

**RESOLUTION NO. 20-008**

**RESOLUTION OF THE  
RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
ADOPTING THE 15 EXPRESS LANES  
TOLL SCHEDULE**

**WHEREAS**, the Riverside County Transportation Commission (the “Commission”) is preparing to operate the 15 Express Lanes.

**WHEREAS**, the 15 Express Lanes Toll Policy Goals and Toll Policies, originally adopted by the Commission in June 2016, and as subsequently amended, provide for implementation of dynamic toll pricing on the 15 Express Lanes.

**WHEREAS**, the Commission now desires to adopt the 15 Express Lanes toll schedule for dynamic pricing (“Toll Schedule”).

**WHEREAS**, the Commission provided notice of a public hearing regarding adoption of this Resolution in a newspaper of general circulation in accordance with Government Code section 6062a.

**NOW, THEREFORE, be it resolved by the Riverside County Transportation Commission as follows:**

Section 1. The Riverside County Transportation Commission hereby adopts the Interstate 15 Express Lanes Toll Schedule attached as Exhibit A. The attached Toll Schedule has been approved by the Commission, following the conduct of a public hearing, and shall be communicated to the general public, toll facility users, and the financial community.

APPROVED AND ADOPTED this 10<sup>th</sup> day of June, 2020.

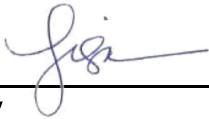
**RESOLUTION NO. 20-008**



---

Ben J. Benoit, Chair  
Riverside County Transportation Commission

ATTEST:



---

Lisa Mobley  
Clerk of the Board

**EXHIBIT A**  
**INTERSTATE 15 EXPRESS LANES**  
**TOLL SCHEDULE**

[attached behind this page]

## **15 Express Lanes Toll Schedule**

### **Definitions**

Abnormal Traffic- when traffic volumes vary from those of a prior period due to a holiday, incident, construction or other atypical occurrence.

Dynamic Pricing – The setting of a toll in real-time based on level of traffic congestion and other factors.

Emergency – A national, state or local declared state of emergency or other emergency situation that impacts toll operations.

Inflation Factor –The US Bureau of Labor Statistic’s Consumer Price Index adjuster for the region from January to December of the previous calendar year that will be applied annually to the Minimum Toll Rate.

Minimum Toll Rate – The lowest toll per mile that the Pricing Algorithm can assign.

Pricing Algorithm - The methodology by which tolls are set that aims to manage demand for the express lanes by adjusting tolls using real-time and historic traffic data.

Segment – A portion of the express lanes in which a customer can enter or exit and to which a single toll is assigned and published on the overhead sign. See Figure 1 for Segments.

Segment Minimum Toll Rate – Established by multiplying the Minimum Toll Rate per mile by the number of miles in each segment and rounded up to the nearest \$.05.

### **Dynamic Pricing Principles and Parameters**

1. The 15 Express Lanes will use Dynamic Pricing to set toll rates to typically achieve free-flow speeds of 60-65 mph and exceed the federal minimum requirement of 45 mph consistent with the 15 Express Lanes toll policy adopted by the Commission at its June 8, 2016 meeting.
2. A Pricing Algorithm which considers traffic volume, density, travel speed, travel time, flow of traffic, and historical traffic patterns will be used to determine the toll rate.
3. The Pricing Algorithm will establish a toll rate for each Segment making up the 15 Express Lanes.
4. The toll rate will change as frequently as needed to maintain desired traffic conditions, but not more frequently than every three minutes; and
5. The toll rate could change in increments up to \$3.00 per Segment.

## Minimum Toll Rates

The Minimum Toll Rate will initially be 16.9 cents per mile. This rate was established in consultation with the Commission’s Traffic and Revenue consultant and is consistent with the Traffic and Revenue assumptions used as part of the financing of the I-15 Express Lanes Project. The Minimum Toll Rate will be adjusted annually, effective each July 1, by the Inflation Factor and rounded to the nearest 5 cents. When a toll rate is in effect it shall never be less than the Minimum Toll Rate. Initial Minimum Toll Rates for each Segment are provided below:

**Figure 1 Minimum Toll Rate Schedule**

Southbound		Northbound	
SR 60 to Sixth St.	\$0.30	Cajalco Rd. to Magnolia Ave.	\$0.35
Limonite Ave. to Second St.	\$0.40	Ontario Ave. to Sixth St.	\$0.40
Sixth St. to Ontario Ave.	\$0.50	Second St. to Limonite Ave.	\$0.50
Magnolia Ave. to Cajalco Rd.	\$0.55	Sixth St. to SR 60	\$0.45
Total	\$1.75	Total	\$1.70

## Toll Rates

Toll rates will be determined in real-time based on the level of traffic congestion and other factors consistent with Dynamic Pricing. There is no maximum toll rate. The 15 Express Lanes toll pricing objective adopted by the Commission seeks to “optimize person throughput in the corridor while meeting debt obligations”. This policy balances throughput and revenue thereby providing the flexibility to better match lane supply with user demand. This flexibility in the maximum toll rate also supports the creditworthiness of the 15 Express Lanes and ensures the Commission's ability to meet its operating and debt obligations.

## Displaying Toll Rates

1. Toll rates will be posted on overhead signs in advance of each 15 Express Lanes entrance.
2. Each toll rate sign will include toll rates to each of the posted destinations.
3. The customer will be charged the toll posted at the time they passed the toll rate sign.
4. Should the toll rate sign not be able to display tolls for any reason then the historical rate for the same time period will be posted.

## Abnormal Traffic Conditions or Emergencies and Suspension of Tolling

A temporary toll schedule may be implemented, which may include the suspension of tolling, during Abnormal Traffic or Emergencies.