



SPECIAL MEETING AGENDA

Toll Policy and Operations Committee

Time: 12:30 p.m.
Date: May 21, 2025
Locations: Regional Operations Center Office
291 Corporate Terrace Circle
Corona, CA 92879

COMMITTEE MEMBERS

Brian Berkson, **Chair** / Armando Carmona, City of Jurupa Valley
Toper Taylor, **Vice Chair** / Dana Reed, City of Indian Wells
Clint Lorimore / Todd Rigby, City of Eastvale

Jeremy Smith / Kasey Castillo, City of Canyon Lake
Linda Krupa / Joe Males, City of Hemet
Michael M. Vargas / Elizabeth Vallejo, City of Perris

STAFF

Aaron Hake, Executive Director
David Knudsen, Deputy Executive Director
Jennifer Crosson, Toll Operations Director

AREAS OF RESPONSIBILITY

Policies involving the Commission's Toll Facilities
Setting Tolls or Rates
Considering Contracts with Vendors Working on the Toll Program
Statewide and Federal Legislative Issues Regarding Tolling
Outreach and Marketing of the Toll Facilities
Interactions with Neighboring Jurisdictions Regarding Toll Matters
User-Based Funding Programs and Future Opportunities for Toll Facility Development in Riverside County

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
TOLL POLICY AND OPERATIONS COMMITTEE**

www.rctc.org

SPECIAL MEETING AGENDA*

**Actions may be taken on any item listed on the agenda*

12:30 p.m.

Wednesday, May 21, 2025

**Regional Operations Center Office
291 Corporate Terrace Circle
Corona, CA 92879**

In compliance with the Brown Act and Government Code Section 54957.5, agenda materials distributed 72 hours prior to the meeting, which are public records relating to open session agenda items, will be available for inspection by members of the public prior to the meeting on the Commission's website, www.rctc.org.

In compliance with the Americans with Disabilities Act, Government Code Section 54954.2, and the Federal Transit Administration Title VI, please contact the Clerk of the Board at (951) 787-7141 if special assistance is needed to participate in a Commission meeting, including accessibility and translation services. Assistance is provided free of charge. Notification of at least 48 hours prior to the meeting time will assist staff in assuring reasonable arrangements can be made to provide assistance at the meeting.

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PLEDGE OF ALLEGIANCE**
- 4. PUBLIC COMMENTS** – *Under the Brown Act, the Board should not take action on or discuss matters raised during public comment portion of the agenda which are not listed on the agenda. Board members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration. Each individual speaker is limited to speak three (3) continuous minutes or less.*
- 5. ADDITIONS/REVISIONS** *(The Committee may add an item to the Agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the Committee subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Committee. If there are less than 2/3 of the Committee members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.)*

6. **CONSENT CALENDAR** - *All matters on the Consent Calendar will be approved in a single motion unless a Commissioner(s) requests separate action on specific item(s). Items pulled from the Consent Calendar will be placed for discussion at the end of the agenda.*

6A. **APPROVAL OF MINUTES – JANUARY 27, 2025, SPECIAL MEETING**

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7. **91 EXPRESS LANES EXPANSION TO THREE LANES STUDY**

Page 6

Overview

This item is for the Committee to:

- 1) Provide direction to staff regarding a 91 Express Lanes Expansion to Three Lanes Study.

8. **REGIONAL OPERATIONS CENTER**

Page 10

Overview

This item is for the Committee to:

- 1) Receive an overview of the Toll Regional Operations Center Office.

9. **ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA**

10. **EXECUTIVE DIRECTOR REPORT**

11. **COMMISSIONER COMMENTS**

Overview

This item provides the opportunity for brief announcements or comments on items or matters of general interest.

12. **ADJOURNMENT**

AGENDA ITEM 6A

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

TOLL POLICY AND OPERATIONS COMMITTEE SPECIAL MEETING MINUTES

Monday, January 27, 2025

1. CALL TO ORDER

The meeting of the Toll Policy and Operations Committee was called to order by Chair Clint Lorimore at 1:30 p.m. in the March Field Conference Room at the County of Riverside Administrative Center, 4080 Lemon Street, Third Floor, Riverside, California 92501 and at the teleconference site: 538 Flower Street, Los Angeles, CA 90071.

2. ROLL CALL

Members Present

Brian Berkson*
Linda Krupa
Clint Lorimore
Jeremy Smith
Toper Taylor**
Michael M. Vargas

*Joined the meeting after it was called to order.

**Joined the meeting at the Los Angeles location.

Members Absent

3. PLEDGE OF ALLEGIANCE

Commissioner Linda Krupa led the Toll Policy and Operations Committee in a flag salute.

4. PUBLIC COMMENTS

There were no requests to speak from the public.

5. ADDITIONS/REVISIONS

There were no additions or revisions to the agenda.

6. CONSENT CALENDAR - All matters on the Consent Calendar will be approved in a single motion unless a Commissioner(s) requests separate action on specific item(s). Items pulled from the Consent Calendar will be placed for discussion at the end of the agenda.

M/S/C (Vargas/Smith) to approve the following Consent Calendar item(s):

6A. APPROVAL OF THE MINUTES – OCTOBER 21, 2024, SPECIAL MEETING MINUTES

7. AGREEMENTS FOR COMPLETION OF PROJECT STUDY REPORT – PROJECT DEVELOPMENT SUPPORT FOR THE 91 EXPRESS LANES MAJOR PAVEMENT REHABILITATION PROJECT

Sri Srirajan, Senior Capital Projects Manager, noted that Darren Adrian from Kimley-Horn and Associates, Inc. is here in case there are any questions. Sri Srirajan then presented an update for the project study report – project development support (PSR-PDS) for the 91 Express Lanes major pavement rehabilitation project, highlighting the following:

- Background – Project overview, including a graphic of the project
 - To partially reconstruct the 91 Express Lanes pavement from County line to Interstate 15
 - Provides the required service life over the toll facility agreement (TFA)
 - 91 Express Lanes are being maintained by the Commission for a period of 50 years until 2067
 - Existing pavement has a useful life of less than 15 years
 - Replacement of pavement was anticipated and included in the 91 Express Lanes financial plan
 - At the end of the TFA term in 2067 the pavement shall be returned to Caltrans in a condition that meets the performance and maintenance standards
 - Commission approved two items related to interim pavement repair
 - ✓ July 2024 – Awarding the contract for pavement analysis services for a six-year term
 - ✓ November 2024 – Awarding the contract for the on-call maintenance services for a six-year term
- PSR-PDS
 - Scope of the PSR-PDS
 - ✓ Obtain conceptual approval for the overall project alternatives
 - ✓ Identify the necessary studies and approvals needed to deliver the project
- Procurement process
- Pre-award audit
 - Federal procurement process requirement
 - Auditing the proposed labor rates, other direct costs, and fixed fee
 - May change the proposed cost slightly
- Cooperative agreement with Caltrans
 - Caltrans provides engineering and environmental review and approval of the PSR-PDS document
 - The Commission is responsible for direct costs estimated at \$300,000
 - No indirect or overhead costs for Caltrans review and approval of the PSR-PDS document

M/S/C (Vargas/Smith) for the Committee to recommend the Commission take the following action(s):

- 1) Award Agreement No. 25-31-019-00 with Kimley-Horn and Associates, Inc. (Kimley-Horn) to provide project study report – project development support (PSR-PDS) for the 91 Express Lanes Major Pavement Rehabilitation project (Project) in the amount of \$1,505,851, plus a contingency amount of \$150,585, for a total amount not to exceed \$1,656,436;**
- 2) Approve Cooperative Agreement No. 25-31-051-00 between the Commission and Caltrans for project review and oversight services for the Project, in the amount of \$300,000;**
- 3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreements on behalf of the Commission; and**
- 4) Authorize the Executive Director, or designee, to approve contingency work up to the total not to exceed amount as required for the Project.**

8. ELECTION OF OFFICERS

Chair Lorimore opened nominations for the Chair and the Vice Chair position.

Commissioner Michael Vargas nominated Commissioner Brian Berkson for Chair.

Commissioner Jeremy Smith seconded Commissioner Michael Vargas' motion. No other nominations were received.

At this time, Vice Chair Brian Berkson joined the meeting.

Commissioner Linda Krupa nominated Commissioner Toper Taylor for Vice Chair.

Commissioner Jeremy Smith seconded Commissioner Linda Krupa's motion. No other nominations were received.

Commissioner Lorimore closed the nominations. Brian Berkson was elected as Chair and Toper Taylor as Vice Chair for 2025.

9. ITEM(S) PULLED FROM THE CONSENT CALENDAR

There were no items pulled from the Consent Calendar.

10. EXECUTIVE DIRECTOR REPORT

Aaron Hake:

- Welcomed Commissioner Taylor to the Commission noting that this was his first official meeting with the Commission and welcomed Commissioner Krupa to this committee. This committee deals with some issues that they have to get into the details, history and it is really specialized. This item that they just approved is unique to the Commission they are usually building new things, not rehabilitating old things from Caltrans. They deal with everything in this committee from toll policies, occupancy detection, enforcement, and the relationship with Orange County as they are indebted several hundred million dollars with these toll facilities and it is the entire Commission's obligation, so it is great that committee members from outside those corridor cities are involved. Let staff know if they want to do a deep dive into tolling, they are welcome to come in and sit down with the toll team and go through all the ins and outs. They also offer tours if any of the committee members want to come out to the operations center in Corona, they are welcome to come anytime.

Vice Chair Berkson noted that he did a tour once in the Orange County facility and asked if that is kind of the same deal.

Aaron Hake confirmed it was, but they have another one and there are two call centers, one for the 91 and one for the 15 and asked Jennifer Crosson, Toll Operations Director, to provide additional information.

Jennifer Crosson stated that they have been there since 2021, the Commission owns the buildings they are in, so two contractors are sitting side by side operating a joint walk-in center and staff are there. She asked the committee members to let staff know when they would like to come by any time for a tour.

Vice Chair Berkson stated that he had toured the building right after it was being constructed but nobody was really in there yet.

Aaron Hake replied that Lisa Mobley, Administrative Services Director/Clerk of the Board, will reach out to the committee members and schedule time for each of them to come by for a tour.

Jennifer Crosson stated that if they happen to be in the area to contact staff, they are there on Mondays, Tuesdays, and Wednesdays or they could be in any day they want staff there.

Chair Lorimore suggested at the next Toll Policy and Committee meeting to have it at the Regional Operations Center.

Aaron Hake stated there is a great conference room that is perfect for a meeting like this.

Vice Chair Berkson suggested that at the next meeting they could just have a tour since everybody will be there.

Commissioner Vargas stated they can come in on the toll.

Jennifer Crosson stated they can come through the new grade separation project at McKinley Avenue and see that.

11. COMMISSIONER COMMENTS

- 11A.** Chair Lorimore welcomed Commissioner Taylor to the Commission and asked him to share a little bit about himself.

Commissioner Taylor stated that he is a fifth generation Californian and provided information about the degrees he has earned from University of Southern California, he lives in Indian Wells, served as a City Council Member here, active in CVAG and several of their key initiatives, and he has also spent his career in media and entertainment.

12. ADJOURNMENT

There being no further business for consideration, Chair Lorimore adjourned the meeting at 1:48 p.m. to the next Toll Policy and Operations Committee meeting.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read 'Lisa', with a long horizontal stroke extending to the right.

Lisa Mobley
Administrative Services Director/
Clerk of the Board

AGENDA ITEM 7

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	May 21, 2025
TO:	Toll Policy and Operations Committee
FROM:	David Thomas, Toll Project Delivery Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	91 Express Lanes Expansion to Three Lanes Study

STAFF RECOMMENDATION:

This item is for the Committee to:

- 1) Provide direction to staff regarding a 91 Express Lanes Expansion to Three Lanes Study.

BACKGROUND INFORMATION:

In 2017, the Commission opened the extension of the 91 Express Lanes into Riverside County with completion of the initial phase of the State Route 91 Corridor Improvement Project (CIP). The SR-91 CIP included an eight-mile extension of the OCTA 91 Express Lanes into Riverside County from the Orange County line to Interstate 15. See Figure 1 for the Riverside County 91 Express Lanes limits. The extension, operated by the Commission, provided for two express lanes in each direction as currently operated today.

Eastbound 91 Express Lanes

In 2023, the Commission opened the I-15/SR-91 Express Lanes Connector (ELC) which also included the Eastbound 91 Express Lane Addition (aka EB 2.0) through the I-15 Interchange area. Prior to constructing EB 2.0, the afternoon peak periods experienced daily recurring queues in the Eastbound 91 Express Lanes with a peak toll rate of \$27.90 on Friday afternoon. Friday afternoon travel demand reached the point of inelasticity meaning that further increasing the toll price had little effect on managing the traffic demand. After opening of the I-15/SR-91 ELC and EB 2.0, the queues were eliminated and toll rates dropped to the \$9 range due to the increased capacity provided by EB 2.0.

Currently, two projects are under development that are expected to increase demand in the Eastbound 91 Express Lanes: the 241/91 Express Connector project expected to open in 2029 and the 91 Eastbound Corridor Operations Project (91 ECOP) expected to open in 2030. These projects improve throughput at the Orange/Riverside County line area putting more demand on the Riverside County segment of SR-91. This additional demand and corresponding congestion in the Riverside County segment is expected to increase demand for the free-flowing Eastbound 91 Express Lanes. Although the 2030 condition of the Eastbound 91 Express Lanes is anticipated

to manage demand with the dynamically priced toll rate, based on traffic growth, there will come a day when demand will increase to a level where it is inelastic with high toll rates and queuing in the 91 Eastbound Express Lanes.

Westbound 91 Express Lanes

The completion of the 15/91 ELC also had impacts on the Westbound 91 Express Lanes. The addition of the Southbound I-15 Express Lanes to Westbound 91 Express Lanes added a third lane of traffic converging with the two existing Express Lanes. This convergence contributes to daily recurring congestion during the morning peak period that extend for approximately two miles from the Westbound 91 Express Lanes entrance to the vicinity of Lincoln Avenue. This three-to-two lane convergence also contributes to daily recurring congestion on both the Southbound I-15 to Westbound 91 Express Lanes connector as well as the Northbound I-15 to Westbound 91 Express Lanes connector. Toll rates for the Westbound 91 Express Lanes are approximately \$24 during morning peak periods. Traffic growth is expected to worsen queuing unless toll rates are increased significantly above the already high levels.

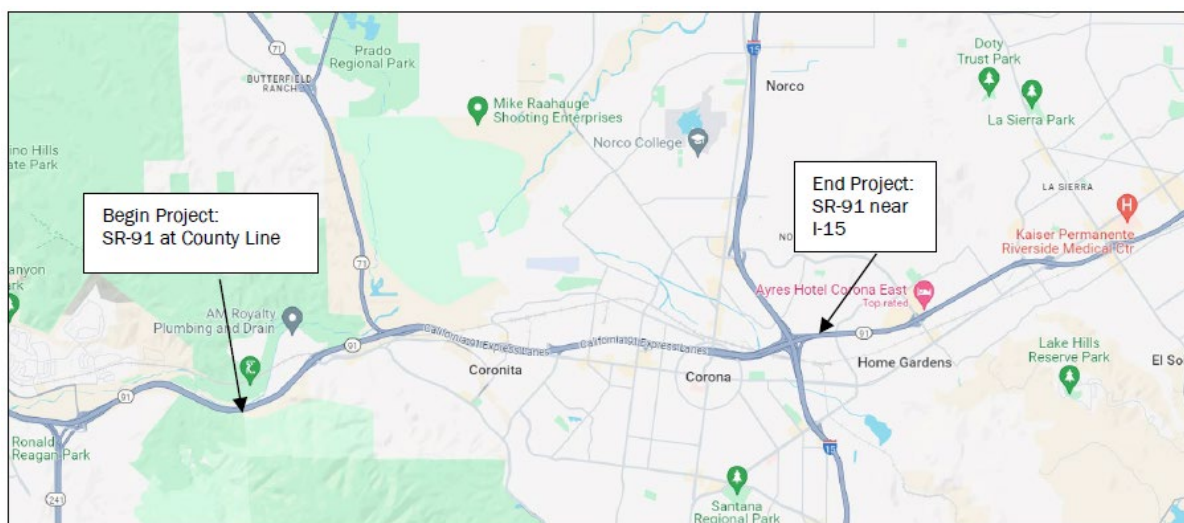


Figure 1 – Riverside County 91 Express Lanes Limits

DISCUSSION:

The SR-91 CIP constructed the 91 corridor with a high level of geometric standards which generally included 12' lanes, a 4' buffer, and 10' left and right shoulders. It is not uncommon to see 11' lanes and reduced left shoulders on many freeways in Southern California. For example, the recently opened I-10 Express Lanes in San Bernardino county included segments with a 4' left shoulder two 11' Express Lanes, a 2' buffer, and two 11' general purpose lanes. It is anticipated that similar lane, shoulder, and buffer widths applied to SR-91 could yield enough width to construct a third express lane in each direction primarily with restriping. Some median barrier reconstruction may be necessary to maintain usable left shoulder/refuge areas in certain segments. Refer to Figure 2 for the SR-91 Cross-Section Concept.

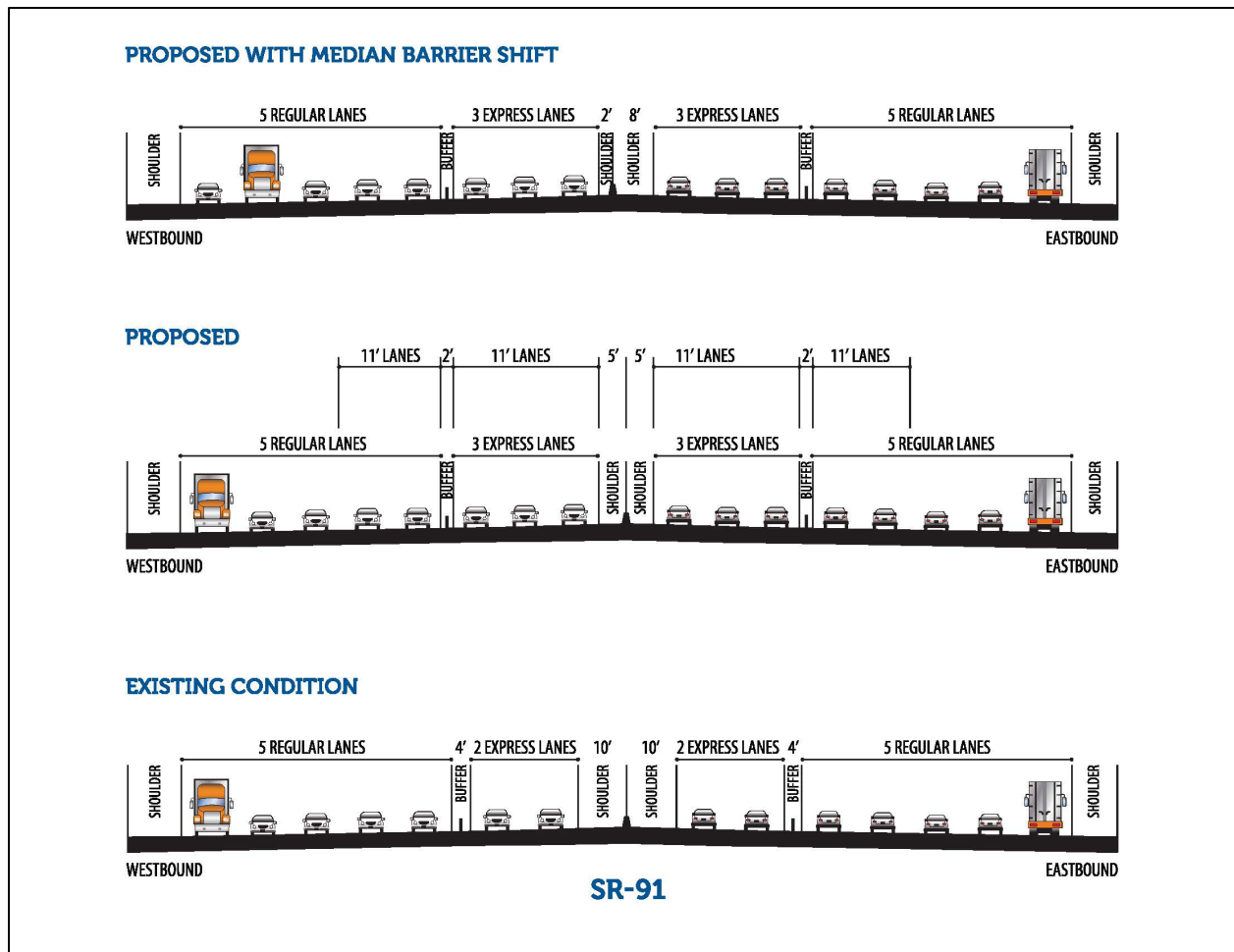


Figure 2 – SR-91 Cross-Section Concept

The Eastbound 91 Express Lanes will inevitably reach a point where toll rates will become inelastic to managing the growing demand expected in Riverside County. Furthermore, the current Westbound 91 Express Lanes in Riverside County experience queues with high toll rates that have minimal effect on managing traffic demand.

It is proposed to conduct a “91 Express Lanes expansion to Three Lanes Study” (Study) to establish the desirable geometric configuration that minimizes reconstruction or widening. Furthermore, a high-level traffic analysis is proposed to evaluate the traffic benefits gained by this additional capacity. Other Study goals are listed below.

Study goals:

1. Establish desirable geometric configuration that minimizes reconstruction or widening;
2. High-level traffic analysis to evaluate traffic benefits and operational impacts;
3. Toll rate and revenue projections;
4. Evaluate potential year of implementation;
5. Seek Caltrans input; and
6. Determine next steps if needed.


Development of the feasibility study is necessary to expedite and assist with the analysis and determination of the impact of potential projects such as 241/91 interchange connector and 91 ECOP. Thus, staff has determined it is in the best interest of the Commission to utilize sole source provisions as outlined by the Commission's Procurement Policy manual for the proposed contract amendments of the following vendors:

- Parsons
- Stantec

Parsons remains under contract as the Commission's project and construction manager (PCM) for the SR-91 CIP. They were also the PCM on the I-15/SR-91 ELC. A sole-source single signature contract amendment with Parsons estimated at approximately \$150,000 to perform geometric feasibility for this Study is proposed due to their history and experience on these projects.

Furthermore, Stantec has been the Commission's traffic and revenue consultant for the 91 corridor since 2010. A sole-source single signature contract amendment will also be utilized with Stantec estimated at approximately \$150,000 to perform the traffic and revenue analysis for this Study is proposed due to their history and experience on the 91 corridor.

FISCAL IMPACT:

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2025/26	Amount:	FY 2025/26: \$300,000
Source of Funds:	91 Surplus Toll Revenue			Budget Adjustment:	No
GL/Project Accounting No.:	913062 65520 00000 0000 591 31 65520				
Fiscal Procedures Approved:				Date:	05/13/2025

AGENDA ITEM 8

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	May 21, 2025
TO:	Toll Policy and Operations Committee
FROM:	Jennifer Crosson, Toll Operations Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Regional Operations Center

STAFF RECOMMENDATION:

This item is for the Committee to:

- 1) Receive an overview of the Toll Regional Operations Center Office.