

CAPITAL AREA REGIONAL TOLLING AUTHORITY

Board of Directors



Thursday, August 1, 2024, at 12:00 PM
SACOG Board Room, 1415 L Street, Suite 300, Sacramento, CA 95814

Consistent with California Government Code Section 54953 a meeting of the board 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 by telephone or through YouTube. 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 the meeting location. 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 an alternative meeting location, please inform an agency official in attendance that you request to speak.

- ***Written comments***

May be submitted via email to the clerk at rtadevich@sacog.org. Comments requested to be read at the meeting will be limited to 250 words. Comments requested to be distributed to the board members will be shared with members if they are received at least 24 hours prior to the meeting. Otherwise, they will be shared after the meeting. 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.

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.

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 número 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, Desmond, Early, Villegas and Ex-Officio Members Click, Deloria and Guerra

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. Approve Minutes of the May 23, 2024, Board Meeting

Action:

2. Update on Joint Powers Authority Formation Activities and Consideration of Stipends for Directors
3. Caltrans Services Memorandum

Information:

4. SACOG Blueprint Managed Lanes Network and Tolling Assumptions

Receive and File:

5. Yolo 80 Project Update

Other Matters

Adjournment

The next meeting of CARTA will be held on Thursday, October 17, 2024, at 12:00 PM in the SACOG Board Room, 1415 L Street, Suite 300, Sacramento, CA.

This agenda and attachments are available on CARTA's website at www.captollauthority.org. 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 15th and K Streets. To take transit to a meeting, go to [google.com/maps](https://www.google.com/maps).



Capital Area Regional Tolling Authority

Meeting Date: August 1, 2024

Agenda Item: 1

Approve Minutes of the May 23, 2024, Board Meeting

Prepared By: Robert Tadevich, Sacramento Area Council of Governments

Attachments: Yes

Recommendation:

Staff recommend approval of the minutes as submitted.

Background:

The board met on May 23, 2024.

Discussion:

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



CARTA Board of Directors

Draft Action Minutes

The CARTA Board of Directors met in person on May 23, 2024, at 3:30 p.m. at the SACOG office, 1415 L Street, Suite 300, Sacramento, CA.

Call to Order: Chair Villegas called the meeting to order at 3:31 p.m.

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

Absent: Director Guerra

Public Communications: Ross Parish, Citizen, submitted written comments that were read into the record against Yolo 80.

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

1. Minutes of the February 15, 2024, Board Meeting
2. Legal Services Disclosure

Action:

3. 2024 CARTA Meeting Schedule

Kathleen Hanley, SACOG Staff, presented the report. It was moved, seconded (Aceves/Early) and passed by majority vote that the CARTA Board of Directors:

Approve the 2024 CARTA meeting schedule and adopt the resolution.

4. Approve Budget for Fiscal Year 2024-2025

Kathleen Hanley, SACOG Staff, presented the report. It was moved, seconded (Desmond/Early) and passed by majority vote that the CARTA Board of Directors:

Approve the budget for Fiscal Year 2024-2025.

5. Loan Agreement with Sacramento Area Council of Governments

Kathleen Hanley, SACOG Staff, presented the report. It was moved, seconded (Aceves/Chapman) and passed by majority vote that the CARTA Board of Directors:

(1) Approve \$1.3 million loan from the Sacramento Area Council of Governments (SACOG), and (2) authorize the board chair to execute a loan agreement and a promissory note.

6. Toll Lane Program Development Consulting Services Request for Proposals

Kathleen Hanley, SACOG Staff, presented the report. It was moved, seconded (Early/Desmond) and passed by majority vote that the CARTA Board of Directors:

(1) Authorize the release of a request for proposals (RFP) for Toll Lane Program Development with a maximum budget of \$700,000 and (2) authorize the Secretary to select a vendor, negotiate, and execute a contract.

Public comment was provided by Autumn Bernstein, Yolo County Transportation District, in support of consulting services request for proposals.

7. Conflict of Interest Code

Mike Maurer, General Counsel, presented the report. It was moved, seconded (Early/Chapman) and passed by majority vote that the CARTA Board of Directors:

Adopt the Conflict of Interest Code.

Adjournment: The meeting was adjourned at 4:25 p.m.

Approved by:

James Corless
Secretary

Approved by:

Oscar Villegas
Board Chair



Capital Area Regional Tolling Authority

Meeting Date: August 1, 2024

Agenda Item: 2

Update on Joint Powers Authority Formation Activities and Consideration of Stipends for Directors

Prepared By: Erik Johnson, Sacramento Area Council of Governments

Attachments: Yes

Recommendation:

Staff recommend that the board consider amending its Bylaws to establish a stipend for directors to attend board meetings.

Background:

The CARTA Joint Powers Authority (JPA) agreement was executed by all parties on January 24, 2024, referred to as the JPA's effective date. California Government Code Section 6500 et seq. establishes required tasks for a newly-formed JPA and deadlines for those activities. This report outlines those required tasks and provides information on progress that has been made to meet these requirements for CARTA.

In February, the CARTA Board adopted Bylaws. These Bylaws included language to establish a stipend for directors, but no stipend was set since CARTA had no budget prior to July 1, 2024. It is a common practice for most joint powers authorities to compensate board members for each meeting they attend. The stipend can be established through amendment of CARTA's bylaws, which requires a majority vote of all directors.

Discussion:

JPA Formation Activities

Since the initial CARTA board meeting in February, staff has brought forward Attachment A, which provides an update on formation activities. At this time, all required formation activities have been completed, so staff will no longer provide regular updates on these items.

As part of the JPA Agreement, while SACOG staff provides procurement or administrative services to CARTA, CARTA will follow SACOG's policies and procedures unless SACOG consents to alternative procedures. As CARTA evolves into future phases of activity, there may be a need for bringing forward CARTA-specific policies and procedures.

Stipends for Directors

Now that CARTA has an adopted budget, staff recommend that the board discuss whether to provide stipends to directors for meeting attendance and what the appropriate level of compensation is.

For reference, SACOG's Bylaws set the stipend for directors at \$100 per board or committee meeting, plus mileage reimbursement. The attached language (Attachment B) is based on SACOG's Bylaws but adapted for CARTA. Specifically, the draft language would provide for a fixed-dollar stipend for each meeting as well as mileage reimbursement for directors or their alternates. Any non-elected public employee serving as a director would not be eligible for stipends, nor would any ex-officio member of the board.

If the board wishes to provide stipends for directors, staff recommend that the board:

- direct staff on the amount per meeting for stipends and
- adopt Attachment B as an amendment to the Bylaws.



BEST BEST & KRIEGER
ATTORNEYS AT LAW

ATTORNEY WORK PRODUCT
ATTORNEY-CLIENT PRIVILEGE

Memorandum

To: CARTA via SACOG
From: Best Best & Krieger, LLP
Date: July 16, 2024
Re: Post-Formation Timeline/Checklist for CARTA

POST-FORMATION TIMELINE / CHECKLIST

Effective Date

- The last date on which all Parties to this Agreement have executed the Agreement. Agreement has fully executed on January 24, 2024.

Within 30 Days of Effective Date of the JPA Agreement (and any Amendment)

- File two notices of the JPA Agreement with the California Secretary of State. The notices must contain:
 - (a) the name of each public agency that is a party;
 - (b) the date that the agreement became effective; and
 - (c) a statement of the purpose of the agreement or the power to be exercised. A notice form is available on the Secretary of State's website.

(Gov. Code § 6503.5) This same requirement applies to any amendment to the JPA Agreement. The notices were filed with the Secretary of State on February 2, 2024 and the Secretary of State processed the Notice of Joint Powers Agreement on February 8, 2024.



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- File a copy of the full text of the original JPA Agreement and any amendment with the State Controller. (Gov. Code § 6503.6) [The copy was sent to the Controller on February 2, 2024. The Controller processed the filing on March 25, 2024.](#)
- File a copy of the full text of the original JPA Agreement and any amendment with the Yolo County Local Agency Formation Commission (LAFCO). (Gov. Code § 6503.6) [This was not required.](#)

At First Board Meeting

- Administer the oath of office.¹ (Cal. Const. art. XX, § 3) [Completed.](#)
- Appoint a Chair, Vice-Chair, Secretary, and Treasurer. (JPA Agreement) [Completed.](#)
- Adopt a resolution establishing the time and location of regular meetings. Under the JPA Agreement, a copy of the resolution must be provided to the governing body of each of the member agencies. (Gov. Code § 54954) [Completed.](#)

Within 30 Days of Oath of Office

- Board Members (and alternates who have taken the oath of office) file Assuming Office Statements (Form 700s). (Gov. Code § 87202.) [Completed](#)

Within 70 Days of Effective Date

- File a Statement of Facts – Roster of Public Agencies form with the California Secretary of State and Sacramento County Clerk-Recorder. The statement must contain the following facts, the form for which is available on the Secretary of State’s website (Gov. Code § 53051.):
 - (1) the full, legal name of the Authority;
 - (2) the official mailing address of the Board of Directors of the Authority;
 - (3) the name and residence or business address of each member of the Authority’s Board of Directors;
 - (4) the name, title, and residence or business address of the Chair and Secretary of the Authority’s Board of Directors.

¹ The Authority may also administer the oath of office to alternates at this meeting. If one or more alternates do not take the oath of office at this meeting, they must take the oath prior to participating in any meeting or other official business of the Authority.

To be filed July 17, 2024.

DRAFT



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Within 180 Days of Effective Date

- Adopt a Conflict of Interest Code and submit proposed code to Yolo County Board of Supervisors, which serves as the code-reviewing body. (Gov. Code § 82011). Officers and employees designated in the Conflict of Interest Code must file Assuming Office Statements (Form 700s) within 30 days of the effective date of the Conflict of Interest Code. (Gov. Code § 87300, *et seq.*)

Notice was given to the FPPC on March 22, 2024. CARTA posted on its website on May 17, 2024. CARTA Board adopted on May 23, 2024. Signed declaration and resolution will be sent to the FPPC.

Additional Tasks Required By Law

- Adopt procurement policies and procedures, including bidding procedures, for the purchase of supplies, services, and equipment, and establish signature authority. (Gov. Code § 54202.) **This is covered under the JPA.**
- Adopt objectives, criteria, and procedures for the evaluation of projects and the preparation of environmental impact reports and negative declarations. This task must be completed no later than 60 days after the Secretary of the Resources Agency has adopted revised CEQA guidelines. (Pub. Res. Code § 21082.) **Not yet started; Caltrans prepared EIR.**
- Designation and bonding of persons having charge of Authority property (Gov. Code §6505.1) **Complete; the Secretary of CARTA is bonded as part of CARTA's liability coverage.**
- Establish an account as an awarding body with Department of Industrial Relations prior to the award of any "public work" under the Labor Code. (Labor Code § 1720, *et seq.*) **Not yet started; CARTA is not anticipated to award any "public work" at this time.**
- Procure workers' compensation insurance (if applicable when the Authority has its first employee). (Labor Code § 3700, *et seq.*) **Not yet started; CARTA has no employees and this remains the responsibility of entities providing contracted services to CARTA.**



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Additional Tasks Regarding Administration and Operation of the Authority

- Procure general liability, business property, and other appropriate insurance

Complete; CARTA is now insured with general liability coverage up to \$25 million, with excess coverage up to \$50 million. Cyber insurance is covered for up to \$16 million.

- Adopt resolutions, bylaws, or policies concerning:
 - Preparation of agendas Not yet started: CARTA will follow SACOG's policies while SACOG is its implementing agency, unless otherwise specified.
 - Board members and alternates – Completed; members and alternates are specified in the bylaws and publicly available on the CARTA website.
 - Additional standing committees Not yet started: CARTA does not have standing committees.
 - Board expense reimbursement policy CARTA will follow SACOG's policies while SACOG is its implementing agency,
 - Rules of conduct for Board meetings, including public comment rules Not yet started: CARTA will follow SACOG's policies while SACOG is its implementing agency, unless otherwise specified.
 - Locations for posting of ordinances and resolutions Not yet started: CARTA will follow SACOG's policies while SACOG is its implementing agency, unless otherwise specified.
 - Signatories on Authority checks and financial documents Not yet started: CARTA will follow SACOG's policies while SACOG is its implementing agency, unless otherwise specified.
 - Designation of Authority holidays, establishment of regular business hours and designation of Authority's mailing address Not yet started: CARTA will follow SACOG's policies while SACOG is its implementing agency, unless otherwise specified.
 - Insurance and risk management policy Not yet started: CARTA will follow SACOG's policies while SACOG is its implementing agency, unless otherwise specified.

- Budget, accounting and audit policy Not yet started: CARTA will follow SACOG's policies while SACOG is its implementing agency, unless otherwise specified.
- Annual investment policy Not yet started: CARTA will follow SACOG's policies while SACOG is its implementing agency, unless otherwise specified.
- Travel and reimbursement policy Not yet started: CARTA will follow SACOG's policies while SACOG is its implementing agency, unless otherwise specified.
- Personnel rules and policy Not yet started; CARTA has no employees and this remains the responsibility of entities providing contracted services to CARTA.
- Record retention policy and schedule Not yet started: CARTA will follow SACOG's policies while SACOG is its implementing agency, unless otherwise specified.
- Delegation of authority to accept easements and other real property interests Not yet started: CARTA will follow SACOG's policies while SACOG is its implementing agency, unless otherwise specified.
- Public Records Act procedures Not yet started: CARTA will follow SACOG's policies while SACOG is its implementing agency, unless otherwise specified.

Attachment B: CARTA Bylaws Amendment

Article III

[NEW] Section 5. Directors' Expenses:

- a. Directors (as specified in Section 2 (a)) shall receive a fee for meeting expense for attending and participating in each Authority meeting, committee meeting or other meeting authorized by the Authority in an amount not to exceed \$____ per meeting. The Board shall review this amount from time to time and make adjustments as appropriate.
- b. Directors shall also be reimbursed for mileage in an amount not to exceed the IRS approved rate so long as the entity appointing them to the Authority does not reimburse them for mileage for Authority meetings.
- c. In cases where a director attends two or more contiguous Authority meetings, mileage shall be reimbursed only for one round trip. If a director rides with others or utilizes a publicly owned vehicle no mileage reimbursement will be given.
- d. When attending various conferences and meetings outside of the region, including those of state and national associations, directors shall be reimbursed for actual and necessary expenses when deemed essential to the conduct of the Authority business and when authorized by the Board. Such expenses shall be subject to the procedures and limitations established in any applicable Authority policies.
- e. An alternate director shall be entitled to receive the same expenses as a director. However, if both a director and an alternate attend a Board meeting, only the director shall be entitled to such expenses.
- f. Directors who are non-elected public employees shall not receive a fee for meeting expenses or mileage reimbursement but are eligible for reimbursement for attending conferences and meetings outside of the region if they are not reimbursed by their employing agency and are permissible by their employing agency.
- g. Reimbursement of directors' expenses in this section shall be limited to funds budgeted for that purpose.
- h. Reimbursement of a director's expenses may be waived by an individual director, and in no event shall a reimbursement from Authority funds duplicate reimbursement by another public agency.



Capital Area Regional Tolling Authority

Meeting Date: August 1, 2024

Agenda Item: 3

Caltrans Services Memorandum

Prepared By: Kathleen Hanley, Sacramento Area Council of Governments

Attachments: Yes

Recommendation:

Staff recommend that the board:

- Accept the Caltrans Services Memorandum (Attachment A)
- Direct staff to seek acceptance of the memorandum from the Sacramento Area Council of Governments (SACOG) and the Yolo Transportation District (YoloTD)

Background:

In January 2024, CARTA was established through a joint powers authority (JPA) agreement between SACOG, YoloTD, and Caltrans. Section 6.4 of that agreement states:

CALTRANS has agreed to provide the Authority, including both the current Project and future Joint Facilities, with the following services in connection with the implementation and operation of Joint Facilities: Transportation Management Center services; access to the CALTRANS Freeway Service Patrol Contract; maintenance services; engineering services; access to the CALTRANS communications network; and expedited review of closures and permits. Within 180 days of the effective date of this agreement, CALTRANS shall provide the Authority with a memorandum detailing the scope, terms, and condition of services to be provided to the Authority. Upon acceptance by all other initial Members, the memorandum shall become an incorporated addendum to this Agreement.

Discussion:

To meet the requirements of Section 6.4 of the CARTA JPA agreement, Caltrans has submitted a memorandum (Attachment A) that outlines, in writing, their commitment to provide Transportation Management Center, Freeway Service Patrol, maintenance, engineering, permitting, oversight, and communications network services to CARTA. This memorandum was originally submitted to CARTA staff on May 17, 2024, meeting the 180-day deadline.

Since the original submission, staff have worked with Caltrans to refine the memorandum. The memorandum has been reviewed by staff from SACOG, YoloTD, Placer County Transportation Planning Agency, Sacramento Transportation Authority, and El Dorado County Transportation Commission. The final version of the memorandum (Attachment A) reflects feedback from these agencies.

Staff believe the memorandum meets the requirements of Section 6.4 of the JPA agreement and addresses many of the concerns expressed by members of the SACOG and YoloTD boards in January. Staff recommend acceptance of the memorandum (Attachment A).

Section 6.4 of the JPA agreement requires that the memorandum be accepted by SACOG and YoloTD, as initial members, before the memorandum can be formally incorporated into the JPA agreement. Staff recommend that the board directs staff to work with the SACOG and YoloTD Executive Directors to seek acceptance. Following their acceptance, staff will bring the memorandum back for final approval and incorporation at a future CARTA board meeting.

California Department of Transportation

OFFICE OF THE DISTRICT 3 DIRECTOR
703 B STREET | MARYSVILLE, CA 95901-5556
(530) 741-4545 | FAX (530) 741-4245 TTY 711
www.dot.ca.gov



July 8, 2024

Capital Area Regional Tolling Authority
(CARTA)
1415 L Street, #300
Sacramento, CA 95814

Dear Chair Villegas,

Caltrans' mission is to provide a safe and reliable transportation network that serves all people and respects the environment, and as the owner and operator of the State Highway System we support the addition of tolled managed lanes.

We would like to see the tolling system in the Sacramento Region work to the benefit of all users and having Caltrans District 3 as a voting member of the Capital Area Regional Tolling Authority (CARTA) puts our region in the best position to have toll projects succeed and meet our shared safety, climate action, and equity goals.

Including Caltrans as a voting member of CARTA provides three main benefits to the Sacramento Region:

- 1) Reduced operational, maintenance, and engineering costs;
- 2) Improved efficiency in obtaining required approvals and permits; and
- 3) A more productive and transparent relationship with Caltrans.

This memorandum has been developed to meet the requirement of Section 6.4 of the CARTA joint powers authority agreement.

THE TRANSPORTATION MANAGEMENT CENTER (TMC):

All tolling authorities are required to have a transportation management center to provide real-time incident management and monitor conditions of the tolled managed lanes. The purpose is to optimize the safety and reliability of the facility and maximize revenue generation.

A TMC is a central hub for all communications. It receives information from roadway detection loops, roadway weather information systems, CCTV cameras, workers in the field, and reporting parties. It sends information to the traveling public through changeable message signs, highway advisory radios, traffic alerts, and Caltrans QuickMap. Most of the congestion comes as a result of non-recurring events like debris in the roadway, crashes, weather events, and special events, called incidents. A TMC is required to be staffed with

operators and dispatchers, ensuring coverage during toll lane operational hours to actively manage these incidents.

The purpose of a TMC is to clear an incident as quickly as possible to allow the transportation network to return to normal operations and function properly. Reduced incident response times lead to faster recovery and resumption of revenues. Caltrans District 3 already has a 24/7 TMC in Rancho Cordova with the workstations, hardware, essential staff, redundant power, and communications infrastructure needed to serve as the tolling authority's TMC.

As a voting member of CARTA, Caltrans District 3 will be able to provide our existing TMC facility and service, saving CARTA costs of building and staffing a separate TMC or contracting this service out. CARTA and Caltrans will need to enter into an implementation agreement for the use of Caltrans's TMC, which would establish that Caltrans will make its routine TMC services available to CARTA, with cost recovery to Caltrans for CARTA's share of the costs. Upon request by CARTA for additional TMC monitoring, tracking, incident response, and coordination for all CARTA needs, Caltrans will provide a quote to CARTA for consideration.

As an added benefit, California Highway Patrol (CHP) shares the Caltrans District 3's TMC, optimizing our incident detection, verification, response, clearance, and recovery efforts. Caltrans' close relationship with CHP would benefit CARTA when traffic breaks or lane closures are needed, and when maintenance is required on the tolled facility.

MAINTENANCE SERVICES:

Maintenance is our first line of defense for safe and reliable travel. All tolling authorities are required to pay the maintenance costs for their toll facilities, including signs, striping, pavement, communications, and any other infrastructure, and must have agreements with Caltrans regarding maintenance.

With Caltrans District 3 as a voting member, CARTA's maintenance costs will be reduced through better coordination, and limiting duplication of work. When maintenance is needed and both the managed lane and general-purpose lanes are impacted, contacting one maintenance team instead of multiple teams would simplify the process, save money, and lead to less workers in the field. Our maintenance crews are familiar with their areas and already have close relationships with their CHP partners in the field. This allows them to work safely and efficiently together therefore saving time and resources needed to address areas of concern in the field.

If Caltrans Maintenance teams are not the contractor of choice, then CARTA will be required to hire contracted employees. Contracted employees are not as familiar with our system and do not have established partnerships with their CHP counterparts. Also, Caltrans District 3 owns heavy equipment and vehicles required to maintain the facility, which could be leveraged by CARTA to help save operating costs.

Contract Maintenance services for toll equipment may still be required, but these cost savings, from better coordination, help ensure more of the toll revenue goes towards improved travel options for your communities.

For Maintenance Services, should Caltrans Maintenance be the contractor of choice, standard reimbursement rates will be applied, but will be less than contracted employees. CARTA and Caltrans will need to enter into a maintenance agreement, which would establish that Caltrans will make its maintenance staff and maintenance contracts available to CARTA, with cost recovery to Caltrans for CARTA's share of the costs. Upon request by CARTA for maintenance services, Caltrans will provide a quote to CARTA for consideration.

ENGINEERING SERVICES:

In other regions, tolling authorities must contract with consultants for environmental, civil, electrical, and traffic engineering services to design and construct projects. In addition to the costs of these consultants, those tolling authorities must also pay Caltrans to cover Design oversight. This process increases design costs and creates delays, as each party must respond to each other's comments.

As a voting member of CARTA, Caltrans District 3 will offer expertise in engineering services saving CARTA costs in lieu of contracting the services out and eliminating the need to pay for additional Caltrans oversight. Having Caltrans do this work, as the consultant or contractor of choice, makes the process more efficient and ensures a quality product where safety and reliability of the transportation network remains at the forefront.

For Engineering Services, should Caltrans be the consultant or contractor of choice, standard rates will be applied, but will be less than contracted employees. Upon request by CARTA for engineering services, Caltrans will provide a quote to CARTA for consideration. Should CARTA or a project sponsor select Caltrans to provide engineering services, that agency and Caltrans will need to enter an engineering services agreement, which would establish the services Caltrans would provide for that project and the cost of those services.

ACCESS TO COMMUNICATION NETWORK:

Access to redundant and reliable communication is vital to the successful operation of tolled managed lanes. Specifically, communication is needed to inform the public, operate the toll system, and monitor the toll facility operations.

As a voting member of CARTA, Caltrans District 3 will offer access to our existing communications backbone, specifically to fiber or conduit, saving CARTA costs in lieu of contracting the service out or installing separate facilities. As new managed lane corridors are under development, Caltrans will inform CARTA and project sponsors of existing communications infrastructure on the corridor that can be leveraged and/or upgrades that may be necessary.

Leasing communications infrastructure can range from \$250,000 to \$500,000 annually.

For anything above and beyond the existing communications network, there would be associated costs to CARTA. CARTA and Caltrans will need to enter into an implementation agreement for the use of Caltrans's communications infrastructure, which would establish that Caltrans will contribute use of the infrastructure and related services at current levels with cost recovery to Caltrans for cost increases resulting from CARTA's additional service demands. Upon request by CARTA for communications infrastructure above and beyond existing functions, Caltrans will provide a quote to CARTA for consideration.

EXPEDITED ACCESS:

All tolling authorities must submit encroachment permits for Caltrans approval to access the state highway system for maintenance and construction, as well as for lane closures. These services have typical and required timeframes and require advanced notification for approvals in non-emergency situations.

As a voting member of CARTA, Caltrans District 3 would be aware of upcoming encroachment and lane closure needs, saving CARTA costs in downtime and delays. If CARTA needed a portion of the work to be completed under contract, as a voting member, Caltrans District 3 would be engaged in facilitating lane closure and encroachment permit reviews.

A typical example would be contract work needed to maintain and repair the electronic tolling infrastructure. Expediting these reviews will help maximize toll collection capabilities and minimize loss of potential revenue.

TRANSPARENCY AND COLLABORATION:

As a voting member of CARTA, Caltrans staff will regularly update CARTA on the development of managed lane projects, providing opportunities for CARTA Directors and their constituents to weigh in earlier. This does not replace the robust stakeholder engagement that Caltrans conducts with cities and counties along a project corridor but adds an additional venue where CARTA can weigh in on regional issues related to tolling. Caltrans will provide a written project update memorandum for all active projects at each CARTA Board meeting. Caltrans will also provide more detailed presentations on active projects as requested and will inform the CARTA Board of upcoming major milestones on managed lane projects.

In conclusion, Caltrans District 3 works extremely hard to manage and optimize conditions on the State Highway System. Because of this, we have a lot to offer as a voting member of CARTA, which includes but is not limited to:

- A state-of-the-art, regional, multi-agency TMC,
- Maintenance services and existing equipment,
- Expertise in Environmental, Civil, Electrical, and Traffic engineering services to design and construct projects and operate the network,

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Capital Area Regional Tolling Authority

July 8, 2024

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- Access to our robust communications network, which supports thousands of field elements, fiber, CCTV Cameras, and changeable message signs,
- Expedited review of lane closures or any needed permits.

Caltrans looks forward to the opportunity to work directly with other CARTA Directors to better understand perspectives of their respective communities, and to share expertise to help optimize and maximize toll lane performance. We're committed to making this a successful partnership and ensuring the Sacramento Region has a productive relationship with Caltrans.

Sincerely,

Sergio Aceves

Sergio Aceves
Acting District 3 Director



Capital Area Regional Tolling Authority

Meeting Date: August 1, 2024

Agenda Item: 4

SACOG Blueprint Managed Lanes Network and Tolling Assumptions

Prepared By: Kathleen Hanley, Sacramento Area Council of Governments

Attachments: Yes

Recommendation:

None; this item is for information only.

Background:

State and federal law require the Sacramento Area Council of Governments (SACOG) to adopt a long-range plan every four years, called the Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS). The MTP/SCS includes the adoption of a land use forecast and transportation network for 2035 and 2050. The MTP/SCS is fiscally-constrained and must meet state-mandated greenhouse gas reduction targets. The transportation network assumptions in the MTP/SCS provide a path for transportation projects to move forward and influence how competitive they are for local, state, and federal funding programs. SACOG is currently in the process of updating its MTP/SCS, which is called the 2025 Blueprint this cycle. SACOG adopted the land use network for their 2025 Blueprint at their June board meeting. SACOG will begin the process of adopting its transportation network at its October board meeting.

Caltrans is working on a Managed Lanes System Plan (MLSP) to promote a focused plan for managed lanes implementation for the broader region. The MLSP lists all managed lane facilities in operation or planned for the next 20 years and outlines how to incorporate conceptual projects beyond this period. The MLSP is still in development and Caltrans will present those results at a future CARTA board meeting. Caltrans plans to make the final MLSP document public before the end of the calendar year.

Discussion:

Among many other things, the 2025 Blueprint will include assumptions related to tolling and toll lanes, including:

- What the ultimate toll lanes network in the Sacramento region could be
- Which toll lane projects are near-, mid-, and long-term priorities
- Whether toll lane projects will be financed or grant-funded
- How toll revenue expenditure should be forecast

These assumptions are not binding. Projects can analyze and select other alternatives and the plan can be amended to change project priority. However, the assumptions in the 2025

Blueprint do create regional and statewide expectations about how toll lanes will be developed and should be reasonably accurate.

In prior cycles, recommendations on tolling assumptions in the transportation network have been made by SACOG staff. For the 2025 Blueprint, SACOG staff are seeking CARTA board feedback and input on these issues before the transportation network goes to the SACOG Board. SACOG staff have prepared a presentation outlining the tolling-related assumptions currently proposed for the 2025 Blueprint (Attachment A). In summary, the 2025 Blueprint proposes

- One toll lane on most of the highways in the core of the SACOG region, created by converting an existing carpool lane or widening to add a new lane
- A backbone of dual toll lanes extending from Interstate 80 (I-80) in Davis across Highway 50 (US 50) to Folsom, and on I-5 from Sacramento International Airport to Freeport, created by converting the inside general-purpose lane
- Five near-term priorities for toll lane development: I-80 in Yolo County; and I-5, Capital City Freeway (SR 51), State Route 99 (SR 99), and US 50 in Sacramento County
- High-occupancy toll (HOT) 3+ throughout the network
- The use of bonding and other financing to expedite delivery
- Toll revenue expenditure to reduce greenhouse gases to help the 2025 Blueprint meet its state-mandated targets

SACOG and Caltrans staff have been working together on the development of both the Blueprint and the MLSP and are aiming to create as much consistency as possible. However, each plan focuses on different goals, has different requirements, and brings something different to the table. The MLSP focuses on improving transportation efficiency and reducing congestion, while still supporting California's climate goals. The Blueprint strives to balance the goal of congestion relief with the goals of increasing transit frequency, generating revenue, and reducing greenhouse gas emissions. Because of these different perspectives, the Blueprint places more importance on the role of dual lanes in both near- and long-term managed lanes projects. Despite these differences, SACOG and Caltrans staff are committed to continuing to work together and leveraging both the Blueprint and the MLSP as managed lanes projects are developed in the region.

In summary, staff believe SACOG's tolling-related assumptions for the 2025 Blueprint are consistent with active projects on I-80 in Yolo County and I-5 in Sacramento County, keep the region in compliance with state and federal requirements, and recognize CARTA's role in future toll operations decisions. Staff support the inclusion of these assumptions in the 2025 Blueprint transportation network but request additional feedback from the CARTA board as part of this agenda item.



Capital Area Regional Tolling Authority

Item 4 | Attachment A

Managed Lanes Planning

**SACOG
MTP/SCS**



**Caltrans
MLSP**



**Dozens of other
plans and policies**

**Managed
Lanes Projects**

MTP/SCS + Project Delivery



Projects must be listed to be eligible for state federal funding

Hard to change scope/schedule of capacity-increasing projects after

Environmental documents must analyze the MTP alternative

MTP/SCS Basics



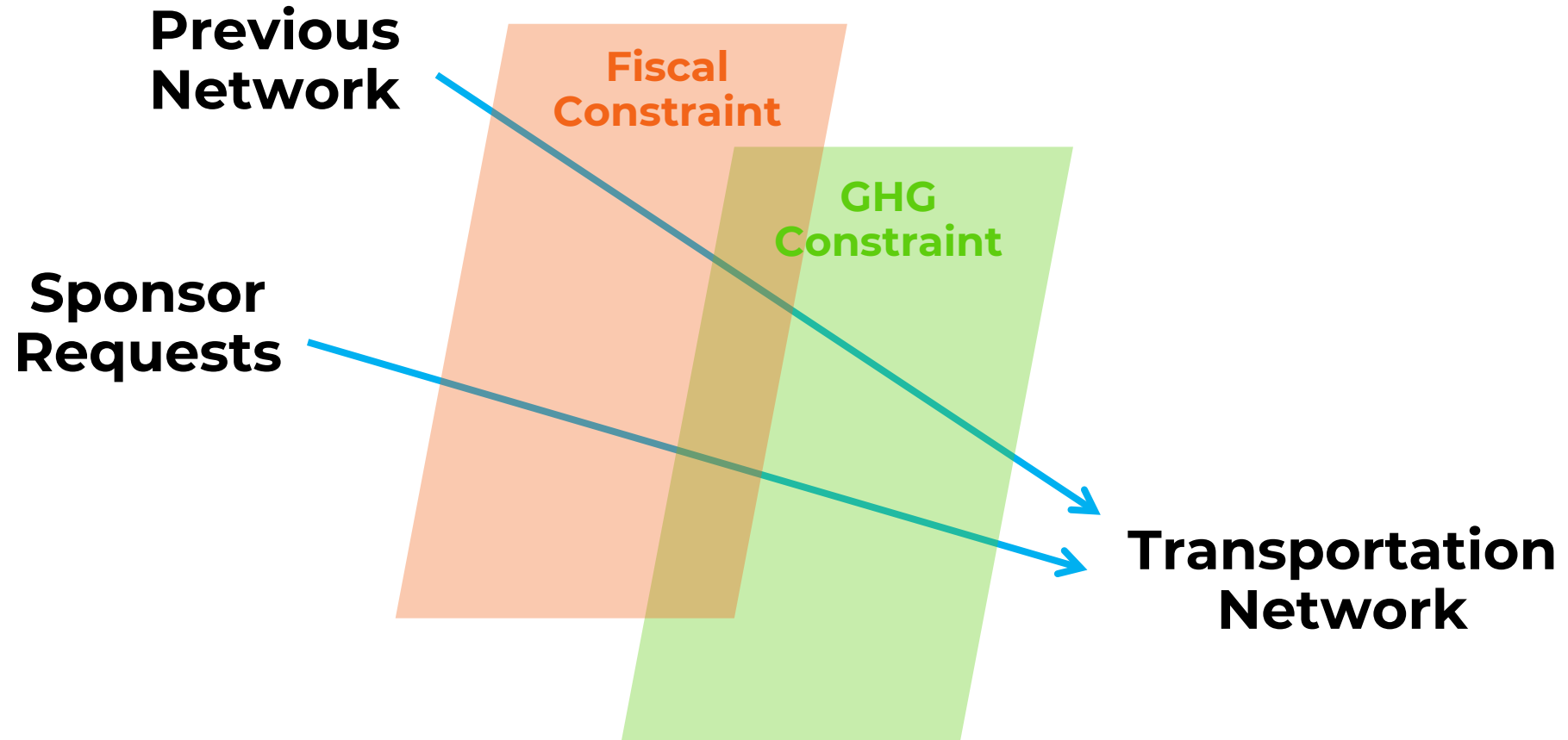
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**Land Use
Scenario**

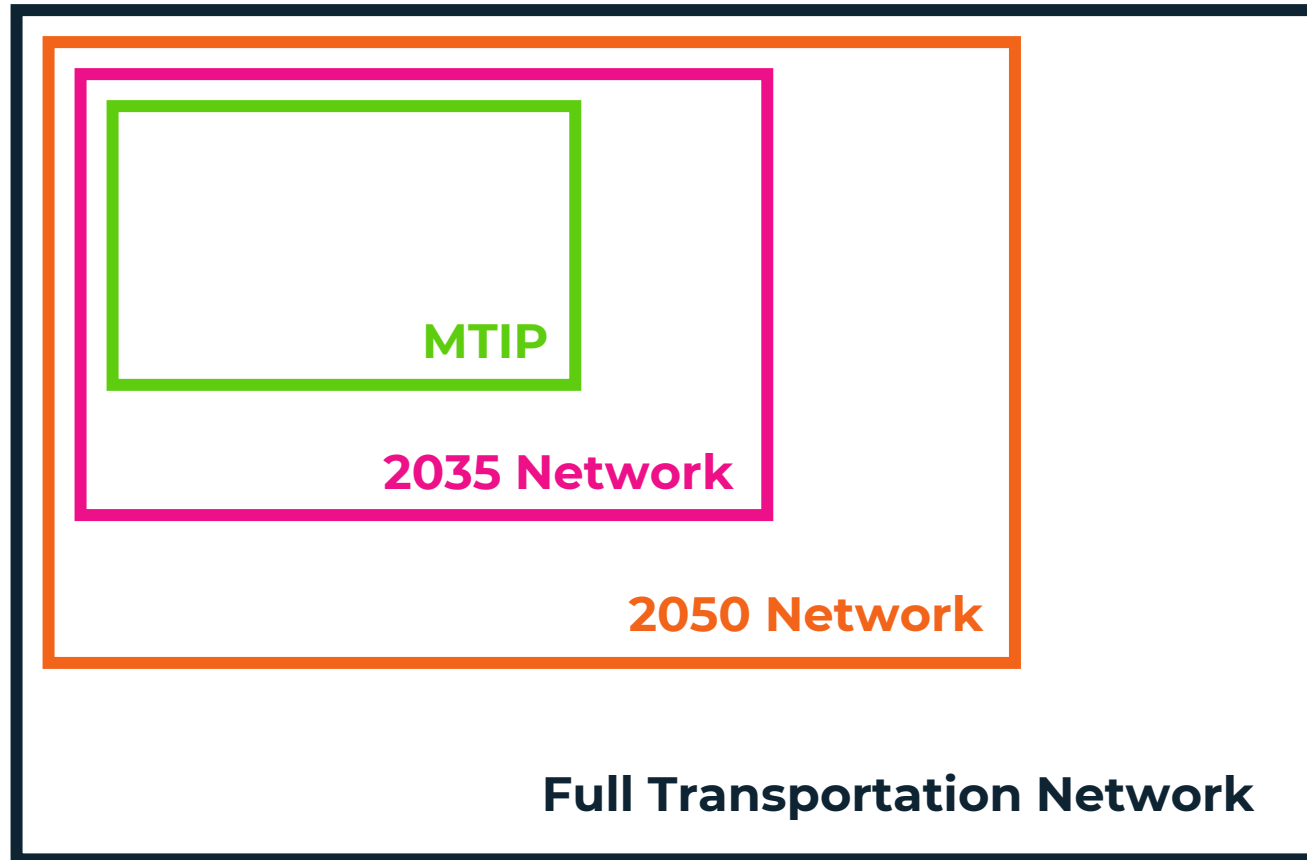
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**Transportation
Network**

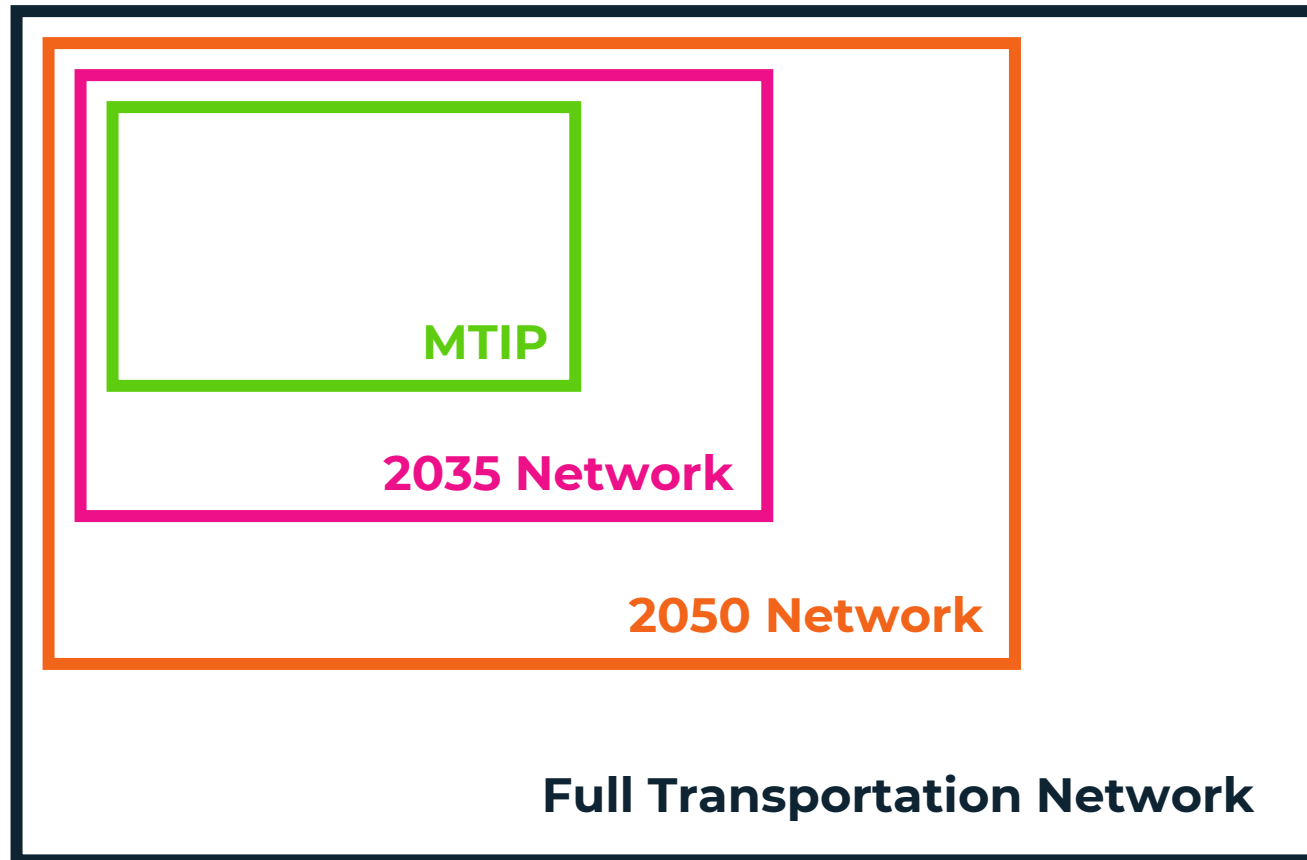
Transportation Network



Timing in the MTP/SCS Network



Timing in the MTP/SCS Network



MTIP

Active projects

2035 Network

Near term priorities

2050 Network

Longer term priorities

Full Transportation Network

Ultimate vision

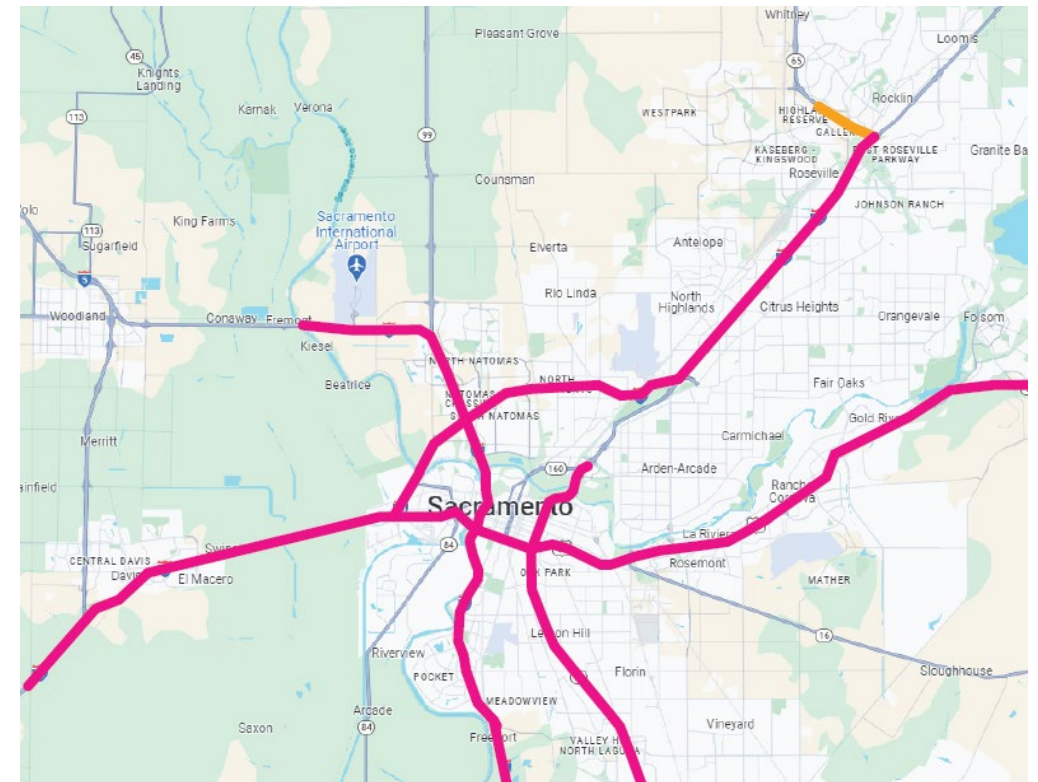
2020 SCS Toll Network

By lane type



Single Lane | Dual Lane | Reversible Lane

By timing



By 2035 | By 2050 | Beyond 2050

2020 vs. 2025 Toll Network

2020 MTP/SCS

- First regional plan to include tolling
- Left open questions on feasibility of toll lane options
- Called for further investigation of toll costs and phasing

Goals for 2025 Blueprint Toll Network

- One network for MTP and SCS
- Increase consistency with Caltrans plans
- Develop regional consensus on reversible lane feasibility
- Be strategic about 2035 project list
- Engage earlier, more often, and with more details

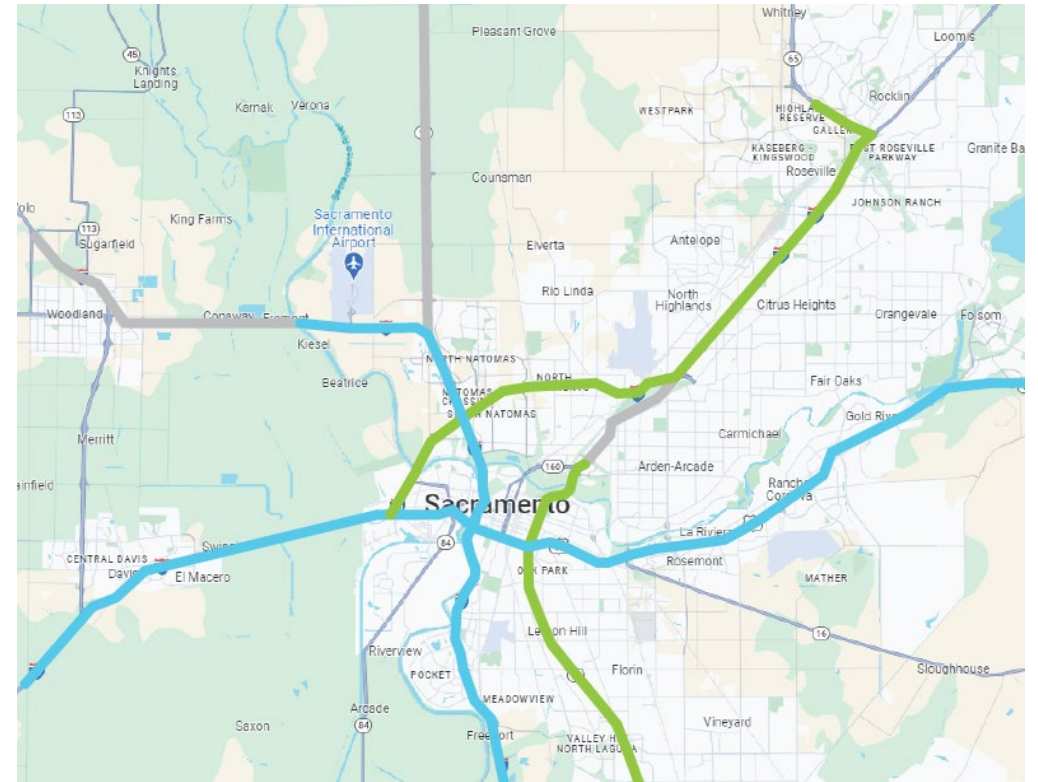
2020 vs 2025 by Lane Type

2020 SACOG SCS



Single Lane | Dual Lane | Reversible Lane

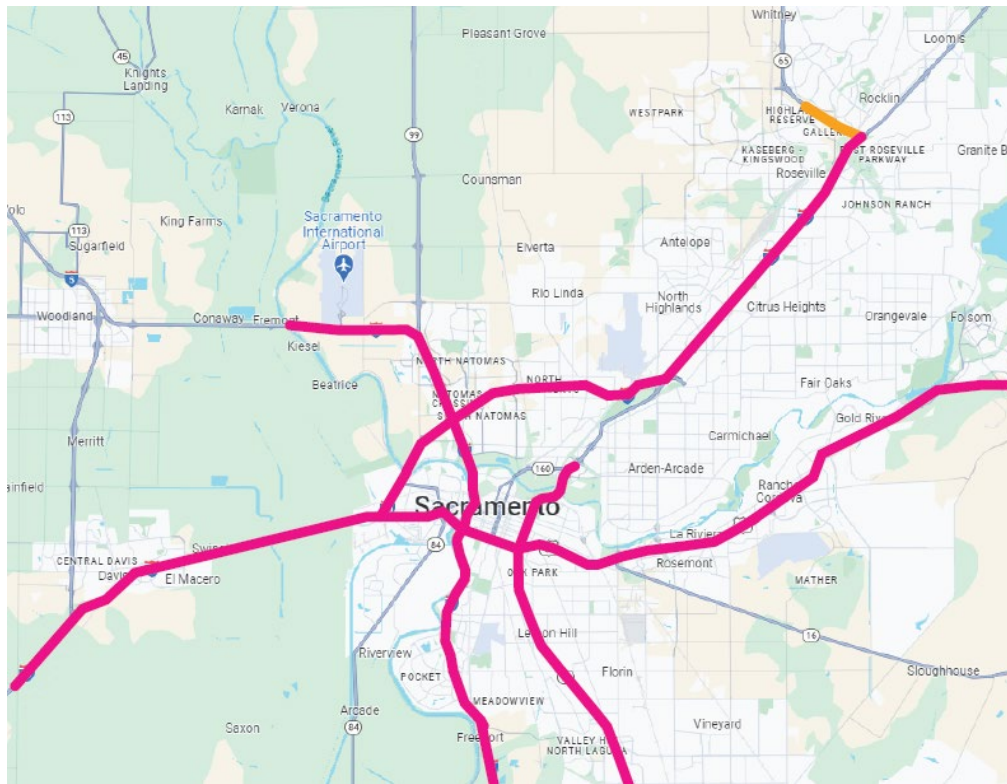
DRAFT 2025 SACOG Blueprint DPS



Single Lane | Dual Lane | Reversible Lane

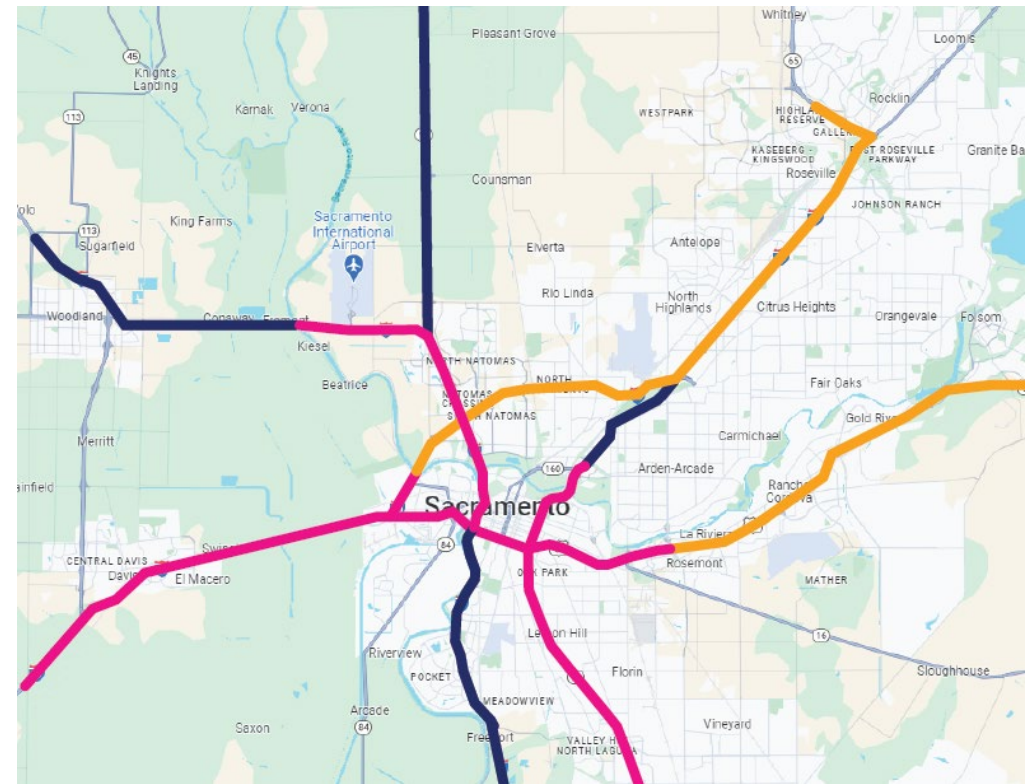
2020 vs 2025 by Timing

2020 SACOG SCS



By 2035 | By 2050 | Beyond 2050

DRAFT 2025 SACOG Blueprint DPS



By 2035 | By 2050 | Beyond 2050

Timing in the MTP/SCS Network

2035 Network

Near term priorities

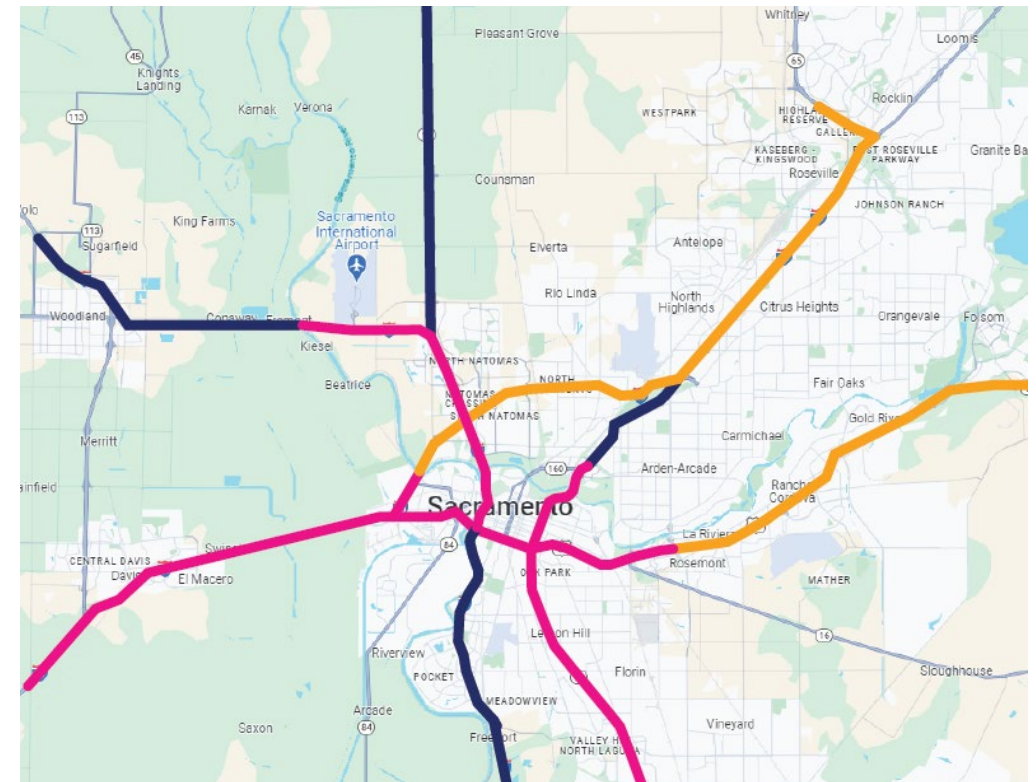
2050 Network

Longer term priorities

Full Transportation Network

Ultimate vision

DRAFT 2025 SACOG Blueprint DPS



By 2035 | By 2050 | Beyond 2050

Blueprint Toll Assumptions

Toll lane type

- HOT 2+
 - Matches existing carpool lanes
 - Does not make enough revenue to cover operations
- HOT 3+
 - Matches Yolo 80
 - Balances revenue generation and existing carpool operations
- Express Lane
 - Generates the most revenue
 - Biggest departure from current planning and project development

**SACOG staff
recommendation**

Blueprint Toll Assumptions

Project financing

- Bonding/financing
 - Allows more projects to be near-term
 - Gets ahead of policy discussions by CARTA and its partners
- Grant funding only
 - Push out projects

**SACOG staff
recommendation**

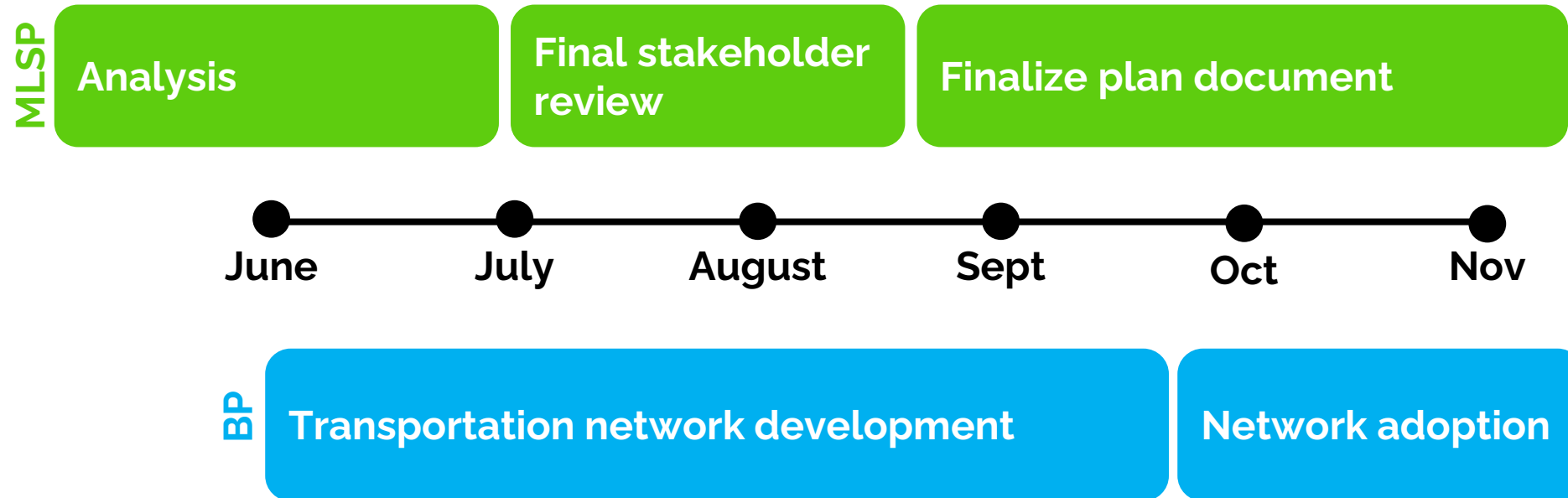
Blueprint Toll Assumptions

Use of revenue expenditure

- Maximize GHG reduction
 - Matches Yolo 80 VMT reduction plans
 - Addresses state VMT requirements
 - Helps overall GHG goal of Blueprint
- Balanced GHG reduction
 - Opens more project options for toll revenue
 - Not as realistic about state VMT requirements
 - Risks overall GHG goal of Blueprint

**SACOG staff
recommendation**

Next Steps





Capital Area Regional Tolling Authority

Meeting Date: August 1, 2024

Agenda Item: 5

Yolo 80 Project Update

Prepared By: Gurtej Bhattal, Caltrans District 3; Brian Abbanat, YoloTD

Attachments: No

Recommendation:

None; this item is for information only.

Background:

As outlined in the Caltrans Services Memorandum, Caltrans is committed to providing updates on the status of active managed lanes projects at each CARTA board meeting. These updates are intended to be high-level and track the overall progress of the project. For real-time travel information, including lane closures and detours, please visit roads.dot.ca.gov.

The Yolo 80 Corridor Improvements Project (Yolo 80) will add one high-occupancy toll (HOT 3+) lane to Interstate 80 (I-80) between Davis and West Sacramento. The project completed its environmental documents and final design May 2024 and is currently in the contract advertisement period. For more detailed information about the project, including project documents, please visit <https://dot.ca.gov/caltrans-near-me/district-3/d3-projects/d3-i80-corridor-improvements>.

Discussion:

Following full funding of Phase 1 of Yolo 80 at the May California Transportation Commission meeting, Caltrans began preparing the procurement package for the project. The project was advertised on June 10, 2024, and bid opening is scheduled for July 31, 2024. This schedule meets the deadline for the \$86 million in federal Rebuilding American Infrastructure (INFRA) funding on the project. At their July 8th meeting, the YoloTD board approved

Assuming the bids are within the project's budget, Caltrans is scheduled to execute a contract by September 30, 2024. Given the timing of contract execution, it is possible the contractor will elect to delay the start of construction work to early 2025, after the rainy season. The project is anticipated to take 370 working days and is therefore likely to finish construction in late 2026 or early 2027. This means that the physical tolling infrastructure will likely be fully constructed before CARTA is ready to collect tolls.

Two lawsuits have been filed against the project by (1) the National Resource Defense Council, Planning and Conservation League, and Center for Biological Diversity; and (2) the Sierra Club

and Environmental Council of Sacramento. Both are in the process and further updates will be provided as appropriate.