

Capital Area Regional Tolling Authority
Board of Directors



Wednesday May 20, 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://www.captollauthority.org/board-meetings>

Accessibility and Title VI: CARTA provides access to all agenda and meeting materials online at www.captollauthority.org. Additionally, interested persons can sign up for email notifications at www.captollauthority.org/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. April 27, 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. April 29, 2026, Meeting Minutes (0 minutes, Robert Tadevich, SACOG)
 - a. Issue: Approval of the meeting minutes from the prior CARTA Board meeting
 - b. Attachment 2A: Minutes
3. Resolution Authorizing Brown Act Teleconferencing (0 minutes, Erik Johnson, SACOG)
 - a. Issue: Approval of board members to meet remotely under the amended Brown Act

- b. Attachment 3A: Staff Report
- c. Attachment 3B: SB 707 Resolution

Action:

- 4. Appointment of CARTA Executive Director (10 minutes, Andreas Booher, General Counsel)
 - a. Issue: Approval regarding the appointment of an Executive Director for CARTA
 - b. Attachment 4A: Staff Report
 - c. Attachment 4B: Draft Employment Agreement

Information:

- 5. Draft Fiscal Year 2026-2027 Budget (15 minutes, Erik Johnson, SACOG)
 - a. Issue: Discussion of the draft Fiscal Year (FY) 2026-2027 budget
 - b. Attachment 5A: Staff Report
 - c. Attachment 5B: FY 2026-2027 Draft Budget
 - d. Attachment 5C: Presentation
- 6. I-5 Managed Lanes Project Update (10 minutes, Daniel Kwong, Caltrans)
 - a. Issue: Informational report on status of I-5 Managed Lanes Project
 - b. Attachment 6A: Staff Report
 - c. Attachment 6B: Presentation
- 7. 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 7A: Staff Report
 - c. Attachment 7B: Presentation

Receive and File:

- 8. Fiscal Year 2025-2026 Quarterly Financial Report (0 minutes, Erik Johnson, SACOG)
 - a. Issue: Report on unaudited expenses during Quarter 3 (Q3)
 - b. Attachment 8A: Staff Report
 - c. Attachment 8B: Q3 Financial Report
- 9. Caltrans Yolo 80 Construction Update (0 minutes, Gurtej Bhattal, Caltrans)
 - a. Issue: Informational report on status of Yolo 80 construction contract
 - b. Attachment 9A: Staff Report
 - c. Attachment 9B: Presentation

Other Matters

Adjournment

The next meeting of CARTA will be held on Wednesday, June 17, 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: May 20, 2026

Agenda Item: 1

Approve Minutes of the April 27, 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 April 27, 2026.

Discussion:

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

Attachments:

1A: CARTA April 27, 2026, Minutes

CARTA Board of Directors

Draft Action Minutes

The CARTA Board of Directors met in person on April 27, 2026, at 12:00 p.m. at the CARTA office, 1415 L Street, Suite 300, Sacramento, CA.

Call to Order: Chair Villegas called the meeting to order at 12:00 p.m.

Present: Directors Aceves, Chapman, Vice Chair Early, Chair Villegas

Absent: Director Kennedy, Ex-Officio Members Click, Deloria, Talamantes

Public Communications: None

Closed Session:

- 1. Public Employee Appointment

Chair Villegas called the closed session to order at 12:04 p.m.
The Capital Area Regional Tolling Authority reconvened at 4:06 p.m.
There was no reportable action from the closed session.

Adjournment: The meeting was adjourned at 4:07 p.m.



Capital Area Regional Tolling Authority

Meeting Date: May 20, 2026

Agenda Item: 2

Approve Minutes of the April 29, 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 April 29, 2026.

Discussion:

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

Attachments:

2A: CARTA April 29, 2026, Minutes

CARTA Board of Directors

Draft Action Minutes

The CARTA Board of Directors met in person on April 29, 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 10:01 a.m.

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

Absent: None

Public Communications: None

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

1. Minutes of the March 18, 2026, Board Meeting

Action:

2. West Sacramento Loan

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

- (1) Approve the loan from the City of West Sacramento not to exceed \$14 million; and (2) authorize the board chair to execute the loan agreement, promissory note; and (3) authorize the Secretary to make draws on the loan.**

*Vice Chair Early arrived for this item

**Director Aceves arrived for this item

***Ex-Officio Member Talamantes arrived for this item

3. Amendment #2 to Fiscal Year 2025-2026 Budget

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

Approve Amendment #2 to the Fiscal Year (FY) 2025-2026 Budget (Attachment 3B).

Verbal public comment provided by Autumn Bernstein, YoloTD, stating that toll revenue in Northern Virginia is reinvested into transit within the same corridor. She emphasized that federal rules generally require corridor-generated funds, such as from I-80, to be used on that same corridor.

Information:

4. Caltrans Yolo 80 Construction Update

The board received and reviewed this report, presented by Gurtej Bhattal, Caltrans Staff.

5. Interim CARTA Executive Director's Report

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

Closed Session:

- 6. Public Employee Appointment
- 7. Conference with Labor Negotiators

Chair Villegas called the closed session to order at 10:50 a.m.
The Capital Area Regional Tolling Authority reconvened at 11:29 a.m.

Reportable action: Upon motion by Director Chapman, seconded by Director Kennedy, the Board voted unanimously to appoint the CARTA Executive Director, subject to pre-employment activities, including a background check, and successful negotiation of an employment agreement, which will be considered by the Board in open session at a future regular board meeting. As the agreement remains subject to negotiation, the name of the Executive Director will be announced at a future time. The employment agreement will come to the board at a future regular meeting.

Adjournment: The meeting was adjourned at 11:30 a.m.



Capital Area Regional Tolling Authority

Meeting Date: May 20, 2026

Agenda Item: 3

Resolution Authorizing Brown Act Teleconferencing

Prepared By: Erik Johnson, SACOG

Attachments: Yes

Recommendation:

That the Board, by resolution, authorize the Board Members to meet remotely under new rules for “eligible multijurisdictional bodies.”

Issue:

Senate Bill 707, effective January 1, 2026, amended the Brown Act to include additional virtual meeting options. SB 707 requires a resolution to approve meeting telephonically as an eligible multijurisdictional body.

Senate Bill 707 makes a series of changes to the Ralph M. Brown Act, which include updates to the Brown Act’s rules for telephonic (or remote or virtual) meeting participation for public officials. These rules are applicable to CARTA and largely reaffirm many of the existing teleconference options. SB 707 added a new option for “eligible multijurisdictional bodies,” which is defined as a joint powers agency or other regional agency whose members are appointed by different jurisdictions. An eligible multijurisdictional body – such as the CARTA Board– can authorize members to attend meetings remotely up to twice per year if the member would have to travel 20 miles or more to the physical meeting location.

Discussion:

The Brown Act uses the term “teleconference” to describe any remote participation in a meeting by a public official, whether by telephone, over Zoom, or by using some other telephonic or internet-based application. The Brown Act has allowed teleconference meetings for decades, but the traditional rule has always required that the teleconference location be posted on the agenda and be open to the public. During the pandemic, the state swiftly enabled exceptions to the physical meeting location requirement in order to enable social distancing. However, as the pandemic receded, the Legislature did not fully extend the pandemic-era exceptions. Instead, it created a menu of virtual meeting options. SB 707 essentially continues with the “menu” approach, tweaking the existing options and adding two new ones.

The first new option is for “eligible multijurisdictional bodies,” which applies to joint powers agencies including CARTA. The option allows each Board Member to appear remotely for up to two meetings per year if the Board Member has to travel 20 miles or more to the physical meeting location. The posted agenda must state which Board Members are appearing remotely, but it does not have to give their locations. A quorum must participate from the posted physical

locations. Additionally, Members who appear remotely must be on camera and must announce whether anyone is present with them. SB 707 prohibits any Member appearing remotely under this rule to receive a stipend for meeting attendance.

Despite some of its drawbacks, this new option may provide a benefit for CARTA. Board Members will still need to notify CARTA staff in advance in order to ensure a quorum will be physically present and to be identified on the posted agenda as appearing virtually. But, the Members will be able to use this option for any reason and without providing their home address or other location. It will not be available for everyone, but will be available to any member located more than 20 miles from CARTA's office. In order to utilize this new option, the CARTA Board must adopt an authorizing resolution. The option can also be extending to committee participation as well, allowing remote appearances twice per committee.

For informational purposes, SB 707 also reaffirms that the following teleconference options are available with some minor updates:

1. Traditional Teleconferencing. CARTA can still post multiple meeting locations, provided that there is a quorum within the jurisdiction and all teleconference locations are open to the public.
2. Declared Emergency. CARTA may use a fully virtual meeting during a declared emergency, provided that the nature of the emergency makes it unsafe to meet in person. Under prior law, this exception was limited to a governor-declared emergency. Now, locally-declared emergencies apply as well. For CARTA, this means that we could move to the a virtual meeting if a disaster or similar occurrence makes traveling to the meeting location impracticable.
3. Just Cause. SB 707 combined the old personal emergency and just cause rules into a single option. This updated rule allows public officials to appear virtually if they are experiencing a contagious illness, childcare or caregiving needs, a need related to a physical or mental condition, an immunocompromised family member, a medical emergency or travel on official governmental business. SB 707 also extended "just cause" to military service. Each Board Member may use just cause up to twice per year. The Board Member must appear by both audio and video and must announce whether anyone else is present. The public must be allowed to join virtually if any Board Member uses just cause.
4. Reasonable Accommodation. SB 707 includes teleconferencing as a reasonable accommodation under the Americans With Disabilities Act and similar statutes. A board member using a reasonable accommodation must still appear by both audio and video (unless prevented by the disability) and disclose others in the room. This section does not require that the public be able to participate virtually.

In sum, rather than having a single remote meeting option, the Legislature continues to provide a menu of options that each have potential uses and drawbacks. The new rule for

multijurisdictional agencies may provide an additional benefit for CARTA, but it will not work in all circumstances.

Fiscal Impact/Grant Information:

N/A

Attachments:

3B: SB 707 Resolution

RESOLUTION NO. 01-2026

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE CAPITAL
AREA REGIONAL TOLLING AUTHORITY (CARTA) AUTHORIZING
THE USE OF TELECONFERENCE MEETINGS AS AN ELIGIBLE
MULTIJURISDICTIONAL BODY**

WHEREAS, the Capital Area Regional Tolling Authority (CARTA) is a joint powers entity formed pursuant to an agreement entered into in accordance with the Joint Exercise of Powers Act (Cal. Government Code sections 6500 et seq.) and consists of 3 member agencies including the Sacramento Area Council of Governments, the Yolo Transportation District, and Caltrans District 3; and

WHEREAS, the Ralph M. Brown Act (“Brown Act”), Government Code sections 54950 et seq.) requires local government boards to hold public meetings pursuant to a posted agenda that indicates the meeting location, including teleconference locations; and

WHEREAS, Senate Bill 707 (2025, Durazo) (“SB 707”) modifies the Brown Act to enable additional teleconference options for “eligible multijurisdictional bodies; and

WHEREAS, SB 707’s definition of “eligible multijurisdictional body” includes joint powers entities, as well as other legislative bodies that include representatives from more than one county or city; and

**NOW, THEREFORE, BE IT RESOLVED THAT THE BOARD OF DIRECTORS OF CARTA
HEREBY:**

1. Finds that the CARTA Board of Directors, and its advisory committees, are eligible multijurisdictional bodies for purposes of Government Code section 54953.8.7 ; and
2. Authorizes the use of teleconferencing pursuant to Government Code section 54953.8.7 for the CARTA Board of Directors and its advisory committees; and
3. Reaffirms that nothing herein is intended to limit CARTA’s use of any other telephonic or remote meeting options as allowed under the Brown Act or by law; and
4. Finds that, to the extent any portion of this Resolution is determined by a court of competent jurisdiction to be unlawful, the remainder shall remain in full force and effect.

PASSED AND ADOPTED this 20th day of May 2026, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Oscar Villegas
Board Chair

James Corless
Secretary



Capital Area Regional Tolling Authority

Meeting Date: May 20, 2026

Agenda Item: 4

Appointment of CARTA Executive Director

Prepared By: Andreas Booher, General Counsel

Attachments: Yes

Recommendation:

That the board approve the Employment Agreement, authorize the board chair to execute the attached Employment Agreement, and authorize staff to execute any necessary agreements and implementing actions.

Background:

The Brown Act requires that all changes to executive director compensation or fringe benefits be approved in an open session following an oral report of the proposed terms. CARTA's general counsel will orally report the terms of the proposed Employment Agreement prior to a board vote.

Following a successful recruitment, the CARTA Board interviewed finalists for the executive director position at a special meeting on April 27, 2026. Based on those interviews, the CARTA Board met in closed session at its April 29, 2026, Board meeting to discuss the finalists, ultimately directing the board's negotiators to reach an agreement with the Board's preferred candidate, Kathleen Aziz. The attached Employment Agreement is the result of those negotiations.

Discussion:

The executive director will serve as CARTA's first employee and its chief executive, reporting directly to the Board of Directors. The executive director will oversee toll operations contracts, work with partner agencies on bringing future toll facilities into CARTA, manage financial and operational performance, maintain technology systems, and ensure adequate investment in ongoing maintenance, and represent the agency with stakeholders across all levels of government and the public. The attached Employment Agreement memorializes the at-will employment relationship between CARTA and the executive director to ensure the foregoing responsibilities are effectively executed upon.

In exchange for serving as CARTA's executive director, Kathleen Aziz will receive the following compensation and benefits:

- \$225,000 base salary
- \$15,000 annual one-time payments on the anniversary of the agreement

- Up to \$10,000 performance-based compensation
- Annual cost of living adjustments, capped at 5%
- Accrual of 22 hours of personal time off per month, capped at 396 hours
- Accrual of 40 hours of administrative leave per year; with a bank of 80 hours of administrative leave on execution of the agreement
- 8% of base pay deferred compensation retirement contribution until August 30, 2027, 12% retirement contribution thereafter unless CARTA becomes a CalPERS contracting agency
- \$2,300 per month for temporary health benefit purchase contribution
- Paid executive coaching, parking, and other benefits as may be established by CARTA for its employees in the future

The initial term of the employment agreement is for three years with automatic one-year extensions following the initial term. The employment agreement also details the manner for its termination, including the circumstances in which severance pay would be paid.

The effective date of the agreement is August 1, 2026.

Fiscal Impact/Grant Information:

As stated above, base compensation is \$225,000. The estimated total compensation package for the first 12 months of the agreement is \$347,305. The costs of insurance benefits will impact the final compensation value but will be reflected in CARTA's budget.

Attachments:

4B: Draft Employment Agreement

EXECUTIVE DIRECTOR EMPLOYMENT AGREEMENT

This Employment Agreement (“Agreement”), made by and between the Capital Area Regional Tolling Authority (“CARTA”), a California joint powers authority, and Kathleen Aziz (“Employee”), an individual, both of whom agree as follows:

RECITALS

1. The CARTA Board of Directors desires to appoint Employee as the Executive Director of CARTA, and Employee desires to accept this appointment.

2. CARTA and Employee desire to establish specific terms and conditions relating to compensation and benefits, performance evaluations, and related matters

NOW, THEREFORE, the parties agree as follows:

Section 1. Appointment; Duties and Authority; At-Will Status

CARTA agrees to appoint Employee as Executive Director, to perform the functions and duties specified in the Executive Director job description as it may be amended from time to time by the CARTA Board (currently the job posting describes the position generally and is attached hereto as Exhibit A), the CARTA Joint Powers Agreement, the adopted resolutions of CARTA, the directions of the CARTA Board of Directors, and other duties as provided by applicable law. Employee is subject to the direction and oversight of the CARTA Board of Directors, and is appointed “at will,” meaning that the employee serves in the capacity of Executive Director at the pleasure of the CARTA Board of Directors.

Section 2. Days, Hours, and Location of Work

- A. The position of Executive Director is a full-time position generally requiring FORTY (40) working hours or more per week, and Employee is expected to devote the hours necessary to fulfill the obligations of the position. Employee understands that Employee is an executive management employee exempt from federal and state laws pertaining to overtime compensation. Employee must be available to other staff and members of the public, and is generally expected to be working, during CARTA’s regular hours of business (which are Monday through Friday, 9 a.m. to 5 p.m.). Employee’s position also requires frequent time worked outside of customary business hours (e.g. for attendance at meetings, projects, and other similar or non-routine special events or circumstances or other functions on CARTA’s behalf). As such, Employee’s daily and weekly work schedule will vary in accordance with the work to be performed, and in accordance with specific direction provided by the CARTA Board of Directors.
- B. During CARTA business hours, Employee shall work primarily at 1415 L Street, Suite 300, Sacramento CA 95814 except as business needs may require the Executive Director to go to other locations, or as otherwise approved by the CARTA Board Chair.
- C. Employee agrees to remain in the exclusive employment of CARTA during the term of

this Agreement. Employee shall faithfully, diligently, and to the best of Employee's abilities in accordance with the highest professional and ethical standards of the profession, perform all duties that may be required under this Agreement. Employee agrees that Employee has a duty of loyalty and a general fiduciary duty to CARTA. Employee shall devote the whole of Employee's working time, skill, experience, knowledge, ability, labor, energy, attention and best effort exclusively to CARTA's business and affairs.

Section 3. No Conflict

During the term of this Agreement, Employee shall not engage in any employment, activity, consulting service, prohibited contract, or other enterprise, for compensation or otherwise, which is actually or potentially in conflict with, inimical to, the proper discharge of official duties, or which would tend to impair Employee's independence of judgment or action in the performance of official duties. Prior to performing any services under this Agreement and annually thereafter, Employee shall complete disclosure forms required by the Fair Political Practices Commission, as well as by any other applicable law.

Section 4. Term

The effective date ("Effective Date") of this Agreement is August 1, 2026. The term of this Agreement is from the Effective Date through July 31, 2029, unless terminated earlier by either party in accordance with the provisions of this Agreement. The term of this Agreement shall automatically renew and extend for an additional ONE (1) year term beginning on August 1, 2029 unless written notice not to renew and extend is given by CARTA to Employee at least SIXTY (60) days before the expiration of the initial term. If a renewal occurs under the provisions of this Section, the additional ONE (1) year term shall immediately be deemed part of the term of this Agreement for purposes of Section 10.C.

Section 5. Compensation

Beginning on Employee's first work day under this Agreement, which is expected to be August 1, 2026, CARTA agrees to provide Employee with the following compensation:

A. Salary: Employee shall receive a gross base salary of TWO HUNDRED AND TWENTY-FIVE THOUSAND DOLLARS (\$225,000.00) payable in a pro-rata installment basis at least monthly (or on a more frequent payroll schedule established by CARTA for its employees), and subject to all applicable and customary payroll taxes and withholdings.

B. Retention Compensation: During the Term of this Agreement, on each anniversary of the Effective Date of this Agreement, Employee shall earn an annual one-time gross payment of FIFTEEN THOUSAND DOLLARS (\$15,000). Such payment, if earned, will be subject to all applicable payroll taxes and withholdings, but will not have any impact on base salary. If for any reason the Agreement has been terminated prior to any such anniversary date in any year, no retention compensation for that year may be earned and shall not be payable.

C. Performance Based Compensation: During the Term of this Agreement, around the time of the annual evaluation, the Board may award an annual performance-based incentive payment (“Incentive Payment”) in an amount not to exceed TEN THOUSAND DOLLARS (\$10,000) per year, subject to the terms, conditions and process below.

1. Establishment of Performance Goals: On an annual basis, the Board shall establish performance goals and objectives for Employee (“Performance Goals”). Such Performance Goals shall be established in advance of the applicable evaluation period and may be set forth in writing following discussion in a duly authorized meeting of the Board. The Performance Goals may be based on, among other things, CARTA’s strategic priorities, adopted work plans, budget objectives, and other Board-directed initiatives. .
2. Evaluation Process: Following the conclusion of each annual evaluation period, the Board shall conduct a performance evaluation of the Employee in accordance with applicable law. As part of such evaluation, the Board shall determine the extent to which the Employee has achieved the established Performance Goals set the previous year.
3. Discretionary Award: Based upon its evaluation, the Board, in its sole discretion, may award an Incentive Payment in an amount up to the maximum set forth above. Any determination to award, deny, or adjust the amount of the Incentive Payment shall be made by the Board following the completion of the evaluation process and shall be subject to approval in a duly noticed meeting in accordance with applicable law.
4. Conditions; No Entitlement: The Incentive Payment is discretionary and shall not be deemed earned unless and until it is approved by the Board in accordance with applicable law. Nothing in this Agreement shall be construed to obligate the Board to award any Incentive Payment in any year. Any Incentive Payment awarded will be subject to all applicable payroll taxes and withholdings, but will not have any impact on base salary.
5. Timing of Payment: Any Incentive Payment approved by the Board in accordance with this Agreement shall be paid within a reasonable time, not to exceed 45 days, following such approval, in accordance with the CARTA payroll practices and subject to applicable law.
6. Non-Pensionable Compensation: The parties intend that any Incentive Payment shall not constitute pensionable compensation for purposes of any retirement system, including CalPERS, except to the extent otherwise required by applicable law.

D. Cost of Living Adjustment: Employee shall receive an annual Cost of Living Adjustment on July 1 of each year, based on the California Consumer Price Index (CA CPI), but no more than FIVE PERCENT (5%). The CA CPI is defined as the “California CPI for all Urban Consumers” as measured by the California Department of Industrial Relations for the 12-month period ending in the December immediately preceding the fiscal year.

Section 6. Employee Benefits and Leaves

- A. Personal Time Off (PTO): Employee will earn TWENTY-TWO (22) hours per

month of PTO (accrued on a pro rata basis per monthly (or more frequent) pay period). PTO may be carried over from one year to the next and can be accrued to a cap of THREE HUNDRED NINETY-SIX (396) hours. If the cap is reached, no further PTO will accrue until Employee uses PTO to fall below the cap. PTO usage is subject to reasonable notice and approval by the CARTA Board of Directors and any PTO policy applicable to all CARTA employees.

B. Administrative Leave: Employee shall receive FORTY (40) hours of administrative leave per calendar year that has no cash value (either during employment or at termination), must be used in the year granted, and cannot be carried forward or accrued to subsequent years. EIGHTY (80) of administrative leave shall be credited to Employee upon appointment. At the beginning of each calendar year thereafter, Employee's bank of administrative leave shall be replenished to a total balance of FORTY (40) hours.

C. Holidays: Employee is eligible for the paid holidays recognized by CARTA, as they may be amended from time to time. Currently these 12 paid holidays are:

- January 1 (New Year's Day)
- MLK Day (3rd Monday in January)
- Presidents Day (3rd Monday in February)
- Memorial Day (last Monday in May)
- Independence Day (July 4)
- Labor Day (first Monday in September)
- Veterans Day (November 11)
- Thanksgiving Day (last Thursday in November)
- Friday after Thanksgiving Day
- December 24
- December 25
- December 31

When a holiday falls on a Sunday, the following Monday will be observed. When a holiday falls on a Saturday, the preceding Friday will be observed.

D. Retirement: Commencing on the first day of the first full month of employment, in addition to base salary, CARTA agrees to contribute EIGHT PERCENT (8%) of Employee's gross base salary, per month, to a defined contribution plan established by CARTA (401(a) or similar) on Employee's behalf. The parties acknowledge that the defined contribution plan has not yet been established, but is anticipated to be established during this calendar year. CARTA's initial payment to such defined contribution plan on Employee's behalf will occur in accordance with the payroll cycle immediately following the effective date of the plan, and such initial payment will account for all CARTA contribution amounts accrued and owing to date, but shall not include any interest or any investment income. Should CARTA become a CalPERS contracting agency after the Effective Date of this Agreement, Employee will be enrolled in CalPERS, and CARTA and Employee shall make all contributions required by applicable law and by CARTA's contract with CalPERS. Upon the effective date of such CalPERS enrollment, CARTA shall have no further obligation to make contributions to a defined contribution plan on Employee's behalf. Should

CARTA not become a CalPERS contracting agency by August 30, 2027, CARTA agrees to increase its monthly contribution on Employee's behalf to TWELVE PERCENT (12%) of base salary, per month, to a defined contribution plan established by CARTA. All CARTA contributions to any defined benefit plan are subject to contribution limitations and requirements under applicable law.

E. Temporary Health Benefits Purchase Compensation: CARTA anticipates establishment of a vision plan and a dental plan by or shortly after the Effective Date of this Agreement, and Employee will be eligible for such vision and dental benefits to the same extent offered to any CARTA employees. In recognition of the fact that CARTA does not currently provide a health benefits program for employees, Employee will also receive an additional TWO THOUSAND THREE HUNDRED (\$2,300) dollars per month in taxable compensation. This payment is intended as temporary compensation that will be discontinued as of the pay period immediately following the 90th calendar day after CARTA's implementation of a health and welfare benefits program in which Employee is eligible to participate. If CARTA has not become a CalPERS contracting agency (with access to CalPERS health benefit plans) by August 30, 2027, the parties agree discuss potential amendment of this Agreement to alter the monetary benefit provided under this subsection.

F. Deferred Compensation 457 Plan: Employee is eligible to participate in any CARTA's 457 plan or similar plan that may be established. CARTA does not make contributions to the Plan on Employee's behalf, but Employee can make his own contributions, subject to applicable plan and legal requirements.

G. Executive Coaching: Employee shall, at CARTA's expense, be eligible for Executive Coaching services for the term of this Agreement, subject to direction and budgetary approval by the CARTA Board, in its sole discretion.

H. Technology: Employee shall be provided with a CARTA laptop and cellular phone for CARTA business.

I. Parking: CARTA shall pay for or reimburse Employee for one reserved parking space at the structure located on 14th Street and H Street.

J. Other Benefits: Employee will also be eligible for any other leave or benefit plans and programs established by CARTA for CARTA employees, to the same extent such employees may participate (e.g. short- or long-term disability, transit incentives, parental leave, etc.)

Section 7. Performance Evaluation

On or about the end of the first THREE (3) months of Employee's employment, every THREE (3) months thereafter for the first year of this Agreement, and annually thereafter on or about August 1 each year of this Agreement, the CARTA Board of Directors shall conduct an evaluation of Employee's performance and provide feedback, guidance, and direction regarding the CARTA's goals and objectives which Employee shall be tasked with implementing. Nothing in this paragraph prohibits the CARTA Board of Directors from conducting additional formal

performance evaluations when deemed appropriate or from providing informal feedback to Employee regarding Employee's performance.

Section 8. Termination of Employment; Severance Eligibility

A. No Property Interest: Employee understands and agrees that Employee has no constitutionally-protected property or other interest in Employee's employment as Executive Director. Employee understands and agrees that Employee works at the will and pleasure of the CARTA Board of Directors, and that Employee may be terminated, or asked to resign, at any time, with or without cause, by a majority vote of its members. Notice of termination shall be provided to Employee in writing.

B. Employee Resignation and Notice: Nothing in this Agreement shall prevent, limit or otherwise interfere with the right of Employee to resign voluntarily at any time from the position of Executive Director, in which case Employee is requested to voluntarily provide the sixty (60) days' notice in advance, unless the Parties agree otherwise. In the event the Employee voluntarily resigns without being asked by CARTA to resign (as provided in subsection C below), the Employee shall not be eligible for nor entitled to any severance pay.

C. Severance Pay: If Employee is asked to resign or is terminated without cause, as Executive Director, then Employee shall be eligible to receive a cash payment equivalent to the sum of Employee's base monthly salary multiplied by six (6) (or by the remaining number of months in the Agreement, whichever is less, in accordance with California Government Code section 53260). This cash payment, at the CARTA Board of Directors' discretion, will be paid either on a prorated, monthly basis over the number of months involved or as a lump sum. Eligibility for such severance payment is expressly conditioned upon Employee's execution of (i) a waiver and release of any and all of Employee's claims against CARTA (and its officers, employees, etc.) to the full extent permitted by law, in a form prepared by or approved by CARTA legal counsel, and (ii) a covenant not to sue. All normal payroll taxes and withholdings as required by law shall be made with respect to any amounts paid under this paragraph. Upon termination, employee shall also be paid for any accrued, but unused, PTO.

D. For Cause Termination; Ineligibility for Severance: If Employee is terminated for cause, Employee shall not be eligible for nor paid any severance pay except as provided in the remainder of this subsection. "Cause" is defined as a conflict of interest; any acts of dishonesty, fraud, misappropriation or misrepresentation; an unreasonable refusal to comply, or failure to act in accordance, with lawful direction given by the CARTA Board of Directors; repeated neglect of duties required to be performed under this Agreement; gross mismanagement; and any acts of moral turpitude (on or off duty.) In the event that Employee's employment and this Agreement are terminated for cause, Employee will be presented with a general description of the basis for said cause. If Employee seeks to challenge that determination, Employee's sole remedy shall be a judicial action in declaratory relief to determine whether there was substantial evidence of "cause" as defined above. If the court determines there was not substantial evidence, Employee shall receive the severance pay provided in this subsection, but no other damages, attorneys' fees, litigation costs expenses or other award. Under no circumstances shall the Employee be entitled to

reinstatement as a result of such action.

E. Termination Due to Employee Death: If Employee dies while employed under this Agreement, the employment relationship and this Agreement shall immediately terminate, and CARTA shall, in accordance with applicable law, pay all compensation earned through the date of death to Employee's spouse, estate, or personal representative. No severance benefits apply in the event of termination due to death.

Section 9. Payment of Expenses of Employment

A. Fidelity and Other Required Bonds: CARTA will pay the cost of any fidelity or other bonds required of the Employee under applicable law.

B. Indemnity: In accordance with and subject to the California's Government Claims Act (Government Code §810 *et seq*), CARTA will defend and indemnify Employee against and for all losses sustained by Employee arising in the scope of, and in direct consequences of, the discharge of duties on the CARTA's behalf for the period of Employee's CARTA employment. CARTA's obligation to defend and indemnify Employee shall extend only to the entry of a final judgment by the trial court, and shall not extend to providing defense or indemnity in connection with an appeal of the judgment, unless otherwise specifically provided by law. CARTA will determine, in its sole discretion, whether to compromise and settle any such claim or suit against Employee and the amount of any settlement or judgment rendered thereon.

C. Professional Development and Memberships: Subject to budget approval, CARTA will pay the reasonable dues for Employee's membership in professional organizations associated with the office of Executive Director.

D. Professional Events: Subject to budget approval, the cost of attending conferences or other events (i.e. out-of-town meetings, professional seminars, etc.) necessary for the proper discharge of Employee's duties. CARTA will allow Employee reasonable time away from regular duties to participate in the annual conferences of these organizations.

E. Necessary Employment Expenses: CARTA will reimburse Employee for all expenses necessarily incurred in performing duties under this Agreement for the benefit of the CARTA. Such expenses must be supported by written receipts and will be processed in accordance any established CARTA expense policy. Employee must obtain approval from the Board Chair before incurring any travel-related expenses related to attendance at any conferences associated with CARTA management functions. Reimbursable expenses include travel, accommodations, and registration for conferences, and meals.

Section 10. Miscellaneous/General Provisions

A. Notices: Notices pursuant to this Agreement shall be given by personal service, by overnight delivery service (e.g. Federal Express), or by depositing into the custody of the United States Postal Service, postage prepaid, addressed as follows:

Employer: CARTA
1415 L Street
Suite 300
Sacramento CA 95814
Attn: Chair of the Board

With a copy to: Best Best & Krieger LLP
500 Capitol Mall
Suite 2500
Attn: Andreas Booher

Employee Kathleen Aziz
Mailing address last on file with CARTA

Notice shall be deemed given as of the date of personal service or as of the business day following the date of deposit of such written notice in the course of transmission by overnight delivery or by the United States Postal Service.

B. Entire Agreement: This Agreement sets forth and establishes the entire understanding between CARTA and Employee with respect to the Executive Director appointment. Any prior discussions or representations by or between the parties regarding this appointment are merged into and rendered null and void by this Agreement.

C. Other Employment Terms and Conditions; Agreement Amendments: The CARTA Board of Directors reserves the right to unilaterally modify the terms of this agreement to comply with applicable law (and to notify Employee of such modification as soon as possible), as well as to fix (in consultation with Employee) any such other terms and conditions of employment that are not inconsistent or in conflict with this Agreement. In addition, the parties may, by mutual written Agreement approved by majority of the CARTA Board of Directors and signed by both Parties, amend any provision of this Agreement during the life of the Agreement. Such amendments shall be incorporated and made a part of this Agreement. Any purported amendment not in compliance with this subsection shall be null and void.

D. Severability: The invalidity or partial invalidity of any portion of this Agreement will not affect the validity of any other provision. In the event that any provision of this Agreement is held to be invalid, the remaining provisions shall be deemed to be in full force and effect as if they have been executed by both parties subsequent to the expungement or judicial modification of the invalid provision.

E. Binding Agreement: This Agreement is binding upon, and shall inure to the benefit of, Employee's heirs and executors.

F. Statutory Requirements: This Agreement shall be deemed to incorporate by reference the provisions of Sections 53243 et seq. of the Government Code, as it may be amended or renumbered.

G. Governing Law and Venue: This Agreement shall be governed by and construed in accordance with the laws of the State of California. Employee and CARTA agree that venue for any dispute shall be in Sacramento County, California. Nothing in this subsection precludes the Parties from, by mutual agreement, utilizing alternative dispute resolution methods such as arbitration.

H. Representation by Counsel: The parties acknowledge and agree that they were, or had the opportunity to be, represented individually by legal counsel with respect to the matters that are the subject of this Agreement and that they are fully advised with respect to their respective rights and obligations resulting from signing this Agreement.

I. Waiver: Any failure of a party to insist upon strict compliance with any term, undertaking, or condition of this Agreement shall not be deemed to be a waiver of such term, undertaking, or condition. To be effective, a waiver must be in writing, signed and dated by the parties.

J. Counterparts: The Agreement may be executed in two or more counterparts, including via facsimile or electronically-transmitted signature, each of which shall be deemed an original, but all of which together shall constitute one-in-the-same document.

K. No Assignment: Employee may not assign or transfer this Agreement in whole or in part. Any such purported assignment or transfer shall be null and void.

L. Public Record: Employee acknowledges that this Agreement is a public record subject to public review and disclosure under California law.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the Effective Date specified above.

[SIGNATURES ON NEXT PAGE]

EMPLOYER:

CAPITAL AREA REGIONAL TOLLING AUTHORITY

By: _____
Oscar Villegas, Board Chair

Date

EMPLOYEE:

Kathleen Aziz

Date

APPROVED AS TO FORM

Andreas Booher, CARTA General Counsel

Date



Capital Area Regional Tolling Authority

Meeting Date: May 20, 2026

Agenda Item: 5

Draft Fiscal Year 2026-2027 Budget

Prepared By: Erik Johnson, Sacramento Area Council of Governments

Attachments: Yes

Recommendation:

None; this is for information and discussion only.

Background:

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 is being posted on May 15, 2026, and circulated to the Board in advance of the May meeting, since the June Board meeting is 28 days after the May meeting.

CARTA's budget does not include work performed by Caltrans and Yolo Transportation District (YoloTD) on the Yolo 80 Managed Lanes Project. Most Yolo 80 project expenses, including environmental, design, and construction costs, remain within that project and are funded through separate revenue sources in those agencies' budgets, although CARTA will lead on some activities and those are reflected in this draft budget.

At its April 29, 2026 meeting, the CARTA Board adopted the second amendment to the FY 2025-2026 budget.

Discussion:

Budget Structure

The Draft Fiscal Year 2026-2027 (FY27) budget is separated into four different funds: CARTA, Yolo 80, Sacramento I-5, and Placer 65. This structure allows each corridor's funds to be tracked separately so that corridors do not cross-subsidize operations. Activities budgeted in the CARTA fund are either administrative and support general CARTA operations, or regional toll program activities that are not specific to a single corridor. The Board approves the budget at the fund level, which provides flexibility for the Executive Director to manage expenditures within each fund. Any transfer of appropriations between funds would require a budget amendment approved by the Board.

Revenues

The Draft FY27 budget includes three new revenue sources: the West Sacramento loan, a Caltrans grant, and Trade Corridor Enhancement Program (TCEP) funds. The West Sacramento

loan serves a similar purpose to SACOG loans by funding CARTA activities before toll revenues are received. The loan is structured with four draw periods. The first draw of \$1 million was received on May 1, 2026. The second draw will be approved concurrently with adoption of the budget on June 17, 2026, and the Secretary will request a draw of \$4 million to fund CARTA operations prior to July 1. The amounts of the two final draws will be determined based on the recommendation of the Executive Director and are subject to Board approval.

The Caltrans grant supports the regional equity study and is structured as a passthrough grant from SACOG. Grant funds will be used for the consultant contract with AECOM. CARTA staff time supporting this work is budgeted in the CARTA fund.

The TCEP funds were awarded to Caltrans for the Yolo 80 project. Caltrans is responsible for overall project costs, and CARTA will receive TCEP funds for the components it will deliver, including the toll system integrator and related staff and consultant support. Because TCEP funding is not anticipated to cover the full amount needed to complete the Yolo 80 project, Caltrans District 3, with CARTA support, expects to return to the California Transportation Commission to request additional funding.

Expenditures

The Draft FY27 budget totals approximately \$26.2 million in expenditures across the four funds, driven primarily by Yolo 80 project delivery activities funded through the TCEP funds. Expenditure estimates will be refined as procurements advance, particularly for the toll system integrator and related delivery/implementation support.

Administration

The largest cost change in the Draft FY27 Administration expenditures reflect an increase in services from SACOG which is offset from costs in other categories. As the Executive Director starts, SACOG's role shifts to being focused on support, while the Executive Director and consultants are responsible for delivering the rest of CARTA's programs.

Other minor changes include adding new expenditure categories that in the two prior fiscal years were blended together, as well as some costs for direct costs that SACOG is making on behalf of CARTA based on the Administrative Services Agreement for software and other office-related expenses. This restructuring allows for clearer internal cost allocation. Because the board previously elected to do a two-year audit for its first two years, the audit cost covers two fiscal years. Future costs will be about half this amount.

Program Management and Policy

The largest cost in the Program Management and Policy expenditures is for the Kimley Horn toll program management contract. This three-year contract provides a comprehensive technical team to assist CARTA in all aspects of establishing a new tolling authority and bringing the Yolo 80 project into revenue service. The costs in Program Management and Policy are for regional activities; corridor-specific costs are reflected in the specific funds below.

The equity study is the second-largest expense group is for the regional equity study. As mentioned in the revenue section, the consultant costs are grant-funded, while staff time is funded by CARTA.

Yolo 80 Project Delivery, Construction, and Testing

The Yolo 80 fund will have two programs: (1) Project Delivery, Construction, and Testing; and (2) Operations. The first will be in effect until the project opens for revenue service, while the second will be shown in the budget once operations-specific costs begin, likely in fiscal year 2027-2028. As noted in the revenue section, the largest activity here is for the Toll System Integrator. With proposals due back in late June, this line item is expected to be amended in the future to reflect the cost of the Toll System Integrator contract once additional offsetting revenue is secured.

Other significant costs in Project Delivery, Construction, and Testing for FY27 include start up for the Back Office System and Customer Service Center, which will be provided by the Transportation Corridor Agencies (TCA). The costs will be negotiated with TCA over the next several months based on CARTA's anticipated needs.

All of the costs for Yolo 80 are either the responsibility of Caltrans and YoloTD as the sponsoring agencies, or the responsibility of future Yolo 80 corridor toll revenues. In the next several months, staff will return with a memorandum of understanding between YoloTD and CARTA to confirm how costs will be handled between Yolo 80 and CARTA costs. Additionally, several agreements with Caltrans will govern how project delivery and operations costs will be shared between Caltrans and CARTA.

Sac 5 Project Delivery, Construction and Testing

Similar to Yolo 80, the Sac 5 fund will have two programs: (1) Project Delivery, Construction, and Testing; and (2) Operations. The first will be in effect until the Interstate 5 project in Sacramento County opens for revenue service, while the second will be shown in the budget once operations-specific costs begin, which would not likely be until the early 2030s. In the next several months, staff will return with a memorandum of understanding between Sacramento Transportation Authority and CARTA to confirm how costs will be handled between I-5 and CARTA costs.

As the operator of future managed lanes, CARTA needs to understand the impact of different operational decisions and the forecasted revenue to make an informed decision about how best to bring a new project into CARTA. Starting in the next few months, CARTA will start a Traffic & Revenue Study to look at different options for how to operate the initial phase of the Sac 5 project. If agreed to by STA and Caltrans, CARTA will also provide consultant support for delivery coordination of the toll-related portions as well as civil oversight. The costs anticipated in FY 27 are reflected in the draft budget.

Placer 65 ETL Project Delivery, Construction and Testing

Similar to Yolo 80, the Placer 65 Express Toll Lanes (ETL) fund will have two programs: (1) Project Delivery, Construction, and Testing; and (2) Operations. While there are no anticipated Placer 65-specific costs anticipated for the upcoming fiscal year, this fund is being reserved for future use should Placer County Transportation Planning Agency (PCTPA) elect to utilize CARTA for its toll operations. The first program would show expenses until the Highway 65 project in Placer County opens for revenue service, while the second would be shown in the budget once operations-specific costs begin, which would not likely be until the early 2030s. Staff will work with PCTPA to determine the timing of when a memorandum of understanding would be needed between PCTPA and CARTA.

Reserves

The FY 2026–2027 draft budget assumes the use of prior-year carryforward to support start-up activities while maintaining targeted reserves. At fiscal year-end, the budget reflects an estimated carryforward balance of approximately \$91,000, a restricted operating reserve of \$350,000, and a committed TSI reserve of \$750,000 set aside to support near-term toll system procurement and implementation activities. These reserve designations are intended to support cashflow needs and manage uncertainty as major procurements advance and before toll revenues are received.

Debt Service

The debt service from the West Sacramento loan will not begin until April 2029, so no debt service is reflected in the budget. The accrued interest will be reflected in CARTA's financial statements at the end of each fiscal year. Previously the SACOG loan was noted as an expense, but to be consistent with governmental accounting standards, accrued liability will be reported on the financial statements except for the year in which debt service payments are made.

Final Budget

The budget presented for adoption in June will incorporate updated information available at that time. 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

Staff will return at the June budget adoption meeting with 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. Staff will also provide a proposed schedule for developing a more detailed Yolo 80 expenditure plan (including key milestones for defining operations-phase costs, procurement timing, and expected Board check-in points), which will be updated as scope, vendor contracts, and funding decisions are finalized.

Attachments:

5B: FY 2026-2027 Draft Budget

5C: Presentation

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

Attachment 5B

REVENUES:	FY 2026 BUDGET Amend 2 Adopted April 2026	FY 2027 BUDGET Proposed May 2026
Local		
Carryover from prior fiscal year	\$ 627,681	\$ 626,996
Loan from SACOG Managed Fund	\$ 1,300,000	\$ -
West Sacramento Loan	\$ 1,000,000	\$ 4,000,000
Subtotal - Local Revenues	\$ 2,927,681	\$ 4,626,996
State		
Caltrans Planning Grant (SACOG Passthrough)	\$ 60,000	\$ 300,000
Caltrans - Trade Corridor Enhancement Program	\$ -	\$ 22,500,000
Subtotal - State Revenues	\$ 60,000	\$ 22,800,000
TOTAL REVENUES	\$ 2,987,681	\$ 27,426,996
EXPENDITURES:		
Administration		
Staff Costs	\$ -	\$ 9,595
Audit Services	\$ -	\$ 67,500
Legal	\$ 130,000	\$ 150,000
Services - SACOG	\$ 94,000	\$ 182,755
Computer Software	\$ 37,000	\$ 7,895
Office Equipment	\$ 3,000	\$ 4,100
Travel and Meetings	\$ 6,169	\$ 5,000
Recruitment	\$ 100,000	\$ -
Memberships	\$ 3,750	\$ 2,500
Insurance	\$ 43,218	\$ 43,654
Board Per Diem and Reimbursement	\$ -	\$ 5,000
Office & Meeting Space	\$ -	\$ 22,887
Debt Service	\$ 26,926	\$ -
Subtotal - Administration Expenditures	\$ 444,063	\$ 500,885
Program Management and Policy		
Staff Costs	\$ -	\$ 54,370
Consultants - Toll Program Management	\$ 528,828	\$ 683,771
Consultants - Agreements/Revenue	\$ 122,121	\$ 194,037
Consultants - Engagement	\$ 98,086	\$ 200,422
Consultants - Outreach	\$ -	\$ 250,000
Consultants - On-Call Civil Oversight	\$ -	\$ 50,000
Services - SACOG	\$ 270,288	\$ -
Staff Costs - Equity Study	\$ -	\$ 102,948
Consultants - Equity Study	\$ 60,000	\$ 300,000
Subtotal - Program Management and Policy	\$ 1,079,323	\$ 1,835,549
Yolo 80 Project Delivery, Construction, and Testing		
Roadside Toll System Integrator	\$ -	\$ 21,000,000
Consultant - TSI Delivery Management	\$ 60,000	\$ 473,644
Staff Costs	\$ -	\$ 127,930
Back Office System/ Customer Service (BOS/CSC) Start-Up	\$ -	\$ 1,400,000
BOS/CSC Contingency	\$ -	\$ 140,000
Consultant - BOS/CSC/TOC Delivery Management	\$ 127,299	\$ 209,157
Legal	\$ -	\$ -
Computer Software - Document Control System	\$ -	\$ 17,000
Subtotal - Yolo 80 Delivery	\$ 187,299	\$ 23,367,731
Yolo 80 Operations		
Subtotal - Yolo 80 Operations	\$ -	\$ -
Sac 5 Project Delivery, Construction, and Testing		
Staff Costs	\$ -	\$ 31,983
Consultant - Civil Oversight	\$ -	\$ 100,000
Consultant - On-Call Traffic and Revenue	\$ 400,000	\$ 400,000
Consultant - Delivery Coordination	\$ -	\$ 250,000
Legal	\$ -	\$ -
Subtotal - Sac 5 Delivery	\$ 400,000	\$ 781,983
Placer 65 ETL Project Delivery, Construction, and Testing		
Subtotal - Placer 65 ETL Delivery	\$ -	\$ -
TOTAL EXPENDITURES	\$ 2,110,685	\$ 26,486,147
REVENUE VS. EXPENDITURES	\$ 876,996	\$ 940,849
Carryforward	\$ 626,996	\$ 90,849
Restricted - Operating Reserve	\$ 250,000	\$ 100,000
Committed - TSI	\$ -	\$ 750,000
Balances at Fiscal Year End		
Carryforward	\$ 626,996	\$ 90,849
Restricted - Operating Reserve	\$ 250,000	\$ 350,000
Committed - TSI	\$ -	\$ 750,000

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

EXPENDITURES	FY 2027 BUDGET	LOCAL	CALTRANS	SB 1 TCEP
	<i>Proposed May 2026</i>	<i>Loans from local agencies</i>	PLANNING GRANT <i>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	\$ 4,100	\$ 4,100		
Travel and Meetings	\$ 5,000	\$ 5,000		
Recruitment	\$ -	\$ -		
Memberships	\$ 2,500	\$ 2,500		
Insurance	\$ 43,654	\$ 43,654		
Board Per Diem and Reimbursement	\$ 5,000	\$ 5,000		
Office & Meeting Space	\$ 22,887	\$ 22,887		
Debt Service	\$ -	\$ -		
Subtotal - Administration Expenditures	\$ 500,885	\$ 500,885		
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	\$ 400,000	\$ 400,000		
Consultant - Delivery Coordination	\$ 250,000	\$ 250,000		
Legal	\$ -	\$ -		
Subtotal - Sac 5 Delivery	\$ 781,983	\$ 781,983		
Placer 65 ETL Project Delivery, Construction, and Testing				
Subtotal - Placer 65 ETL Delivery	\$ -			
TOTAL EXPENDITURES	\$ 26,486,147	\$ 3,686,147	\$ 300,000	\$ 22,500,000

Draft FY27 Budget

Board of Directors

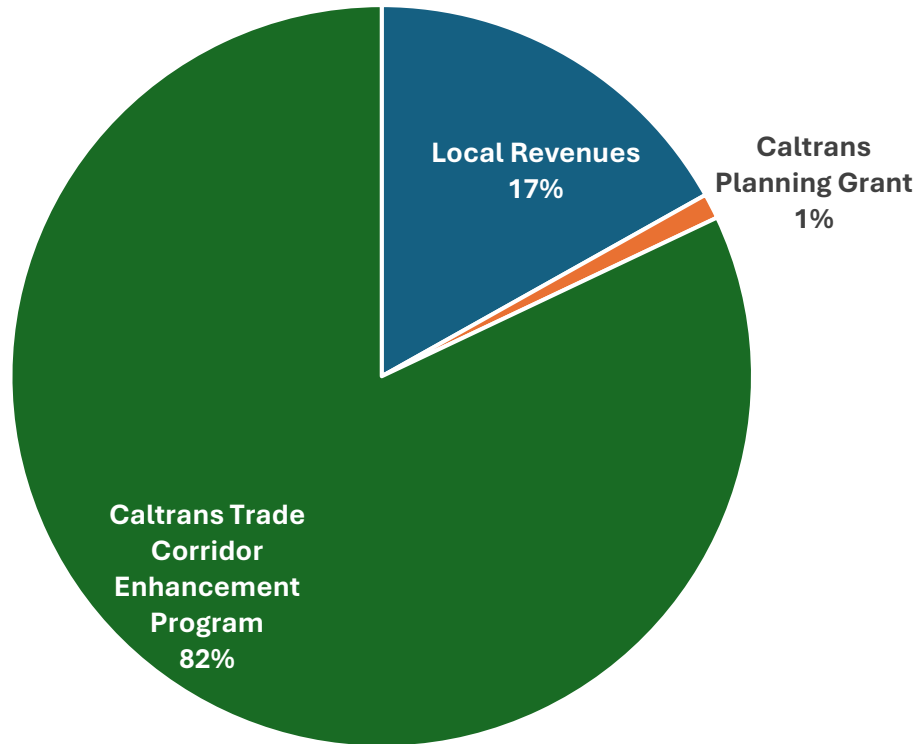
May 20, 2026

Attachment 5C



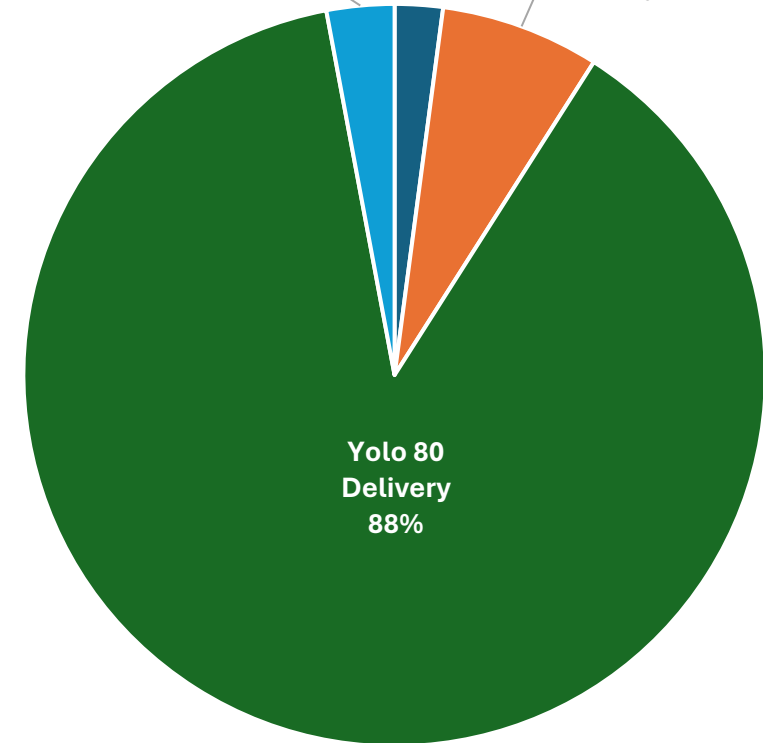
Draft FY27 Revenues and Expenditures

Revenues
\$27,426,996



Expenditures
\$26,486,147

Sac 5 Delivery 3% Administration 2% Program Management and Policy 7%



Revenues

The Draft FY27 budget includes three new revenue sources:

West Sacramento Loan (\$4M)

- Funds CARTA activities before toll revenues are received
- Annual amount used based on budget needs
- \$4 million draw anticipated concurrent with budget action in June

Caltrans Grant (\$300k)

- Supports the regional equity study
- Structured as a passthrough grant from SACOG
- Funds will be used for the consultant contract with AECOM
- CARTA staff time supporting this work is funded with local funds

TCEP Funds (\$22.5M)

- Awarded to Caltrans for the Yolo 80 project
- Caltrans is responsible for overall project costs, and CARTA will receive TCEP funds for the components it will deliver

Expenditures

The Draft FY27 budget includes four major categories:

Administration

- Administrative support and general agency operations
- Audit, insurance, software, and office-related direct costs

Yolo 80

- Toll System Integrator procurement and implementation
- Back Office System and Customer Service Center startup

Program Management & Policy

- Toll program management services
- Regional policy and coordination activities
- Regional equity study

Sac 5

- Traffic & Revenue Study to evaluate operational strategies
- Early-phase delivery management and civil oversight support

Reserves

Projected Balances	6/30/2026	FY 27 Additions	6/30/2027
Carry Forward	\$627,000	\$91,000	\$718,000
Restricted - Operating Reserve	\$250,000	\$350,000	\$ 600,000
Committed - TSI	\$ -	\$750,000	\$ 750,000
Total Reserves	\$877,000	\$1,191,000	\$2,068,000



Capital Area Regional Tolling Authority



Capital Area Regional Tolling Authority

Meeting Date: May 20, 2026

Agenda Item: 6

I-5 Managed Lanes Project Update

Prepared By: Daniel Kwong, Caltrans

Attachments: Yes

Recommendation:

N/A

Background:

Information Item on Roadway Construction Status of I-5 Managed Lanes Project

Discussion:

The following alternatives were considered for I-5 managed lanes:

1. No Build
2. Build a HOV 2+ lane in each direction
3. Build a High Occupancy Toll (HOT) 2+ in each direction
4. Build a High Occupancy Toll (HOT) 3+ in each direction
5. Build an Express lane each direction
6. Build a Transit Only lane in each direction
7. Re-purpose the inside lane to be an HOV 2+ lane in each direction
8. Build a High Occupancy Toll (HOT) 2+ in each direction and convert the existing #1 GP Lane to HOT 2+
9. Build a High Occupancy Toll (HOT) 3+ in each direction and convert the existing #1 GP Lane to HOT 3+
10. 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.
11. 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.

The metrics used to evaluate each alternative included delay, travel time, travel time reliability for general purpose and managed lanes, vehicle throughput served, persons served, managed lanes below 45 mph, and net revenue estimate. For each alternative, each metric was assessed to determine whether performance significantly improved, improved, had no change, deteriorated, or significantly deteriorated relative to the No Build alternative. Based on operation results, Alternatives 6-10 were determined to be unviable. Alternative 4 (HOT 3+) performed the best under single lane configuration and Alternative 11 (HOT 3+) performed the best under dual lane (partial) configuration. Ultimately, Alternatives 5 and 11 were screened out, leaving Alternative 4 as the selected alternative.

Next steps for the project are listed below.

- Currently applying for Trade Corridor Enhancement Program (TCEP) Funds for Plans, Specifications, and Estimate (PS&E) and Right of Way (R/W)
- Anticipated Draft Environmental Document (DED) Circulation: August 2026
- Complete Environmental Document: April 2027
- Other future collaborative deliverables:
 - Preliminary Concept of Operations (Con-Ops): Spring 2027
 - Anticipated AB-194 Application: Summer 2027

Attachments:

6B: Presentation

I-5 Managed Lanes Project Update

Board of Directors

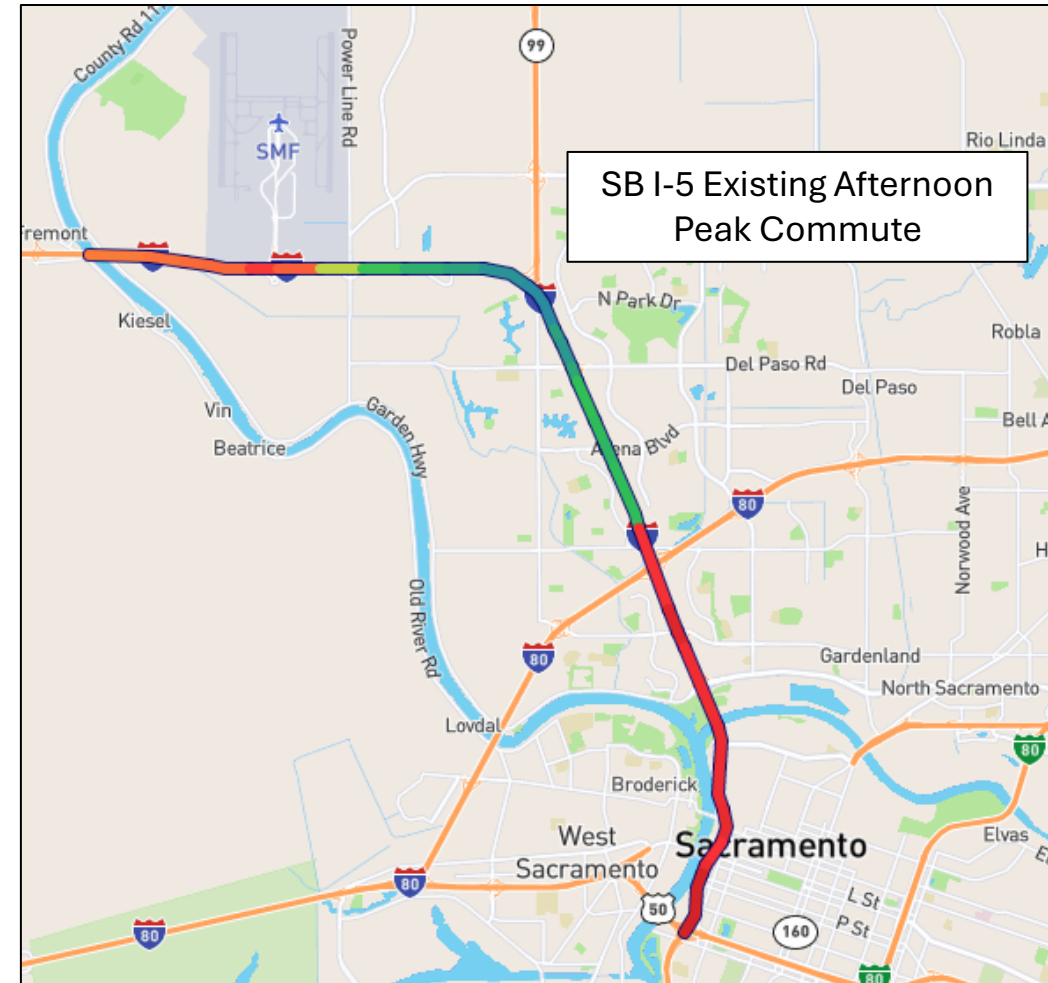
May 20, 2026

Attachment 6B



I-5 Managed Lanes Alternatives

1. No Build
2. Build a HOV 2+ lane in each direction
3. Build a High Occupancy Toll (HOT) 2+ in each direction
4. **Build a High Occupancy Toll (HOT) 3+ in each direction**
5. **Build an Express lane each direction**
6. Build a Transit Only lane in each direction
7. Re-purpose the inside lane to be an HOV 2+ lane in each direction
8. Build a High Occupancy Toll (HOT) 2+ in each direction and convert the existing #1 GP Lane to HOT 2+
9. Build a High Occupancy Toll (HOT) 3+ in each direction and convert the existing #1 GP Lane to HOT 3+
10. 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.
11. **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.**

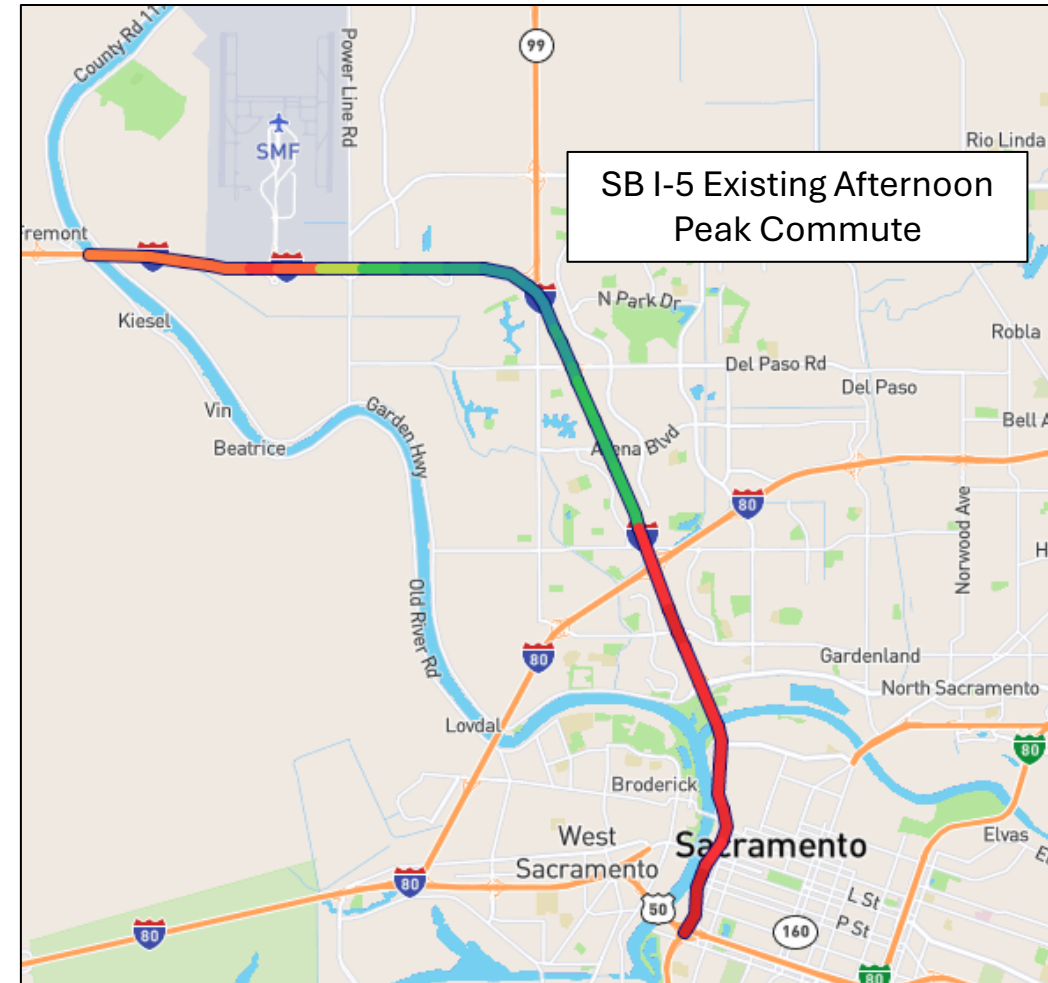


I-5 Managed Lanes Alternatives

4. Build a High Occupancy Toll (HOT) 3+ in each direction

5. Build an Express lane each direction

11. 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.



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	NO-BUILD	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 RELIABILITY	<i>General Purpose</i>	⊖	⊕	⊕	⊕	⊖	⊘	⊘	⊘	⊘	⊕
	<i>Managed Lane</i>	⊖	⊕	⊕	⊕	⊖	⊕	⊕	⊕	⊕	⊕
VEHICLE THROUGHPUT SERVED	⊖	⊕	⊕	⊕	⊕	⊘	⊘	⊘	⊘	⊘	⊕
PERSONS SERVED	⊖	⊕	⊕	⊕	⊕	⊘	⊕	⊕	⊕	⊕	⊕
ML BELOW 45 MPH	⊖	⊕	⊕	⊕	⊕	⊖	⊖	⊕	⊕	⊕	⊕
NET REVENUE ESTIMATE	⊖	⊖	⊕	⊕	⊕	⊖	⊖	⊕	⊕	⊕	⊕

Significant Improvement
 Improvement
 Neutral
 Deteriorates
 Significantly Deteriorates

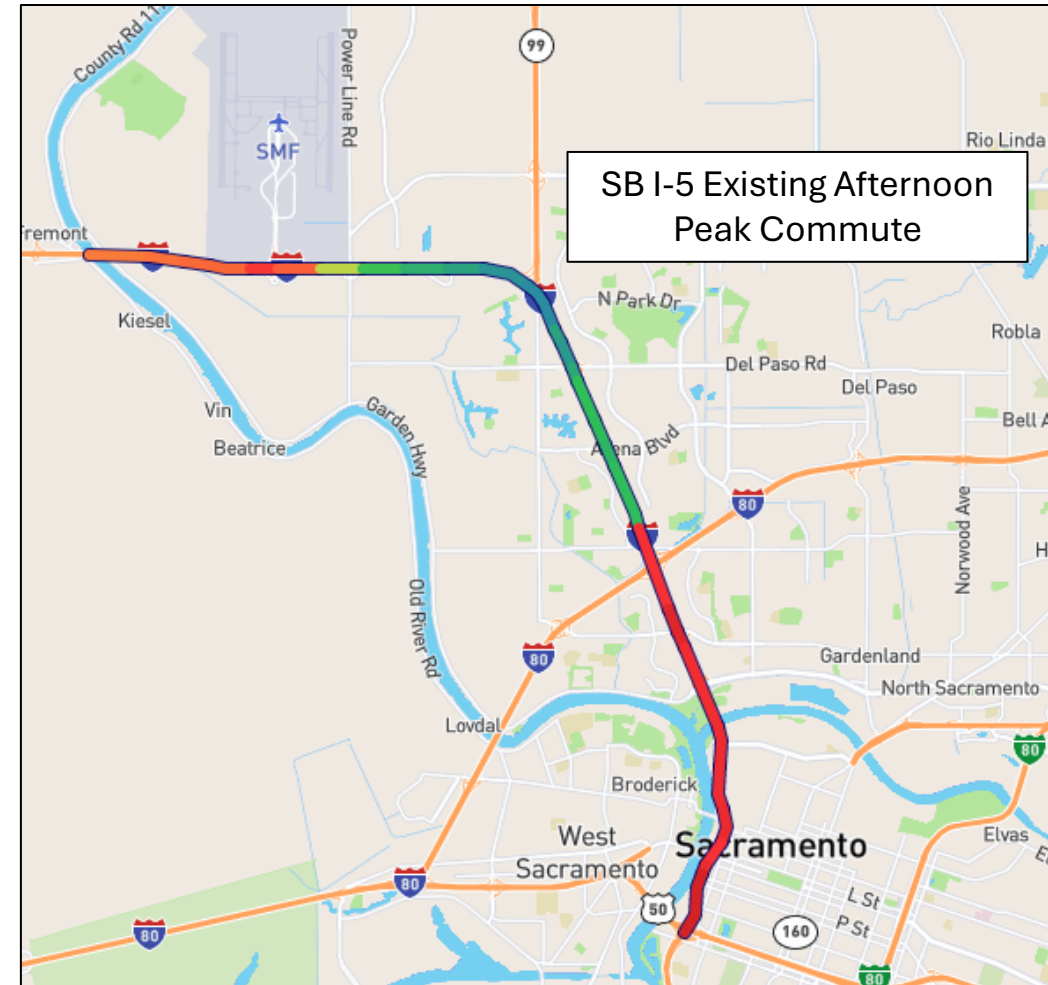
*Based on operations results Alts 6-10 are not viable

I-5 Managed Lanes Alternatives

4. Build a High Occupancy Toll (HOT) 3+ in each direction

~~5. Build an Express lane each direction~~

~~11. 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.~~



Next Steps

- Currently applying for Trade Corridor Enhancement Program Funds for Plans, Specifications, and Estimate and Right of Way
- Anticipated Draft Environmental Document Circulation: August 2026
- Complete Environmental Document: April 2027
- Other future collaborative deliverables:
 - Preliminary Concept of Operations: Spring 2027
 - Anticipated AB-194 Application: Summer 2027



Capital Area Regional Tolling Authority



Capital Area Regional Tolling Authority

Meeting Date: May 20, 2026

Agenda Item: 7

Interim CARTA Executive Director's Report

Prepared By: Chadi Chazbek, Kimley-Horn

Attachments: Yes

Recommendation:

This item is for information only.

Background:

This report is designed 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.

I-5 Traffic and Revenue Study RFP Released

CARTA, in partnership with STA and Caltrans District 3, released a Request for Proposals (RFP) to the two pre-qualified firms included in the traffic and revenue on-call bench. Proposals are due on May 22nd, 2026. Staff anticipates presenting an action item to the CARTA Board at the June meeting for contract award approval with the selected consultant.

Yolo 80 Roadside Toll System Integrator RFP Released

On April 30th, 2026, CARTA issued an RFP for the Yolo I-80 Roadside Toll System. A pre-proposal meeting was held on May 13th, 2026, with attendance from all major toll system vendors.

Proposals are due on June 26th, 2026. Staff plans to present the final contract award to the CARTA Board at the September meeting.

Yolo 80 Managed Lanes VMT Mitigation Presentation

Caltrans and Yolo TD, in coordination with regional partners, are finalizing vehicle miles traveled (VMT) mitigation measures for the Yolo I-80 Managed Lanes Project. This information item is expected to be presented to the Board during the June meeting.

Funding

The Yolo I-80 Managed Lanes Project involves three primary cost components: the roadside toll system integrator, back-office implementation, and VMT mitigation measures. It is anticipated that additional funding will be needed to complete project implementation and proceed to "go-live." CARTA staff will gain clarity on the total project cost and any funding gaps after completing vendor selection, contract negotiations with the toll system integrator, and final cost negotiations with the Transportation Corridor Agencies. At that point, CARTA will collaborate with Caltrans and other partners to secure additional funding from the California Transportation Commission (CTC) and other sources.

Existing funding includes coverage for VMT mitigation measures for the first two years. Continued mitigation measures beyond this period may be funded through toll revenues, pending availability of funds.

Other Items:

The **California Transportation Commission (CTC)** will meet in Folsom this June. Planning is underway to ensure we share with CTC CARTA's plans for tolling. Information about CARTA will be provided through posters, written materials, and a bus tour of the Yolo I-80 corridor.

Attachments:

7B: CARTA Toll Program Board Activity Dashboard

CARTA Toll Program Board Activity Dashboard

Board of Directors

May 20, 2026

Attachment 7B



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 Agreements

California Transportation Commission Action

Discuss STA Joining CARTA

Expenditure Plan and Waterfall Discussion

Backoffice Transportation Corridor Agencies Agreement

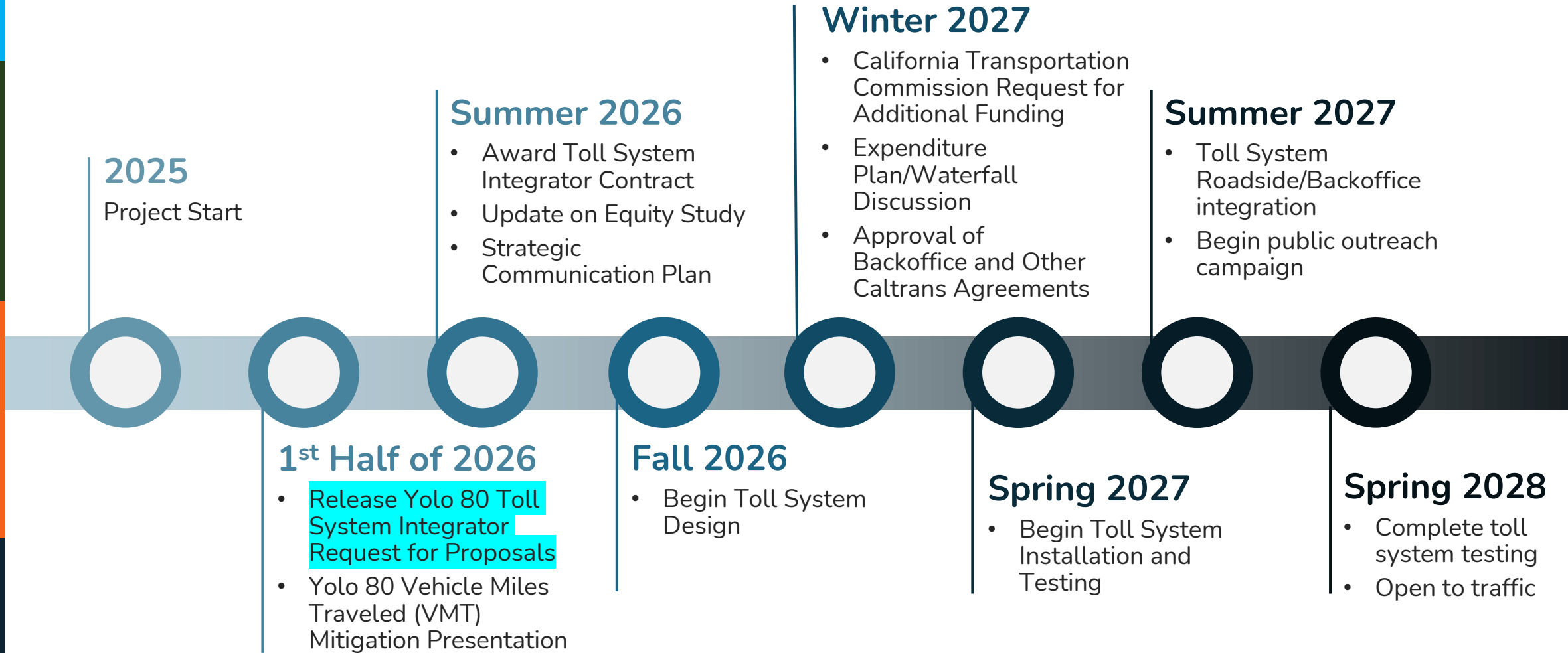
■ Completed ■ In Progress ■ Not Started ★ On Today's Agenda

Toll System Integrator Contract Award Timeline



Yolo 80 Managed Lanes Timeline

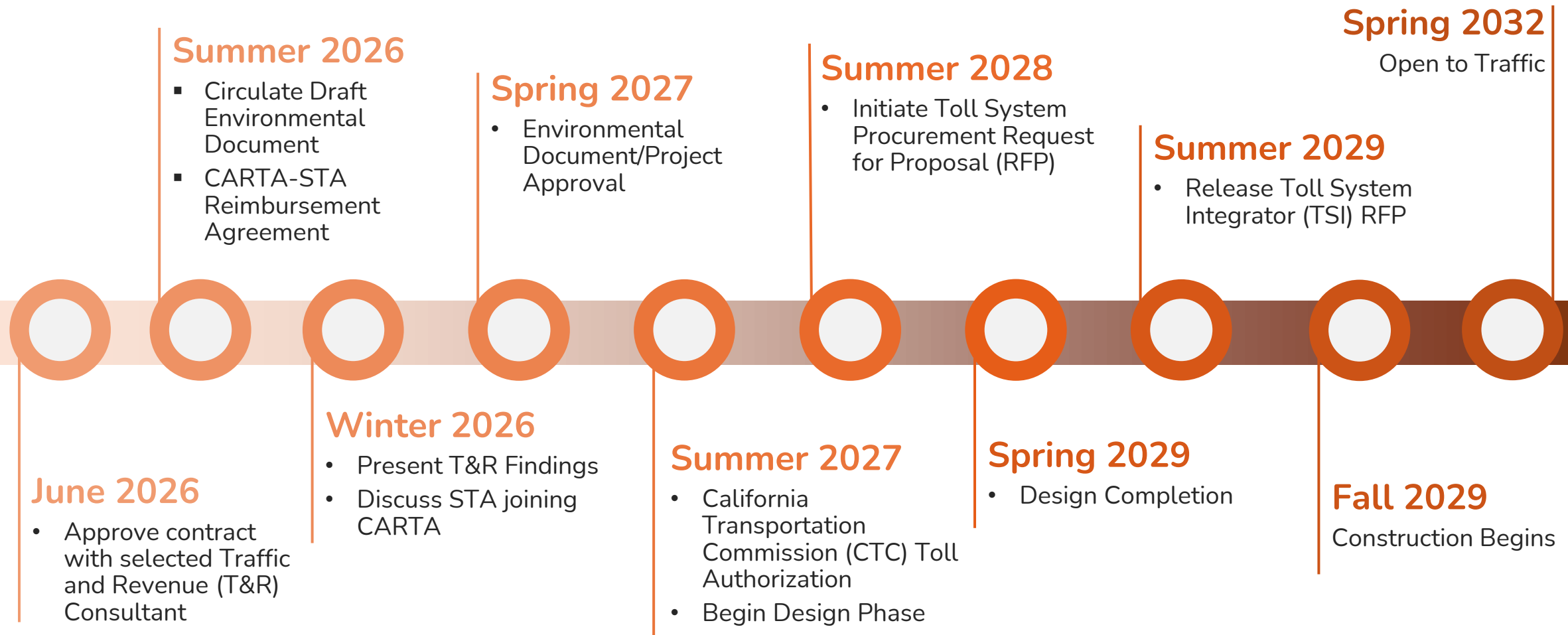
Project Delivery



Sac-5 Level II Traffic And Revenue Contract Award Timeline



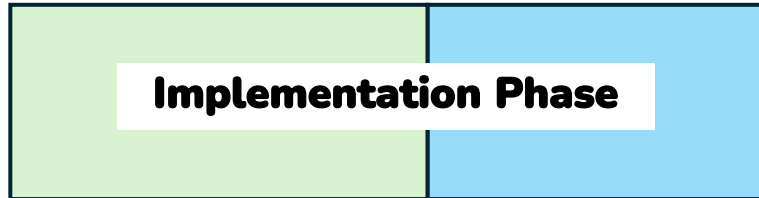
Sac-5 Project Timeline



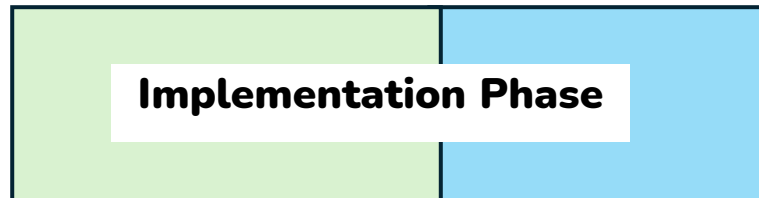
Yolo 80 Project Pre-Revenue Funding Strategy

2026 2027 2028 2029 2030 2031 2032

Toll System Integration
\$30M - \$50M

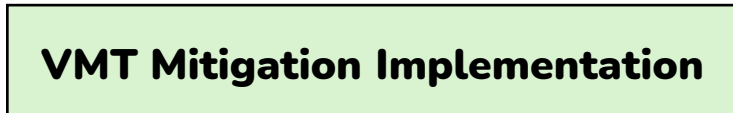


Backoffice Implementation
~\$6M
\$3 to \$4M O&M

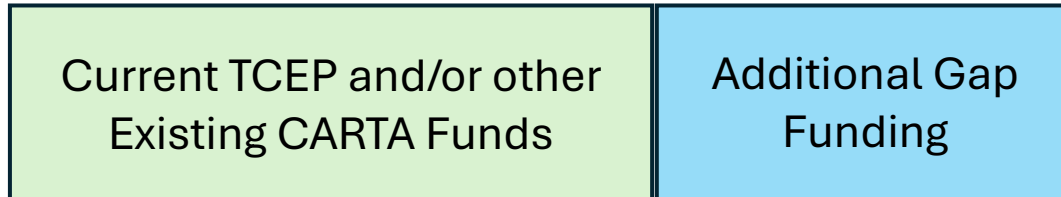


VMT Mitigation

VMT Mitigation Development



Funding Source:



Yolo 80 Toll Revenue Expenditures

Major cost areas that CARTA will have to consider as more detailed cost information comes together, and as revenue is collected.

- Administration
- Debt Service
- Toll System Integrator
- Back Office System
- Customer Service Center
- Lane Maintenance
- Ongoing funding for VMT Mitigation Projects (e.g., transit operations, TDM)
- Equity Program
- Funding for other corridor mobility costs (e.g., transit not included in VMT mitigation, roadway improvements)
- Future System Replacement
- Yolo 80 Phase 2



Capital Area Regional Tolling Authority



Capital Area Regional Tolling Authority

Meeting Date: May 20, 2026

Agenda Item: 8

Fiscal Year 2025-2026 Quarterly Financial Report

Prepared By: Erik Johnson, Sacramento Area Council of Governments

Attachments: Yes

Recommendation:

None; this item is for information only.

Background:

The CARTA Board of Directors adopts an annual operating budget. The board adopted the original Fiscal Year (FY) 2025-2026 Budget in May 2025, the first amendment in October 2025, and the second amendment in April 2026. As the board has designated SACOG as CARTA's administering agency, CARTA's budget is developed and maintained by SACOG staff.

Discussion:

The Quarter 3 Financial Report (Attachment A) compares the FY 2025-2026 adopted budget, to actual expenditures from July 1 to March 31. As of March 31, CARTA has spent \$798,492, or 38% of its \$2,110,684 budget. While several line items exceed the budgeted amount, these costs are not expected to bring CARTA over budget, as some costs such as legal have been driven by a high volume of work related to preparing the Request for Proposals for the Toll System Integrator. These are expected to be offset by other costs that are under budget.

CARTA has received all its projected revenue: a \$1,300,000 loan from the SACOG Managed Fund and the first draw of \$1,000,000 on a loan from the City of West Sacramento. Any unspent revenues will carry forward to FY 2026-2027.

Per CARTA's agreement with SACOG, the SACOG loan accrues interest in the amount earned by the Sacramento County Pooled Investment Fund during the same period. For this fiscal year, the quarterly interest has been 3.970%, 3.906%, and 3.785% for the respective quarters. The West Sacramento loan accrues a fixed 8% interest rate. While loan interest was originally shown as an expense, since repayment is deferred on both loans, the accrued interest will be reported going forward in annual financial statements until repayment begins.

Attachments:

8B: Q3 Financial Report

CAPITAL AREA REGIONAL TOLLING AUTHORITY
Q3 FINANCIAL REPORT
Budget-to-Actual (Unaudited)

REVENUES:	BUDGET <i>Amendment #2</i>	ACTUAL <i>July-Mar 2026</i>	ACTUAL % <i>July-Mar 2026</i>	REMAINING <i>Budget vs. Actual</i>
Local				
Carryover from prior fiscal year	\$ 627,681	\$ 627,681	100%	\$ -
Loan from SACOG Managed Fund	\$ 1,300,000	\$ 1,300,000	100%	\$ -
Loan from West Sacramento	\$ 1,000,000	\$ 1,000,000	100%	\$ -
Interest Income	\$ -	\$ 8,732	-	\$ (8,732)
Subtotal - Local Revenues	\$ 2,927,681	\$ 2,936,413	100%	\$ (8,732)
State				
Caltrans Planning Grant	\$ 60,000	\$ -	0%	\$ 60,000
Subtotal - State Revenues	\$ 60,000	\$ -	0%	\$ 60,000
TOTAL REVENUES	\$ 2,987,681	\$ 2,936,413	98%	\$ 51,268
EXPENDITURES:				
Administration:				
Administrative Staff Costs	\$ 94,000	\$ 52,161	55%	\$ 41,839
General Counsel	\$ 50,000	\$ 51,526	103%	\$ (1,526)
Contracts Counsel	\$ 80,000	\$ 21,444	27%	\$ 58,557
Public Outreach / Education	\$ -	\$ -	-	\$ -
Insurance	\$ 43,218	\$ 42,138	98%	\$ 1,080
Audits	\$ -	\$ -	-	\$ -
Website and Software	\$ 37,000	\$ 4,907	13%	\$ 32,093
Travel and Meetings	\$ 6,169	\$ 6,905	112%	\$ (736)
IBTTA Membership	\$ 3,750	\$ 3,750	100%	\$ -
Financing and Financial Planning	\$ -	\$ -	-	\$ -
Computer and Office Equipment	\$ 3,000	\$ 2,744	91%	\$ 256
Executive Recruiter	\$ 100,000	\$ 53,326	53%	\$ 46,674
Interest on SACOG Loan	\$ 26,926	\$ -	0%	\$ 26,926
Subtotal - Administration Expenditures	\$ 444,063	\$ 238,901	54%	\$ 205,162
Toll Program				
Transportation Staff Costs	\$ 270,288	\$ 197,898	73%	\$ 72,390
Consulting Services: Toll Program	\$ 528,828	\$ 334,413	63%	\$ 194,415
Consulting Services: Agreements/Revenue	\$ 122,121	\$ 6,610	5%	\$ 115,511
Consulting Services: Outreach	\$ 98,086	\$ -	0%	\$ 98,086
Consulting Services: On-Call Services	\$ 400,000	\$ -	0%	\$ 400,000
Regional Toll Equity Study	\$ 60,000	\$ -	0%	\$ 60,000
Subtotal - Toll Program Expenditures	\$ 1,479,323	\$ 538,921	36%	\$ 940,402
Yolo 80 Project Delivery, Construction, and Testing				
Yolo 80 Delivery Management	\$ 187,298	\$ 20,670	11%	\$ 166,628
Computer Software - Document Control System	\$ -	\$ -	-	\$ -
Subtotal - Yolo 80 Project Delivery	\$ 187,298	\$ 20,670	11%	\$ 166,628
TOTAL EXPENDITURES	\$ 2,110,684	\$ 798,492	38%	\$ 1,312,192



Capital Area Regional Tolling Authority

Meeting Date: May 20, 2026

Agenda Item: 9

Caltrans Yolo 80 Construction Update

Prepared By: Gurtej Bhattal, Caltrans

Attachments: Yes

Recommendation:

N/A

Background:

Information Item on Roadway Construction Status of Yolo 80 Managed Lanes

Discussion:

With winter suspension lifted last month, more major activities have begun, such as pavement work. Specific, recent activities include:

- Saw cutting existing pavement to raise drainage inlets,
- Paving lanes and shoulders,
- Splicing trunkline fiber,
- Reconstructing bike path on east end of job,
- Raising inlets, and
- Miscellaneous electrical work.

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

- Continued median reconstruction and barrier work,
- Installation of electrical conduit and overhead sign structures, and
- Implementation of ITS elements and associated electrical components such as conduit, fiber, and cabinets for devices like CCTV and ramp meters.

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

Attachments:

9B: Presentation

Caltrans Yolo 80 Managed Lanes Construction Update

Board of Directors

May 20, 2026

Attachment 9B



Recent Yolo 80 Construction Activities



Saw Cutting Existing Pavement to Raise
Drainage Inlets

Recent Yolo 80 Construction Activities



Paving Median Shoulder

Recent Yolo 80 Construction Activities

Other

- Splicing trunkline fiber,
- Paving lanes,
- Reconstructing bike path on east end of job,
- Raising inlets, and
- Miscellaneous electric work.

May – Nov '26 Anticipated Activities

- Median and barrier work,
- Electrical conduit and overhead sign installation, and
- ITS element implementation.

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



Capital Area Regional Tolling Authority