



Request for Information RFI# K001578

Exploring Innovative Uses for Existing Toll Plazas to Benefit Local Communities

**Foothill/Eastern Transportation Corridor Agency
and San Joaquin Hills Transportation Corridor Agency**

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1.0 Purpose

The Foothill/Eastern and San Joaquin Hills Transportation Corridor Agencies (TCA) are soliciting ideas via this Request for Information (RFI) regarding the potential reuse of its existing toll plaza areas to the benefit of the transportation system and the communities TCA serves. These assets present opportunities to enhance infrastructure that align with TCA's mobility goals and support of future technologies. TCA has a long history of innovation, including development of the Fastrak® technology and early implementation of All Electronic Tolling (AET). This RFI is part of TCA's commitment to promote enhanced mobility and bring added value to Orange County residents and road users by exploring opportunities to innovate through beneficial reuse of the toll plaza areas.

TCA is committed to encourage and help facilitate the development of innovative uses of the toll plaza areas. This RFI is an inquiry only, intended to assist TCA on an administrative level, and is an informal method for determining the next steps for TCA and to consider the potential to commit additional time and resources in exploring innovative ideas at some future date. Submissions will be reviewed and summarized for consideration by the staff and TCA Boards of Directors. TCA may choose to initiate direct coordination with a Respondent pursuant to a submission; however, there is no commitment to enter into a contract or agreement as a result of the RFI process.

Submission of responses is not a prerequisite for participating in a future procurement. However, recognizing that a Respondent may be uniquely qualified to further advance their proposed concept, if TCA determines that a concept warrants further consideration, TCA will coordinate with the Respondent regarding next steps. Should TCA receive multiple submissions that are deemed to warrant further consideration, TCA may choose to coordinate directly with more than one Respondent, and each concept would be considered independently in terms of discussions and identification of next steps.

Background

As part of TCA's stewardship with surrounding communities, TCA is interested in soliciting innovative concepts to fund and implement solutions to reuse its existing toll plaza facilities along State Routes (SR) 73, 133, 241 and 261. Within the 420 lane miles of toll roads TCA operates in Orange County, there are 10 locations with mainline toll plazas as noted in the table below.

Route	Name	Truck Lane Within Toll Plaza/Booth Area?	Comments
SR 241	Windy Ridge Northbound	Yes (one lane high speed traffic through former toll plaza)	This location will be rebuilt as part of the 241/91 Express Connector Project and is not available for reuse concepts.
SR 241	Windy Ridge Southbound	Yes (one lane high speed traffic through former toll plaza)	
SR 241	Tomato Springs Northbound	No (no truck lane, the plaza is closed to traffic)	Currently used occasionally by Irvine Police Department for motorcycle training.
SR 241	Tomato Springs Southbound	No (no truck lane, the plaza is closed to traffic)	Southbound toll plaza buildings are occupied by TransCore, TCA's toll systems provider. Any reuse concept at this location must consider measures to relocate or collocate as needed to accommodate continued service by TCA's toll systems provider.
SR 133	Orange Grove Northbound	No (no truck lane, the plaza is closed to traffic)	
SR 133	Orange Grove Southbound	No (no truck lane, the plaza is closed to traffic)	
SR 261	Portola Springs Northbound	Yes (one lane high speed traffic through former toll plaza)	
SR 261	Portola Springs Southbound	Yes (one lane high speed traffic through former toll plaza)	
SR 73	Catalina View Northbound	Yes (one lane high speed traffic through former toll plaza)	
SR 73	Catalina View Southbound	Yes (one lane high speed traffic through former toll plaza)	

Six of the 10 plazas have a high-speed truck bypass lane through the former toll booth areas, and four of the plazas are fully closed to traffic. TCA currently coordinates the use of the toll plazas at its Tomato Springs North Toll Plaza on some dates for motorcycle training by the Irvine Police Department. That training program would not preclude consideration of this site for other future reuse purposes. Other current uses of the toll plazas include tours of the facilities with TCA staff and the public, toll operations staffing in the adjacent buildings and storage for toll equipment.

Respondents are encouraged to develop and submit innovative ideas and concepts for potential reuse, with full awareness of the existing constraints noted herein. Constraints may include, but are not limited to, the need to maintain ongoing toll collection activities, and the need for the California Department of Transportation (Caltrans) to safely operate and maintain the adjacent traffic lanes.

It is the intent of TCA in partnership with Caltrans, to review potential reuse concepts and opportunities for any or all of the ten toll plaza locations.

TCA and Caltrans will serve as partners to help facilitate development and reuse opportunities, and any entity or organization that may be selected through a future solicitation for reuse of the toll plazas would provide full funding as needed to implement the reuse.

Other limitations and constraints include:

1. The State of California owns the right of way for The Toll Roads and as such, they will review and approve any future concepts that would make use of portions of the inactive toll plaza areas.
2. TCA operates toll collection facilities on the SR 241, 261, 133 and 73 highways. Any proposed reuse of toll plaza areas must allow for maintenance and access to the existing toll gantries on the mainline plaza, as well as access to the toll plaza buildings and parking lot areas.
3. TCA operates 10 mainline toll plazas. At six of the 10 plazas, there is high-speed traffic using the toll plaza as an extension of the truck climbing lane. At four locations, Tomato Springs South and Tomato Springs North, Orange Grove North and Orange Grove South, the toll plaza lanes are fully closed and there is no live traffic in the closed toll booth areas and related approach roadways.
4. TCA maintains roadway lighting at the plazas in part to discourage vandalism. While some modifications to remove lighting and reuse of the plazas are worth consideration, lighting and security of the plazas should also be considered.
5. Toll collection booths are no longer utilized as part of toll operations. Respondents are encouraged to include in their submissions reuse, removal, or disposal of the collection booths, while maintaining continued operation of the truck by-pass lane through the toll plaza.
6. While not required, to the extent practical, concepts should address whether they could be implemented as pilot programs with potentially a 1–2-year pilot phase. In the case of a pilot program, TCA and Caltrans would evaluate the program before considering a long-term implementation. It is understood that some concepts involving significant investment may not be conducive to a pilot program approach and those concepts would not be precluded from consideration.

2.0 Instructions

Respondents should provide the following details about their organization/company/agency and experience, including:

1. Organization/company/agency name, address, phone numbers, and email address;
2. Organization/company/agency structure, including number of employees, locations, and key personnel for this concept;
3. Organization/company/agency expertise and services; and
4. Organization/company/agency experience implementing this concept, including up to three case studies from similar projects, the value generated from these projects, and contact information for a reference.

Respondents should also provide the following details about each of their proposed concepts:

1. The value of the concept and how it will benefit the community and align with the TCA's vision to promote enhanced mobility, safety and environmental quality as essential components of Orange County's vibrant economy and quality of life that benefits all residents and road users;
2. A description of the concept, including any software, hardware, equipment, subscriptions, utilities, and other infrastructure or resources required;
3. Which toll plaza(s) will best serve this concept; and
4. Identify potential source of funding.

This is not an Invitation to Bid, but a request for company information to substantiate Respondent's ability to provide services.

Questions about this RFI must be submitted in writing no later than 3:00 p.m. Pacific Time on Monday, May 19, 2025. Questions must be submitted using TCA's webpage submittal function which can be found at TheTollRoads.com/TollPlazaRFI. Responses will be provided by TCA via email sent from TollPlazaRFI@thetollroads.com. At its sole discretion, TCA may (or may not) respond to questions received after the above-stated due date and time.

3.0 Conditions for the Submission of Information

- A. **Delivery Requirements.** Responses to this RFI should be delivered in electronic format using TCA's webpage submittal function. Responses are due no later than 3:00 p.m. Pacific Time on Friday, May 23, 2025. Submittals shall be uploaded to the following link: TheTollRoads.com/TollPlazaRFI.
- B. **TCA Property.** At TCA's sole election, all materials submitted in response to or in connection with this RFI shall become the property of TCA and will not be returned to the submitting parties.
- C. **Requests for Clarification.** TCA reserves the right, at its sole option, to contact a Respondent to seek clarification regarding information contained in its response but shall have no obligation to do so. The decision to contact and request clarification from a Respondent rests solely with TCA. In submitting its

response, a Respondent should not assume that it will be provided an opportunity to subsequently clarify or otherwise discuss any feature thereof with TCA.

- D. **Confidentiality.** Respondents are advised that TCA intends to hold responses confidential to the extent permitted by applicable law, including the California Public Records Act (California Government Code §§ 7920 et seq.) and any other laws, regulations and case decisions applicable to the disclosure of materials and information submitted under this RFI (collectively, the “Public Records Laws”). However, Respondents are advised that TCA may summarize responses, including any ideas provided in the responses, for discussions with Caltrans and TCA’s Boards of Directors. In no event shall TCA be liable to a Respondent or any other party for the disclosure of any materials or information submitted in response to this RFI, including materials marked “CONFIDENTIAL” as described below, whether the disclosure is deemed required by Public Records Laws or by an order of court or occurs through inadvertence, mistake or negligence.

The Public Records Laws may exempt certain portions of the responses, such as certain trade secrets and commercial and financial information, from public disclosure and permit confidential treatment by TCA. If a Respondent believes that specific portions of its response are exempt from disclosure under the Public Records Act, the Respondent shall specifically and conspicuously designate that material and information in writing and by placing “CONFIDENTIAL” in the header or footer of each such page affected and include in its response a concise written explanation as to why the information is exempt from disclosure. No oral designations of any kind will be accepted. Blanket written designations that do not identify the specific materials and information are not acceptable and may be cause for TCA to treat the entire response as public information.

TCA will not advise a Respondent or other party as to the nature or content of documents entitled to protection from disclosure under the Public Records Laws, as to the interpretation of such laws, or as to the definition of trade secret or other proprietary information.

In the event of any litigation or other proceeding concerning the disclosure or withholding of a Respondent’s materials or information or portion thereof submitted to TCA, the Respondent shall be responsible for prosecuting or defending such action at its sole expense and risk, and shall defend and indemnify TCA in connection with such action.

- E. **Anticipated Use of Responses.** Upon receipt of responses, TCA intends to review them and consider the alternatives proposed for use of the toll plazas. The next steps taken will be determined by TCA in its sole discretion, and could involve, but are not limited to, implementation through a future procurement, implementation through a contract negotiated with the Respondent that submitted the concept, or additional requests for information.
- F. **No Liability.** TCA shall not be liable for any costs incurred by any Respondent in the preparation, submission, presentation, or revision of its information and response, or in any other aspect of the Respondent’s submission activity. All such costs shall be the responsibility of the Respondent.

In addition, no Respondent or any other person or entity shall have any rights against TCA arising from the contents of this RFI, the receipt of information, or the incorporation in or rejection of information contained in any response or in any other document. TCA makes no representations, warranties or guarantees that information provided by TCA in connection with this RFI is accurate, complete, or timely. The furnishing of such information by TCA shall not create or be deemed to create any obligation or liability upon it for any reason whatsoever; and each Respondent, by submitting information, expressly agrees that it has not relied upon the foregoing information, and that it shall not hold TCA liable or responsible therefore in any manner whatsoever.

No TCA officer, agent or employee may be charged personally with any liability by a Respondent or another or held liable to a Respondent or another under any term or provision of this RFI or any statements made herein or because of the submission or attempted submission of information or other response hereto or otherwise.