



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
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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)
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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.