CITIZEN ADVISORY COMMITTEE AGENDA

Members: Lisa Baker (Winters), Olin Woods (Yolo County), Lulu Zhang (Davis), Vacant (West Sacramento), Mollie D'Agostino (Woodland), Frank Reyes (At Large), Maria Elena Sepulveda (At Large), Valerie Green (At Large)

This Citizens Advisory Committee Meeting will be held in person at the location below. Members of the public who wish to participate remotely may use the zoom link or phone number below.

IN-PERSON INFORMATION

Meeting Date: Monday, July 27, 2026
Meeting Time: 6:00 PM
Meeting Place: Yolo Transportation District
350 Industrial Way
Woodland CA

ZOOM INFORMATION

Link: https://us06web.zoom.us/j/86754744287
Phone Number: 669 444 9171
Webinar ID: 879 9842 4270

All participants will be entered into the webinar as attendees.

YoloTD offers teleconference participation in the meeting via Zoom as a courtesy to the public. If no voting members of the YoloTD CAC are attending the meeting via Zoom, and a technical error or outage occurs with the Zoom feed or Zoom is otherwise disrupted for any reason, the YoloTD CAC reserves the right to continue the meeting without remote access.

Further instructions on how to electronically participate and submit your public comments can be found in the Public Participation Instructions note at the end of this agenda.

To submit a comment in writing, please email to public-comment@yctd.org and write "For CAC Public Comment" in the subject line. In the body of the email, include the item number and/or title of the item (if applicable) with your comments. All comments received by 4:00 PM on Monday, July 27, 2026 will be provided to the YoloTD Citizens Advisory Committee in advance and comments submitted during the meeting shall made part of the record of the meeting, but will not be read aloud or otherwise distributed during the meeting.

Estimated Time		Agenda Item	Information	Action Item
6:00 PM	1.	Call to Order, Roll Call		X
6:02 PM	2.	Comments from the public regarding matters NOT on the Agenda, but within the purview of YoloTD (Comments will be limited to two (2) minutes per person— please identify yourself and in which community you live before providing your comments)	X	

<u>**CONSENT CALENDAR**</u>

6:05 PM	3.	Approval of Minutes of CAC's Regular Meeting on May 11, 2026 ***(J.Marte, pp 6-8)***		X

<u>**REGULAR CALENDAR**</u>

6:10 PM	4.	Provide Input to YoloTD Board on Short-Range Transit Plan (SRTP) Network Reconfiguration and 80% Service Scenario ***(L. Torney, pp 9-35)***		X
6:40 PM	5.	Provide Input to YoloTD Board on Yolo 80 Express Lanes Equity Study and Communications Activities ***(L.Torney, pp 36-72)***		X
7:10 PM	6.	Receive Update on Fare Payment Technology Improvement Projects Currently Underway ***(D.Romero and L. Hecht, pp73-77)***	X	
7:20 PM	7.	**Administrative Reports** ***(A.Bernstein, p 78)*** Discussion regarding subjects not specifically listed is limited to clarifying questions. A. CAC Members' Reports B. Executive Director's Report C. Long-Range Calendar	X	
7:30 PM	8.	Adjournment		X

I declare under penalty of perjury that the foregoing agenda was posted on or before Friday, July 24, 2026 at the Yolo Transportation District Office (350 Industrial Way, Woodland, California). Additionally, copies were FAXED or transmitted electronically to the Woodland, Davis, West Sacramento, and Winters City Halls, as well as to the Clerk of the Board for the County of Yolo.

J.Marte

Janeene Marte, Clerk of the Board

Public Participation Instructions

Members of the public shall be provided with an opportunity to directly address the committee on items of interest to the public that are within the subject matter jurisdiction of the CAC. Depending on the length of the agenda and number of speakers, the Chair reserves the right to limit the time each member of the public is allowed to speak to three minutes or less.

ON ZOOM:
If you are joining the meeting via Zoom and wish to make a comment on an item, click the "raise hand" button. If you are joining the webinar by phone only, press *9 to raise your hand. Please wait for the host to announce the comment period has opened and indicate that you wish to make a comment at that time. The Clerk of the Board will notify the Chair, who will call you by name or phone number when it is your turn to comment.

IN ADVANCE OF THE MEETING:
To submit a comment in writing, please email public-comment@yctd.org. In the body of the email, include the agenda item number and title with your comments. Comments submitted via email during the meeting shall be made part of the record of the meeting but will not be read aloud or otherwise distributed during the meeting. To submit a comment by phone in advance of the meeting, please call 530-402-2819 and leave a voicemail. Please note the agenda item number and title with your comments. All comments received by 4:00 PM on Monday July 27, 2026, will be provided to the CAC in advance.

Americans With Disabilities Act Notice

If requested, this agenda can be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 and the Federal Rules and Regulations adopted in implementation thereof. Persons seeking an alternative format should contact Yolo Transportation District for further information. In addition, a person with a disability who requires a modification or accommodation, including auxiliary aids or services, to participate in a public meeting should telephone or otherwise contact Yolo Transportation District as soon as possible and preferably at least 24 hours prior to the meeting. We may be reached on (530) 402-2819, via email at public-comment@yctd.org or at the following address: 350 Industrial Way, Woodland, CA 95776.

VISION, VALUES AND PRIORITIES

Vision Statement

The vision statement tells us what we intend to become or achieve.

Provide seamless, sustainable mobility solutions to help Yolo communities thrive.

Core Values

A core value describes our individual and organizational behaviors and helps us to live out our vision.

- We are transparent, inclusive and accountable to the public, stakeholders and partner agencies
- We are committed to addressing inequities and improving outcomes for our most vulnerable communities
- We prioritize environmental sustainability and climate resilience
- We value efficiency, innovation and responsible stewardship of public funds

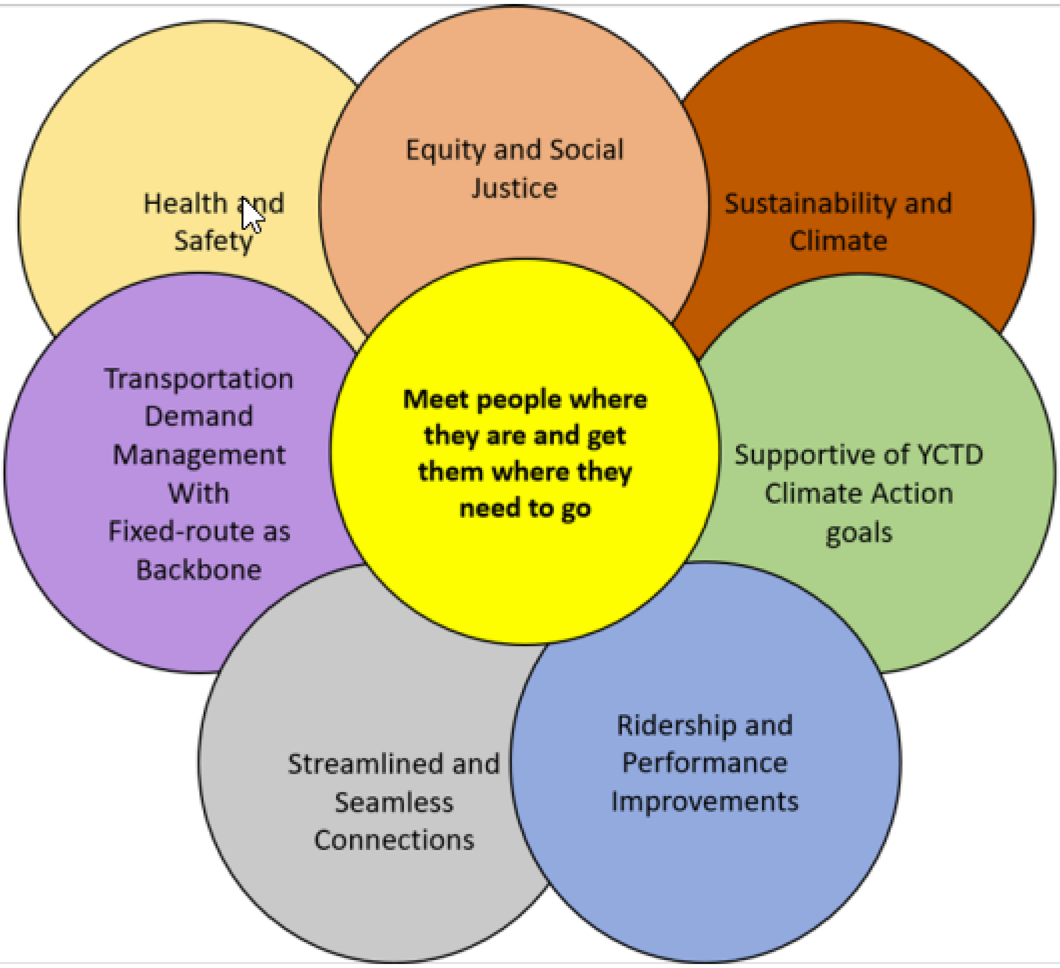
District-Wide Priorities

Priorities align our vision and values with our implementation strategies.

1. Provide transit service that is faster, more reliable and convenient.
2. Partner with member jurisdictions, community-based organizations and local, regional, state and federal agencies to identify and address the current and evolving mobility needs of Yolo County.
3. Coordinate, plan and fundraise to deliver a full suite of transportation projects and programs.

Updated November 2022

YoloTD Citizens Advisory Committee Framework



STAFF REPORT

	TOPIC	ITEM NUMBER
Approve Meeting Minutes for Regular Meeting of May 11, 2026		**3** **Action** **July 27, 2026** **CAC**

PREPARED BY:	J.Marte
ATTACHMENTS:	A: Meeting Minutes

STAFF RECOMMENDATION(S)

Approve Minutes for the Regular Meeting of May 11, 2026

BACKGROUND

The Yolo Transportation District (YoloTD) Citizens Advisory Committee holds regular meetings in compliance with the Brown Act and public records laws. Those meetings are recorded in minutes, which are to be retained, in perpetuity, in the YoloTD archives.

The purpose of this item is to approve minutes of the Citizens Advisory Committee meeting for the historical preservation and posterity for future generations to understand the valuable work considered and accomplished by YoloTD.

CITIZENS ADVISORY COMMITTE MEETING MINUTES

May 11, 2026, at 6:00 p.m.
Yolo Transportation District Board Room
350 Industrial Way, Woodland, CA

1. Roll Call - Determination of Quorum

Chair Baker called the meeting to order at 6:00 p.m.

Committee Members Present:

Lisa Baker, Chair (Winters)
Mollie D'Agostino (Woodland)
Lulu Zhang (Davis)
Olin Woods (Yolo County)
Valerie Green (At Large)
Maria Elena Sepulveda (At Large)

Committee Members Absent:

Frank Reyes (At Large)

Staff Present:

Autumn Bernstein, Executive Director
Chas Fadrigo, Director of Finance

2. General Public Comment

Chair Baker called for General Public Comment

No General Public Comment

3. Consent Calendar

3. Approve CAC Minutes for Regular Meeting of March 16,2026

Motion: Committee Member Sepulveda made a motion to approve Consent Calendar items. Motion was seconded by Committee Member Zhang. The motion was approved by vote of 6 Yes/0 No.

Regular Calendar

5. Receive Feedback on Preliminary Budget and Workplan for FY 2026-27

Director of Finance Fadrigo presented the preliminary FY 2026–27 budget and reviewed the proposed operating budget, funding sources, and five-year outlook. Director of Finance Fadrigo responded to questions regarding State Transit Assistance (STA) funds, Local Transportation Funds (LTF), SB 125 funding, and the five-year outlook.

Executive Director Bernstein presented the FY 2026–27 Workplan Highlights. She responded to questions regarding the Transit Connect app and the proposed Woodland Transit Center relocation.

Chair Baker called for Public Comment

No General Public Comment

Seeing no further comments or questions from the Committee members, Chair Baker closed discussion on the item.

8. Administrative Reports

A. CAC Members' Reports

B. Executive Director's Reports

Executive Director Bernstein provided a verbal report and updates on District activities.

C. Long-Range Calendar

Executive Director Bernstein reported that the Board approved updated Brown Act guidance allowing committees to meet in person, in a hybrid format, or fully remotely. She shared that BeeLine ridership increased by 20 percent in March. She also noted that she delivered a keynote presentation at the UC Davis Transit Research Symposium. Additionally, she highlighted recent and upcoming community outreach events, including Touch a Truck in Davis, May Is Bike Month, Loopalooza, and the Woodland Honey Festival.

10. Adjournment

Seeing no further business, Chair Baker adjourned the meeting at 7:47 pm.

Respectfully Submitted, Janeene Marte, Clerk of the Board

STAFF REPORT

Provide Input to YoloTD Board on Short-Range Transit Plan (SRTP) Network Reconfiguration and 80% Service Scenario	**TOPIC**	**ITEM NUMBER**
Provide Input to YoloTD Board on Short-Range Transit Plan (SRTP) Network Reconfiguration and 80% Service Scenario		**4** **Action** **July 27, 2026** **CAC**

PREPARED BY:	Lola Torney, Senior Planner
ATTACHMENTS:	A) Existing and Proposed Route Maps

STAFF RECOMMENDATION(S)

1) Recommend that the YoloTD Board approve the proposed SRTP network maps to reconfigure Yolobus fixed routes to focus on frequency instead of coverage
2) Provide feedback to the YoloTD Board on whether to use the 80 percent service scenario as the assumed baseline scenario for SRTP implementation
3) Provide feedback to the YoloTD Board on which 80 percent service option(s) are preferred for Winters and Woodland

BACKGROUND

An SRTP is a comprehensive document that outlines an agency's strategies, goals, and projects for a horizon typically ranging from five to seven years (this project assumes 2025-2031). It provides a detailed roadmap for the agency's operations, investments, and service improvements within this defined timeframe. The SRTP is a living document, subject to periodic updates and revisions to ensure its relevance in a dynamic transit landscape.

In April 2024, Transportation Management and Design, Inc. (TMD) was selected as the prime consultant for the SRTP. The service plan recommendations examined options to enhance ridership, optimize service efficiency and align with contemporary travel patterns. The financial plan's inclusion of multiple scenarios (e.g. “Reduction,” “Base Case,” and “Aspirational” scenarios) allow YoloTD to adapt to different economic realities within the plan’s time horizon.

Process to Date and Prior Board Feedback
This staff report builds upon prior staff reports, specifically April, July, November, and December 2025. Readers are referred to staff reports from those meetings for greater detail.

Table 1: Relevant Board Meetings in Ascending Order

Meeting Date	Item Topic	Link
December 8, 2025	SRTP Network Map and Four Financial Scenarios	Meeting Packet (pdf page 104)
November 17, 2025	Update on Phase 2 Outreach, SRTP Process, Approval of Woodland Transfer Point Relocation	Meeting Packet (pdf page 22)
July 14, 2025	Draft SRTP Recommendations for Community Input	Meeting Packet (pdf page 85)
April 14, 2025	Existing Conditions, Community Survey, and Draft Goals, Objectives, and Performance Measures	Meeting Packet (pdf page 82)

Summary of Board Feedback to Date

- April 2025: Support for converting from a coverage to a frequency model of transit service striving for 30-minute minimum headways whenever possible (AKA: the “north star” of the SRTP)
- July 2025: Support for Draft SRTP Recommendations for community input; support for consolidating routes that overlap (in Woodland and West Sacramento)
- September 2025: Support for moving the Woodland Transfer Point from the County Fair Mall to Main Street between Fifth and Sixth Streets
- November 2025: Support for restoring fixed-route service to Winters, approval of Woodland transfer point relocation
- December 2025: Request for additional feedback from communities on service reduction scenarios, especially transportation commissions for each Member Agency, where available
- July 2026: No action taken.

DISCUSSION

Phase III Outreach
In December 2025, the Board directed staff to conduct additional public outreach to share the proposed service level changes based on the four financial scenarios, specifically the 80

percent service level. This focus on the 80 percent service level was due to the forthcoming fiscal cliff in anticipation of expiring one-time COVID relief and recovery funding. Since the beginning of the year, YoloTD staff has presented to the Davis Transportation Commission (March 9, 2026) and the West Sacramento Transportation, Mobility, and Infrastructure Commission (March 2, 2026). As neither Winters nor Woodland have transportation advisory bodies for their councils, YoloTD staff met with staff from Woodland (February 23, 2026) and elected officials from Winters (May 8, May 20, and June 18, 2026). This item was not presented to the Yolo County Transportation Advisory Committee as YoloTD currently has limited service in the unincorporated areas and the SRTP does not propose service reductions in any of the financial scenarios.

Feedback from the advisory commissions from Davis and West Sacramento expressed support for the proposed 100 percent financial scenario but showed significant concerns with the 90 percent and 80 percent scenarios. Davis commissioners were especially vocal that the express routes that currently connect Davis and Downtown Sacramento should be preserved. They also mentioned the environmental impacts that reducing transit will have, noting that the cities have climate action plans and goals, wherein transit plays a huge role in reducing greenhouse gas emissions in Yolo County. West Sacramento commissioners were also concerned with getting students to River City High School, commenting that the proposed increase in frequency along with the free fares for students will go a long way to reduce congestion in school pickup and drop-off times.

During the meeting with Woodland, staff expressed concern about the planned decrease in BeeLine vehicles, but noted that fixed-route buses in Woodland had never been scheduled more frequently than hourly and were receptive to seeing how ridership could increase over time. Winters expressed concern with the possibility of only providing fixed-route service or BeeLine service, but not both. YoloTD shared ridership information for the BeeLine and the discontinued Route 220 and the staff and elected officials are working to determine priorities and have committed to sharing their service preferences with YoloTD staff soon.

Proposed SRTP Changes

As the implementation of the SRTP is set to roll out starting in early 2027 and continue through the summer and fall, YoloTD strives to make implementation as seamless as possible. The staff and consulting team has developed new and/or reconfigured routes as part of the SRTP that were informed by community input and best practices. Many of the routes include new bus stops that require YoloTD staff to work with each member agency to install. This route redesign is the same across all budget scenarios. Future service reductions will be implemented by reducing headways (from 30 minutes to 1 hour, in most cases) and/or reducing the hours of operation (eliminating early morning and late-night service). Because implementing route changes involves the installation of new bus stops – a lengthy process -- YoloTD requests the Board approve the new routing to allow staff begin these conversations. The maps for each route that has changes proposed are shown in each section below.

Network restructuring includes consolidation of low-ridership routes into high-frequency routes that serve the most traveled corridors. This is consistent with the plan's "north star" and feedback from the community during Phase I of outreach wherein respondents stated they prefer to walk farther to access a more frequent bus route as opposed to a traveling a shorter distance to catch a bus that comes less frequently. It is worth noting that there are more "coverage" options available to those who need it through ride hailing apps, microtransit options, and electric mobility devices including e-bikes.

Decisions about which and how much service reductions are needed will be brought to the Board for subsequent approval, for implementation in Fiscal Year 2027-28. YoloTD staff will continue to work with the Board and agency staff from each jurisdiction to finalize the appropriate frequency and span of service for each route with consideration for the "north star" of the SRTP, the understanding that frequency over coverage service is preferred and should be prioritized where possible.

The subsections below illustrate the new routing proposed in each community and highlight significant differences between 100 percent and 80 percent scenarios within each community.

Proposed Route 42A/B SRTP Changes

In Woodland, in November 2025, the Board approved the decision to relocate from the County Fair Mall to Main Street between Fifth and Sixth Streets as the main transfer point for Route 42 riders. This change means Route 42 will travel farther west to serve downtown Woodland.

In Davis, Route 42 will shift to partially travel along County Road 99D/John Jones Road to serve Sutter Davis Hospital.

In downtown Sacramento, Route 42 will enter and exit downtown at Richards Boulevard to the north to serve the new Railyards neighborhood including the new May Lee State Office Complex and the future Kaiser Hospital. Additionally, the new route bypasses roadways near Golden 1 Center and Capitol Mall that are often closed for events, causing significant detours that can confuse customers.

Proposed Route 42 A/B SRTP Layover Location

In November 2025, the Board approved the decision to relocate from the County Fair Mall in Woodland as the main transfer point for Route 42 riders. A critical component of relocating the transfer point from the County Fair Mall was identifying a new location along the route for a scheduled layover. Staff, consultants, and new transit operations contractor MV evaluated several locations including the UC Davis Memorial Union, Sacramento International Airport, and the West Sacramento Transit Center from scheduling and operational perspectives. The Memorial Union on the UC Davis Campus was identified as the most appropriate new main layover stop. Unitrans staff tentatively support this request pending route scheduling and space requirements. The map below shows the proposed routing for Route 42A and 42B.

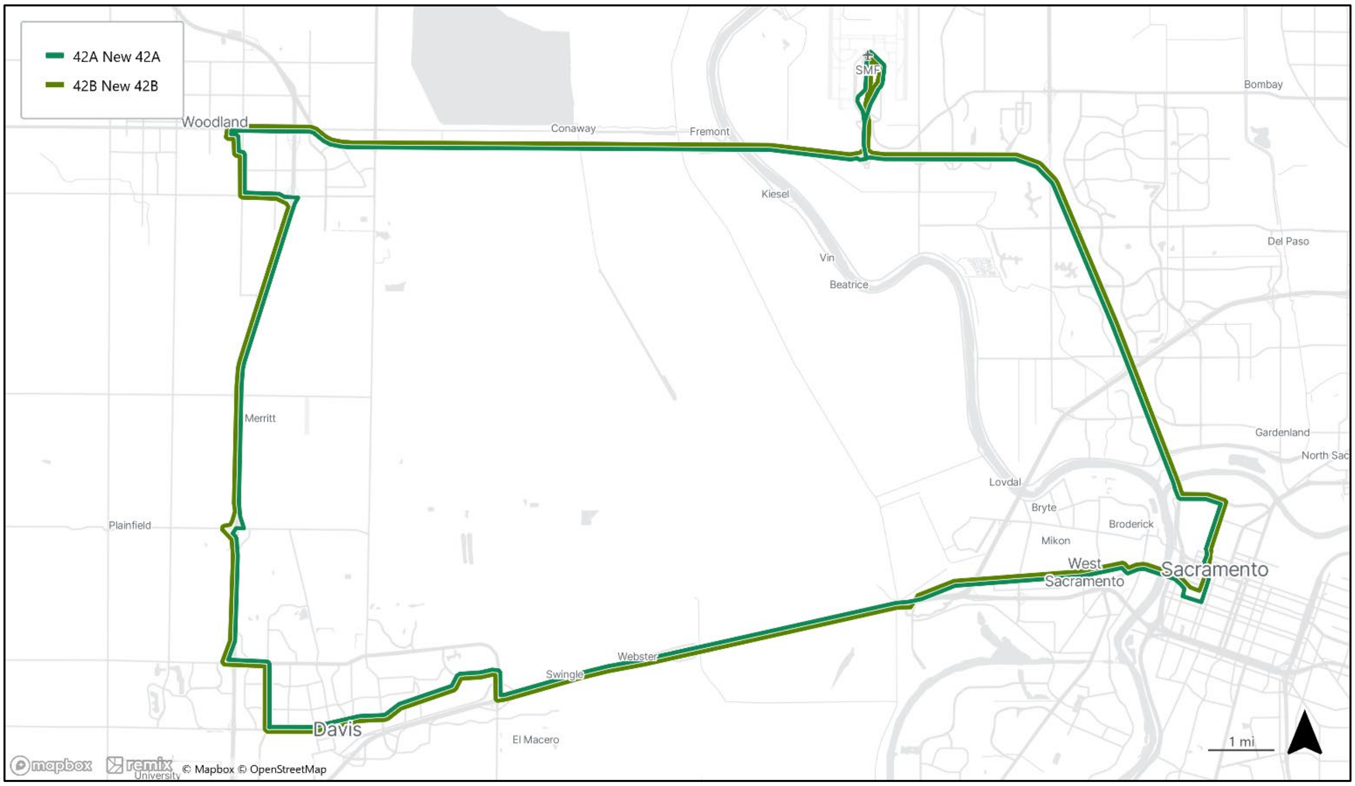


Figure 1: Proposed Routing for Route 42

Davis

Since Unitrans provides fixed route local transit service in the City of Davis and the intercity Route 42A/B does not propose service reductions in the 80 percent scenario, service reductions in Davis are limited to the downtown Sacramento express routes. Equitably reducing Davis service requires discontinuing all express routes with riders shifting onto Route 42A/B, which will operate at 30-minute frequencies (though with a longer travel time than express routes) during the peak commute periods. The proposed 100 percent and 80 percent service levels for Davis are shown below.

Table 2: 100 Percent Scenario for Routes that Serve Davis

<table>
<tr><th></th><th></th><th></th><th colspan="7">AM</th><th colspan="13">PM</th></tr>
<tr><th></th><th></th><th></th><th>5</th><th>6</th><th>7</th><th>8</th><th>9</th><th>10</th><th>11</th><th>12</th><th>1</th><th>2</th><th>3</th><th>4</th><th>5</th><th>6</th><th>7</th><th>8</th><th>9</th><th>10</th><th>11</th><th>12</th></tr>
<tr><td rowspan="5">**100%**</td><td rowspan="2">42A/B</td><td>Weekdays</td><td colspan="14">30 Minute Service</td><td colspan="6">60 Minute Service</td></tr>
<tr><td>Weekends</td><td colspan="20">60 Minute Service</td></tr>
<tr><td>43 Express</td><td rowspan="3">Weekdays</td><td colspan="20">Continue existing service: 3 am trips & 3 pm trips</td></tr>
<tr><td>44 Express</td><td colspan="20">Continue existing service: 3 am trips & 3 pm trips</td></tr>
<tr><td>230 Express</td><td colspan="20">Continue existing service: 3 am trips & 3 pm trips</td></tr>
</table>

Table 3: 80 Percent Scenario for Routes that Serve Davis

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<tr><th></th><th></th><th></th><th colspan="7">AM</th><th colspan="13">PM</th></tr>
<tr><th></th><th></th><th></th><th>5</th><th>6</th><th>7</th><th>8</th><th>9</th><th>10</th><th>11</th><th>12</th><th>1</th><th>2</th><th>3</th><th>4</th><th>5</th><th>6</th><th>7</th><th>8</th><th>9</th><th>10</th><th>11</th><th>12</th></tr>
<tr><td rowspan="5">**80%**</td><td rowspan="2">42A/B</td><td>Weekdays</td><td colspan="20" rowspan="2">Same as 100% Scenario</td></tr>
<tr><td>Weekends</td></tr>
<tr><td>43 Express</td><td rowspan="3">Weekdays</td><td colspan="20">Discontinued</td></tr>
<tr><td>44 Express</td><td colspan="20">Discontinued</td></tr>
<tr><td>230 Express</td><td colspan="20">Discontinued</td></tr>
</table>

Table 4: Number of Trips per Scenario for Routes that Serve Davis

Route	# Trips with 80% Service	# Trips with 100% Service
43 Express	Discontinued	8
44 Express	Discontinued	6
230 Express	Discontinued	6

West Sacramento

Routes 40, 41, and 240 are proposed to be consolidated and reconfigured into Route 36, as shown in Appendix A. Route 36 will provide new north/south intracommunity connectivity and preserve service to the Bryte/Broderick neighborhoods. It is also proposed to provide 30-minute service during the morning and evening peak commute times. Route 37DT (or Route 37 “Downtown”) will primarily serve West Sacramento, but will extend into downtown Sacramento during peak commute times.

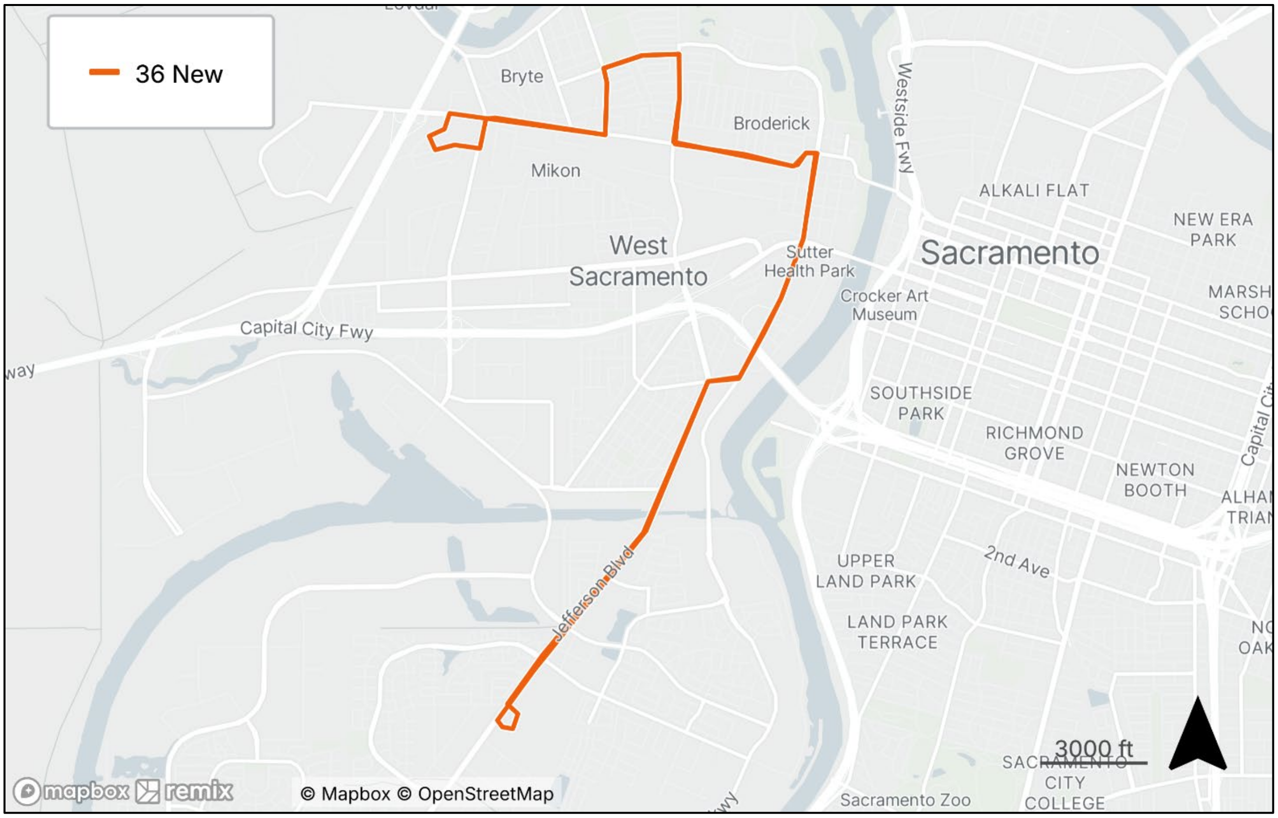

Figure 2: Proposed Routing for Route 36

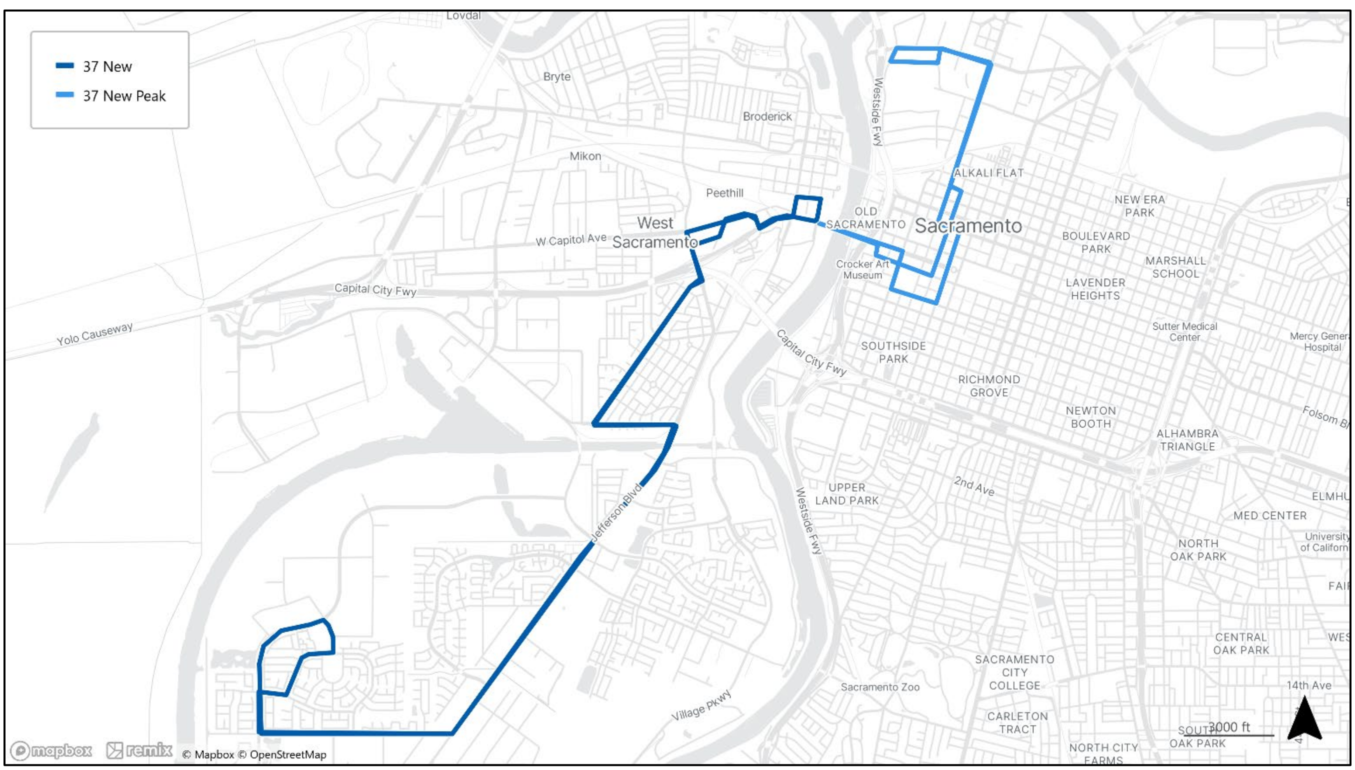

Figure 3: Proposed Routing for Route 37 and Route 37DT

The West Sacramento 100 percent and 80 percent proposed service levels are shown below.

Table 5: 100 Percent Scenario for Routes that Serve West Sacramento

			AM							PM												
			5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
100%	42A/B	Weekdays	30 Minute Service														60 Minute Service					
		Weekends	60 Minute Service																			
	37						30 Minute Service															
	37DT	Weekdays		30 Min									30 Min									
	36			30 Minute Service																		

Table 6: 80 Percent Scenario for Routes that Serve West Sacramento

			AM							PM												
			5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
80%	42A/B	Weekdays	Same as 100% Scenario																			
		Weekends																				
	37						60 Minute Service															
	37DT	Weekdays		60 Min									60 Min									
	36			30 Min			60 Minute Service							30 Min								
	36	Weekends				60 Minute Service																

Table 7: Number of Trips per Scenario for Routes that Serve West Sacramento

Route	# Trips with 80% Service	# Trips with 100% Service
36 Weekday	38	52
36 Weekend	22	22
37 (Weekday Only)	12	24
37DT (Weekday Only)	12	24

Woodland

The proposed routing for Routes 213 and 215 are shown below. Route 213 would replace Routes 211 and 212, which are currently designed as one-directional loops. Route 213 would also serve more of Main Street, allowing for more direct service along a more populated roadway, increasing the ridership potential.

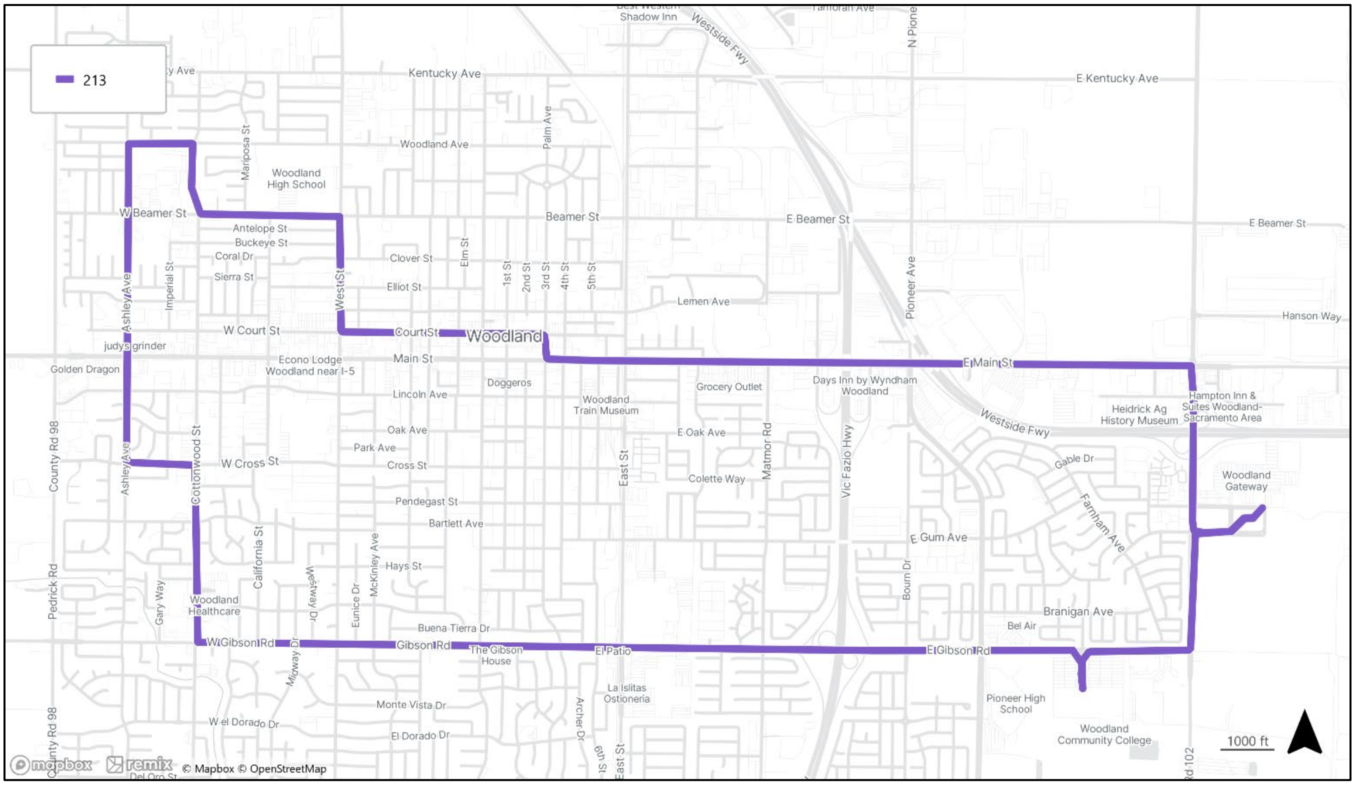

Figure 4: Proposed Routing for Route 213

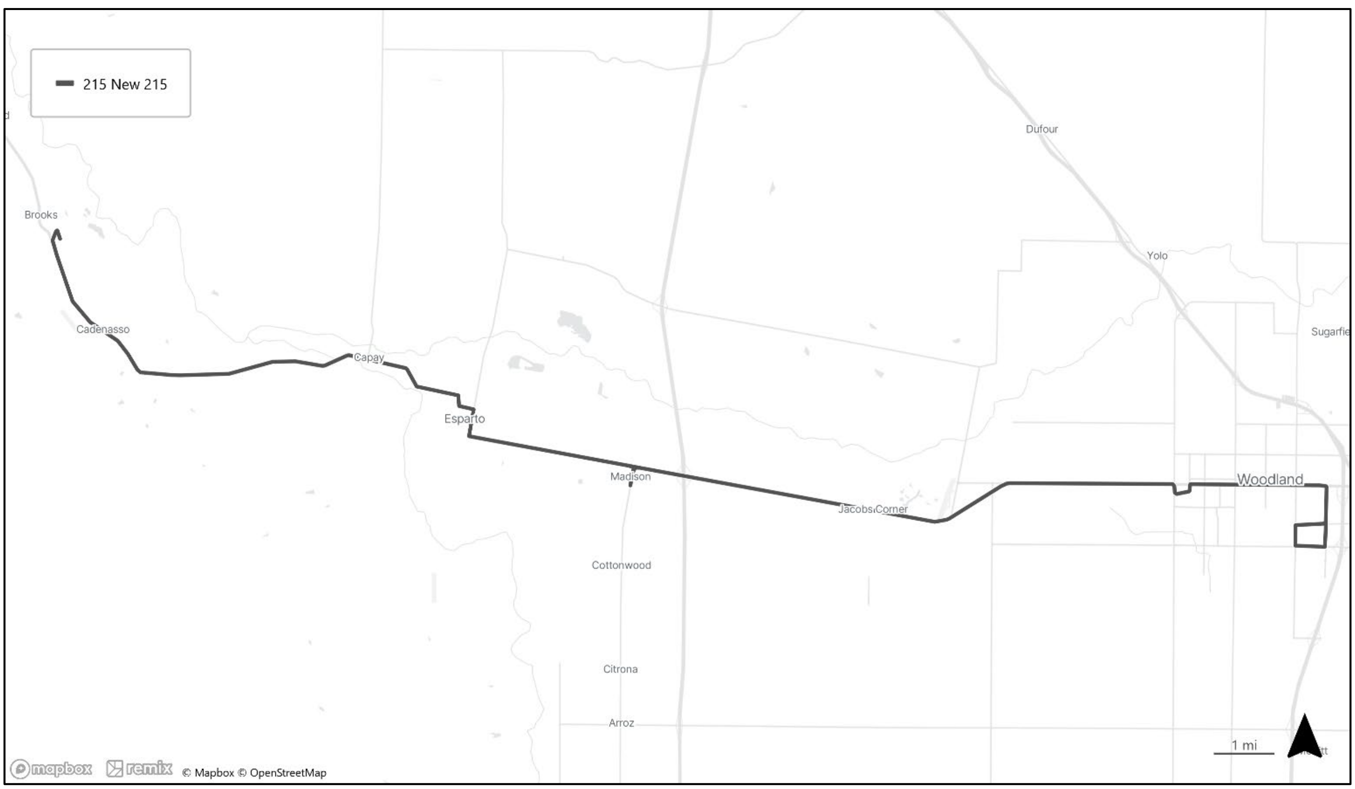

Figure 5: Proposed Routing for Route 215

The 100 percent and 80 percent proposed service levels for Woodland are shown below. In the 80 percent scenario, two options are proposed. Route 213/BeeLine Options A and B are similar except that Option B reduces frequency on Route 213 in the midday to increase BeeLine availability. YoloTD staff will continue to work with City staff on the final service model, keeping the SRTP “north star” in mind.

Table 8: 100 Percent Scenario for Routes that Serve Woodland

<table>
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<tr><td rowspan="6">100%</td><td rowspan="2">42A/B</td><td>Weekdays</td><td colspan="14">30 Minute Service</td><td colspan="6">60 Minute Service</td></tr>
<tr><td>Weekends</td><td colspan="20">60 Minute Service</td></tr>
<tr><td rowspan="2">213</td><td>Weekdays</td><td></td><td colspan="16">30 Minute Service</td><td colspan="3"></td></tr>
<tr><td>Weekends</td><td colspan="3"></td><td colspan="13">60 Minute Service</td><td colspan="4"></td></tr>
<tr><td>215</td><td>All days</td><td colspan="20">12 round trips</td></tr>
<tr><td>BeeLine</td><td>All days</td><td colspan="20">2 vans + Knights Landing van when available</td></tr>
</table>

Table 9: Option A for 80 Percent Scenario for Routes that Serve Woodland

<table>
<tr><td></td><td></td><td></td><td colspan="7">AM</td><td colspan="13">PM</td></tr>
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<tr><td rowspan="6">80%
Option A</td><td rowspan="2">42A/B</td><td>Weekdays</td><td colspan="20" rowspan="2">Same as 100% Service</td></tr>
<tr><td>Weekends</td></tr>
<tr><td rowspan="2">213 option A</td><td>Weekdays</td><td colspan="2"></td><td colspan="15">30 Minute Service</td><td colspan="3"></td></tr>
<tr><td>Weekends</td><td colspan="3"></td><td colspan="13">60 Minute Service</td><td colspan="4"></td></tr>
<tr><td>215</td><td>All days</td><td colspan="20">12 round trips</td></tr>
<tr><td>BeeLine option A</td><td>All days</td><td colspan="20">1 van + Knights Landing van when available</td></tr>
</table>

Table 10: Option B for 80 Percent Scenario for Routes that Serve Woodland

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<tr><td rowspan="6">80%
Option B</td><td rowspan="2">42A/B</td><td>Weekdays</td><td colspan="20" rowspan="2">Same as 100% Service</td></tr>
<tr><td>Weekends</td></tr>
<tr><td rowspan="2">213 option B</td><td>Weekdays</td><td></td><td colspan="3">30 Min</td><td colspan="7">60 Minute Service</td><td colspan="3">30 Min</td><td colspan="3">60 Min</td><td colspan="3"></td></tr>
<tr><td>Weekends</td><td colspan="3"></td><td colspan="13">60 Minute Service</td><td colspan="4"></td></tr>
<tr><td>215</td><td>All days</td><td colspan="20">12 round trips</td></tr>
<tr><td>BeeLine option B</td><td>All days</td><td colspan="20">2 vans + Knights Landing van when available</td></tr>
</table>

Table 11: Number of Trips per Scenario for Routes that Serve Woodland

Route	# Trips with 80% Service	# Trips with 100% Service
213 Weekday (Option A)	56	60
213 Weekend (Option A)	24	24
215	24	24

Winters

The Board has indicated that Route 220, which ran between Davis, Winters, and Vacaville prior to being discontinued due to COVID, should be restored. The updated route map for Route 220 shown below accounts for the growth in Winters since COVID along with expected future growth by extending further west on Grant Avenue and making a small loop north of Grant Avenue. The previous and proposed routing for Route 220 can be found in Attachment A.

Route 220

The proposed 100 percent service for Winters includes four round trips for Route 220 and one BeeLine vehicle, representing half of the current BeeLine service for Winters.

The two tables below show two options for restoring Route 220. Option A proposes *three* Route 220 round trips per weekday between Davis and Vacaville. Option B proposes *two* Route 220 round trips between Davis and Vacaville, and *two* Route 220C, that travels between Davis and Woodland for roughly the same cost as three Route 220 trips. YoloTD staff will continue to work with City staff on the final service model. Although not shown in the tables below, one option being explored for Winters is to retain some amount of intracity BeeLine service using additional local LTF funds.

Table 12: 100 Percent Service for Routes that Service Winters

<table>
<tr><th></th><th></th><th></th><th colspan="7">AM</th><th colspan="13">PM</th></tr>
<tr><th></th><th></th><th></th><th>5</th><th>6</th><th>7</th><th>8</th><th>9</th><th>10</th><th>11</th><th>12</th><th>1</th><th>2</th><th>3</th><th>4</th><th>5</th><th>6</th><th>7</th><th>8</th><th>9</th><th>10</th><th>11</th><th>12</th></tr>
<tr><td rowspan="2">100%</td><td>Route 220</td><td>Weekdays</td><td colspan="20">4 full round trips</td></tr>
<tr><td>BeeLine</td><td>Weekdays</td><td colspan="20">1 van</td></tr>
</table>

Table 13: Option A for 80 Percent Service for Routes that Service Winters

<table>
<tr><th></th><th></th><th></th><th colspan="7">AM</th><th colspan="13">PM</th></tr>
<tr><th></th><th></th><th></th><th>5</th><th>6</th><th>7</th><th>8</th><th>9</th><th>10</th><th>11</th><th>12</th><th>1</th><th>2</th><th>3</th><th>4</th><th>5</th><th>6</th><th>7</th><th>8</th><th>9</th><th>10</th><th>11</th><th>12</th></tr>
<tr><td rowspan="2">80%
Option A</td><td>Route 220</td><td>Weekdays</td><td colspan="20">3 full round trips</td></tr>
<tr><td>BeeLine</td><td>Weekdays</td><td colspan="20">Discontinued</td></tr>
</table>

Table 14: Option B for 80 Percent Service for Routes that Service Winters

<table>
<tr><th></th><th></th><th></th><th colspan="7">AM</th><th colspan="13">PM</th></tr>
<tr><th></th><th></th><th></th><th>5</th><th>6</th><th>7</th><th>8</th><th>9</th><th>10</th><th>11</th><th>12</th><th>1</th><th>2</th><th>3</th><th>4</th><th>5</th><th>6</th><th>7</th><th>8</th><th>9</th><th>10</th><th>11</th><th>12</th></tr>
<tr><td rowspan="3">80%
Option B</td><td>Route 220</td><td rowspan="2">Weekdays</td><td colspan="20">2 full round trips</td></tr>
<tr><td>Route 220C</td><td colspan="20">2 full round trips</td></tr>
<tr><td>BeeLine</td><td>Weekdays</td><td colspan="20">Discontinued</td></tr>
</table>

July 2026 Board Meeting Discussion
Although the Board did not take action during the July meeting, members present provided direction to include pre-existing data including ridership and financial information when the item returns so they can be better informed before taking action. Because the project schedule has extended longer than planned, Board members asked for reminders about fixed route service's improved cost effectiveness and higher ridership compared to BeeLine microtransit service, for example. The Board was uncomfortable with proposed cuts to

service, specifically express routes, but understands that the budget constrains the amount of service we can provide to the community.

Staff Recommendations and Next Steps
By approving the staff recommendation, the CAC would recommend that the Board support the reconfigured routes and direct staff to coordinate with each jurisdiction to finalize new bus stop locations, route schedules and system maps.

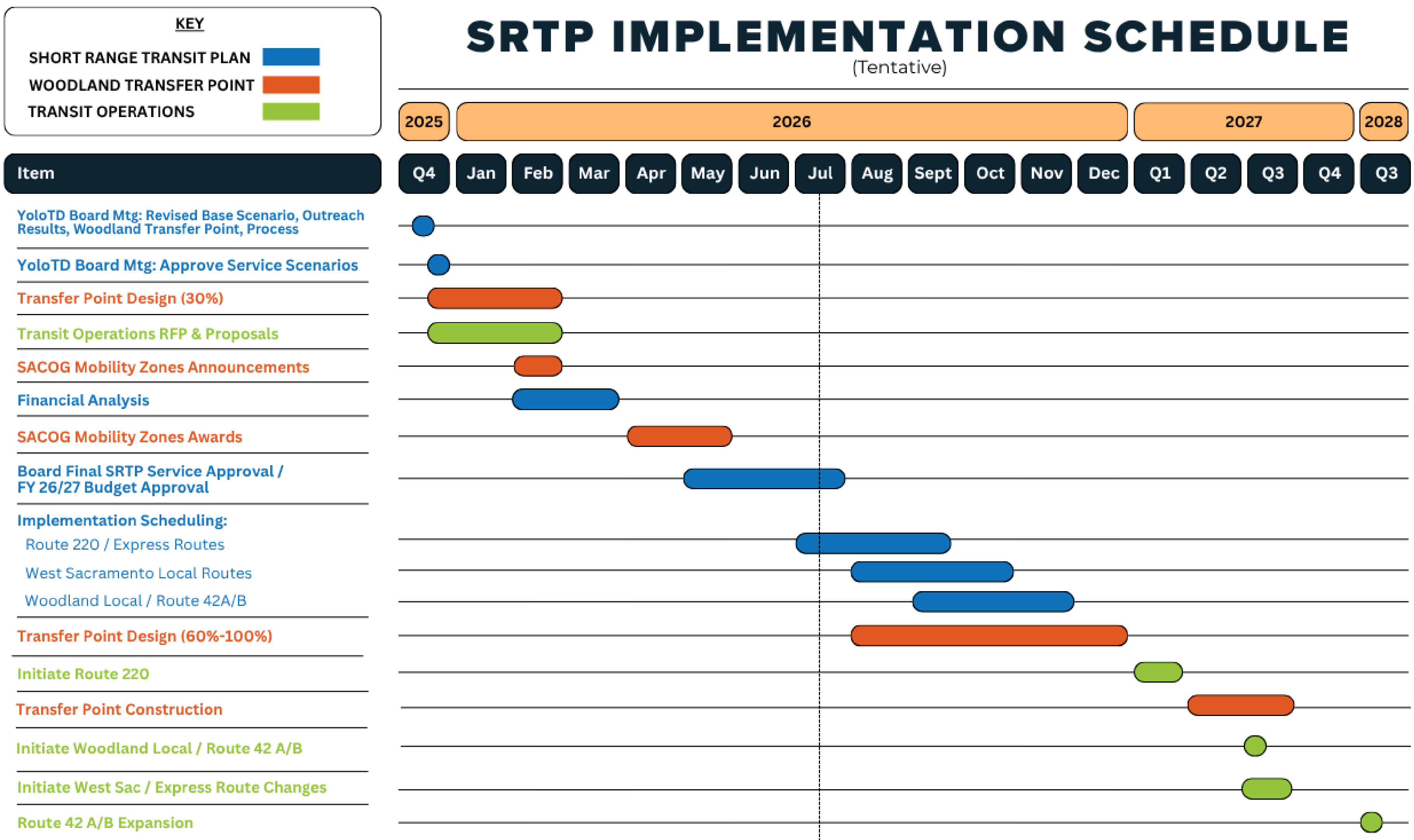
Staff also requests CAC feedback on whether to use the 80 percent service scenario as the assumed baseline scenario for SRTP implementation. If so, staff will continue to work with the Board, consultant, and Cities' staff to determine service span, the trips per day, and route frequencies. Service levels in specific communities may differ if individual member agencies express interest in utilizing more Local Transportation Funds (LTF) to preserve service. Staff further requests input from the CAC on which 80 percent service option(s) are preferred for Winters and Woodland if that is the financial scenario chosen.

Final implementation assumptions will be developed in the coming months based on financial analysis and in coordination with each jurisdiction and built into the FY 27/28 YoloTD Budget for approval.

Additional SRTP tasks remaining include:

- Develop bus stop standards and guidelines
- Develop key performance indicators for service
- Update fare policy
- Develop Capital Plan for transition to zero emission buses
- Develop new bus stop signs and route maps
- Develop and execute Implementation Outreach Plan
- Roll out SRTP:
    - Assume Route 220 implementation Q3 FY 26/27
    - Assume remaining implementation starting Q1 FY 27/28

The implementation schedule for the SRTP is shown on the next page.


KEY
SHORT RANGE TRANSIT PLAN
WOODLAND TRANSFER POINT
TRANSIT OPERATIONS
SRTP IMPLEMENTATION SCHEDULE
(Tentative)
2025
2026
2027
2028
Item
Q4
Jan
Feb
Mar
Apr
May
Jun
Jul
Aug
Sept
Oct
Nov
Dec
Q1
Q2
Q3
Q4
Q3
YoloTD Board Mtg: Revised Base Scenario, Outreach Results, Woodland Transfer Point, Process
YoloTD Board Mtg: Approve Service Scenarios
Transfer Point Design (30%)
Transit Operations RFP & Proposals
SACOG Mobility Zones Announcements
Financial Analysis
SACOG Mobility Zones Awards
Board Final SRTP Service Approval / FY 26/27 Budget Approval
Implementation Scheduling:
Route 220 / Express Routes
West Sacramento Local Routes
Woodland Local / Route 42A/B
Transfer Point Design (60%-100%)
Initiate Route 220
Transfer Point Construction
Initiate Woodland Local / Route 42 A/B
Initiate West Sac / Express Route Changes
Route 42 A/B Expansion

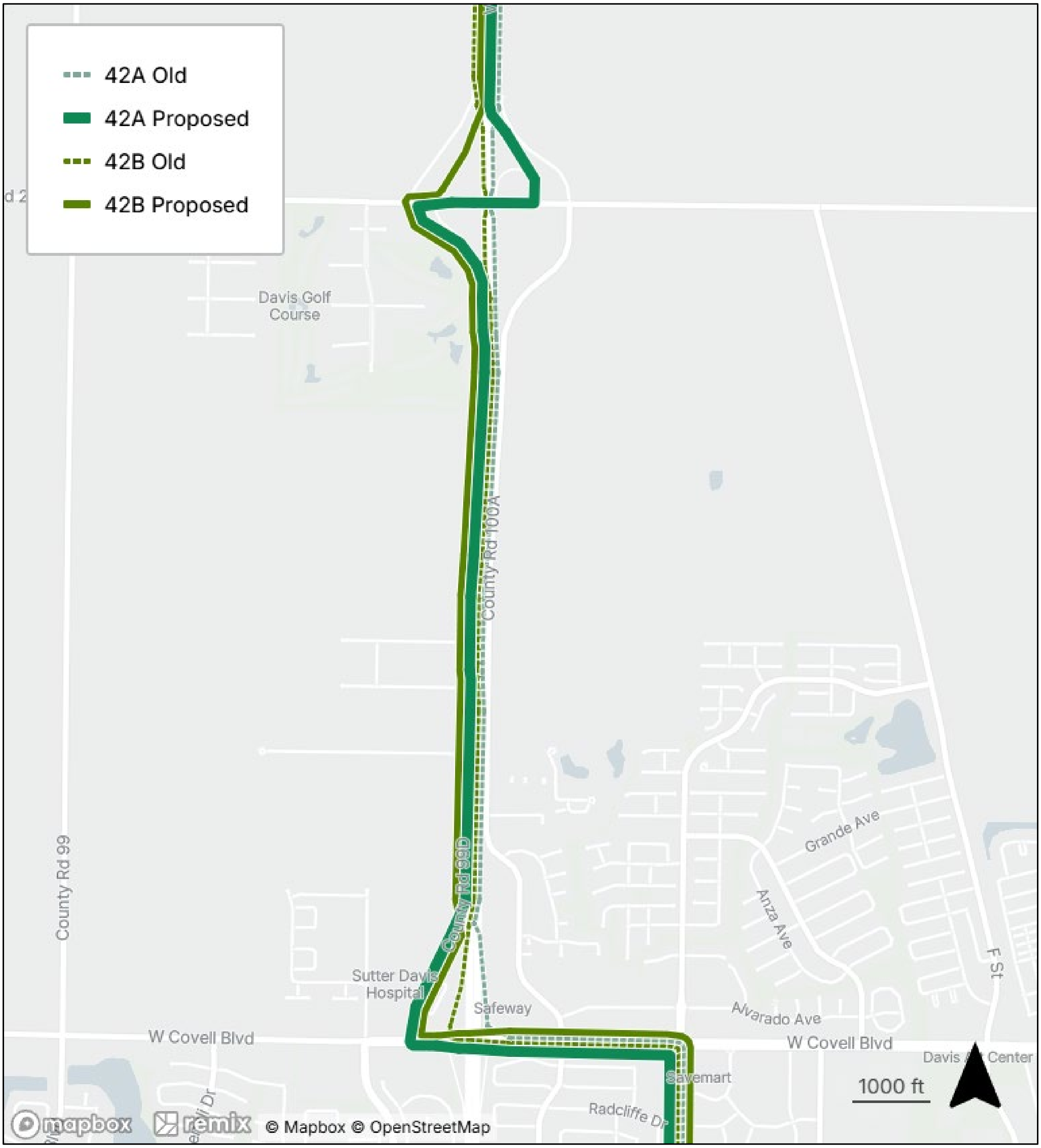
FISCAL IMPACT

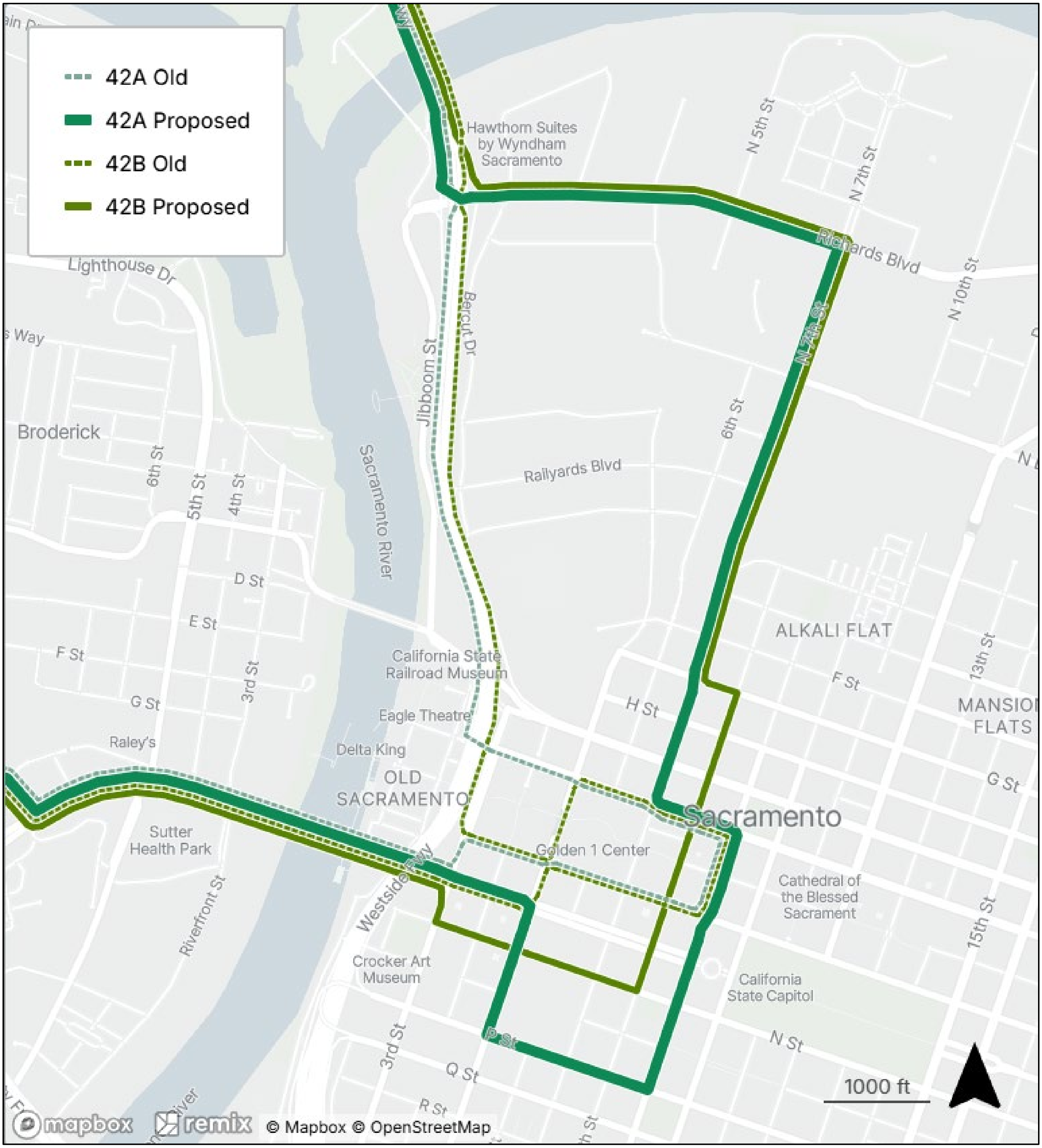
No immediate budget impact.

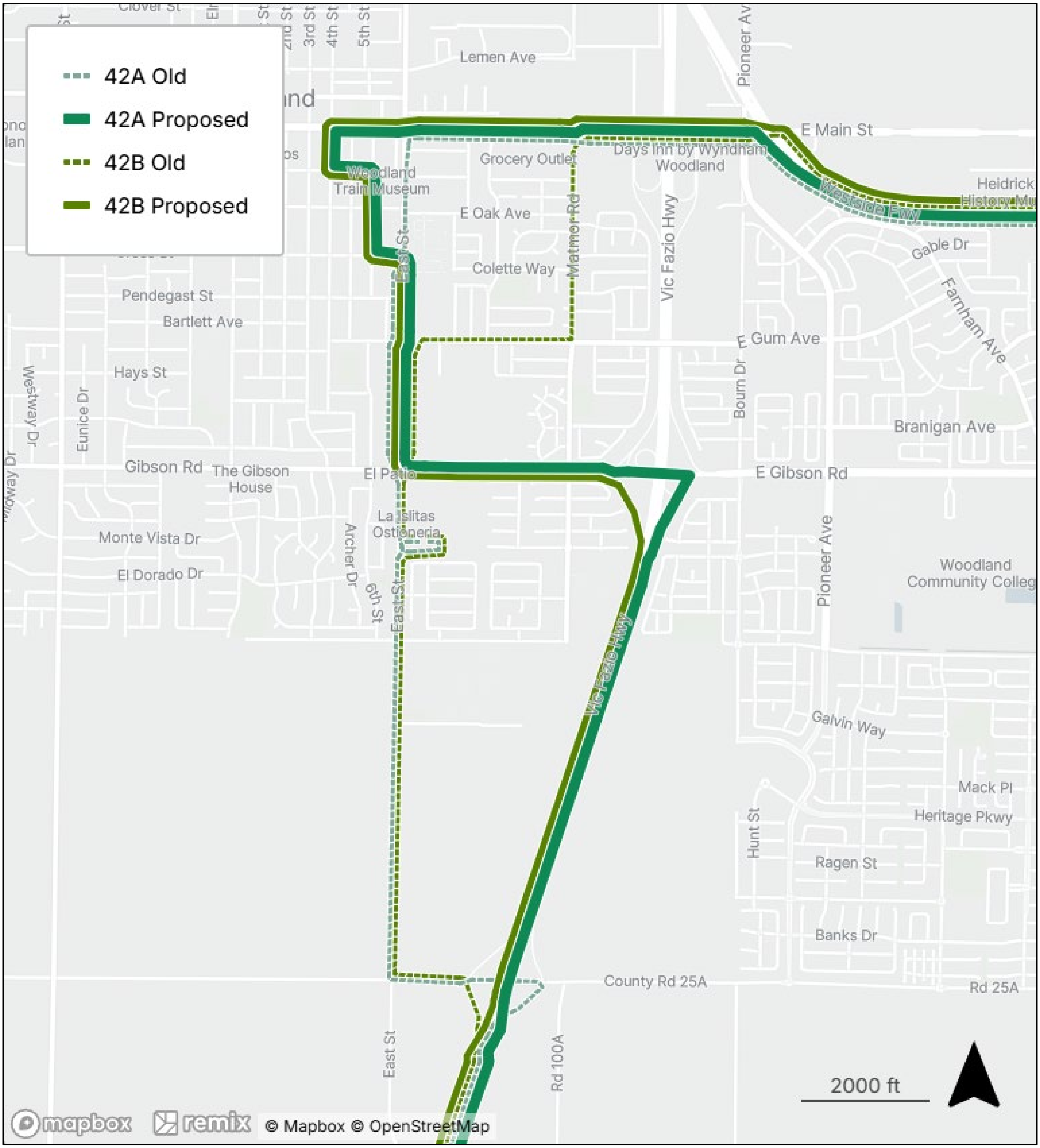
Attachment A: Existing and Proposed Route Maps

The maps below are the existing and proposed routing where the SRTP is proposing changes. The existing routing is shown in dashed lines and the new proposed route is shown in solid lines.

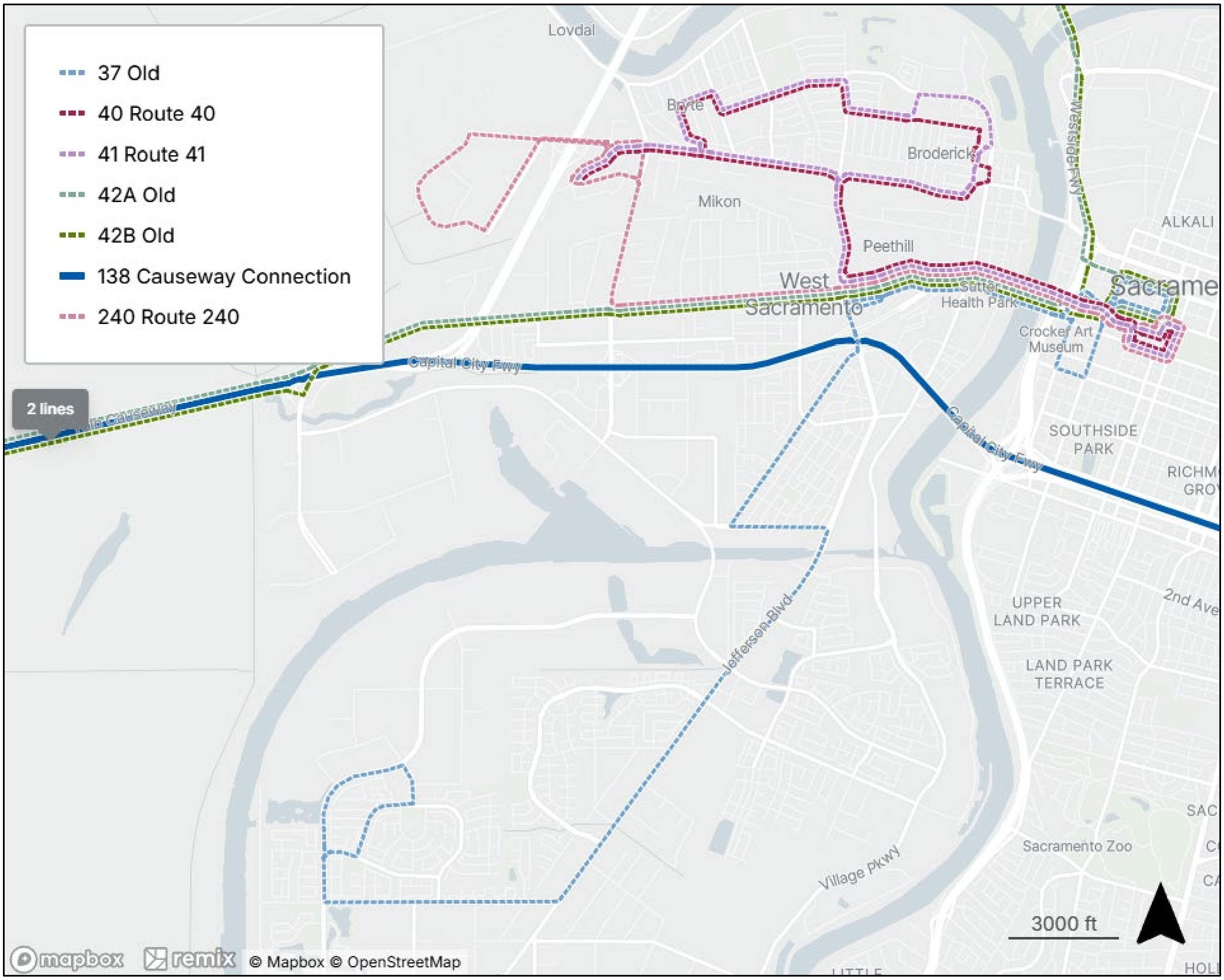
Route 42 Existing and Proposed



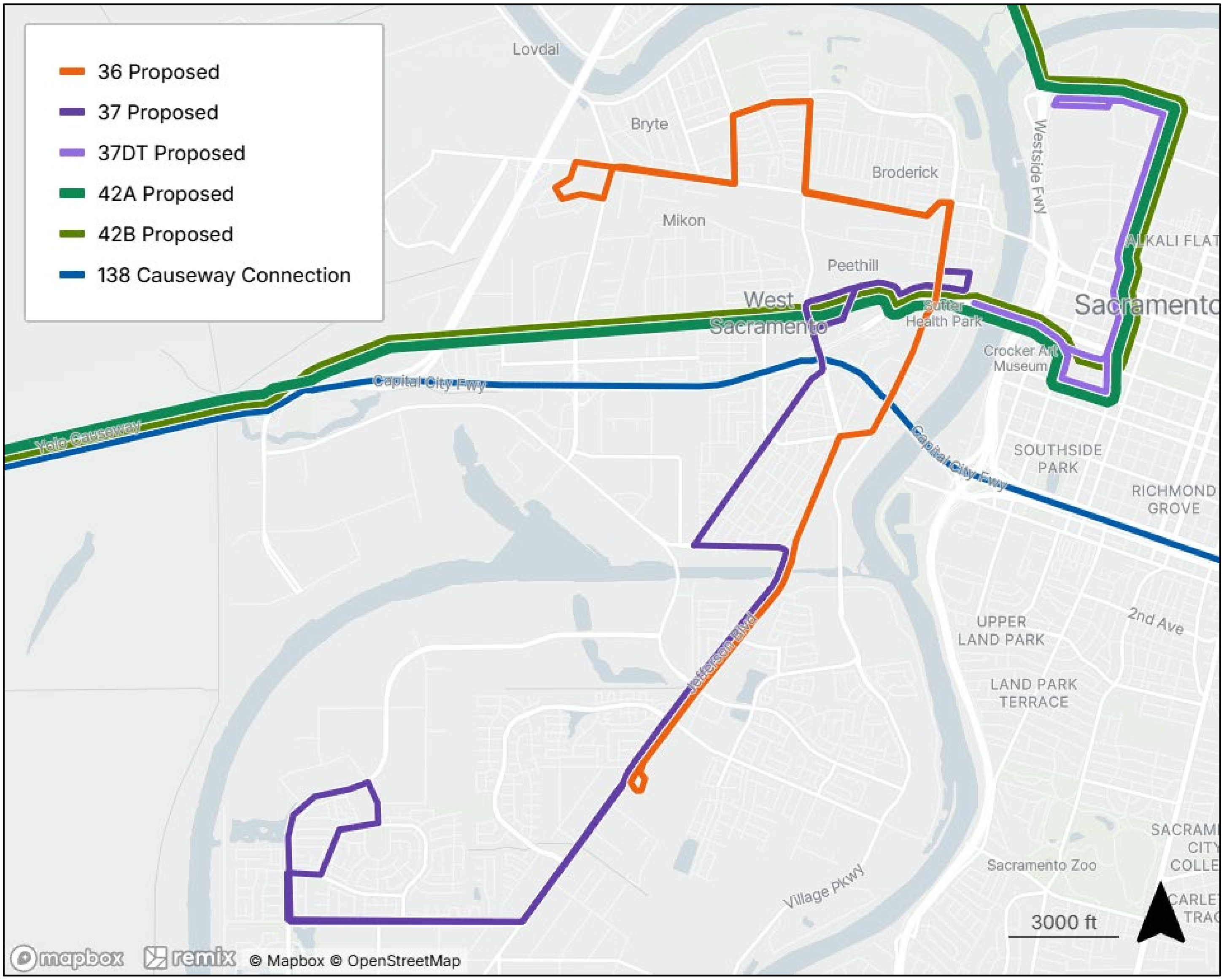

42A Old
42A Proposed
42B Old
42B Proposed
Hawthorn Suites
by Wyndham
Sacramento
N 5th St
N 7th St
Richards Blvd
N 10th St
Lighthouse Dr
Jibboom St
Bercut Dr
Railyards Blvd
6th St
Broderick
6th St
5th St
4th St
Sacramento River
D St
E St
F St
G St
3rd St
Raley's
California State
Railroad Museum
Eagle Theatre
Delta King
OLD
SACRAMENTO
ALKALI FLAT
H St
F St
13th St
MANSION
FLATS
G St
Sacramento
Golden 1 Center
Sutter
Health Park
Riverfront St
Westside Fwy
Cathedral of
the Blessed
Sacrament
Crocker Art
Museum
California
State Capitol
15th St
3rd St
P St
Q St
N St
R St
1000 ft
mapbox
remix
© Mapbox © OpenStreetMap


42A Old
42A Proposed
42B Old
42B Proposed
Lemen Ave
E Main St
Grocery Outlet
Days Inn by Wyndham Woodland
Woodland Train Museum
E Oak Ave
Colette Way
Matmor Rd
Vic Fazio Hwy
Pioneer Ave
Heidrick History Mu
Westside Fwy
Gable Dr
Farnham Ave
E Gum Ave
Bourn Dr
Branigan Ave
Pendegast St
Bartlett Ave
Hays St
Westway Dr
Eunice Dr
Gibson Rd
The Gibson House
El Patio
E Gibson Rd
La Islitas Ostioneria
Monte Vista Dr
El Dorado Dr
Archer Dr
6th St
East St
Woodland Community Colleg
Galvin Way
Mack Pl
Heritage Pkwy
Hunt St
Ragen St
Banks Dr
County Rd 25A
Rd 25A
Rd 100A
2000 ft
© Mapbox © OpenStreetMap

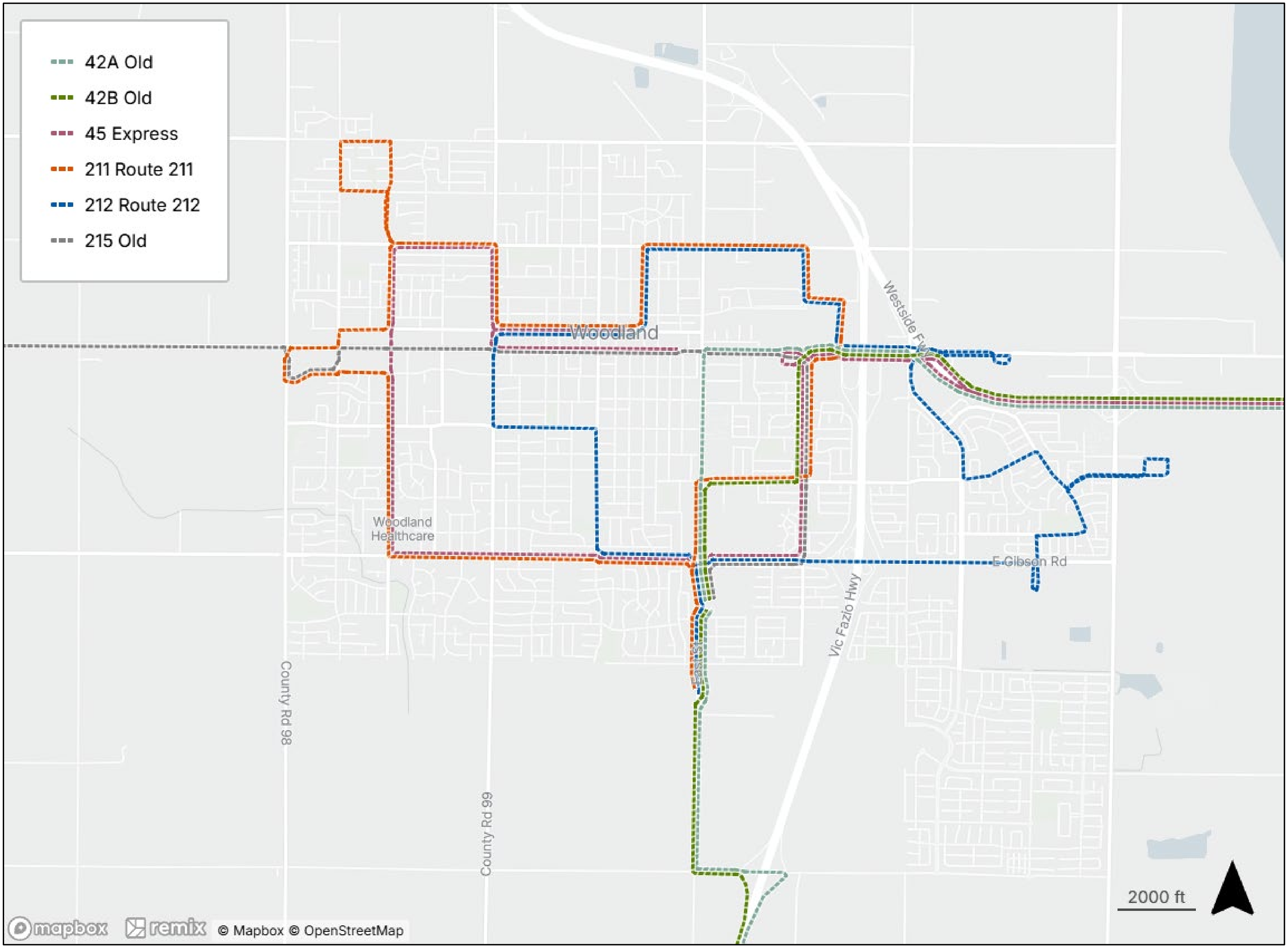
West Sacramento Existing



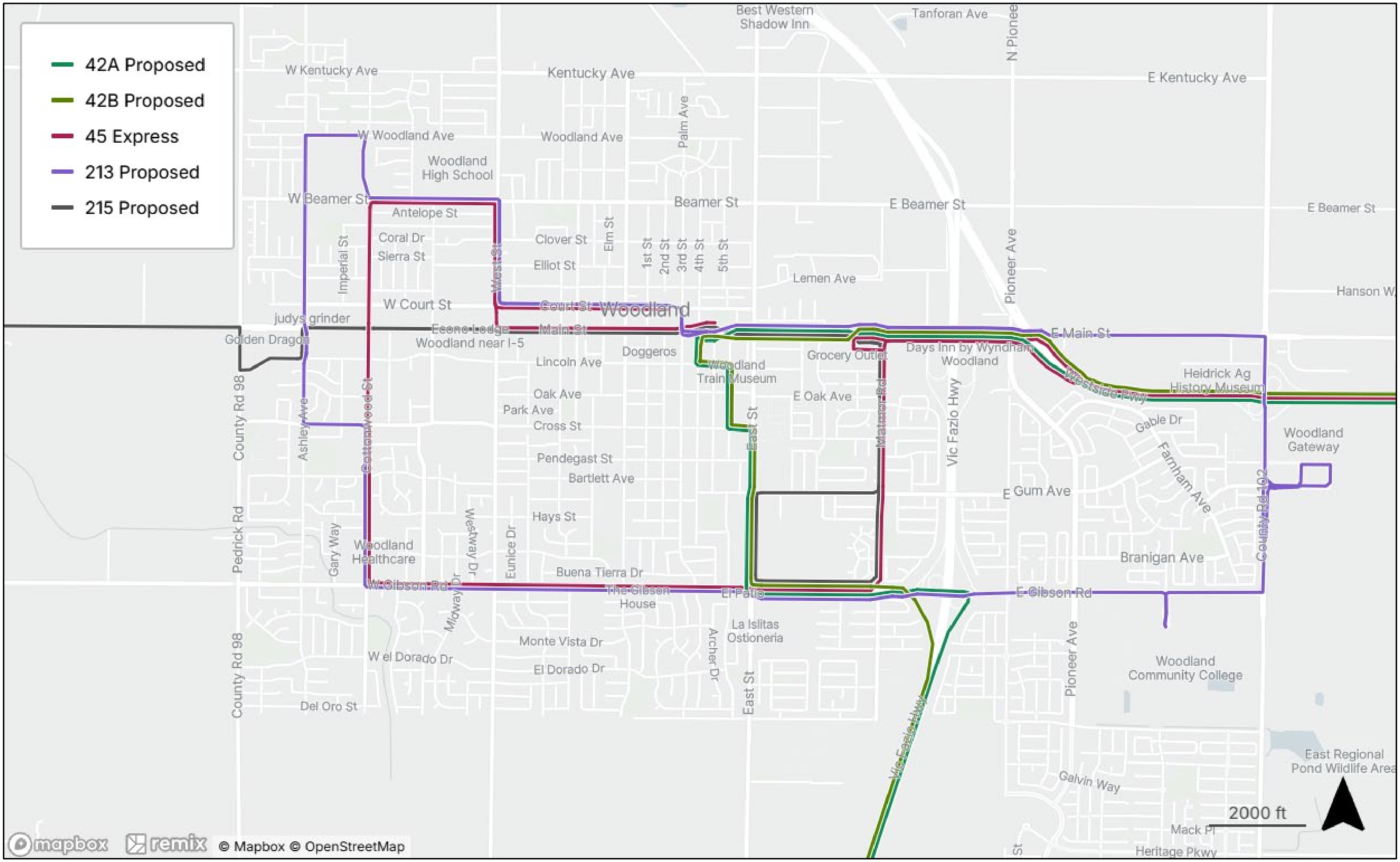
West Sacramento Proposed



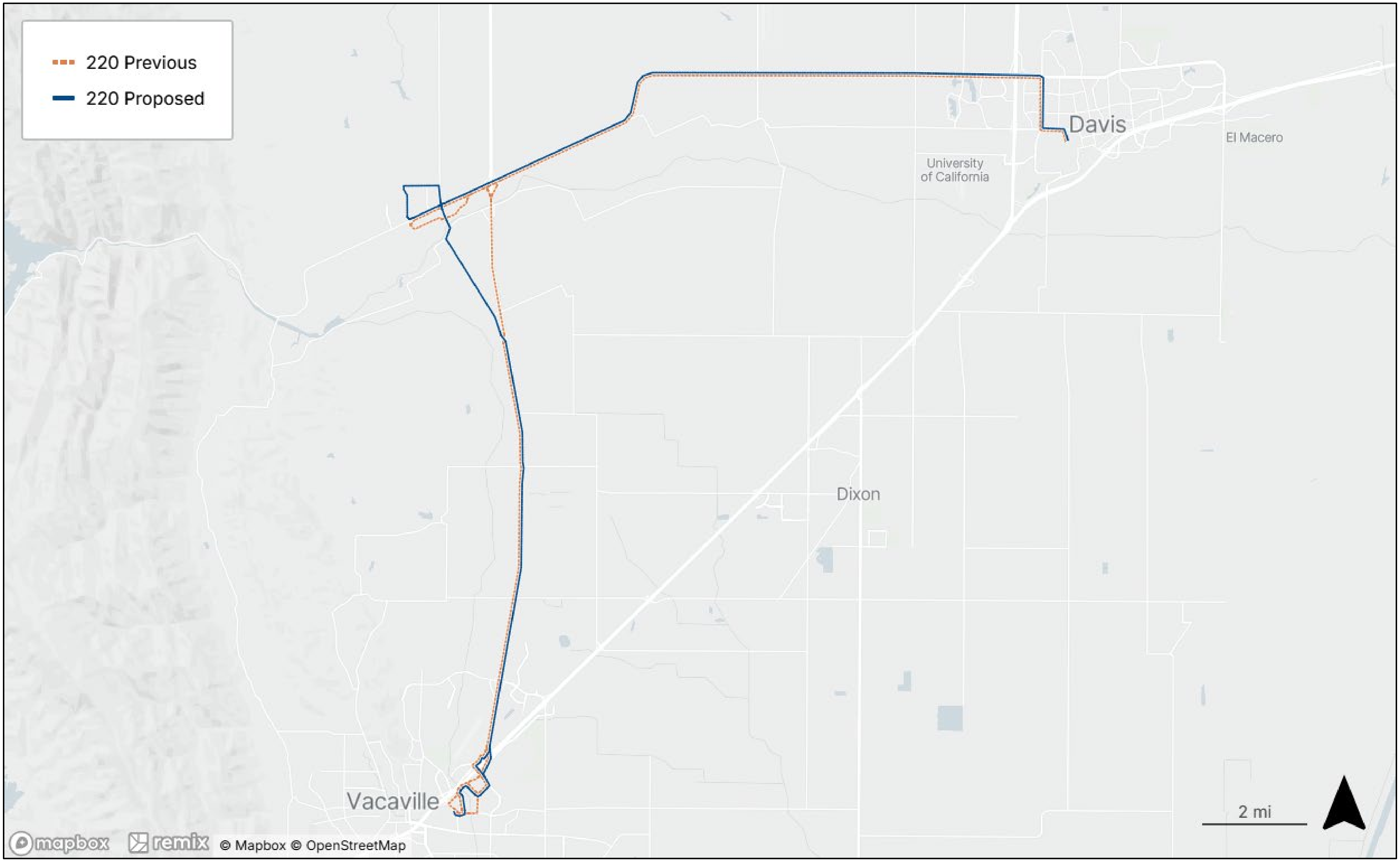
Woodland Existing



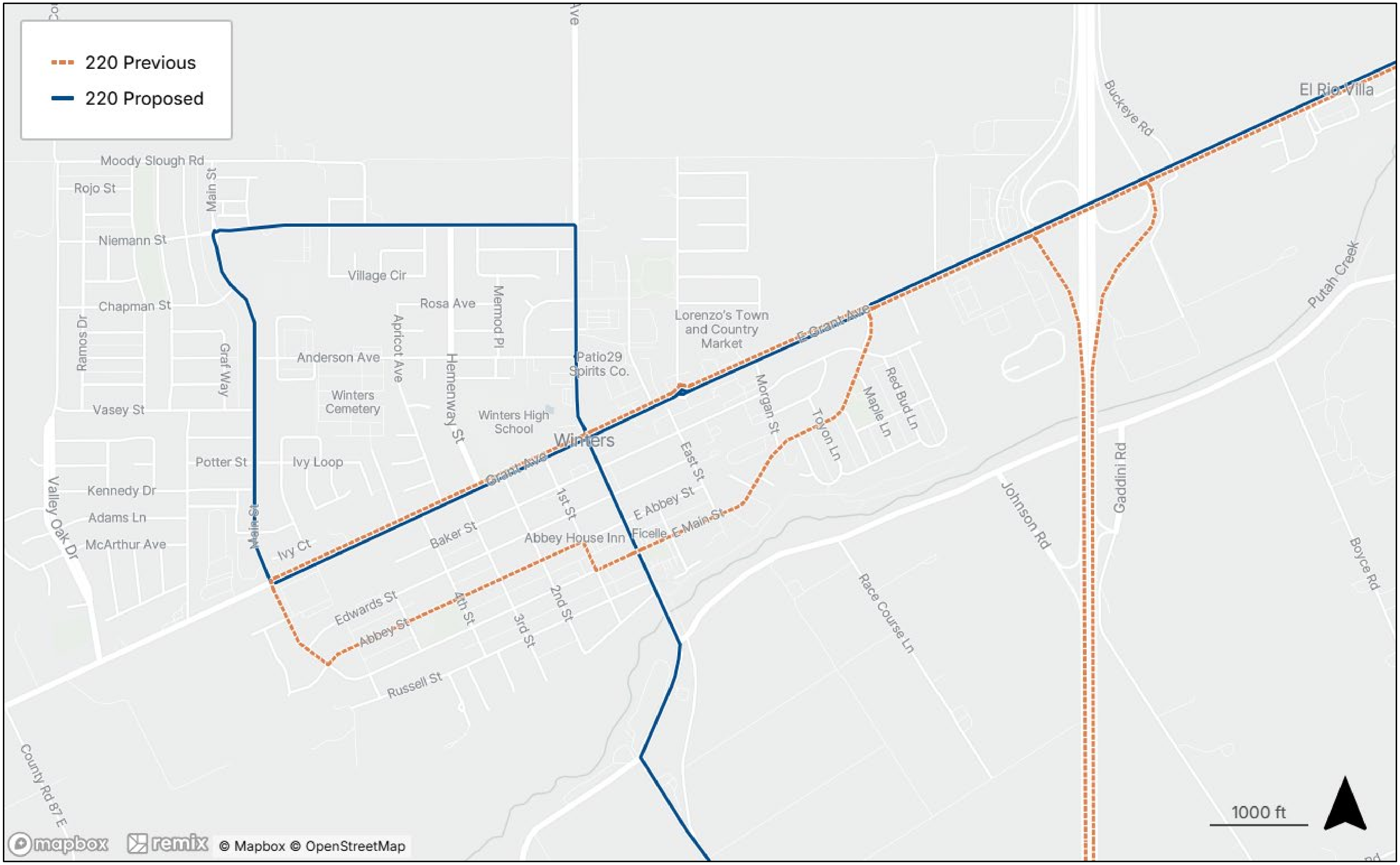
Woodland Proposed



Route 220 Previous and Proposed

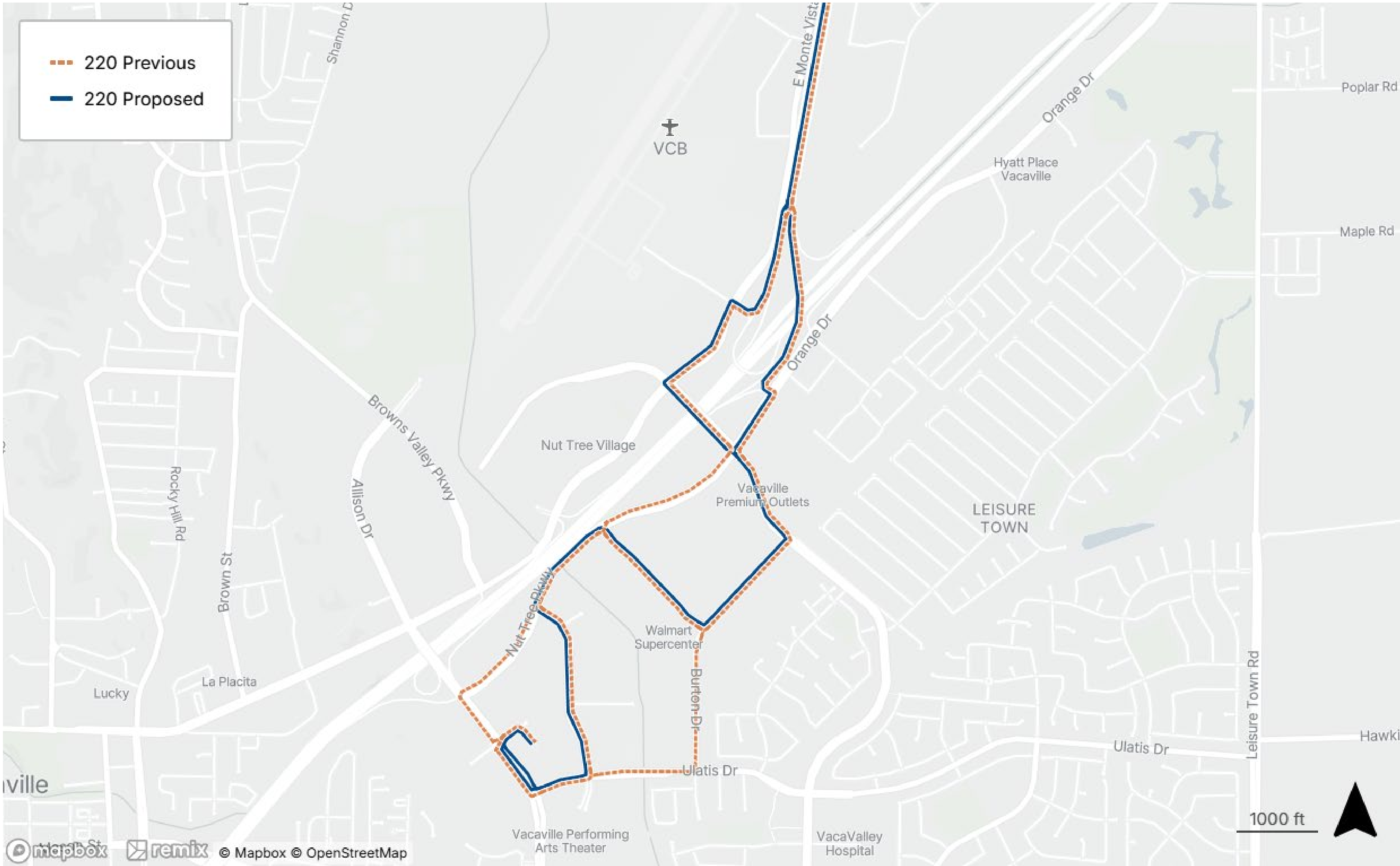


Winters



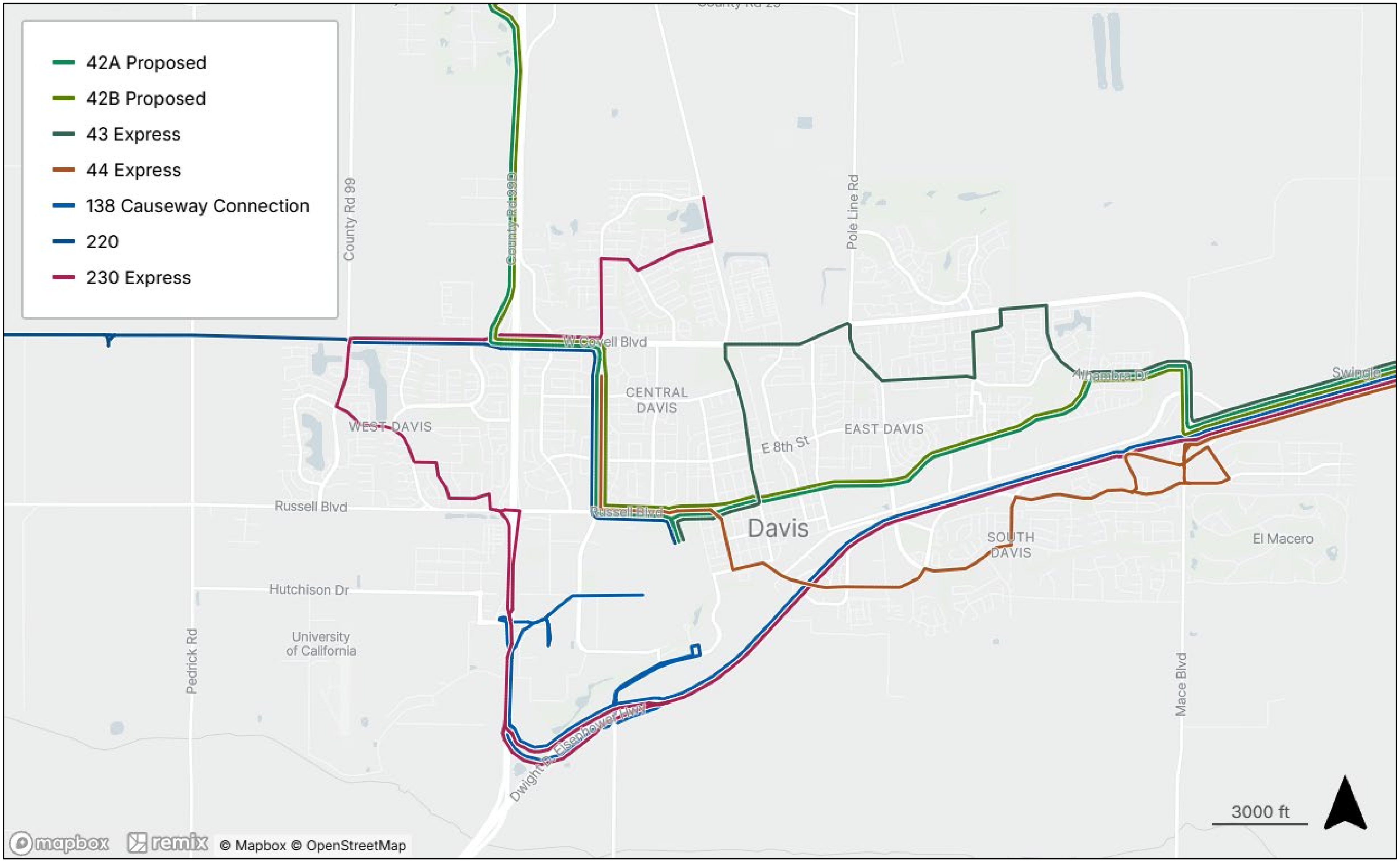
220 Previous
220 Proposed
Moody Slough Rd
Rojo St
Main St
Niemann St
Village Cir
Rosa Ave
Chapman St
Ramos Dr
Graf Way
Anderson Ave
Apricot Ave
Hemenway St
Mermod Pl
Winters Cemetery
Winters High School
Patio29 Spirits Co.
Lorenzo's Town and Country Market
E Grant Ave
Vasey St
Potter St
Ivy Loop
Winters
Grant Ave
Kennedy Dr
Adams Ln
McArthur Ave
Valley Oak Dr
Ivy Ct
Baker St
1st St
East St
E Abbey St
Morgan St
Toyon Ln
Maple Ln
Red Bud Ln
Abbey House Inn
Ficelle
E Main St
Edwards St
Abbey St
4th St
3rd St
2nd St
Russell St
Johnson Rd
Gaddini Rd
Race Course Ln
Buckeye Rd
El Rio Villa
Putah Creek
Boyce Rd
County Rd 87 E
1000 ft
© Mapbox © OpenStreetMap

Vacaville



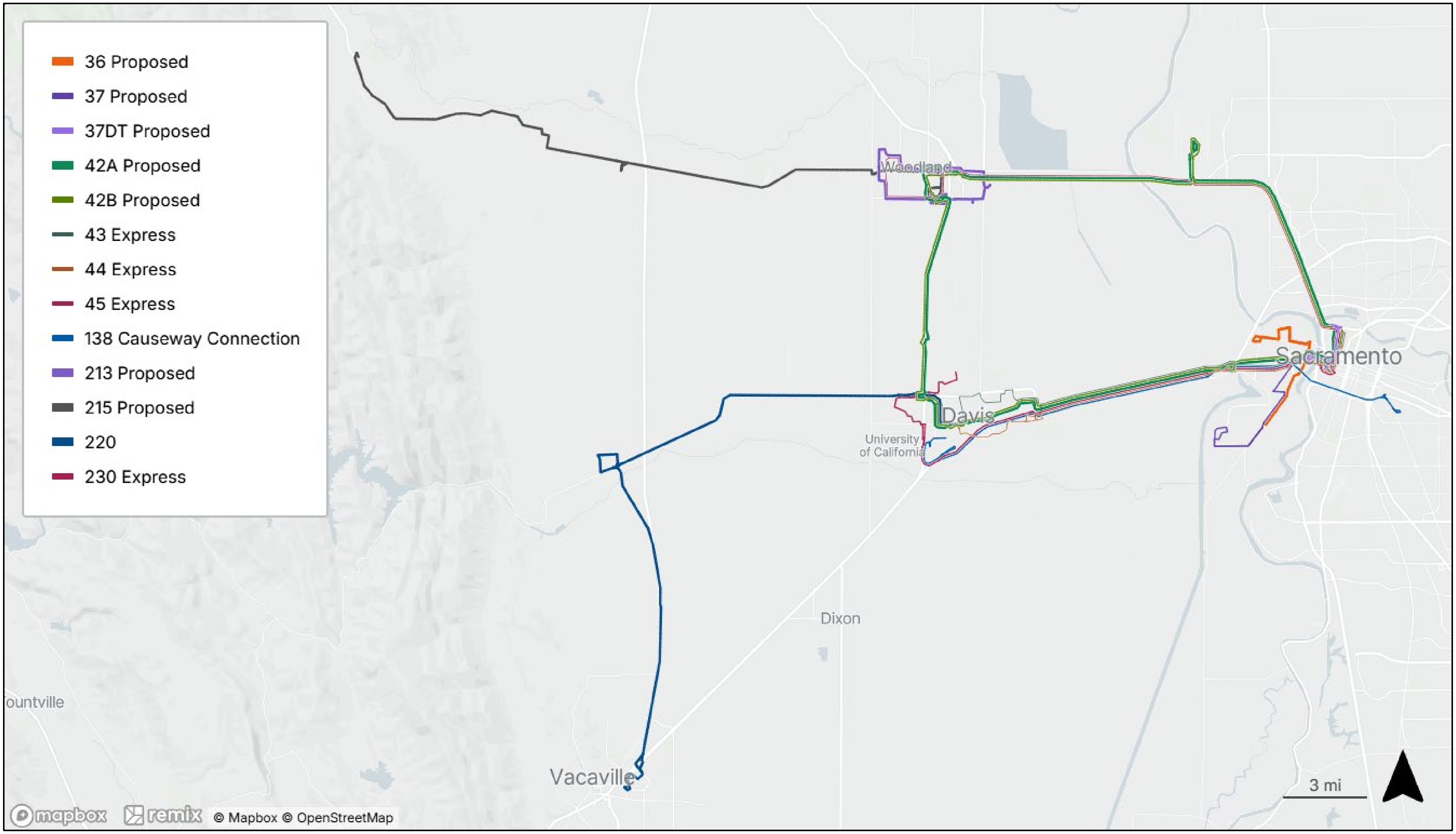
220 Previous
220 Proposed
VCB
E Monte Vista
Orange Dr
Hyatt Place Vacaville
Poplar Rd
Maple Rd
Browns Valley Pkwy
Nut Tree Village
Vacaville Premium Outlets
LEISURE TOWN
Rocky Hill Rd
Allison Dr
Brown St
Nut Tree Pkwy
Walmart Supercenter
Burton Dr
Lucky
La Placita
Ulatis Dr
Leisure Town Rd
Hawkin
Vacaville Performing Arts Theater
VacaValley Hospital
1000 ft
© Mapbox © OpenStreetMap

Davis



42A Proposed
42B Proposed
43 Express
44 Express
138 Causeway Connection
220
230 Express
County Rd 99
County Rd 99D
W Covell Blvd
CENTRAL DAVIS
WEST DAVIS
EAST DAVIS
E 8th St
Pole Line Rd
Alhambra Dr
Swingle
Russell Blvd
Davis
SOUTH DAVIS
El Macero
Hutchison Dr
University of California
Pedrick Rd
Mace Blvd
Dwight D. Eisenhower Hwy
3000 ft
© Mapbox © OpenStreetMap

Full Proposed System Map



STAFF REPORT

	TOPIC	ITEM NUMBER
Provide Input to YoloTD Board on Yolo 80 Express Lanes Equity Study and Communications Activities		**5** **Action** **July 27, 2026** **CAC**

PREPARED BY:	Lola Torney, Senior Planner
ATTACHMENTS:	A. Exploratory Equity Actions (EEA) Memo: Executive Summary B. Exploratory Equity Actions (EEA) Memo

STAFF RECOMMENDATION(S)

1. Recommend that the YoloTD Board approve the Yolo 80 Equity Study, endorse the Exploratory Equity Actions, and advocate for their inclusion in CARTA's regional equity plan.
2. Receive an update on outreach and communications activities for the Yolo 80 Project.

BACKGROUND

Equity Study

Serving as the critical link between the Bay Area and Sacramento, the I-80 corridor in Yolo County faces traffic congestion on most days of the week. YoloTD and Caltrans, in collaboration with other stakeholders, have joined forces to build dynamically tolled express lanes to reduce congestion and travel time, enhance transit efficiency, and improve bicycle travel between Davis and Sacramento. The development and operation of tolling facilities is managed by the Capital Area Regional Tolling Authority (CARTA). CARTA develops and operates toll facilities in the Sacramento region. CARTA is a Joint Powers Authority (JPA) between the Sacramento Area Council of Governments, YoloTD, and Caltrans District 3. Each of these agencies has appointed directors to serve on CARTA's governing board.

CARTA also includes non-voting directors from Sacramento Transportation Authority, Placer County Transportation Planning Agency, and El Dorado County Transportation Commission. The team understands how highway widening and tolling can cause negative externalities, especially for neighboring communities. To mitigate that burden, the YoloTD CAC and Board and the CARTA Technical Advisory Group (TAG) and Board have all expressed considerable interest in ensuring equitable outcomes for the Yolo 80 project. As such, YoloTD is tasked with developing a framework for a Yolo 80-specific Equity Plan that accounts for income-based pricing programs, reducing access and administrative burdens to administer any programs, transit partnership and concurrent programs, and equitable enforcement of tolling and evasion payment.

WSP is the subconsultant on the YoloTD Yolo 80 Project tasked with developing the Equity Study. The Board of Directors and CAC received an update on the Equity Study in July 2025. The Staff Report and associated deliverables for that update can be found on the YoloTD website, on PDF Page 106, Item 7. All deliverables associated with the Equity Study can be found toward the bottom of the page of the project website.

Outreach and Communications

YoloTD staff have been working with CARTA and Caltrans, along with consultant staff from Kimley-Horn and WSP, to develop and align messaging around the Yolo 80 Managed Lanes Project for each project milestone. The following outreach objectives were identified to inform the alignment between messaging and tactics. The list of objectives below will be used to ensure that every message, channel, and activity has an impact.

- **Establish Unified and Understandable Messaging:** Work collaboratively with CARTA partners and regional stakeholders to develop consistent messaging across all communications. A unified voice ensures clarity, reduces confusion, and curbs the spread of misinformation.
- **Inform and Educate the Public and Stakeholders:** Provide clear, accessible information about the managed lanes project—including its purpose, benefits, policies, and timeline—to a wide range of audiences. This includes addressing common questions and concern, helping people understand how the system works, and getting them prepared for launch (e.g., acquiring a toll tag, avoiding traffic violations).
- **Maximize Reach and Engagement Across Platforms:** Use a variety of communication channels—tailored to audience preferences—to reach as many people as possible. This includes leveraging proven strategies from other express lane operators and coordinating with partner agencies to ensure outreach efforts are both efficient and effective.

DISCUSSION

Equity Study
In 2022, the Board of Directors adopted eight project goals to guide YoloTD's engagement with project partners as we move toward implementation. They are listed below with the equity-focused goals emboldened:

- Support achievement of state and regional climate goals by limiting VMT increases and maximizing VMT reduction strategies.
- Increase transit ridership and mode share.
- **Increase safety and ease of bicycle travel** on the existing causeway bicycle path, including connecting routes in West Sacramento and Davis.
- **Advance transportation equity by minimizing project burdens and maximizing project benefits for low-income communities.**
- Improve peak hour travel time on I-80 while reducing the use of local streets and roads for regional trips.
- Increase coordination with Solano County, Caltrans District 4, and MTC on interregional trips.
- Improve traffic flow by using Intelligent Transportation Systems (ITS) technologies such as ramp metering.
- Establish a highway management system that can be replicated and integrated regionwide.

Minimizing transportation burdens for groups that may be disproportionately impacted is one of YoloTD's top priorities in the implementation of tolled facilities in the region. The successful application of equity to toll programs can help provide fair access to time savings, reliability, and other benefits of express lanes; build public trust and support in the effectiveness of express lanes; improve accessibility to multiple travel modes; reduce the resources needed for enforcement; and encourage widespread participation in behaviors that generate revenue and/or manage interstate congestion. To support the development of an equity study that maximizes benefits for all users, YoloTD staff and consultants have built a locally focused framework that incorporates:

- **Literature Review**: a review of best practices from nationwide tolling equity plans and programs, focusing on express lanes and closely related toll projects
- **Mapping Analysis:** Geographic Information Systems (GIS) based equity analysis of the communities in the project area most likely to be affected by the introduction of tolling
- **Stakeholder Input** : input from local stakeholders and communities on county-level equity priorities

All three elements were used to develop recommendations for **Exploratory Equity Actions** (EEAs; Attachments A and B), a group of potential strategies designed to help maximize benefits and reduce potential burdens for corridor communities as the managed lanes system is implemented.

The EEAs are **not** formal policy recommendations. Instead, they represent potential actions that merit further consideration as CARTA continues planning for implementation of the express lanes program. The 13 strategies fall into four overarching equity themes:

- *Excess Toll Revenue Reinvestment*, which concerns the equitable redistribution of toll funds into programs and infrastructure that benefit communities in and near the toll corridor.
- *Equitable Enforcement,* which concerns the equitable application of tolling rules and regulations and ensuring that vulnerable and hard-to-reach populations have fewer barriers to understanding and meeting the requirements of the toll program.
- *Equitable Communications*, which concerns the development of opportunities for community involvement and ongoing education about the toll program's purpose, planning, operations, and benefits.
- *Collaboration and Connectivity*, which concerns the establishment of community and agency partnerships that support equitable outreach and community-focused programmatic co-design.

Overall, these four themes emphasize improving mobility choices, ensuring fair enforcement practices, and strengthening communication with corridor communities.
The 13 EEAs are shown in the table below.

Table 1: Recommended Equity Exploratory Actions

EEA	Equity Theme	Exploratory Action	Purpose	Why It Matters for Equity	Implementation Considerations
1.1	Reinvestment	Prioritize multimodal investments	Explore using excess toll revenues to support transit improvements, first/last-mile connections, and active transportation infrastructure	Expands affordable mobility options for residents who may not directly benefit from express lanes	Dependent on revenue availability and eligibility requirements under federal and state law
1.2	Reinvestment	Conduct a traffic study to assess neighborhood diversion impacts	Evaluate diversion or cut-through traffic and identify potential safety or quality-of-life improvements	Helps ensure corridor-adjacent neighborhoods are not disproportionately impacted by traffic changes	May require additional traffic analysis and coordination with local jurisdictions
1.3	Reinvestment	Develop a community-informed shortlist of reinvestment priorities	Establish evaluation criteria for potential reinvestment projects	Ensures community priorities guide how future toll revenues are reinvested	Will require community input and coordination with regional transportation plans
1.4	Reinvestment / Community Involvement	Establish a Community Reinvestment Working Group	Engage community members in developing and evaluating reinvestment priorities	Incorporates lived experience from corridor communities into investment decisions	Requires recruitment, facilitation, and potential compensation for participants
2.1	Equitable Enforcement	Explore lenience strategies for first-time violations by low-income drivers	Evaluate options such as flexible payment plans, amnesty programs, or other	Prevents minor administrative errors from escalating into financial	Must align with statewide toll enforcement requirements and

EEA	Equity Theme	Exploratory Action	Purpose	Why It Matters for Equity	Implementation Considerations
			supportive enforcement policies	hardship for vulnerable users	FasTrak® operational practices
2.2	Equitable Enforcement	Establish accessible dispute and resolution channels	Provide multilingual and multi-format options (online, phone, or in-person) for resolving violations	Reduces barriers for users with limited English proficiency, limited internet access, or unfamiliarity with toll systems	Requires coordination with customer service systems and development of accessible dispute processes
2.3	Equitable Enforcement	Expand transponder distribution strategies	Explore community-based distribution channels	Reduces barriers to obtaining FasTrak® devices and lowers risk of violations	Requires coordination with FasTrak® and evaluation of administrative costs
2.4	Equitable Enforcement	Evaluate the effects of potential discount or exemption programs	Study how income- and/or geographic-based discounts could affect congestion management, revenue, and travel behavior	Ensures any future pricing equity programs are financially sustainable and consistent with congestion management goals	Requires financial modeling, travel behavior analysis, and coordination with broader regional toll equity studies
3.1	Equitable Communications	Establish multilingual education campaigns	Develop outreach materials and campaigns explaining express lane rules and benefits	Improves understanding of tolling systems among corridor communities with diverse language needs	Requires outreach strategy, partnerships with CBOs, and communications resources
3.2	Equitable Communications	Provide live customer support in key community languages	Offer real-time assistance through phone or virtual channels in commonly	Ensures users can obtain help understanding tolling rules and resolving issues before penalties escalate	Requires staffing resources and identification of priority languages based on corridor demographics

EEA	Equity Theme	Exploratory Action	Purpose	Why It Matters for Equity	Implementation Considerations
			spoken community languages		
3.3	Equitable Communications	Develop a long-term community involvement plan	Establish structured opportunities for community input throughout project planning and operations	Ensures corridor communities have ongoing opportunities to influence project outcomes	Requires development of a formal engagement plan and consistent implementation
4.1	Collaboration & Connectivity	Coordinate with transit agencies to share multimodal travel information	Ensure travelers have clear information about transit and other mobility options near the corridor	Helps travelers identify affordable travel alternatives and adapt to the introduction of express lanes	Requires early coordination with local transit providers and information-sharing systems
4.2	Collaboration & Connectivity	Partner with community-based organizations for outreach and co-design	Work with trusted community organizations to deliver education and gather feedback	Improves trust and ensures outreach reaches communities that may otherwise be underserved	May require formal partnership agreements or outreach support funding

Attachment B, Exploratory Equity Actions (EEA) Memo, details these actions and how they were conceived. Each EEA includes an overview, the equity value, drivers for success, and the timeline should CARTA choose that action to move forward toward implementation.

Next Steps
The information collected, analyzed, and developed as part of the Equity Study will be shared with CARTA and Caltrans for transparency. CARTA is finalizing procurement of a consultant team who will develop the regional Equity Plan. YoloTD Board members who also serve on the CARTA Board are positioned to advocate and ensure the EEAs are studied further in the development of the regional Equity Plan.

Outreach and Communications

YoloTD has elected to emphasize proactive, coordinated outreach across agencies, with a strong focus on public education leading up to launch in 2028. Communications will continue throughout construction to highlight project benefits and maintain engagement. CARTA will lead regional efforts but will need support to maximize reach, while YoloTD will ensure local stakeholders are informed and help amplify Caltrans' construction-related messaging.

YoloTD staff continue to have check-in meetings with project partners and consultants to update and align fact sheets that each agency shares on their respective websites. The existing YoloTD fact sheet is out of date and is currently being updated. Additionally, we have worked with CARTA to update their communications plan, which includes maps, photos, and talking points for media partners and elected officials.

Detailed below are communications efforts YoloTD and project partners will focus on as we get closer to "go-live."

- **General Project Awareness & Construction Updates**: Ongoing efforts will be needed to ensure that project information is up-to-date and accurate across YoloTD's platforms. Efforts will be made to keep YoloTD's audiences informed of construction updates and timelines. Tactics include updating the project website and fact sheet, including project updates in agency newsletters and in meetings with stakeholders and elected officials.
- **Go-Live Campaign**: This strategy aims to inform the public about the go-live date, provide information on operational rules, and encourage FasTrak toll tag purchases. The engagement methods include website updates, stakeholder outreach, community tabling, advertising campaigns, leveraging partner channels, educational videos, fact sheets, mailers, media events, traditional media, and in-language media.

- **Ribbon Cutting Ceremony**: YoloTD anticipates participating in a ribbon cutting ceremony approximately one week before go-live. Doing so offers a great photo and video opportunity for press coverage and social media, helping amplify awareness about go-live.

FISCAL IMPACT

None for YoloTD as CARTA is responsible for implementing equity programs associated with the express lanes. Some specific equity programs to be implemented by CARTA may be funded by toll revenue and some equity actions can be woven into other areas of CARTA operations.

TASK 8 – EXPLORATORY EQUITY ACTIONS (EEA) MEMO: EXECUTIVE SUMMARY

The Yolo 80 Managed Lanes Project will introduce express lanes along Interstate 80 in Yolo County to improve travel time reliability and manage congestion on one of the region's most critical corridors. As with other pricing-based transportation systems, the project also raises important questions about how tolling may affect different communities, particularly households with lower incomes, limited English proficiency, or fewer transportation options.

To address these considerations, the Yolo Transportation District (YoloTD) conducted an equity analysis informed by demographic data, mapping analysis, stakeholder workshops, and engagement with community-based organizations (CBOs). The outcome of this work is a set of **Exploratory Equity Actions (EEAs)**, a group of potential strategies designed to help maximize benefits and reduce potential burdens for corridor communities as the managed lanes system is implemented.

The EEAs are **not** formal policy recommendations. Instead, they represent potential actions that may merit further consideration as the Capital Area Regional Tolling Authority (CARTA) continues planning for implementation of the express lanes program. These strategies fall into four overarching equity themes:

- *Excess Toll Revenue Reinvestment*, or the equitable redistribution of toll funds into programs and infrastructure that benefit communities in and near the toll corridor.
- *Equitable Enforcement*, or the equitable application of tolling rules and regulations and ensuring that vulnerable and hard-to-reach populations have fewer barriers to understanding and meeting the requirements of the toll program.
- *Equitable Communications*, or the development of opportunities for community involvement and ongoing education about the toll program's purpose, planning, operations, and benefits.
- *Collaboration and Connectivity*, or the establishment of community and agency partnerships that support equitable outreach and community-focused programmatic co-design.

Discount or monetary incentive programs are not included as a separate EEA category. The study determined these strategies require additional regional coordination and financial analysis, and instead recommends further study under EEA 2.4.

Overall, these four themes emphasize improving mobility choices, ensuring fair enforcement practices, and strengthening communication with corridor communities.

Key Exploratory Equity Actions

The study identified thirteen EEAs that may help support equitable outcomes as the express lanes system is implemented. Because these actions vary in complexity and timing, they can be organized according to the implementation timelines identified in the study.

Actions Available by Day One of Implementation

The below strategies focus on ensuring that the express lanes system is **accessible, understandable, and fair when operations begin.**

EEA	Theme	Action	Purpose	Why It Matters for Equity	Implementation Considerations	Use Cases (in literature review)
2.1	Equitable Enforcement	Explore lenience strategies for first-time violations by low-income drivers	Evaluate options such as flexible payment plans, amnesty programs, or other supportive enforcement policies	Prevents minor administrative errors from escalating into financial hardship for vulnerable users	Must align with statewide toll enforcement requirements and FasTrak® operational practices	Bay Area Waivers and Toll Payment Plan (San Francisco, CA)
2.2	Equitable Enforcement	Establish accessible dispute and resolution channels	Provide multilingual and multi-format options (online, phone, or in-person) for resolving violations	Reduces barriers for users with limited English proficiency, limited internet access, or unfamiliarity with toll systems	Requires coordination with customer service systems and development of accessible dispute processes	
2.4	Equitable Enforcement	Evaluate the effects of potential discount or exemption programs	Study how income- and/or geographic-based discounts could affect congestion management, revenue, and travel behavior	Ensures any future pricing equity programs are financially sustainable and consistent with congestion management goals	Requires financial modeling, travel behavior analysis, and coordination with broader regional toll equity studies	Tolling Mitigation Plan (Riverlink—Louisville, KY and Southern IN)
3.2	Equitable Communications	Provide live customer support in key community languages	Offer real-time assistance through phone or virtual channels in commonly spoken community languages	Ensures users can obtain help understanding tolling rules and resolving issues before penalties escalate	Requires staffing resources and identification of priority languages based on corridor demographics	
4.1	Collaboration &	Coordinate	Ensure travelers	Helps travelers	Requires early	

Connectivity	with transit agencies to share multimodal travel information	have clear information about transit and other mobility options near the corridor	identify affordable travel alternatives and adapt to the introduction of express lanes	coordination with local transit providers and information-sharing systems	

Actions Dependent on the Excess Toll Revenue Expenditure Plan

These strategies focus on **how future excess toll revenues could be reinvested to benefit corridor communities**. Federal law requires toll revenues to first fund operations, maintenance, and other obligations before excess revenues can be allocated to additional transportation improvements.

EEA	Theme	Action	Purpose	Why It Matters for Equity	Implementation Considerations	Use Cases (in literature review)
1.1	Reinvestment	Prioritize multimodal investments	Explore using excess toll revenues to support transit improvements, first/last-mile connections, and active transportation infrastructure	Expands affordable mobility options for residents who may not directly benefit from express lanes	Dependent on revenue availability and eligibility requirements under federal and state law	Mobility Wallet Program (LA Metro—Los Angeles, California) Major Mobility Investment Program (MARTA—Atlanta, Georgia)
1.2	Reinvestment	Conduct a traffic study to assess neighborhood diversion impacts	Evaluate diversion or cut-through traffic and identify potential safety or quality-of-life improvements	Helps ensure corridor-adjacent neighborhoods are not disproportionately impacted by traffic changes	May require additional traffic analysis and coordination with local jurisdictions	Programmatic Equity Program (Georgia Department of Transportation)
1.3	Reinvestment	Develop a community-informed shortlist of reinvestment priorities	Establish evaluation criteria for potential reinvestment projects	Ensures community priorities guide how future toll revenues are reinvested	Will require community input and coordination with regional transportation plans	TIMMA Toll Program and Supplemental Transportation Study (TIMMA—San Francisco, California)

Ongoing or As-Needed Actions

These strategies focus on **long-term engagement, education, and partnership activities** that support equitable outcomes throughout the life of the program.

EEA	Equity Theme	Exploratory Action	Purpose	Why It Matters for Equity	Implementation Considerations	Use Cases (in literature review)
1.4	Reinvestment / Community Involvement	Establish a Community Reinvestment Working Group	Engage community members in developing and evaluating reinvestment priorities	Incorporates lived experience from corridor communities into investment decisions	Requires recruitment, facilitation, and potential compensation for participants	Central 70 Toll Equity Program (Globeville and Elyria Swansea—Denver, Colorado)
2.3	Equitable Enforcement	Expand transponder distribution strategies	Explore community-based distribution channels	Reduces barriers to obtaining FasTrak® devices and lowers risk of violations	Requires coordination with FasTrak® and evaluation of administrative costs	LA Metro ExpressLanes Low-Income Assistance Plan (Los Angeles, CA)
3.1	Equitable Communications	Establish multilingual education campaigns	Develop outreach materials and campaigns explaining express lane rules and benefits	Improves understanding of tolling systems among corridor communities with diverse language needs	Requires outreach strategy, partnerships with CBOs, and communications resources	Express Lanes START Program (Concord, CA)
3.3	Equitable Communications	Develop a long-term community involvement plan	Establish structured opportunities for community input throughout project planning and operations	Ensures corridor communities have ongoing opportunities to influence project outcomes	Requires development of a formal engagement plan and consistent implementation	I-5 Managed Lanes Project Equity Study (Orange County, CA)
4.2	Collaboration & Connectivity	Partner with community-based organizations for	Work with trusted community organizations to deliver education	Improves trust and ensures outreach reaches communities that	May require formal partnership agreements or outreach support	Community Transportation Benefits Program (SMCEL-JPA—

	outreach and co-design	and gather feedback	may otherwise be underserved	funding	San Mateo County, CA)

Next Steps
EEAs provide a framework for continuing to integrate equity considerations into the implementation of the Yolo 80 Managed Lanes Project. As CARTA advances toward project implementation, these actions may inform:

- Development of the Yolo 80 Excess Toll Revenue Expenditure Plan
- Operational planning for customer service and enforcement
- Continued community engagement and outreach
- Coordination among CARTA members and with transit agencies and regional partners

Actions can be prioritized by their suggested timeline for implementation. Through these steps, CARTA can utilize the managed lanes program to improve mobility while advancing equitable outcomes for communities along the I-80 corridor.

TASK 8 – EXPLORATORY EQUITY ACTIONS (EEA) MEMO

OVERVIEW

The Yolo 80 Managed Lanes Project ("the Project") is expected to reduce traffic congestion on I-80 within Yolo County by widening and tolling a portion of Interstate 80 through Yolo County. Minimizing transportation burdens for groups that may be disproportionately impacted is one of YoloTD's top priorities in the implementation of tolled facilities in the region. The thirteen Exploratory Equity Actions, or "EEAs," outlined in this memo are presented as opportunities to advance benefits and reduce burdens for the equity communities highlighted in the mapping analysis. EEAs represent options for continued evaluation and study and are not intended to be interpreted as recommendations. EEAs also provide the basis for potential local-regional coordination needs dependent on outcomes from regional toll equity studies to come.

Exploratory Equity Actions (EEAs)

1.1 Goals

The EEAs (also referred to as "actions" and "strategies") proposed below align with four principal equity goals:

- *Excess Toll Revenue Reinvestment*, which concerns the equitable redistribution of toll funds into programs and infrastructure that benefit communities in and near the toll corridor;
- *Equitable Enforcement*, which concerns the equitable application of tolling rules and regulations and ensuring that vulnerable and hard-to-reach populations have fewer barriers to understanding and meeting the requirements of the toll program;
- *Equitable Communications*, which concerns the development of opportunities for community involvement and ongoing education about the toll program's purpose, planning, operations, and benefits; and
- *Collaboration and Connectivity*, which concerns the establishment of community and agency partnerships that support equitable outreach and community-focused programmatic co-design.

Within these principal equity goal categories, each EEA comes with an explanation of the concept, its role in advancing equity, and key success factors.

1.2 Background

The EEAs are informed by literature on transportation equity programs, user and neighborhood mapping analyses, and stakeholder engagement with jurisdictional and agency partners as well as community-based organizations (CBOs). Furthermore, these EEAs should be considered against the potential impact of certain state measures and codes on eligible uses for excess toll revenue and the feasibility of different partnership and advisory options. While the actions can stand alone, many of them are designed to work best in collaboration with the others. The study encourages studying a suite of EEAs to optimize potential benefits.

Each action's general overview is paired with a discussion of its "equity value," or how it plays a role in advancing equitable outcomes, and its "success drivers," which are considerations to keep in mind for optimal implementation and results. Some actions share similar roles in advancing equity or have similar concerns for implementation; as a result, a few may share language in those sections.

This is especially the case with actions related to excess revenue reinvestment, due to state restrictions on how excess toll revenue can be utilized. Some of the proposed actions will include the following language, or similar: “CARTA (Capital Area Regional Toll Authority) will need to keep state and federal laws in mind as it develops an expenditure plan for excess toll revenue use.” The state and federal laws referenced here include the following characteristics of 23 US Code – Section 129, which will be especially important when determining eligible uses of excess revenues:

- Requires that toll revenues first be used to fund (a) operations and maintenance (O&M), (b) rehabilitation and replacement (R&R), (c) debt service if applicable, (d) Reserves for (a), (b), (c) before excess revenues can be used; and,
- Identifies authorized uses of excess revenues to be any expenditure eligible under Title 23 (roadway projects, equity programs), which include capital expenditures under Title 49 (bus rolling stock, station improvements, complete streets etc.).
    - Note: this eligibility may not be extended to O&M for transit, nor state-required mitigation for impacts identified under California Environmental Quality Act (CEQA).

Outcomes for actions with these legal considerations are largely dependent on how Title 23 and Title 49 eligibility are interpreted in tandem with California Streets and Highway Code section 149.7 at the regional level by the CARTA Board. As such, some elements of the above may evolve, i.e. eligibility for transit use.

Many actions encourage input from equity communities within Yolo County, and several consider possibilities for interagency partnership and coordination. Globally, the EEAs serve to highlight the importance of elevating underserved community voices, increasing access to project education, mitigating the disproportionate impact of toll violations on equity communities, and maximizing relationships between CARTA, its partners, and the most affected communities.

1.3 Regional Context

This Memo outlines potential objectives, strategies, and initiatives designed to enhance outcomes for equity communities in Yolo County only. While the Project must be considered in the context of larger regional development, CARTA is in the process of developing a regional toll equity plan, which will cover strategies for equity communities in nearby areas outside of Yolo County. The EEAs explored in this equity report are meant to prioritize the needs of Yolo County equity communities while remaining complementary to regional equity efforts.

Each action serves as a basis for discussion and further evaluation. The actions proposed may support the Sacramento Area Council of Governments (SACOG) as it establishes a broader scope of regional equity framework priorities. Final decisions on actions, feasibility, costs, agency responsibilities, toll revenue, financial sustainability, or commitments will be made in later phases, and none are determined at this point.

STAKEHOLDER INVOLVEMENT

The EEAs proposed in this study were developed in collaboration between Yolo Transportation District (YoloTD), city jurisdictions, CBOs, local transportation providers, and state and regional agencies. Several EEAs include an expectation for continued collaboration between CARTA and its partners.

The Yolo 80 Managed Lanes Equity Study engaged two key groups to inform its findings:

Multisector Project Stakeholders and CBOs. The Multisector Project Stakeholders include various institutional governments and organizations at the city, county, regional, and state levels. CBOs include representatives of groups that deliver direct services to communities in Yolo County. Through this engagement process, both groups were informed about the results of the equity analysis and participated in discussions on equity issues related to the Yolo 80 Managed Lanes, helping to shape the EEAs.

Multisector Project Stakeholders

Stakeholder engagement for the Multisector Project Stakeholder group involved three working sessions: the Goals and Outcomes Workshop, Workshop #1, and Workshop #2. A total of 11 individuals participated, representing the following agencies and institutions: Sacramento Council of Governments (SACOG), Caltrans, City of Davis, City of Woodland, City of West Sacramento, and University of California at Davis (UC Davis).

- The Goals and Outcomes Workshop (March 21, 2025) introduced stakeholders to equity considerations for the Yolo 80 Managed Lanes. Participants learned about peer agency equity frameworks, goals, and strategies and shared initial thoughts on potential project objectives, expected results, and challenges related to equity in tolling.
- Workgroup #1 (August 13, 2025) presented the concept and purpose of EEAs, allowing participants to discuss assumptions and issues for each topic identified during the Goals and Outcomes session.
- Workgroup #2 (November 6, 2025) built on prior discussions by helping attendees pinpoint major goal categories and delve into specific considerations and assumptions for each area. This session emphasized turning broad goals into concrete strategies, using a “Who, What, When, Where, Why, How” framework to further shape each strategic idea. The overall aim was to create actionable strategies.

Community-Based Organizations (CBOs)

CBO engagement occurred in the format of a survey or virtual interview. A total of five individuals participated, representing the following CBOs: Yolo County Children’s Alliance, Yolo County Housing, New Hope CDC, Rancho Yolo Community Association, Fourth & Hope, and Yolo County Library. Collectively these organizations serve low-income communities, youth and families, migrant farmworkers, seniors, veterans, former and currently homeless individuals, former foster youth, disabled communities, and individuals from a wide range of cultural, racial, ethnic, and linguistic backgrounds.

- Interview with Yolo County Children’s Alliance (YCCA) (September 2, 2025): YCCA is the designated Child Abuse Prevention Council of Yolo County, and its mission is to ensure “everyone in Yolo County has access to the resources they need to build meaningful ties to their communities.” These communities include diverse families and youth across West Sacramento, Davis, and Woodland. The community experiences unreliable transit and financial strain making travel difficult. Many rely on bus passes for essential trips, and tolls would likely be a burden. However, clear rules, multilingual outreach, and financial support could help. Improving transit reliability is seen as the most urgent need and outreach was mentioned to be the most effective way to reach residents.

- Interview with Yolo County Housing Authority (YCH) / New Hope CDC (October 21, 2025): YCH and New Hope CDC are “dedicated to establishing and maintaining quality, affordable housing, and community development support” to the communities of Winters, Davis, Woodland, and West Sacramento. Most of the community are low-income households, migrant workers, seniors, and multilingual residents. With an average household income of around $29-32k, tolls or express lanes would likely be a financial strain and raise concerns on whether improvements will materialize. Key transportation equity priorities include affordability, reliable service, ADA- accessible infrastructure, and clear communication.

- Survey responses from Rancho Yolo Community Association, Fourth & Hope, and Yolo County Library (December 2025 – January 2026): Members of these communities commonly use the I-80 for education, work, recreation, and medical purposes. Driving a personal vehicle, biking, carpooling, and public transportation are the main modes of travel but there are mixed levels of access to the modes of transportation, with some respondents reporting adequate access and others unsure. Some respondents reported being unsure about carpooling for free access and are most concerned about the affordability and ease of entry and exit into express lanes. Some also expressed concern about the rules and laws around using express lanes. Themes associated with transportation equity include ensuring access for all, recognizing that toll costs can burden low-income travelers, and emphasizing affordability, ease of access, and support for seniors.

Reinvestment

1.1 Multimodal Investments: Prioritize multimodal upgrades that expand non-auto travel options

Overview
This action proposes that CARTA explore opportunities to invest excess toll revenue into transit frequency, stop improvements, and first/last-mile connections along the toll corridor. In the literature and in more recent work by the Contra Costa Transportation Authority (CCTA) are examples of transportation equity projects that support broader mobility through partnerships with transit operators, local agencies, and discretionary grants. To explore what this could look like for Yolo County, CARTA should determine the extent of its opportunities to support initiatives that encourage and increase access to multimodal travel.

CARTA may find that it has clear pathways to support initiatives that increase the perception of safety at mobility hubs, aesthetic conditions for cyclists and pedestrians, and support for active transportation and paratransit programs. Strategies proposed here may also support elements of VMT Mitigation Plan, which highlights several opportunities for excess toll revenue support.

Equity Value
This action has the potential to broadly increase access to mobility for travelers in Yolo County regardless of transportation mode. Strategies developed with this action in mind could also complement the 2025 SACOG Blueprint policies around funding and improving transit in the region. California Streets and Highways Code section 149.7 dictates that any remaining revenue from tolling be used on the corridor where it was generated. This provides ample opportunity to focus reinvestments on benefits for corridor-adjacent equity communities.

There are many potential barriers to multi-modal adoption for Yolo County communities, including gaps in service, infrastructure, or knowledge of the opportunities available. Some reinvestment strategies that may be considered to address these barriers include:

- Subsidized mobility wallets and incentives for multimodal travel, especially for users living near transportation hubs, with access to carpool programs, or with low incomes.
- Multimodal facility improvements or upgrades in the corridor (e.g. pedestrian, cycling, and transit infrastructure like dedicated bus lanes).
- Bus rolling stock payments.
- Grant funding for equity programs that support and/or encourage multimodal travel, especially for communities with low incomes or communities that are historically hard-to-reach (e.g. users with limited English proficiency).

Prioritizing infrastructural improvements and mobility expansion can be especially beneficial for carpool-and-transit reliant communities where a higher percentage of users may have zero-car access and/or lower incomes. This sentiment was echoed in the feedback from Yolo County-based CBOs, who expressed that the communities they serve could benefit from having expanded and cheaper options for multimodal travel.

Success Drivers
CARTA will need to keep state and federal laws in mind as it develops an expenditure plan for excess toll revenue use. Outcomes for this action are largely dependent on how Title 23 and Title 49 eligibility are interpreted in tandem with California Streets and Highway Code section 149.7 at the regional level by the CARTA Board.

State requirements notwithstanding, multimodal investments should be informed by and complementary to existing plans and priorities, like those established in CARTA's toll policy, the SACOG Blueprint adopted in 2025, and in the VMT Mitigation Plan adopted in 2024. It is important to minimize redundancies that could lead to extraneous use of resources and reduce the quality of attention given to developing holistic plans and strategies for multimodal adoption.

Several agencies have studied and piloted programs for excess toll revenue reinvestment in service of increased multimodal access. LA Metro's Mobility Wallet Program subsidizes multimodal transportation options for residents with low incomes, providing travel flexibility while also encouraging VMT-reducing behaviors. The program has had a favorable response and is expanding, though unforeseen challenges have included operational practices like debit card distribution and activation. Any reinvestment program will need to be evaluated not only for its potential for beneficial outcomes, but for its procedural feasibility and cost as well. CARTA may seek synergies between this action and mitigation measures in the Yolo 80 Managed Lanes VMT Mitigation Plan that propose expanded transit service and subsidies for transit passes.

Timeline: Upon development of the Excess Toll Revenue Expenditure Plan

1.2 Neighborhood and Safety Investments: Conduct a traffic study to determine reinvestment opportunities in corridor-adjacent communities

Overview
This action proposes that CARTA conduct a traffic study to explore ways that excess toll revenue can support efforts to reduce the impacts of diversion and cut-through traffic. Examples of measures commonly taken to reduce these impacts include (but are not limited to) "slow streets" infrastructure, road maintenance, and noise mitigation. A traffic analysis of the project area can help to determine if the equity communities identified in the Mapping Analysis are experiencing disproportionate impacts to health, safety, and quality of life because of diversion from drivers evading the corridor. Should there be a determined need, CARTA should take care to clearly identify when and where excess toll revenue could be used to support this goal, while prioritizing opportunities to support this goal through existing funds and partnerships.

Equity Value
A clear understanding of traffic conditions in the corridor can maximize CARTA's options for using remaining funds or partnerships to contribute to equitable outcomes in Yolo County. California Streets and Highways Code section 149.7 dictates that any remaining revenue from tolling be used on the corridor where it was generated. This action has the potential to maintain or improve safety and quality-of-life conditions for neighborhoods along the corridor as well as for users traveling near the Causeway at peak hours. These strategies could also complement the 2025 SACOG Blueprint policies adopted around cost-effective safety investments in high-crash areas and infrastructural improvements that provide safer travel pathways for cyclists and pedestrians.

Examples of reinvestment strategies that may be identified via such a study to address safety and quality-of-life conditions for corridor-adjacent communities include:

- Traffic-calming facility upgrades and improvements in the corridor, especially for residential areas demonstrating significant impacts from diversion or high-speed travel.

- Enhanced facilities for pedestrians and active transportation users, especially in communities demonstrating significant impacts from crashes.
- Grant support for equity programs and projects that encourage safer travel through the corridor (e.g. "Complete Streets," and "Slow Streets" initiatives

A traffic analysis study can include opportunities for community and stakeholder input on existing conditions and traffic-related health and safety concerns. This action supports the development of the project's excess toll revenue Expenditure Plan while creating avenues for increased collaboration and transparency between CARTA, its partners, and the communities it serves. Through the study's findings, CARTA can further develop its equity goals based on daily traveler needs and experiences.

Success Drivers
CARTA will need to keep state and federal statutes in mind as it develops an expenditure plan for excess toll revenue. Some elements of this action may be covered under standard toll revenue requirements for operations, maintenance, and road rehabilitation. CARTA should take care to delineate what opportunities for neighborhood diversion mitigation and safety will need to be considered in the development of an excess toll revenue Expenditure Plan and what opportunities can be supported prior to the collection and distribution of excess revenue.

Some examples of neighborhood reinvestment can be seen through LA Metro, which dedicates some net toll revenue toward active transportation and system connectivity projects, and the Contra Costa Transportation Authority's I-680 Express Lanes, which has a number of infrastructural uses for excess toll revenue.

Jurisdictional and community buy-in will be important to the success of this action. Any traffic analysis will benefit from direct input from institutional stakeholders and community members about their lived experiences. By finding opportunities to bring equity communities into the information-gathering process, CARTA may happen upon new or revitalized pathways to relationship-building with CBOs, stakeholders, and the public. See 3.3 ("Invite and Incorporate Community Input") and 4.3 ("CBO Involvement") for strategies that overlap with this success driver.

Timeline: Upon development of the Excess Toll Revenue Expenditure Plan

1.3 Community Involvement: Establish a community-informed shortlist of equity priorities for excess toll revenue reinvestment

Overview
This action proposes developing a matrix of priorities for excess toll revenue reinvestment in preparation for the project's Expenditure Plan, within any bounds established by Actions 1.1 ("Prioritize Multimodal Upgrades") and 1.2 ("Prioritize Corridor Reinvestments"). This matrix of projects, programs, and partnerships for reinvestment would focus on opportunities that exist within a determined radius of the project corridor. Evaluation criteria for scoring the equity priorities may include (in no specific order nor exclusively):

- Geography/proximity to corridor-adjacent communities
- Ability to support VMT mitigation goals
- Ability to support multimodal access
- Ability to support neighborhood health and safety
- Benefits to established equity communities

- Feasibility for excess toll revenue distribution
- Opportunities for ongoing user education and engagement

The shortlist of priorities would form the basis for the Expenditure Plan required prior to any distribution of excess revenues.

Equity Value
This action ensures that plans for excess revenue use are aligned with the equity priorities ultimately agreed upon by CARTA, its partners, and Yolo County communities. The shortlist provides the basis for the Expenditure Plan required prior to any distribution of excess toll revenues and will act as a guiding document for CARTA as it pursues partnerships, grants, and community feedback. This action creates avenues for discussion between CARTA, its partners, and its communities about how to most comprehensively and economically address the equity needs of Yolo County communities.

Success Drivers
YoloTD priorities for CARTA to consider in the development of the shortlist include partner and community input. Some CBOs, including those interviewed for this study like New Hope CDC, could support the success of this action by distributing informational material and encouraging community participation. A toll equity program designed to address disproportionate impacts of highway expansion on the Globeville and Elyria Swansea neighborhoods of Denver, Colorado shortlisted equity programs and practices using direct input from residents of the area. Another agency example is the Contra Costa Transportation Authority's I-680 Project, which has several innovative uses for excess toll revenue beyond those identified in this study's literature review. Actions 1.4 ("Community Reinvestment Working Group") and 3.3 ("Invite and Incorporate Community Input") propose options for deepening community involvement in the development, implementation, and evaluation of equity actions for the project.

CARTA may also consider internal communications strategies for developing, documenting, and evaluating its list of equity priorities as it continues to study options prior to implementation. Should direct community input prove to be difficult to achieve while developing the Expenditure plan, CARTA may still be able to leverage agency relationships, local and regional data sources, and publicly available CBO resources to support its planning and decision-making. A well-maintained database of these contacts and resources would support shortlist development and could potentially support future relationship-building efforts.

CARTA will need to keep state and federal laws in mind as it develops an expenditure plan for excess toll revenue use. Outcomes for this action are largely dependent on how Title 23 and Title 49 eligibility are interpreted in tandem with California Streets and Highway Code section 149.7 at the regional level by the CARTA Board. Due to these requirements, it should be noted that selection and implementation of any projects on this list would likely occur several years after the list's development. CARTA may seek synergies between this action and Voluntary Trip Reduction Program expansion as it is described in the Yolo 80 Managed Lanes VMT Mitigation Plan, to include ridesharing, transit pass subsidies, and community-based travel planning.

Timeline: Upon development of the Excess Toll Revenue Expenditure Plan

1.4 <u>Community Involvement</u>: <u>Establish a Community Reinvestment Working Group (CRWG) to recommend and score equity programs and projects</u>

Overview
This action proposes establishing a temporary working group dedicated to the process of shortlisting reinvestment projects and evaluating the success of each project's planning and implementation. The working group would be charged with reviewing CARTA's toll policy alongside its agreed-upon equity goals to develop evaluation criteria for reinvestment projects. The working group would be stood up for the time needed to develop scoring criteria, review projects, and make recommendations to share with the CARTA board.

Members of equity communities, including those where zero-car households, linguistic isolation, or low incomes are common, should be strongly encouraged to participate, and incentivized where able. To increase the pool of potential participants in the working group, CARTA may consider working closely with CBOs and institutional stakeholders with strong ties to equity communities in Yolo County.

Equity Value
The CRWG would bring much-needed community perspectives to the decision-making process by informing equity priorities ahead of CARTA's development of an expenditure plan for excess revenues. This working group may extend CARTA's ability to reach equity communities by providing trusted community members with the tools and information needed to keep their neighborhoods informed and to solicit additional feedback when needed. When compared to other standing community engagement methods like advisory committees, working groups have more potential for flexibility. Meeting times can be less frequent, with participants having the option to provide input and develop project recommendations using a variety of tools and timing options.

While the Yolo 80 Managed Lanes equity study uses census records, mapping data, and other qualitative input to guide its proposed actions and where to direct them, we recognize the importance of lived experiences to illustrate the practical implications of any equity measure. The CRWG would be expected to review findings from the Equity Study's mapping analysis and any future traffic studies *and* encouraged to supplement those findings with their own experiences as residents and travelers in Yolo County.

While this action is primarily focused on supporting the development of the Expenditure Plan, CARTA may consider standing up the CRWG at different times in the project's lifecycle (e.g. a certain number of years after the expenditure plan's adoption, five years into project implementation, etc.). The CRWG can facilitate real-time feedback on a pilot project's success, allowing for earlier opportunities to solve problems, pivot, or increase investment as needed. This action and others within this report recommend that avenues for community input continue to be prioritized through the planning, implementation, and evaluation of Yolo 80 Managed Lanes. Doing so increases the project's chances of success while fortifying relationships between CARTA, its partners, and local communities.

Success Drivers
Working groups need clear calls-to-action, defined responsibilities, and genuine agency buy-in to perform efficiently and produce actionable recommendations. Support for the CRWG could include dedicated staff or consultant hours for committee guidance, coordination, and agenda-setting. Using community members who are already demonstrating commitment to advising

local transportation projects reduces the level of resources needed for recruitment. Furthermore, having the CRWG operate on a temporary, “as-needed” basis enables more flexibility and efficiency for CARTA staff time and budget.

Consideration should be given to recruiting and engaging with community members with relevant lived experience in Yolo County, i.e. residents that live, work, and travel in the project corridor; users of transit that frequent stops along the corridor; shift workers with less options for transit and carpooling; active transportation users in the area; and car owners within a certain distance of the project area who may be interested in shifting to other modes. Priority should be given to community members who are already engaged in existing committees or working groups tied to CARTA or any of its partner agencies, including (but not limited to) YoloTD Citizens Advisory Committee.

Compensation for working group members may be considered; incentives and compensation are commonly considered a best practice for creating environments that foster participation from communities with diverse backgrounds and lived experiences.

Recruitment for volunteer groups can be difficult. CARTA should expect to lean on partnerships with local jurisdictions and CBOs to recruit working group members. (See 4.3, “CBO Partnerships.”)

Timeline: Ongoing/As-needed

Equitable Enforcement

2.1 <u>Increased Access: Explore lenience and support strategies for first-time offenses by drivers with low incomes (A step above minimum requirements/standard policies)</u>

Overview

This action proposes that CARTA study opportunities to expand lenience and support strategies within existing statewide requirements for toll enforcement. AB 2594 already requires capped initial and subsequent penalties, automatic first-time violator relief, a grace period for payment, low-income payment plans, car rental disclosures, and opportunities for appeals and waivers.

According to the toll policy adopted by the CARTA board, the Yolo 80 managed lanes will be operated using FasTrak®, a transponder-based, automated tolling system that deducts tolls from user accounts and issues violations when accounts have insufficient funds, transponders are missing, or other errors occur. In December 2025, CARTA adopted its Toll Policy Resolution, which included the following policies related to toll penalties:

- CARTA will make all reasonable attempts to encourage payment of tolls to promote equitable cost-sharing among all express lane users
- CARTA will make a concerted effort to convert violators who will use CARTA's express lanes again into FasTrak® customers
- The toll evasion penalty for a user's first toll violation will be the cost of the toll + $25. The second toll violation penalty will be the cost of the toll + $50.

This action explores how CARTA could implement these statutory provisions within FasTrak® operations and consider additional lenience strategies for low-income drivers beyond the minimum requirements. The goal is to identify strategies that are feasible, equitable, and compatible with automated tolling, while reducing the disproportionate financial burden on vulnerable users. Strategies with the most potential within these guidelines may include flexible payment plans with minimal administrative barriers, a one-time amnesty program for accumulated penalties, and/or engaging communications materials that encourage FasTrak® sign-up and clearly identify support options for repayment.

Equity Value

First-time violations and penalty escalation can disproportionately affect low-income drivers, who often face greater financial barriers to maintaining good standing in toll systems. AB 2594 provides a baseline through penalty caps, first-time violator relief, grace periods, and low-income payment plans, but equity opportunities remain. Exploring additional lenience strategies within FasTrak® operations, such as expanded payment flexibility or temporary amnesty programs, can help prevent minor errors from escalating into long-term financial penalties, ensuring more equitable access to express lanes for all users. This exploration may also help ensure that enforcement practices do not reinforce existing inequities or disproportionately burden certain equity communities.

Success Drivers

CARTA needs to understand how its toll policies and equity priorities intersect with:

- The way FasTrak® generates violations;
- How AB 2594 key provisions are integrated into operations; and
- Where additional flexibility can be applied.

This will help identify where payment plans with lower administrative or qualification barriers could realistically fit into existing operations. Any income-based criteria would need to be simple and easy to use, without requiring extensive paperwork or credit checks. Clear communication in violation notices will also be key so that users know what steps they can take before penalties increase. Tracking how many people use these options, how quickly issues get resolved, and if outcomes are different for users with low-income will help evaluate whether these strategies support more equitable enforcement.

Timeline: Available by day one of implementation

2.2 Increased Access: Establish accessible dispute and resolution channels in multiple languages and formats (online, phone, in-person)

Overview

This exploratory action focuses on improving how users can contest or resolve toll violations by expanding the availability and accessibility of customer service channels. AB 2594 requires California tolling agencies to provide appeals and waivers for violations, including first-time offenses, establishing a baseline. Currently, resolving a violation often requires navigating online portals, mailed notices, or phone systems that may not meet the needs of all users, especially those with limited English proficiency, limited digital access, or inconsistent internet connectivity.

Potential approaches to explore include multilingual customer support, simplified online dispute forms, extended customer service hours, and in-person assistance at trusted community settings. The goal of this exploration is to understand whether expanding support channels can improve resolution rates and reduce unnecessary penalty escalation.

Equity Value

Even with statutory protections like AB 2594, violation disputes can be difficult to navigate for users who face language barriers, low digital literacy, limited internet access, or users not familiar with express lanes. Violations can escalate into significant penalties when dispute channels are not easily accessible, and this can disproportionately impact households with low-incomes and communities with limited-English-proficient residents.

Stakeholder and CBO discussions highlighted several communities throughout Yolo County, including West Sacramento and Davis, with high concentrations of linguistically-isolated households and workforces. By exploring multilingual and multi-format resolution alternatives, like options delivered through trusted community partners, this action aims to reduce those barriers, support equitable access to the dispute process, and ensure all users have a fair opportunity to resolve issues before penalties grow. Through this action, CARTA can also explore ways to increase its visibility at community centers and events to meet equity populations where they are.

Success Drivers

To make the dispute process more accessible, CARTA can offer support in the languages most spoken in the area and make sure that online, phone, and in-person options are straightforward and easy to use. Clear explanations in violation notices and on customer service materials can help users understand their options and avoid unnecessary penalty escalation. Providing in-person help through trusted community centers or CBOs can also make the process more approachable for people who have limited English proficiency or limited internet access. It is also key to examine opportunities for streamlining forms and minimizing documentation requirements to reduce administrative burden. Monitoring aspects of the user experience like wait times, dispute outcomes, and the kinds of assistance requested can help determine the success of these expanded channels at improving access and reducing barriers.

Timeline: Available by day one of implementation

2.3 Increased Access: Explore transponder distribution and maintenance strategies outside of minimum requirements.

Overview
This exploration looks at ways to expand transponder distribution beyond standard channels to better reach communities along the corridor who may face financial, language, or access barriers. While most users obtain transponders online or through designated retail partners, these pathways may not fully serve households with limited internet access, limited English proficiency, or lower comfort navigating formal customer-service systems.

Potential strategies to evaluate include in-person distribution at community events, pop-up enrollment sites, partnerships with CBOs and local businesses, or offering low-/no-cost transponders for income-eligible households. CARTA may also consider purchasing and maintaining transponder accounts for low-income households by covering monthly administration fees. LA Metro's Express Lanes Low-Income Assistance Plan provides one-time transponder credits and waivers for the monthly $1 service fee to maintain user accounts for eligible users. The exploration would consider what mix of outreach methods, locations, and materials can make it easier for Yolo County residents, especially those most impacted by enforcement or financial constraints, to access a transponder and avoid unnecessary violations.

Equity Value
Yolo County residents with low incomes or living in linguistically diverse communities may not have equal access to the standard distribution channels and may be more vulnerable to accumulating penalties if they cannot easily obtain, activate, or maintain a device. By exploring more proactive and community-centered distribution and maintenance strategies, this action aims to reduce these disparities and ensure that corridor-adjacent communities have a fair opportunity to use the lanes without facing enforcement consequences.

Success Drivers
To successfully explore this action, CARTA will need to consider how new distribution approaches can integrate with existing FasTrak® account setup requirements and customer service channels. Partnerships with CBOs, local businesses, libraries, and community centers may be important for reaching residents who face language, cultural, or technology barriers. In the LA Metro example above, 7-Eleven stores provide account-loading services.

Distribution efforts should include multilingual materials and staff who can help users understand account setup, balance management, and how transponders work. It will also be important to evaluate cost and administrative feasibility, including how to confirm eligibility for low- or no-cost devices, if that option is explored.

Timeline: Ongoing/As-needed

2.4 Increased Access: Explore the effects of varying discount and exemption strategies on VMT mitigation, revenue generation, and multimodal access

Overview

This action suggests a financial analysis of income-focused or subsidized strategies like discounts or credits, ensuring they are evaluated for their short and long-term feasibility alongside adjacent strategies and plans. At its most involved, this action may benefit from scenario development and modeling to demonstrate likely changes in travel patterns and revenue generation when discounts or toll credits are offered to those with low incomes or within a specific geographic location. Surveys of potential users, especially those with low incomes and in corridor-adjacent communities, may also be conducted to determine community need.

This action item supports some of the items above; for example, multimodal access strategies subsidized by excess revenue (1.1, "Prioritize Multimodal Access") or toll enforcement lenience strategies (2.1, "Explore Lenience and Support Strategies") will need to provide the most benefit to equity communities without impacting VMT reduction or congestion management goals. CARTA may also consider studying discounts that reduce the cost differential of travel between corridor-adjacent communities using the Causeway for essential trips and users who may be traveling through the area infrequently and for non-essential purposes.

Equity Value

Along with income-based lenience programs, discount programs can help address the disproportionate burden of transportation budgets on households with low incomes, especially in areas without many options for multimodal travel. These programs can result in reduced revenue and need to be evaluated alongside other options for increasing mobility and mitigating burden for equity communities.

Conversely, some of these programs see low enrollment numbers with eligible users choosing to use the free lanes instead, which can lead agencies to expand eligibility criteria to attract more potential users. This may reveal a need for greater engagement with potential users of such a program to determine the actual level of desire for access to the express lanes and the level of benefit that access can provide when compared to or paired with other strategies.

While many discount programs are tied to income thresholds, that may not be the only eligibility criteria CARTA chooses to study. Some agencies, like the Treasure Island Mobility Management Agency (TIMMA) and the Virginia Department of Transportation (VDOT), have subsidies for existing businesses and their employees or discounts for low-income residents of specific municipalities. Stakeholder discussions highlighted the importance of addressing the needs of corridor-adjacent communities, many of which consist of low-income households and other equity determinants like linguistic isolation or demographic factors like age and race.

Success Drivers

Discount and subsidy programs work best when supported by a robust suite of equity strategies like regular and inclusive communication, equitable violation policies, and reinvestment into infrastructure and programs that can also increase access to reliable and safe transportation options. The Metropolitan Transportation Commission's (MTC) Express Lanes START pilot saw lower enrollment numbers than expected and found that gaps in education about FasTrak® and the express lanes still posed potential problems for the equity communities they were trying to reach. Still, the program had a favorable response from those who did participate, and MTC's recommendation moving forward includes regional education and encouragement around FasTrak®.

CARTA will need to keep state and federal laws in mind as it develops an expenditure plan for excess toll revenue use, which could include discounts or subsidies that reduce the expected amount of revenue over time. The private-public partnership operating VDOT's Toll Relief Program agreed to increase its funding from $500,000 to $3.2 million annually through 2037, with the expectation that enrollment will increase significantly with expansions in program eligibility. Understanding how eligibility thresholds, program education, and geographic distribution impact program costs and effectiveness will be important for developing strategies that support regional goals, generate funds for multimodal infrastructure, and address the immediate challenges that equity communities may experience along the corridor.

Timeline: Available by day one of implementation

Equitable Communications

3.1 Community Support and Education: Establish multilingual education campaigns for corridor-adjacent communities

Overview
This action proposes prioritizing equity communities along the corridor for multilingual, multi-channel educational outreach about the project. CARTA may launch a "Tolling 101" education campaign prior to the implementation of the project in partnership with CBOs. Through mapping analysis and stakeholder outreach, we've learned that there are linguistically isolated communities that may require specialized outreach throughout Yolo County, especially in the City of Davis and West Sacramento. Outreach should keep in mind needs for neighborhoods with limited digital access or limited English proficiency. Outreach should focus on closing knowledge gaps around pricing, accounts, enforcement, and project benefits. CARTA would use census data and community input to assess the communication needs for equity communities along the corridor.

Equity Value
Proactive outreach and education can reduce the likelihood of equity communities experiencing disproportionate barriers to transportation access and benefits. Understanding the project, its purpose, and its rules can reduce the likelihood that a user will misuse the lanes and end up on the receiving end of a toll violation. Furthermore, these efforts can guide interested users to adopting behaviors that enhance their own experience while contributing to the functionality of the managed lanes (i.e. carpooling at peak hours). Several users, like seasonal migrant workers who often drive at off-peak hours, may still benefit from understanding that their travel likely wouldn't be impacted by the changes being made to the Causeway. Considering the needs of equity communities—like those with multilingual needs, disabilities, or technology gaps that can impact their access to information—in the development of these campaigns would likely benefit the comprehension and engagement of all corridor-adjacent communities.

Success Drivers
CARTA will need to determine the breadth of the outreach effort, balancing effectiveness with budget constraints and potential gaps in connection with hard-to-reach communities. Opportunities for creativity, both in messaging content and its distribution, should be encouraged; "out-of-the-box" thinking can revive stale information channels or create new ones. This would involve the development of a marketing plan with value propositioning, branding concepts, an estimated timeline, and a campaign-specific budget. Compensated partnerships with CBOs can support on-the-ground efforts while strengthening relationships between the project and local stakeholders.

Timeline: Ongoing/As-needed

3.2 Community Support and Education: Provide live customer support in key community languages

Overview
This action proposes establishing multilingual pathways for customers to receive live support and information about the project. One common way to do this is to establish separate telephone extensions dedicated to specific community languages or needs. Languages should be informed by community input and are likely to include, among others, Spanish, Mandarin,

Vietnamese, Russian, and Ukrainian. Virtual live support, where customers can connect to their desktops or via apps on their mobile phones, is another option.

Equity Value
This action ensures that regardless of one's preferred language of communication, options are available to receive the information they need to learn about the project, understand how to navigate the project in ways that benefit them most, and avoid toll violations and penalties. Moreover, providing the option to receive support through phone reduces barriers for those with limited access to or comfort with digital technologies. For those who are comfortable with using virtual support options, a mobile-optimized webpage may be favorable over a downloaded mobile application, which may deter users with limited data space, privacy concerns, or minimal patience for the application download and set-up process. Providing a variety of low-barrier-to-entry options not only increases trust between CARTA and Yolo County's most vulnerable communities, it increases the likelihood that they will access and utilize important project information.

Success Drivers
While language can be one barrier to access, a customer's ability to navigate certain technologies can be another. This action should keep in mind the intersection of potential barriers that linguistically isolated customers may face. Including more traditional methods of communication (i.e. a telephone extension) alongside virtual methods can create more avenues for community feedback as the population and its needs evolve.

Timeline: Available by day one of implementation

3.3 Community Involvement: Explore opportunities to invite and incorporate community input

Overview
This action proposes creating avenues for ongoing community input during the planning, implementation, and evaluation processes surrounding the Project. Doing so would involve the development of a long-range Community Involvement Plan. This action is particularly concerned with community input on what equity strategies have the most potential to benefit corridor-adjacent communities within Yolo County, including those with low incomes or multilingual needs. CARTA would develop a community engagement plan that establishes the type and purpose of communications, what communities to prioritize for specialized outreach, and an estimated timeline for when these touchpoints would occur.

This action is meant to promote deep community involvement in the success of the Yolo 80 Managed Lanes and to empower communities by creating opportunities for their voices to be heard at all phases of the project's planning and implementation. The community can be provided with information about, and invited to provide thoughts on, the following:

- Which EEAs to study and develop further
- A shortlist of ideas for excess toll revenue reinvestment, prior to finalizing the expenditure plan
- CBOs to partner with for distributing information and reaching equity communities
- Methods of communication and/or transponder distribution that best suit their needs

Equity Value
It is an equity best practice is to give communities the opportunity to be seen and heard regarding transportation projects that affect them. Doing so contributes to a general sense of transparency and understanding, can improve relationships between agencies and the public, and helps to ensure that decisions are made with the communities most impacted in mind. There are many ways to solicit and engage with community feedback, and with varying levels of cost and effort. Some options include:

- In-person tabling activities at community events
- Community workshops
- Interactive online mapping and write-in activities
- Social media campaigns
- Interviews
- Workgroups and committees

It should be acknowledged that any level of intentional engagement is more beneficial than no engagement at all. The literature on tolling equity programs shows that programs can be shaped with as little as a couple of community workshops or as much as a multi-year steering committee or CBO-partnership. Several examples of how community involvement can look are found in programs led by TIMMA for its Toll Program, the Colorado Department of Transportation for its Central 70 GES Toll Equity Program, and Caltrans for its I-5 Managed Lanes Study.

Success Drivers
CARTA will need to clearly define how and when community input will be used. The team will also need to be realistic and transparent about the hierarchy of community feedback in decision-making. The early development of a communication plan with well-established boundaries is important to consistent, actionable community input over the lifecycle of the project. Establishing this plan early allows for actions within it to be well-integrated with other initiatives being undertaken by CARTA, increasing the likelihood that outreach can be done efficiently while maximizing outcomes. This action encourages CARTA to make this plan as simple as is necessary for it to be sustainable and feasible with the resources available.

Timeline: Ongoing

Collaboration and Connectivity

4.1Transit Partnerships: Coordinate with local transit agencies to share multimodal travel information

Overview
This action explores coordination between the Yolo 80 project team and other local transit agencies to ensure that multimodal travel information and transit service details are clear, accessible, and consistent before and during express lane operations. As managed lanes are introduced, Causeway users may reassess their travel choices, so it is important that transit service information, reliability and connections are easy to understand.

Coordination efforts could include sharing real-time or scheduled transit information, first/last-mile options through digital platforms or physical locations. The Contra Costa County

Transportation Authority's (CCTA) Innovate 680 program, which includes Shared Mobility hubs with live information across transit modes, is one example of how agencies can partner to present multimodal options in a user-friendly format. This action would explore whether similar coordination approaches could support travel readiness in Yolo County.

Equity Value
Reliable multimodal information is important to all users, in particular users with low incomes, due to transit reliance, off-peak travel patterns and limited schedule flexibility. Users without reliable travel information may face greater difficulty adjusting to express lanes use or identifying an alternative travel mode. Live or scheduled multimodal information can be shared in an online dashboard that can be accessed via a mobile-optimized webpage or via mobile app.

In the interest of reaching people where they are, CARTA may consider partnering with YoloTD and local agencies to have digital dashboards at mobile hubs or transit stops. By improving access to transit information, before and after toll activation, this action helps ensure that identified equity priority communities are not disproportionately affected by pricing changes and can access affordable and reliable travel options.

Success Drivers
For this action, CARTA will require early and continued collaboration with transit agencies serving travel in Yolo County and through the Causeway to identify what information can be shared and how it will be shared over time. Travel information should be accessible through digital tools and physical locations. To evaluate equity outcomes, CARTA may monitor transit user awareness and gather community feedback, including input facilitated by CBOs, to determine whether coordinated information initiatives are effectively promoting equitable access to multimodal transportation options.

Timeline: Available by day one of implementation

4.2 CBO Partnerships: Seek and maintain opportunities for CBOs to support ongoing outreach, education, and co-design of improvements

Overview
Partnering with CBOs can help CARTA stay connected with corridor communities. CBOs can offer a range of perspectives on major communications materials and strategies, advise on culturally relevant messaging, and deliver outreach through trusted messengers who already have strong relationships with Yolo County residents. Their role can include explaining how FasTrak® works, how express lanes operate, and what drivers need to know to avoid confusion or unexpected costs.

CBOs can also gather community feedback, support education efforts, and help co-design improvements that address real-world barriers. For example, San Mateo County Transportation Authority (SMCTA) partnered with the San Mateo County Core Service Agencies Network to support in-person enrollment and distribution of mobility debit cards through trusted community organizations, direct outreach and assistance for San Mateo residents with low incomes. CBOs may also support this action by recruiting potential volunteers or "ambassadors" from their communities who may be interested in being trained and deployed for transportation outreach. Two of the CBOs engaged for this study, Yolo County Children's Alliance and Yolo County Housing Authority, expressed their interest in continuing to be engaged around this project.

Equity Value
Working directly with CBOs ensures that information about tolling and express lane operations is accessible and understandable. This approach supports potential express lane users who may have limited English proficiency, lower incomes, or less familiarity with electronic tolling systems. Partnering with CBOs helps ensure that education and outreach are delivered in ways that reflect how people learn and make decisions. By relying on trusted messengers who can explain systems in plain language and appropriate cultural contexts, this approach reduces information barriers, supports informed travel choices, and helps prevent inequitable enforcement outcomes driven by lack of understanding rather than noncompliance.

Success Drivers
We acknowledge that it can take years of dedication to develop deep, active, and reciprocal relationships with CBOs. Many CBOs are operating with limited resources and capacity for any extra work. While an ideal manifestation of this action would include multi-year contracts between CARTA and interested CBOs, this action is more concerned with the several years of intentional relationship-building needed before making that the expectation.

CARTA may consider developing and providing simple educational materials that can be easily shared with CBOs to explain FasTrak® and express lane basics. Closer to implementation, CARTA may consider actively seeking opportunities to involve CBOs early in the development of key communications. Clear expectations, consistent communication, and visible use of community feedback are key strategies. Outreach should be delivered through trusted messengers and adapted to cultural and linguistic needs, ensuring that CBO insights directly influence engagement strategies and project improvements.

In the years after implementation, CARTA may consider providing CBOs the materials, information, and tools needed for ongoing training of outreach teams. Should a greater level of investment be desired, CARTA may consider directly training any on-the-ground ambassadors on a semi-regular schedule for a pre-determined duration of time. The amount of time, effort, and resources needed for on-the-ground outreach may be reduced as the project ages and becomes more established among Yolo County's communities. Strong relationships with CBOs can help CARTA determine what cadence of outreach, education, and co-design is needed in later years.

Timeline: Ongoing

NEXT STEPS

Upon further study, the actions listed above may inform the continued planning and implementation of the Yolo 80 Managed Lanes Project. CARTA may consider referring to and adopting these actions as a framework for:

- Developing the Project's Excess Toll Revenue Expenditure Plan
- Operational planning for customer service and enforcement
- Continued community engagement and outreach
- Coordination among and between CARTA members, transit agencies, and regional partners

Prioritization

The timeline included with each action provides a loose idea of how these steps can be prioritized. Items that are dependent on the Excess Toll Revenue Expenditure Plan should be considered high priority if it is determined that they are feasible, since these have some of the highest potential for providing material equity benefits or, if mishandled, can severely undermine opportunities to do so.

Beyond that, actions that are meant to be "available upon day one of implementation," are important to prioritize and commit to well before the toll system activates. These strategies may reduce the confusion and stress users could encounter with the new system and could mitigate the amount of toll violations and customer service bottlenecks in the early days of implementation.

Actions designated as ongoing or as-needed are lower priority due to less urgency; however, having any of these strategies in place or well-planned prior to implementation would reinforce the commitment to equitable practices and programs for affected communities.

STAFF REPORT

Receive Update on Fare Payment Technology Improvement Projects Currently Underway	TOPIC	ITEM NUMBER
		6 **Information** **July 27, 2026** **CAC**

PREPARED BY:	Daisy Romero, Director of Transit Operations and Leo Hecht, Assistant Transportation Planner
ATTACHMENTS:	

STAFF RECOMMENDATION(S)

Receive an informational update on YoloTD's various fare payment technology improvement projects, including the Transit Connect app launch and tap-to-pay project progress.

BACKGROUND

Over the past year, YoloTD has been in the process of modernizing and updating the district's fare payment technology to give riders more options and streamline the fare payment process. As legacy Connect Card infrastructure has become more difficult to find parts for and effectively repair, the need for replacement fare systems has become a high priority.

The existing Connect Card fare payment system currently deployed on YoloTD buses relies on multiple hardware components working together to process fare transactions. These components include the GPS, Copilot PC, MDT touchscreen, Prox Tap device, and associated antennas. Because the system depends on several interconnected devices, the failure of any single component can result in service disruptions, including the inability for riders to tap their cards, incorrect fare card information being displayed, or the system becoming unavailable altogether.

Over time, the Connect Card system has proven to be increasingly unreliable. Much of the hardware currently installed is no longer supported by the manufacturer, making replacement parts difficult to obtain and increasing the amount of maintenance required to keep the system operational. Hardware and software issues have become more frequent, resulting in increased troubleshooting efforts and reduced system uptime.

Sacramento Regional Transit (SacRT) is the administrator of the Connect Card program, and they have indicated that Connect Card will be discontinued sometime in 2027. The exact date has not yet been set. YoloTD staff will continue to coordinate with SacRT and the other Connect Card operators to plan for a smooth transition away from Connect Card. We will provide ongoing support to both individual Connect Card users as well as major employers and institutional partners as the transtion nears.

The new Kuba fare payment devices significantly simplify the onboard fare payment infrastructure by consolidating multiple functions into a single integrated unit. This reduction in system complexity is expected to decrease troubleshooting time, streamline maintenance activities, and reduce the time required to repair or replace malfunctioning equipment.

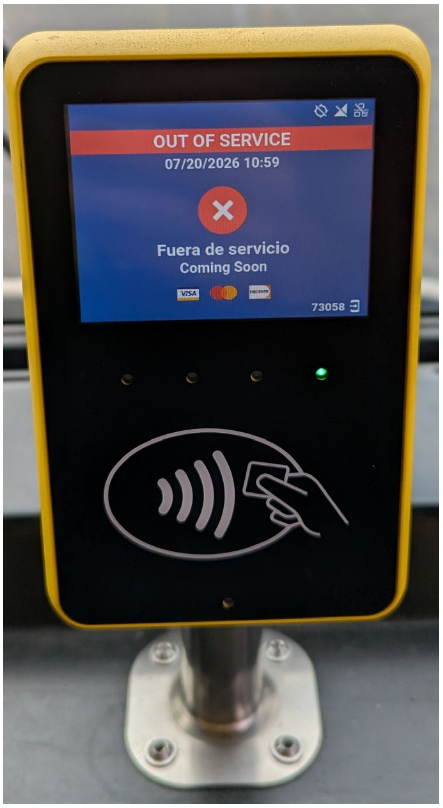


Figure 1: Kuba Pay Device

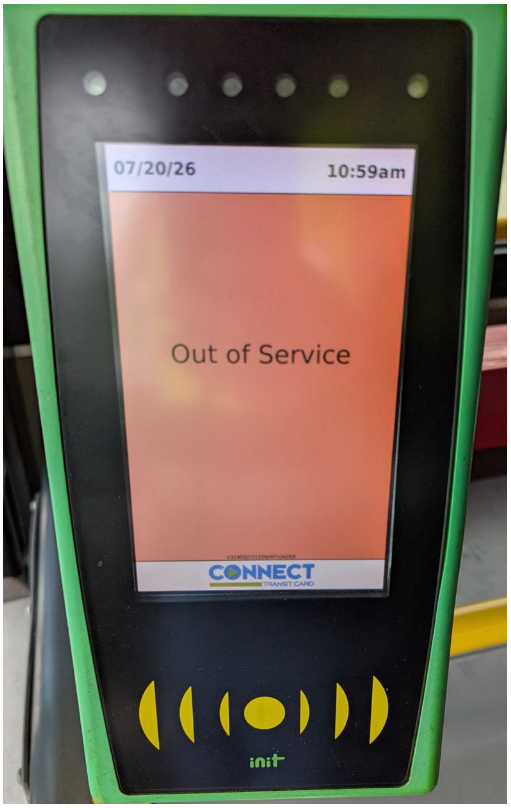


Figure 2: Connect Card Device

Transit Connect

The first of these new systems is the Transit Connect app. Launched in February 2026, the Transit Connect app replaced Yolobus's old mobile ticketing app, ZipPass. Transit Connect allows riders to purchase single ride or monthly passes in the app with a credit or debit card.

When boarding, riders must activate their ticket in the app and show the activated pass to the operator. Phase 2 of the Transit Connect app will allow riders to scan activated passes rather than showing them to the operator for visual validation. Account-based ticketing will also be included as part of Phase 2, allowing employers and institutional partners like Cache Creek Casino to issue passes directly to employees. Phase 2 is still in development and will likely be launched in late 2026. Sacramento Regional Transit (SacRT) launched their digital passes in the app in late 2025, and Unitrans plans to go live with their passes in the app this summer.

Tap-to-pay

The second new fare payment system YoloTD staff have been working to implement is open-loop tap-to-pay devices. These devices, purchased through a regional TIRCP grant awarded to SACOG, will allow riders to pay for their bus fare by simply tapping a debit or credit card when boarding. YoloTD will be using Kuba's tap-to-pay devices and Littlepay's software to implement open loop payments on Yolobus service. The devices will automatically charge a given route's fare when tapped with a credit, debit, or digital wallet card, enabling quick and easy boarding for riders who would otherwise have to produce exact change when paying with cash. Riders over 65 or with Medicare will be able to register their card through a statewide benefits portal to receive discounted fares. Configuration of these devices is currently ongoing, with a launch expected in early September.

For passengers that are unbanked or do not have smartphones, YoloTD anticipates that physical smartcards, similar to Connect Card but compatible with the Kuba Devices, will be available by the end of 2026. These cardstwill be available for sale and can be reloaded at Yolobus customer service office (for customers paying with cash), or online.

DISCUSSION

Transit Connect

Use of the Transit Connect app has been increasing steadily over time since launch. In March, the app recorded an average of 75 activations per day. In April and May, that went up to 133 activations per day. Activations increased again to an average of 150 per day in the month of June, representing approximately 14% of riders across fixed-route and Beeline combined. In comparison, the share of fares collected through Connect Cards was at about 23% of total ridership in June. Use of the app is up so far in July as well, with an average of 189 activations per day through the first 2 weeks of the month.

Tap-to-pay

Tap-to-pay is slated for launch in early September. Devices were installed in YoloTD revenue vehicles in April by the Kuba installation team with support from YoloTD IT staff. The final phase of the Kuba installation project is scheduled for the week of August 17, when the Kuba installation team will return to complete the remaining four vehicle installations on buses 1803, 1621, 1625, and 1640. During this visit, the team will also perform minor adjustments and follow-up work on four Beeline vehicles and five MCI vehicles. Overall, the installation process has gone smoothly and has been a positive experience for YoloTD staff.

Fare sets, capping rules, and discounts have been configured by YoloTD staff in collaboration with Littlepay, Kuba, and Cal-ITP. The back-end financial infrastructure has been configured in collaboration with Littlepay and Elavon. YoloTD staff plan to launch a free transfer promotion on all fixed routes concurrently with the launch of tap-to-pay in September. The cost of this promotion will be paid for using LCTOP funds earmarked for free fares.

YoloTD staff originally planned to launch tap-to-pay on Beeline and Paratransit concurrently with fixed-route, but the services' complex fare structures have created challenges in utilizing the technology. Because of this, the launch of tap-to-pay on Beeline and Paratransit have been postponed temporarily, with the hope that future fare simplification as part of YoloTD's upcoming Short Range Transit Plan (SRTP) will allow for the effective use of tap-to-pay on all services offered by YoloTD. Physical testing of the Kuba devices is scheduled for August to prepare for an early-September launch.

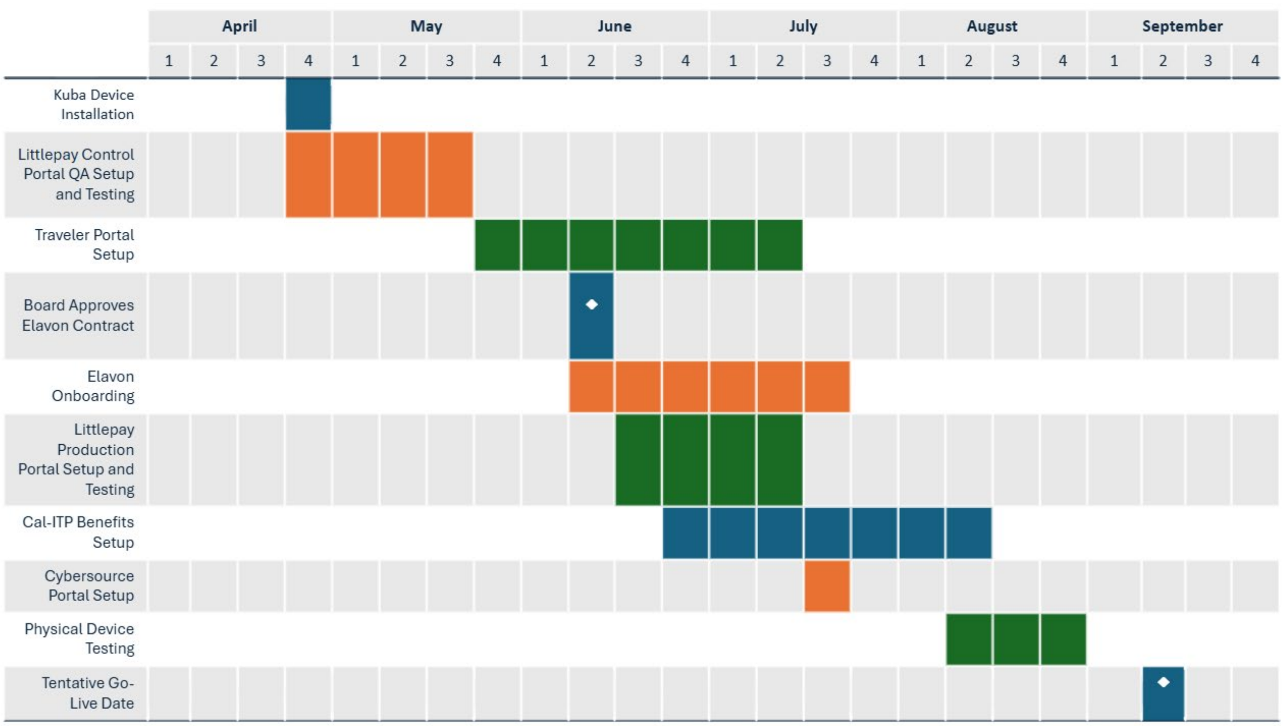


Figure 3: Tap-to-pay Project Timeline

FISCAL IMPACT

In 2022 a group of Sacramento area transit agencies, led by SACOG and the Capital Corridor Joint Powers Authority, were awarded $49,865,000 from the Californian Transit and Intercity Rail Capital Program (TIRCP). The project, titled the Sacramento Region Cal-ITP Implementation Project, included funding for YoloTD and other regional transit agencies to purchase and install devices in transit vehicles to enable contactless payments. In October 2024, the YoloTD Board of Directors authorized the Executive Director to execute the subrecipient agreement with SACOG to receive $179,000 in funding for the installation of tap-to-pay devices on YoloTD revenue vehicles. This funding has been used to purchase Kuba devices, pay for associated installation costs, and fund Phase 1 of the Transit Connect app launch to date.

Recurring costs associated with the project include credit card fees of $0.03 per transaction for Visa, Mastercard, and Discover Card transactions. In addition to the fixed transaction fee, YoloTD will also incur merchant service charges associated with processing contactless bank card transactions. Merchant service charges are variable and are expected to range between approximately 4 percent and 5 percent of total tap-to-pay revenue processed annually. YoloTD staff estimates that total yearly recurring costs associated with contactless payments will not exceed $42,000 between these fees, assuming an optimistic 50% tap-to-pay adoption rate.

STAFF REPORT

	TOPIC	ITEM NUMBER
Long-Range Calendar		**7** **Information** **July 27, 2026** **CAC**

PREPARED BY:	J.Marte
ATTACHMENTS:	None

STAFF RECOMMENDATION(S)

The following agenda items are tentatively scheduled for upcoming meetings of the YoloTD Board of Directors.

Long Range Calendar Agenda Items

September 28, 2026:

- SRTP Fare Policies, KPIs, Bus Stop Guidelines
- Yolo Commute Program Expansion