



MINUTES

State Route 91 Advisory Committee Meeting

Committee Members Present

Tim Shaw, Chairman

Bob Magee, Vice Chairman

(Teleconference)

Brian Berkson, RCTC

Berwin Hanna, RCTC

Gene Hernandez, OCTA

Karen Spiegel, RCTC

*Michael Hennessey, OCTA,
Alternate*

Jose F. Moreno, OCTA, Alternate

*Michael Beauchamp, Caltrans
District 8, Ex-Officio*

*Ryan Chamberlain, Caltrans
District 12, Ex-Officio*

Ray Marquez, SBCTA, Ex-Officio

Committee Members Absent

Kevin Jeffries, RCTC

Mark A. Murphy, OCTA

Staff Present

Darrell E. Johnson, OCTA, Chief Executive Officer

Anne Mayer, RCTC, Executive Director

Ken Phipps, OCTA, Deputy Chief Executive Officer

Michael Blomquist, RCTC, Toll Program Director

Laurena Weinert, OCTA, Clerk of the Board

Olga Prado, OCTA, Assistant Clerk of the Board

James Donich, OCTA, General Counsel

*OCTA and RCTC Staff and Members of the
General Public*

Call to Order

The March 1, 2019 regular meeting of the State Route (SR) 91 Advisory Committee was called to order by Committee Chair Spiegel at 9:00 a.m.

Roll Call

Committee Chair Spiegel announced that several of the Members would participate in today's meeting via teleconferencing, and all votes would be taken by roll call.

Pledge of Allegiance

Member Hanna led in the Pledge of Allegiance.



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1. Public Comments

No public comments were received.

Special Calendar

2. Election of New State Route 91 Advisory Committee Chair

Committee Chair Spiegel opened nominations for the office of Committee Chair.

A motion was made by Chair Spiegel, seconded by Member Hernandez, and following a roll call vote, declared passed 8-0 by those present, to elect current Committee Vice Chairman Tim Shaw as the Chairman for the State Route 91 Advisory Committee.

3. Election of New State Route 91 Advisory Committee Vice Chair

Immediate Past Committee Chair Spiegel opened nominations for the office of Committee Vice Chair.

A motion was made by Member Hanna, seconded by Member Hennessey, and following a roll call vote, declared passed 8-0 by those present, to elect Member Bob Magee as the Committee Vice Chairman for the State Route 91 Advisory Committee.

4. Proposed State Route 91 Advisory Committee Meeting Calendar for 2019

Committee Chairman Shaw noted a correction to the description for this item and stated the Committee meeting calendar being proposed should read 2019, not 2016.

A motion was made by Member Hanna, seconded by Member Moreno, and following a roll call vote, declared passed 8-0 by those present, to approve the proposed 2019 meeting schedule for the State Route 91 Advisory Committee.

Consent Calendar (Items 5 through 8)

5. Approval of Minutes – September 7, 2018

A motion was made by Member Moreno, seconded by Member Hernandez, and following a roll call vote, declared passed 6-0 by those present, to approve the minutes of State Route 91 Advisory Committee meeting of September 7, 2018.

Members Berkson and Moreno abstained due to not being in attendance at the September 7, 2018 meeting.



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6. Joint 91 Express Lanes Monthly Status Reports

A motion was made by Member Moreno, seconded by Member Hernandez, and following a roll call vote, declared passed 8-0 by those present, to receive and file the Joint 91 Express Lanes Monthly Status Reports for the months of July 2018 through December 2018.

7. Orange County Transportation Authority Fiscal Year 2017-18 91 Express Lanes Annual Financial Statements

A motion was made by Member Moreno, seconded by Member Hernandez, and following a roll call vote, declared passed 8-0 by those present, to receive and file the Orange County Transportation Authority Fiscal Year 2017-18 91 Express Lanes Annual Financial Statements.

8. Fiscal Year 2017-18 Riverside County Transportation Commission 91 Express Lanes Annual Financial Statements

A motion was made by Member Moreno, seconded by Member Hernandez, and following a roll call vote, declared passed 8-0 by those present, to receive and file Fiscal Year 2017-18 Riverside County Transportation Commission 91 Express Lanes Fund audited financial statements.

Regular Calendar

There were no Regular Calendar matters.

Discussion Items

9. State Route 91 Corridor Plans

Kia Mortazavi, Executive Director of Planning, Orange County Transportation Authority (OCTA), provided background information and a PowerPoint presentation for this item as follows:

- SR-91 Corridor Vicinity Map;
- Today (Accomplishments);
- Major Completed Measure Projects;
- Upcoming Measure Projects (partial list); and
- Planned Non-Measure Projects.



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9. (Continued)

Valerie McFall, Chief Environmental Planning Officer, Transportation Corridor Agencies (TCA), and Steve Abendschein, Senior Principal, Managing Leader from Stantec, co-presented a PowerPoint for this item as follows:

- SR-241/SR-91 Express Connector Project (241/91 connector);
- Background and History/Timeline;
- Data Collection Overview and Existing Conditions:
 - Traffic Count Locations
 - Existing Conditions a.m. Westbound – Peak
 - Existing Conditions p.m. Eastbound – Peak;
- 2018 Existing Conditions Vissim Model Calibration:
 - 2018 Existing Conditions
 - Speed HEAT Map
 - Westbound: 5:00 a.m. to 10:00 a.m.
 - Eastbound: 2:00 p.m. to 8:00 p.m.;
- Scenarios Definition;
- 2025 Build versus 2025 No Build:
 - Period Volumes at County Line: 5:00 a.m. to 10:00 a.m.
 - Speed HEAT Map Westbound: 5:00 a.m. to 10:00 a.m.
 - Travel Time Summary Westbound: 5:00 a.m. to 10:00 a.m.
 - Peak Period Volumes at County Line: 2:00 p.m. to 7:00 p.m.
 - Speed HEAT Map Eastbound: 2:00 p.m. to 8:00 p.m.; and
 - Travel Time Summary Eastbound: 2:00 p.m. to 7:00 p.m.

A lengthy discussion ensued as follows:

- Concerns about the Speed HEAT maps (HEAT maps) and modeling data, the HEAT maps do not assume the improvements at the SR-91/SR-71 interchange, and the chokepoint being pushed further down.
- Travelers coming into the Gypsum Canyon area are taking arterials as far as possible to find a path to the least congestion on the SR-91 general purpose (GP) lanes.
- 2025 Build models show both westbound (WB) and eastbound (EB) queue lengths in Riverside and Orange counties will be shortened.
- Concerns about impacts to the city of Yorba Linda, Corona, and the surrounding cities caused by drivers using surface streets to avoid the traffic queue.
- The project includes separating the SR-241 north WB traffic from the SR-241 north EB traffic before Windy Ridge Road, and a concrete barrier will be added.



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9. (Continued)

- The TCA is working with the California Department of Transportation (Caltrans) to identify interim improvements such as placement of channelizers.
- The purpose of the study was to compare Build versus No Build conditions, and there is no concrete data that shows drivers will stay on the freeway with the improvements.
- Caltrans is progressively working on enhancements such as California Highway Patrol enforcement, restriping, and signage placement to prevent queue jumping.
- Concerns about construction already taking place on the SR-91 and Interstate 15 (I-15), and the impacts from this project.
- The final environmental document will be done in August, the project would open by 2023, and coordination will be needed between Caltrans, OCTA, the Riverside County Transportation Commission (RCTC), and the TCA.
- The 91 Express Lanes project was “modeled” with the 241/91 connector in it, and the financing was based on that model.
- RCTC’s financing is in very solid condition and if the 241/91 connector is not built, it will not have an impact on the status of its financing.

Mr. Mortazavi concluded the OCTA PowerPoint presentation as follows:

- Planned Non-Measure Projects;
- Key Connector Considerations; and
- Sequencing and Benefits.

A robust discussion ensued as follows:

- To not overload the 91 GP lanes, the connector would be dynamically priced, and there is no pricing cap.
- TCA is committed to pay the cost of construction and current plans are to finance the cost, however, a final decision has not been made.
- Consideration being discussed for the use of surplus revenues generated by TCA’s toll road system and the 241/91 connector is identifying ways the surplus revenues can be used for the benefit of the region.
- A breakdown of the toll fees for using the OCTA/RCTC 91 Express Lanes, 241/91 connector, and the SR-241 toll road was provided, and it was noted that those fees are in today’s dollars and will escalate over time.
- Suggestion to explore the most cost efficient option, and it is critical to identify who will operate the 241/91 connector and what decisions are made.
- The TCA is open to return to operational discussions with RCTC, OCTA, and Caltrans, and an agreement between the agencies will be needed.



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9. (Continued)

- The TCA believes that the project improves the entire corridor as it increases capacity and reduces travel time. RCTC believes ultimately this is correct, however, sequencing and timing needs to be considered.
- Concerns that drivers who do not want to pay dynamic pricing tolls will saturate the GP lanes.
- Construction fatigue for residents near the project area, and Caltrans is trying to bundle projects into single construction periods.
- OCTA and RCTC feel the project will provide a benefit on the WB direction; however, the EB direction is a serious concern as there is not adequate downstream capacity and the bottleneck is moving from one place to another.
- Evaluating a proper demand model that assumes changes in travel distribution would be beneficial for OCTA and RCTC.
- The underline growth between 2018 – 2025 is rooted in a travel demand model and with the Build model, a higher demand is seen. The simulation model did not change the time of day profile.
- Caltrans perspective is that the 241/91 connector provides a benefit to the SR-91 corridor, and sequencing needs to be discussed.
- Caltrans D-12 expressed concerns on the project sequencing listed on Slide 8 of the OCTA PowerPoint and asked if modeling or sensitivity testing had been done.
- Three of the four projects shown on Slide 8 of the PowerPoint are almost shovel-ready and have been in development in concert with Caltrans.
- The 241/91 connector is revenue positive for the RCTC system; however, the corridor needs to operate cohesively and in a way that benefits everyone who uses it.
- Suggestion to look at data and see how other connectors, such as the Interstate 5 connector between San Juan Capistrano and San Clemente, have played out for comparison purposes.
- Respective staff should work together on an orchestrated sequencing and bring the item back for discussion after the environmental clearance is achieved and any legal challenges have been resolved.

Darrell E. Johnson, Chief Executive Officer, OCTA, and Anne Mayer, Executive Officer, RCTC, provided closing remarks and the next steps as follows:

- OCTA and RCTC are trying to ensure that the entire network works.
- Expressed acknowledgment to the TCA for their hard work and for answering the numerous questions asked by the Committee.



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9. (Continued)

- OCTA and RCTC feel a sense of urgency on the Infrastructure for Rebuilding America (INFRA) grant application funding to complete the three independent projects shown on Slide 9 of the OCTA PowerPoint.
- Evaluate opportunities to advance other corridor improvements prior to or concurrent with the proposal from TCA.
- OCTA and RCTC want to hold project sequencing discussions with Caltrans and include the sequencing information in the 2019 SR-91 Implementation Plan.
- OCTA and RCTC see adding capacity to the corridor as a benefit overall; however, a thoughtful approach needs to be taken and RCTC's Measure A and OCTA's Measure M2 should be considered.
- The three projects that RCTC is seeking partial federal funding for are very important to the SR-91 corridor and need to move forward.
- Staff will continue to have conversations about the sequencing and the concept of operations.

Following the discussion, no action was taken on this item.

10. Grant Funding Pursuit

Anne Mayer, Executive Director, RCTC, provided opening remarks and introduced Jillian Guizado, Legislative Affairs Manager, RCTC, who provided a PowerPoint presentation on this item as follows:

- INFRA 2019;
- I-15/SR-91 Express Lanes Connector;
- SR-71/SR-91 Interchange Project;
- SR-91 Corridor Operations Project; and
- Partners.

A lengthy discussion ensued regarding:

- Impacts on the 91 Express Lanes WB on the Orange County side.
- The SR-91 Corridor Operations Project (Operations Project) will help move traffic through Green River into Orange County and feed into the SR-241 south.
- The Green River area has a lot of congestion from merging and diverging traffic, and the Operations Project will help smooth operations on the SR-91 overall.
- Research does not show the majority of traffic will go on to the SR-241 versus continue WB on the SR-91, however, it will be a significant number of vehicles.



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10. (Continued)

- The 91 Express Lanes and GP lanes benefit from the Operations Project; however, the majority of Green River traffic do not use the SR-241 connector.
- The Operations Project eliminates the lane drop prior to the SR-241, allowing more distance to merge onto the SR-91, and overall provides a benefit to the WB SR-91 corridor.
- The three projects are components originally in the 91 Express Lanes Project and had to be deferred because of the recession.
- The WB additional lane in Orange County is included within the Measure M2 Program.
- Construction for the Operations Project is expected to start in summer 2020.
- There is no direct connector between the SR-241 and the SR-71.
- The interchange project is for a direct flyover between the SR-91 and SR-71.

Following the discussion, no action was taken on this item.

11. General Manager's Report – Orange County Transportation Authority

Ken Phipps, Deputy Chief Executive Director, OCTA, reported on the following:

- OCTA and RCTC contract with Cofiroute USA, to provide operating services for the 91 Express Lanes on behalf of OCTA and RCTC. The agreement expires in June of 2021, and staff from both agencies have been working on a scope of work for a request for proposals (RFP).

The RFP will be released in April and the evaluation committee will make a recommendation to the OCTA and RCTC Board of Directors in October 2019. This will allow ample time to implement a new back-office system and to migrate the data.

- Item 6 on today's agenda includes monthly reports through the end of December. From the end of December through mid-February, the performance on the road has been very good, traffic volumes increased by 5.5 percent, and toll revenues increased 5.2 percent as compared to last year.



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12. Toll Program Director's Report – Riverside County Transportation Commission

Michael Blomquist, Toll Program Director, RCTC, reported on the following:

- RCTC's early February trips and traffic was a 5.4 percent increase over this time last year. That corresponds to a 23 percent increase in revenue over that same time period.
- The Riverside Transit Agency (RTA) operates an express bus on the 91 Express Lanes and uses both the Riverside County and Orange County segments. RTA started this bus service in January 2018 with 385 boardings a day and completed the year with 625 boardings a day, making it a 62 percent increase in boardings.
- The relocation of the Customer Service Center (CSC) in the City of Corona has been several years in the making. The work is now almost complete and next weekend, the relocation from the existing CSC to the new CSC in the City of Corona will take place, with the center opening for business Monday, March 11th.
- There will be a sequence of customer notifications related to the CSC move, website and phone systems will both note the new CSC address, e-mail blasts will be sent before, on, and after the opening day, there will be signage to direct customers to the new site, as well as postings on the old building with maps and directions to the new location.

13. Committee Members' Reports

There were no Committee Members reports.

14. Closed Session

There were no Closed Session items scheduled.



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15. Adjournment

The meeting adjourned at 11:03 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Friday, May 31, 2019**, at the:

City of Corona - City Hall
400 South Vicentia Avenue
Council Chambers - First Floor
Corona, California

ATTEST

Laurena Weinert
OCTA Clerk of the Board

Tim Shaw
Committee Chairman