



Public Hearing for 241/91 Express Connector Toll Facility Application

October 1, 2025 | 6:00 p.m.



**California
Transportation
Commission**

1. Introduction

Darnell Grisby

Chair,

California Transportation Commission

2. Overview of Tolling Approval Process

Paul Golaszewski

*Chief Deputy Director,
California Transportation Commission*

3. Project Summary

Ryan Chamberlain

*Chief Executive Officer,
Foothill/Eastern Transportation Corridor Agency*

Agenda

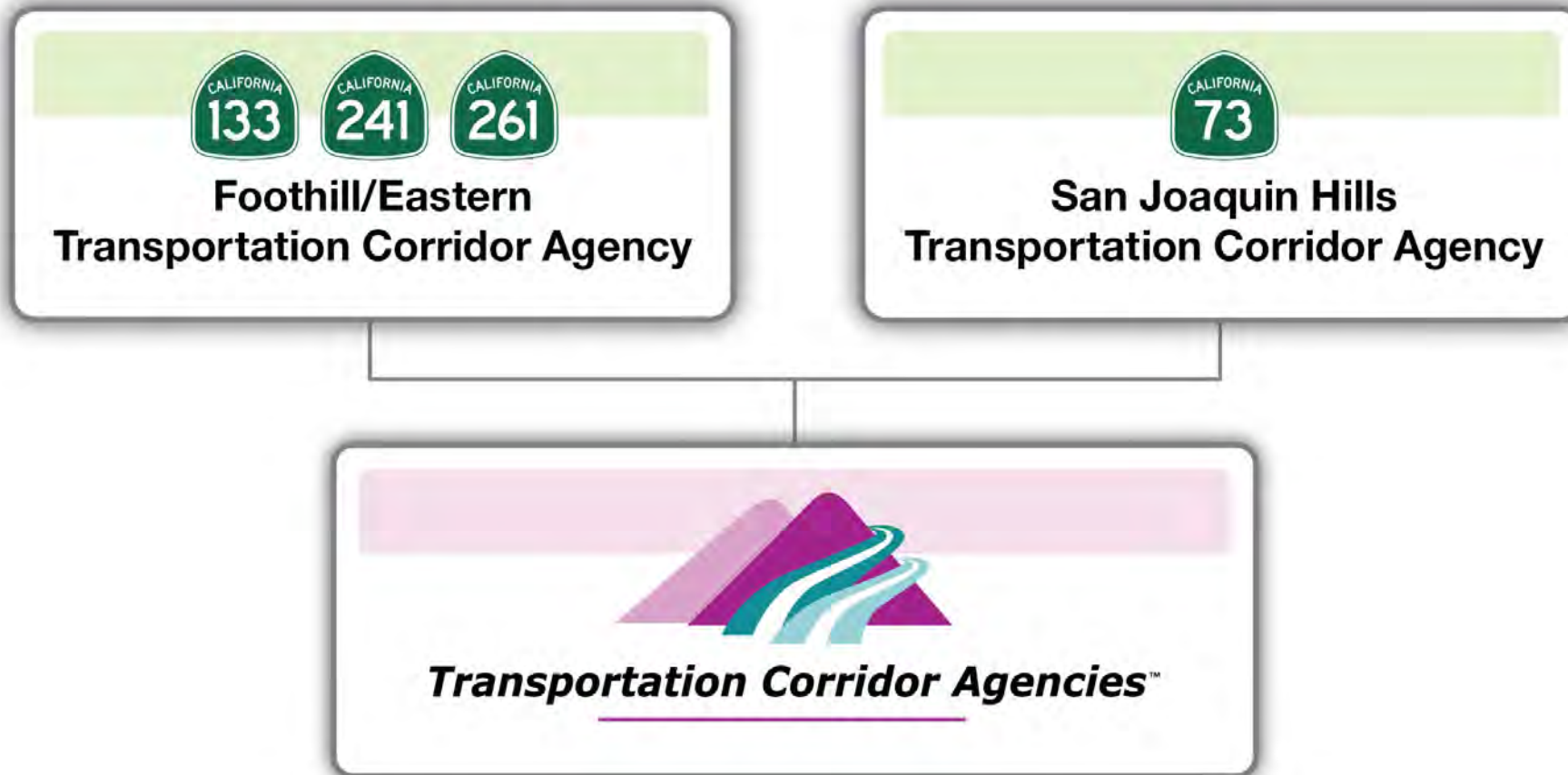
- a. Project Overview
- b. Toll Facility Application
- c. Partner Agencies Remarks



3a. Project Summary

Project Overview

Project Overview



Project Overview

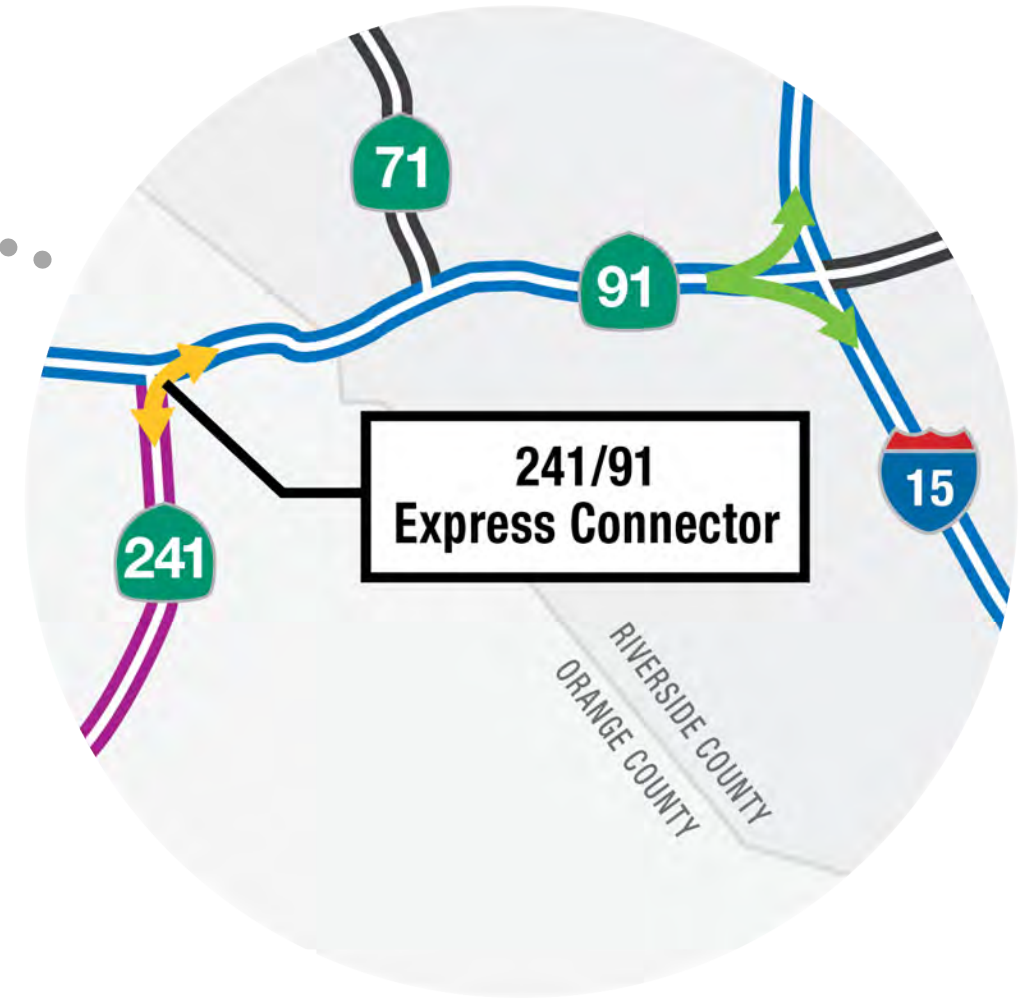
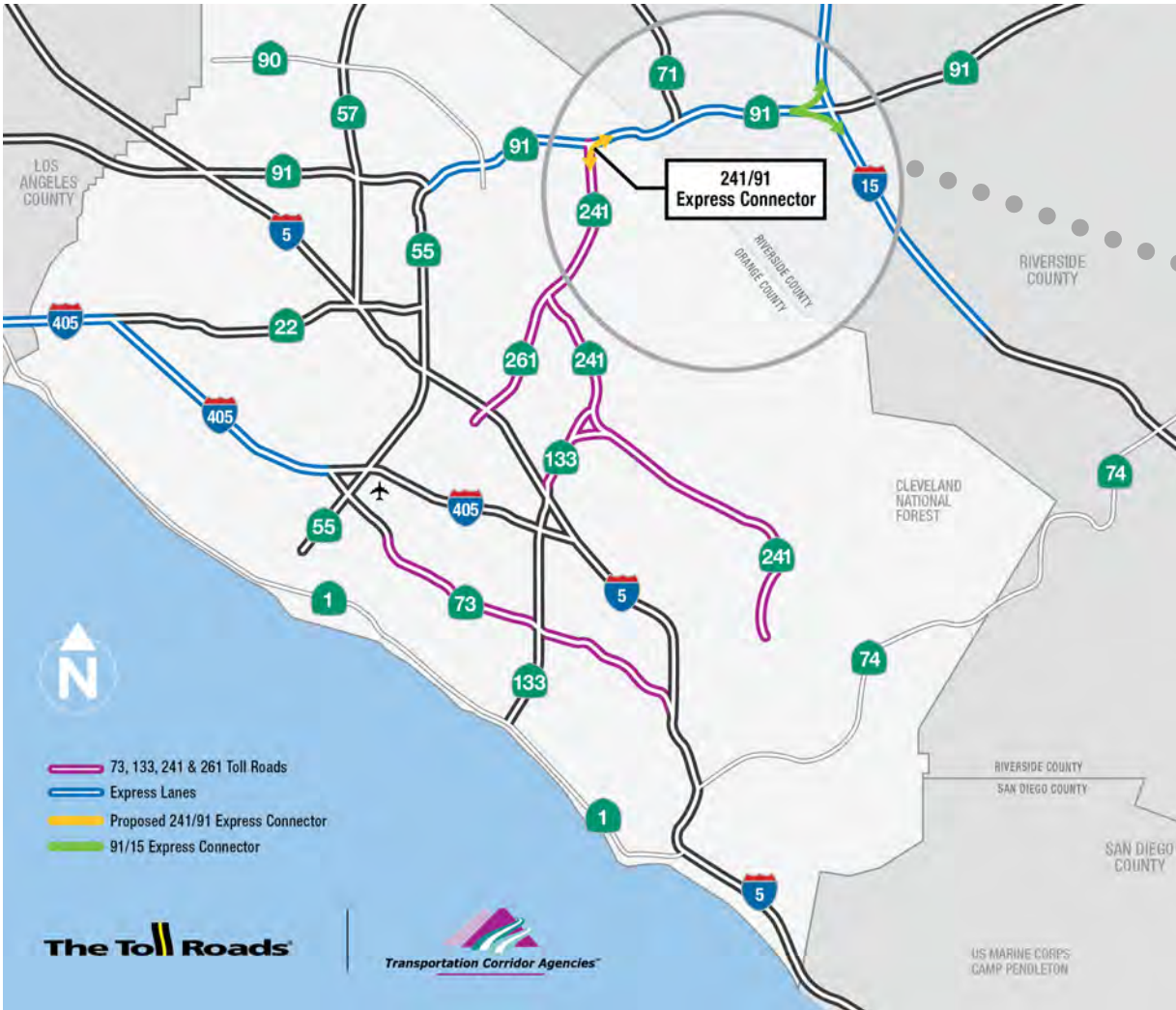


Transportation Corridor Agencies™

In partnership with:

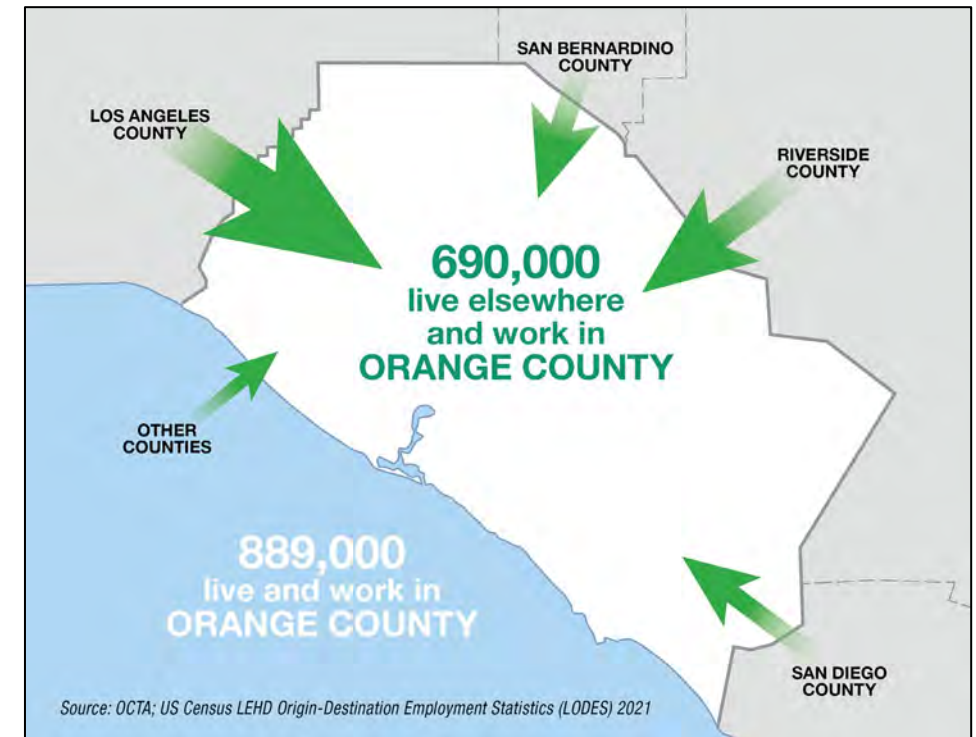
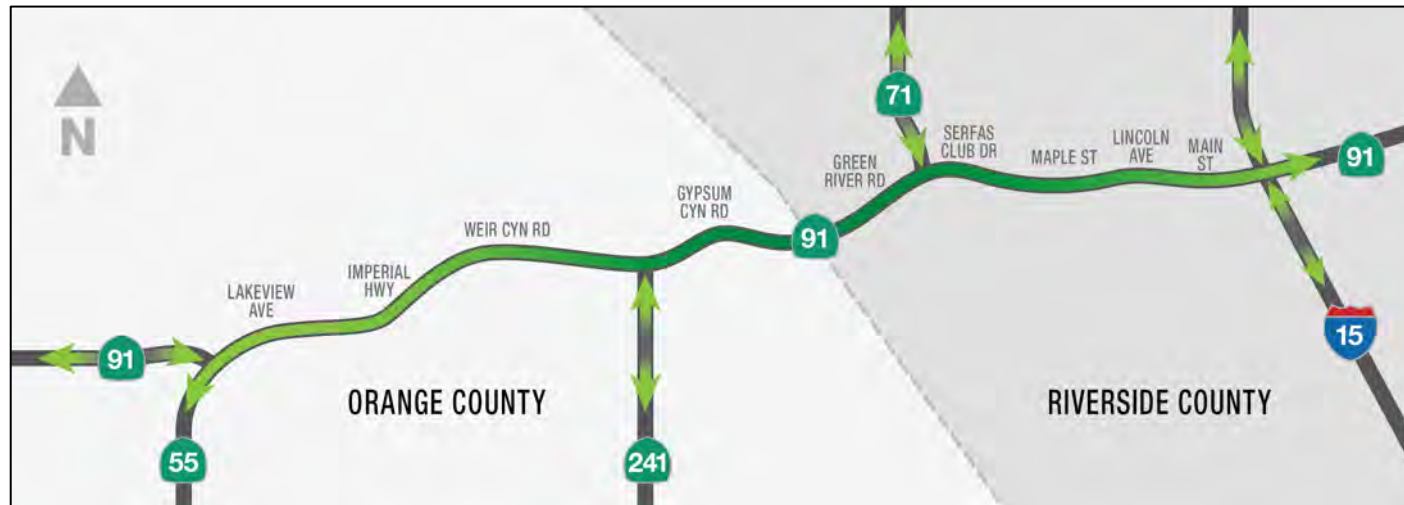


Project Overview



Project Overview

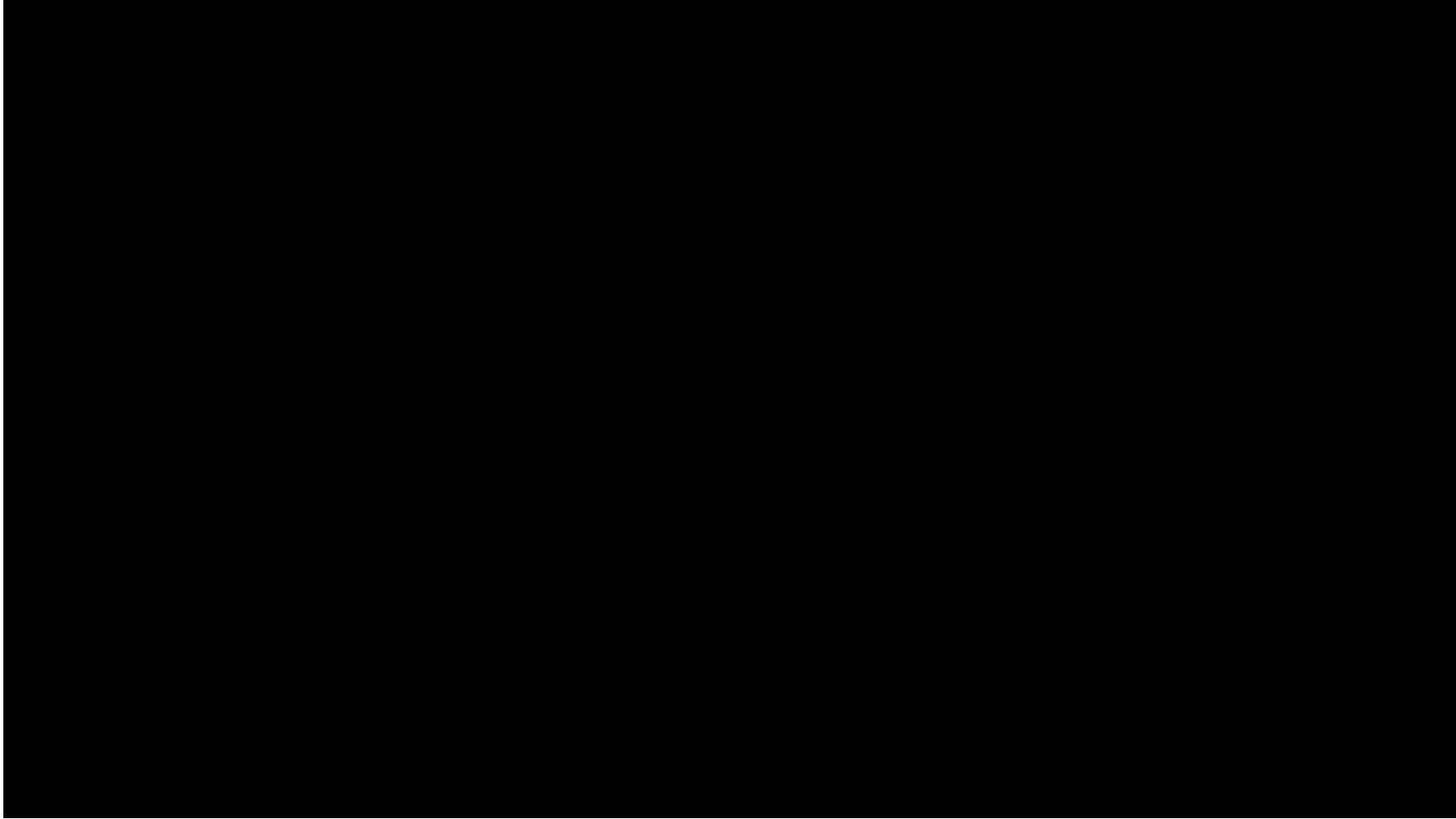
Regional mobility corridors moving people, goods and services



Project Overview



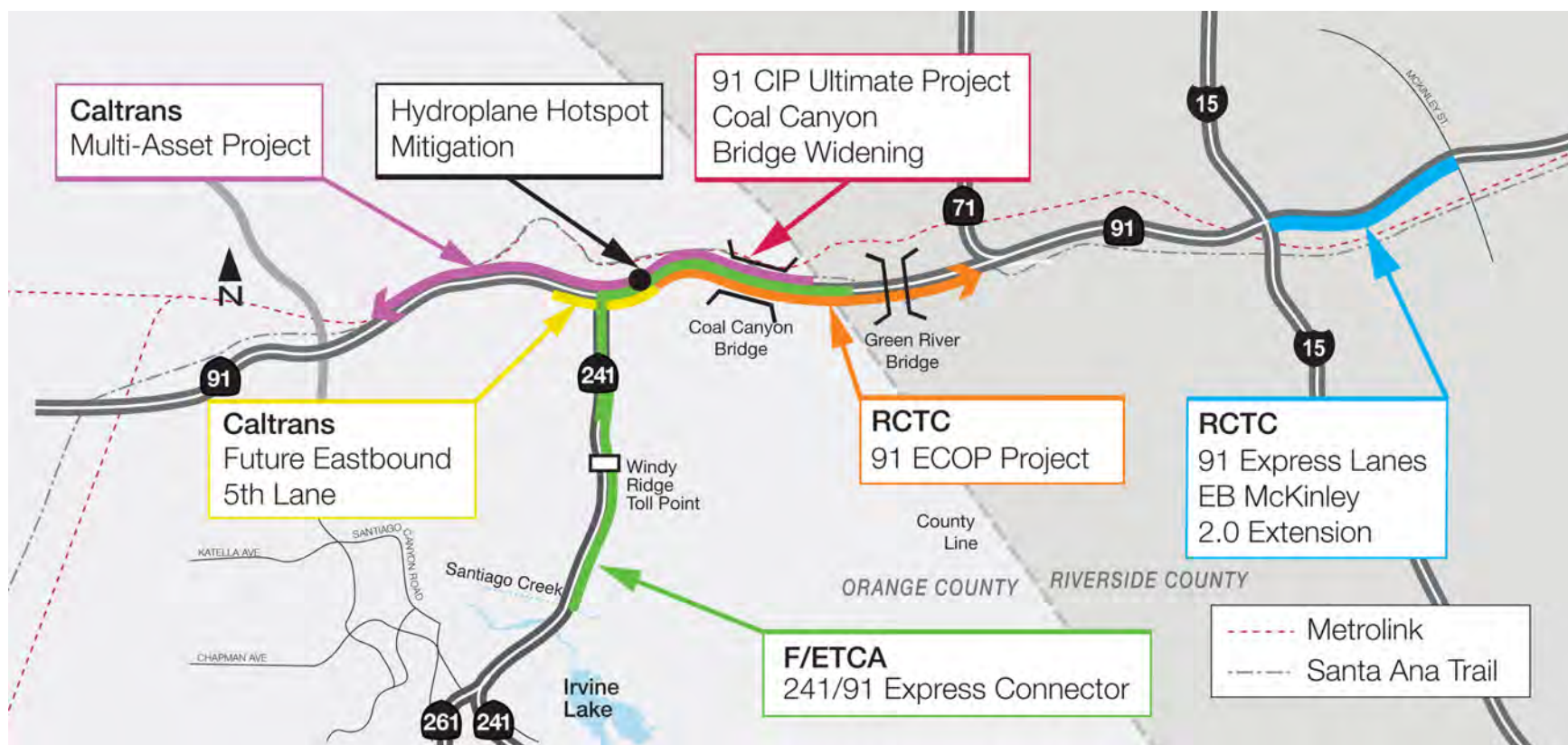
Project Overview: Video



[Click to watch video](#)

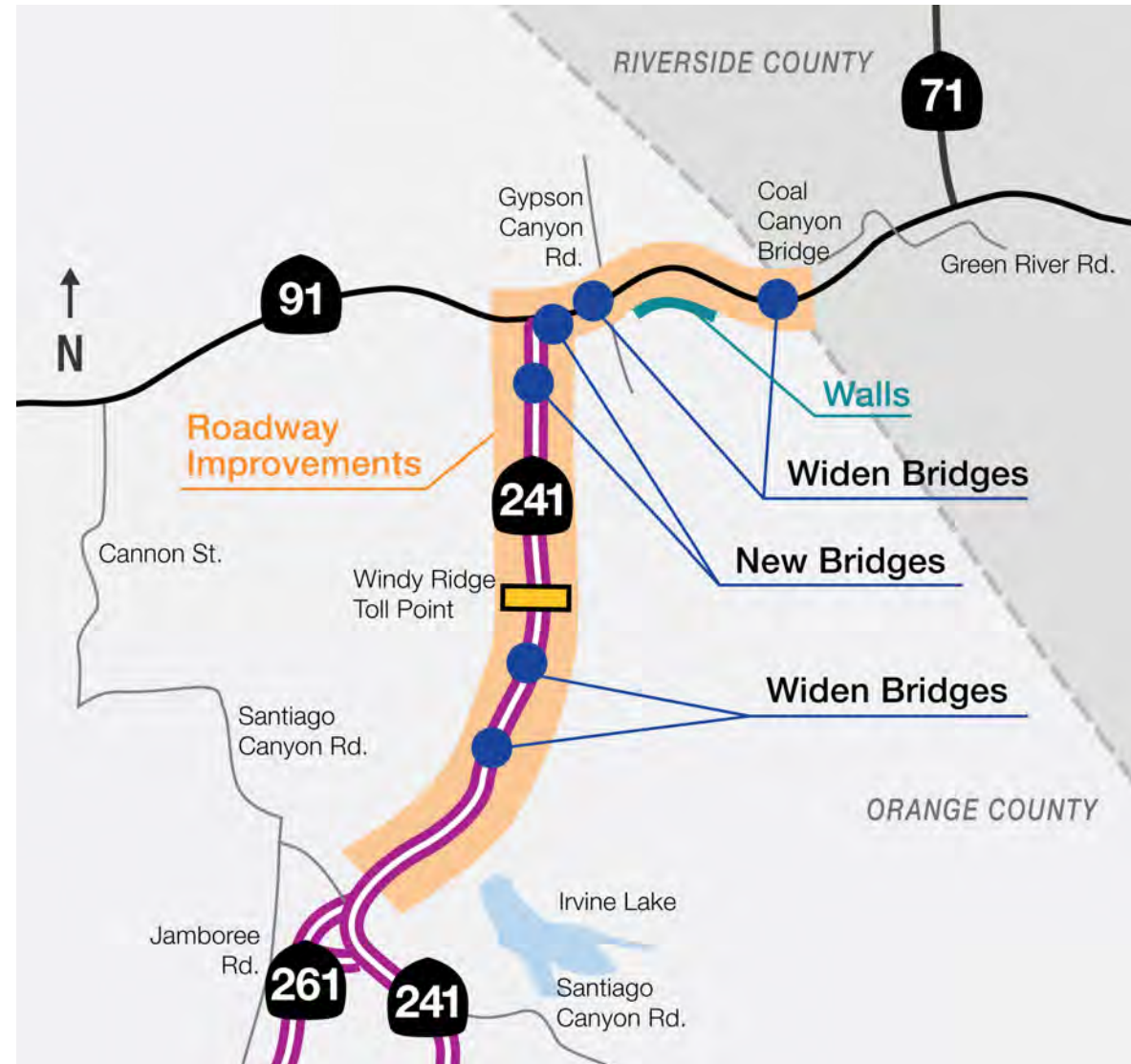
Project Overview

- Multi-project regional plan to improve these critical corridors



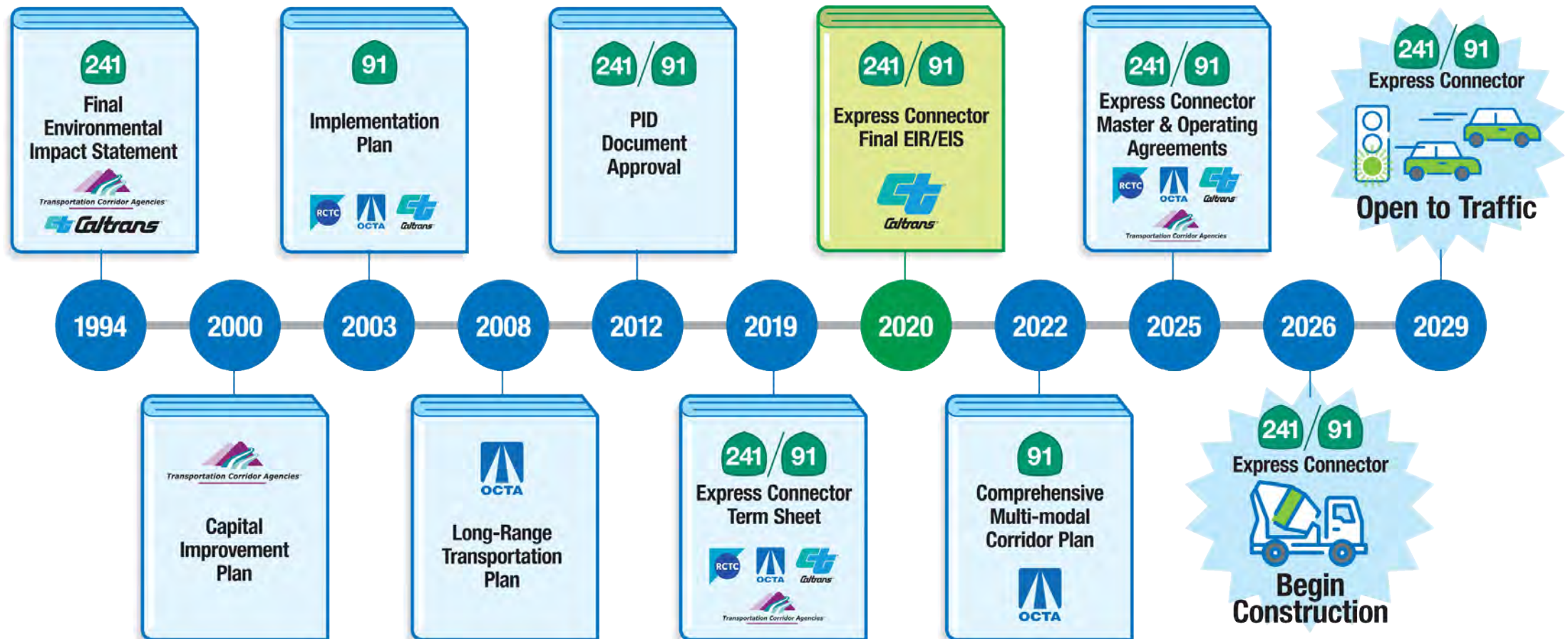
Project Overview

- Orange County – near Anaheim Hills and Yorba Linda
- Direct connector from the 241 Toll Road to 91 Express Lanes
- Separate toll point
- Progressive Demand Management - Coordinated operation with 91 Express Lanes
- \$516M AB 194 project cost fully funded by F/ETCA



Project Overview

Project Timeline



Project Overview

Project Benefits

- Improve regional mobility
- Provide choices to customers
- Reduce northbound SR 241 queue
- Reduce weaving in 91 GP lanes
- Travel time savings for all users on State Routes (SRs) 91 and 241
- Air quality benefits through carbon emissions reductions
- Improving average vehicle occupancy



3b. Project Summary

Stephanie Blanco

*Chief Capital Programs Officer,
Foothill/Eastern Transportation Corridor Agency*

Toll Facility Application

- ✓ 6 minimum eligibility criteria
- ✓ Compliance with state laws
- ✓ Toll operations
- ✓ Corridor improvements
- ✓ Financial feasibility
- ✓ Equity measures
- ✓ Successor operator

Toll Facility Application

Toll Operations

- New toll point operated by F/ETCA
- FasTrak® transponder required
- Discount program
- CHP and automated enforcement
- Coordinated operation with 91 Express Lanes called Progressive Demand Management



**The
Toll
Roads®**



Toll Facility Application

Progressive Demand Management (PDM)

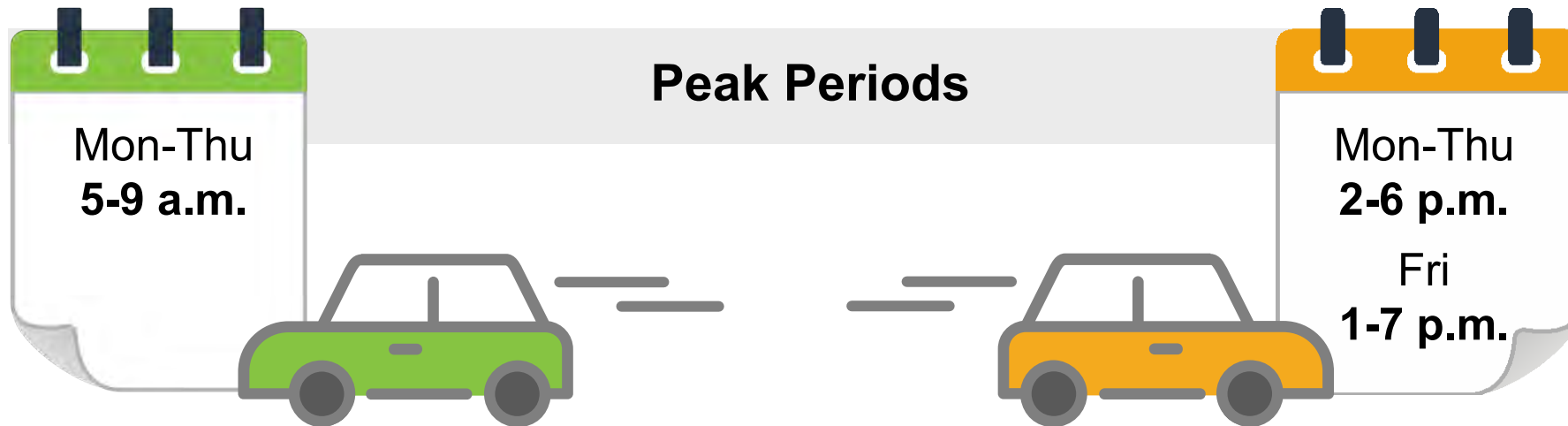
1. Dynamic pricing
2. Toll connector meter
3. HOV-only mode
4. Bus/Vanpool mode



Toll Facility Application

Discount Program

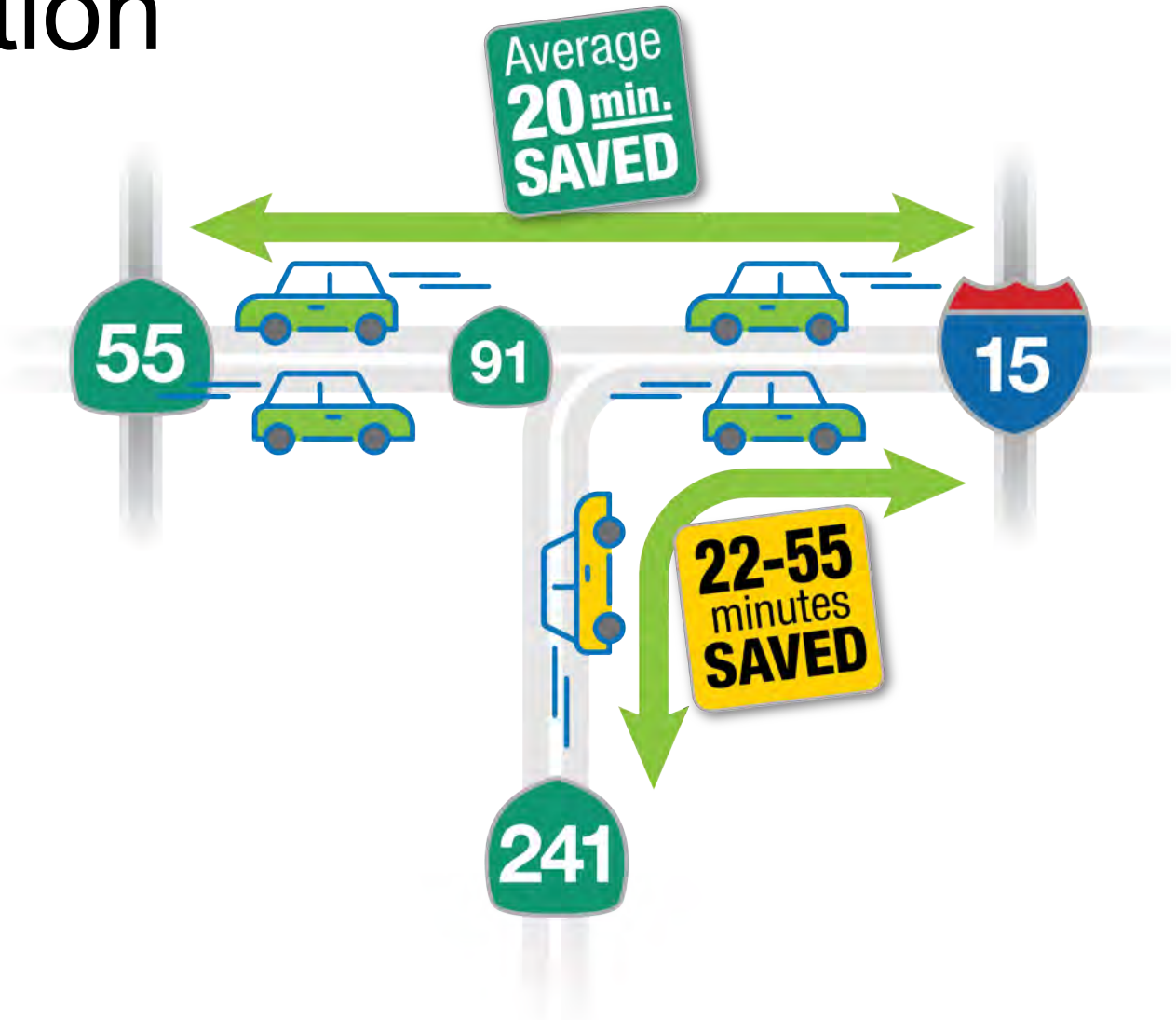
- Buses, registered vanpools, and disabled veteran license plates will travel toll-free at all times
- HOV 3+ will travel toll-free except during peak periods



Toll Facility Application

Corridor Improvement – Travel Time Savings

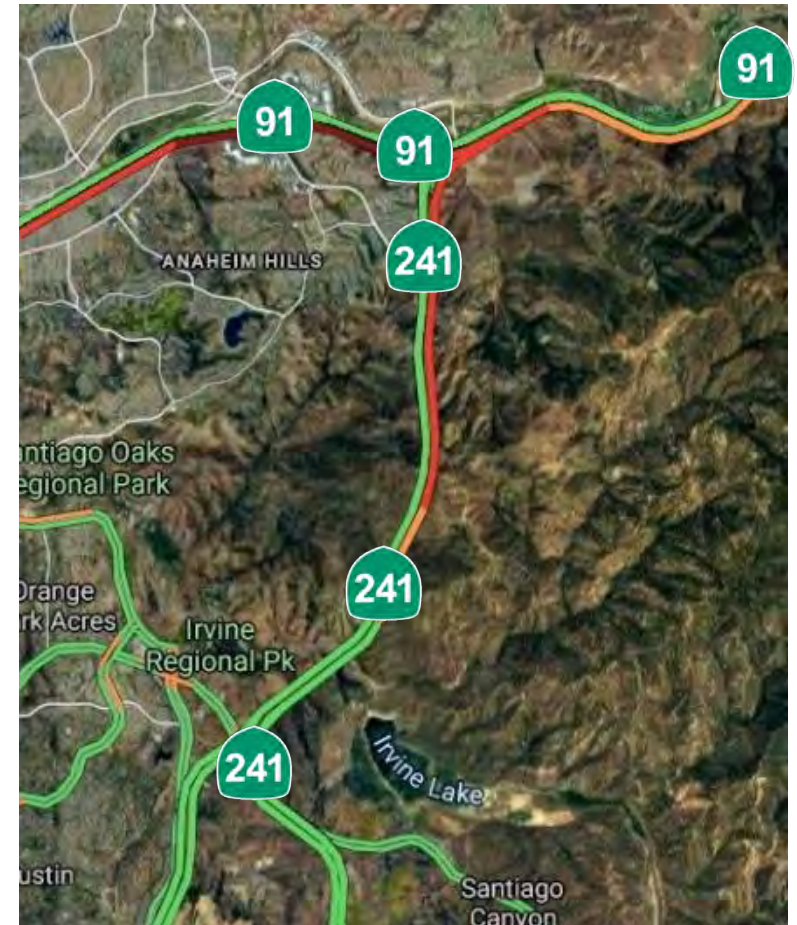
- Average 20 minutes of savings depending on the direction, day and time of travel



Toll Facility Application

Corridor Improvement – NB 241 Queue Reduction

- Travel time savings for users of the Express Connector and general-purpose connectors
- 50%+ reduction in general purpose connector queue
- 2.5- to 5-mile queue reduction



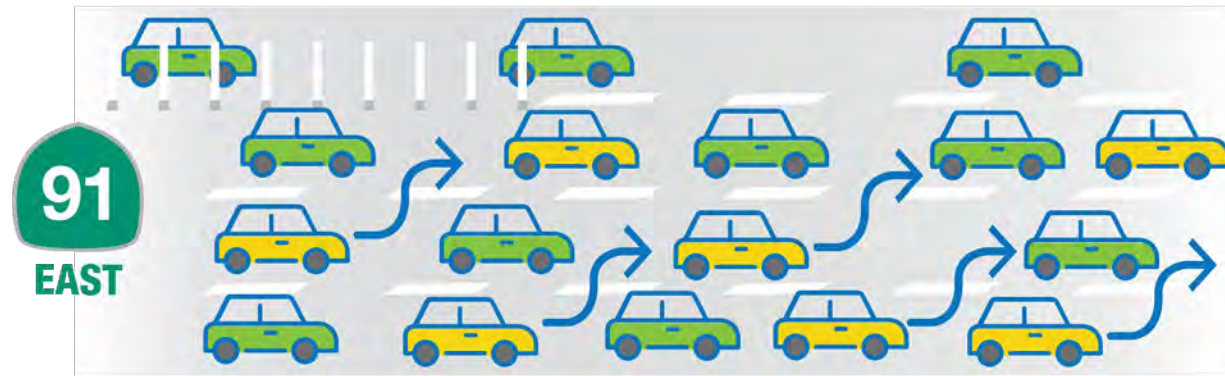
Typical traffic ▼ Fast Slow



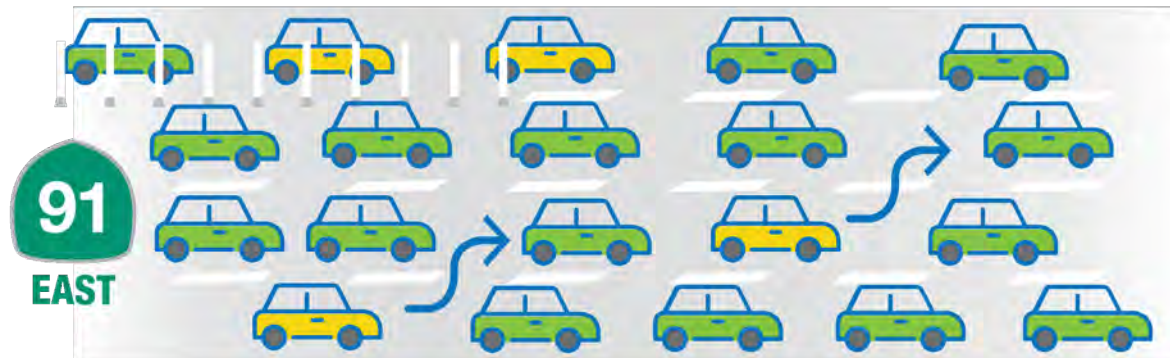
Toll Facility Application

Corridor Improvement – Reduced Weaving, Better Throughput

WITHOUT
express
connector



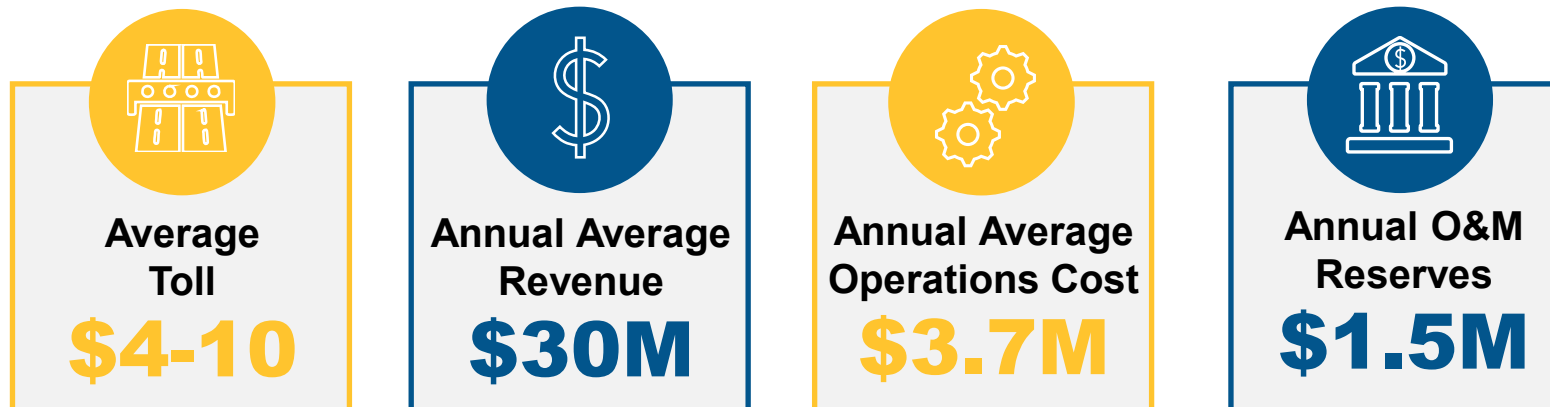
WITH
express
connector



Toll Facility Application

Financial Feasibility

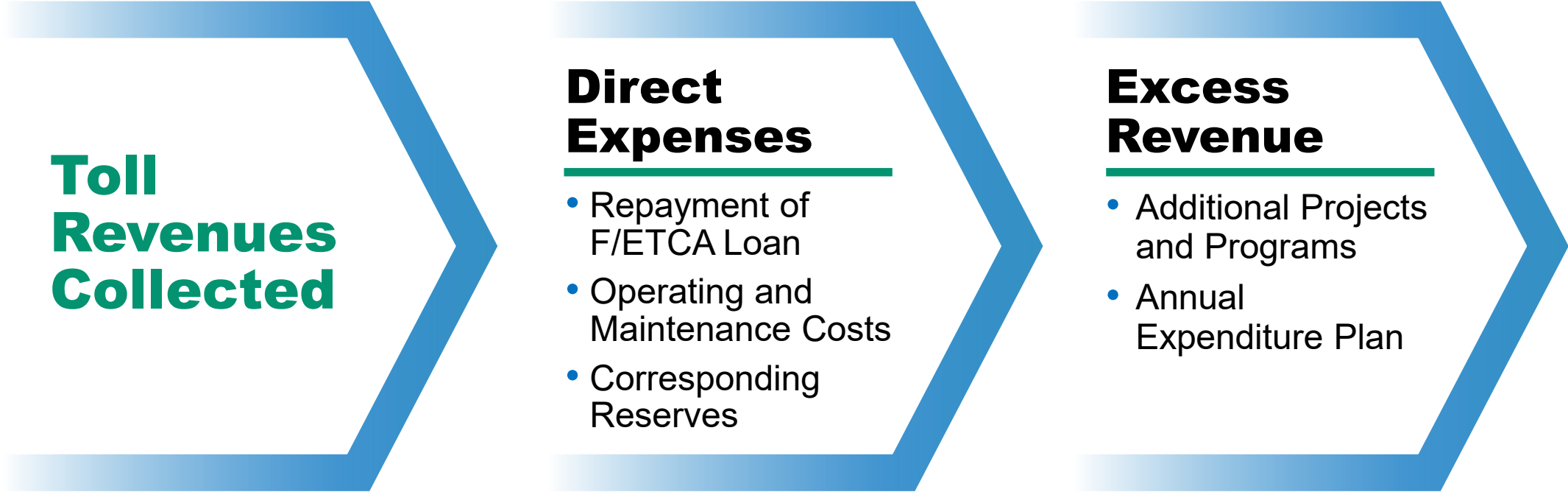
- No commitment of state, federal, regional or local funding
- \$516M AB 194 project development and construction fully funded by F/ETCA loan from its unrestricted cash reserves
- \$30M average annual toll facility revenues will fully fund debt repayment, operations, maintenance and reserves



Toll Facility Application

Financial Feasibility

- Manage toll revenue in accordance with SHC 149.7



Toll Revenues Collected

Direct Expenses

- Repayment of F/ETCA Loan
- Operating and Maintenance Costs
- Corresponding Reserves

Excess Revenue

- Additional Projects and Programs
- Annual Expenditure Plan

Toll Facility Application

Equity Benefits

- Existing TCA Programs
 - Unbanked customer services (example: PayNearMe)
 - Expanded veterans license plate discount program for TCA account holders
- Project-Specific
 - Improved operations and reduced weaving are benefits for all users
 - Discount program for buses, registered vanpools, designated veteran license plates, and HOV 3+*
 - Stakeholder outreach and education
 - Equity opportunities anticipated with expenditure plan development
 - Reinvestment of toll excess revenues for multimodal demand management

*During peak periods HOV 3+ pays full toll.

Toll Facility Application

Successor Operator

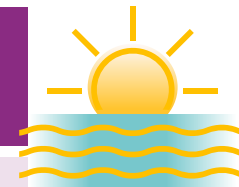
91 Express Lanes Operating Term — OCTA & RCTC

241/91 Express Connector Operating Term — TCA, OCTA, RCTC & Caltrans

Operated by F/ETCA

5-year Meet & Confer

- Obtain legal authority
- Transfer obligations



Operated by OCTA

Toll Facility Application

Summary



Key connection between major corridors moving large volumes of people, goods and services



Project benefits extend beyond the project limits through two major mobility corridors



HOV discount program and PDM encourage higher vehicle occupancies



No use of State, federal, regional or local funding for this project

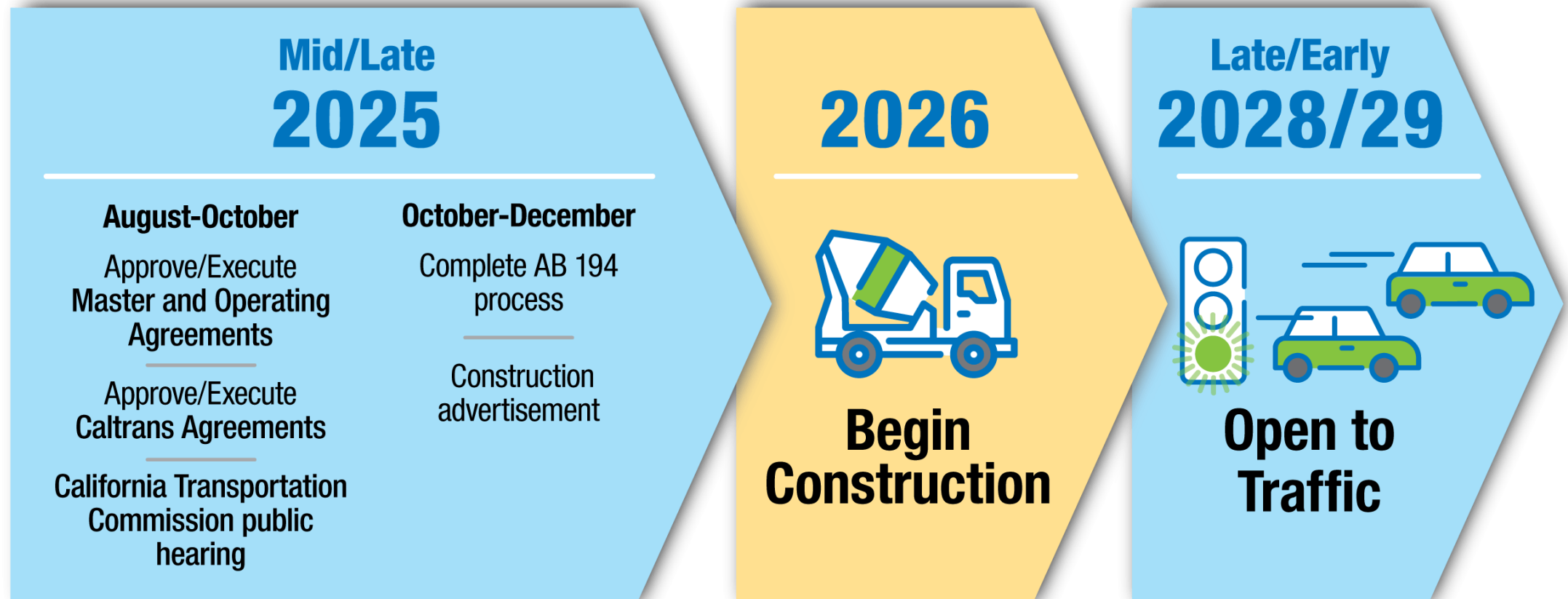


Potential for excess revenue available to fund near-term multimodal projects

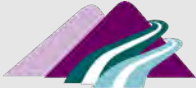


Pre-planning successor agency for seamless continuity of operations

Milestone Schedule



Toll Facility Application

Agency	Agreement Approvals
 <i>Transportation Corridor Agencies™</i>	August 14
 OCTA	September 22
 RIVERSIDE COUNTY TRANSPORTATION COMMISSION	September 10
 Caltrans®	

3c. Project Summary

Partner Agencies Remarks

Kirk Avila

*General Manager,
Orange County Transportation Authority
Express Lanes Programs*



Aaron Hake

*Executive Director,
Riverside County Transportation Commission*



Lan Zhou

*District 12 Director,
Caltrans*



4. Public Comment

Darnell Grisby

Chair,

California Transportation Commission

Public Comment Session



Meeting is being **recorded**



Speaking time limited to **2 minutes**



Be **respectful and courteous** to others



Speak at a steady pace for translating services



Public feedback from this hearing will be presented along with the toll facility application at a future CTC meeting

Public Comment Session

Making a Public Comment



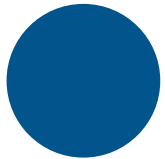
In Person:

- Submit a speaker slip (found at back of room) and come to the microphone when your name is called



Online:

- Use “**Raise Hand**”  to speak your comment
- Use the “**Questions**”  tab to write a comment (to be read by the Moderator)



By Phone:

- Press *9 to raise your hand
- Press *6 to unmute when your name is called

Public Comment

Public Comment Period Will Be Open Until Presented at a future CTC Meeting

Email comments to: ctc@catc.ca.gov

Call in comments to: (916) 654-4245

Mail comment to: 1120 N Street, MS 52
Sacramento, CA 95814

More information:

CTC Public Hearing: <https://catc.ca.gov/programs/tolling>

F/ETCA Project Page: <https://thetollroads.com/241-91>

Adjourn