AGENDA DESCRIPTIONS

In compliance with the Americans with Disabilities Act, if you require special accommodation for this meeting, you should notify the Clerk of the Board 24 hours prior to the meeting at (949) 754-3402 or by email to clerkoftheboard@thetollroads.com.

The agenda descriptions are intended to give notice to members of the public of a general summary of items of business to be transacted or discussed. The listed action represents staff’s recommendation. The Committee may take any action that it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

The agenda for this meeting is posted at the TCA office and also on the Website at www.thetollroads.com Materials distributed to the majority of the members of the TCA Board of Directors or Committee in connection with any matter subject for consideration at this meeting in open session are available for public inspection at the www.thetollroads.com.

Members of the public may visit https://thetollroads.com/about/meetings-agendas to view live broadcasts of Committee Meetings and may send comments for upcoming meetings by emailing publiccomments@thetollroads.com. Comments submitted no later than one hour before the start of Committee Meetings will be read at the meeting. All comments submitted will be a part of the public record and distributed to the Committee Members for their consideration. Please include the name of the Committee (Joint Environmental Committee, Joint Toll Operations Committee, Etc.), the meeting date and the agenda item your comment relates to.

I. CALL TO ORDER

II. PUBLIC COMMENTS

At this time, comments submitted by email will be read to the Joint Toll Operations Committee regarding any items within the subject matter jurisdiction of the Joint Toll Operations Committee, but no action may be taken on off-agenda items unless authorized by law. Comments shall be limited to three (3) minutes (approximately 500 words) per person and twenty (20) minutes for all comments unless the Chair, subject to the approval of the Committee, sets different time limits.
III. COMMITTEE BUSINESS (Items A – C)

A. Contract Allocation Adjustment
   (Rick Carrier, Director Technical Systems)

   Staff will present the Committee with a request to allocate the costs for the toll system
   maintenance contract with TransCore to each Agency as determined during the annual
   budget process.

   Recommendation:

   Authorize the Chief Executive Officer (CEO) to allocate the costs for Contract K000749 to
   each Agency as determined annually based on reasonable assumptions and methodology.

B. Oso Parkway and Irvine Ranch Ramps – Contract Amendment
   (Rick Carrier, Director of Technical Systems)

   Staff will present the Committee with a request to amend the TransCore contract to authorize
   installation of axle-counting technology in the Oso Parkway on and off-ramps to ensure equity
   among toll road users entering or exiting State Route 241 at this location in vehicles with
   more than two axles.

   Recommendation:

   Authorize the CEO to execute Amendment No. 13 to Contract No, K000749 with TransCore
   LP for a not to exceed amount of $231,200 for installation of axle-counting technology in the
   Oso Parkway on and off-ramp toll points.

C. Toll Enforcement – California Highway Patrol
   (Osman Aziz, Program Manager of Toll Operations)

   Staff is seeking Committee approval to present the toll enforcement patrol services contract
   extension for consideration by The Boards of Directors for approval at April 9, 2020 meeting.

   Recommendation:

   Authorize the CEO to execute amendment to exercise the one-year extension option with
   CHP (Contract K000030 and K00053) for a not to exceed amount of $352,005 for toll
   enforcement patrol services.
IV. **ADJOURNMENT**

The next regular meeting of the Joint Toll Operations Committee is currently scheduled for May 20, 2020 12:00 p.m., at www.thetollroads.com.

To assist you in your compliance with CA Government Code 84308 relating to receipt of contributions, please be advised that at this meeting, staff will be reviewing and/or discussing the following contractors/consultants:

Item A – TransCore LP

Item B – TransCore LP
CONTRACT AGENCY ALLOCATION ADJUSTMENT

RECOMMENDATION

San Joaquin Hills Transportation Corridor Agency Recommendation:
Authorize the Chief Executive Officer (CEO) to allocate $16,347,000 in remaining funds for the TransCore roadway system operations and maintenance Contract, (No. K000749) to each Agency as determined annually based on reasonable assumptions and methodology.

Foothill/Eastern Transportation Corridor Agency Recommendation:
Authorize the Chief Executive Officer (CEO) to allocate $16,347,000 in remaining funds for the TransCore roadway system operations and maintenance contract, (No. K000749) to each Agency as determined annually based on reasonable assumptions and methodology.

SUMMARY

The Boards of Directors original authorization for the TransCore contract utilized an outdated Agency cost allocation. This “fixed” allocation is no longer consistent with the Agencies' budgeting practices and creates an imbalance between incurred expenses and the authorized amounts remaining for the remainder of the contract term. This action would restate the remaining contract authorization and adopt current practices for allocating the cost of the services between the agencies.

BUDGET

Funding for the contract is included in the Fiscal Year 2020 budget. Funding for the costs in future years will be included in the proposed budget for that year.

BACKGROUND

Contract K000749 with TransCore LP for roadside toll collection system installation and maintenance was approved by both Boards of Directors on April 11, 2013 and will expire in 2025. The authorized contract amount allocated between the agencies was 70% Foothill/Eastern and 30% San Joaquin Hills based on the number of toll points on the 73, 133, 241 and 261 Toll Roads. The Agency allocations were revised in subsequent years as part of the annual budget process to reflect the ratio of tolling equipment and cost of work on specific roads as more appropriate allocations of costs. It was anticipated that the revised allocations would require an adjustment to the contract authorizations without any increase in the total contract value.
DISCUSSION

The imbalance between the authorized contract amount assigned to each Agency and the allocation of costs has diminished the authorized contract amount remaining for San Joaquin Hills and inflated the authorized amount remaining for Foothill/Eastern. The Boards’ reauthorization of the remaining/unspent contract value to reflect current practices for cost allocations, as adopted with the Boards’ budget each year, will support the corresponding assignment of costs for the remainder of the TransCore contract term without increasing the total contract value.

CONCLUSION

The cost allocations between Agencies for roadside system maintenance requires adjustment to align contract authorization with the approved budgets and expected expenditures. Staff recommends that the Foothill/Eastern and San Joaquin Hills Transportation Corridor Agencies each authorize the CEO to allocate the costs to each Agency as determined annually during the budget process based on reasonable assumptions and methodology.

Report Written By: Rick Carrier, Director of Technical Systems

REVIEWED BY:

______________________________
Samuel Johnson, Chief Toll Operations Officer
(949) 754-3480

APPROVED BY:

______________________________
Michael A. Kraman, Chief Executive Officer
OSO PARKWAY AND IRVINE RANCH RAMPS – CONTRACT AMENDMENT

RECOMMENDATION

Foothill/Eastern Transportation Corridor Agency Recommendations:

1. Authorize the CEO to execute Amendment No. 13 to Contract No. K000749 with TransCore LP for a not-to-exceed amount of $220,200 for installation of axle-counting technology at the Oso Parkway on- and off-ramp toll points, the Irvine Blvd West northbound on-ramp toll point and the Portola Parkway West southbound on-ramp toll point.

2. Authorize the CEO to execute amendments within five percent ($11,000) of the authorized expenditure without further Board action.

SUMMARY

Modifications to the existing tolling equipment at the Oso Parkway and Irvine Ranch ramp locations are needed to ensure consistency throughout the system and with the new Oso Parkway Mainline Toll Point. The modifications would incorporate axle-counting technology similar to that being installed in the mainline lanes on State Route (SR) 241 just north of the Oso Parkway Bridge. Installing axle-counting technology in the on and off-ramp toll points adjacent to the mainline toll points will ensure equity among toll road users entering or exiting SR 241 and SR-261 at these locations in vehicles with more than two axles.

BUDGET

Funding for the equipment and implementation services, along with the requested contingency amount is already included in the Fiscal Year 2020 budget.

Foothill/Eastern: $231,200

Contractor: TransCore LP

BACKGROUND

All mainline toll points incorporate axle counting technology to charge the appropriate toll for vehicles with more than two axles. In April of 2017 the F/ETCA Board approved funding to construct the Oso Bridge project which includes extending SR 241 under Oso Parkway to provide access to SR 241 from Los Patrones Parkway. The existing northbound Oso Parkway on-ramp and southbound Oso Parkway off-ramp toll systems do not currently have axle-counting capabilities. A similar situation exists at the Irvine Blvd West northbound on-ramp and the Portola Parkway West southbound on-ramp.
DISCUSSION

The Oso Parkway ramp locations were not originally considered mainline tolling points and therefore did not include axle-counting capabilities. The construction of the Oso Parkway bridge will allow direct access from Los Patrones Parkway and create a new mainline toll point. Consistent with other mainline toll points, the toll system equipment that will be installed at the Oso Bridge Mainline Toll Point includes the capability to count axles in order to apply the correct toll rate. The Irvine Blvd West and Portola Parkway West on-ramps enable traffic to bypass the axle counting technology at the Irvine Ranch Mainline Toll Point. Axle-counting technology is required in these ramps in order to apply consistent rates between the mainline toll point and the adjacent ramp lane toll points in order to avoid unintended traffic diversions from the mainline to the ramps for “price shopping”.

The axle-counting technology consists of two sets of in-ground loops, a loop controller and specialized software to associate the axle counts to the correct vehicle. The equipment and software must be thoroughly tested and integrated into the existing toll system at the ramps. The Agencies’ toll system contractor, TransCore, will provide the project management, engineering and design services, labor and hardware to complete the work and ensure performance of the system meets contractual requirements.

Staff negotiated the cost of the contract amendment with TransCore and determined that the negotiated price is fair and reasonable based on the price of the mainline axle-counting system implementation. The Oso Parkway ramp work will be coordinated with the Oso Bridge Mainline Tolling Point construction in order to apply consistent rates when the mainline tolling point is opened to traffic.

CONCLUSION

Installation of axle-counting technology at the Oso Parkway and Irvine Ranch ramp toll locations will avoid diversions from the mainline to the ramps and ensure equity among toll road users entering or exiting SR 241 and entering SR 261 at these locations. Staff recommends that the Board approve an amendment to the TransCore contract to install axle counting technology in the Oso Parkway, Irvine Blvd West northbound and the Portola Parkway West southbound on-ramps for a not to exceed cost of $231,192.

Report Written By: Rick Carrier, Director of Technical Systems

REVIEWED BY:

Samuel Johnson, Chief Toll Operations Officer
(949) 754-3480

APPROVED BY:

Michael A. Kraman, Chief Executive Officer

Attachment

2020F-016 K000749 A13
2020F-016 K000749 TCA_IVIS_RAMP_LANES_INSTALLATION_(OSO-IRVINE)_ESTIMATE_(RCARRIER)_20200319
Corridor Agencies

PROCUREMENT SUMMARY REPORT

File No.: 2020F-016
Contract No.: K000749
Contract Title: All Electronic Toll Collection and Revenue Management System
Amendment No.: A13

Contractor: TransCore LP (San Diego, CA)
Subcontractor: None

Procurement Process
Type: Negotiated Amendment
Award Criteria: Continuity of Service
Price: Not-to-Exceed $220,192
Contingency: $11,000

NOTES:
This proposed amendment authorizes Contractor to install axle-counting technology at the Oso Parkway on and off-ramp toll points, the Irvine Blvd West northbound on-ramp toll point and the Portola Parkway West southbound on-ramp toll point ensuring equity among toll road users entering or exiting SR 241 and entering SR 261 at these locations in vehicles with more than two axles. Contractor will provide project management, engineering and design services, labor, and hardware to complete the work and ensure performance of the system meets contractual requirements.

Staff negotiated Contractor’s proposal to a fair and reasonable NTE price.

COMPENSATION:

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<th>F/ETCA</th>
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March 19, 2020

Mr. Rick Carrier  
Director, Tolling & Customer Information Services  
Transportation Corridor Agencies  
125 Pacifica, Suite 100  
Irvine, California 92618

Re: Oso Parkway On/Off, Irvine West Blvd On, and Portola Parkway West On Ramp Lanes  
IVIS Installation Work Estimate  
Contract No. K000749

Dear Mr. Carrier:

TransCore presents this cost estimate in response to your email dated Wednesday, March 4, 2020. This cost estimate has been prepared for work that TransCore will perform to install, configure and test the IVIS Automatic Vehicle Classification and Detection (AVDC) equipment in the ramp lanes located at Oso Parkway On, Oso Parkway Off, Irvine West On Lane 1, and Portola Parkway West On Lane 1.

As we understand, the installation of the toll equipment can be performed during the week. As a result, scheduling of work does not require TransCore’s installation team to perform work over the weekends. We anticipate that the schedule will allow our team to thoroughly test the lanes prior to opening to traffic. Below the pricing, we have provided other notes and assumptions related to the cost items.

### IVIS Installation Cost Estimate

<table>
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<tr>
<th>Item</th>
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<th>Unit</th>
<th>Qty</th>
<th>Unit Price</th>
<th>Extended Price</th>
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<td>Installation/Testing Labor Upgrade SAET w/ IVIS (per Ramp Travel Lane)</td>
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<td>E.</td>
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<td></td>
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<td><strong>$220,192.00</strong></td>
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</table>
Pricing Notes

A. This cost item is primarily for administering the purchasing of materials and Prevailing Wage (PW) Certified Payroll Reporting. There are no Project Manager hours charged as it is assumed that our Maintenance Manager and the Field Installation Supervisor will manage the overall effort.

B. This cost item is a one-time cost prior to the first installation, assuming that TransCore is required to produce a typical set of drawings similar to the AET project. This pricing item is for preparing the design package that would include the enclosure drawing, equipment layout, electrical block diagram, conduit layout, and wiring diagram.

C. This cost item is for traffic control. Lane closures of the single ramp lanes will be required resulting in detours. Two (2) lane closures are estimated for each single lane ramp. Work in dual lane ramps will be conducted one lane at a time leaving one lane open for traffic. Therefore, traffic control is not required for dual lane ramps.

D. This cost item includes:
   a. Electrician/Technician labor for installing the equipment using Prevailing Wage (PW) rates. Pricing anticipates that installation work will be scheduled during daytime hours and weekend or nightshift work is not required.
   b. Test labor for Installation & Commissioning Testing. No test drivers or rental vehicles have been included, but there are some minimal ODCs for mileage and per Diem for one tester.
   c. New loops will be installed in the lanes and subcontractor costs for pavement cutting is included.
   d. Ground Penetrating Radar (GPR) to survey the lanes to verify whether IVIS can be installed without interference from underground objects, i.e. metal rebar, etc.

E. All new Infinity IVIS hardware and equipment will be purchased. Tax is included at 7.75%.

F. This cost item includes the cost for Performance & Payment Bonds.

Assumptions

1) General
   a. TransCore assumes that a mutually agreed upon payment milestone schedule will be developed that allows for the invoicing of work as and when work is completed.

2) Installation
   a. Ground Penetrating Radar (GPR) will be used to survey the lanes to ensure there are no objects that can cause interference with the operation of the IVIS equipment. If the survey reveals there is the potential for interference, TransCore will consult TCA. The costs for remedying potential interference are not included in this estimate and considered out of scope for this project.

3) Testing
   a. Onsite Installation and Commissioning Test (ICT) at the ramp will be conducted after the site is fully checked out by installation manager/team.
   b. General testing will include hands on performance testing to pre-approved test plans from the original AET installation (in lab and in the field). In addition, test team will report any defects or failures and perform re-test as needed.
c. Test team will verify all data and alarms/message and are accounted for in the TMC and DB. Test team will report any defects.

d. Test team will provide TCA with copies of ICT reports and post to the Project site on SharePoint.

We appreciate the opportunity to provide you with this cost estimate. If you have any concerns or questions regarding this cost estimate, please contact me by phone at (858) 437-3873 or email.

Sincerely,
TRANSOCORE

[Signature]
Christopher E. Hall
Vice President
TOLL ENFORCEMENT SERVICES - CALIFORNIA HIGHWAY PATROL (CHP)

RECOMMENDATION

San Joaquin Hills Transportation Corridor Agency Recommendation:
1. Authorize the Chief Executive Officer (CEO) to execute amendments to CHP Contract K000053 for Toll Enforcement Patrol Services extending the term for one year through June 30, 2021 with a not-to-exceed amount of $54,405.

2. Authorize the CEO to execute additional changes in an amount not to exceed 10 percent ($5,441) of the above authorization.

Foothill/Eastern Transportation Corridor Agency Recommendation:
1. Authorize the CEO to execute amendments to CHP Contract K000030 for Toll Enforcement Patrol Services extending the term for one year through June 30, 2021 with a not-to-exceed amount of $297,600.

2. Authorize the CEO to execute additional changes in an amount not to exceed 10 percent ($29,760) of the above authorization.

SUMMARY

The Agencies’ toll enforcement systems use license plate images to process transactions when a transponder is invalid or not detected in a vehicle. When a license plate is not properly mounted to a vehicle, the Agencies’ system cannot process the transaction, resulting in lost revenue. Visual enforcement is necessary to manually cite violators, minimize these occurrences and prevent abuse. The recommended action authorizes an extension with the California Highway Patrol (CHP) for toll enforcement Patrol Services. While the State’s recent introduction of temporary license plates allows the vast majority of violations to be processed through the Agencies’ automated systems, violations and lost revenue from vehicles without plates or with obstructed plates continue to occur – demonstrating the need for continued contracted CHP services. Therefore, staff recommends the Boards authorize an extension with CHP.

BUDGET

Staff funding for the contracts is included in the proposed budget for Fiscal Year 2021 (FY21).

San Joaquin Hills: $54,405

Foothill/Eastern: $297,600

Contractor/Consultant: California Highway Patrol (CHP)
BACKGROUND

In accordance with the California Vehicle Code, the CHP has full responsibility and primary jurisdiction for the enforcement of laws on The Toll Roads and exclusive authority to police them. Since May 2000, the Agencies have contracted with the CHP for toll violation enforcement services. The primary intent of these services is to act as a violation deterrent and to enforce toll payment for vehicles using the Toll Roads without license plates. CHP issues roughly 4,000 citations and warnings annually for all toll enforcement activity under these contracts.

The geographical areas of responsibility for both the 73, 133, 241 and 261 Toll Roads are divided between the Santa Ana and San Juan Capistrano CHP offices. Each Agency has its own contract with the CHP office that patrols the road(s) it is responsible for. The current contracts were authorized by the Boards in early 2019 and will expire on June 30, 2020.

DISCUSSION

On January 1, 2019, a new bill (AB 516) went into effect requiring licensed California dealers of new and used vehicles to attach temporary license plates on a vehicle at the point of sale if that vehicle does not display license plates previously issued by the DMV. The new requirement for temporary plates increases the Agencies’ ability to utilize its automated systems for violation enforcement by reducing the quantity of “no-plate” transaction and the associated revenue loss. Since this law went into effect, there has been a consistent trend of decline statewide but TCA and other California toll agencies continue to see unenforceable violations from non-complaint vehicles.

Prior to the requirement for temporary plates, TCA incurred approximately XXXXX monthly unenforceable transactions, resulting in $X.X million in lost revenue. TCA is currently experiencing approximately 30,000 unenforceable transactions per month which equates to about $1.5 million in annual revenue loss. This positive impact provides the Agencies have the option of reducing CHP services and increasing reliance on the automated enforcement system.

The presence of CHP continues to serve as a deterrent to toll violators who fail to comply with the temporary plate law or intentionally obstruct their license plate to avoid toll payment. Staff also utilizes CHP to provide additional enforcement and promote proper driver behavior when queuing occurs on the northbound 241 Toll Road due to congestion on the eastbound State Route 91 near the county line. In discussing this aspect of the service with CHP officers, they cited the significant challenges created by improper lane changes, which are often blatant. The increased presence and enforcement of this segment was recommended as a means to further promote good driver behavior and the safety of customers.

Based on 1) the benefits achieved from the introduction of temporary license plates and capabilities of the Agencies’ automated systems; 2) the continued observation of unenforceable no-plate and obscured plate transactions; and 3) the need/benefit of increased service on the northbound SR-241 approaching SR-91, staff is proposing to pilot the following adjustments in service for fiscal year (FY) 2021:

- Discontinue services for the southern section of SR-241 and SR-73 toll roads, based on the decrease in no-plate transactions.
- Reduce services on the northern segment of SR-73 based on the continued observation of unenforceable transactions.
Increase services on the northbound segment of SR-241 based on the continued observation of unenforceable transactions and the benefits of additional enforcement of improper lane changes during peak periods of congestion.

The resulting contract values are based on these recommendations and the anticipated coverage needed for each Agency using the expected hours of work by each officer level and the associated billable rate to TCA. All contracts for toll violation enforcement throughout the State of California stipulate that any supplemental CHP toll enforcement activity is provided in an overtime environment. As such, the contract reflects overtime rates of pay.

Staff would continue monitoring the program to assess the results of the recommended changes and make adjustments throughout the fiscal year as needed. Any changes will be shared with the Joint Toll Operations Committee and will be reflected in any recommendations for continued service in FY2022.

Conclusion:

The CHP serves as an effective enforcement and violation deterrent service for The Toll Roads. While the State’s law requiring temporary license plates and the Agencies’ automated enforcement systems will ensure toll compliance is equally enforced for the majority of customers, the likelihood of evasion is still common. Additional monitoring is necessary to assess the effectiveness of minimizing revenue loss. Staff recommends continuing to contract with the CHP for toll violation enforcement services through June 30, 2021.

Report Written By: Osman Aziz, Program Manager Violation and Toll Compliance

REVIEWED BY:

Samuel Johnson, Chief Operations Officer  
(949) 754-3480

APPROVED BY:

Michael A. Kraman, Chief Executive Officer

Attachments(s)

2020J-024 K000053 & K000030 CHP FY21 - PSR
PROCUREMENT SUMMARY REPORT

File No.: 2020J-024
Contract Nos.: K000053, K000030
Contract Title: CHP Toll Enforcement Agreement
Amendment Nos.: A20, A19 respectively

Contractor: California Highway Patrol
(Santa Ana, CA)
Subcontractor: None

Procurement Process
Type: Negotiated Amendment
Award Criteria: Continuity of Service
Price: Not-to-Exceed $352,005
Contingency: $35,201

NOTES:
This proposed amendment authorizes contractor to provide continued toll violation enforcement services.

In accordance with the California Vehicle Code, the CHP has full responsibility and primary jurisdiction for enforcement of laws on The Toll Roads, and exclusive authority to police them. The primary intent of these services is to act as a violation deterrent; to enforce toll payment for vehicles using The Toll Roads without license plates; and citing vehicles with obscured or covered license plates. Staff also utilizes CHP to provide additional enforcement and promote proper driver behavior when queuing occurs on the 241 northbound due to the congestion on SR 91 eastbound near the county line.

The contract values are based on the anticipated coverage needed from each office for each agency. The proposed contract values are estimated based on the anticipated actual hours worked by each officer and by the individual officer’s rate of pay. All contracts for toll violation enforcement throughout the State of California stipulate that any supplemental CHP toll enforcement activity is provided in an overtime environment. As such, the contract reflects overtime rates of pay.

COMPENSATION:

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<th>CONTRACT</th>
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<td>K000030 A19</td>
<td>F/ETCA</td>
<td>Santa Ana</td>
<td>$ 297,600</td>
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Joint Toll Operations Committee Meeting

March 25, 2020
Contract Agency Allocation Adjustment
Background

- Boards approved a 10-year contract with TransCore LP for roadway systems operation and maintenance for a not-to-exceed amount of $28,203,745
- Agency cost allocation was 70% F/ETCA and 30% SJHTCA
- Contract payment splits revised in subsequent years as part of annual budget process
- Imbalance between authorized contract amount split and payment split accelerated reduction of contract authorized amount for SJHTCA and delayed reduction of contract authorized amount for F/ETCA
San Joaquin Hills Recommendation
- Authorize CEO to allocate $16,347,000 in remaining funds for the TransCore roadway system operations and maintenance contract (No. K000749) to each Agency as determined annually based on reasonable assumptions and methodology.

Foothill/Eastern Recommendation
- Authorize CEO to allocate $16,347,000 in remaining funds for the TransCore roadway system operations and maintenance contract (No. K000749) to each Agency as determined annually based on reasonable assumptions and methodology.
Oso Parkway and Irvine Ranch Ramps Contract Amendment
Foothill/Eastern Lane Configuration

- 28 ramp lanes with flat rate tolls
- 22 mainline lanes with axle-based tolls
- Four locations where vehicles with 2+ axles can avoid higher tolls by using adjacent ramps
Current Configuration

- Oso Bridge Mainline Toll Point will have axle-based toll rates
- Toll rates at Oso Parkway on- and off-ramps will be the same for all vehicles
- Avoid traffic diversions for “price shopping”
Loop Installation
Recommendation

- Authorize CEO to execute Amendment No. 13 to Contract No. K000749 with TransCore for a not-to-exceed amount of $220,200 for installation of axle-counting technology at the Oso Parkway on- and off-ramp toll points, the Irvine Blvd West northbound on-ramp toll point and the Portola Parkway West southbound on-ramp toll point.

- Authorize CEO to execute amendments within five percent ($11,000) of the authorized expenditure without further Board action.
Toll Enforcement Patrol Services
Contract Extension
Toll Enforcement Patrol Services - Overview

- CHP services performed by voluntary overtime staffing
- Contract expires June 30, 2020
- Services performed since May 2000
- Purpose
  - Deterrent
  - Non-plated vehicles
  - Unsafe lane changes on the 241/91 transition
- Geographic responsibilities
  - Santa Ana and San Juan Capistrano offices
- Citations/Warnings = 4,000 in 2019
  - Toll related – 58%
  - Unsafe lane change – 6%
  - Safety – 36%
Temporary Plate Outcomes

- Took effect January 2019

- In 2018, three million no-plate and obstructed transactions were processed totaling $12.5 million in lost revenue

- In 2019, 1.1 million no-plate and obstructed plate transactions were processed totaling $4.1 million in lost revenue
No License Plates Transactions

Monthly Non/Obstructed Plates

Percentage Non/Obstructed Plates for IBT
Peer Observation

**BATA**
- Average toll = $6.12
- Avg monthly transactions = 55K
- Projected annual loss $4 million

**TCA**
- Average toll = $4.22
- Avg monthly transactions = 30K
- Projected annual loss $1.5 million
Discussion Point

- Deterrent
- 30,000 monthly no plate transactions
- SR 241/SR 91 queue jumping
San Joaquin Hills Patrol Area

- Discontinue services for San Juan Capistrano Office
  - Fewer no-plates
  - ROI
- Service reduction for Santa Ana Office
  - No-plates/Deterrent
**Foothill/Eastern Patrol Area**

- **Discontinue services for San Juan Capistrano Office**
  - Fewer no-plates
  - ROI

- **Service increase for Santa Ana Office**
  - No Plates/Deterrent
  - SR 241/SR 91 queue jumping
    - CHP feedback
## Proposed Contract Value

### San Joaquin Hills Corridor

<table>
<thead>
<tr>
<th>Offices</th>
<th>Contracts</th>
<th>Current Value</th>
<th>New Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Juan Capistrano</td>
<td>K000052</td>
<td>$58,590</td>
<td>$0</td>
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<tr>
<td>Santa Ana</td>
<td>K000053</td>
<td>$108,810</td>
<td>$54,405</td>
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<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td><strong>$167,400</strong></td>
<td><strong>$54,405</strong></td>
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</table>

### Foothill/Eastern Corridor

<table>
<thead>
<tr>
<th>Offices</th>
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</thead>
<tbody>
<tr>
<td>San Juan Capistrano</td>
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<tr>
<td>Santa Ana</td>
<td>K000030</td>
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<td>$297,600</td>
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<td><strong>Subtotal</strong></td>
<td></td>
<td><strong>$297,600</strong></td>
<td><strong>$297,600</strong></td>
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</table>
San Joaquin Hills Transportation Corridor Agency Recommendation:

- Authorize CEO to execute amendments to CHP Contract K000053 for Toll Enforcement Patrol Services extending the term for one year through June 30, 2021, with a not-to-exceed amount of $54,405.
- Authorize CEO to execute additional changes in an amount not to exceed ten percent ($5,441) of the above authorization.

Foothill/Eastern Transportation Corridor Agency Recommendation:

- Authorize CEO to execute amendments to CHP Contract K000030 for Toll Enforcement Patrol Services extending the term for one year through June 30, 2021, with a not-to-exceed amount of $297,600.
- Authorize CEO to execute additional changes in an amount not to exceed ten percent ($29,760) of the above authorization.
Committee Recommendation

- Staff is seeking Committee approval to present the Toll Enforcement Patrol Services contract extension for consideration by the Boards of Directors for approval at their April 9, 2020, meeting.