Agreement with MissionSquare Retirement to provide retirement plan administration services for CARTA employees.

Background:

The Capital Area Regional Tolling Authority (CARTA) seeks to establish retirement benefit programs for its employees consistent with public sector standards and comparable agreements used by the Sacramento Area Council of Governments (SACOG). As specified in the Administrative Services Agreement between SACOG and CARTA, SACOG is providing contracted benefits and payroll management services for CARTA. With the hiring of CARTA's first employee in August, this is one of the implementing actions required.

MissionSquare Retirement provides recordkeeping, investment administration, and participant services for SACOG, and so this is the most efficient choice for CARTA. Additionally, offering retirement services to a small organization can be challenging, but MissionSquare Retirement has agreed to work with CARTA because of its existing relationship with SACOG.

Discussion:

CARTA's Employment Agreement with its executive director stipulates that deferred compensation will be provided through a defined contribution plan until such time that CARTA joins CalPERS. We believe that an Internal Revenue Code Section 401a plan is the appropriate plan for this purpose. This plan will be set up to mirror the employer contribution structure outlined in the Employment Agreement. Additionally, We recommend electing to offer an Internal Revenue Code Section 457 plan, with no employer contribution, which will provide options for employees to defer contribution on an elective basis at any time during their employment.

The attached resolution will authorize the Secretary to execute Administrative Services Agreements for the necessary plans. that define responsibilities such as: participant account setup and recordkeeping; investment allocation and fund administration; reporting and compliance support; and participant education and communication services.

CARTA's proposed agreement mirrors these established SACOG arrangements and reflects standard public agency practices.

Fiscal Impact/Grant Information:

Plan fees are paid by the participants and not CARTA. CARTA contributions to the 401a plan for the Executive Director are included in the FY 2026-2027 budget.

Attachments:

3B: Resolution Relating to 401(a) Money Purchase Plan with MissionSquare Retirement Services

3C: Resolution Relating to a 457 Deferred Compensation Plan with MissionSquare Retirement Services



CAPITAL AREA REGIONAL TOLLING AUTHORITY

RESOLUTION NO. 03 – 2026

RELATING TO A 401(a) MONEY PURCHASE PLAN WITH MISSIONSQUARE RETIREMENT SERVICES

Plan Number: 100564

WHEREAS, the Capital Area Regional Tolling Authority ("CARTA") has employees rendering valuable services; and

WHEREAS, the establishment of a money purchase retirement plan benefits employees by providing funds for retirement and funds for their beneficiaries in the event of death; and

WHEREAS, CARTA desires that its money purchase retirement plan be administered by MissionSquare Retirement;

NOW THEREFORE BE IT RESOLVED that the Board of Directors of the Capital Area Regional Tolling Authority hereby establishes, or has established, a money purchase retirement plan (the "Plan") in the form of the MissionSquare Retirement Governmental Money Purchase Plan, pursuant to the specific provisions of the Adoption Agreement attached hereto and incorporated herein by this reference.

That the Plan shall be maintained for the exclusive benefit of eligible employees and their beneficiaries.

BE IT FURTHER RESOLVED that CARTA hereby adopts the Declaration of Trust of VantageTrust Company dated May 2001, intending this adoption to be operative with respect to any retirement or deferred compensation plan subsequently established by the Employer if the assets of the Plan are to be invested in the trust created by such Declaration of Trust ("VantageTrust"), that provides for the commingled investment of retirement funds.

BE IT FURTHER RESOLVED that CARTA hereby agrees to serve as trustee under the Plan and to invest funds held under the Plan in VantageTrust or in any other qualified investment options available under the Plan.

BE IT FURTHER RESOLVED that the Secretary shall serve as coordinator for the Plan and shall receive reports, notices, etc., from MissionSquare Retirement or VantageTrust; cast, on behalf of CARTA, any required votes under VantageTrust; and may delegate administrative duties relating to the Plan to appropriate staff.

BE IT FURTHER RESOLVED that the Board of Directors hereby authorizes the Secretary to execute such other documents and perform such other acts as may be necessary or appropriate to effectuate the foregoing.

PASSED AND ADOPTED

PASSED AND ADOPTED by the Board of Directors of the Capital Area Regional Tolling Authority on June 17, 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Oscar Villegas
Chair

James Corless
Secretary



CAPITAL AREA REGIONAL TOLLING AUTHORITY

RESOLUTION NO. 04-2026

RELATING TO A 457 DEFERRED COMPENSATION PLAN WITH MISSIONSQUARE RETIREMENT SERVICES

Plan Number 305722

Resolution of the above named Employer ("Employer")

WHEREAS, CARTA has employees rendering valuable services; and

WHEREAS, the establishment of a deferred compensation plan for such employees serves the interests of the Employer by enabling it to provide reasonable retirement security for its employees, by providing increased flexibility in its personnel management system, and by assisting in the attraction and retention of competent personnel; and

WHEREAS, CARTA has determined that the establishment of a deferred compensation plan to be administered by MissionSquare Retirement serves the above objectives; and

WHEREAS, CARTA desires that its deferred compensation plan be administered by MissionSquare Retirement, and that some or all of the funds held under such plan be invested in VantageTrust, a trust established by public employers for the collective investment of funds held under their retirement and deferred compensation plans; and

NOW THEREFORE BE IT RESOLVED that CARTA hereby adopts the deferred compensation plan (the "Plan") in the form of The MissionSquare Retirement Deferred Compensation Plan and Trust.

BE IT FURTHER RESOLVED that CARTA hereby adopts the Declaration of Trust of VantageTrust Company dated May 2001, intending this adoption to be operative with respect to any retirement or deferred compensation plan subsequently established by the Employer, if the assets of the plan are to be invested in the trust created by such Declaration of Trust (the "VantageTrust") that provides for the commingled investment of retirement funds.

BE IT FURTHER RESOLVED that the assets of the Plan shall be held in trust, with CARTA serving as trustee, for the exclusive benefit of the Plan participants and their beneficiaries, and the assets shall not be diverted to any other purpose.

BE IT FURTHER RESOLVED that CARTA hereby agrees to serve as trustee under the Plan.

BE IT FURTHER RESOLVED that the Secretary shall be the coordinator for this program; shall receive necessary reports, notices, etc. from MissionSquare Retirement or VantageTrust; shall cast, on behalf of CARTA, any required votes under VantageTrust; administrative duties to carry out the Plan may be assigned to the appropriate departments; and is authorized to execute all necessary agreements with MissionSquare Retirement incidental to the administration of the Plan.

BE IT FURTHER RESOLVED that the CARTA Board of Directors hereby authorizes the Secretary to execute such other documents and to perform such other acts as are necessary or appropriate to effectuate the foregoing.

PASSED AND ADOPTED, this 17th day of June, 2026, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Oscar Villegas
Chair

James Corless
Secretary



Capital Area Regional Tolling Authority

Meeting Date: June 17, 2026

Agenda Item: 4

Designate Secretary of CARTA and Delegate Authority

Prepared By: Erik Johnson, Sacramento Area Council of Governments

Attachments: Yes

Recommendation:

Staff recommends that the Board designate a secretary.

Background:

In 2024, at its formation, the CARTA Board designated SACOG as the agency to provide day-to-day operations for CARTA. Section 5, subdivision (d), of the CARTA Joint Exercise of Powers Agreement provides that the Board shall select a secretary. The Secretary must countersign contracts signed on behalf of the Authority and is the official custodian of all records of the Authority. The Secretary will attend to such filings as required by applicable law. The Secretary will perform such other duties as may be imposed by the Board.

The Board designated the Executive Director of SACOG as the Secretary of CARTA since CARTA had no employees at the time of formation.

Section 5.9 of the CARTA Joint Exercise of Powers Agreement designates the Treasurer of Sacramento County as Auditor/Controller and Treasurer of the Authority. SACOG's staff of deputy executive director of operations, finance director, budget analysts and accountants will continue provide support to CARTA, but payments from the Authority to vendors are processed through Sacramento County.

Discussion:

With the appointment of Kathleen Aziz as the Executive Director of CARTA at its May meeting, the Board has now created a position that is appropriate to serve as the Secretary of the Authority.

Staff is recommending transferring the designation of Secretary of CARTA from direction the Executive Director of SACOG to the Executive Director of CARTA effective August 1, 2026.

Fiscal Impact/Grant Information:

There is no fiscal impact with this action.

Attachments:

4B: Resolution Relating to Authority of Executive Director

4C: Presentation



CAPITAL AREA REGIONAL TOLLING AUTHORITY

RESOLUTION NO. 05-2026

AUTHORITY OF EXECUTIVE DIRECTOR

WHEREAS, the Joint Powers Agreement for the Capital Area Regional Tolling Authority authorizes the Capital Area Regional Tolling Authority Board of Directors (“Board”) to appoint an Executive Director to serve as the chief executive officer of CARTA;

WHEREAS, the Board desires for its chief executive officer to have the title of Executive Director;

WHEREAS, the Executive Director is responsible for the implementation of policies and procedures adopted by the Board of Directors;

WHEREAS, among other policies, the Board of Directors has adopted policies and procedures for procurement and contracting by CARTA; and

WHEREAS, the Board desires for the Executive Director to be responsible for all projects and property of CARTA, in accordance with the policy direction of the Board and within the scope of the budget adopted by the Board.

NOW, THEREFORE, BE IT RESOLVED:

- A. The Executive Director shall be the chief executive officer of CARTA and any prior authority provided to the Chief Executive Officer shall be carried out by the Executive Director.
- B. The Executive Director is authorized to approve and execute, on behalf of CARTA, contracts of \$100,000 or less, in accordance with Board Adopted procurement and contracting policies, except for employment contracts with the Executive Director and legal services contracts with the General Counsel.
- C. The Executive Director is authorized to execute, on behalf of CARTA, contracts exceeding \$100,000, upon approval of the contract by the Board of Directors and within accordance with Board-adopted procurement and contracting policies; and,
- D. The Executive Director is authorized, within the parameters as set forth above:
 - 1. To conduct, approve and oversee the administration and management of all CARTA functions.
 - 2. To execute any and all agreements or contracts relating to the official business of CARTA, including but not limited to, consulting agreements, vendor agreements, grant agreements, funding agreements, legal

agreements, interagency agreements and any other type of contractual agreement.

3. To manage all agreements and contracts of the agency, including but not limited to, agreements with consultants, vendors, contractors, funding agencies and subgrantees, and any interagency agreements.
 4. To manage and approval all accounts, invoices, purchase orders and any other financial accounts of CARTA.
 5. To manage the financial reporting process and related internal controls.
 6. To develop all business plans, budgets, strategies, for consideration and approval by the Board of Directors.
 7. To implement all business plans, budgets, strategies, and policies and procedures adopted by the Board of Directors.
- E. In the event the Executive Director is unavailable, incapacitated, or otherwise unable to discharge the duties of the Executive Director, the above-described authority may be delegated to the Executive Director of the Sacramento Area Council of Governments (“SACOG”) for so long as CARTA has a valid Administrative Services Agreement with SACOG.

PASSED AND ADOPTED, this 17th day of June, 2026, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Oscar Villegas
Chair

James Corless
Secretary

Designate Secretary of CARTA and Delegate Authority

Board of Directors

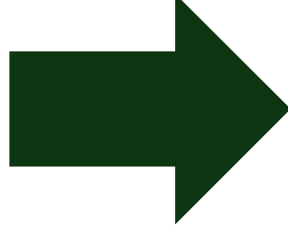
June 17, 2026

Attachment 4C



Designation

SACOG Executive Director (through July)



CARTA Executive Director (effective August)

CARTA Executive Director may delegate to SACOG Executive Director if needed since CARTA has no other staff

Delegation

Contracts — Signs contracts up to \$100,000; above that, only with Board approval

Operations — Oversees all CARTA functions and executes agency agreements

Finance — Approves invoices and purchase orders; oversees financial reporting and internal controls

Strategy — Develops plans and budgets for Board approval, then implements them

Excludes the Executive Director's own employment contract and the General Counsel legal services contract

CONTRACT THRESHOLD

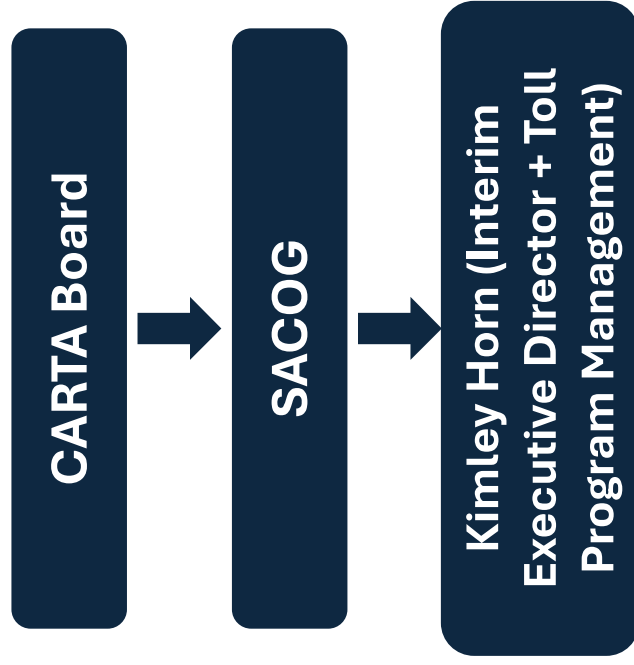
\$100K

ED signing authority; above requires
Board approval

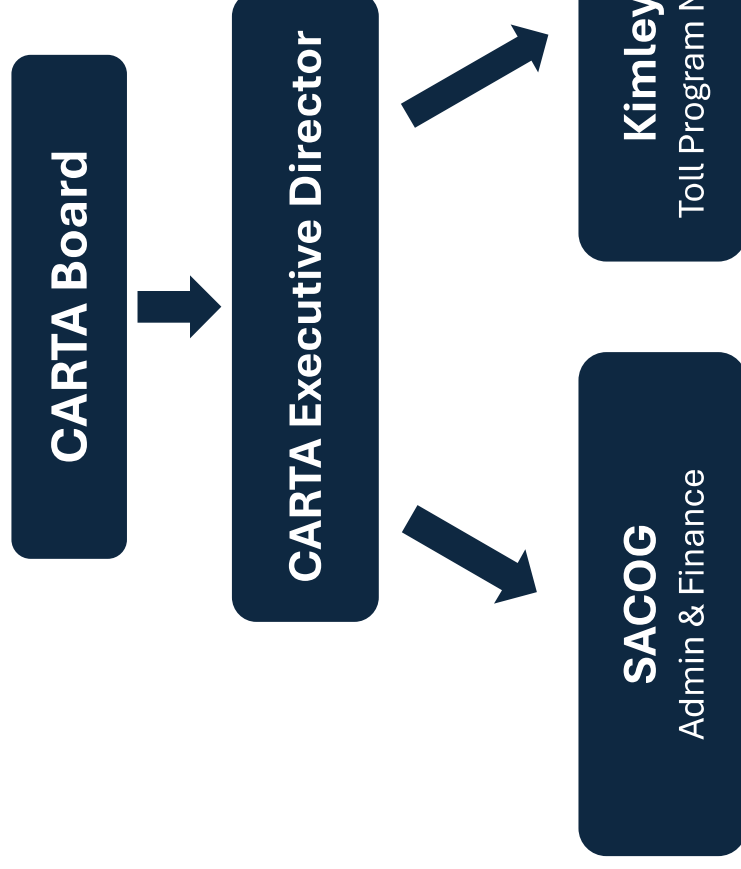
CARTA

CARTA Management

Current



August - beyond



CARTA

Capital Area Regional Tolling Authority



Capital Area Regional Tolling Authority

Meeting Date: June 17, 2026

Agenda Item: 5

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

Prepared By: Chadi Chazbek, Kimley-Horn

Attachments: Yes

Recommendation:

Staff recommends:

1. Authorization to 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.
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.

1. CARTA/STA Memorandum of Understanding:

The Sac 5 Managed Lanes Project proposes to add a high-occupancy toll (HOT) in both directions on Interstate 5 in Sacramento County, from the I-5/US 50 interchange to I-80 and then to the I-5 Sacramento River Bridge at the Sacramento/Yolo County border. The project also includes intelligent transportation system infrastructure to support active management of both recurring and non-recurring congestion. The project is located within the City of Sacramento and unincorporated Sacramento County. Caltrans is the CEQA lead agency and implementing agency for the project.

The proposed project would add new High-Occupancy Toll (HOT) lanes rather than convert existing general-purpose lanes. The new lanes would function as High-Occupancy Vehicle (HOV), or carpool, lanes and would be available at no cost to transit vehicles and vehicles with three or more occupants. Vehicles with one or two occupants could elect to use the new lanes by paying a toll, while continuing to have access to the existing general-purpose lanes without paying a toll.

The investment would provide a publicly available transportation improvement that supports carpools, transit, and more efficient use of freeway capacity, while offering an optional reliable travel choice for toll-paying users. As documented through the project's traffic modeling, the additional HOT lanes would improve travel-time reliability and reduce congestion for users of the new HOT lanes and for motorists who continue to use the general-purpose lanes.

Accordingly, the investment would produce corridor-wide benefits rather than benefits limited only to toll-paying users.

STA, the Sacramento Area Council of Governments (SACOG), CARTA, and Caltrans staff have been coordinating to align the project with SACOG's 2025 Blueprint while maintaining consistency with the Measure A Expenditure Plan. STA, SACOG, CARTA, and Caltrans staff have agreed that the most viable near-term approach for the environmental phase is an alternative that adds one new high-occupancy toll lane in each direction. This approach preserves consistency with the Measure A Expenditure Plan by prioritizing higher-occupancy travel while also positioning the corridor for future regional managed lane connectivity and improving competitiveness for state and federal discretionary funding opportunities. Caltrans is anticipated to release a draft environmental document in fall 2026 identifying this alternative as the locally preferred alternative.

The project also requires significant coordination on tolling authority and future tolling operations. Under state law (AB 194), tolling of a new corridor must be operated by a Regional Transportation Planning Agency (SACOG in Sacramento, Yolo, Yuba, and Sutter counties; PCTPA or EDCTC in Placer and El Dorado counties) or Caltrans. In this region, CARTA was created to facilitate the former path so that a single entity could provide an efficient and connected roadway pricing system that is an integral component of the Capital region's multimodal network and a reliable source of local funding.

After a more detailed traffic and revenue study, CARTA is anticipated to decide whether CARTA will sponsor the tolling authority for the Sac 5 Managed Lanes Project. This is a discretionary decision of the CARTA Board prior to seeking tolling authority from the California Transportation Commission pursuant to AB 194. This action does not authorize implementation of tolling operations or adoption of toll rates, which would require future approval by the CARTA Board. However, these costs are project-development costs that would need to be funded from available project resources.

To advance the project toward construction, several key milestones must be completed before the project can seek grant funds for final design and construction. The project must complete the environmental phase and obtain tolling authority, which will improve project readiness. The CTC generally requires these milestones to be complete or nearly complete before awarding competitive SB 1 funds. Caltrans is the environmental lead and is already advancing the project. However, this action is to authorize the execution of a Memorandum of Understanding (MOU) between CARTA and STA to ensure that CARTA will be reimbursed for all the costs it incurs in preparing and/or reviewing documents required to continue the project development process. The total reimbursement reflected in the MOU is limited to \$880,000. Eligible reimbursement costs include preparation of level 2 traffic and revenue study, preparation of a tolling authority

application, CTC staff costs for application review and public hearing, and coordination and review of the Concept of Operations Report, and the toll system concept plans.

2. Traffic and Revenue Study Task Order:

CARTA, in partnership with STA and Caltrans District 3, released a Request for Proposals (RFP) to the two pre-qualified firms included in the CARTA traffic and revenue on-call bench. CARTA is seeking to complete this T&R study to determine the financial feasibility of the Sac-5 Managed Lanes project before incorporating the project as part of the regional tolled lanes network. While Caltrans previously conducted a preliminary traffic and revenue study, this new study will incorporate more updated assumptions, align with CARTA operating assumptions that have been adopted for Yolo 80, and will also evaluate the financial impact of different operational changes, such as the use of video occupancy detection, which may reduce toll evasions and improve the financial performance of the project. The evaluation panel included representation from SACOG, CARTA, STA, and Caltrans District 3. Both pre-qualified firms submitted proposals and the panel recommends award to C&M Associates and execution of a task order for a not-to-exceed amount of \$400,000. CARTA requires Board approval for on-call contracts over \$100,000.

This decision is contingent on STA Board approval of the MOU at the June 18, 2026 STA Board meeting.

Fiscal Impact/Grant Information:

The total reimbursement allowable under the MOU is limited to \$880,000, which includes the \$400,000 T&R Study. STA will reimburse CARTA on a monthly basis for costs incurred, upon submission of claims for payment by CARTA in a form reasonably acceptable to STA.

Attachments:

5B: STA Memorandum of Understanding

5C: Presentation

MEMORANDUM OF UNDERSTANDING

BETWEEN THE SACRAMENTO TRANSPORTATION AUTHORITY AND THE CAPITAL AREA REGIONAL TOLLING AUTHORITY RELATED TO PRELIMINARY DEVELOPMENT OF HIGH OCCUPANCY TOLL LANES ON I-5 IN SACRAMENTO COUNTY

Effective: July 1, 2026

Recitals:

- A. The Sacramento Transportation Authority (“STA”) is a local transportation authority formed pursuant to section 180000, et seq., of the Public Utilities Code. STA administers Measure A, a half-cent sales tax for transportation in Sacramento County. The Measure A Transportation Expenditure Plan includes the I-5 Bus/Carpool Lanes from US 50 to I-80.
- B. The Sacramento Area Council Of Governments (“SACOG”) serves as the metropolitan planning organization and as the regional transportation planning agency for the region, which includes Sacramento County. SACOG’s long-range transportation plan includes the development of toll lanes on Interstate 5 in Sacramento County (“I-5”).
- C. The Capital Area Regional Tolling Authority (“CARTA”) is a joint powers authority that was formed by SACOG, the Yolo Transportation District (“YTD”), and the California Department of Transportation (“Caltrans”) for the purpose of developing and administering toll lanes on Interstate 80 in Yolo County, as well as in the broader capital area region, including Sacramento County.
- D. Pursuant to Assembly Bill 194 (2015), codified at Streets and Highways Code section 149.7, a joint exercise of powers authority may apply to the California Transportation Commission (“CTC”) to develop and operate toll authorities, including the receipt and expenditure of toll revenues.
- E. Caltrans, with support from Measure A, is in the advanced stages of project development to plan for managed lanes on I-5 (the “Project”). Caltrans, STA, and CARTA anticipate that CARTA will apply to the CTC to be designated as the local tolling authority for the I-5 project. Caltrans, STA, and CARTA therefore anticipate working collaboratively in this effort to plan for, develop and complete the toll facilities on I-5.

STA and CARTA (the “Parties”) therefore agree and acknowledge the following:

1. The above Recitals are true and correct and represent the understanding of the Parties. STA and CARTA mutually agree to work collaboratively toward their shared objective of funding, developing and administering toll lanes on I-5.
2. In order to adequately plan for the I-5 Project and prepare the application to the CTC, CARTA intends to develop several deliverables including a Level 2 Traffic & Revenue Study, the AB 194 Toll authorization application, and other deliverables that are agreed to between the Parties. In addition, CARTA will review the Concept of Operations, toll concept plans and 30% design plans. The Parties mutually understand that these efforts will serve as a benefit to the Project as a whole, will inform financial and other decisions related to the Project, and will be necessary for preparation of a thorough and meaningful application to the CTC.
3. Prior to CARTA incurring costs to develop the deliverables listed above (herein, "Deliverables"), the CARTA Executive Director and STA Executive Director or their delegates will mutually agree on the scope of work and budget for each activity. CARTA will provide STA with regular updates on the actual costs incurred to complete each activity. The total cost of the Deliverables shall not exceed \$880,000 unless the Parties mutually agree in writing to increase this not-to-exceed amount. CARTA will not be obligated to incur costs in excess of the not-to-exceed amount.
4. STA shall disburse sales tax and or impact fee revenues to CARTA from Measure A capital allocation funds for eligible costs incurred by CARTA in connection with the Deliverables, but only to the extent such costs are expressly authorized and limited by Section 3 of this MOU. STA disbursements shall be made no more frequently than monthly and only upon submission of claims for payment by CARTA in a form reasonably acceptable to STA. To the extent timely advance payment is necessary to avoid interest costs that would otherwise be incurred by CARTA for eligible costs authorized under Section 3, STA shall make such advance payments, provided that CARTA submits reasonable documentation supporting the need for the advance payment and the amount requested. Any advance payments shall remain subject to the cost limitations, eligible uses, and reconciliation requirements set forth in this MOU.

[Signatures on following page]

The foregoing represents the mutual understandings and agreement of the Parties.

SACRAMENTO TRANSPORTATION
AUTHORITY

CAPITAL AREA REGIONAL
TOLLING AUTHORITY

Kevin Bewsey
Executive Director

James Corless
Secretary to the Board

Approved to Form:

William Burke
General Counsel

Michael J. Maurer
Counsel to CARTA

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

Board of Directors

June 17, 2026

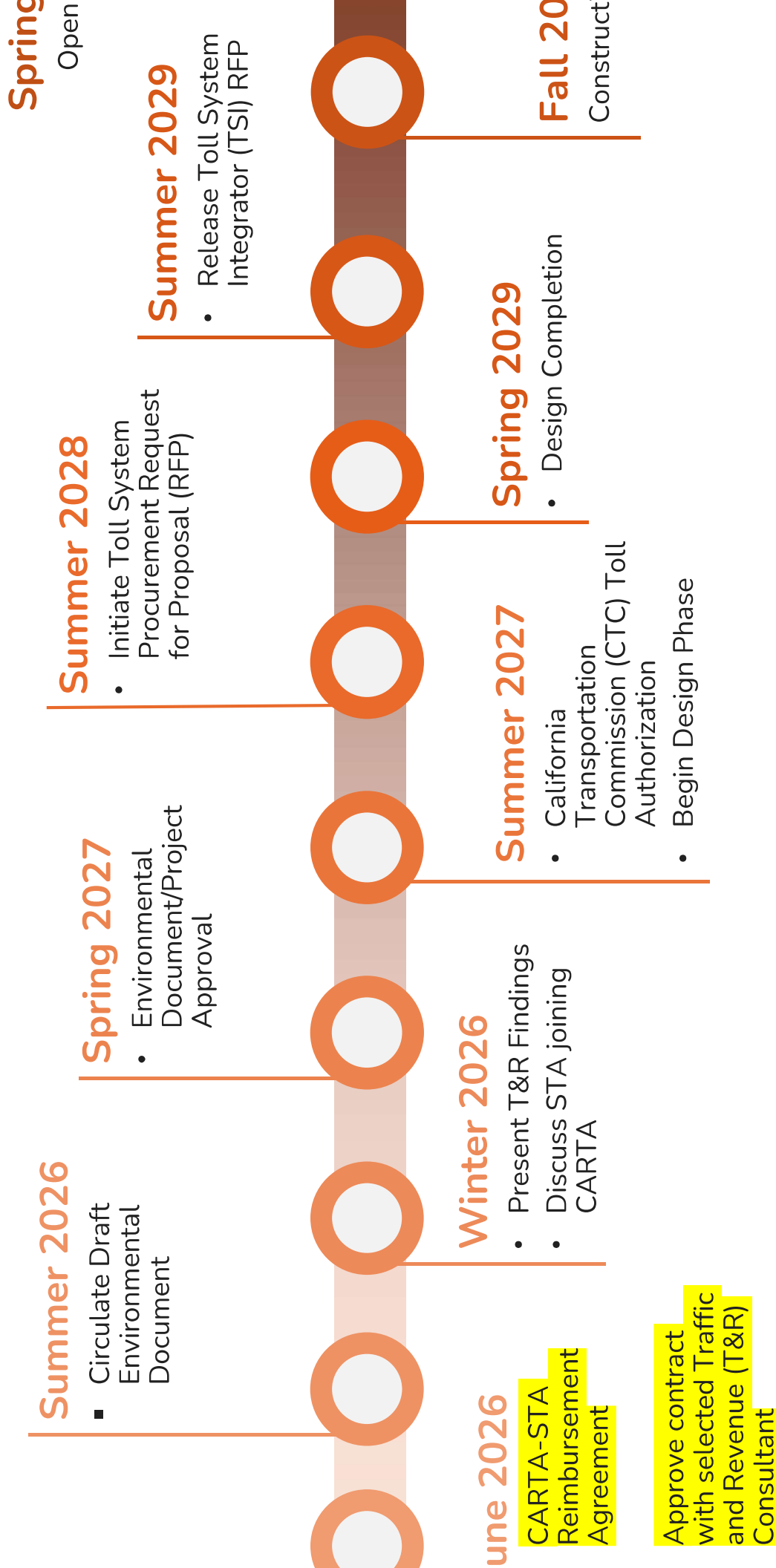
Attachment 5C



Board Action

- . Authorization to execute a Memorandum of Understanding (MOU) with the Sacramento Transportation Authority (STA) related to Preliminary Development of High Occupancy Vehicle Toll Lanes on I-5 in Sacramento County
 - o Contingent on STA's Board action at the June 18th meeting
- . Authorization to award the I-5 traffic and revenue (T&R) study task order to C&M Associates, from the CARTA Traffic and Revenue on-call consultant bench, for a not-to-exceed amount of \$400,000
 - o Contingent on STA's Board action at the June 18th meeting

Sac-5 Project Timeline



CARTA/STA MOU

1. Memorandum of Understanding (MOU) stipulates that STA will compensate CARTA for project development costs
2. Reimbursement up to \$880,000 that covers the following scope elements
 - Developing Traffic and Revenue Study
 - Developing the AB194 Toll Authorization application
 - Participate in development of Concept of Operations Report
 - Coordinate with Caltrans on the development of toll concept plans
3. Details of each scope element will be coordinated between CARTA and STA staff prior to beginning of work
4. STA will compensate CARTA for costs incurred on a monthly basis

I-5 Traffic and Revenue Study

Purpose is to evaluate the financial feasibility of I-5 Managed Lanes

Caltrans prepared a Level I T&R

This study will prepare a Level II T&R

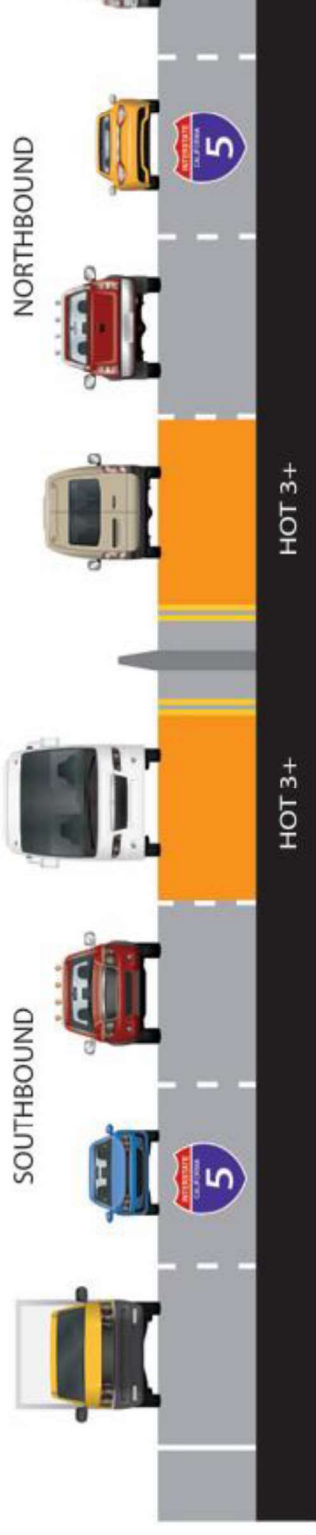
The study will focus on Alternative 4



Alt 4

I-5/US 50 to Garden Highway

Construct a HOT 3+ lane in each direction where vehicles with 3 or more occupants may use the lane for free and vehicles with 2 occupants would pay a toll



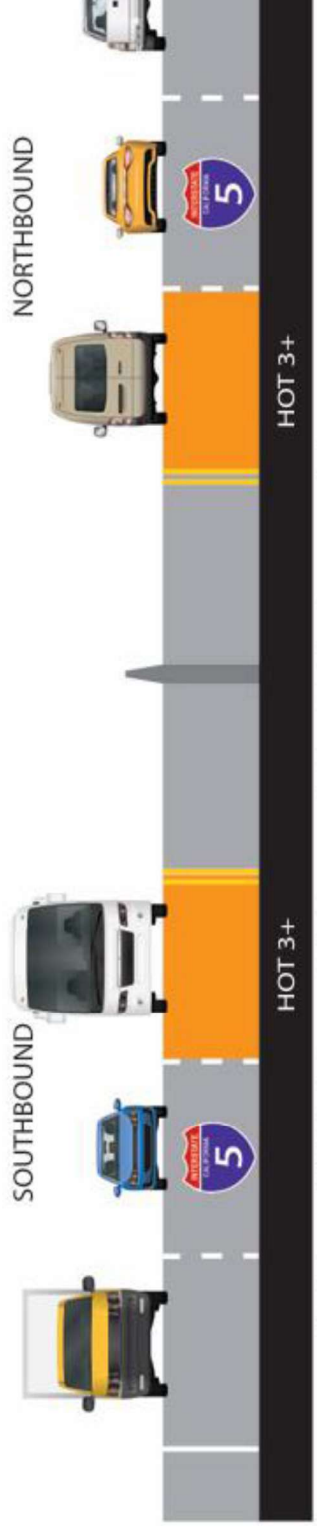
Freeway cross section between I-5/US-50 to Garden Highway. Auxiliary lanes are not shown.

Between Garden Highway and SR-99



Freeway cross section between Garden Highway Interchange to SR-99. Auxiliary lanes are not shown.

Between SR-99 and Sacramento River

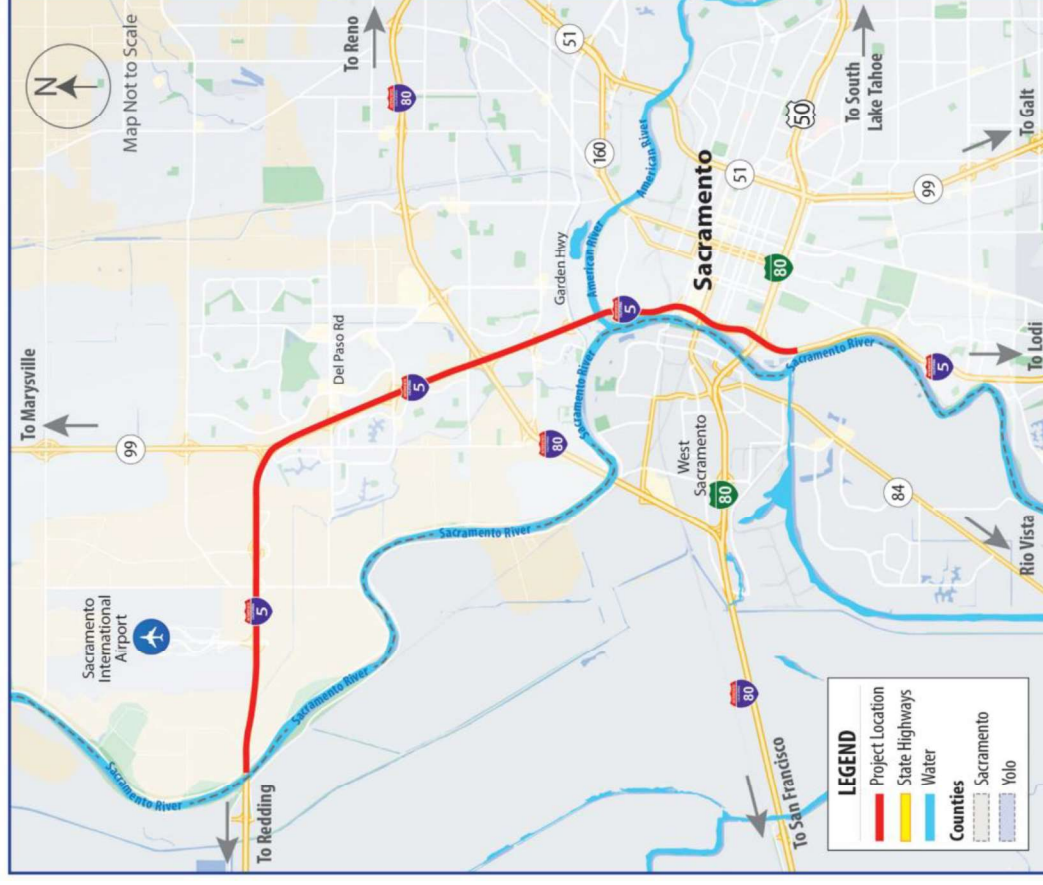


Freeway cross section between SR-99 Interchange to the Sacramento River. Auxiliary lanes are not shown.



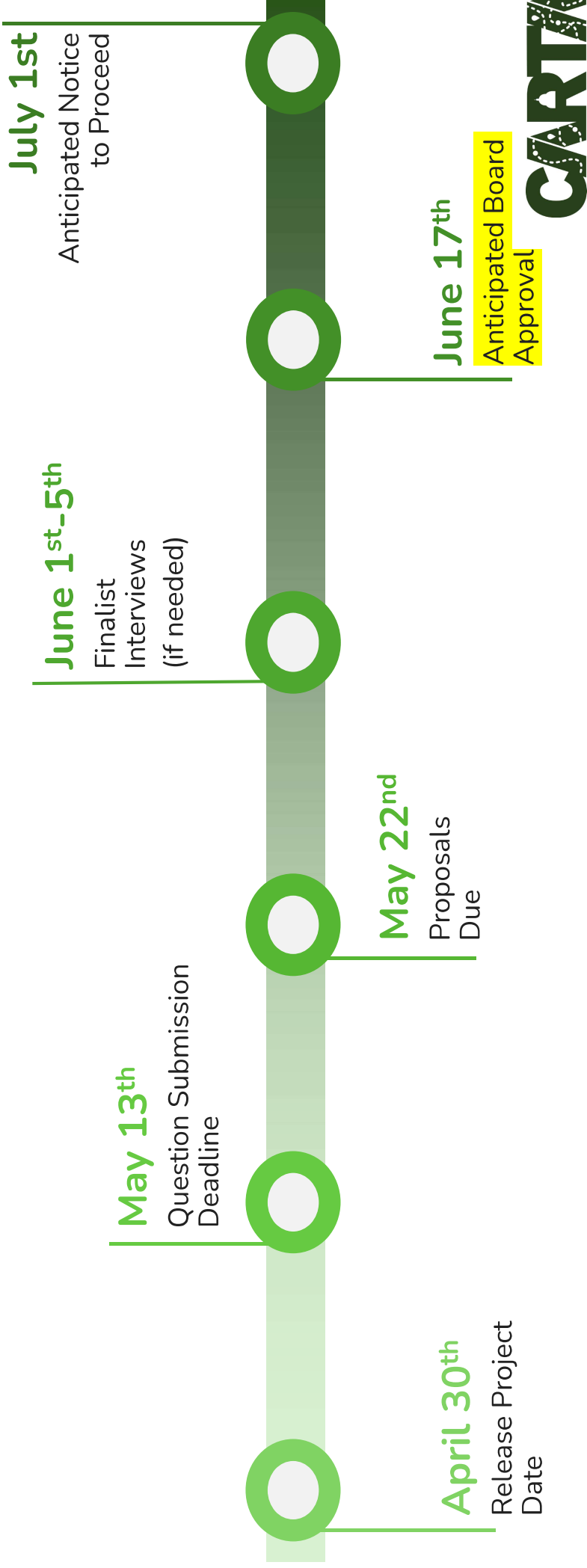
-5 Traffic And Revenue Study

- The study will evaluate
- Different access types (open or buffer)
 - With/without intermediate access points
 - With/without vehicle occupancy detection (VOD) deployment for occupancy enforcement



-5 Level II Traffic And Revenue Contract Award

An evaluation panel from STA, Caltrans, and CARTA
Selected C&M Associates as top ranked firm

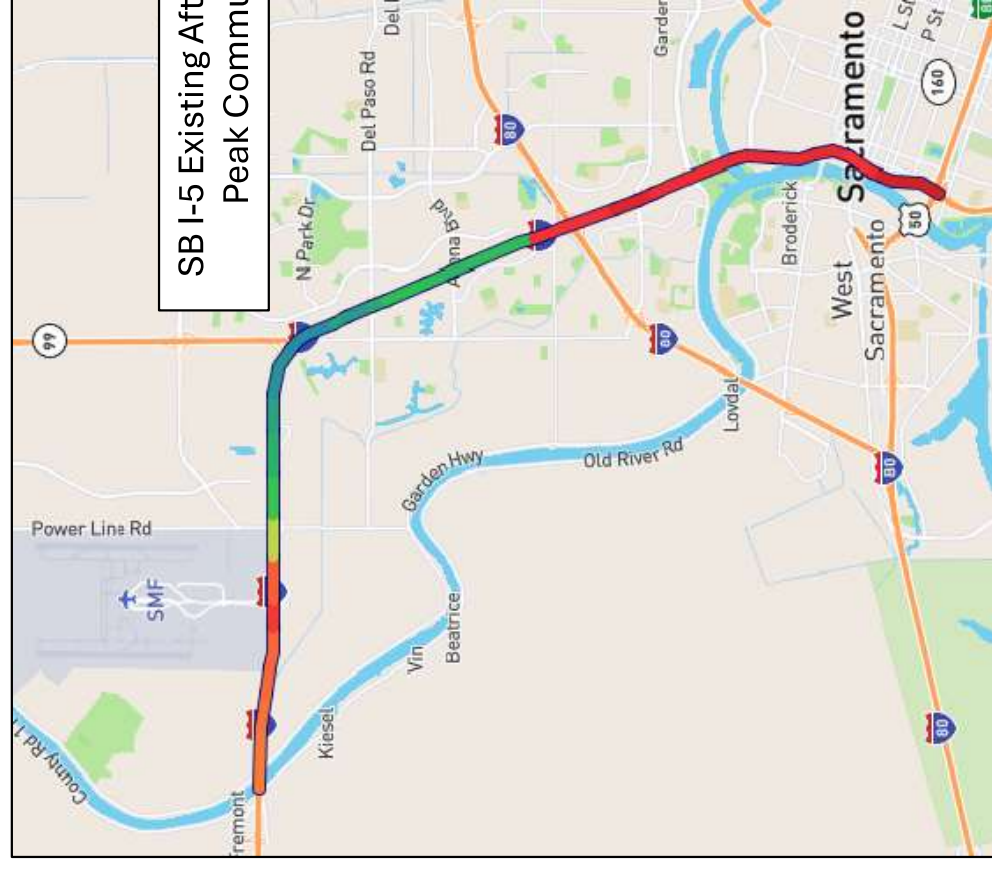


Supplemental Information: I-5 Alternatives

The following slides are provided for information only, supplementing the presentation about the I-5 Managed Lanes project provided to the board last month

SB I-5 Managed Lanes Alternatives

- No Build
- Build a HOV 2+ lane in each direction
- Build a High Occupancy Toll (HOT) 2+ in each direction
- Build a High Occupancy Toll (HOT) 3+ in each direction
- Build an Express lane each direction
- Build a Transit Only lane in each direction
- Re-purpose the inside lane to be an HOV 2+ lane in each direction
- Build a High Occupancy Toll (HOT) 2+ in each direction and convert the existing #1 GP Lane to HOT 2+
- Build a High Occupancy Toll (HOT) 3+ in each direction and convert the existing #1 GP Lane to HOT 3+
- Build a High Occupancy Toll (HOT) 3+ in each direction and convert the #1 GP lane to a HOT 3+ from US 50 to Del Paso Road in each direction.
- Build a High Occupancy Toll (HOT) 3+ in each direction and convert the #1 GP lane to a HOT 3+ from US 50 to Del Paso Road NB



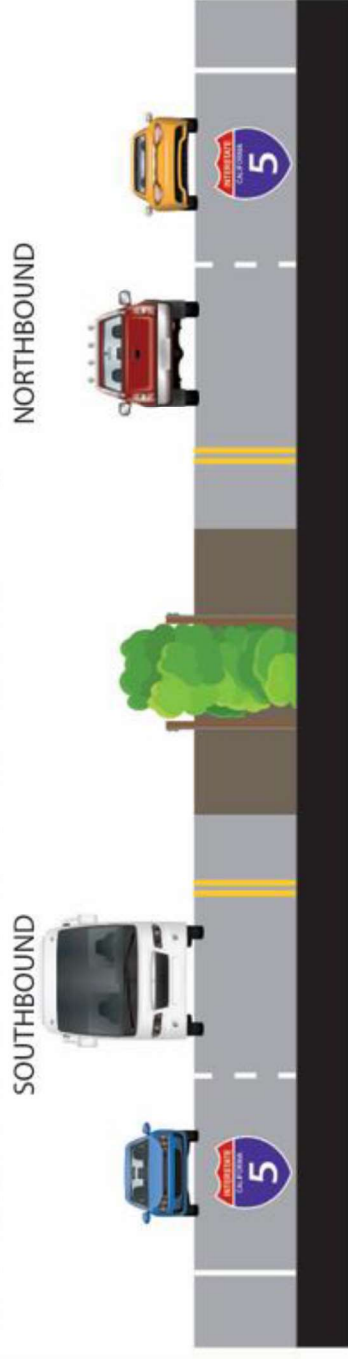
Alt 1



Freeway cross section between I-5/US-50 to Garden Highway. Auxiliary lanes are not shown.



Freeway cross section between Garden Highway Interchange to SR-99. Auxiliary lanes are not shown.



Freeway cross section between SR-99 Interchange to the Sacramento River. Auxiliary lanes are not shown.

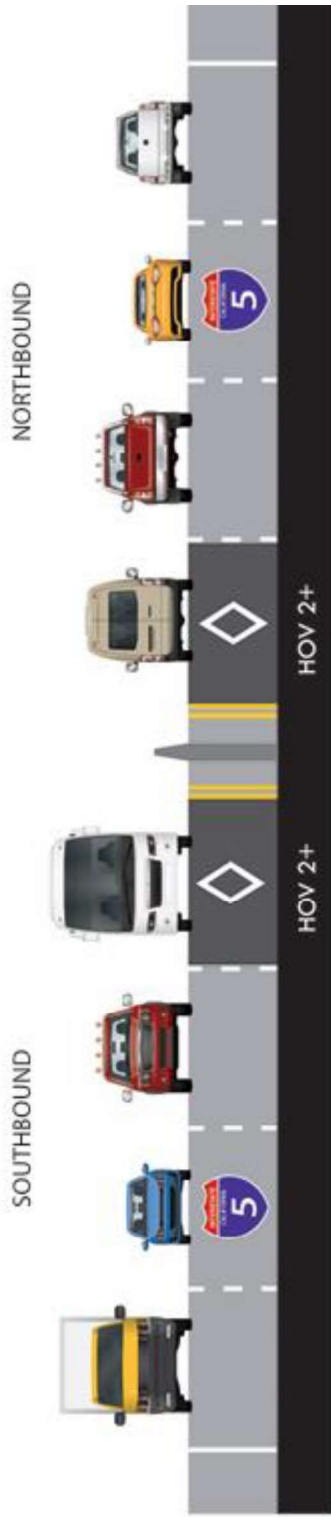
LEGEND

- gua
- me
- ole
- bar

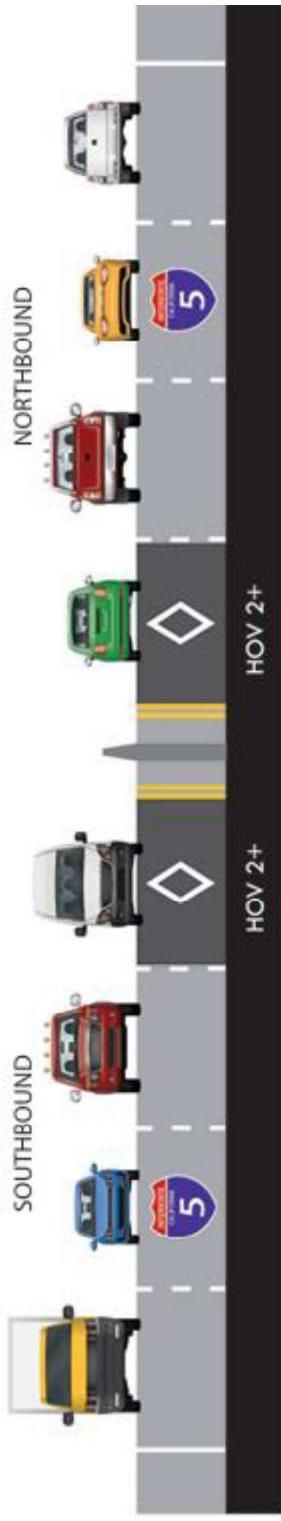
NOT TO SCALE

Alt 2

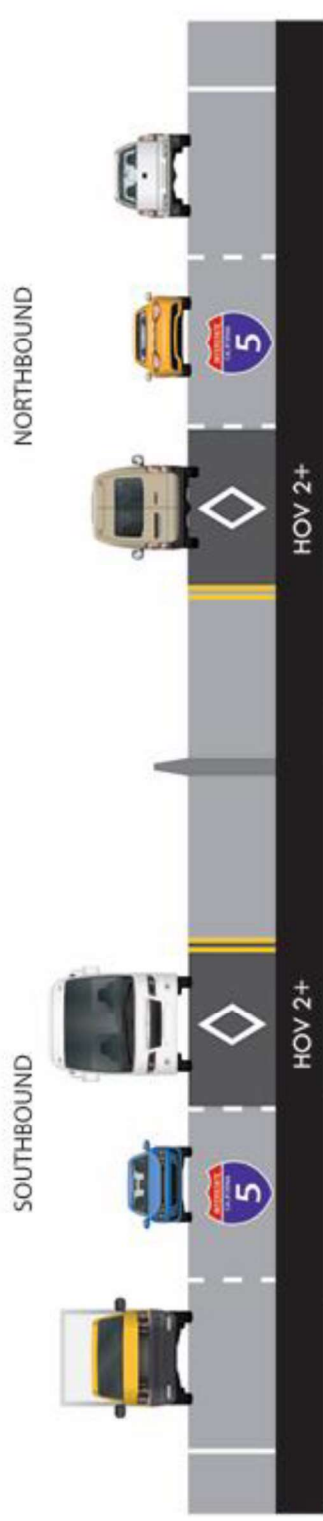
Construct a HOV 2+ lane in each direction where vehicles with 2 or more occupants can use the lane



Freeway cross section between I-5/US-50 to Garden Highway. Auxiliary lanes are not shown.



Freeway cross section between Garden Highway Interchange to SR-99. Auxiliary lanes are not shown.



Freeway cross section between SR-99 Interchange to the Sacramento River. Auxiliary lanes are not shown.

LEGEND

▲ barrier

NOT TO SCALE

Alt 3

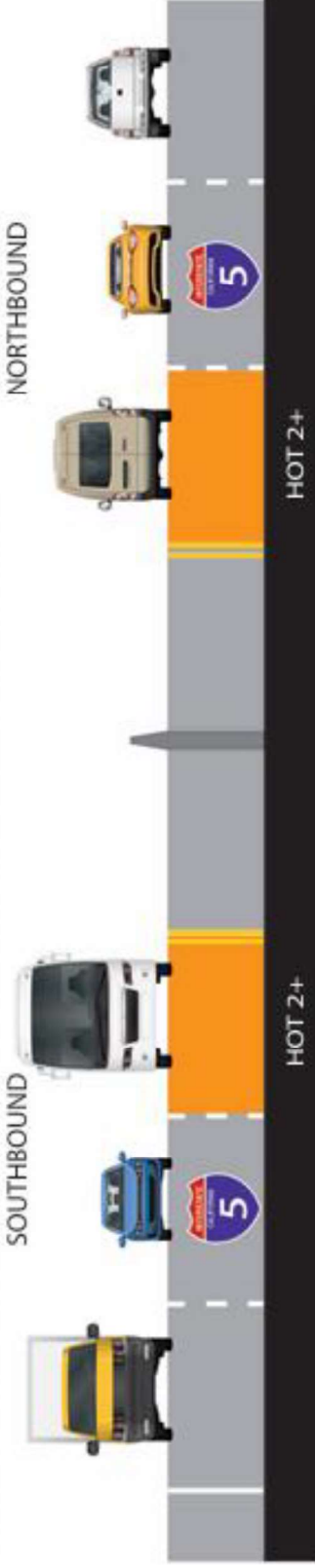
Construct a HOT 2+ lane in each direction where vehicles with 2 more occupants may use the lane for free and SOVs pay a toll



Freeway cross section between I-5/US-50 to Garden Highway. Auxiliary lanes are not shown.



Freeway cross section between Garden Highway Interchange to SR-99. Auxiliary lanes are not shown.



Freeway cross section between SR-99 Interchange to the Sacramento River. Auxiliary lanes are not shown.

LEGEND

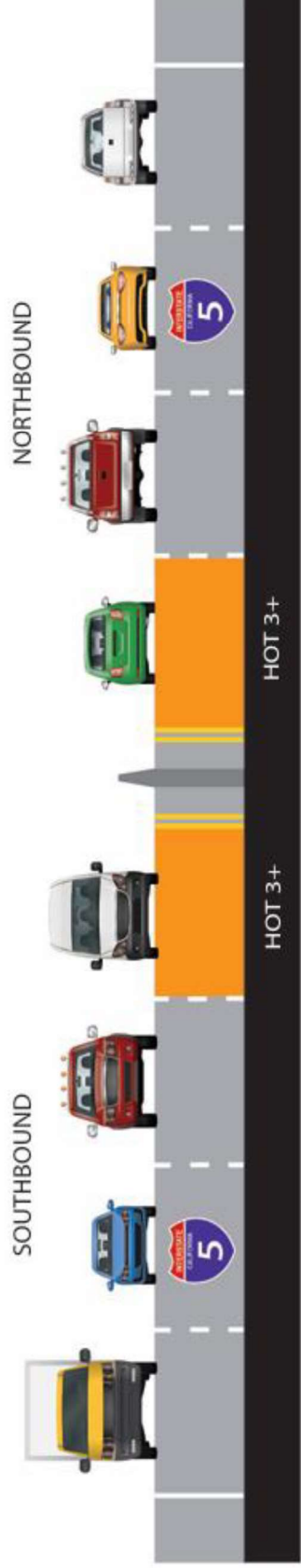
-  barrier
-  HOT-High Occupancy Toll

Alt 4

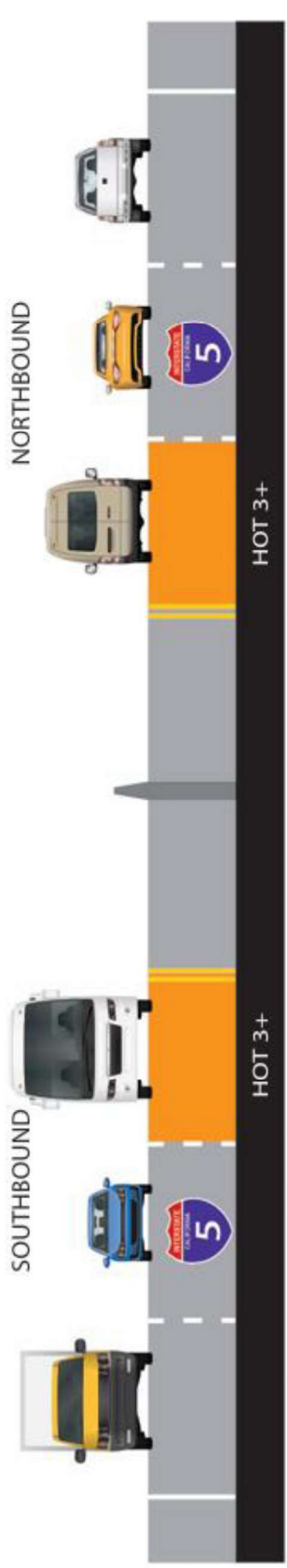
Construct a HOT 3+ lane in each direction where vehicles with 3 or more occupants may use the lane for free and vehicles with less than 3 occupants would pay a toll



Freeway cross section between I-5/US-50 to Garden Highway. Auxiliary lanes are not shown.




Freeway cross section between Garden Highway Interchange to SR-99. Auxiliary lanes are not shown.



Freeway cross section between SR-99 interchange to the Sacramento River. Auxiliary lanes are not shown.

LEGEND

-  barrier
-  HOT-High Occupancy Toll

NOT TO SCALE

Alt 5

Construct an express lane in each direction, where all vehicles would pay a toll to use the express lane



Freeway cross section between I-5/US-50 to Garden Highway. Auxiliary lanes are not shown.



Freeway cross section between Garden Highway Interchange to SR-99. Auxiliary lanes are not shown.



Freeway cross section between SR-99 Interchange to the Sacramento River. Auxiliary lanes are not shown.

LEGEND

-  express lane
all users pay a toll
-  barrier

NOT TO SCALE



Alt 6

Construct a transit only lane in each direction where only transit vehicles are allowed to use the lane



Freeway cross section between I-5/US-50 to Garden Highway. Auxiliary lanes are not shown.



Freeway cross section between Garden Highway Interchange to SR-99. Auxiliary lanes are not shown.



Freeway cross section between SR-99 Interchange to the Sacramento River. Auxiliary lanes are not shown.

LEGEND

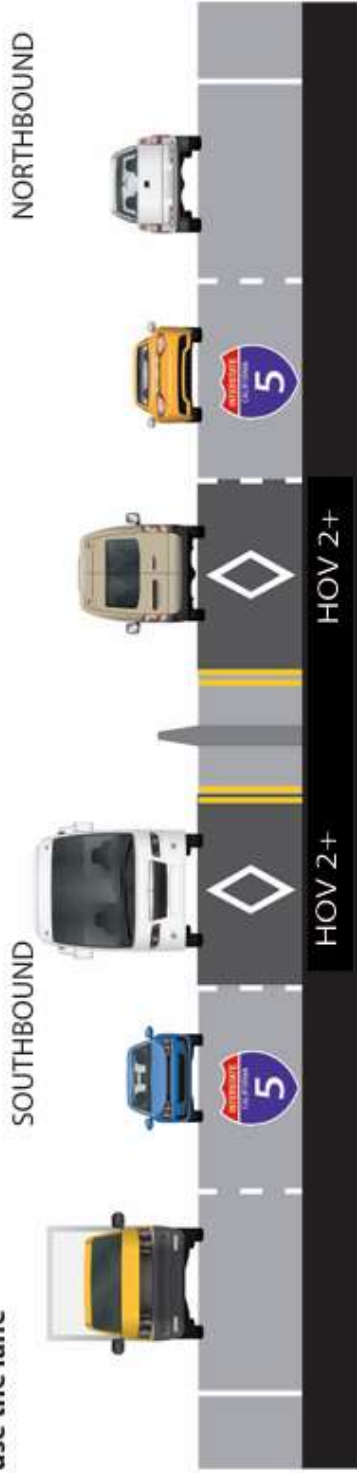
-  barrier
-  transit access

NOT TO



Alt 7

Convert the existing inside general purpose lane in each direction to an HOV 2+ lane where vehicles with 2 or more occupants can use the lane



Freeway cross section between I-5/US-50 to Garden Highway. Auxiliary lanes are not shown.



Freeway cross section between Garden Highway to SB Arena Blvd / NB Del Paso Rd. Auxiliary lanes not shown.



Freeway cross section between SR-99 Interchange to the Sacramento River. Auxiliary lanes are not shown.

LEGEND

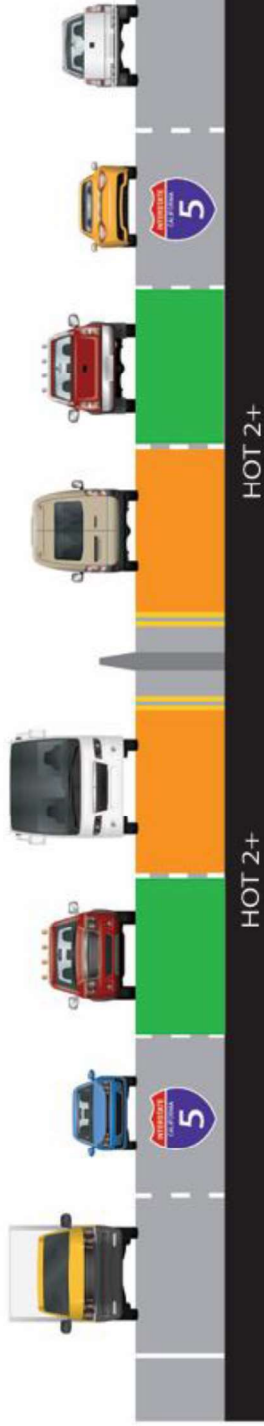
- guard
- media
- olean
- barrie

NOT TO SCALE

Alt 8

Construct a HOT 2+ lane and convert the inside general purpose lane in each direction to a HOT 2+ lane, where vehicles with 2 or more occupants may use the lanes for free and SOV's pay a toll

SOUTHBOUND



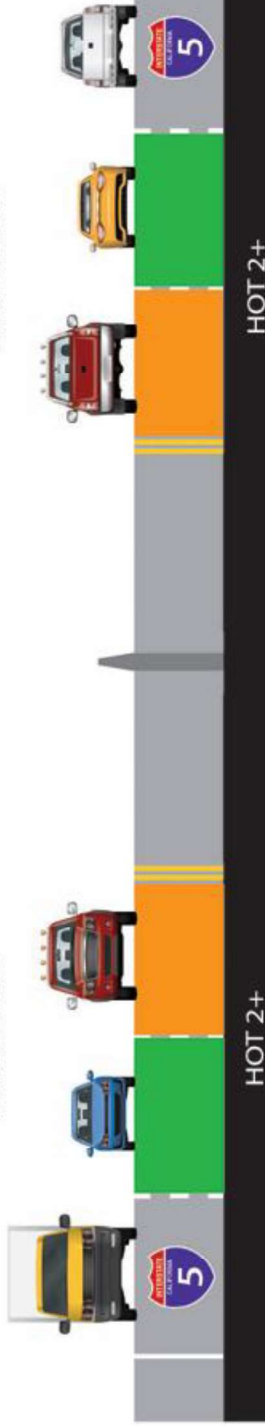
Freeway cross section between I-5/US-50 to Garden Highway. Auxiliary lanes are not shown.

NORTHBOUND



Freeway cross section between Garden Highway Interchange to SR-99. Auxiliary lanes are not shown.

SOUTHBOUND



Freeway cross section between SR-99 Interchange to the Sacramento River. Auxiliary lanes are not shown.

LEGEND

- GP Lane to HOT
- HOT Lane

NOT TO SCALE



Alt 9

Construct a HOV 3+ lane and convert the inside general purpose lane in each direction to HOT 3+ lane, where vehicles with 3 or occupants may use the lanes for free and vehicles with less than 3 occupants would pay a toll



Freeway cross section between I-5/US-50 to Garden Highway. Auxiliary lanes are not shown.



Freeway cross section between Garden Highway Interchange to SR-99. Auxiliary lanes are not shown.



Freeway cross section between SR-99 Interchange to the Sacramento River. Auxiliary lanes are not shown.

LEGEND

	GP Lane To HOT
	HOT Lane

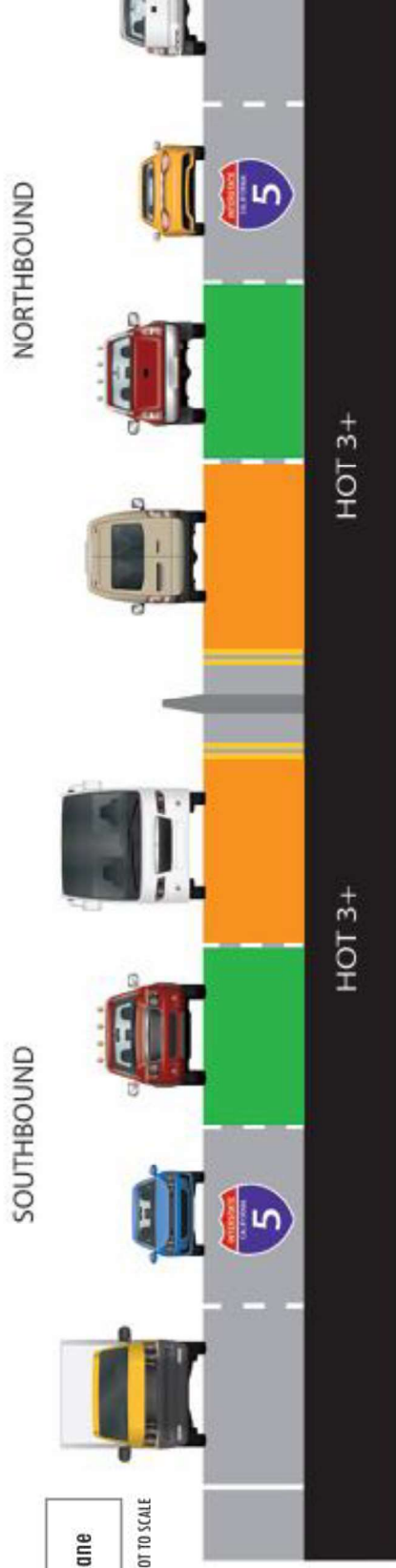
NOT TO SCALE

Alt 10

Add 1 Managed Lane (Type: HOT 3+) in each direction from US-50 to Sacramento River Bridge and repurpose existing #1 lane to a managed lane in each direction between US-50 and Del Paso Road (Type: HOT 3+)



Freeway cross section between I-5/US-50 to Garden Highway. Auxiliary lanes are not shown.



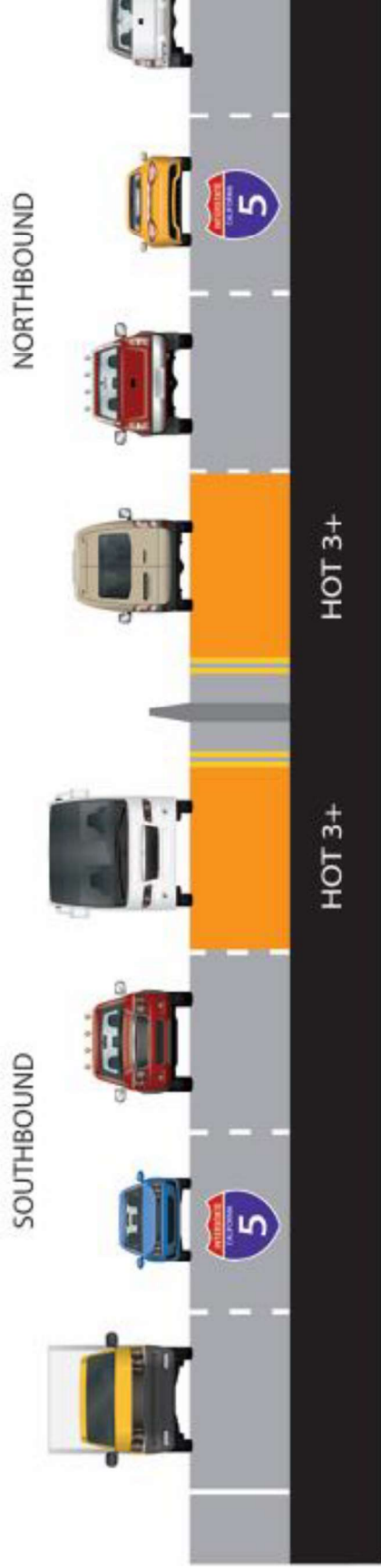
Freeway cross section between Garden Highway Interchange to Del Paso Rd. Auxiliary lanes are not shown.

END

	GP Lane to HOT
	HOT Lane

NOT TO SCALE

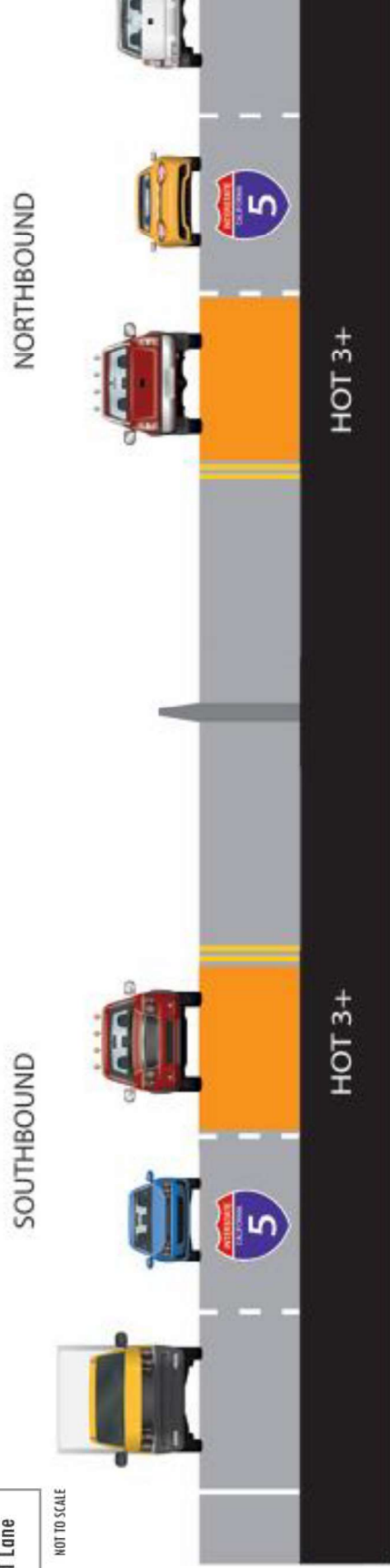
Alt 10 Cont.



Freeway cross section between Del Paso Rd. Interchange to SR-99. Auxiliary lanes are not shown.

GP Lane to HOT
 HOT Lane

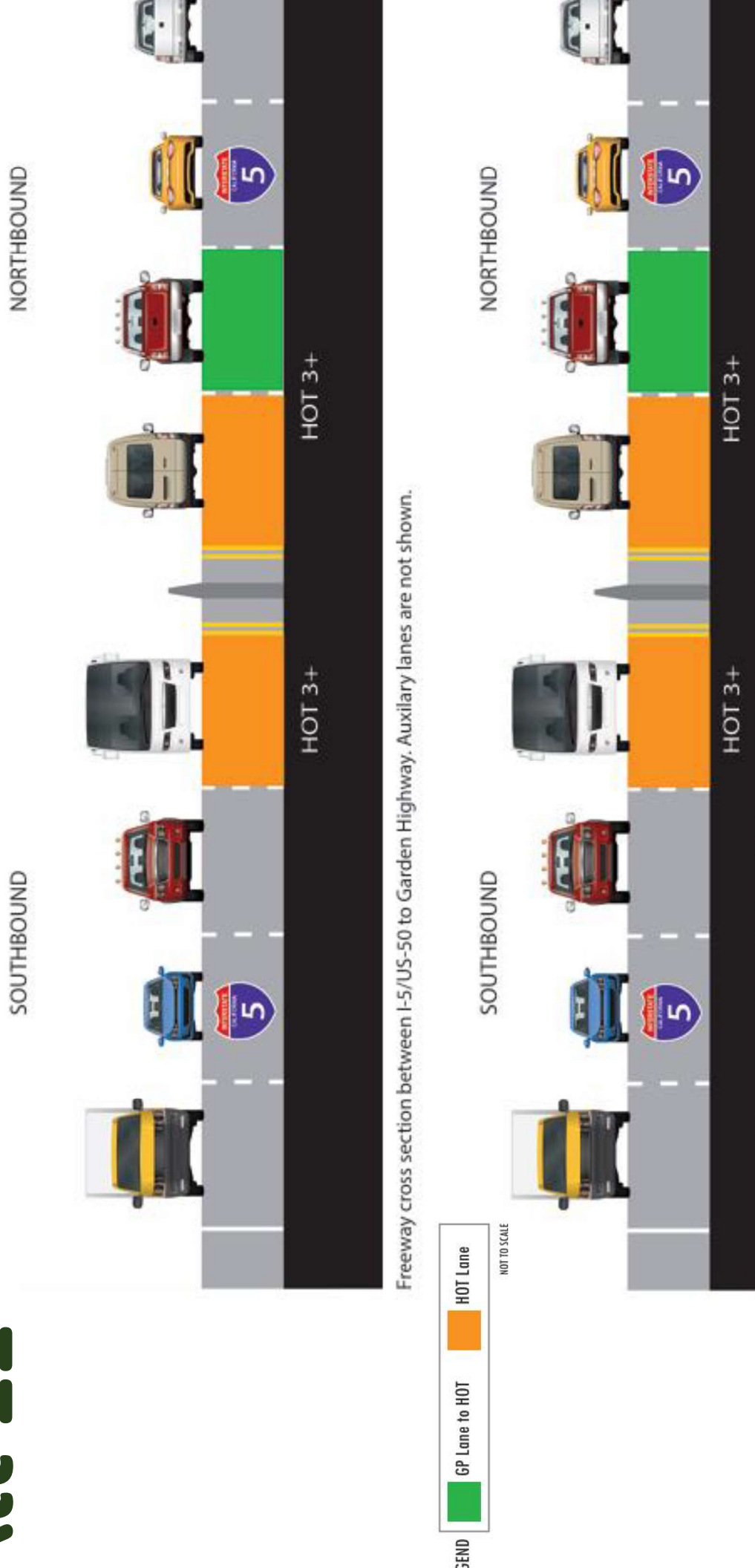
NOT TO SCALE



Freeway cross section between SR-99 Interchange to the Sacramento River. Auxiliary lanes are not shown.

Alt 11

Add 1 Managed Lane (Type: HOT 3+) in each direction from US-50 to Sacramento River Bridge and repurpose existing #1 lane to a managed lane between US-50 and Del Paso Road in northbound direction (Type: HOT 3+)



Freeway cross section between I-5/US-50 to Garden Highway. Auxiliary lanes are not shown.

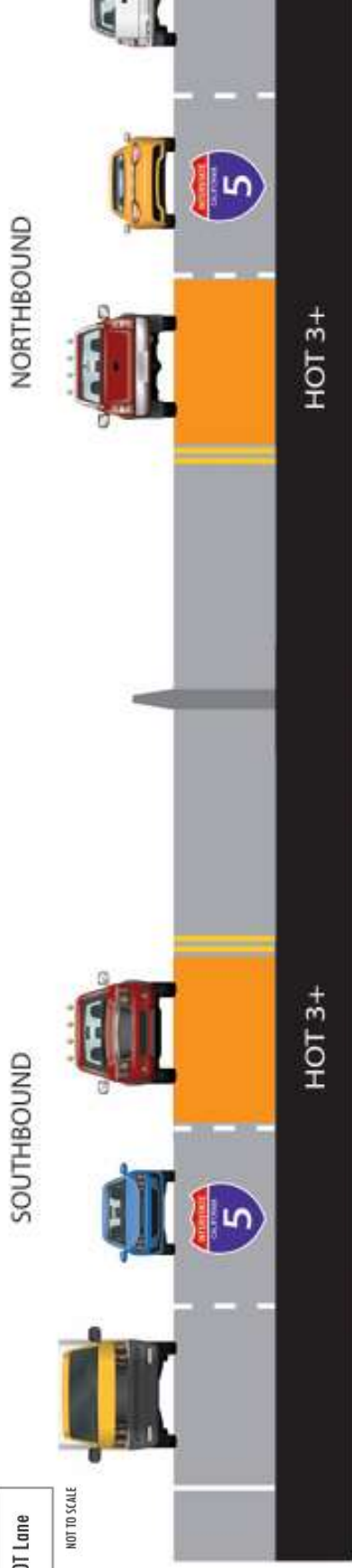
Freeway cross section between Garden Highway Interchange to Del Paso Rd. Auxiliary lanes are not shown.

Alt 11 Cont.



Freeway cross section between Del Paso Rd. Interchange to SR-99. Auxiliary lanes are not shown.

END  GP Lane to HOT  HOT Lane



Freeway cross section between SR-99 Interchange to the Sacramento River. Auxiliary lanes are not shown.

Alternative Scoring

Alternative 4 (HOT 3+) performed the best under single lane configuration

Alternative 11 (HOT3+) performed the best under dual lane (partial) configuration

METRIC	ALT 2 (HOV 2+)	ALT 3 (HOT 2+)	ALT 4 (HOT 3+)	ALT 5 (EXP. LANE)	ALT 6 (PT ONLY)	ALT 7 (GP CV.)	ALT 8 (DUAL HOT 2+)	ALT 9 (DUAL HOT 3+)	ALT 10 (DUAL HOT 3+)	ALT 11 (DUAL HOT 3+)
DELAY	⬇️	⬆️	⬆️	⬆️	⬇️	⬇️	⬆️	⬆️	⬆️	⬆️
TRAVEL TIME	⬆️	⬆️	⬆️	⬆️	⬇️	⬇️	⬆️	⬆️	⬆️	⬆️
TRAVEL TIME General Purpose	⬆️	⬆️	⬆️	⬆️	⬇️	⬇️	⬆️	⬆️	⬆️	⬆️
RELIABILITY Managed Lane	⬇️	⬆️	⬆️	⬆️	⬇️	⬆️	⬆️	⬆️	⬆️	⬆️
VEHICLE THROUGHPUT SERVED	⬆️	⬆️	⬆️	⬆️	⬆️	⬇️	⬆️	⬆️	⬆️	⬆️
PERSONS SERVED	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️
ML BELOW 45 MPH	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️
NET REVENUE ESTIMATE	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️
	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️

Based on operations results Alts 6-10 are not viable

CARTA

Capital Area Regional Tolling Authority



Capital Area Regional Tolling Authority

Meeting Date: June 17, 2026

Agenda Item: 6

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

Prepared By: Erik Johnson, Sacramento Area Council of Governments

Attachments: Yes

Recommendation:

Staff recommends that the Board approve three actions: (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.

Background:

Requirements Regarding Public Agency Vacancies

Under Government Code Section 3502.3, public agencies must:

1. Track job vacancies at the agency;
2. Present information on the status of the vacancies and the agency's recruitment and retention efforts. An agency must present this information at a public hearing before the agency's governing body at least once per fiscal year. If an agency will adopt an annual or multiyear budget in a given year, the public hearing must occur prior to the governing body adopting the agency's budget; and
3. Identify, during the public hearing, any policies, procedures, and recruitment activities that may present obstacles in the agency's hiring process and potential changes that may alleviate such obstacles.

If the vacancy rate exceeds 20%, additional steps are required. CARTA does not budget for a set number of positions, but instead the control is the overall fund level. At the management level, the budget is developed with specific positions in mind, but this approach allows for more flexible management with CARTA. CARTA anticipated hiring one position, Executive Director, for FY27. That position was filled by the Board at its May meeting. There are no vacancies. As CARTA considers hiring future employees, the Executive Director will develop hiring policies, procedures, and recruitment strategies to minimize obstacles to meeting its staffing needs.

This meeting and this item including the above information fulfill the requirement to hold a hearing on CARTA vacancies.

Final Fiscal Year 2026-2027 Budget

The CARTA Joint Powers Authority Agreement states that the CARTA Board will adopt an annual budget for each fiscal year. The Agreement further states that a draft budget shall be provided

at least 30 days prior to adoption of a final budget. To satisfy this requirement, the draft budget was posted on May 15, 2026. The draft budget was also presented for information at the May Board meeting.

Since May, staff made minor changes to the draft budget, with expenditures decreasing by \$281,882 from the draft budget. This reflects a reduction in some expenditures based on new information. There is also an increase in revenues of \$33,000, reflecting projected interest income. Otherwise, the draft budget presented for information and reviewed at the May Board meeting is unchanged.

As major procurements and scopes are finalized (including the toll system integrator and related delivery support), staff will bring back additional detail and refined estimates to the Board and will return with a budget amendment if changes are needed at the fund level.

Future Year Forecast

Related to the FY 2026-2027 budget, this meeting's agenda (Item 7) provides preliminary information on a five-year outlook, including high-level assumptions for revenues, project delivery costs, and the transition from pre-revenue activities to toll operations for Yolo 80. That item is for informational purposes only and does not commit the Board to expenditures.

Authorize \$4M Draw on West Sacramento Loan

In May, the Board approved a loan agreement and promissory note with the City of West Sacramento. The Board approved at that time allowing the Secretary to make draws on the loan contingent on the budget. The loan structure anticipated using up to \$4 million to fund fiscal year 2026-2027 activities. Those funds are included in the FY 2026-2027 budget.

Staff recommend that this Board authorize the Secretary to draw \$4 million from the West Sacramento loan no later than July 1, 2026.

Attachments:

6B: FY 2026-2027 Final Budget

6C: Presentation

**CAPITAL AREA REGIONAL TOLLING AUTHORITY
FY 2026-2027 FINAL BUDGET**

Attachment 6B

REVENUES:	FY 2026 BUDGET Amend 2 Adopted April 2026	FY 2027 DRAFT BUDGET Proposed May 2026	FY 2027 FINAL BUDGET Proposed June 2026
Local			
Carryover from prior fiscal year	\$ 627,681	\$ 653,922	\$ 653,922
Loan from SACOG Managed Fund	\$ 1,300,000	\$ -	\$ -
West Sacramento Loan	\$ 1,000,000	\$ 4,000,000	\$ 4,000,000
Interest			\$ 33,000
Subtotal - Local Revenues	\$ 2,927,681	\$ 4,653,922	\$ 4,686,922
State			
Caltrans Planning Grant (SACOG Passthrough)	\$ 60,000	\$ 300,000	\$ 300,000
Caltrans - Trade Corridor Enhancement Program	\$ -	\$ 22,500,000	\$ 22,500,000
Subtotal - State Revenues	\$ 60,000	\$ 22,800,000	\$ 22,800,000
TOTAL REVENUES	\$ 2,987,681	\$ 27,453,922	\$ 27,486,922
EXPENDITURES:			
Administration			
Staff Costs	\$ -	\$ 9,595	\$ 9,595
Audit Services	\$ -	\$ 67,500	\$ 67,500
Legal	\$ 130,000	\$ 150,000	\$ 150,000
Services - SACOG	\$ 94,000	\$ 182,755	\$ 182,755
Computer Software	\$ 37,000	\$ 7,895	\$ 7,895
Office Equipment	\$ 3,000	\$ 5,371	\$ 5,371
Travel and Meetings	\$ 6,169	\$ 5,000	\$ 30,000
Recruitment	\$ 100,000	\$ -	\$ -
Memberships	\$ 3,750	\$ 2,500	\$ 2,500
Insurance	\$ 43,218	\$ 43,654	\$ 44,243
Board Per Diem and Reimbursement	\$ -	\$ 5,000	\$ 5,000
Office & Meeting Space	\$ -	\$ 22,887	\$ 22,887
Debt Service	\$ -	\$ -	\$ -
Subtotal - Administration Expenditures	\$ 417,137	\$ 502,156	\$ 527,745
Program Management and Policy			
Staff Costs	\$ -	\$ 54,370	\$ 54,370
Consultants - Toll Program Management	\$ 528,828	\$ 683,771	\$ 683,771
Consultants - Agreements/Revenue	\$ 122,121	\$ 194,037	\$ 194,037
Consultants - Engagement	\$ 98,086	\$ 200,422	\$ 200,422
Consultants - Outreach	\$ -	\$ 250,000	\$ 250,000
Consultants - On-Call Civil Oversight	\$ -	\$ 50,000	\$ 50,000
Services - SACOG	\$ 270,288	\$ -	\$ -
Staff Costs - Equity Study	\$ -	\$ 102,948	\$ 102,948
Consultants - Equity Study	\$ 60,000	\$ 300,000	\$ 300,000
Subtotal - Program Management and Policy	\$ 1,079,323	\$ 1,835,549	\$ 1,835,549
Yolo 80 Project Delivery, Construction, and Testing			
Roadside Toll System Integrator	\$ -	\$ 21,000,000	\$ 21,000,000
Consultant - TSI Delivery Management	\$ 60,000	\$ 473,644	\$ 473,644
Staff Costs	\$ -	\$ 127,930	\$ 127,930
Back Office System/Customer Service (BOS/CSC) Start-Up	\$ -	\$ 1,400,000	\$ 1,400,000
BOS/CSC Contingency	\$ -	\$ 140,000	\$ 140,000
Consultant - BOS/CSC/TOC Delivery Management	\$ 127,299	\$ 209,157	\$ 209,157
Legal	\$ -	\$ -	\$ -
Computer Software - Document Control System	\$ -	\$ 17,000	\$ 17,000
Subtotal - Yolo 80 Delivery	\$ 187,299	\$ 23,367,731	\$ 23,367,731
Yolo 80 Operations			
Subtotal - Yolo 80 Operations	\$ -	\$ -	\$ -
Sac 5 Project Delivery, Construction, and Testing			
Staff Costs	\$ -	\$ 31,983	\$ 31,983
Consultant - Civil Oversight	\$ -	\$ 100,000	\$ 100,000
Consultant - On-Call Traffic and Revenue	\$ 400,000	\$ 400,000	\$ 108,000
Consultant - Delivery Coordination	\$ -	\$ 250,000	\$ 200,118
California Transportation Commission AB 194 Application	\$ -	\$ -	\$ 35,000
Legal	\$ -	\$ -	\$ -
Subtotal - Sac 5 Delivery	\$ 400,000	\$ 781,983	\$ 475,101
Placer 65 ETL Project Delivery, Construction, and Testing			
Subtotal - Placer 65 ETL Delivery	\$ -	\$ -	\$ -
TOTAL EXPENDITURES	\$ 2,083,759	\$ 26,487,418	\$ 26,206,125

REVENUE VS. EXPENDITURES	\$ 903,922	\$ 966,504	\$ 1,280,797
Carryforward	\$ 653,922	\$ 116,504	\$ 430,797
Restricted - Operating Reserve	\$ 250,000	\$ 100,000	\$ 100,000
Committed - TSI	\$ -	\$ 750,000	\$ 750,000
Balances at Fiscal Year End			
Carryforward	\$ 653,922	\$ 116,504	\$ 430,797
Restricted - Operating Reserve	\$ 250,000	\$ 100,000	\$ 350,000
Committed - TSI	\$ -	\$ 750,000	\$ 750,000

**CAPITAL AREA REGIONAL TOLLING AUTHORITY
EXPENDITURES BY REVENUE SOURCE**

EXPENDITURES	FY 2027 BUDGET	LOCAL	CALTRANS	SB 1 TCEP
	<i>Proposed June 2026</i>	<i>Loans from local agencies</i>	<i>PLANNING GRANT SACOG Passthrough</i>	<i>Caltrans TCEP</i>
Administration				
Staff Costs	\$ 9,595	\$ 9,595		
Audit Services	\$ 67,500	\$ 67,500		
Legal	\$ 150,000	\$ 150,000		
Services - SACOG	\$ 182,755	\$ 182,755		
Computer Software	\$ 7,895	\$ 7,895		
Office Equipment	\$ 5,371	\$ 5,371		
Travel and Meetings	\$ 30,000	\$ 30,000		
Recruitment	\$ -	\$ -		
Memberships	\$ 2,500	\$ 2,500		
Insurance	\$ 44,243	\$ 44,243		
Board Per Diem and Reimbursement	\$ 5,000	\$ 5,000		
Office & Meeting Space	\$ 22,887	\$ 22,887		
Debt Service	\$ -	\$ -		
Subtotal - Administration Expenditures	\$ 527,745	\$ 527,745		
Program Management and Policy				
Staff Costs	\$ 54,370	\$ 54,370		
Consultants - Toll Program Management	\$ 683,771	\$ 683,771		
Consultants - Agreements/Revenue	\$ 194,037	\$ 194,037		
Consultants - Engagement	\$ 200,422	\$ 200,422		
Consultants - Outreach	\$ 250,000	\$ 250,000		
Consultants - Civil Oversight	\$ 50,000	\$ 50,000		
Services - SACOG	\$ -	\$ -		
Staff Costs - Equity Study	\$ 102,948	\$ 102,948		
Consultants - Equity Study	\$ 300,000	\$ -	\$ 300,000	
Subtotal - Program Management and Policy	\$ 1,835,549	\$ 1,535,549	\$ 300,000	
Yolo 80 Project Delivery, Construction, and Testing				
Roadside Toll System Integrator	\$ 21,000,000			\$ 21,000,000
Consultant - TSI Delivery Management	\$ 473,644	\$ 473,644		
Staff Costs	\$ 127,930	\$ 127,930		
Back Office System/ Customer Service (BOS/CSC) Start-Up	\$ 1,400,000	\$ -		\$ 1,400,000
BOS/CSC Contingency	\$ 140,000	\$ 40,000		\$ 100,000
Consultant - BOS/CSC/TOC Delivery Management	\$ 209,157	\$ 209,157		
Legal	\$ -	\$ -		
Computer Software - Document Control System	\$ 17,000	\$ 17,000		
Subtotal - Yolo 80 Delivery	\$ 23,367,731	\$ 867,731		\$ 22,500,000
Yolo 80 Operations				
Subtotal - Yolo 80 Operations	\$ -			
Sac 5 Project Delivery, Construction, and Testing				
Staff Costs	\$ 31,983	\$ 31,983		
Consultant - Civil Oversight	\$ 100,000	\$ 100,000		
Consultant - Traffic and Revenue	\$ 108,000	\$ 108,000		
Consultant - Delivery Coordination	\$ 200,118	\$ 200,118		
California Transportation Commission AB 194 Application	\$ 35,000	\$ 35,000		
Legal	\$ -	\$ -		
Subtotal - Sac 5 Delivery	\$ 475,101	\$ 475,101		
Placer 65 ETL Project Delivery, Construction, and Testing				
Subtotal - Placer 65 ETL Delivery	\$ -			
TOTAL EXPENDITURES	\$ 26,206,125	\$ 3,406,125	\$ 300,000	\$ 22,500,000

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

Board of Directors

June 17, 2026

Attachment 6C

CART

Staff Recommends Three Actions

Hold required hearing on public agency vacancies

Approve Final Fiscal Year 2026-2027 budget

Authorize Secretary to draw \$4 million from West Sacramento Loan by July 1, 2026

Hearing on Public Agency Vacancies

Public agencies required to track staff vacancies, present information on the status of vacancies, and identify any obstacles to hiring

CARTA has no vacancies

As CARTA considers hiring future employees, the Executive Director will develop hiring policies, procedures, and recruitment strategies to minimize obstacles to meeting its staffing needs

Approve FY 2026-2027 Budget

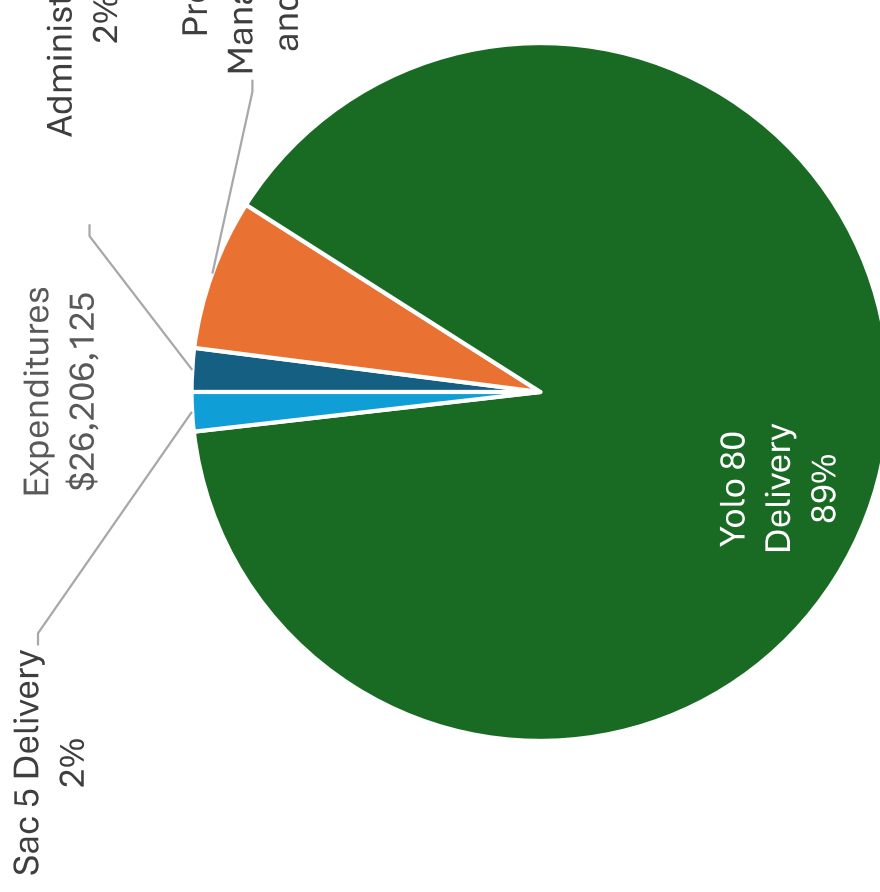
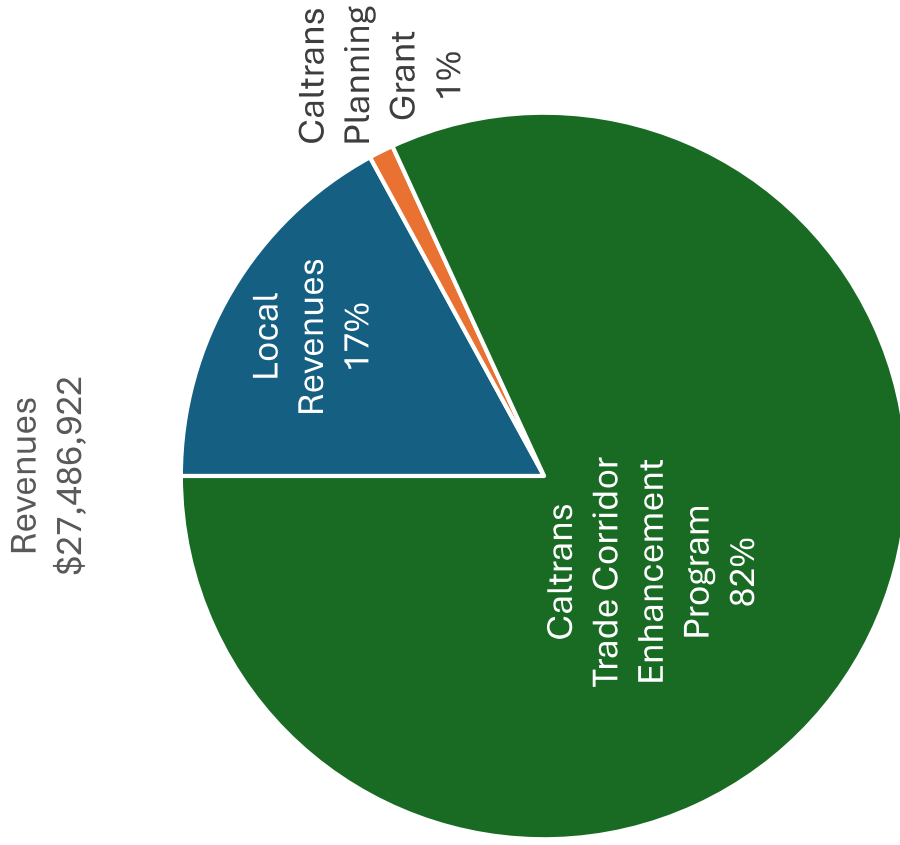
The draft budget was posted on May 15, 2026, and presented for information at the May Board meeting

Staff made minor changes to the draft budget

- Expenditures decreased by \$280k due to a reduction in some expenditures based on new information
- Revenues increased by \$33k reflecting projected interest income

Today's agenda includes preliminary information on a five-year budget outlook, providing more context

Final FY27 Revenues and Expenditure



Summary of Changes

Category	Draft	Final	Change
REVENUES			
Local Revenues	\$4,653,922	\$4,686,922	\$33,000
State Revenues	\$22,800,000	\$22,800,000	-
Total Revenues	\$27,453,922	\$27,486,922	\$33,000
EXPENDITURES			
Administration	\$502,156	\$527,745	\$25,589
Program Management & Policy	\$1,835,549	\$1,835,549	-
Yolo 80 Delivery	\$23,367,731	\$23,367,731	-
Yolo 80 Operations	\$0	\$0	-
Sac 5 Delivery	\$781,983	\$475,101	(\$306,882)
Placer 65 ETL Delivery	\$0	\$0	-
Total Expenditures	\$26,487,418	\$26,206,125	(\$281,293)
Net (Rev. – Exp.)	\$966,504	\$1,280,797	\$314,293



Authorize \$4M Draw on West Sacramento Loan

In May, Board approved a loan agreement and promissory note with the City of West Sacramento

That approval anticipated using up to \$4 million to fund fiscal year 2026-2027 activities

Approval today would authorize the Secretary to draw on the loan to access \$4 million

Caltrans Commitments – 2024 Memo

Commitment Area	Quantified Benefit	Status
Traffic Management Center (TMC)	\$135k–\$1M one-time; \$0–\$500k annually	In progress
Maintenance Services	\$300k–\$600k one-time; \$210k–\$325k annually	Not started
Engineering Services	\$3M–\$7M per project	Active
Communications Network	\$250k–\$500k annually	In progress
Permitting & Approvals	50%–75% reduction in revenue loss	Not started
Transparency & Coordination	Not quantified	Active

Additional Caltrans Commitments

Trade Corridor Enhancement Program (TCEP) funding agreement
California Transportation Commission (CTC) augmentation
funding

CARTA

Capital Area Regional Tolling Authority



Capital Area Regional Tolling Authority

Meeting Date: June 17, 2026

Agenda Item: 7

Draft 5 Year Budget Forecast

Prepared By: Erik Johnson, Sacramento Area Council of Governments

Attachments: Yes

Recommendation:

None; this item is for information only.

Background:

The CARTA Joint Powers Authority Agreement requires the Board to adopt an annual budget and provides flexibility for the agency to plan across multiple fiscal years. In addition to the annual budget, a multi-year forecast is an important planning tool to evaluate the timing of expenditures, availability of funding, and long-term sustainability of the agency's programs.

CARTA is also required to adopt an Expenditure Plan for each corridor authorized by the California Transportation Commission under AB 194.

The five-year forecast builds on the FY 2026-2027 budget and reflects the most current information available regarding all costs related to the transition from pre-revenue activities to toll operations.

The Five-Year Budget Forecast provides a consolidated financial outlook for CARTA across all major program areas, including:

- Yolo 80 project delivery and operations
- Program management and policy oversight
- Organizational development and staffing
- Early-stage development of future facilities (I-5/Sac 5 and Placer 65).

The forecast reflects the most current assumptions available as of May-June 2026 and is aligned with the FY 2026-27 operating budget. Unlike the annual budget, it does not authorize expenditures.

Discussion:

Overview

The five-year forecast shows a path for successfully opening Yolo 80 to revenue service, operating the lanes revenue positive, and building up reserves so that CARTA can operate the lanes, fund transit, equity, and other expenditures that improve mobility in the corridor, and have sufficient funding to meet long-term capital needs.

The Five-Year Budget Forecast provides a consolidated view of CARTA's anticipated revenues, expenditures, and fund balances from FY 2027 through FY 2031. The forecast reflects three primary phases of activity:

- Continued establishment of CARTA as an operating agency
- Delivery of the Yolo 80 Managed Lanes Project
- Transition to toll operations and ongoing program management

Revenue

Over the next five years, CARTA will see a combination of local financing, state funding, and future toll revenues.

Starting in May of this year, and continuing over the next several years, CARTA use up to \$14 million from a loan from West Sacramento over multiple draw periods to finance pre-revenue costs that are not covered by state funding. This loan and the SACOG loans will be repaid with future toll revenues, with West Sacramento loan repayments beginning towards the end of this five-year period. A small amount of interest earnings are assumed based on a 3 percent annual return on available balances. The actual earnings will vary based on balances and the variable return rate that CARTA receives from the Sacramento County Pooled Investment Fund.

State revenues are primarily associated with Trade Corridor Enhancement Program (TCEP) funding for the Yolo 80 project, including both the original award and an assumed additional augmentation of these funds. CARTA has signed a funding agreement with Caltrans to receive the first \$22.5 million. These funds are restricted to only support capital costs related to the Yolo 80 project.

Toll revenues are assumed to begin in FY 2028-2029 following commencement of operations on Yolo 80. This forecast is based on the low-end estimates for revenue in the Traffic and Revenue Study conducted by Yolo Transportation District last year.

Expenditures

Expenditures are grouped into four major categories consistent with the annual budget: administration, program management and policy, project delivery, and operations.

Administrative costs include CARTA staff time, legal services, insurance, audit services, and administrative support provided by SACOG. These costs generally increase modestly over time based on standard escalation assumptions.

Program management and policy expenditures include consultant support for program delivery, including the Kimley-Horn contract, as well as costs associated with the regional equity study. These costs are front-loaded in the early years of the forecast and decline as major policy and planning activities are completed.

The largest expenditure category is Yolo 80 project delivery, construction, and testing. These costs are concentrated in FY 2026-2027 and FY 2027-2028 and include roadside toll system construction, back-office system development, and delivery management support.

Operations costs for Yolo 80 begin in FY 2028-2029 and reflect the transition to revenue service. These costs include back-office operations, toll system operations, enforcement support, and staffing. The forecast assumes increasing costs over time as CARTA moves to full-year operations. There is a placeholder amount for an equity program included, but that amount is likely to change, as CARTA has not begun work on its regional equity study, but it will be an important cost to include when the facility opens.

This forecast does not include any funding for VMT mitigation, because Caltrans is funding those activities for 3 years and 7 months from the time that Yolo 80 opens for revenue service, or roughly through the end of December 2031. Caltrans will provide an update on VMT mitigation at this Board meeting.

Expenditures are also included at a preliminary level for the Sacramento I-5 and Placer 65 facilities. These costs are limited in the near term and primarily reflect planning activities, including traffic and revenue analysis and early coordination with partner agencies.

Organizational Structure and Staffing

The forecast assumes a transition from a SACOG-supported model to a more independent CARTA organization over the five-year period. The forecast includes the Executive Director position filled in August of this year, with two additional staff positions assumed to be added before Yolo 80 opens: a senior-level finance position and a mid-level analyst.

Fund Balances and Reserves

The forecast includes several reserve categories to support financial stability as CARTA transitions to operations, including:

- Operating reserve
- Operations and maintenance fund
- Loan repayment fund
- Major maintenance and repair fund

Reserve levels are assumed to increase over time to align with operating risk and future capital needs. As in the annual budget, these reserve levels are policy targets and will be refined as additional information becomes available.

Key Assumptions and Uncertainty

The forecast reflects several assumptions that will be refined over time.

On the revenue side, the forecast assumes the timing and availability of TCEP funding. We anticipate the need to work with Caltrans to return to the California Transportation Commission (CTC) to secure additional TCEP funding for one-time capital costs associated with setting up the

project. This is a discretionary decision by the CTC, and so this is not guaranteed. Changes to project schedule or funding availability would affect the timing and magnitude of revenues.

Additionally, a major assumption is that all work continues on schedule and toll revenue service begins by summer 2028. Once revenue service begins, the revenue from tolls is based on studies forecasting future conditions and motorists' willingness to pay, along with assumptions about lost revenue. How these estimates hold up will have a significant impact on the accuracy of this forecast.

On the expenditure side, several major cost components remain under development, including the toll system integrator contract and back-office system costs. These costs are expected to be updated as procurements advance. Similarly, major ongoing cost categories for operations and maintenance are reliant on agreements that have not yet been reached.

The forecast also assumes certain policy and delivery decisions for future corridors, including Sacramento I-5 and Placer 65, which have not yet been finalized. As with the annual budget, these costs are included for planning purposes and do not represent a commitment by the Board to proceed with these projects.

Future Updates and Related Activities

As major procurements and agreements are completed and cost estimates are refined, staff will return to the Board with updates to the forecast. If necessary, these updates may also result in amendments to the annual budget. The forecast will continue to be updated periodically to reflect changes in project development, capital, and operational assumptions.

Once the major costs are further refined this fall, the next major activity after this forecast is to develop a Yolo 80-specific long-range estimate. This will focus on a more refined model of how revenues will change over time based on increased use of the facility and growing revenue collection over time. Paired with that, it will also forecast the corresponding transaction-based costs, ongoing operating costs, and longer-term costs for capital improvements. With that information, the Board will have a clearer picture of the required reserve budgets over time, and the projected net toll revenue after expenditures to inform what might be available on an ongoing basis to pay for ongoing activities such as the transit service and voluntary trip reduction program costs that will be funded by Caltrans for the first several years of toll revenue operations.

Fiscal Impact/Grant Information:

This item is informational and does not authorize expenditures. The forecast informs future budget development and financial planning.

Attachments:

7B: Draft 5 Year Budget Forecast

7C: Presentation

**CAPITAL AREA REGIONAL TOLLING AUTHORITY
FY2027-2031 BUDGET FORECAST UPDATED JUNE 2026**

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	TOTAL
REVENUES:	<i>Proposed June 2026</i>					
Local						
Carryover from prior fiscal year	\$ 653,922	\$ 431,386	\$ 580,719	\$ 2,656,077	\$ 66,820	\$ 4,388,925
Loan from SACOG Managed Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
West Sacramento Loan	\$ 4,000,000	\$ 5,000,000	\$ 4,000,000	\$ -	\$ -	\$ 13,000,000
Toll Revenue	\$ -	\$ -	\$ 13,600,000	\$ 14,545,200	\$ 15,556,091	\$ 43,701,291
Interest	\$ 33,000	\$ 48,000	\$ 202,200	\$ 399,188	\$ 501,675	\$ 1,184,063
Subtotal - Local Revenues	\$ 4,686,922	\$ 5,479,386	\$ 18,382,919	\$ 17,600,465	\$ 16,124,587	\$ 62,274,279
State						
Caltrans Planning Grant (SACOG Passthrough)	\$ 300,000	\$ 229,923	\$ -	\$ -	\$ -	\$ 529,923
Original TCEP Funding (Yolo 80)	\$ 22,500,000	\$ 7,500,000	\$ -	\$ -	\$ -	\$ 30,000,000
TCEP Cost Increase (Yolo 80)	\$ -	\$ 26,033,415	\$ -	\$ -	\$ -	\$ 26,033,415
Subtotal - State Revenues	\$ 22,800,000	\$ 33,763,339	\$ -	\$ -	\$ -	\$ 56,563,339
TOTAL REVENUES	\$ 27,486,922	\$ 39,242,724	\$ 18,382,919	\$ 17,600,465	\$ 16,124,587	\$ 102,713,031
EXPENDITURES:						
Administration						
Audit Services	\$ 67,500	\$ 23,500	\$ 24,500	\$ 30,000	\$ 30,000	\$ 175,500
Board Per Diem and Reimbursement	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 25,000
Computer Software	\$ 7,895	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 15,895
Executive Recruitment Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Insurance	\$ 43,654	\$ 45,400	\$ 47,216	\$ 49,105	\$ 51,069	\$ 236,443
Legal (All)	\$ 150,000	\$ 156,000	\$ 162,240	\$ 168,730	\$ 175,479	\$ 812,448
Memberships	\$ 2,500	\$ 4,000	\$ 5,500	\$ 5,500	\$ 6,000	\$ 23,500
Office & Meeting Space	\$ 22,887	\$ 29,117	\$ 39,830	\$ 41,122	\$ 42,767	\$ 175,722
Office Equipment	\$ 5,371	\$ 5,371	\$ 5,371	\$ 5,371	\$ 6,000	\$ 27,483
West Sacramento Loan Repayment	\$ -	\$ -	\$ 46,059	\$ 926,018	\$ 1,853,249	\$ 2,825,326
SACOG Loan Repayment	\$ -	\$ -	\$ -	\$ 325,000	\$ 325,000	\$ 650,000
Services - SACOG	\$ 182,755	\$ 190,065	\$ 197,668	\$ 205,575	\$ 213,798	\$ 989,860
Staff Costs - Admin	\$ 9,595	\$ 243,124	\$ 131,457	\$ 135,297	\$ 140,708	\$ 660,180
Travel, Meetings and Professional Development	\$ 30,000	\$ 25,000	\$ 25,000	\$ 30,000	\$ 30,000	\$ 140,000
Subtotal - Administration Expenditures	\$ 527,156	\$ 728,576	\$ 691,840	\$ 1,928,717	\$ 2,881,070	\$ 6,757,358
Program Management and Policy						
Consultant - Toll Program Management (Task 1)	\$ 683,771	\$ 683,771	\$ 341,886	\$ -	\$ -	\$ 1,709,429
Consultant - Agreements/Revenue (Task 2)	\$ 194,037	\$ 182,578	\$ 81,621	\$ -	\$ -	\$ 458,236
Consultant - Engagement (Task 3)	\$ 200,422	\$ 27,645	\$ -	\$ -	\$ -	\$ 228,068
Consultant - Equity Study	\$ 300,000	\$ 140,000	\$ -	\$ -	\$ -	\$ 440,000
Outreach (On-Call)	\$ 250,000	\$ 500,000	\$ 100,000	\$ 60,000	\$ 60,000	\$ 970,000
Civil Oversight (On-Call)	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 250,000
Services - SACOG	\$ 7,000	\$ 7,280	\$ -	\$ -	\$ -	\$ 14,280
Staff Costs - Policy	\$ 54,370	\$ 118,062	\$ 189,038	\$ 135,450	\$ 140,868	\$ 637,787
Staff Costs - Equity Study	\$ 95,948	\$ 82,643	\$ -	\$ -	\$ -	\$ 178,591
Subtotal - Program Management and Policy	\$ 1,835,549	\$ 1,791,979	\$ 762,545	\$ 245,450	\$ 250,868	\$ 4,886,390

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	TOTAL
Yolo 80 Project Delivery, Construction, and Testing						
BOS/CSC Start-up Cost (TCA)	\$ 1,400,000	\$ 4,860,000	\$ -	\$ -	\$ -	\$ 6,260,000
BOS/CSC Contingency	\$ 140,000	\$ 486,000	\$ -	\$ -	\$ -	\$ 626,000
Computer Software - Document Control System	\$ 17,000	\$ 30,000	\$ -	\$ -	\$ -	\$ 47,000
Consultant - BOS/CSC/TOC Delivery Management (Task 5)	\$ 209,157	\$ 54,343	\$ -	\$ -	\$ -	\$ 263,500
Consultant - Yolo 80 Delivery Management (Task 4)	\$ 473,644	\$ 599,988	\$ -	\$ -	\$ -	\$ 1,073,632
Consultant - Yolo 80 Delivery Management (Task 4) Contingency	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
Roadside Toll System Construction (Vendor)	\$ 20,000,000	\$ 27,000,000	\$ -	\$ -	\$ -	\$ 47,000,000
Roadside Toll System Construction Contingency	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000
Staff Costs - Yolo 80 Delivery Management	\$ 127,930	\$ 157,415	\$ -	\$ -	\$ -	\$ 285,346
Subtotal - Yolo 80 Delivery	\$ 23,367,731	\$ 34,187,746	\$ -	\$ -	\$ -	\$ 57,555,477
Yolo 80 Operations						
BOS/CSC Operations (TCA)	\$ -	\$ -	\$ 3,093,253	\$ 3,300,000	\$ 3,400,000	\$ 9,793,253
CHP Enforcement		\$ 75,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 825,000
Lane Maintenance (Caltrans and related)			\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 3,000,000
Consultant - Yolo 80 Operations (Task 6)	\$ -	\$ 250,018	\$ 214,301	\$ -	\$ -	\$ 464,318
Roadside Toll System Operations (Vendor)	\$ -	\$ -	\$ 3,106,000	\$ 3,199,180	\$ 3,295,155	\$ 9,600,335
Staff Costs - Yolo 80 Operations	\$ -	\$ -	\$ 493,699	\$ 508,222	\$ 528,551	\$ 1,530,473
Traffic Operations Center Implementation Contingency	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000
VMT Mitigation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equity Program	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 125,000	\$ 425,000
Subtotal - Yolo 80 Operations	\$ -	\$ 675,018	\$ 8,257,253	\$ 8,357,402	\$ 8,598,707	\$ 25,888,380
Sac 5 Project Delivery, Construction, and Testing						
Consultant - Delivery Coordination	\$ 200,118	\$ 55,074	\$ -	\$ -	\$ -	\$ 255,192
Civil Oversight (On-Call)	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000
CTC AB 194 Application	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ 35,000
Consultant - TSI Delivery Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Staff Costs - Sac 5	\$ 31,983	\$ 19,677	\$ 41,095	\$ 84,656	\$ 88,042	\$ 265,453
Traffic and Revenue (On-Call)	\$ 108,000	\$ -	\$ -	\$ -	\$ -	\$ 108,000
Computer Software - Document Control System	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ 30,000	\$ 90,000
Subtotal - Sac 5 Delivery	\$ 475,101	\$ 74,751	\$ 71,095	\$ 114,656	\$ 118,042	\$ 763,645
Placer 65 ETL Project Delivery, Construction, and Testing						
BOS/CSC/TOC Delivery Management (Consultant Task 7)	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ 100,000
Civil Oversight (On-Call)	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ 50,000	\$ 150,000
Placer 65 ETL Delivery Management (Consultant Task 7)	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000
Staff Costs - Placer 65 ETL Delivery	\$ -	\$ 3,935	\$ 4,110	\$ 21,164	\$ 22,011	\$ 51,220
Traffic and Revenue (On-Call)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal - Placer 65 ETL Delivery	\$ -	\$ 3,935	\$ 54,110	\$ 321,164	\$ 122,011	\$ 501,220
TOTAL EXPENDITURES	\$ 26,205,536	\$ 37,462,005	\$ 9,836,842	\$ 10,967,389	\$ 11,970,697	\$ 96,442,469
REVENUE VS. EXPENDITURES	\$ 1,281,386	\$ 1,780,719	\$ 8,546,077	\$ 6,633,076	\$ 4,153,890	\$ 22,395,149

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
REVENUE VS. EXPENDITURES	\$ 1,281,386	\$ 1,780,719	\$ 8,546,077	\$ 6,633,076	\$ 4,153,890
Change in Fund Balance					
Carryforward	\$ 431,386	\$ 580,719	\$ 2,656,077	\$ 66,820	\$ 737,634
Restricted - Operating Reserve	\$ 100,000		\$ 250,000	\$ 176,256	\$ 176,256
Committed - TSI	\$ 750,000	\$ -	\$ -		
Restricted - O&M Fund		\$ 250,000	\$ 1,500,000	\$ 2,000,000	\$ 600,000
Restricted - Loan Repayment Fund		\$ 200,000	\$ 250,000	\$ 500,000	\$ 500,000
Restricted - Major Maint & Repair Fund		\$ 750,000	\$ 2,140,000	\$ 2,140,000	\$ 2,140,000
Unrestricted			\$ 1,750,000	\$ 1,750,000	\$ -
Balances at Fiscal Year End					
Carryforward	\$ 431,386	\$ 580,719	\$ 2,656,077	\$ 66,820	\$ 737,634
Restricted - Operating Reserve	\$ 350,000	\$ 350,000	\$ 600,000	\$ 776,256	\$ 952,512
Committed - TSI	\$ 750,000	\$ 750,000	\$ -	\$ -	\$ -
O&M Fund		\$ -	\$ 1,500,000	\$ 3,500,000	\$ 4,100,000
Loan Repayment Fund			\$ 250,000	\$ 750,000	\$ 1,250,000
Major Maint & Repair Fund		\$ 500,000	\$ 2,640,000	\$ 4,780,000	\$ 6,920,000
Unrestricted			\$ 1,750,000	\$ 3,500,000	\$ 3,500,000

Draft Five Year Budget Forecast

Board of Directors

June 17, 2026

Attachment 7C



Draft Five Year Budget Forecast

Consolidated financial outlook for CARTA across program areas from FY 2026 – FY 2031, including:

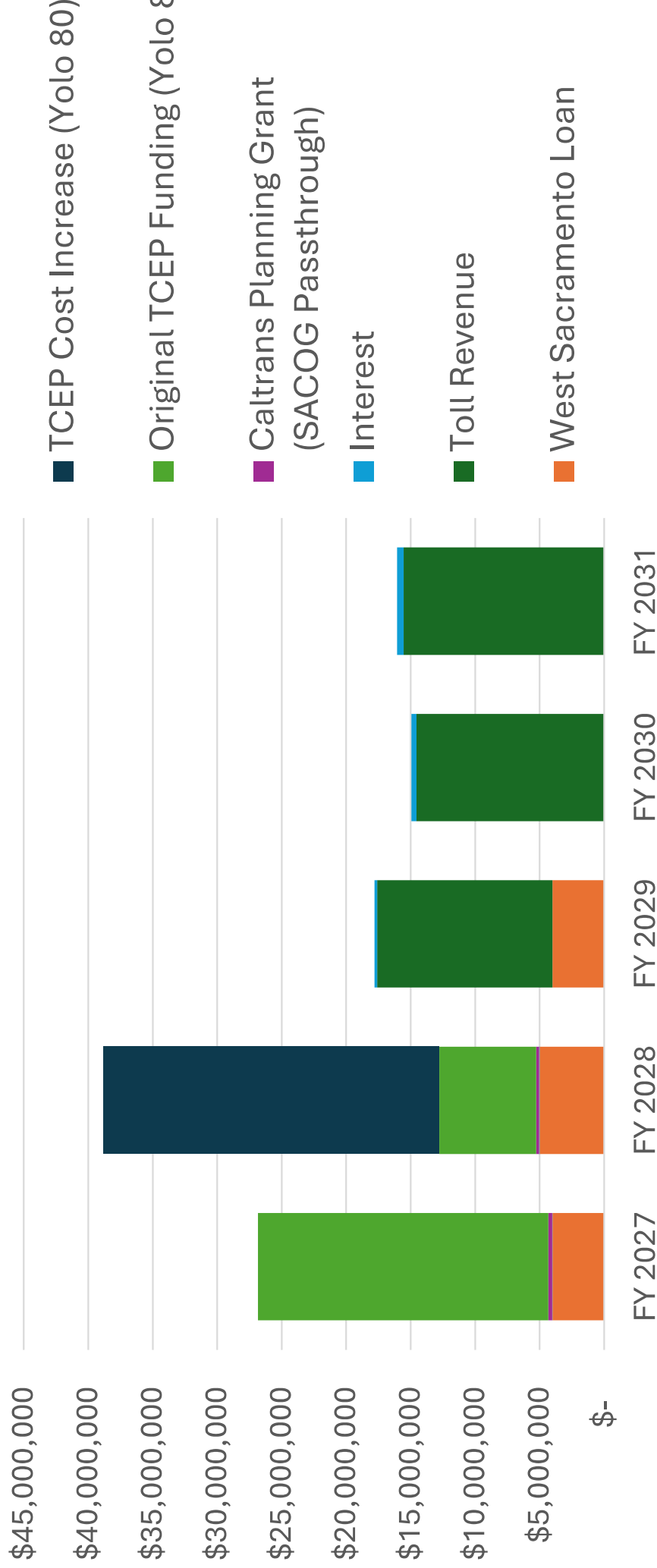
- Yolo 80 project delivery and operations
- Program management and policy oversight
- Organizational development and staffing
- Early-stage development of future facilities (I-5/Sac 5 and Placer 65)

Budget forecast is informational; does not authorize expenditures

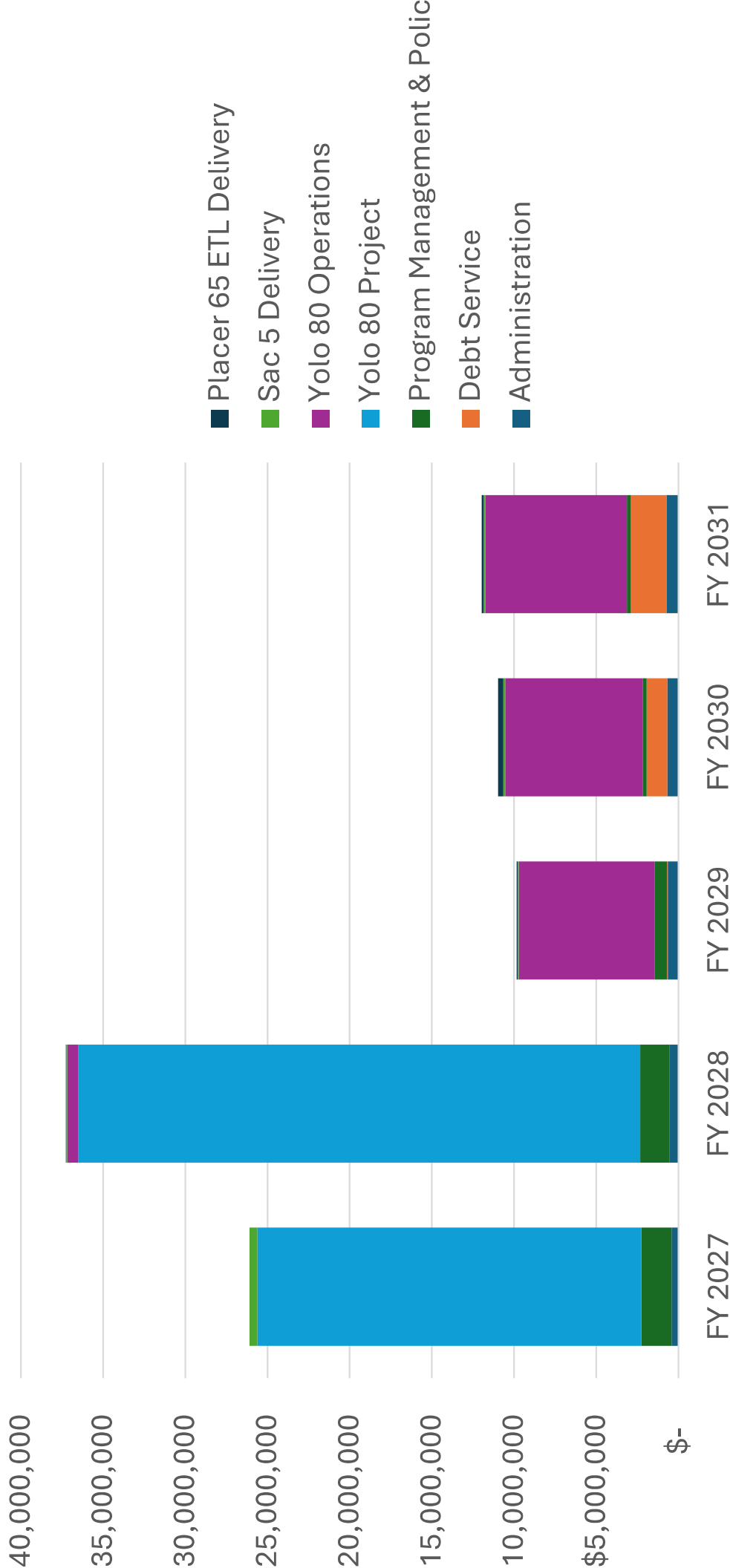
Delivers:

- Funding path to successfully open Yolo 80
- Plan to build reserves to meet operating and long-term capital needs

Revenue



Expenditures



Assumptions & Risks

Costs are for planning purposes and not a Board commitment

Revenue

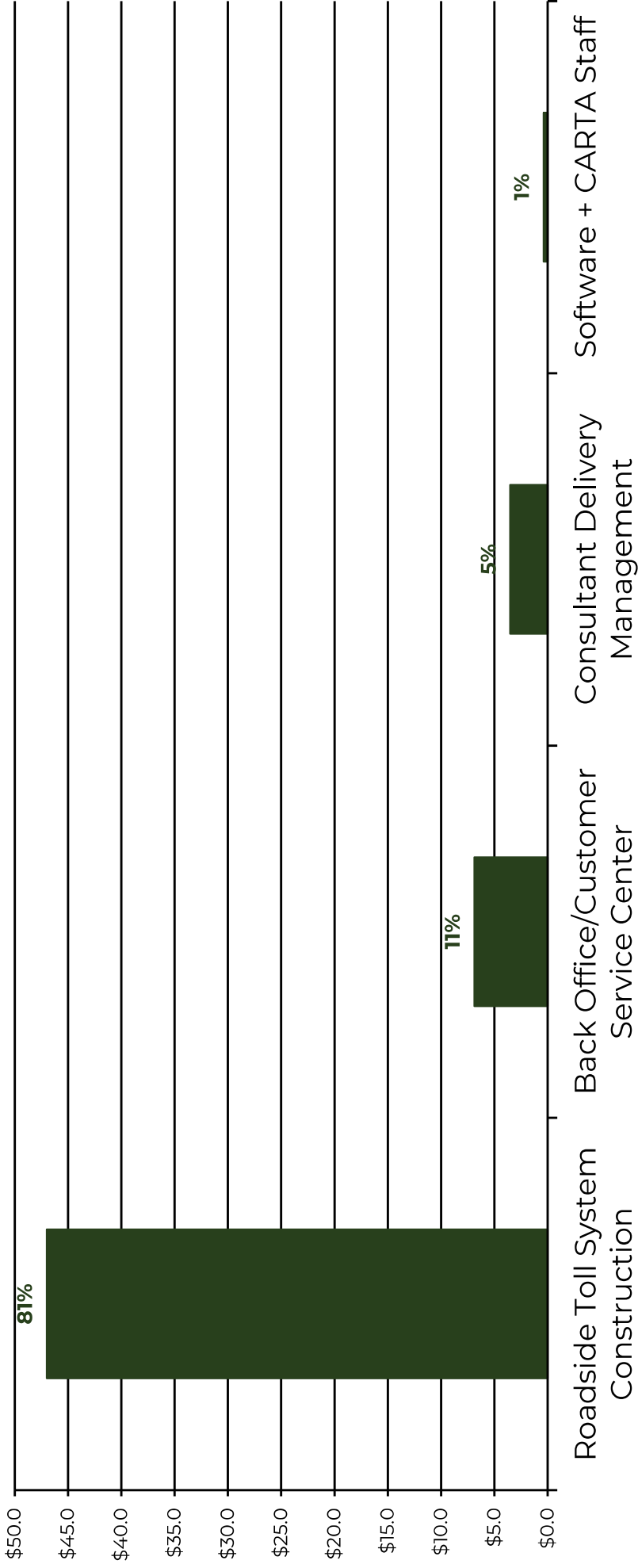
- Timing and availability of committed TCEP funding
- Additional TCEP funding needed; discretionary decision by CTC, not guaranteed

Expenditure

- Costs to be refined based on procurement and negotiation outcomes
- Policy and deliver decisions for future corridors need to be finalized

Costs will be refined Fall 2026 to inform Yolo 80 long-range estimate

Yolo 80 Project



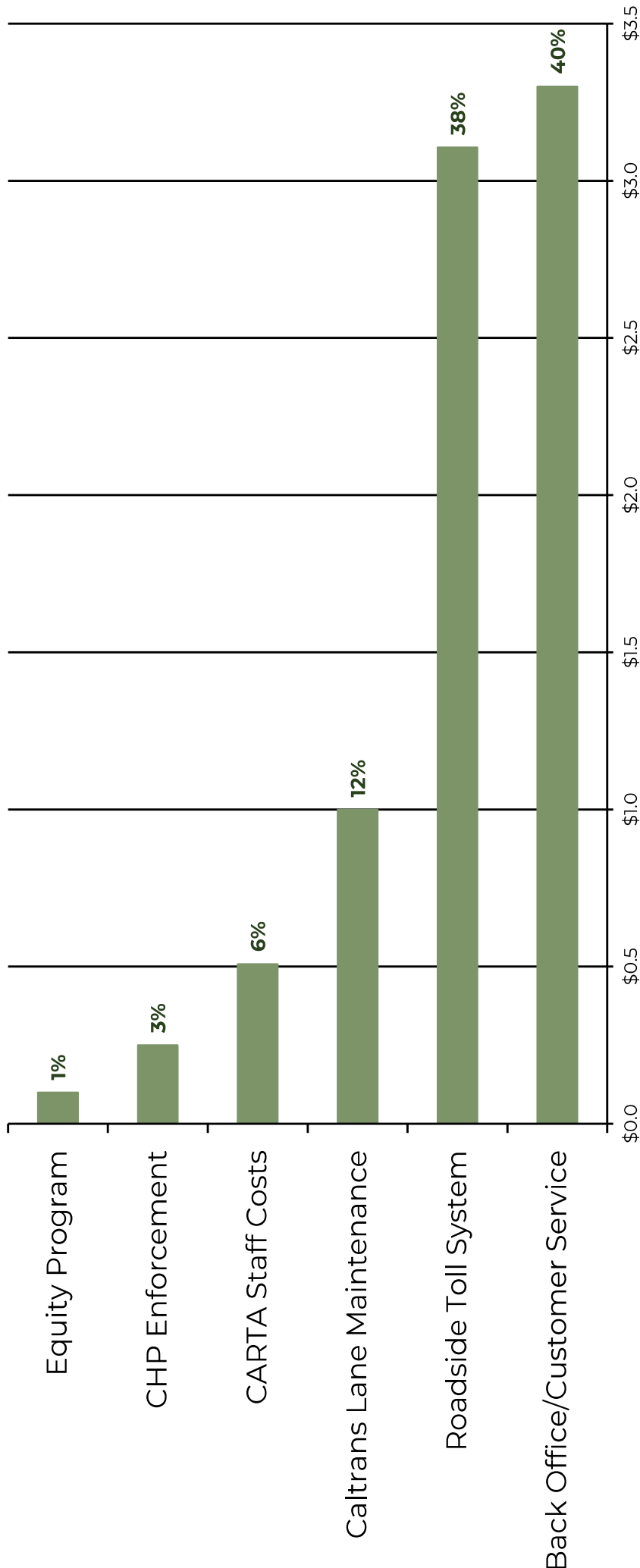
\$47.0M
Construction | 81%

\$6.3M
BOS/CSC | 11%

\$57.8M
Total



Yolo 80 Operations (FY 30)



\$3.3M
BOS/CSC | 40%

\$3.1M
Roadside Ops | 38%

\$8.3M
FY2030 total

* Equity Program budget to be determined in future by Board



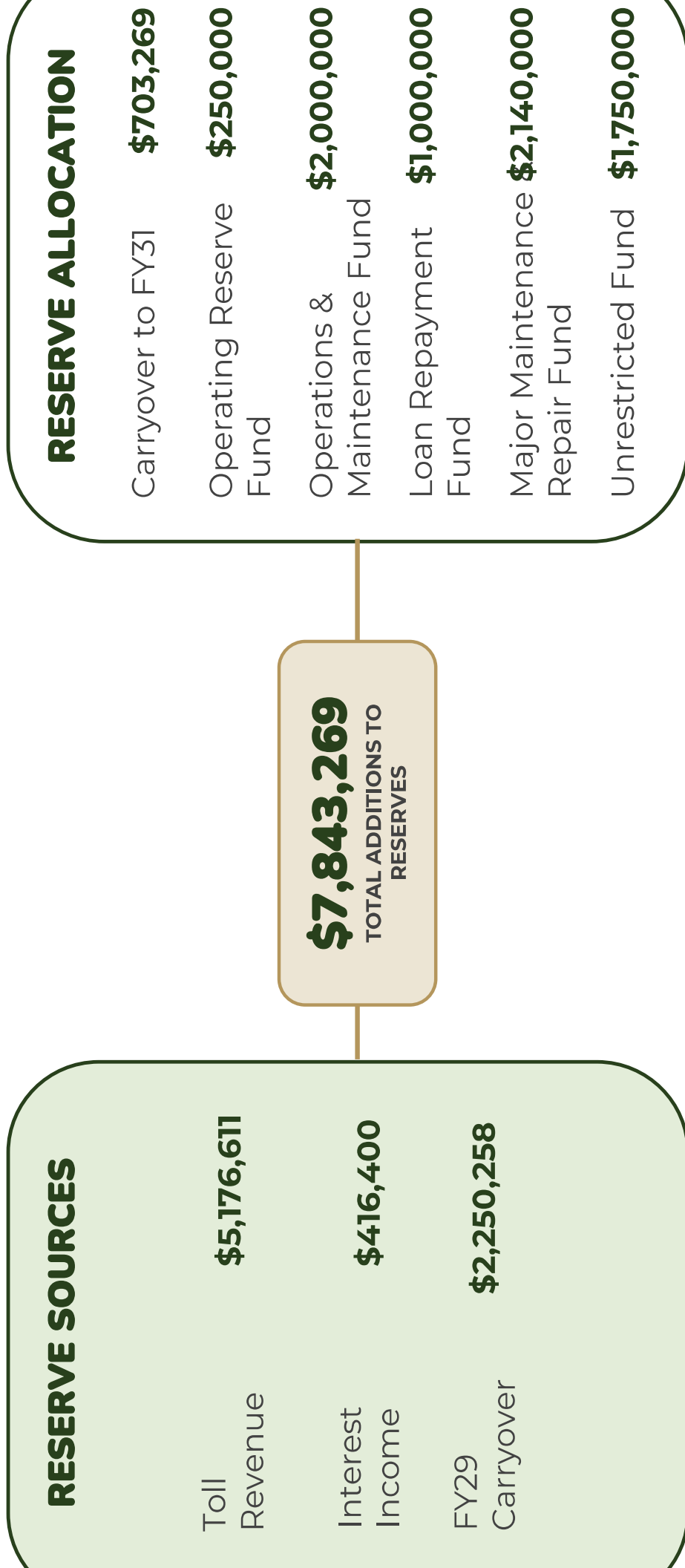
Yolo 80 Toll Revenue (FY 30)

Use of Toll Revenue

Toll Revenue (based on Low Traffic & Revenue Forecast)	\$	15,645,000
SACOG Loan Repayment (first full year)	\$	(325,000)
West Sac Loan Repayment (first full year)	\$	(926,018)
Yolo 80 Operations	\$	(8,294,222)
CARTA Administration	\$	(677,699)
CARTA Program Management & Policy	\$	(245,450)
Net Before Reserves	\$	5,176,611



FY 2030 Reserve Allocation



Five-Year Reserves Forecast

RESERVE BALANCES at 6/30/2031

Carryover to FY32	\$737,634
Operating Reserve Fund	\$952,512
Operations & Maintenance Fund	\$4,100,000
Loan Repayment Fund	\$1,250,000
Major Maintenance & Repair Fund	\$6,920,000
Unrestricted Fund	\$3,500,000

Next Steps

• Key milestones that will impact 5-year budget:

- Equity plan
- Expenditure plan
- Yolo 80 revenue forecast
- Reserve policies

• Estimated Board action in Q4 2026

CARTA

Capital Area Regional Tolling Authority



Capital Area Regional Tolling Authority

Meeting Date: June 17, 2026

Agenda Item: 8

Yolo 80 Caltrans Vehicle Miles Traveled (VMT) Mitigation Update

Prepared By: Greg Wong, Caltrans

Attachments: No

Recommendation:

None; this is for information and discussion only.

Background:

As part of the Yolo 80 Corridor Improvements Project, Caltrans is required under the California Environmental Quality Act (CEQA) to mitigate vehicle miles traveled (VMT) generated by construction of new managed lanes. Caltrans, as the project proponent, developed a Phase 1 VMT Mitigation Plan identifying a suite of transportation demand management and transit expansion measures to offset projected VMT increases during the Phase 1 construction period.

Caltrans' Yolo 80 Managed Lanes Contribution provides the upfront mitigation funding during Phase 1 construction, prior to toll revenue becoming available.

October 2025 Board Discussion

The CARTA Board last discussed VMT mitigation at its October 15, 2025, meeting. While the agenda presentation described the full ultimate buildout VMT plan (approximately \$55 million across all measures), the Board discussion was grounded in the Phase 1 VMT Mitigation Plan then in effect, dated April 25, 2024.

VMT Mitigation in Yolo 80

Initial Draft Phase 1 Plan (April 2024) Key Features:

The initial draft Phase 1 plan included seven mitigation measures with a total minimum Yolo 80 Managed Lanes Contribution of \$28 million. Most transit service expansion measures were proposed with a two-year funding commitment, after which ongoing costs were anticipated to be supplemented by future toll revenue. The full buildout scenario discussed in the October 2025 presentation reflected a longer-horizon \$55 million program.

Board Direction: Extending Measure Duration

At the October 2025 meeting, the Board directed staff to work with Caltrans and partner agencies to identify a way to extend the duration of Phase 1 VMT mitigation funding beyond the two-year commitment associated with most transit service expansion measures. The expressed

concern that a two-year horizon was insufficient to establish durable transit ridership habits, build agency operational capacity, or provide meaningful long-term VMT reduction.

Staff was directed to:

- Engage YoloTD, UC Davis, Capitol Corridor, and Sacramento Regional Transit (SacRT) to negotiate agreements extending funded service periods.
- Work with Caltrans to identify a funding structure that could support longer commitments within the Phase 1 project budget.
- Return to the Board with a revised plan once agreements were reached with partner agencies.

Final Agreed-Upon Phase 1 VMT Mitigation Plan (May 2026)

Caltrans and partner agencies have worked together over the past several months and reached agreement on a final Phase 1 VMT Mitigation Plan. The final plan reflects two significant changes from the initial draft version:

- Duration extended: All transit service expansion measures are now funded for three years and seven months, compared to two years in the prior plan.
- Refined measure set: Two measures from the initial draft plan, Microtransit in Yolo County and the Putah Creek Trail extension to the Nishi Student Housing site, were removed after further consideration. The Capitol Corridor measure has been revised from a frequency expansion to a fare reduction buy-down program. These changes reflect partner agency input and updated VMT modeling.

The revised plan includes five measures with a total Yolo 80 Managed Lanes Contribution of \$27.63 million, structured as indicated in attachment8B presentation.

Measures Removed After Further Consideration

Two measures from the initial draft plan were removed following further review by Caltrans and partner agencies.

Microtransit in Yolo County proposed expanding transit service by 25% through flexible route buses with more frequent service and longer hours, at an annual cost of \$1.5 million and an estimated three-year contribution of \$4.5 million. After further consideration, this measure was found to present operational feasibility challenges that could not be resolved within the Phase 1 funding structure.

The Putah Creek Trail Extension to the future Nishi Student Housing site proposed trail improvements between the Union Pacific Railroad tunnel and Old Davis Road at Hutchison Drive in Davis, at a one-time cost of \$3.8 million with an estimated \$2 million contribution from the project. This measure was removed because the Nishi Student Housing development timeline is

uncertain, reducing the likelihood that the infrastructure investment would produce the projected VMT reduction within the Phase 1 period.

The revised, agreed-upon plan fulfills the Board's direction by extending the mitigation funding runway, with improved per-dollar efficiency despite a modest reduction in total VMT impact, yet still meeting the project's EIR commitment.

Discussion:

The revised plan achieves the Board's direction to extend the duration of mitigation funding, providing a longer runway for partner agencies to sustain expanded transit services and for riders to adopt new habits. While the total annual VMT reduction is lower than in the original plan due to the removal of two measures, the per-dollar efficiency of the remaining measures is improved.

The current funding of \$27.63M will support VMT mitigation efforts for the first three years and seven months of Yolo 80 toll operations. Additional funding will be required to sustain these mitigation measures beyond this initial period. At the discretion of the CARTA Board, surplus net toll revenue may be allocated to extend the duration of the VMT reduction program or address other VMT-reducing priorities.

Staff will return to the Board with a recommendation for formal funding and implementation decisions once more precise toll system operations, maintenance costs, and net revenue data are available. In the meantime, staff will continue collaborating with Caltrans and partner agencies to implement these VMT measures during the initial phase.

Attachments:

8B: Presentation

Yolo 80 Caltrans Vehicle Miles Traveled (VMT) Mitigation Update

Board of Directors

June 17, 2026

Attachment 8B



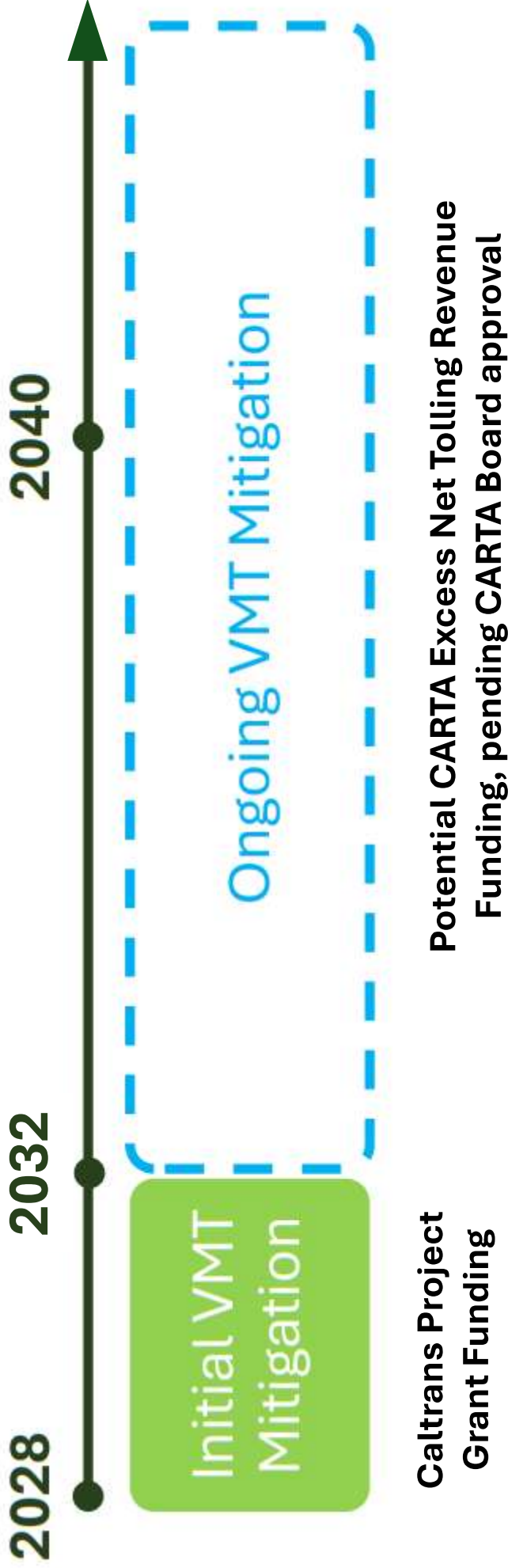
Background

For the Yolo 80 Corridor Improvements Project (also known as Managed Lanes), Caltrans is required under the California Environmental Quality Act (CEQA) to mitigate vehicle miles traveled (VMT) generated by construction of new managed lanes.

Caltrans developed a **Phase 1 VMT Mitigation Plan** identifying a suite of transportation demand management (TDM) and transit expansion measures to offset projected VMT increases

Caltrans' Yolo 80 Managed Lane Contribution provides project funding at the completion of Phase 1 construction when tolling operation begin in 2028

Background



Background

Neither the JPA agreement nor the EIR commit CARTA to a specific amount of funding over a specific time-period

Defining this will be a future policy decision of the CARTA board in partnership with the members

October 2025 Board Discussion

The CARTA Board last discussed VMT mitigation at its
October 15, 2025 meeting

- The agenda presentation covered the full ultimate buildout VMT plan (~\$55M across all measures)
- Board discussion was grounded in the initial draft **Phase 1 VMT Mitigation Plan (\$28M across all measures)**

Initial Draft Phase 1 Plan

The Initial Draft Phase 1 plan committed \$28M across seven mitigation measures.

Mitigation Measure	Description	Annual VMT Reduced	Annual Cost	Yolo 80 Contribution	\$/M (Annual)
Measure 1: Voluntary Trip Reduction (Yolo County)	Expand Yolo Commute program: ridesharing, transit subsidies, pay-per-mile insurance	24,674,000	\$1.3M/yr	\$5.2M (4 yrs)	\$0.0
Measure 2: Capitol Corridor Frequency / Fare Buy-Down	3 additional round trips Martinez–Sacramento and/or fare buy-down	12,600,000	\$5M/yr	\$10M (2 yrs)	\$0.4
Measure 3: Microtransit in Yolo County	Expand transit service 25%: flexible routes, more frequent/longer service	6,241,500	\$1.5M/yr	\$3M (2 yrs)	\$0.2
Measure 4: Expand Yolobus Route 42	30-minute all-day service, 12 new trips each direction on A & B routes	3,650,000	\$2.3M/yr	\$4.6M (2 yrs)	\$0.6
Measure 5: Expand Causeway Connection Route 138	Headways: 15 min AM/PM peak, 30 min midday/off-peak	5,893,000	\$800K/yr	\$1.6M (2 yrs)	\$0.1
Measure 6: Expand Unitrans	Increase frequency from 30 to 15 min AM/PM peak	1,168,000	\$875K/yr	\$1.75M (2 yrs)	\$0.7
Measure 7: Putah Creek Trail Extension (Nishi Housing)	Trail improvements from UP Railroad tunnel to Old Davis Rd at Hutchison Dr	1,375,000	\$3.8M (one-time)	\$2M	\$1.7
TOTAL		55,601,500	—	\$28M	—



Board Direction: Extending Measure Duration

Board directed staff to extend Phase 1 VMT mitigation funding beyond the two-year commitment, citing concerns that a short horizon was insufficient to build lasting ridership or meaningful VMT reduction

Staff directed to negotiate extended service agreements with YoloTD, UC Davis, Capitol Corridor, and Sacramento Regional Transit (SacRT)

Staff directed to work with Caltrans to identify a funding structure supporting longer commitments within the Phase 1 budget

Staff to return to the Board with a revised plan once partner agreements are reached

Final Agreed-Upon Phase 1 VMT Mitigation Plan

Following engagement with Caltrans and partner agencies, staff developed a revised Phase 1 VMT Mitigation Plan extending transit funding from two years to three years and seven months and refining the measure set based on partner input.

The revised plan includes five measures with a total Yolo 80 ML Contribution of \$27.63 million, structured as follows:

Mitigation Measure	Description	Implementing Agency	Annual VMT Reduced	Annual Cost	Yolo 80 ML Contribution (3 yrs/7 mos)	\$/ML (Ann)
Measure 1: Voluntary Trip Reduction Program	Expand Yolo Commute: ridesharing, transit subsidies, pay-per-mile insurance	Yolo TD	24,000,000	\$1.2M/yr	\$4.32M	\$0.
Measure 2: Capitol Corridor Fare Reduction	Buy-down program to reduce fares; includes program support and initial marketing	Capital Corridor JPA	2,920,000	\$2.5M/yr	\$9M	\$0.
Measure 3: Expand Yolobus Route 442	30-minute all-day service, 12 new trips each direction on A & B routes	Yolo TD	3,650,000	\$2.3M/yr	\$8.28M	\$0.
Measure 4: Expand Causeway Connection Route 138	Headways: 15 min AM/PM peak, 30 min midday/off-peak	SacRT and Yolo TD	5,893,000	\$800K/yr	\$2.88M	\$0.
Measure 5: Expand Unitrans	Reduce headway from 30 to 15 min AM/PM peak periods	UniTrans	1,168,000	\$875K/yr	\$3.15M	\$0.
TOTAL			37,631,000	—	\$27.63M	—



Measures Removed After Further Consideration

Two measures were removed from the revised plan following review, reflecting operational feasibility and partner capacity constraints.

Mitigation Measure	Description	Annual VMT Reduced	Annual Cost	Prior Contribution (est.)	\$/VMT
Microtransit in Yolo County	Expand transit 25%: flexible routes, more frequent/longer service hours	6,241,500	\$1.5M/yr	\$4.5M (3 yrs)	\$0.2
Putah Creek Trail Extension (Nishi Student Housing)	Trail improvement from UP Railroad tunnel to Old Davis Rd at Hutchison Dr	1,375,000	\$3.8M (one-time)	\$2M	\$2.7



Plan Comparison Summary

The revised, agreed-upon plan fulfills the Board's direction by extending the mitigation funding runway, with improved per-dollar efficiency despite a modest reduction in total VMT impact, yet still meeting the project's BRT commitment. Beginning in summer 2028, Yolo 80 toll revenue is anticipated to supplement and extend mitigation programs, with CARTA leading decisions on prioritization of any excess revenue.

	Initial Phase 1 Plan	Final Agreed Phase 1 Plan
Number of Measures	7	5
Typical Measure Duration	2 years	3 years / 7 months
Total Yolo 80 ML Contribution	\$28 million	\$27.63 million
Includes Putah Creek Trail?	Yes	No
Includes Microtransit?	Yes	No
Capitol Corridor Approach	Frequency expansion & fare buy-down	Fare buy-down only

Next Steps

CARTA board to make a future policy decision regarding ongoing VMT Mitigation

Caltrans will enter into Cooperative Agreements with each partner agency listed in the Final VMT Plan by the end of this calendar year

CARTA

Capital Area Regional Tolling Authority



Capital Area Regional Tolling Authority

Meeting Date: June 17, 2026

Agenda Item: 9

Interim CARTA Executive Director's Report

Prepared By: Chadi Chazbek, Kimley-Horn

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 the implementation of the CARTA toll program. These updates include active procurements, agreement negotiations, and other program elements that are not addressed under the action or information items presented in other agenda sections each month.

To complement this report, a CARTA Program Dashboard is provided. The dashboard offers a visual summary of the status of various program components referenced within this report.

Yolo 80 Roadside Toll System Integrator RFP Released:

On April 30th, 2026, CARTA issued a RFP for the Yolo I-80 Roadside Toll System. The questions and answers period is closed. CARTA received and responded to over 300 questions from potential bidders. These answers will be followed by an addendum to the RFP, clarifying various aspects of the RFP requirements. The proposals due date remains on June 26th, 2026. Staff plans to present a recommendation for contract award to the CARTA Board at the September meeting.

Backoffice Implementation

CARTA staff continues to work with the Transportation Corridor Agencies (TCA) on developing the backoffice agreement and refining the cost model to capture CARTA's rules and requirements. It is anticipated that the CARTA/TCA agreement will be presented to CARTA Board approval in Q4 2026.

Other Agreements

CARTA staff is working with Caltrans on developing various agreements such as the tolling agreement, freeway maintenance agreement, and traffic operations center agreement. These agreements will be brought to Board approval later this year. Similarly, CARTA is working with TCA on developing a FasTrak licensing agreement that will be brought to the Board for approval later this year.

Other Items:

The **California Transportation Commission (CTC)** will meet in Folsom on June 25th and 26th. Staff is planning a tour with CTC commissioners of various transportation facilities in the region, including the Yolo 80 Managed Lanes project as part of the activities scheduled during the two-days event. Information about CARTA will be provided through posters and written materials.

Attachments:

9B: CARTA Toll Program Board Activity Dashboard

CARTA Toll Program Board Activity Dashboard

Board of Directors

June 17, 2026

Attachment 9B



2026 Board Activity Dashboard

1st Half

Amendment to Services Agreement with SACOG

Approve Pre-Revenue Loan from West Sacramento

Draft Five-Year Budget Forecast

Executive Director Appointment

I-5 Traffic and Revenue Consultant Contract

Yolo 80 VMT Mitigation Presentation

July to September

Toll System Integrator Contract Award

Caltrans Funding Agreement

Update on CARTA Equity Study

Strategic Engagement Plan

October to December

Tolling and Other Agreement

California Transportation Commission Action

Discuss STA Joining CARTA

Expenditure Plan and Waterf Discussion

Backoffice Transportation Cor Agencies Agreement

Completed

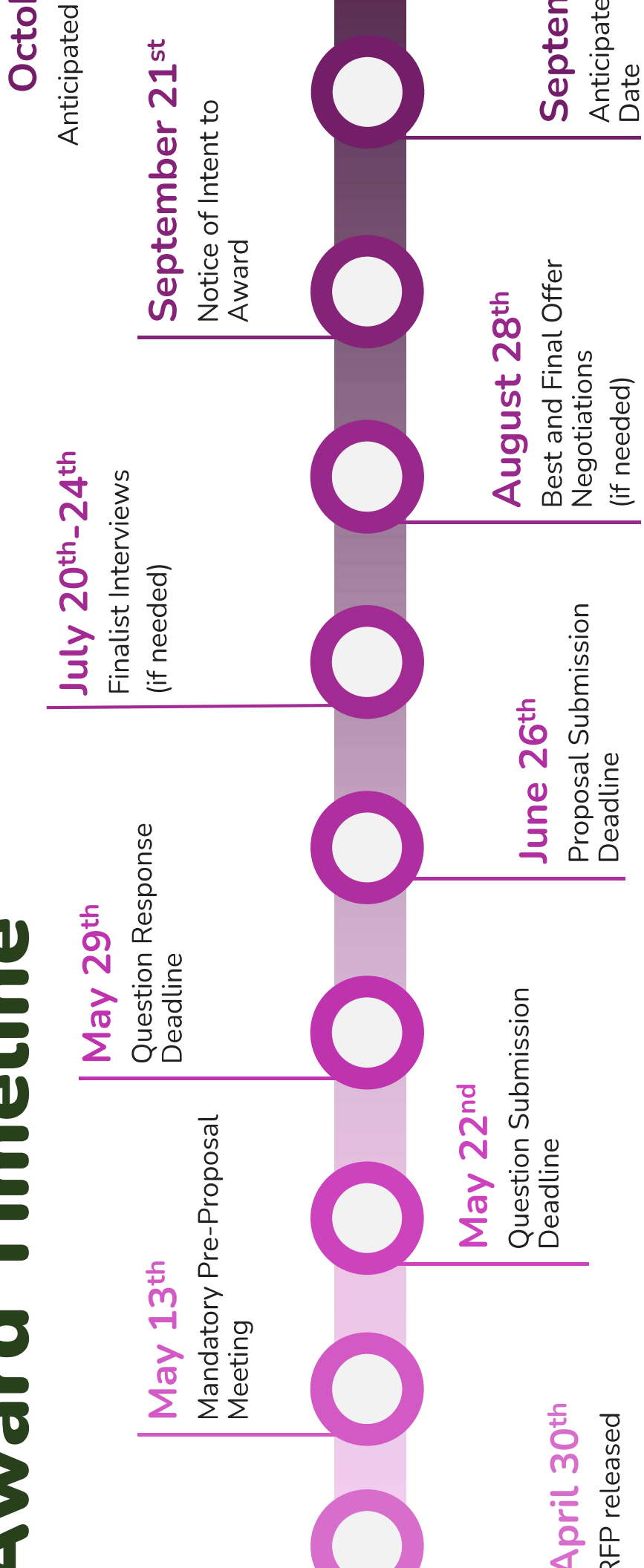
In Progress

Not Started

★ On Today's Agenda

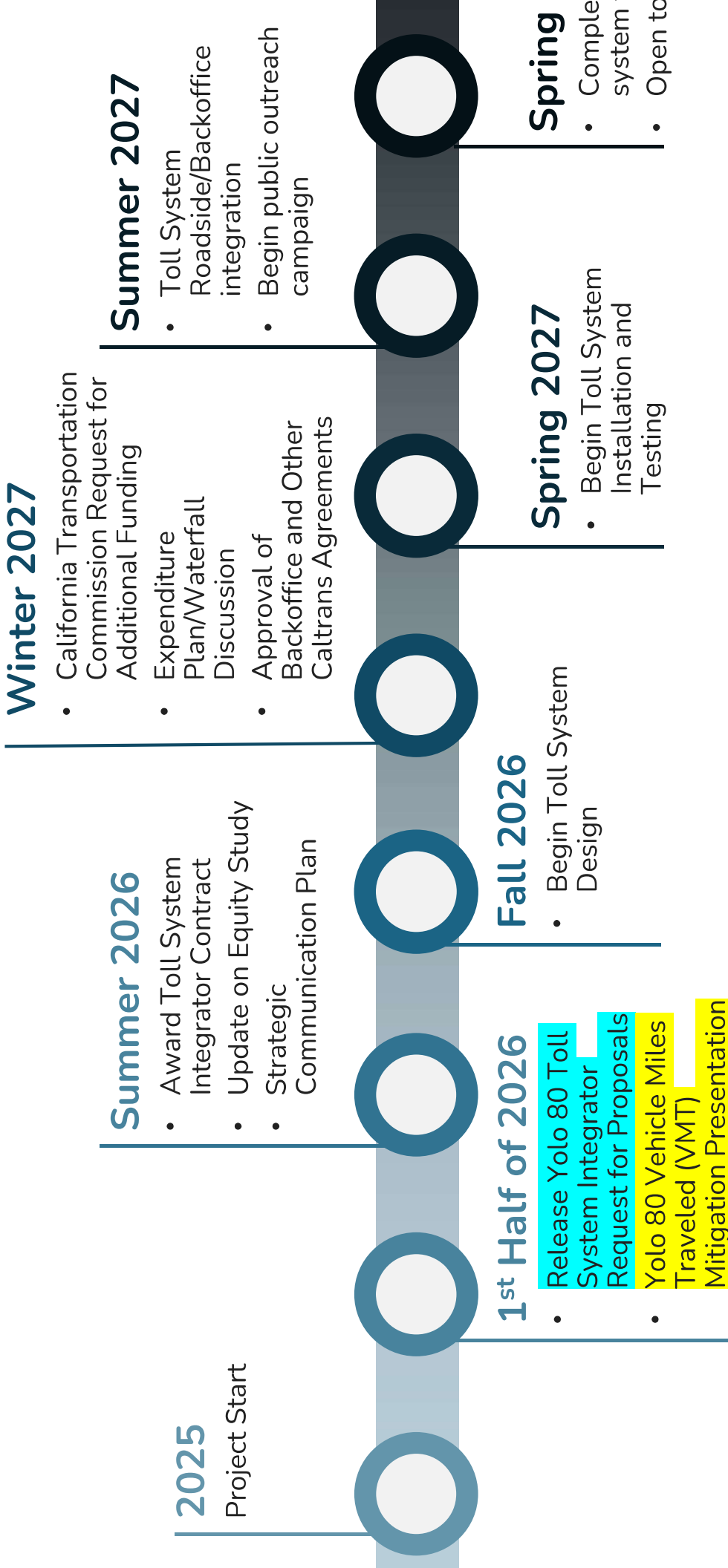


Toll System Integrator Contract Award Timeline



Yolo 80 Managed Lanes Timeline

Project Delivery



CARTA

Capital Area Regional Tolling Authority



Capital Area Regional Tolling Authority

Meeting Date: June 17, 2026

Agenda Item: 10

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 month. Specific, recent activities include:

- Microwave vehicle detection units at various locations and grout various box installation,
- Roadway excavation on outside shoulder,
- Sign and pole foundation drilling and pouring,
- Chain link fence installation at Chiles Rd.

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

- Install grade vegetation control mat
- Continued activities:
 - Splicing fiber trunk line,
 - Form and pour sign pedestals and foundations,
 - Construct median barrier,
 - Pave roadway and shoulders.

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

Attachments:

10B: Presentation

Caltrans Yolo 80 Construction Update

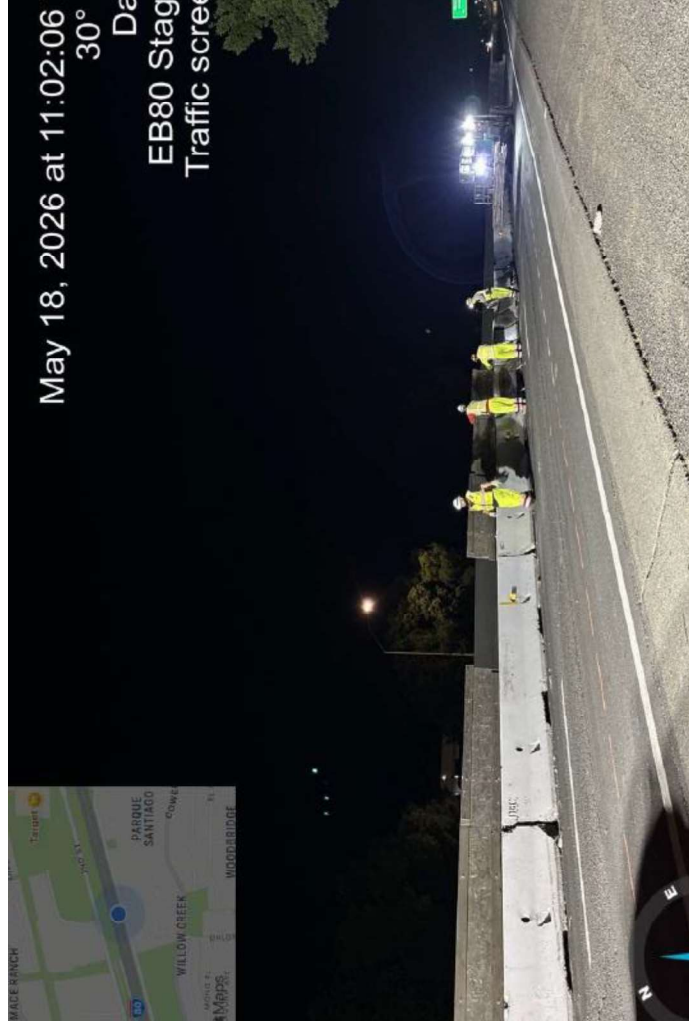
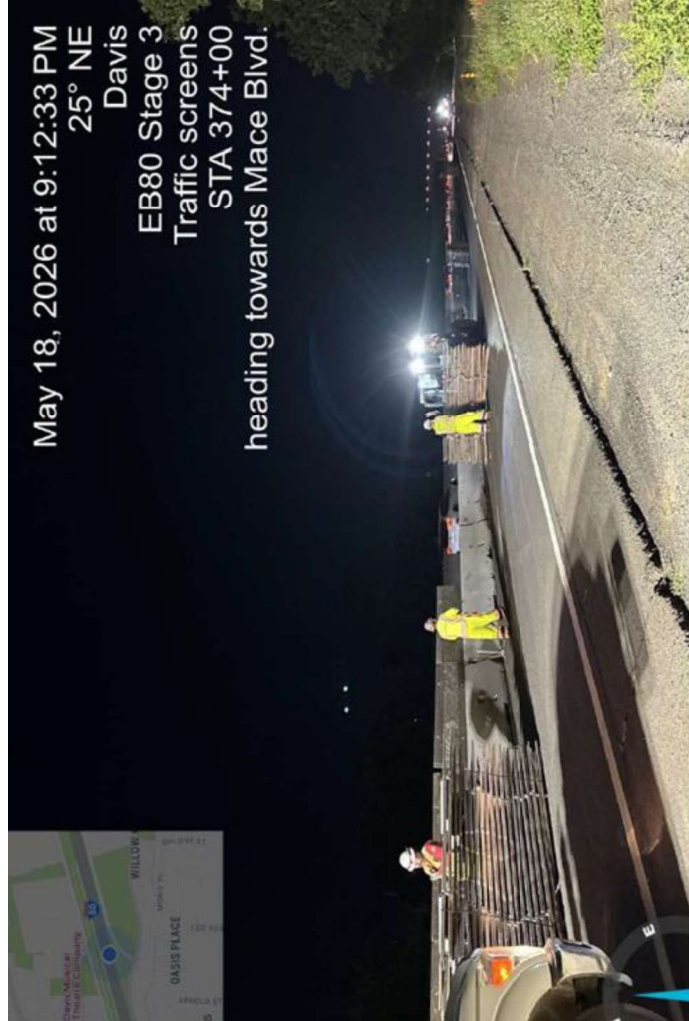
Board of Directors

June 17, 2026

Attachment 10B

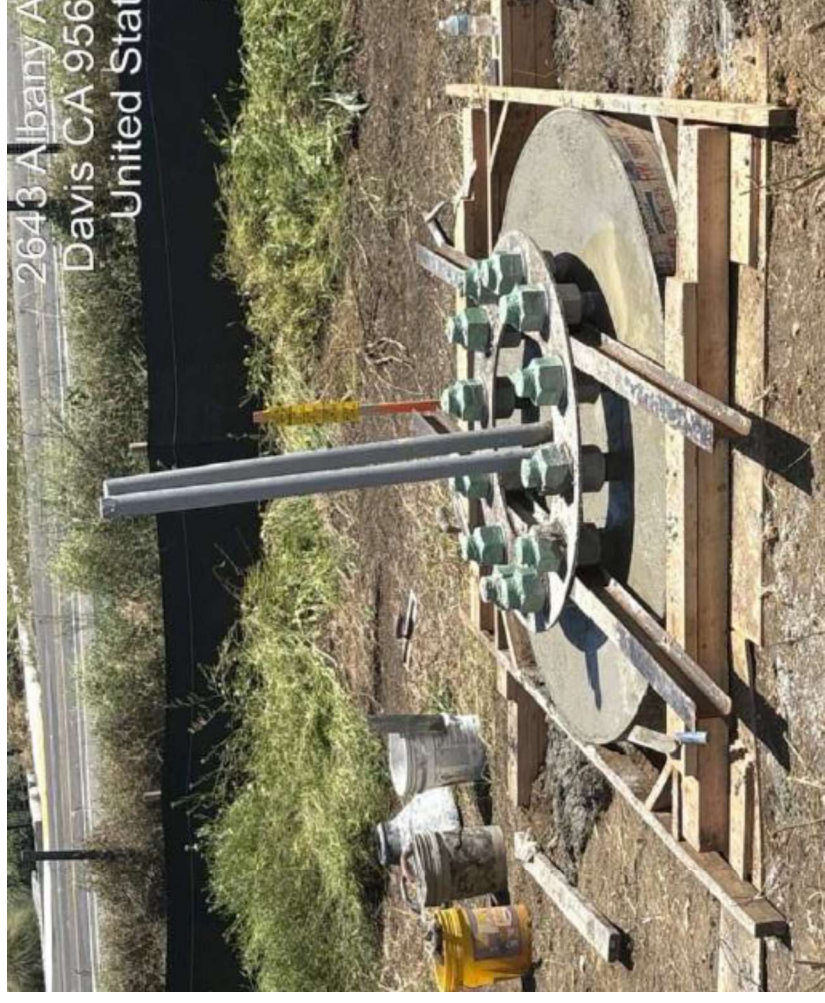


Recent Yolo 80 Construction Activities:



Installing Temporary Traffic Screen

Recent Yolo 80 Construction Activities



2643 Albany /
Davis CA 956
United States

Cast-In-Drilled-Hole Pile Foundation



Recent Yolo 80 Construction Activities:

Other

Microwave vehicle detection units at various locations and grout various box installation

Roadway excavation on outside shoulder

Sign and pole foundation drilling and pouring

Chain link fence installation at Chiles Rd

June – Nov ‘26 Anticipated Activities

Install grade vegetation control mat

Continued activities:

- Splicing fiber trunk line
- Form and pour sign pedestals and foundations
- Construct median barrier
- Pave roadway and shoulders

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

CARTA

Capital Area Regional Tolling Authority