

**Capital Area Regional Tolling Authority
Board of Directors**



Wednesday, September 30, 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 livestream 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 three minutes to speak, unless a different time is set by the Chair. Please complete a speaker form and provide it to the clerk. If attending at the alternative meeting location, please inform a SACOG official in attendance that you request to speak.

• ***Written:***

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

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

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

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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 Board 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. August 19, 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. Elect Workers' Compensation Coverage for Unpaid Volunteers (0 minutes, Erik Johnson, SACOG)
 - a. Issue: Add workers' compensation coverage for unpaid volunteers, including non-voting Board members
 - b. Attachment 2A: Staff Report
 - c. Attachment 2B: Resolution

3. Toll Program Management Contract Amendment (0 minutes, Kathleen Aziz, CARTA)
 - a. Issue: Amend contract to add early work for Sac 5 Managed Lanes
 - b. Attachment 3A: Staff Report
 - c. Attachment 3B: STA/CARTA Memorandum of Understanding (MOU)

Action:

4. Toll System Integrator Contract and Caltrans Fund Transfer Agreement (10 minutes, Chadi Chazbek, Kimley-Horn, and Kathleen Aziz, CARTA)
 - a. Issue: Approval of the Toll System Integrator (TSI) contract with Indra and an agreement with Caltrans to fund it
 - b. Attachment 4A: Staff Report
 - c. Attachment 4B: TSI Contract
 - d. Attachment 4C: Presentation
5. Fiscal Year 2026-2027 Budget Amendment #1 (10 minutes, Kathleen Aziz, CARTA)
 - a. Issue: Approval of an amendment to CARTA's annual budget
 - b. Attachment 5A: Staff Report
 - c. Attachment 5B: FY 2026-2027 Budget Amendment #1
 - d. Attachment 5C: Expenditures by Revenue Source

Information:

6. Toll Revenue Investment Plan Development Process (10 minutes, Kathleen Aziz, CARTA)
 - a. Issue: Informational report on status of the Toll Revenue Investment Plan (TRIP) schedule
 - b. Attachment 6A: Staff Report
 - c. Attachment 6B: Presentation
7. Yolo 80 Interim Use Update (15 minutes, Gurtej Bhattal, Caltrans)
 - a. Issue: An update on the Yolo 80 interim use discussion from the prior meeting
 - b. Attachment 7A: Staff Report
 - c. Attachment 7B: Presentation
8. CARTA Executive Director's Report (20 minutes, Kathleen Aziz, CARTA)
 - a. Issue: A brief report from the CARTA Executive Director
 - b. Attachment 8A: Staff Report
 - c. Attachment 8B: Presentation

Receive and File:

9. Joint Powers Authority Amendment Update (0 minutes, Erik Johnson, SACOG)
 - a. Issue: A brief update on the JPA amendment approval process
 - b. Attachment 9A: Staff Report

10. Equity Study Procurement Update (0 minutes, Kathleen Aziz, CARTA)
 - a. Issue: A brief update on the results of the equity study procurement
 - b. Attachment 10A: Staff Report
11. Yolo 80 Express Lanes Limits for Public Information (0 minutes, Kathleen Aziz, CARTA)
 - a. Issue: New graphic that illustrates the length of the Yolo 80 Express Lanes
 - b. Attachment 11A: Staff Report
 - c. Attachment 11B: Variable Toll Message Sign (VTMS) Graphic
12. Caltrans Yolo 80 Construction Update (0 minutes, Gurtej Bhattal, Caltrans)
 - a. Issue: Informational report on status of Yolo 80 construction contract
 - b. Attachment 12A: Staff Report
 - c. Attachment 12B: Presentation
13. Fiscal Year 2025-2026 Quarter 4 Financial Report (0 minutes, Kathleen Aziz, CARTA)
 - a. Issue: Informational report on FY26 Q4 Actuals
 - b. Attachment 13A: Staff Report
 - c. Attachment 13B: FY26 Q4 Financial Report

Other Matters

Adjournment

The next meeting of CARTA will be held on Wednesday, October 14, 2026, at 1:00 PM in the SACOG Board Room, 1415 L Street, Suite 300, Sacramento, CA.

This agenda and attachments are available on CARTA's website at <https://carta.ca.gov/>. CARTA is accessible to the disabled. As required by Section 202 of the Americans with Disabilities Act of 1990 and the Federal Rules and Regulations adopted in implementation thereof, a person who requires a modification or accommodation, auxiliary aids or services in order to participate in a public meeting, including receiving this agenda and attachments in an alternative format, should contact CARTA by phone at (916) 321-9000, email contact@carta.ca.gov or in person as soon as possible and preferably at least 72 hours prior to the meeting. Parking is available at the meeting location. To take transit to a meeting, go to [google.com/maps](https://www.google.com/maps).



Capital Area Regional Tolling Authority

Meeting Date: September 30, 2026

Agenda Item: 1

Approve Minutes of the August 19, 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 August 19, 2026.

Discussion:

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

Attachments:

1A: CARTA August 19, 2026, Minutes

CARTA Board of Directors

Draft Action Minutes

The CARTA Board of Directors met in person on August 19, 2026, at 10:00 a.m. at the CARTA office, 1415 L Street, Suite 300, Sacramento, CA.

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

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

Absent: Ex-Officio Member Deloria

Public Communications: Autumn Bernstein, YoloTD, provided public comment regarding Item 7, Caltrans Yolo 80 Construction Update, including Caltrans' plans to operate the new lane as a general-purpose lane prior to the start of tolling.

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

- 1. Minutes of the June 17, 2026, Board Meeting

Action:

- 2. JPA Amendment Related to CalPERS

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

(1) Approve Resolution No. 06-2026 (Attachment 2B) requesting that CARTA’s member agencies amend the Joint Exercise of Powers Agreement to enable CARTA to join CalPERS; and (2) direct the submittal of an application to CalPERS upon execution of the amendment.

*Director Talamantes arrived for this item.

Information:

- 3. Customer Readiness and Strategic Communications Framework

The Board received and reviewed this report, presented by Marie Fiore, Drago Vantage staff.

4. Toll System Integrator Procurement Update

The Board received and reviewed this report, presented by Kathleen Aziz, CARTA Executive Director.

5. Audit Scope Schedule

The Board received and reviewed this report, presented by Erik Johnson, SACOG staff, and Nathan Edelman, Eide Bailly staff.

**Director Kennedy was absent for this item.

6. CARTA Executive Director's Report

The Board received and reviewed this report, presented by Kathleen Aziz, CARTA Executive Director.

**Director Kennedy was absent for this item.

Receive and File

7. Caltrans Yolo 80 Construction Update.

Director Aceves provided a brief update regarding the installation schedule for the gantry signs. The Board received and filed the report.

**Director Kennedy was absent for this item.

Other Matters: None

Adjournment: The meeting was adjourned at 11:22 a.m.



Capital Area Regional Tolling Authority

Meeting Date: September 30, 2026

Agenda Item: 2

Elect Workers' Compensation Coverage for Unpaid Volunteers

Prepared By: Erik Johnson, SACOG

Attachments: Yes

Recommendation:

Staff recommends that the Board approve Resolution No. 07-2026 (Attachment 2B) electing workers' compensation coverage for unpaid volunteers and board members.

Background:

The California Labor Code requires that all employees be covered under a workers' compensation insurance policy. California Labor Code Section 3352 excludes from the definition of an employee any person who performs service for a public agency who receives no compensation for such service, i.e., a volunteer. Therefore, those who volunteer their time with CARTA are not considered employees and are excluded from coverage under workers' compensation insurance. This includes board members who do not receive a stipend from CARTA.

The Labor Code does allow for these individuals to be covered by an organization's workers' compensation insurance if the governing body adopts a resolution specifically electing such coverage.

Discussion:

CARTA receives all of its insurance, including workers' compensation through the Golden State Risk Management Authority (GSRMA). GSRMA has advised CARTA to consider adopting this resolution to ensure that workers' compensation insurance can be provided to all volunteers, including uncompensated board members.

CARTA does not currently have any volunteers, including unpaid interns. This resolution would provide flexibility for CARTA to have unpaid volunteers in the future. Board members appointed by SACOG and YoloTD receive stipends, which qualifies as compensation. However, the Caltrans District 3 Board Member and the ex-officio members from the potential future member agencies do not receive stipends. This resolution would allow CARTA to reduce its liability exposure by ensuring that anyone who may qualify as a volunteer is covered under CARTA's insurance policy.

Attachments:

2B: Resolution

Resolution No. 07-2026**A RESOLUTION ELECTING WORKERS' COMPENSATION
COVERAGE FOR UNPAID VOLUNTEERS.**

WHEREAS, the California Labor Code provides, with certain exceptions, that volunteers providing services to government agencies are not covered under California Workers' Compensation insurance; and

WHEREAS, Labor Code Section 3363.5 authorizes public agencies, through action by resolution, to provide such volunteers with workers' compensation coverage while they are acting for or on behalf of the agency; and

WHEREAS, the Board of Directors finds that the services provided by such volunteers benefit the Capital Area Regional Tolling Authority and its member agencies; and

WHEREAS, the Board of Directors has considered the desirability of providing workers' compensation coverage to those volunteers designated below.

NOW THEREFORE BE IT RESOLVED, that:

1. pursuant to California Labor Code Section 3363.5, only those volunteers who have received prior written approval from the Capital Area Regional Tolling Authority to provide services to the agency are deemed employees of the agency for purposes of workers' compensation coverage and only while performing services for or on behalf of the agency, effective as of the date of this Resolution; and
2. pursuant to California Labor Code Section 3363.5, the unpaid members of the Board of Directors of the Capital Area Regional Tolling Authority are deemed employees of the agency for purposes of workers' compensation coverage while performing services for or on behalf of the agency, effective as of the date of this Resolution.

[SIGNATURES ON FOLLOWING PAGE]

PASSED, APPROVED, AND ADOPTED this 30th day of September, 2026, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

CHAIR OF THE BOARD

ATTEST:

SECRETARY TO THE BOARD

APPROVED TO FORM:

COUNSEL TO THE BOARD



Capital Area Regional Tolling Authority

Meeting Date: September 30, 2026

Agenda Item: 3

Toll Program Management Contract Amendment

Prepared By: Kathleen Aziz, CARTA

Attachments: Yes

Recommendation:

Staff recommend that the Board authorize the Executive Director to execute a contract amendment with Kimley-Horn to increase the contract limit from \$5,000,000 to \$5,300,000.

Background:

At their February 2025 meeting, the board directed staff to transition CARTA's staffing into an executive director with heavy consultant support. At their June 2025 meeting, the Board authorized staff to award a contract for Toll Program Management consultant services not to exceed \$5 million. The contract was awarded to Kimley-Horn and work began in November 2025.

The awarded contract included five tasks, all focused on delivering Yolo 80. However, the scope of work in the Request for Proposals (RFP) also included optional tasks to address issues that may arise during the life of the three-year contract. These optional tasks were not funded initially and were intended to be amended in if the need for additional work arose.

Discussion:

The Sac 5 Managed Lanes Project (Sac 5) proposes to add a high-occupancy toll lane in each direction 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. Caltrans is the CEQA lead on Sac 5 and STA is supporting its funding and implementation.

At their June 2026 meeting, the CARTA board approved a Memorandum of Understanding (MOU) between CARTA and STA to fund CARTA's early work on Sac 5, including completing a Level 2 Traffic and Revenue Study, reviewing a Concept of Operations, and developing an AB 194 Toll Facility Application to the California Transportation Commission (CTC) (Attachment 3B). This Sac 5 work requires additional consultant work from Kimley-Horn, either developing materials directly or reviewing the work of partner agencies and subconsultants. These costs were accounted for in the MOU budget and STA will reimburse CARTA for eligible costs. Staff recommend that the board authorize a contract amendment with Kimley-Horn to account for this additional work.

Attachments:

3B: STA / CARTA MOU

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



Kevin Bewsey
Executive Director

CAPITAL AREA REGIONAL
TOLLING AUTHORITY



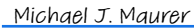
James Corless
Secretary to the Board

Approved to Form:



William Burke (Jun 22, 2026 12:48:04 PDT)

William Burke
General Counsel



Michael J. Maurer (Jun 22, 2026 10:33:11 PDT)

Michael J. Maurer
Counsel to CARTA

CARTA-STA Final 06-09-2026

Final Audit Report

2026-06-23

Created:	2026-06-22
By:	Dustin Purinton (dustin@sacta.org)
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Agreement completed.

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Capital Area Regional Tolling Authority

Meeting Date: September 30, 2026

Agenda Item: 4

Toll System Integrator Contract and Caltrans Fund Transfer Agreement

Prepared By: Kathleen Aziz, CARTA

Attachments: Yes

Recommendation:

Staff recommend that the board:

1. Authorize the executive director to execute an agreement with Caltrans to receive \$40,047,429 of project funding to fund Toll System Integrator (TSI) and Back Office System (BOS) capital costs; and
2. Award the Yolo 80 TSI contract to Indra USA, Inc. and authorize the executive director to execute a contract substantially similar to Attachment 4B, not to exceed \$46,636,089.

Background

One of CARTA's core functions is to operate the toll system for its facilities. Across California and nationally, toll authorities use TSI contracts to install, test, operate and maintain toll systems. These full-service contracts require the vendor to design, install, integrate, test, and maintain tolling hardware and software, and operate the system to collect and package transactions on the agency's behalf. This contract work is all governed by a set of Key Performance Indicators (KPIs) that are monitored when the toll system is operational. Failure to meet KPIs will result in financial damages being assessed to the vendor.

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

Discussion

Procurement Process

Throughout the procurement process, CARTA was supported by technical consultants with deep subject matter expertise in tolling to assist in writing specifications that fit the needs of CARTA and providing advice to CARTA. In April, staff released the RFP and CARTA received three proposals at the June 26th RFP submission deadline. The proposals were evaluated by a seven-person panel comprised of staff from the following agencies:

- CARTA
- CARTA's Member Agencies: YoloTD, Caltrans, SACOG

- Toll Corridor Agencies (TCA), a peer toll authority that CARTA selected to provide back office services
- San Bernardino County Transportation Authority (SBCTA), a peer toll authority who recently deployed their first express lane project

The evaluation criteria consisted of the following categories:

- 15 points – Qualifications of the Firm
- 40 points – Technical Solution and Project Implementation
- 30 points – Warranty and Operation & Maintenance Approach
- 15 points – Cost Proposal

The panel members individually reviewed and scored all three proposals. Cost was scored separately by CARTA. All three firms were selected as finalists for in-person interviews. Interviews were held on July 20th and July 21st. The panel developed final scores for each proposal following interviews. The average final total scores for each proposal, in rank order, were as follows:

1. Indra USA, Inc. – 88 Points
2. TransCore – 83 Points
3. SICE – 76 Points

Indra USA, Inc. (Indra) received the highest overall score and was recommended by the panel. CARTA then initiated negotiations to finalize the contract with Indra for board approval. Upon completion of negotiations, CARTA issued a Notice of Intent to Award on September 21st.

TSI Contract Scope

The final contract with Indra (Attachment 4B) includes design, installation, and testing costs; as well as one year of warranty and four years of operating and maintenance costs. Indra's proposed schedule maintains CARTA's ability to go-live on Yolo 80 Express Lanes in summer 2028.

The RFP included two optional scope elements to reduce leakage: i) a supplemental toll point on the causeway; and ii) installation and operation of video-occupancy detection (VOD) equipment. The supplemental toll point reduces the gap between toll points ensuring CARTA can accurately capture all vehicles using the express lane. The VOD system captures images of vehicles, analyzes the images to determine the number of people in the vehicle, and reconciles that occupancy with what the driver declared on their switchable transponder. VOD reduces leakage by reducing misdeclaration and ensuring the carpool discount is only provided to vehicles with sufficient occupancy. These two scope elements were included as optional in the RFP because CARTA and Caltrans had not finalized the funding agreement for this work. CARTA and Caltrans staff agree that these scope elements to reduce leakage are essential and cost effective. Both the VOD system and the additional toll point are included in the contract recommended for award.

Funding Plan – Capital Costs

The Yolo 80 Express Lanes project was awarded \$86 million in federal Infrastructure for Rebuilding America (INFRA) funds and \$105 million in state TCEP funds. The project funding is held and managed by Caltrans and includes budget for: (1) the civil contract Caltrans is delivering, and (2) the TSI and BOS contracts CARTA will deliver. Caltrans and CARTA staff have been working together to ensure all necessary contracts for Yolo 80 can be fully funded. The design, installation, testing, and warranty period portions of the TSI contract are capital expenses and will be funded from the project budget. The capital costs in Indra's contract total \$30,863,727. The implementation costs for the BOS are also capital costs and, while the BOS agreement with TCA is still subject to board approval, the final estimate is \$5,557,679.

Caltrans and CARTA staff have agreed that the project budget will provide \$40,047,429 in capital funding to deliver CARTA's portion of the Yolo 80 project. This total amount covers the Indra TSI capital costs, the BOS capital costs, and contingency for both. Caltrans and CARTA staff have also agreed that Caltrans will transfer these funds to CARTA per TSI or BOS invoice received. If the Board approves staff recommendation on this item, the CARTA Executive Director and the Caltrans District 3 Director will execute an agreement detailing this fund transfer process.

Both CARTA's and Caltrans' capital costs to implement Yolo 80 have exceeded the estimate, and Caltrans will be seeking additional funding once civil construction nears completion. CARTA is committed to supporting Caltrans in closing the remaining funding gap.

Funding Plan – Operating Costs

The remainder of the Indra contract value, \$15,772,362, covers four years of operations and maintenance, for an average annual cost of \$3,943,091. These costs will be funded by Yolo 80 toll revenue and will be included in future CARTA budgets and in the Toll Revenue Investment Plan (TRIP). Similar to TSI, BOS operating costs will be funded by Yolo 80 toll revenue. CARTA is still working with TCA on the details of how this will be structured, but the current estimate is \$2,297,897 annually. Both the TSI and BOS operating costs include fixed operating costs and variable operating costs, which will depend on how many trips occur on Yolo 80 each year.

Recommendation

Staff recommend that the Board authorize the executive director to execute the funding agreement with Caltrans and the TSI contract with Indra to continue implementing the Yolo 80 Express Lanes project.

Attachments:

4B: TSI Contract

4C: Presentation



Attachment 4B: Toll System Integrator (TSI) Contract is available at the following link:
<https://carta.ca.gov/files/b45846a47/CARTA-+TSI+Agreement+09-23-26+DRAFT+FINAL.pdf>

Toll System Integrator Contract Approval and Caltrans Fund Transfer Agreement

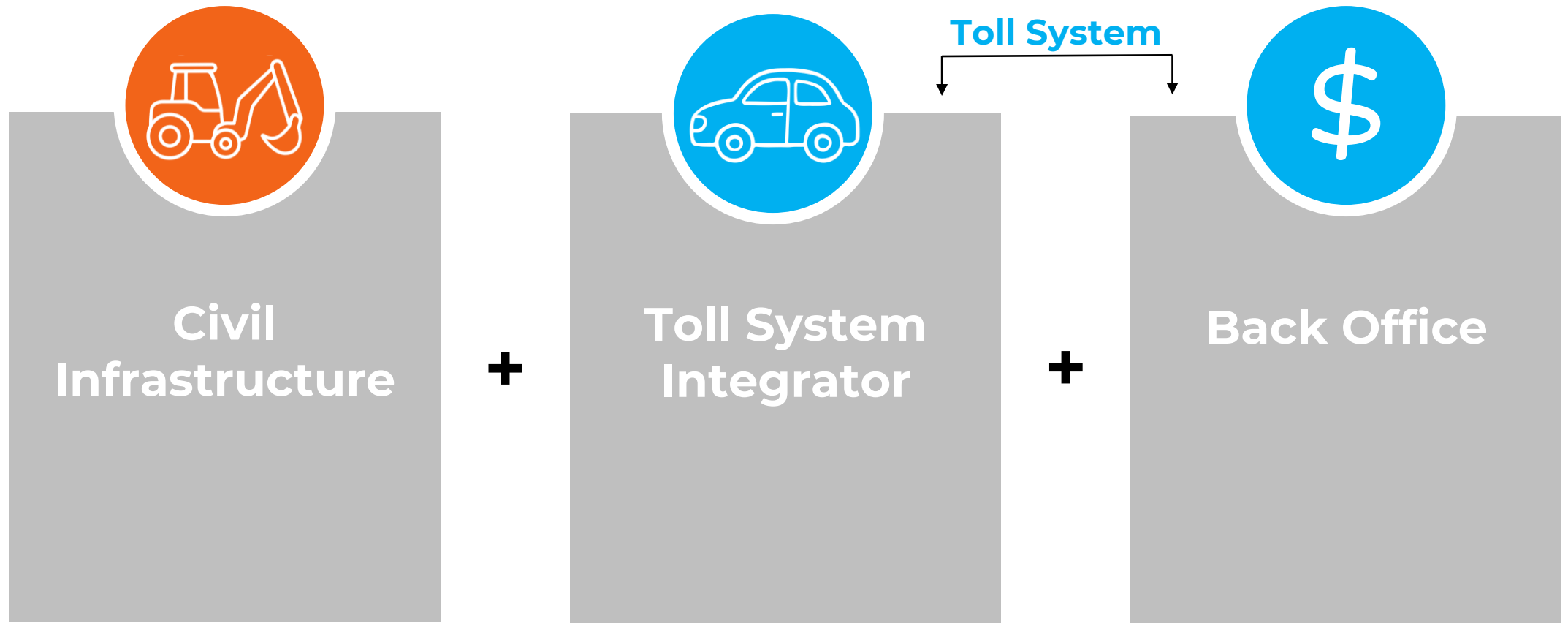
Board of Directors

September 30th, 2026

Attachment 4C

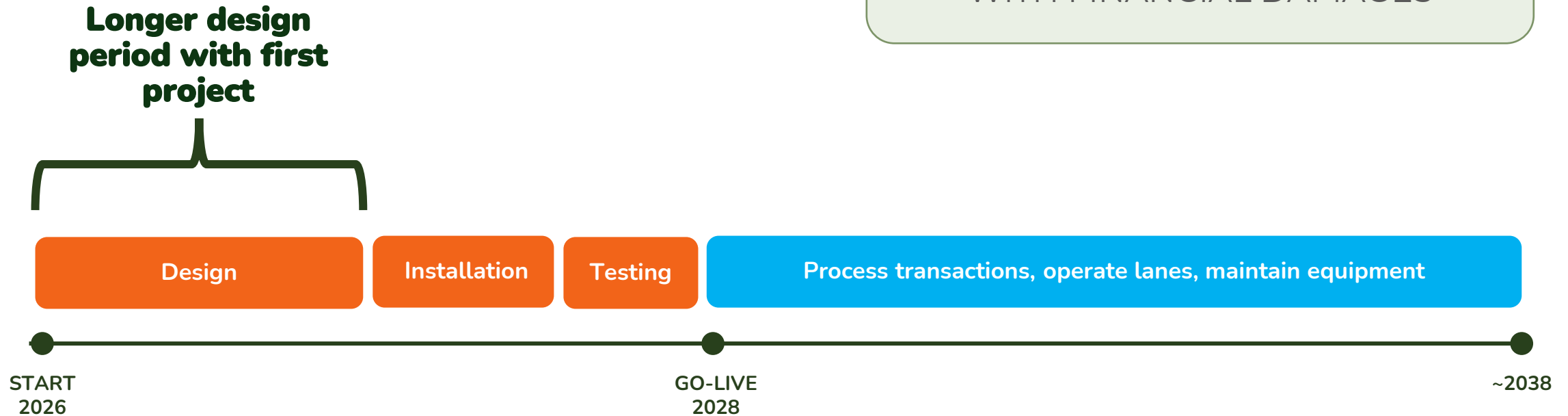


Toll System Integrator (TSI) Role

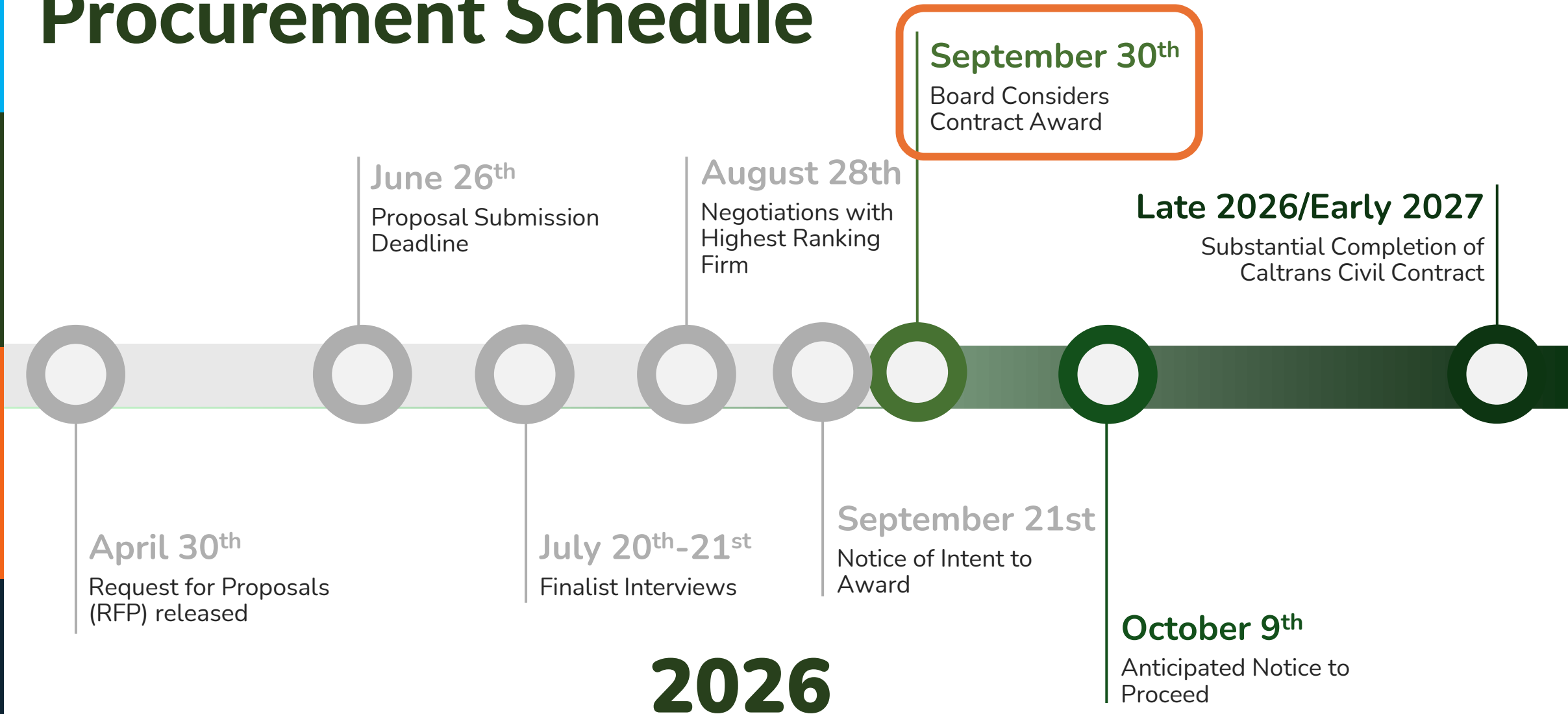


TSI Scope

15+ KPIs in TSI Contract
WITH FINANCIAL DAMAGES



Procurement Schedule



Evaluation Process

- Three proposals received
- Evaluation panel scored written proposals
- All three firms selected for in-person interviews
- Evaluation panel developed final scores post-interviews
- CARTA initiated negotiations with highest-ranking firm

Evaluation Panel

- Seven-person panel comprised of:
 - CARTA
 - SACOG
 - Yolo TD
 - Caltrans District 3
 - Toll Corridor Agencies (TCA)
 - San Bernardino County Transportation Authority (SBCTA)

Evaluation Criteria

- 100 total points available
 - 15 points – Qualifications of the Firm
 - 40 points – Technical Solution and Project Implementation
 - 30 points – Warranty and Operation & Maintenance Approach
 - 15 points – Cost Proposal

Final Average Scores

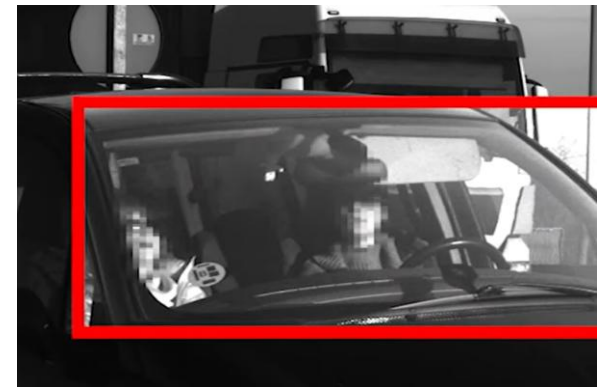
1. Indra, USA – 88 Points
2. TransCore – 83 Points
3. SICE – 76 Points

Recommended Scope

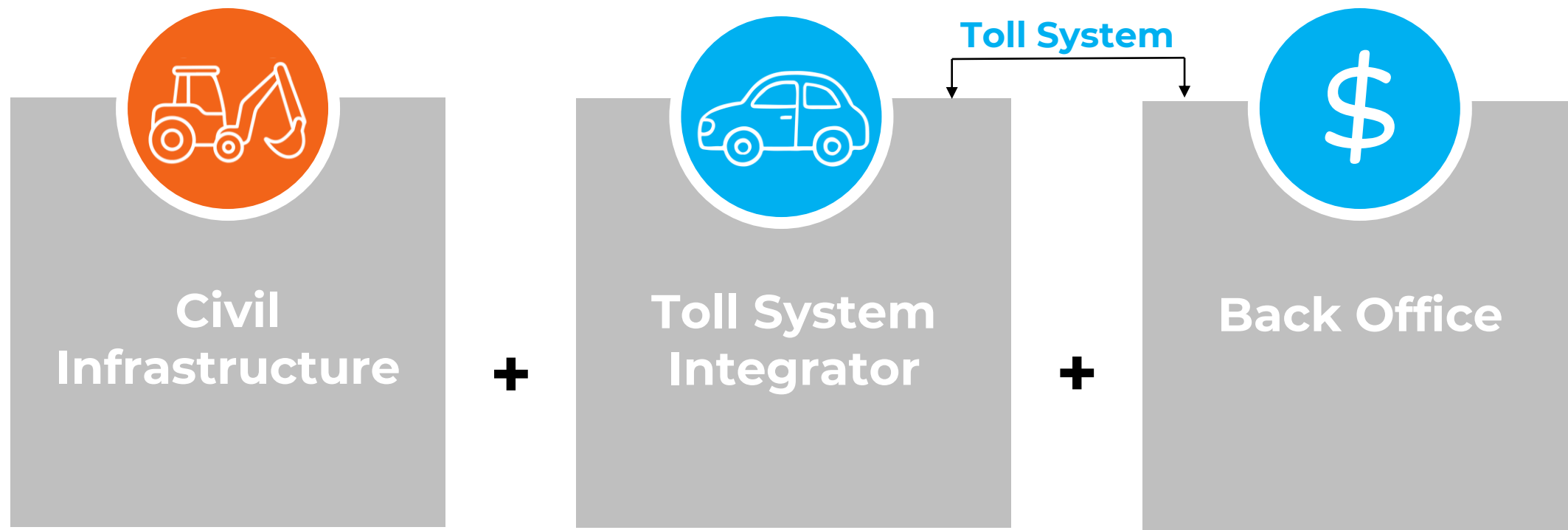
- Base scope
 - Design
 - Installation
 - Testing
 - One Year Warranty Period
 - Four Years O&M
- Additional scope to reduce leakage
 - Supplemental causeway toll point
 - Video occupancy detection
- Total Cost: \$46,636,089
 - Capital: \$30,863,727
 - Operating: \$15,772,362



+



Funding Plan



\$191 million in INFRA/TCEP funding

CARTA Yolo 80 TSI and BOS Costs

Capital Costs

\$40,047,429

Toll System Integrator	\$33,933,983
Program Development and Design	\$9,619,509
Implementation, Installation, Testing	\$17,656,548
Warranty Period (Year 1)	\$3,587,670
Contingency	\$3,070,256
Back Office System*	\$6,113,447*
Implementation Management*	\$1,421,617*
Customer Service System*	\$816,194*
Software and Host*	\$3,319,868*
Contingency*	\$555,768*

Annual Operating Costs

Toll System Integrator	
O&M Avg. Annual Cost	\$3,943,091
Back Office System*	
O&M Avg. Annual Cost*	\$2,297,897*

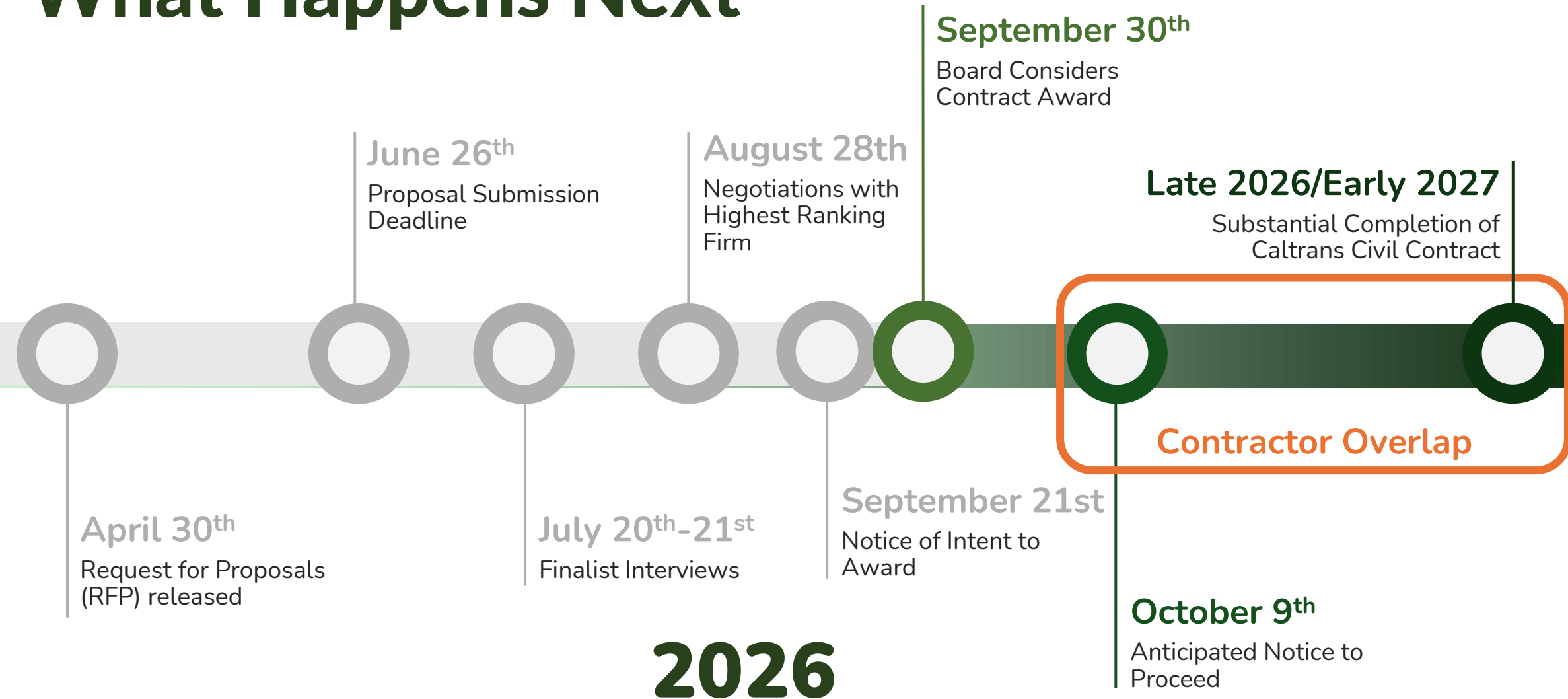
\$6,240,988

*Back office costs are draft pending approval of an agreement by the CARTA and TCA boards

TCEP Fund Transfer Process

1. CARTA receives TSI/BOS invoice
2. CARTA sends TSI/BOS invoice to Caltrans
3. Caltrans sends TCEP funds to CARTA for total invoice amount
4. CARTA pays TSI/BOS invoice
5. CARTA submits proof of payment to Caltrans

What Happens Next



Staff Recommendation

- Staff recommend the Board:
 - Authorize ED to execute Caltrans fund transfer agreement
 - Award TSI contract to Indra
 - Authorize ED to execute contract with Indra



Capital Area Regional Tolling Authority



Capital Area Regional Tolling Authority

Meeting Date: September 30, 2026

Agenda Item: 5

Fiscal Year 2026-2027 Budget Amendment #1

Prepared By: Kathleen Aziz, CARTA

Attachments: Yes

Recommendation:

Staff recommend the Board approve Amendment #1 to the Fiscal Year (FY) 2026-2027 Budget (Attachment 5B).

Background:

The CARTA Joint Powers Authority agreement states 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. At their June 2026 meeting, the CARTA board adopted a final FY 2026-2027 Budget.

Discussion:

The most significant change with Amendment #1 involves the Yolo 80 Toll System Integrator (TSI). Consistent with the negotiated agreement presented under Item 4 of this agenda, staff expect to only reach Notice to Proceed (NTP) 1 this fiscal year. The TSI line in Amendment #1 has been reduced to match NTP 1 and the remaining TSI costs will be included in the FY 2027-2028 budget. The amount of Trade Corridor Enhancement Program (TCEP) funds has also been reduced to match projected expenses and 10% contingency has been added for TSI expenses.

Amendment #1 makes the following additional changes:

- Increases projected interest income to align with actuals from FY 2025-2026
- Adds STA Measure A funding for CARTA's early work on Sac 5 Express Lanes, consistent with the Board's action in June
- Divides legal budget between CARTA Administration, Yolo 80 Delivery, and Sac 5 Delivery, to more clearly track legal costs
- Increases SACOG Administrative Services budget with updated estimates from SACOG

Together, these changes result in a net 19% reduction in current-year revenue and 22% reduction in current-year expenses. The additional carryforward created by these changes is applied to the restricted operating reserve.

Attachments:

5B: FY 2026-2027 Budget Amendment #1

5C: Expenditures by Revenue Source

**CAPITAL AREA REGIONAL TOLLING AUTHORITY
FY 2026-2027 BUDGET AMENDMENT #1**

REVENUES:	FY 2027 FINAL BUDGET <i>Proposed June 2026</i>	FY 2027 AMENDMENT #1 <i>September 2026</i>	DIFFERENCE (\$) <i>Final vs. Amendment #1</i>	DIFFERENCE (%) <i>Final vs. Amendment #1</i>
Local				
Carryover from prior fiscal year	\$ 653,922	\$ 653,922	\$ -	
Loan from SACOG Managed Fund	\$ -	\$ -	\$ -	
West Sacramento Loan	\$ 4,000,000	\$ 4,000,000	\$ -	
Interest	\$ 33,000	\$ 55,000	\$ 22,000	67%
Subtotal - Local Revenues	\$ 4,686,922	\$ 4,708,922	\$ 22,000	
State				
Caltrans Planning Grant (SACOG Passthrough)	\$ 300,000	\$ 300,000	\$ -	
Caltrans - Trade Corridor Enhancement Program	\$ 22,500,000	\$ 16,828,882	\$ (5,671,118)	-25%
STA Measure A		\$ 500,101	\$ 500,101	100%
Subtotal - State Revenues	\$ 22,800,000	\$ 17,628,983	\$ (5,171,017)	-23%
TOTAL REVENUES	\$ 27,486,922	\$ 22,337,905	\$ (5,149,017)	-19%
EXPENDITURES:				
Administration				
Staff Costs	\$ 9,595	\$ 9,595	\$ -	
Audit Services	\$ 67,500	\$ 67,500	\$ -	
Legal	\$ 150,000	\$ 40,000	\$ (110,000)	-73%
Services - SACOG	\$ 182,755	\$ 188,566	\$ 5,811	3%
Computer Software	\$ 7,895	\$ 7,895	\$ -	
Office Equipment	\$ 5,371	\$ 5,371	\$ -	
Trainings, 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	\$ 423,556	\$ (104,189)	-20%
Program Management and Policy				
Staff Costs	\$ 54,370	\$ 54,370	\$ -	
Consultants - Toll Program Management	\$ 683,771	\$ 683,771	\$ -	
Consultants - Agreements/Revenue	\$ -	\$ -	\$ -	
Legal	\$ -	\$ 10,000	\$ 10,000	100%
Consultants - Engagement	\$ 200,422	\$ 200,422	\$ -	
Consultants - Outreach	\$ 250,000	\$ 250,000	\$ -	
Consultants - On-Call 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	\$ 1,641,512	\$ 1,651,512	\$ 10,000	1%
Yolo 80 Project Delivery, Construction, and Testing				
Roadside Toll System Integrator (TSI)	\$ 21,000,000	\$ 13,898,984	\$ (7,101,016)	-34%
TSI Contingency	\$ -	\$ 1,389,898	\$ 1,389,898	100%
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	\$ 140,000	\$ -	
Consultant - BOS/CSC/TOC Delivery Management	\$ 209,157	\$ 209,157	\$ -	
Legal	\$ -	\$ 75,000	\$ 75,000	100%
Computer Software - Document Control System	\$ 17,000	\$ 17,000	\$ -	
Subtotal - Yolo 80 Delivery	\$ 23,367,731	\$ 17,731,613	\$ (5,636,118)	-24%
Yolo 80 Operations				
Consultant - Operations Management	\$ -	\$ -	\$ -	
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	\$ 108,000	\$ 108,000	\$ -	
Consultant - Delivery Coordination	\$ 200,118	\$ 200,118	\$ -	
California Transportation Commission AB 194 Application Fee	\$ 35,000	\$ 35,000	\$ -	
Legal	\$ -	\$ 25,000	\$ 25,000	100%
Subtotal - Sac 5 Delivery	\$ 475,101	\$ 500,101	\$ 25,000	5%
Placer 65 ETL Project Delivery, Construction, and Testing				
Subtotal - Placer 65 ETL Delivery	\$ -	\$ -	\$ -	
TOTAL EXPENDITURES	\$ 26,012,088	\$ 20,306,781	\$ (5,705,306)	-22%
REVENUE VS. EXPENDITURES	\$ 1,474,834	\$ 2,031,123	\$ 556,289	\$ 0
Carryforward	\$ 624,834	\$ 1,374,835	\$ -	
Restricted - Operating Reserve	\$ 100,000	\$ 656,289	\$ 556,289	556%
Committed - TSI and BOS	\$ 750,000	\$ 23,218,147	\$ 22,468,147	2996%
Balances at Fiscal Year End				
Carryforward	\$ 624,834	\$ 1,374,835	\$ -	
Restricted - Operating Reserve	\$ 350,000	\$ 656,289	\$ 306,289	88%
Committed - TSI and BOS	\$ 750,000	\$ 23,218,147	\$ 22,468,147	2996%

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

EXPENDITURES	FY 2027 BUDGET Amend 1 September 2026	LOCAL <i>Loans from local agencies</i>	CALTRANS PLANNING GRANT SACOG Passthrough	SB 1 TCEP <i>Caltrans TCEP</i>	STA Measure A STA
Administration					
Staff Costs	\$ 9,595	\$ 9,595			
Audit Services	\$ 67,500	\$ 67,500			
Legal	\$ 40,000	\$ 40,000			
Services - SACOG	\$ 188,566	\$ 188,566			
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	\$ 423,556	\$ 423,556			
Program Management and Policy					
Staff Costs	\$ 54,370	\$ 54,370			
Consultants - Toll Program Management	\$ 683,771	\$ 683,771			
Consultants - Agreements/Revenue	\$ 10,000	\$ 10,000			
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	\$ 1,651,512	\$ 1,351,512	\$ 300,000		
Yolo 80 Project Delivery, Construction, and Testing					
Roadside Toll System Integrator (TSI)	\$ 13,898,984			\$ 13,898,984	
TSI Contingency	\$ 1,389,898			\$ 1,389,898	
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	\$ -		\$ 140,000	
Consultant - BOS/CSC/TOC Delivery Management	\$ 209,157	\$ 209,157			
Legal	\$ 75,000	\$ 75,000			
Computer Software - Document Control System	\$ 17,000	\$ 17,000			
Subtotal - Yolo 80 Delivery	\$ 17,731,613	\$ 902,731		\$ 16,828,882	\$ -
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	\$ 25,000				\$ 25,000
Subtotal - Sac 5 Delivery	\$ 500,101	\$ -			\$ 500,101
Placer 65 ETL Project Delivery, Construction, and Testing					
Subtotal - Placer 65 ETL Delivery	\$ -				
TOTAL EXPENDITURES	\$ 20,306,781	\$ 2,677,799	\$ 300,000	\$ 16,828,882	\$ 500,101



Capital Area Regional Tolling Authority

Meeting Date: September 30, 2026

Agenda Item: 6

Toll Revenue Investment Plan Development Process

Prepared By: Kathleen Aziz, CARTA

Attachments: Yes

Recommendation:

None; this item is for information only.

Background:

State and federal statutes regarding the development of toll facilities includes requirements on how toll revenue must be spent. Toll agencies use a revenue waterfall to demonstrate compliance with these requirements and to provide a clear and structured view of how toll revenues are allocated across various obligations and priorities. By mapping the flow of revenue over a series of funds—from gross collections to net revenues—revenue waterfalls ensure transparency, accountability, and strategic financial planning.

In October 2025, staff presented a revenue waterfall for Yolo 80. The Board discussion raised several concerns, including the level of certainty of revenue and expenditure estimates, the number of options presented to the Board, and ultimately the amount of toll revenue available to fund the programs identified in Yolo 80's VMT Mitigation Plan. The Board deferred action on the waterfall and directed staff to return when more accurate revenue and expenditure estimates are available.

Discussion:

Waterfall vs. Toll Revenue Investment Plan

To be implemented, a revenue waterfall must be complemented by a set of policies and procedures that outline exactly which expenses are eligible for each fund, how funds are accessed, and how often fund levels are reevaluated, including as part of CARTA's annual budget development process. The Yolo 80 Toll Revenue Investment Plan (TRIP) will cover both parts of this work: the waterfall and the accompanying policies and procedures.

Enterprise Fund Accounting

Staff recommend that CARTA use an enterprise accounting structure, where revenues and expenses are segregated by each toll facility. In this structure, toll revenue from Yolo 80 Express Lanes flows directly into a Yolo 80 Enterprise Account. When CARTA has another toll facility, an independent enterprise account will be created, keeping revenue and expenses completely separated. In addition to providing transparency, this structure makes it easier for CARTA to demonstrate that toll revenue is only spent in the corridor where it was collected, as required

by law. Each toll facility and enterprise account will need its own TRIP, beginning with Yolo 80 Express Lanes.

Yolo 80 TRIP Development Schedule

Staff recommend that the Board consider approval of a waterfall for Yolo 80 Express Lanes in December and finalize the policies and procedures to complete the TRIP in March 2027. Staff propose splitting the waterfall discussion across the October and November meetings, but taking action at one meeting in December. In October, staff would present a series of waterfall scenarios that show how different reserve levels and toll system replacement cost assumptions affect the amount of funding that is available for CARTA's policy priorities, including VMT reduction. Based on Board discussion in October, staff would return in November with options for the Board to consider to allocate the remaining funding between CARTA's policy priorities, including VMT reduction. Based on the October and November discussions, staff would return in December with a final recommendation on a waterfall for Yolo 80 Express Lanes.

Following the waterfall decision, staff will begin developing the policies and procedures to implement it, including bringing draft documents and proposed policies for Board discussion and direction. Staff estimate this work can be completed by March 2027.

TAG Coordination

Staff are committed to developing the TRIP in collaboration with CARTA's member agencies, including the TAG representatives. Staff have already begun early engagement and will continue to meet regularly, particularly with YoloTD and Caltrans who have the biggest stakes in the outcome of the Yolo 80 waterfall decision.

Attachments:

6B: Presentation

Toll Revenue Investment Plan Development Process

Board of Directors

September 30th, 2026

Attachment 6B



Toll Revenue Investment Plan

TRIP

Waterfall

- Revenue forecast
- Operating expense forecast
 - Order of fund priority
 - Reserve levels
- Forecast of revenue available for allocation (VMT reduction, equity, etc)

+

Policies and Procedures

- Corridor specific vs system-wide
 - Update process and timing
- Safeguards for legal consistency
- Funding allocation procedures
 - Reporting requirements for allocated funding
- Relationship between TRIP, Annual Budget, Five-Year Budget Forecast

TRIP Development Milestones

Dec 2026

Waterfall

Mar 2027

Policies and Procedures

TRIP Development Milestones

Dec 2026

Sac 5 DEIR, AB 194

Mar 2027

Waterfall



Policies and Procedures

Enterprise Fund Structure

\$\$\$ Yolo 80 Toll
Revenue



Yolo 80 Express
Lane Fund

Enterprise Fund Structure

\$\$\$ Yolo 80 Toll
Revenue



Yolo 80 Express
Lane Fund

Sac 5 Toll
Revenue \$\$\$



Sac 5 Express
Lane Fund

Enterprise Fund Structure

\$\$\$ Yolo 80 Toll Revenue



Yolo 80 Express
Lane Fund

TRIP

Sac 5 Toll Revenue \$\$\$



Sac 5 Express
Lane Fund

Desired Outcomes for Yolo 80

- Allocate funding to continue programs identified in Yolo 80 Project's VMT mitigation plan
- Allocate funding to support an equity program
- Pay operating costs consistent with board-approved contracts and budgets
- Pay off debts on-time
- Maintain a toll system that can effectively generate revenue
- Maintain reserves to withstand unexpected expenses and economic downturns

Yolo 80 Expenses by Discretion Level

Mostly Fixed

- TSI operating costs
- BOS operating costs
- Staffing + admin costs

Flexible in a Range

- Debt service
- Reserve levels
- Toll system replacement cost assumptions

Policy-Driven

- VMT fund level
- Corridor improvement fund level
- Equity program

Expenses by Discretion Level

Mostly Fixed

- TSI operating costs
- BOS operating costs
- Debt service
- Staffing + admin costs



**Make a reasonable
forecast**

Flexible in a Range

- Debt service
- Reserve levels
- Toll system replacement cost assumptions



**Develop scenarios for
options within each range**

Policy-Driven

- VMT fund level
- Corridor improvement fund level
- Equity program



**Maximize benefits of
available funding**

Expenses by Discretion Level

Mostly Fixed

- TSI operating costs
- BOS operating costs
- Debt service
- Staffing + admin costs



Make a reasonable
forecast

Flexible in a Range

- Debt service
- Reserve levels
- Toll system replacement cost assumptions



Develop scenarios for
options within each range

Policy-Driven

- VMT fund level
- Corridor improvement fund level
- Equity program



Maximize benefits of
available funding

OCTOBER BOARD

Example Scenario

- If gross toll revenue is \$X and we:
 - Use X debt repayment structure
 - Set our debt reserve at \$X
 - Set our operating reserve at \$X
 - Assume it costs \$X to replace the toll system in X years
- We would have \$X funding to allocate to policy priorities

Example Scenario

	Debt Payment	Debt Reserve	Operating Reserve	Toll System Replacement	Funding for Policy Priorities (Low Revenue)	Funding for Policy Priorities (Avg Revenue)	Funding for Policy Priorities (High Revenue)
Scenario 1	Graduated	X months	X months	\$Xm in X years	\$XX	\$XX	\$XX
Scenario 2	Accelerated	X months	X months	\$Xm in X years	\$XX	\$XX	\$XX

Example Scenario

	Debt Payment	Debt Reserve	Operating Reserve	Toll System Replacement	Funding for Policy Priorities (Low Revenue)	Funding for Policy Priorities (Avg Revenue)	Funding for Policy Priorities (High Revenue)
Scenario 1	Graduated	X months	X months	\$Xm in X years	\$XX	\$XX	\$XX
Scenario 2	Accelerated	X months	X months	\$Xm in X years	\$XX	\$XX	\$XX

54 Scenarios

Options to Filter Scenarios

- Establish requirements, for example:
 - Eliminate scenarios that require higher-than-average revenue to be feasible
 - Eliminate scenarios that don't generate at least \$X million for policy priorities
- Set artificial cap, for example:
 - 10 scenarios that best meet desired outcomes
- Create policy buckets, for example:
 - Scenarios that maximize funding for policy priorities in early years
 - Scenarios that maximize funding for policy priorities in later years

Board Discussion

- Are these the right desired outcomes:
 - Allocate funding to continue programs identified in Yolo 80 Project's VMT mitigation plan
 - Allocate funding to support an equity program
 - Pay operating costs consistent with board-approved contracts and budgets
 - Pay off debts on-time
 - Maintain a toll system that can effectively generate revenue
 - Maintain reserves to withstand unexpected expenses and economic downturns
- How do you want the scenarios discussion to look in October?



Capital Area Regional Tolling Authority



Capital Area Regional Tolling Authority

Meeting Date: September 30, 2026

Agenda Item: 7

Yolo 80 Interim Use Update

Prepared By: Gurtej Bhattal, Caltrans

Attachments: Yes

Recommendation:

None; this item is for information only.

Background:

The Yolo 80 Express Lanes will be nearing substantial completion of civil roadway work this December 2026. Final civil roadway construction activity will conclude in Spring 2027 as various punchlist items, such as final striping and electrical connections, are completed. Substantial roadway completion indicates most heavy civil work is completed and no obstructions to traffic or lane shifts are present.

Concurrently with, and following, civil roadway construction completion, CARTA's Toll System Integrator (TSI) will conduct its toll equipment design, installation, inspection, and testing. This operation will take place between October 2026 and Summer 2028, when Yolo 80 will open for toll collection.

After civil roadway construction is complete but before toll collection in Summer 2028, the new lane will be opened to drivers for a period referred to as interim use. The final determination on interim use will be made by Caltrans as owner and operator of the State Highway System, with input from CARTA and YoloTD.

Discussion:

Currently, the civil contractor, De Silva Gates, is installing overhead sign structures for the future express lane. As the signs continue to be stood up over the next month, vehicles will notice a sign label in bright orange over the express lane signs that says, "UNDER CONSTRUCTION". This label informs drivers that the lane is still under construction and will not be operating for toll collection. The "UNDER CONSTRUCTION" label will remain over all express lane signs until toll collection begins in Summer 2028.

As it currently stands, the express lane's asphalt construction is in the final stages of being built, however the striping for the lane is not in its final configuration. The asphalt is currently striped as a shoulder and this striping configuration will remain in place through the winter and into Spring 2027, when De Silva Gates concludes final punchlist activities. The final punchlist includes

restriping the new asphalt for the express lane. Following that restriping, the current plan is for the lane to be open for interim use.

While the exact timing for the start and end of interim use will depend on the civil and TSI delivery schedules, during the interim period all drivers will be able to use the lane without paying a toll. The “UNDER CONSTRUCTION” labels will remain on the signs and CARTA and Caltrans will communicate clearly and regularly that the lane is accessible during this final phase of construction. There are several advantages to opening the lane for interim use including:

- **Testing the Toll System**– During the final phase of construction the toll system is calibrated and tested before tolling begins. With the lane open during the interim period, the system can be tested on live traffic in real-world conditions, ensuring it is safe and accurate on day one of toll collection.
- **Increasing Safety** – Keeping the lane closed during the interim period would require barriers or barrels, which narrow the roadway and make it harder to respond to incidents, as well as impacting and endangering maintenance workers.
- **Relieving Congestion** – Opening the lane during the interim period provides bottleneck relief to the traveling public that has experienced significant lane shifts and reductions throughout civil construction, meeting the purpose and need of the project.
- **Maintaining Cost** – Keeping the lane closed or delaying restriping of the lane would require Caltrans to keep a contractor on board or maintain the closed lane, both of which would add further costs to the project. Opening the lane during the interim period helps maintain the project budget and close the contract with De Silva Gates. Additionally, keeping a contractor on board would only be feasible until September 2027, when federal grant funds require the project to be complete.

CARTA and Caltrans continue to work together to minimize the length of the interim period. As timing of interim use becomes clearer, Caltrans will provide additional updates to the CARTA Board.

Attachments:

7B: Presentation

Yolo 80 Interim Use Update

Board of Directors

September 30th, 2026

Attachment 7B



Under Construction Sign



Interim Lane Advantages

- **Testing the Toll System** – system can be tested on live traffic in real-world conditions.
- **Increasing Safety** – keeping lane closed would require barriers or barrels, narrowing the roadway for traffic and endangering maintenance workers.
- **Relieving Congestion** – bottleneck relief for the traveling public, meeting the project's purpose and need.
- **Maintaining Cost** – closing the lane for interim period would require keeping a contractor on board and/or maintaining the closed lane at significant cost.



Capital Area Regional Tolling Authority



Capital Area Regional Tolling Authority

Meeting Date: September 30, 2026

Agenda Item: 8

CARTA Executive Director's Report

Prepared By: Kathleen Aziz, CARTA

Attachments: Yes

Recommendation:

None; this item is for information only.

Background:

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

Discussion:

General Program Updates

- Toll Facility Agreement: Staff is still awaiting comments on the agreement edits CARTA sent in August. Staff anticipate bringing a final version of the agreement for Board consideration in December.
- Back Office Agreement: Staff and TCA are finishing the final edits to an interagency agreement. Staff anticipate bringing the agreement to the TCA Toll Operations Committee in October, the CARTA Board in November, and the TCA Board in December.
- Equity Study: The consultant completed the first three deliverables of the project: a precedent review, an engagement review, and an engagement plan. The major takeaways from this work will be presented to the Board in October.
- Sac 5 Development: The consultant is working on developing a revenue forecast for Sac 5 and preliminary results are expected in November. Staff are beginning work on the AB 194 application, including commenting on CTC's draft update to the AB 194 guidelines.

Major Milestones Dashboard

The presentation for this item (Attachment 8B) includes a matrix showing the current status of CARTA's program, including any items with schedule or fiscal risk.

Board Meeting Look Ahead

The presentation for this item (Attachment 8B) includes a list of planned agenda items for upcoming Board meetings. These are draft and subject to change.

Attachments:

8B: Presentation

CARTA Executive Director's Report

Board of Directors

September 30th, 2026

Attachment 8B



Other Program Updates

Toll Facility Agreement

- Awaiting comments from Caltrans

Back Office Agreement

- Agreement nearly finished
- Will go to TCA in October and December, CARTA in November

Equity Study

- Initial deliverables complete, results presented next month

Sac 5 Development

- Revenue forecast under development
- AB 194 process starting
- CTC updating AB 194 guidelines

Major Milestones Dashboard

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

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

Board Meeting Look Ahead

October

Records Retention Policy

Employee Handbook / Procedures

Equity Study Scope and Early Analysis

Yolo 80 TRIP: Reserve, Replacement, Repayment Scenarios

November

FY 2025 and FY 2026 Audit Final Reports

Back Office Agreement with TCA

Yolo 80 TRIP: Policy Priorities

Sac 5 Revenue Forecast and Next Steps

ED Q1 Evaluation

December

Caltrans Toll Facility Agreement

Customer Readiness Communications Implementation

Yolo 80 TRIP: Waterfall Approval

JPA Amendments: STA CARTA Membership

 Action  Information  Closed Session



Capital Area Regional Tolling Authority



Capital Area Regional Tolling Authority

Meeting Date: September 30, 2026

Agenda Item: 9

Joint Powers Authority Amendment Update

Prepared By: Erik Johnson, SACOG

Attachments: No

Recommendation:

None; this item is for information only.

Background:

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

At their August meeting, the Board directed staff to pursue an amendment to the CARTA JPA to outline CalPERS liability apportionments.

Discussion:

Following the August meeting, CARTA staff worked with SACOG and YoloTD staff to bring the JPA amendment to their boards, and with Caltrans staff to ensure internal approval. The JPA Amendment was unanimously approved by the YoloTD Board on September 14th and unanimously approved by the SACOG Board on September 17th.

Following the execution of the JPA Amendment, SACOG staff (under its Administrative Services Agreement with CARTA) will work with CARTA legal counsel to submit a new agency application to CalPERS. Following submission of the application, CalPERS may request additional information and then will discuss contract terms. Once the review process is complete and all necessary approvals have been obtained, CARTA and CalPERS will execute a retirement contract, allowing eligible employees to participate in CalPERS retirement benefits. The retirement contract will be brought back to the CARTA board in the future for approval prior to execution.

Attachments:

N/A



Capital Area Regional Tolling Authority

Meeting Date: September 30, 2026

Agenda Item: 10

Equity Study Procurement Update

Prepared By: Kathleen Aziz, CARTA

Attachments: No

Recommendation:

None; this item is for information only.

Background:

The implementation of toll lanes will enable some users to purchase a faster commute, while others continue to utilize general purpose lanes. Any toll program therefore raises questions of how the program can operate in an equitable manner for all users of the corridor. This concern is not unique to the Sacramento Region and other toll authorities have conducted studies to measure the potential impact of toll lanes and develop recommendations to improve equity outcomes.

In October 2024, the Board authorized staff to apply to Caltrans' Sustainable Transportation Planning Grant program to fund a regional toll equity study. In July 2025, Caltrans announced that CARTA had received the maximum award amount of \$500,000. In October 2025, the Board authorized staff to release a Request for Proposals (RFP) for consultant services for the Regional Toll Equity Study and select, negotiate, and award a contract. As part of that action, the TAG requested staff provide an update on the results of that procurement on receive and file. This report meets that request.

Discussion:

The Regional Toll Equity Study RFP was released in January and proposals were due in March. CARTA received 10 proposals and invited three firms to interview. Staff from SACOG, YoloTD, PCTPA, and STA evaluated the proposals, including conducting interviews with finalists. CARTA awarded the contract to AECOM. Following negotiations and contracting, CARTA executed an agreement with AECOM and kicked off the work in August. Even with this delay in procurement, recommendations for an equity program are anticipated in summer/fall 2027, providing sufficient time to implement the Study's recommendations before go-live on Yolo 80 Express Lanes.

Attachments:

N/A



Capital Area Regional Tolling Authority

Meeting Date: September 30, 2026

Agenda Item: 11

Yolo 80 Express Lanes Limits for Public Information

Prepared By: Kathleen Aziz, CARTA

Attachments: Yes

Recommendation:

None; this item is for information only.

Background:

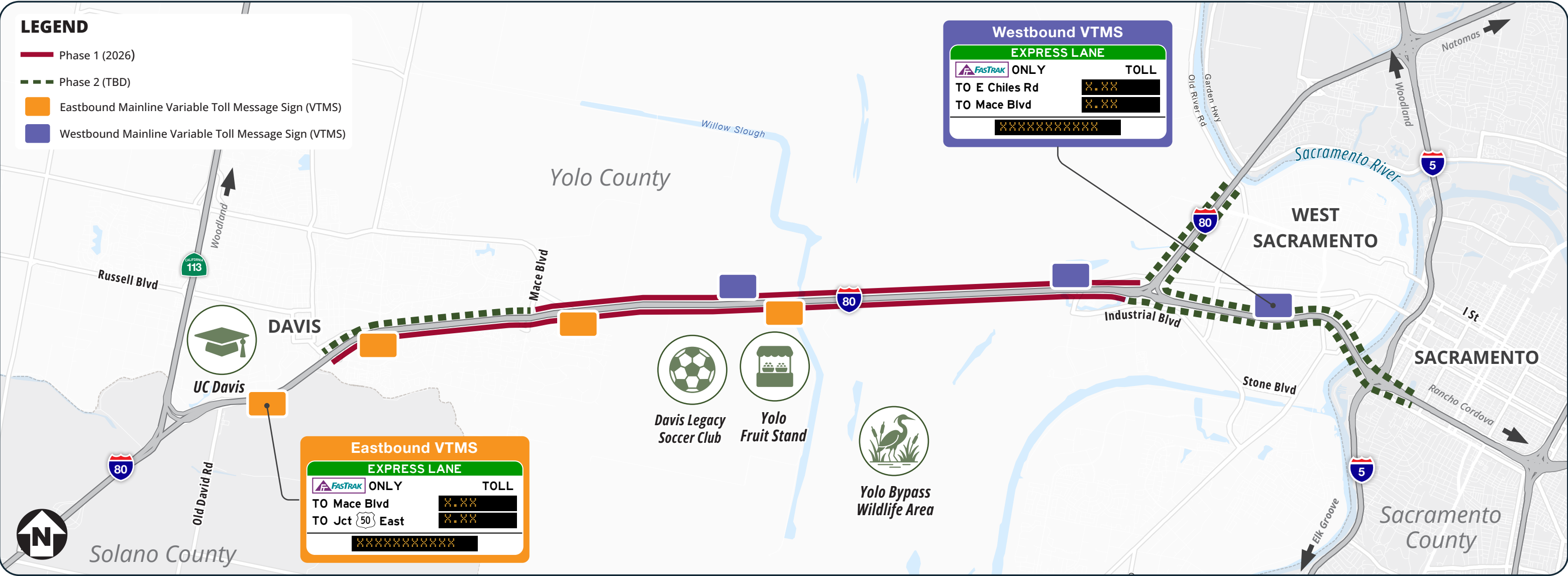
CARTA staff received a request for more clarity on the limits of where the Yolo 80 Express Lanes will begin and end.

Discussion:

The attachment includes the phases of the Yolo 80 project and the locations of mainline Variable Toll Message Sign (VTMS) in eastbound and westbound directions. These are the signs drivers will use to know what the toll rate is if they enter the lane at that point.

Attachments:

11B: VTMS Graphic





Capital Area Regional Tolling Authority

Meeting Date: September 30, 2026

Agenda Item: 12

Caltrans Yolo 80 Construction Update

Prepared By: Gurtej Bhattal, Caltrans

Attachments: Yes

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:

- Install signs,
- Install conductors,
- Install erosion control,
- Pave lane,
- Install fiber optic communications,
- Remove K-rail.

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

- Install signs,
- Conduct levee repairs,
- Pave lanes,
- Install fiber optic communications,
- Build and stand poles.

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

Attachments:

12B: Presentation

Caltrans Yolo 80 Construction Update

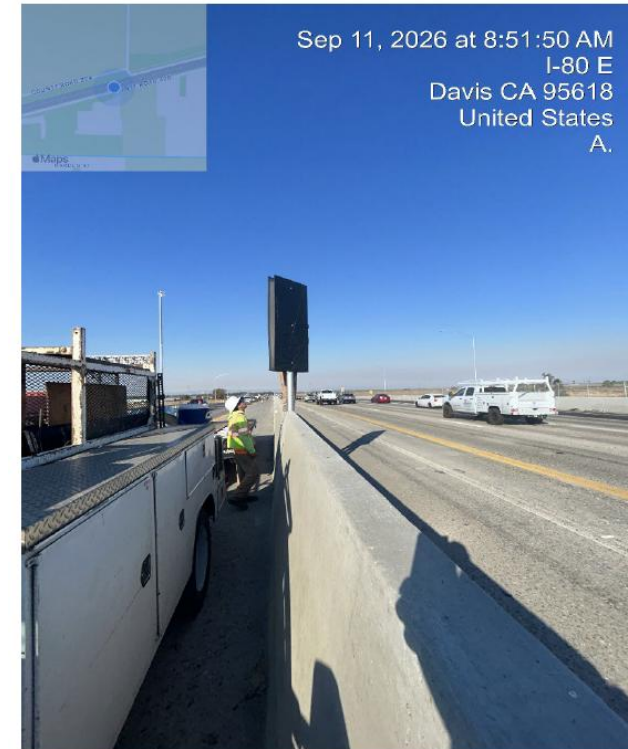
Board of Directors

September 30th, 2026

Attachment 12B



Recent Yolo 80 Construction Activities



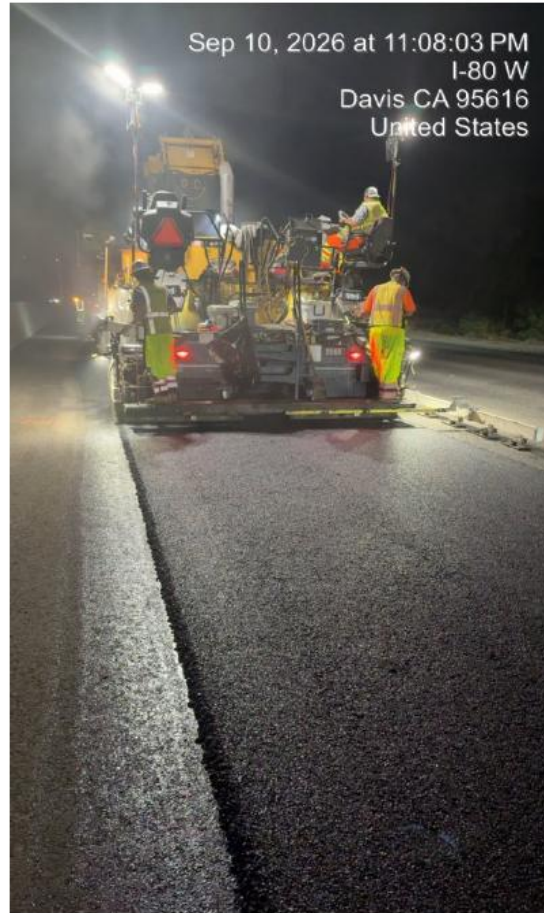
Installing Signs

Recent Yolo 80 Construction Activities



Collecting Materials for Erosion Control

Recent Yolo 80 Construction Activities



Paving Lane

Recent Yolo 80 Construction Activities

- Install signs,
- Install conductors,
- Install erosion control,
- Pave lane,
- Install fiber optic communications,
- Remove K-rail.

Sept– Nov '26 Anticipated Activities

- Install signs,
- Conduct levee repairs,
- Pave lanes,
- Install fiber optic communications,
- Build and stand poles.

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



Capital Area Regional Tolling Authority



Capital Area Regional Tolling Authority

Meeting Date: September 30, 2026

Agenda Item: 13

Fiscal Year 2025-2026 Quarter 4 Financial Report

Prepared By: Kathleen Aziz, CARTA

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 4 Financial Report (Attachment 13B) compares the FY 2025-2026 adopted budget (Amendment #2) to actual expenditures from July 1 through June 30. CARTA received all of its projected revenue (\$2,927,681) plus \$54,651 in interest income. CARTA spent \$1,785,969 or 85% of its \$2,110,684 budget. Although CARTA's total costs came in under budget, several line items exceeded their budgeted amount. Legal costs were driven by intense work on agreements and the Toll System Integrator procurement. Consultant costs were also higher for this fiscal year but will be offset in future years given the cap on each consultant contract. Several line items were also under budget, reflecting work delayed until next fiscal year, including the Regional Toll Equity Study and On-Call consultant work to support the development of Sac 5 Express Lanes.

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%, 3.785%, and 3.763% for the respective quarters. The West Sacramento loan accrues a fixed 8% interest rate. While loan interest is shown as an expense in the FY 2026 budget, since repayment is deferred on both loans, the accrued interest will be reported going forward in annual financial statements until repayment begins.

Attachments:

13B: FY26 Q4 Financial Report

CAPITAL AREA REGIONAL TOLLING AUTHORITY
FY 2025-2026 Q4 FINANCIAL REPORT
Budget-to-Actual (Unaudited)

REVENUES:	BUDGET <i>Amendment #2</i>	ACTUAL <i>July-June 2026</i>	ACTUAL % <i>July-June 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	\$ -	\$ 54,651	-	\$ (54,651)
Subtotal - Local Revenues	\$ 2,927,681	\$ 2,982,332	102%	\$ (54,651)
State				
Caltrans Planning Grant	\$ 60,000	\$ 308	1%	\$ 59,692
Subtotal - State Revenues	\$ 60,000	\$ 308	1%	\$ 59,692
TOTAL REVENUES	\$ 2,987,681	\$ 2,982,640	100%	\$ 5,041
EXPENDITURES:				
Administration:				
Administrative Staff Costs	\$ 94,000	\$ 87,421	93%	\$ 6,579
General Counsel	\$ 50,000	\$ 105,103	210%	\$ (55,103)
Contracts Counsel	\$ 80,000	\$ 51,358	64%	\$ 28,642
Public Outreach / Education	\$ -	\$ -	-	\$ -
Insurance	\$ 43,218	\$ 39,112	91%	\$ 4,106
Audits	\$ -	\$ -	-	\$ -
Website and Software	\$ 37,000	\$ 5,882	16%	\$ 31,118
Travel and Meetings	\$ 6,169	\$ 17,331	281%	\$ (11,162)
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	\$ 81,527	82%	\$ 18,473
Interest on SACOG Loan	\$ 26,926	\$ 99,671	370%	\$ (72,745)
Subtotal - Administration Expenditures	\$ 444,063	\$ 493,899	111%	\$ (49,836)
Toll Program				
Transportation Staff Costs	\$ 270,288	\$ 244,150	90%	\$ 26,138
Consulting Services: Toll Program	\$ 528,828	\$ 746,761	141%	\$ (217,933)
Consulting Services: Agreements/Revenue	\$ 122,121	\$ 153,450	126%	\$ (31,329)
Consulting Services: Outreach	\$ 98,086	\$ 102,764	105%	\$ (4,678)
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	\$ 1,247,126	84%	\$ 232,197
Yolo 80 Project Delivery, Construction, and Testing				
Yolo 80 Delivery Management	\$ 187,298	\$ 44,944	24%	\$ 142,354
Computer Software - Document Control System	\$ -	\$ -	-	\$ -
Subtotal - Yolo 80 Project Delivery	\$ 187,298	\$ 44,944	24%	\$ 142,354
TOTAL EXPENDITURES	\$ 2,110,684	\$ 1,785,969	85%	\$ 324,715