



AGENDA

State Route 91 Advisory Committee Meeting

Committee Members

Bob Magee, RCTC, Chairman
Gene Hernandez, OCTA, Vice Chairman
Brian Berkson, RCTC
Berwin Hanna, RCTC
Kevin Jeffries, RCTC
Mark A. Murphy, OCTA
Harry S. Sidhu, OCTA
Karen Spiegel, RCTC
Tim Shaw, OCTA
Donald P. Wagner, OCTA

Orange County Transportation Authority
Headquarters
Conference Room 07
550 South Main Street
Orange, California
Friday, June 5, 2020 at 9:00 a.m.

Michael Hennessey, OCTA, Alternate
Wes Speake, RCTC, Alternate

Michael Beauchamp, Caltrans Dist. 8, Ex-Officio
Ryan Chamberlain, Caltrans Dist.12, Ex-Officio
Ray Marquez, SBCTA - Ex-Officio

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the OCTA Clerk of the Board, telephone (714) 560-5676, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Committee may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

Guidance for Public Access to the Board of Directors/Committee Meeting

On March 12, 2020 and March 18, 2020, Governor Gavin Newsom enacted Executive Orders N-25-20 and N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public to promote social distancing due to the state and local State of Emergency resulting from the threat of Novel Coronavirus (COVID-19).



AGENDA

State Route 91 Advisory Committee Meeting

Guidance for Public Access to the Board of Directors/Committee Meeting (continued)

In accordance with Executive Order N-29-20, and in order to ensure the safety of the Orange County Transportation Authority (OCTA) Board of Directors (Board) and staff and for the purposes of limiting the risk of COVID-19, in-person public participation at public meetings of the OCTA will not be allowed during the time period covered by the above-referenced Executive Orders.

Instead, members of the public can listen to AUDIO live streaming of the Board and Committee meetings by clicking the below link:

<http://www.octa.net/About-OCTA/Who-We-Are/Board-of-Directors/Live-and-Archived-Audio/>

Public comments may be submitted for the upcoming Board and Committee meetings by emailing them to boardofdirectors@octa.net.

If you wish to comment on a specific agenda Item, please identify the Item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

In order to ensure that staff has the ability to provide comments to the Board Members in a timely manner, please submit your public comments **30 minutes prior to the start time of the Board and Committee meeting date.**



Call to Order

Roll Call

Pledge of Allegiance

Committee Chairman Magee

1. Public Comments

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 2 and 3)

All items on the Consent Calendar are to be approved in one motion unless a Committee Member or a member of the public requests separate action or discussion on a specific item.

2. Approval of Minutes

Approval of the minutes of the State Route 91 Advisory Committee meeting of March 6, 2020.

3. 91 Express Lanes Status Reports

Kirk Avila, General Manager, Orange County Transportation Authority, 91 Express Lanes
Michael Blomquist, Toll Program Director, Riverside County Transportation Commission, 91 Express Lanes

Overview

The 91 Express Lanes status reports for the months of January 2020 through March 2020 have been prepared for State Route 91 Advisory Committee review. The reports highlight operational and financial activities for both the Orange County Transportation Authority and Riverside County Transportation Commission segments of the 91 Express Lanes.

Recommendation

Receive and file the 91 Express Lanes Status Reports for the months of January 2020 through March 2020.



Regular Calendar

4. Draft 2020 State Route 91 Implementation Plan

Alison Army, Principal Transportation Analyst, Orange County Transportation Authority

Overview

The Orange County Transportation Authority and the Riverside County Transportation Commission annually prepare a plan for potential improvements along the State Route 91 corridor between State Route 57 in Orange County and Interstate 15 in Riverside County. The plan includes a listing of proposed improvements, preliminary cost estimates, and potential implementation timeframes. These improvements are sponsored by various agencies, such as the Orange County Transportation Authority, the Riverside County Transportation Commission, the Transportation Corridor Agencies, the California Department of Transportation, and cities along the corridor. The Draft 2020 State Route 91 Implementation Plan is provided.

Recommendation

Receive and file as an information item.

Discussion Items

5. Coronavirus (COVID-19) Impacts to the 91 Express Lanes

Kirk Avila, General Manager, Orange County Transportation Authority, 91 Express Lanes
Michael Blomquist, Toll Program Director, Riverside County Transportation Commission, 91 Express Lanes

Staff from the Orange County Transportation Authority and Riverside County Transportation Commission will be providing an update on the impacts of the novel coronavirus pandemic to 91 Express Lanes operations, traffic volumes, and revenues.

6. General Manager's Report - Orange County Transportation Authority

7. Toll Program Director's Report - Riverside County Transportation Commission

8. Committee Members' Reports

9. Closed Session

There are no Closed Session items scheduled.



AGENDA

State Route 91 Advisory Committee Meeting

10. Adjournment

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Friday, October 2, 2020**, at the City of Corona – City Hall, 400 South Vicentia Avenue, Council Chambers – First Floor, Corona, California.



MINUTES

State Route 91 Advisory Committee Meeting

Committee Members Present

Bob Magee, Chairman
Tim Shaw, Immediate Past Chairman
Gene Hernandez, Vice Chairman
Brian Berkson, RCTC
Berwin Hanna, RCTC
Mark A. Murphy, OCTA
Karen Spiegel, RCTC
Donald P. Wagner, OCTA

Michael Hennessey, OCTA, Alternate

Ryan Chamberlain, Caltrans
District 12, Ex-Officio
Ray Marquez, SBCTA, Ex-Officio

Committee Members Absent

Kevin Jeffries, RCTC
Harry S. Sidhu, OCTA
Wes Speake, RCTC, Alternate
Michael Beauchamp, Caltrans
District 8, Ex-Officio

Staff Present

Darrell E. Johnson, OCTA, Chief Executive Officer
Anne Mayer, RCTC, Executive Director
Ken Phipps, OCTA, Deputy Chief Executive Officer
Kirk Avila, OCTA, General Manager, 91 Express Lanes
Michael Blomquist, RCTC, Toll Program Director
Laurena Weinert, OCTA, Clerk of the Board
Martha M. Ochoa, OCTA, Assistant Clerk of the Board
Steve DeBaun, RCTC, Legal Counsel
James M. Donich, OCTA, General Counsel

OCTA and RCTC Staff
Members of the General Public

Call to Order

The March 6, 2020 regular meeting of the State Route (SR) 91 Advisory Committee (Advisory Committee) was called to order by Committee Chairman Shaw at 9:00 a.m.

Pledge of Allegiance

Member Hanna led in the Pledge of Allegiance.

1. Public Comments

No public comments were received.

Special Calendar

2. Election of New State Route 91 Advisory Chair

Committee Chairman Shaw opened nominations for the office of Committee Chair.

A motion was made by Member Hernandez, seconded by Member M. Murphy, and declared passed 7-0 by those present, to elect current Committee Vice Chairman Bob Magee as the Chairman for the State Route 91 Advisory Committee.

Members Spiegel and Wagner were not present to vote on this item.

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

Newly-elected Committee Chairman Magee opened nominations for the office of Committee Vice Chair.

A motion was made by Member Shaw, seconded by Member M. Murphy, and declared passed 7-0 by those present, to elect Member Gene Hernandez as the Vice Chairman for the State Route 91 Advisory Committee.

Members Spiegel and Wagner were not present to vote on this item.

Consent Calendar (Items 4 through 7)

4. Approval of Minutes

A motion was made by Vice Chairman Hernandez, seconded by Member Hanna, and declared passed 6-0 by those present, to approve the minutes of the State Route 91 Advisory Committee meeting of June 7, 2019.

Member M. Murphy abstained as he was not in attendance at the June 7, 2019 meeting for this item.

Members Spiegel and Wagner were not present to vote on this item.

5. Joint 91 Express Lanes Status Reports

A motion was made by Vice Chairman Hernandez, seconded by Member Hanna, and declared passed 7-0 by those present, to receive and file the 91 Express Lanes Status Reports for the months of April 2019 through December 2019.

Members Spiegel and Wagner were not present to vote on this item.

6. Orange County Transportation Authority Fiscal Year 2018-19 91 Express Lanes Fund Financial Statements

A motion was made by Vice Chairman Hernandez, seconded by Member Hanna, and declared passed 7-0 by those present, to receive and file the Orange County Transportation Authority Fiscal Year 2018-19 91 Express Lanes Annual Financial Statements.

Members Spiegel and Wagner were not present to vote on this item.

7. Fiscal Year 2018/19 Riverside County Transportation Commission 91 Express Lanes Annual Financial Statements

A motion was made by Vice Chairman Hernandez, seconded by Member Hanna, and declared passed 7-0 by those present, to receive and file Fiscal Year 2018-19 Riverside County Transportation Commission 91 Express Lanes Fund audited financial statements.

Members Spiegel and Wagner were not present to vote on this item.

Regular Calendar

There were no Regular Calendar items scheduled.

Discussion Items

8. Back-Office System/Customer Service Center Update

Kirk Avila, General Manager, Orange County Transportation Authority (OCTA), 91 Express Lanes, provided a PowerPoint presentation update as follows:

- Procurement Highlights;
- Services Procured; and
- Upcoming Schedule.

No action was taken on this information item.

9. 91 Express Lanes 6C Transition Status

Jennifer Crosson, Toll Operations Manager, Riverside County Transportation Commission (RCTC), 91 Express Lanes, provided a PowerPoint presentation update as follows:

- Title 21 – CA State Regulation;
- Milestones;
- Account Policy Changes;
- 6C Transponders;
- 91 Express Lanes Roadside System;
- 91Expresslanes.com & Customer Materials;
- Back Office Software;
- Exchange of Current Customers Transponders Underway;
- Exchange Process;
- Step One: Receive Notice;
- Step Two: Visit Online Wizard;
- Step Three: Mail New Sticker Transponders; and
- Questions.

A discussion ensued regarding transponder exchange process, cut-off date and proper disposal.

No action was taken on this information item.

10. 91 Express Lanes Eastbound County Line Access Restriping

David Thomas, Toll Project Manager, RCTC, 91 Express Lanes, provided a PowerPoint presentation on this item as follows:

- Background;
- Proposed Restriping; and
- Next Steps.

A discussion ensued regarding the color of the solid striping.

No action was taken on this information item.

11. State Route 91 Corridor Projects Update

Kia Mortazavi, Executive Director of Planning, OCTA, provided a PowerPoint presentation on this item as follows:

- State Route 91 Corridor Overview;
- Recent Improvements;
- Planned Improvements;
- SR-91 Improvements (SR-57 to SR-55);
- 6th General Purpose Lane Addition (SR-241 to SR-71);
- SR-241/SR-91 Tolloed Express Lanes Connector;
- 91 Corridor Operations Project;
- SR-71/SR-91 Interchange Improvements;
- 15/91 Express Lanes Connector; and
- Next Steps.

A discussion ensued as follows:

- Member Shaw stated that California State University, Fullerton teachers, students, employees commuting via rail to the Metrolink station in the City of Fullerton might help relieve congestion on the SR-91.
- Member Chamberlain thanked RCTC and OCTA staff and the leadership on both agencies on behalf of California Department of Transportation (Caltrans). He noted the strong partnership, and consensus-based decisions on one of the most complex corridors anywhere in the state.
- Member Spiegel commented regarding the partnership between Orange and Riverside Counties on the projects, appreciates working with colleagues across the county lines, and complimented staff. She thanked Anne Mayer, Executive Director, RCTC and Darrell E. Johnson, Chief Executive Officer, OCTA, their team, and Caltrans.

No action was taken on this information item.

Chairman Magee announced that staff would like Discussion Item 13 "Toll Program Director's Report - Riverside County Transportation Commission" to be presented prior to item 12 on the agenda.

13. Toll Program Director's Report - Riverside County Transportation Commission

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

- RCTC's mid-February traffic volumes increased over 4 percent and toll revenue increased approximately 21.2 percent over this time last year.
- Staff from OCTA, RCTC, Transportation Corridor Agencies (TCA) are meeting biweekly to move forward the 241/91 Express Lanes Connector project development and the operations planning work. The areas of focus were highlighted.
- Two contracts related to the 91 Express Lanes will be presented at the next RCTC Board of Directors (Board) meeting for Board approval were highlighted.

12. General Manager's Report - Orange County Transportation Authority

Kirk Avila, General Manager, OCTA, 91 Express, reported on the following:

- Traffic volumes increased 3 percent fiscal year to date, through mid-February.
- Revenues related to the traffic volumes, have increased approximately 5 percent.
- Since RCTC's segment opened in March of 2017, most of OCTA's growth has occurred on the westbound direction.
- Ridership continues to grow based upon the growth in the economy, as well as the opening on the Riverside county side.
- At the next Advisory Committee meeting in June, staff will bring forward the annual SR-91 Implementation Plan. The plan provides details on the projects, status of the projects, and it is required to be submitted annually to the state legislature.
- Introduced Martha Ochoa as OCTA's Assistant Clerk of the Board, who will also support the Advisory Committee. Ms. Ochoa has worked for several elected officials in Orange County and most recently, she served as the Clerk of the Board for the TCA.

Mr. Avila introduced Darrell E. Johnson, CEO, OCTA, and Anne Mayer, Executive Officer, RCTC, who recognized retiring OCTA employee, Ken Phipps, Deputy CEO, for his 27 years of dedicated service to not only OCTA, but the residents of Orange and Riverside County.

14. Committee Members' Reports

Member Shaw commented on Mr. Phipps retirement, stated that when he first joined the OCTA Board, Mr. Phipps was the Finance Director and had been in that position during the great recession, and obviously had a lot of challenges there. Mr. Phipps likes to be in the background, been a great Deputy CEO to OCTA's CEO. Member Shaw wished Mr. Phipps the best in retirement.

Vice Chairman Hernandez, thanked his colleagues for the vote of confidence for the Vice Chairman election. In addition, stated that Mr. Phipps has been a mystery, an enigma, so to speak, but now can see he is just a plain golf guy who is very competitive.

Anne Mayer reported on RCTC updates as follows:

- The RCTC authorized the release of a draft traffic relief plan to the public for review and comments.
 - Available for review at TrafficReliefPlan.org.
 - In the first month for public review, over 2,500 completed surveys were submitted, as well as over 5,000 comments.
 - Conducting telephone townhalls, and outreach to the communities.
 - In June, RCTC Board will finalize the traffic relief plan and make a determination whether or not to put a half cent sales tax measure on the ballot of 2020.
- Next week's RCTC Board meeting, the commission will consider refinancing of the 91 Express Lanes debt:
 - When RCTC built the \$1.4 billion project, it had significant amount of debt in both Measure A debt toll revenue bonds as well as a Transportation Infrastructure Finance and Innovative Act (TIFIA) loan.
 - Considering a \$725 million refinancing of the debt which will save the overall cost by reducing the term of the debt, able to pay off the TIFIA loan, and would place the commission in control of all surplus revenue along the corridor.
 - The project has been generating traffic and revenues beyond expectations and it provides an opportunity to refinance and put some savings back into the corridor.

Vice Chairman Hernandez welcomed Ms. Ochoa on board who worked with his son for an elected official.



MINUTES

State Route 91 Advisory Committee Meeting

15. Closed Session

There were no Closed Session items scheduled.

16. Adjournment

The meeting adjourned at 10:02 a.m.

The next regularly scheduled meeting of the Advisory Committee will be held at **9:00 a.m. on Friday, June 5, 2020**, at the:

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

ATTEST

Bob Magee
Committee Chairman

Martha M. Ochoa
Assistant Clerk of the Board



June 5, 2020

To: State Route 91 Advisory Committee

From: Kirk Avila, General Manager, OCTA
Michael Blomquist, Toll Program Director, RCTC

Subject: 91 Express Lanes Status Reports

Overview

The 91 Express Lanes status reports for the months of January 2020 through March 2020 have been prepared for State Route 91 Advisory Committee review. The reports highlight operational and financial activities for both the Orange County Transportation Authority and Riverside County Transportation Commission segments of the 91 Express Lanes.

Recommendation

Receive and file the 91 Express Lanes Status Reports for the months of January 2020 through March 2020.

Background

The joint monthly status reports are prepared to document 91 Express Lanes activities and are provided for State Route 91 Advisory Committee review.

Discussion

For the months of January 2020 and February 2020, gross potential toll revenue and traffic volume in the 91 Express Lanes for the both the Orange County Transportation Authority (OCTA) segment and Riverside County Transportation Commission (RCTC) exceeded prior year's performances. However, due to the novel coronavirus pandemic and California Governor Gavin Newsom's orders for residents to self-quarantine and refrain from non-essential travel, traffic volume, and gross potential toll revenue decreased as compared to the same period last year for both segments in March 2020. As of the end of March 2020, the 2019-20 fiscal year-to-date traffic volume decreased by 2 percent while gross potential toll revenue increased by 0.7 percent for the OCTA segment. For the

RCTC segment, a fiscal year-to-date comparison reflects a decrease in traffic volume of 0.4 percent and an increase of 15.6 percent in gross potential toll revenue.

Staff will continue to closely monitor traffic and revenue data and report back to the State Route 91 Advisory Committee regularly.

Summary

The 91 Express Lanes status reports for the months of January 2020 through March 2020 are provided for review. The report highlights operational and financial activities.

Attachments

- A. 91 Express Lanes Status Report – As of January 31, 2020
- B. 91 Express Lanes Status Report – As of February 29, 2020
- C. 91 Express Lanes Status Report – As of March 31, 2020



**Orange County Transportation Authority
Riverside County Transportation Commission**



Status Report
January 2020

As of January 31, 2020

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OPERATIONS OVERVIEW OCTA

TRAFFIC AND REVENUE STATISTICS FOR OCTA

Total traffic volume on the 91 Express Lanes for January 2020 was 1,446,341. This represents a daily average of 46,656 vehicles. This is a 6.3% increase in total traffic volume from the same period last year, which totaled 1,360,016. Potential toll revenue for January was \$4,553,497, which represents an increase of 10.7% from the prior year's total of \$4,114,106. Carpool percentage for January was 24.7% as compared to the previous year's rate of 26.3%.

Month-to-date traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the month of January 2020.

Current Month-to-Date (MTD) as of January 31, 2020

	Jan-20 MTD Actual	Stantec MTD Projected	# Variance	% Variance	Jan-19 MTD Actual	Yr-to-Yr % Variance
Trips						
Full Toll Lanes	1,089,159	1,048,103	41,056	3.9%	1,002,301	8.7%
3+ Lanes	357,182	317,815	39,367	12.4%	357,715	(0.1%)
Total Gross Trips	1,446,341	1,365,918	80,423	5.9%	1,360,016	6.3%
Revenue						
Full Toll Lanes	\$4,482,172	\$4,458,339	\$23,833	0.5%	\$4,033,705	11.1%
3+ Lanes	\$71,325	\$81,313	(\$9,989)	(12.3%)	\$80,401	(11.3%)
Total Gross Revenue	\$4,553,497	\$4,539,652	\$13,844	0.3%	\$4,114,106	10.7%
Average Revenue per Trip						
Average Full Toll Lanes	\$4.12	\$4.25	(\$0.13)	(3.1%)	\$4.02	2.5%
Average 3+ Lanes	\$0.20	\$0.26	(\$0.06)	(23.1%)	\$0.22	(9.1%)
Average Gross Revenue	\$3.15	\$3.32	(\$0.17)	(5.1%)	\$3.03	4.0%

The 2020 fiscal year-to-date traffic volume increased by 2.5% and potential toll revenue increased by 4.8%, when compared with the same period last year. Year-to-date average revenue per-trip is \$3.03.

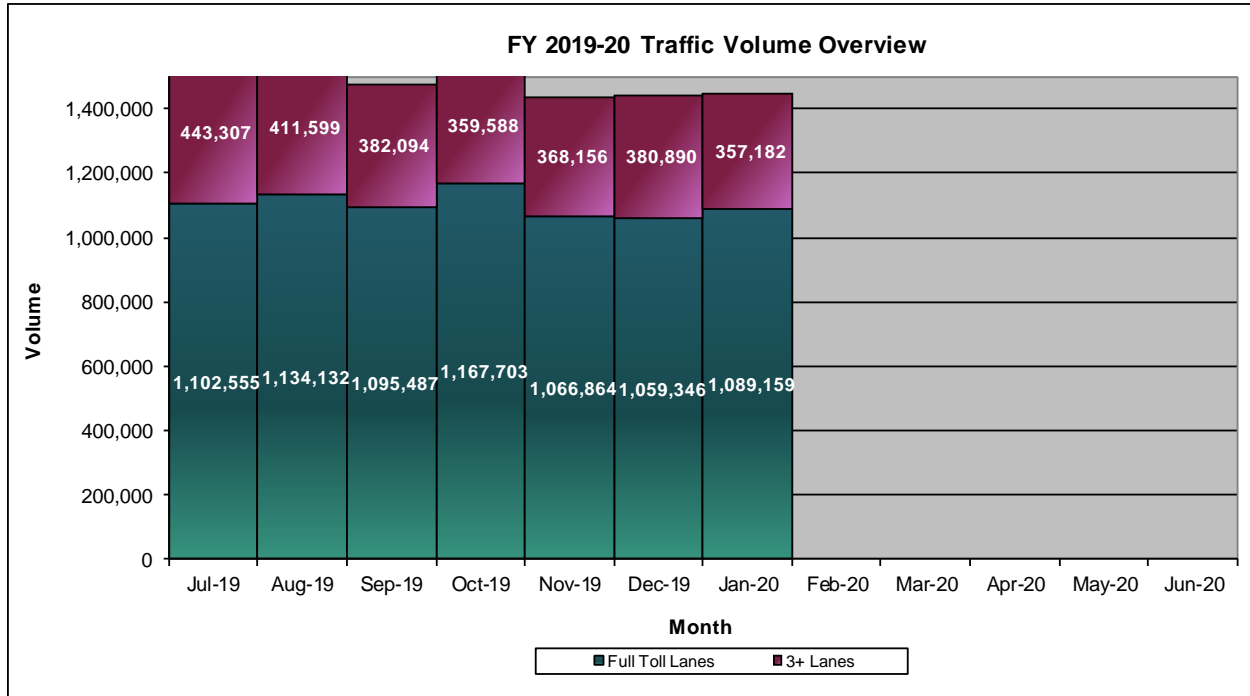
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the months of July 2019 through January 2020.

FY 2019-20 Year to Date as of January 31, 2020

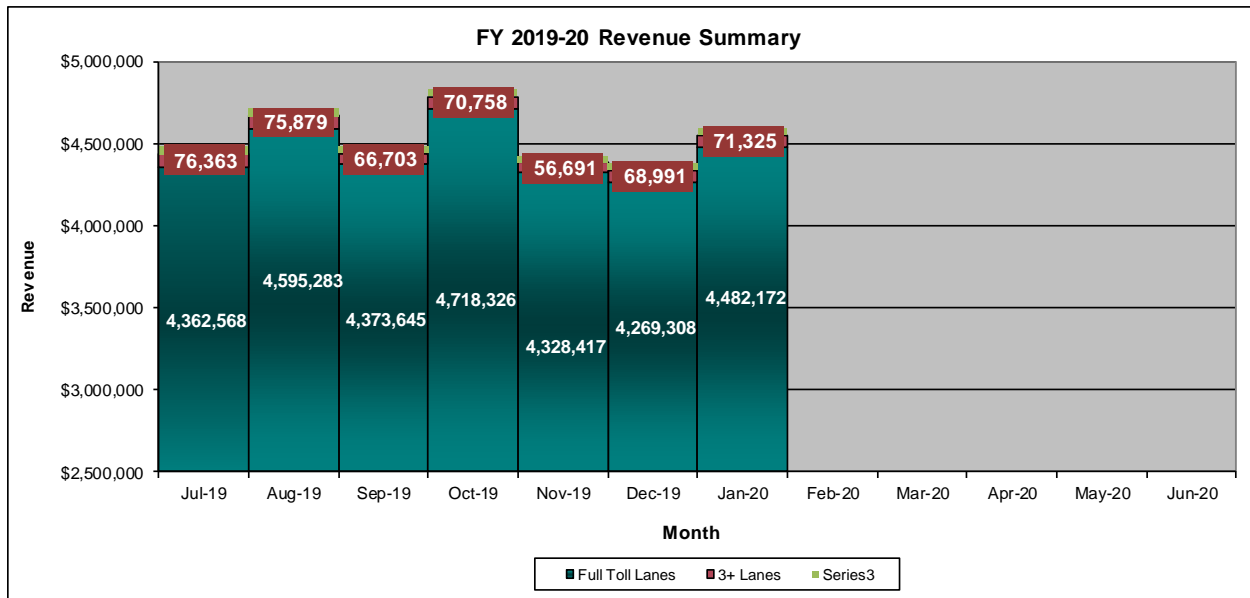
	FY 2019-20 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2018-19 YTD Actual	Yr-to-Yr % Variance
Trips						
Full Toll Lanes	7,715,246	7,626,731	88,515	1.2%	7,475,646	3.2%
3+ Lanes	2,702,816	2,324,910	377,906	16.3%	2,692,985	0.4%
Total Gross Trips	10,418,062	9,951,640	466,422	4.7%	10,168,631	2.5%
Revenue						
Full Toll Lanes	\$31,129,718	\$31,895,469	(\$765,751)	(2.4%)	\$29,652,197	5.0%
3+ Lanes	\$486,709	\$581,594	(\$94,885)	(16.3%)	\$530,317	(8.2%)
Total Gross Revenue	\$31,616,427	\$32,477,063	(\$860,637)	(2.6%)	\$30,182,514	4.8%
Average Revenue per Trip						
Average Full Toll Lanes	\$4.03	\$4.18	(\$0.15)	(3.6%)	\$3.97	1.5%
Average 3+ Lanes	\$0.18	\$0.25	(\$0.07)	(28.0%)	\$0.20	(10.0%)
Average Gross Revenue	\$3.03	\$3.26	(\$0.23)	(7.1%)	\$2.97	2.0%

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between Full Toll trips and HOV3+ trips for FY 2019-20 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between Full Toll trips and HOV3+ trips for FY 2019-20 on a monthly basis.



OCTA EASTBOUND PEAK-HOUR VOLUMES

Peak traffic hour in the eastbound direction reached or exceeded 90% or more of defined capacity 21 times during the month of January 2020. As demonstrated on the next chart, westbound peak hour traffic volumes top out at 80% of defined capacity.

PM Time	Monday 12/30/19				Tuesday 12/31/19				Wednesday 01/01/20				Thursday 01/02/20				Friday 01/03/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500									\$5.15	349	804	24%	\$7.45	493	2,479	73%	\$7.85	555	3,067	90%
1500 - 1600									\$5.15	374	839	25%	\$6.75	570	3,091	91%	\$8.65	604	2,594	76%
1600 - 1700									\$5.15	312	725	21%	\$7.80	503	2,819	83%	\$8.45	448	2,624	77%
1700 - 1800									\$5.15	443	859	25%	\$8.20	490	2,350	69%	\$7.05	556	2,669	79%
1800 - 1900									\$5.15	436	860	25%	\$4.85	583	2,290	67%	\$6.55	567	2,215	65%
1900 - 2000									\$4.65	398	736	22%	\$5.60	451	1,451	43%	\$6.05	598	1,705	50%

PM Time	Monday 01/06/20				Tuesday 01/07/20				Wednesday 01/08/20				Thursday 01/09/20				Friday 01/10/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	409	2,623	77%	\$5.15	435	2,899	85%	\$5.15	478	3,016	89%	\$7.45	429	2,838	83%	\$7.85	501	3,207	94%
1500 - 1600	\$5.50	582	3,076	90%	\$5.75	649	2,887	85%	\$7.75	621	2,941	87%	\$6.75	598	3,381	99%	\$8.65	664	2,712	80%
1600 - 1700	\$5.35	469	3,003	88%	\$5.50	458	2,928	86%	\$7.50	461	3,089	91%	\$7.80	470	2,876	85%	\$8.45	474	2,851	84%
1700 - 1800	\$5.30	553	3,075	90%	\$5.40	551	3,001	88%	\$6.40	546	2,959	87%	\$8.20	488	2,603	77%	\$7.05	591	3,018	89%
1800 - 1900	\$5.50	738	2,752	81%	\$3.95	681	2,804	82%	\$3.95	713	2,941	87%	\$4.85	732	3,051	90%	\$6.55	767	2,923	86%
1900 - 2000	\$3.85	578	1,863	55%	\$3.85	613	2,172	64%	\$3.85	667	2,193	65%	\$5.60	615	2,235	66%	\$6.05	638	2,132	63%

PM Time	Monday 01/13/20				Tuesday 01/14/20				Wednesday 01/15/20				Thursday 01/16/20				Friday 01/17/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	383	2,434	72%	\$5.15	385	2,799	82%	\$5.15	412	2,972	87%	\$7.45	423	2,811	83%	\$7.85	562	3,235	95%
1500 - 1600	\$5.50	624	3,116	92%	\$5.75	587	2,854	84%	\$7.75	572	2,911	86%	\$6.75	577	3,378	99%	\$8.65	587	2,629	77%
1600 - 1700	\$5.35	428	2,915	86%	\$5.50	404	2,897	85%	\$7.50	405	2,912	86%	\$7.80	420	2,920	86%	\$8.45	415	2,670	79%
1700 - 1800	\$5.30	550	3,027	89%	\$5.40	513	2,911	86%	\$6.40	543	3,041	89%	\$8.20	463	2,526	74%	\$7.05	557	2,858	84%
1800 - 1900	\$5.50	751	2,926	86%	\$3.95	680	3,040	89%	\$3.95	679	3,043	90%	\$4.85	679	3,033	89%	\$6.55	774	2,932	86%
1900 - 2000	\$3.85	474	1,772	52%	\$3.85	623	2,616	77%	\$3.85	643	2,480	73%	\$5.60	603	2,384	70%	\$6.05	732	2,571	76%

PM Time	Monday 01/20/20				Tuesday 01/21/20				Wednesday 01/22/20				Thursday 01/23/20				Friday 01/24/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	544	2,526	74%	\$5.15	350	2,631	77%	\$5.15	363	2,754	81%	\$7.45	419	2,789	82%	\$7.85	572	3,436	101%
1500 - 1600	\$5.50	736	3,122	92%	\$5.75	588	2,884	85%	\$7.75	590	2,950	87%	\$6.75	606	3,474	102%	\$8.65	610	2,650	78%
1600 - 1700	\$5.35	508	2,739	81%	\$5.50	398	2,995	88%	\$7.50	422	3,057	90%	\$7.80	428	2,875	85%	\$8.45	409	2,703	80%
1700 - 1800	\$5.30	618	2,553	75%	\$5.40	498	3,015	89%	\$6.40	512	2,900	85%	\$8.20	461	2,500	74%	\$7.05	456	2,598	76%
1800 - 1900	\$5.50	697	1,997	59%	\$3.95	553	3,021	89%	\$3.95	667	3,008	88%	\$4.85	687	2,981	88%	\$6.55	692	2,821	83%
1900 - 2000	\$3.85	466	1,327	39%	\$3.85	453	1,983	58%	\$3.85	563	2,397	71%	\$5.60	635	2,789	82%	\$6.05	794	2,677	79%

PM Time	Monday 01/27/20				Tuesday 01/28/20				Wednesday 01/29/20				Thursday 01/30/20				Friday 01/31/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	244	1,683	50%	\$5.15	375	2,868	84%	\$5.15	405	2,812	83%	\$7.45	367	2,790	82%	\$7.85	520	3,205	94%
1500 - 1600	\$5.50	528	2,852	84%	\$5.75	557	2,741	81%	\$7.75	602	2,923	86%	\$6.75	639	3,591	106%	\$8.65	681	2,715	80%
1600 - 1700	\$5.35	408	2,792	82%	\$5.50	394	2,779	82%	\$7.50	435	3,100	91%	\$7.80	443	2,962	87%	\$8.45	449	2,704	80%
1700 - 1800	\$5.30	489	2,866	84%	\$5.40	474	2,836	83%	\$6.40	527	2,897	85%	\$8.20	457	2,587	76%	\$7.05	533	2,854	84%
1800 - 1900	\$5.50	641	2,798	82%	\$3.95	634	2,918	86%	\$3.95	679	3,079	91%	\$4.85	709	3,057	90%	\$6.55	677	2,903	85%
1900 - 2000	\$3.85	617	2,312	68%	\$3.85	700	2,822	83%	\$3.85	577	2,293	67%	\$5.60	579	2,215	65%	\$6.05	670	2,276	67%

OCTA WESTBOUND PEAK-HOUR VOLUMES

AM Time	Monday 12/30/19				Tuesday 12/31/19				Wednesday 01/01/20				Thursday 01/02/20				Friday 01/03/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500									\$1.70	37	106	3%	\$3.05	577	1,868	55%	\$3.05	532	1,582	47%
0500 - 0600									\$1.70	53	118	3%	\$4.95	564	1,959	58%	\$4.70	554	2,022	59%
0600 - 0700									\$1.70	26	101	3%	\$5.15	339	1,308	38%	\$4.95	397	1,531	45%
0700 - 0800									\$1.70	47	115	3%	\$5.65	307	1,527	45%	\$5.50	249	1,295	38%
0800 - 0900									\$1.70	106	248	7%	\$5.15	239	1,404	41%	\$4.95	272	1,350	40%
0900 - 1000									\$3.05	167	417	12%	\$4.10	313	1,406	41%	\$4.10	287	1,401	41%

AM Time	Monday 01/06/19				Tuesday 01/07/19				Wednesday 01/08/19				Thursday 01/09/19				Friday 01/10/19			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	762	2,523	74%	\$3.05	769	2,484	73%	\$3.05	818	2,548	75%	\$3.05	764	2,430	71%	\$3.05	583	1,831	54%
0500 - 0600	\$4.95	829	2,588	76%	\$4.95	870	2,634	77%	\$4.95	813	2,502	74%	\$4.95	806	2,635	78%	\$4.70	724	2,420	71%
0600 - 0700	\$5.15	542	1,909	56%	\$5.15	509	1,953	57%	\$5.15	566	2,110	62%	\$5.15	557	1,928	57%	\$4.95	467	1,709	50%
0700 - 0800	\$5.65	371	1,910	56%	\$5.65	349	1,921	57%	\$5.65	396	1,905	56%	\$5.65	400	2,021	59%	\$5.50	475	1,840	54%
0800 - 0900	\$5.15	271	1,704	50%	\$5.15	255	1,861	55%	\$5.15	270	2,013	59%	\$5.15	285	1,950	57%	\$4.95	267	1,809	53%
0900 - 1000	\$4.10	376	1,926	57%	\$4.10	328	1,936	57%	\$4.10	348	1,934	57%	\$4.10	322	1,943	57%	\$4.10	352	1,877	55%

AM Time	Monday 01/13/19				Tuesday 01/14/19				Wednesday 01/15/19				Thursday 01/16/19				Friday 01/17/19			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	751	2,609	77%	\$3.05	760	2,455	72%	\$3.05	800	2,566	75%	\$3.05	764	2,514	74%	\$3.05	609	1,998	59%
0500 - 0600	\$4.95	771	2,517	74%	\$4.95	896	2,692	79%	\$4.95	836	2,553	75%	\$4.95	819	2,702	79%	\$4.70	732	2,472	73%
0600 - 0700	\$5.15	558	2,072	61%	\$5.15	547	2,092	62%	\$5.15	601	2,144	63%	\$5.15	574	2,086	61%	\$4.95	613	2,165	64%
0700 - 0800	\$5.65	416	2,123	62%	\$5.65	371	2,122	62%	\$5.65	416	2,012	59%	\$5.65	388	2,149	63%	\$5.50	383	1,928	57%
0800 - 0900	\$5.15	244	2,029	60%	\$5.15	243	2,015	59%	\$5.15	210	1,893	56%	\$5.15	213	2,073	61%	\$4.95	243	1,885	55%
0900 - 1000	\$4.10	273	1,897	56%	\$4.10	257	2,048	60%	\$4.10	218	1,853	55%	\$4.10	217	1,960	58%	\$4.10	250	1,823	54%

AM Time	Monday 01/20/19				Tuesday 01/21/19				Wednesday 01/22/19				Thursday 01/23/19				Friday 01/24/19			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	590	1,933	57%	\$3.05	738	2,492	73%	\$3.05	790	2,567	76%	\$3.05	783	2,513	74%	\$3.05	663	2,018	59%
0500 - 0600	\$4.95	562	1,987	58%	\$4.95	887	2,642	78%	\$4.95	792	2,424	71%	\$4.95	860	2,674	79%	\$4.70	751	2,435	72%
0600 - 0700	\$5.15	379	1,489	44%	\$5.15	576	2,171	64%	\$5.15	624	2,214	65%	\$5.15	574	1,879	55%	\$4.95	606	2,131	63%
0700 - 0800	\$5.65	253	1,179	35%	\$5.65	407	2,150	63%	\$5.65	437	2,209	65%	\$5.65	428	2,055	60%	\$5.50	404	1,934	57%
0800 - 0900	\$5.15	286	1,260	37%	\$5.15	235	2,129	63%	\$5.15	224	2,020	59%	\$5.15	243	2,188	64%	\$4.95	232	1,861	55%
0900 - 1000	\$4.10	433	1,615	48%	\$4.10	223	2,043	60%	\$4.10	244	2,087	61%	\$4.10	266	2,117	62%	\$4.10	246	1,636	48%

AM Time	Monday 01/27/19				Tuesday 01/28/19				Wednesday 01/29/19				Thursday 01/30/19				Friday 01/31/19			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	770	2,607	77%	\$3.05	767	2,584	76%	\$3.05	781	2,606	77%	\$3.05	752	2,507	74%	\$3.05	641	2,071	61%
0500 - 0600	\$4.95	765	2,486	73%	\$4.95	875	2,613	77%	\$4.95	832	2,552	75%	\$4.95	816	2,717	80%	\$4.70	739	2,573	76%
0600 - 0700	\$5.15	557	2,163	64%	\$5.15	548	2,086	61%	\$5.15	627	2,178	64%	\$5.15	597	2,036	60%	\$4.95	574	2,152	63%
0700 - 0800	\$5.65	375	2,036	60%	\$5.65	451	2,226	65%	\$5.65	413	2,058	61%	\$5.65	427	2,183	64%	\$5.50	428	1,919	56%
0800 - 0900	\$5.15	213	2,035	60%	\$5.15	234	2,150	63%	\$5.15	255	2,097	62%	\$5.15	246	2,072	61%	\$4.95	234	1,891	56%
0900 - 1000	\$4.10	211	1,942	57%	\$4.10	232	2,096	62%	\$4.10	231	2,074	61%	\$4.10	227	2,035	60%	\$4.10	252	1,921	57%

OCTA OPERATIONAL HIGHLIGHTS

On-road Operations

OCTA Customer Assistance Specialists (CAS) responded to 85 calls during the month of January. Of those calls, 66 were to assist disabled vehicles and 16 calls to remove debris. The CAS provided assistance to three accidents in the Express Lanes with one of those accidents originated from the SR91 general-purpose lanes.

Electronic Toll and Traffic Management System Project Update

Kapsch TrafficCom USA, Inc., (Kapsch), the toll lanes system integrator for the 91 Express Lanes, completed the replacement of the Electronic Toll and Traffic Management (ETTM) system at the current toll gantries. This new lane system is reading both the new 6C transponder protocol as well as the legacy Title 21 protocol. The next phase of the project, which begins next calendar year, entails the replacement of the closed-circuit television cameras along the corridor. New toll gantries will be constructed at the three entrances of the OCTA 91 Express Lanes after which Kapsch will install new ETTM equipment on the entrance gantries.

6C Transition Update

Changes to the back-office system to incorporate the new 6C transponder protocol is underway. In January, the 91 Express Lanes continued to send letters to customers notifying them of the transition to 6C, as well as changes to the account plans, user agreement and privacy policy. In the upcoming weeks, distribution of the new welcome kit and sticker transponders will commence. It is envisioned the distribution of the new transponders to all the customers will take place over several months.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

Description	YTD as of : 1/31/2020		YTD Variance	
	Actual ⁽¹⁾	Budget ⁽¹⁾	Dollar \$	Percent (%)
Operating revenues:				
Toll revenue	\$ 29,163,391.49	\$ 30,684,797.00	\$ (1,521,405.51)	(5.0)
Fee revenue	4,223,400.79	2,757,864.00	1,465,536.79	53.1
Total operating revenues	33,386,792.28	33,442,661.00	(55,868.72)	(0.2)
Operating expenses:				
Contracted services	3,619,248.14	4,439,940.00	820,691.86	18.5
Administrative fee	1,653,680.00	1,656,599.00	2,919.00	0.2
Other professional services	665,868.10	1,593,630.00	927,761.90	58.2
Credit card processing fees	774,145.50	817,830.00	43,684.50	5.3
Toll road account servicing	412,010.24	1,404,000.00	991,989.76	70.7
Other insurance expense	217,638.75	437,325.00	219,686.25	50.2
Toll road maintenance supply repairs	141,320.42	310,419.00	169,098.58	54.5
Patrol services	644,910.67	571,445.00	(73,465.67)	(12.9)
Building equipment repairs and maint	20,689.64	188,944.00	168,254.36	89.0
6C Transponders	250,518.75	125,000.00	(125,518.75)	(100.4)
Other services	(9,221.50)	18,331.00	27,552.50	150.3
Utilities	28,473.76	42,861.00	14,387.24	33.6
Office expense	3,120.21	107,941.00	104,820.79	97.1
Bad debt expense	103,882.04	-	(103,882.04)	N/A
Miscellaneous ⁽²⁾	42,647.12	83,425.00	40,777.88	48.9
Leases	237,716.52	268,226.00	30,509.48	11.4
Total operating expenses	8,806,648.36	12,065,916.00	3,259,267.64	27.0
Depreciation and amortization ⁽³⁾	2,062,751.07	-	(2,062,751.07)	N/A
Operating income (loss)	22,517,392.85	21,376,745.00	1,140,647.85	5.3
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	661,599.55	906,250.00	(244,650.45)	(27.0)
Interest income	3,510,275.74	2,214,387.00	1,295,888.74	58.5
Interest expense	(2,698,887.30)	(2,748,704.00)	49,816.70	1.8
Other	32,769.18	-	32,769.18	N/A
Total nonoperating revenues (expenses)	1,505,757.17	371,933.00	1,133,824.17	(304.8)
Transfers in	-	-	-	N/A
Transfers out ⁽⁴⁾	(14,460,192.17)	(25,000.00)	(14,435,192.17)	(57,740.8)
Net income (loss)	\$ 9,562,957.85	\$ 21,723,678.00	\$ (12,160,720.15)	(56.0)

¹Actual amounts are accounted for on the accrual basis of accounting in an enterprise fund. Budget amounts are accounted for on a modified accrual basis of accounting.

²Miscellaneous expenses include: Bond Insurance Costs, Bank Service Charge, Transponder Materials.

³Depreciation and amortization are not budgeted items.

⁴For M2 Project I and Project J expense reimbursement.

Capital Asset Activity

During the seven months ending January 31, 2020, capital asset activities included \$195,292 for the ETTM system project, \$5,920 for computer equipment and \$325,411 for transponder purchases.

OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

Total traffic volume on the 91 Express Lanes for January 2020 was 1,265,369. This represents a daily average of 40,818 vehicles. This is a 6.7% increase in total traffic volume from the same period last year, which totaled 1,186,225. Potential toll revenue for the month was \$5,827,403, which represents an increase of 22.3% from the prior year's total of \$4,764,682. Carpool percentage for January was 23.03% as compared to the previous year's rate of 24.28%.

Month-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the month of January 2020.

Current Month-to-Date (MTD) as of January 31, 2020

Trips	JAN-20 MTD Actual	Stantec MTD Projected	# Variance	% Variance	JAN-19 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	973,936	917,386	56,550	6.2%	898,175	8.4%
3+ Lanes	291,433	300,900	(9,467)	(3.1%)	288,050	1.2%
Total Gross Trips	1,265,369	1,218,286	47,083	3.9%	1,186,225	6.7%
Revenue						
Full Toll Lanes	\$5,789,888	\$3,695,857	\$2,094,031	56.7%	\$4,724,916	22.5%
3+ Lanes	\$37,514	\$0	\$37,514		\$39,766	(5.7%)
Total Gross Revenue	\$5,827,403	\$3,695,857	\$2,131,545	57.7%	\$4,764,682	22.3%
Average Revenue per Trip						
Average Full Toll Lanes	\$5.94	\$4.03	\$1.91	47.4%	\$5.26	12.9%
Average 3+ Lanes	\$0.13	\$0.00	\$0.13		\$0.14	(7.1%)
Average Gross Revenue	\$4.61	\$3.03	\$1.58	52.1%	\$4.02	14.7%

The 2020 fiscal year-to-date (YTD) traffic volume is 3.7% higher when compared with the same period last year. The 2020 fiscal year-to-date revenue is 21.3% higher than for the same period last year. The traffic and revenue increases are attributed to higher demand and increased toll rates to manage the demand. Year-to-date average revenue per-trip is \$4.27.

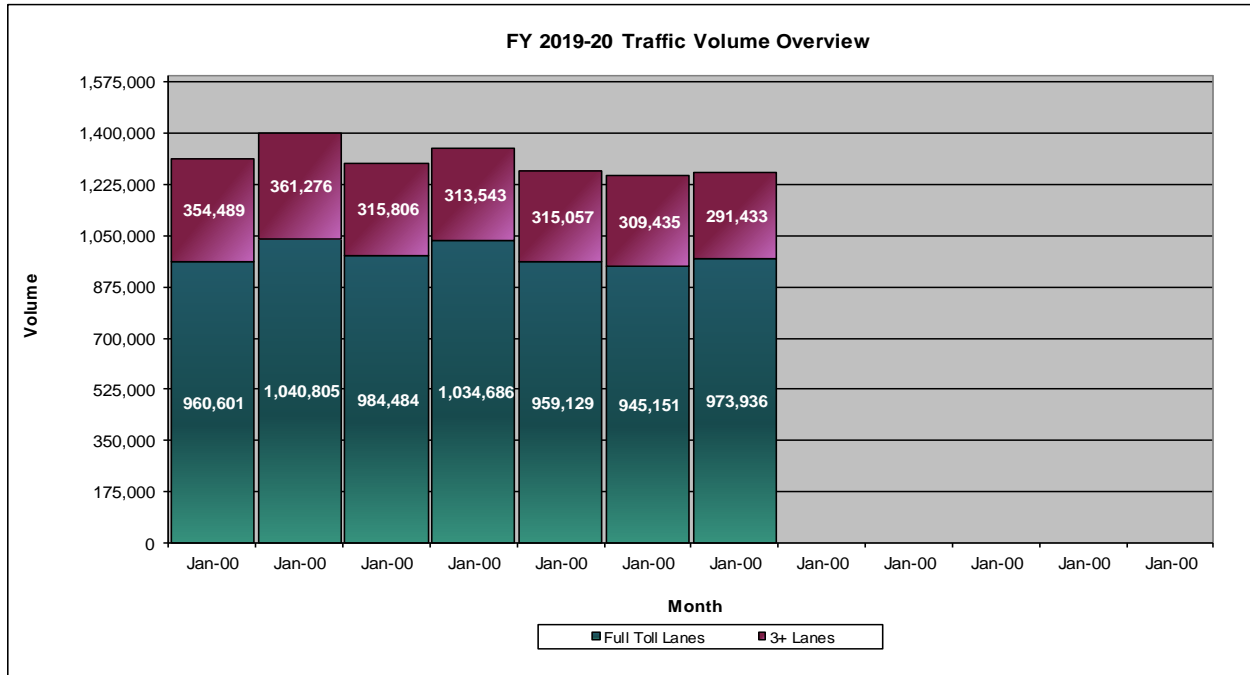
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the months of July 2019 through January 2020.

FY 2019-20 Year to Date as of January 31, 2020

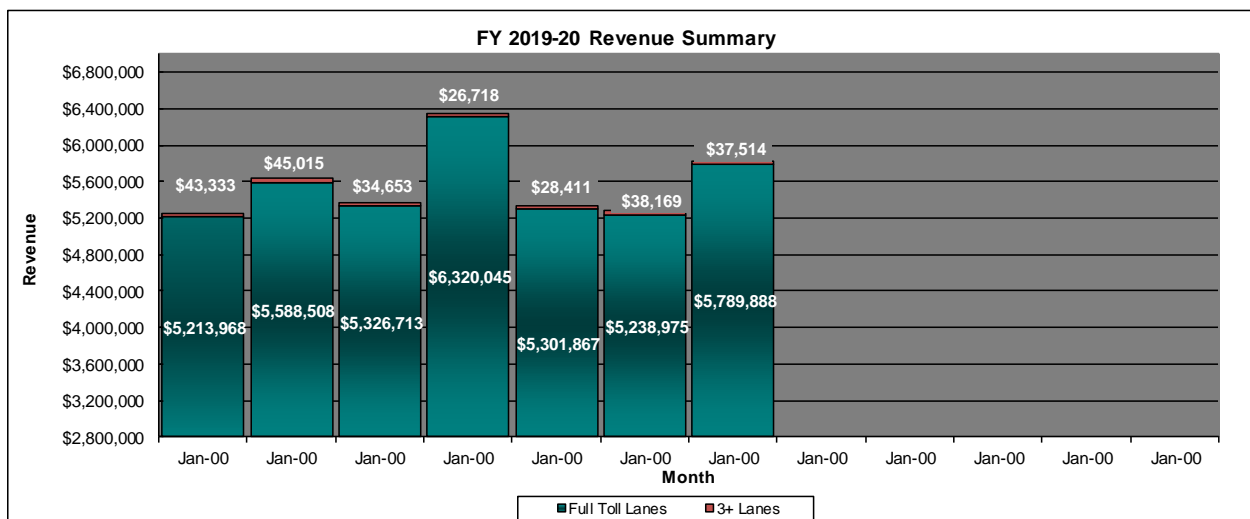
Trips	FY 2019-20 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2018-19 YTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	6,942,948	6,850,743	92,205	1.3%	6,675,335	4.0%
3+ Lanes	2,199,852	2,227,371	(27,519)	(1.2%)	2,137,267	2.9%
Total Gross Trips	9,142,800	9,078,114	64,686	0.7%	8,812,602	3.7%
Revenue						
Full Toll Lanes	\$38,779,965	\$27,011,329	\$11,768,636	43.6%	\$31,924,543	21.5%
3+ Lanes	\$253,813	\$0	\$253,813		\$252,293	0.6%
Total Gross Revenue	\$39,033,778	\$27,011,329	\$12,022,449	44.5%	\$32,176,836	21.3%
Average Revenue per Trip						
Average Full Toll Lanes	\$5.59	\$3.94	\$1.65	41.9%	\$4.78	16.9%
Average 3+ Lanes	\$0.12	\$0.00	\$0.12		\$0.12	0.0%
Average Gross Revenue	\$4.27	\$2.98	\$1.29	43.3%	\$3.65	17.0%

RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between Full Toll lanes and HOV3+ lanes for FY 2019-20 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between Full Toll lanes and HOV3+ lanes for FY 2019-20 on a monthly basis.



RCTC PEAK-HOUR VOLUMES

RCTC evaluates traffic volumes for peak period hours and either increases or decreases tolls according to the toll rate policy. The next quarterly adjustment is scheduled for April 1, 2020.

RCTC EASTBOUND PEAK-HOUR VOLUMES

Eastbound PM Peak - County Line to McKinley

PM Time	Monday 12/30/19					Tuesday 12/31/19					Wednesday 01/01/20					Thursday 01/02/20					Friday 01/03/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500											\$2.25	167	256	423	B	\$11.85	274	935	1,209	E	\$21.00	308	1,039	1,347	F
1500 - 1600											\$1.55	175	265	440	B	\$11.35	323	1,174	1,497	F	\$18.70	303	773	1,076	D
1600 - 1700											\$1.55	129	231	360	A	\$7.50	291	1,043	1,334	F	\$10.45	210	880	1,090	D
1700 - 1800											\$1.55	178	226	404	B	\$5.30	236	827	1,063	D	\$6.95	228	812	1,040	D
1800 - 1900											\$1.55	162	197	359	A	\$5.30	243	640	883	C	\$5.30	240	711	951	C
1900 - 2000											\$1.55	169	174	343	A	\$5.30	192	429	621	B	\$5.30	258	521	779	B

PM Time	Monday 01/06/20					Tuesday 01/07/20					Wednesday 01/08/20					Thursday 01/09/20					Friday 01/10/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	213	986	1,199	D	\$6.95	219	993	1,212	E	\$9.00	241	1,064	1,305	F	\$11.85	213	977	1,190	D	\$21.00	269	1,113	1,382	F
1500 - 1600	\$7.35	281	957	1,238	E	\$6.95	304	916	1,220	E	\$9.90	306	935	1,241	E	\$11.35	318	1,019	1,337	F	\$18.70	338	884	1,222	E
1600 - 1700	\$5.30	217	880	1,097	D	\$5.30	185	858	1,043	D	\$5.30	185	960	1,145	D	\$7.50	208	960	1,168	D	\$10.45	242	1,007	1,249	E
1700 - 1800	\$5.30	212	819	1,031	D	\$5.30	240	785	1,025	D	\$5.30	196	883	1,079	D	\$5.30	195	807	1,002	D	\$6.95	267	936	1,203	E
1800 - 1900	\$5.30	249	688	937	C	\$5.30	259	739	998	C	\$5.30	260	777	1,037	D	\$5.30	267	811	1,078	D	\$5.30	308	916	1,224	E
1900 - 2000	\$2.25	221	530	751	B	\$4.20	206	594	800	B	\$5.30	252	561	813	C	\$5.30	214	607	821	C	\$5.30	281	722	1,003	D

PM Time	Monday 01/13/20					Tuesday 01/14/20					Wednesday 01/15/20					Thursday 01/16/20					Friday 01/17/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	202	869	1,071	D	\$6.95	318	1,791	2,109	F	\$9.00	227	1,047	1,274	E	\$11.85	231	1,013	1,244	E	\$21.00	368	1,155	1,523	F
1500 - 1600	\$7.35	299	949	1,248	E	\$6.95	373	1,535	1,908	F	\$9.90	275	955	1,230	E	\$11.35	320	1,090	1,410	F	\$18.70	371	936	1,307	F
1600 - 1700	\$5.30	183	906	1,089	D	\$5.30	166	862	1,028	D	\$5.30	183	943	1,126	D	\$7.50	209	946	1,155	D	\$10.45	250	947	1,197	D
1700 - 1800	\$5.30	201	853	1,054	D	\$5.30	197	848	1,045	D	\$5.30	190	924	1,114	D	\$5.30	198	826	1,024	D	\$6.95	315	908	1,223	E
1800 - 1900	\$5.30	275	777	1,052	D	\$5.30	252	834	1,086	D	\$5.30	263	785	1,048	D	\$5.30	311	873	1,184	D	\$5.30	366	901	1,267	E
1900 - 2000	\$2.25	161	533	694	B	\$4.20	231	732	963	C	\$5.30	234	683	917	C	\$5.30	218	719	937	C	\$5.30	337	888	1,225	E

PM Time	Monday 01/20/20					Tuesday 01/21/20					Wednesday 01/22/20					Thursday 01/23/20					Friday 01/24/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	299	916	1,215	E	\$6.95	197	897	1,094	D	\$9.00	226	1,001	1,227	E	\$11.85	255	1,014	1,269	E	\$21.00	307	1,134	1,441	F
1500 - 1600	\$7.35	366	966	1,332	F	\$6.95	299	941	1,240	E	\$9.90	276	994	1,270	E	\$11.35	297	1,117	1,414	F	\$18.70	346	936	1,282	E
1600 - 1700	\$5.30	244	848	1,092	D	\$5.30	165	952	1,117	D	\$5.30	203	929	1,132	D	\$7.50	188	1,002	1,190	D	\$10.45	236	961	1,197	D
1700 - 1800	\$5.30	284	752	1,036	D	\$5.30	201	814	1,015	D	\$5.30	224	866	1,090	D	\$5.30	177	854	1,031	D	\$6.95	208	852	1,060	D
1800 - 1900	\$5.30	318	615	933	C	\$5.30	262	741	1,003	D	\$5.30	273	842	1,115	D	\$5.30	253	867	1,120	D	\$5.30	361	871	1,232	E
1900 - 2000	\$2.25	209	339	548	B	\$4.20	181	563	744	B	\$5.30	235	688	923	C	\$5.30	232	847	1,079	D	\$5.30	372	872	1,244	E

PM Time	Monday 01/27/20					Tuesday 01/28/20					Wednesday 01/29/20					Thursday 01/30/20					Friday 01/31/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	149	640	789	B	\$6.95	220	954	1,174	D	\$9.00	236	981	1,217	E	\$11.85	229	1,015	1,244	E	\$21.00	290	1,098	1,388	F
1500 - 1600	\$7.35	317	1,006	1,323	F	\$6.95	280	957	1,237	E	\$9.90	309	932	1,241	E	\$11.35	293	1,112	1,405	F	\$18.70	375	880	1,255	E
1600 - 1700	\$5.30	183	925	1,108	D	\$5.30	174	902	1,076	D	\$5.30	184	952	1,136	D	\$7.50	177	984	1,161	D	\$10.45	232	987	1,219	E
1700 - 1800	\$5.30	197	880	1,077	D	\$5.30	197	811	1,008	D	\$5.30	243	812	1,055	D	\$5.30	197	789	986	C	\$6.95	253	969	1,222	E
1800 - 1900	\$5.30	279	765	1,044	D	\$5.30	263	798	1,061	D	\$5.30	289	795	1,084	D	\$5.30	281	847	1,128	D	\$5.30	285	909	1,194	D
1900 - 2000	\$2.25	239	651	890	C	\$4.20	234	806	1,040	D	\$5.30	235	574	809	C	\$5.30	231	675	906	C	\$5.30	307	761	1,068	D

Eastbound PM Peak - County Line to I-15 South

	Monday 12/30/19					Tuesday 12/31/19					Wednesday 01/01/20					Thursday 01/02/20					Friday 01/03/20				
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500											\$1.95	94	159	253	A	\$5.30	145	640	785	B	\$5.30	146	706	852	C
1500 - 1600											\$1.95	106	149	255	A	\$5.30	169	781	950	C	\$2.95	163	661	824	C
1600 - 1700											\$1.95	82	150	232	A	\$2.95	127	714	841	C	\$2.95	104	602	706	B
1700 - 1800											\$1.95	114	134	248	A	\$2.95	125	534	659	B	\$2.95	140	558	698	B
1800 - 1900											\$1.95	133	161	294	A	\$2.95	145	458	603	B	\$2.95	148	450	598	B
1900 - 2000											\$1.95	109	113	222	A	\$2.95	112	334	446	B	\$2.95	151	326	477	B

	Monday 01/06/20					Tuesday 01/07/20					Wednesday 01/08/20					Thursday 01/09/20					Friday 01/10/20				
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	118	674	792	B	\$5.30	120	710	830	C	\$5.30	151	755	906	C	\$5.30	129	704	833	C	\$5.30	156	821	977	C
1500 - 1600	\$5.30	142	685	827	C	\$2.95	175	664	839	C	\$2.95	142	697	839	C	\$5.30	164	811	975	C	\$2.95	158	655	813	C
1600 - 1700	\$2.95	121	701	822	C	\$2.95	124	652	776	B	\$2.95	124	765	889	C	\$2.95	113	678	791	B	\$2.95	121	694	815	C
1700 - 1800	\$2.95	128	636	764	B	\$2.95	122	613	735	B	\$2.95	128	588	716	B	\$2.95	122	539	661	B	\$2.95	132	670	802	C
1800 - 1900	\$2.95	167	535	702	B	\$2.95	144	544	688	B	\$2.95	155	586	741	B	\$2.95	181	627	808	C	\$2.95	199	592	791	B
1900 - 2000	\$2.95	174	414	588	B	\$2.95	152	465	617	B	\$2.95	198	440	638	B	\$2.95	174	484	658	B	\$2.95	210	474	684	B

	Monday 01/13/20					Tuesday 01/14/20					Wednesday 01/15/20					Thursday 01/16/20					Friday 01/17/20				
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	128	642	770	B	\$5.30	0	0	0	A	\$5.30	104	759	863	C	\$5.30	101	652	753	B	\$5.30	145	854	999	C
1500 - 1600	\$5.30	159	711	870	C	\$2.95	35	81	116	A	\$2.95	139	678	817	C	\$5.30	139	815	954	C	\$2.95	118	597	715	B
1600 - 1700	\$2.95	104	657	761	B	\$2.95	94	693	787	B	\$2.95	106	687	793	B	\$2.95	120	653	773	B	\$2.95	93	574	667	B
1700 - 1800	\$2.95	108	626	734	B	\$2.95	89	581	670	B	\$2.95	111	624	735	B	\$2.95	107	566	673	B	\$2.95	132	593	725	B
1800 - 1900	\$2.95	151	582	733	B	\$2.95	129	620	749	B	\$2.95	134	620	754	B	\$2.95	129	569	698	B	\$2.95	173	538	711	B
1900 - 2000	\$2.95	132	411	543	B	\$2.95	149	623	772	B	\$2.95	145	521	666	B	\$2.95	132	529	661	B	\$2.95	184	536	720	B

	Monday 01/20/20					Tuesday 01/21/20					Wednesday 01/22/20					Thursday 01/23/20					Friday 01/24/20				
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	169	619	788	B	\$5.30	98	729	827	C	\$5.30	101	703	804	C	\$5.30	120	722	842	C	\$5.30	164	827	991	C
1500 - 1600	\$5.30	190	682	872	C	\$2.95	126	648	774	B	\$2.95	135	702	837	C	\$5.30	132	788	920	C	\$2.95	144	587	731	B
1600 - 1700	\$2.95	133	633	766	B	\$2.95	91	692	783	B	\$2.95	101	709	810	C	\$2.95	90	689	779	B	\$2.95	97	607	704	B
1700 - 1800	\$2.95	137	564	701	B	\$2.95	112	636	748	B	\$2.95	124	651	775	B	\$2.95	91	526	617	B	\$2.95	126	558	684	B
1800 - 1900	\$2.95	158	405	563	B	\$2.95	142	602	744	B	\$2.95	146	608	754	B	\$2.95	117	619	736	B	\$2.95	161	515	676	B
1900 - 2000	\$2.95	125	280	405	B	\$2.95	118	464	582	B	\$2.95	151	506	657	B	\$2.95	150	648	798	B	\$2.95	186	534	720	B

	Monday 01/27/20					Tuesday 01/28/20					Wednesday 01/29/20					Thursday 01/30/20					Friday 01/31/20				
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	74	510	584	B	\$5.30	86	721	807	C	\$5.30	117	713	830	C	\$5.30	103	728	831	C	\$5.30	139	801	940	C
1500 - 1600	\$5.30	124	670	794	B	\$2.95	118	630	748	B	\$2.95	138	659	797	B	\$5.30	149	795	944	C	\$2.95	149	608	757	B
1600 - 1700	\$2.95	110	648	758	B	\$2.95	100	644	744	B	\$2.95	131	686	817	C	\$2.95	96	686	782	B	\$2.95	118	609	727	B
1700 - 1800	\$2.95	112	630	742	B	\$2.95	100	615	715	B	\$2.95	132	567	699	B	\$2.95	107	563	670	B	\$2.95	113	650	763	B
1800 - 1900	\$2.95	137	578	715	B	\$2.95	135	569	704	B	\$2.95	164	585	749	B	\$2.95	154	635	789	B	\$2.95	145	584	729	B
1900 - 2000	\$2.95	156	463	619	B	\$2.95	140	615	755	B	\$2.95	155	497	652	B	\$2.95	144	466	610	B	\$2.95	141	482	623	B

RCTC WESTBOUND PEAK-HOUR VOLUMES

Westbound AM Peak - McKinley to County Line

AM Time	Monday 12/30/19					Tuesday 12/31/19					Wednesday 01/01/20					Thursday 01/02/20					Friday 01/03/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500											\$1.55	13	29	42	A	\$10.50	274	802	1,076	D	\$5.30	252	536	788	B
0500 - 0600											\$1.55	18	21	39	A	\$17.50	308	804	1,112	D	\$12.20	305	811	1,116	D
0600 - 0700											\$1.55	5	31	36	A	\$19.40	272	613	885	C	\$11.45	244	767	1,011	D
0700 - 0800											\$1.55	20	40	60	A	\$15.30	250	942	1,192	D	\$9.30	205	835	1,040	D
0800 - 0900											\$1.55	46	82	128	A	\$12.20	152	846	998	C	\$8.00	143	727	870	C
0900 - 1000											\$1.55	79	129	208	A	\$9.00	177	624	801	C	\$5.30	144	573	717	B

AM Time	Monday 01/06/20					Tuesday 01/07/20					Wednesday 01/08/20					Thursday 01/09/20					Friday 01/10/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$10.80	354	1,122	1,476	F	\$10.80	364	1,084	1,448	F	\$10.80	421	1,085	1,506	F	\$10.50	401	1,039	1,440	F	\$5.30	308	633	941	C
0500 - 0600	\$23.25	481	939	1,420	F	\$22.80	526	958	1,484	F	\$19.75	441	793	1,234	E	\$17.50	468	1,029	1,497	F	\$12.20	383	1,014	1,397	F
0600 - 0700	\$19.55	335	902	1,237	E	\$17.45	317	823	1,140	D	\$19.40	361	1,094	1,455	F	\$19.40	373	723	1,096	D	\$11.45	386	1,004	1,390	F
0700 - 0800	\$16.35	277	1,228	1,505	F	\$16.35	271	1,250	1,521	F	\$17.10	286	1,251	1,537	F	\$15.30	285	1,242	1,527	F	\$9.30	437	1,556	1,993	F
0800 - 0900	\$11.15	190	1,372	1,562	F	\$11.45	178	1,314	1,492	F	\$11.45	165	1,370	1,535	F	\$12.20	162	1,213	1,375	F	\$8.00	159	1,087	1,246	E
0900 - 1000	\$6.95	206	901	1,107	D	\$9.00	153	926	1,079	D	\$8.00	177	910	1,087	D	\$9.00	155	967	1,122	D	\$5.30	160	803	963	C

AM Time	Monday 01/13/20					Tuesday 01/14/20					Wednesday 01/15/20					Thursday 01/16/20					Friday 01/17/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$10.80	372	1,143	1,515	F	\$10.80	371	1,019	1,390	F	\$10.80	422	1,099	1,521	F	\$10.50	413	1,057	1,470	F	\$5.30	284	734	1,018	D
0500 - 0600	\$23.25	417	843	1,260	E	\$22.80	557	1,029	1,586	F	\$19.75	441	745	1,186	D	\$17.50	451	1,086	1,537	F	\$12.20	393	1,036	1,429	F
0600 - 0700	\$19.55	339	980	1,319	E	\$17.45	357	933	1,290	E	\$19.40	386	1,119	1,505	F	\$19.40	383	807	1,190	D	\$11.45	418	1,216	1,634	F
0700 - 0800	\$16.35	299	1,347	1,646	F	\$16.35	331	1,292	1,623	F	\$17.10	300	1,332	1,632	F	\$15.30	274	1,401	1,675	F	\$9.30	296	1,242	1,538	F
0800 - 0900	\$11.15	173	1,402	1,575	F	\$11.45	197	1,382	1,579	F	\$11.45	181	1,370	1,551	F	\$12.20	158	1,508	1,666	F	\$8.00	139	1,205	1,344	E
0900 - 1000	\$6.95	151	971	1,122	D	\$9.00	143	1,020	1,163	D	\$8.00	145	944	1,089	D	\$9.00	133	956	1,089	D	\$5.30	146	808	954	C

AM Time	Monday 01/20/20					Tuesday 01/21/20					Wednesday 01/22/20					Thursday 01/23/20					Friday 01/24/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$10.80	299	776	1,075	D	\$10.80	358	1,118	1,476	F	\$10.80	412	1,140	1,552	F	\$10.50	426	1,126	1,552	F	\$5.30	337	731	1,068	D
0500 - 0600	\$23.25	313	730	1,043	D	\$22.80	521	955	1,476	F	\$19.75	422	688	1,110	D	\$17.50	521	1,110	1,631	F	\$12.20	446	1,024	1,470	F
0600 - 0700	\$19.55	218	690	908	C	\$17.45	325	950	1,275	E	\$19.40	407	1,028	1,435	F	\$19.40	396	640	1,036	D	\$11.45	435	1,188	1,623	F
0700 - 0800	\$16.35	185	675	860	C	\$16.35	277	1,384	1,661	F	\$17.10	332	1,380	1,712	F	\$15.30	353	1,228	1,581	F	\$9.30	312	1,218	1,530	F
0800 - 0900	\$11.15	165	695	860	C	\$11.45	156	1,476	1,632	F	\$11.45	178	1,417	1,595	F	\$12.20	207	1,431	1,638	F	\$8.00	165	1,114	1,279	E
0900 - 1000	\$6.95	235	638	873	C	\$9.00	159	1,049	1,208	E	\$8.00	135	1,006	1,141	D	\$9.00	177	1,113	1,290	E	\$5.30	130	757	887	C

AM Time	Monday 01/27/20					Tuesday 01/28/20					Wednesday 01/29/20					Thursday 01/30/20					Friday 01/31/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$10.80	387	1,150	1,537	F	\$10.80	350	1,147	1,497	F	\$10.80	385	1,163	1,548	F	\$10.50	341	1,140	1,481	F	\$5.30	323	790	1,113	D
0500 - 0600	\$23.25	450	910	1,360	F	\$22.80	555	1,029	1,584	F	\$19.75	481	794	1,275	E	\$17.50	459	1,193	1,652	F	\$12.20	411	1,076	1,487	F
0600 - 0700	\$19.55	352	993	1,345	E	\$17.45	331	824	1,155	D	\$19.40	440	1,102	1,542	F	\$19.40	367	785	1,152	D	\$11.45	398	1,216	1,614	F
0700 - 0800	\$16.35	291	1,308	1,599	F	\$16.35	314	1,319	1,633	F	\$17.10	337	1,262	1,599	F	\$15.30	298	1,375	1,673	F	\$9.30	304	1,164	1,468	F
0800 - 0900	\$11.15	159	1,441	1,600	F	\$11.45	200	1,447	1,647	F	\$11.45	205	1,461	1,666	F	\$12.20	182	1,439	1,621	F	\$8.00	156	1,160	1,316	E
0900 - 1000	\$6.95	150	1,024	1,174	D	\$9.00	168	1,081	1,249	E	\$8.00	159	1,091	1,250	E	\$9.00	140	1,128	1,268	E	\$5.30	150	833	983	C

Westbound AM Peak - I-15 North to County Line

AM Time	Monday 12/30/19					Tuesday 12/31/19					Wednesday 01/01/20					Thursday 01/02/20					Friday 01/03/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500											\$1.95	20	40	60	A	\$5.30	167	571	738	B	\$5.30	151	477	628	B
0500 - 0600											\$1.95	24	57	81	A	\$13.50	231	831	1,062	D	\$6.85	200	796	996	C
0600 - 0700											\$1.95	14	43	57	A	\$15.55	205	712	917	C	\$8.85	176	733	909	C
0700 - 0800											\$1.95	17	39	56	A	\$12.75	135	726	861	C	\$6.85	89	742	831	C
0800 - 0900											\$1.95	41	78	119	A	\$8.85	81	718	799	B	\$5.30	92	592	684	B
0900 - 1000											\$1.95	60	109	169	A	\$5.30	116	580	696	B	\$2.95	131	619	750	B

AM Time	Monday 01/06/20					Tuesday 01/07/20					Wednesday 01/08/20					Thursday 01/09/20					Friday 01/10/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$6.85	212	812	1,024	D	\$6.85	220	737	957	C	\$5.30	245	721	966	C	\$5.30	238	701	939	C	\$5.30	149	587	736	B
0500 - 0600	\$19.05	344	1,119	1,463	F	\$18.60	344	1,040	1,384	E	\$16.60	307	1,131	1,438	F	\$13.50	360	1,126	1,486	F	\$6.85	269	969	1,238	E
0600 - 0700	\$19.35	296	982	1,278	E	\$18.60	286	1,169	1,455	F	\$20.70	267	1,050	1,317	E	\$15.55	287	1,076	1,363	E	\$8.85	156	386	542	B
0700 - 0800	\$12.15	177	1,097	1,274	E	\$14.80	188	1,132	1,320	E	\$13.80	174	1,084	1,258	E	\$12.75	199	1,206	1,405	F	\$6.85	197	939	1,136	D
0800 - 0900	\$6.85	95	772	867	C	\$8.85	102	1,041	1,143	D	\$8.85	123	1,087	1,210	E	\$8.85	126	1,022	1,148	D	\$5.30	112	925	1,037	D
0900 - 1000	\$5.30	149	744	893	C	\$5.30	138	812	950	C	\$5.30	163	802	965	C	\$5.30	158	787	945	C	\$2.95	141	663	804	C

AM Time	Monday 01/13/20					Tuesday 01/14/20					Wednesday 01/15/20					Thursday 01/16/20					Friday 01/17/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$6.85	198	847	1,045	D	\$6.85	243	756	999	C	\$5.30	232	713	945	C	\$5.30	245	710	955	C	\$5.30	139	649	788	B
0500 - 0600	\$19.05	316	1,177	1,493	F	\$18.60	337	1,024	1,361	E	\$16.60	369	1,138	1,507	F	\$13.50	328	1,173	1,501	F	\$6.85	243	1,029	1,272	E
0600 - 0700	\$19.35	309	1,067	1,376	E	\$18.60	286	1,126	1,412	F	\$20.70	296	1,090	1,386	E	\$15.55	266	1,125	1,391	E	\$8.85	255	968	1,223	E
0700 - 0800	\$12.15	212	1,165	1,377	E	\$14.80	234	1,236	1,470	F	\$13.80	178	1,089	1,267	E	\$12.75	167	1,112	1,279	E	\$6.85	152	1,060	1,212	E
0800 - 0900	\$6.85	107	1,157	1,264	E	\$8.85	111	1,163	1,274	E	\$8.85	78	1,058	1,136	D	\$8.85	71	1,110	1,181	D	\$5.30	91	941	1,032	D
0900 - 1000	\$5.30	120	811	931	C	\$5.30	101	882	983	C	\$5.30	95	904	999	C	\$5.30	80	875	955	C	\$2.95	81	736	817	C

AM Time	Monday 01/20/20					Tuesday 01/21/20					Wednesday 01/22/20					Thursday 01/23/20					Friday 01/24/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$6.85	147	613	760	B	\$6.85	185	825	1,010	D	\$5.30	197	796	993	C	\$5.30	225	689	914	C	\$5.30	169	630	799	B
0500 - 0600	\$19.05	221	802	1,023	D	\$18.60	326	1,052	1,378	E	\$16.60	321	1,058	1,379	E	\$13.50	334	1,119	1,453	F	\$6.85	280	950	1,230	E
0600 - 0700	\$19.35	182	698	880	C	\$18.60	307	1,260	1,567	F	\$20.70	333	1,112	1,445	F	\$15.55	306	958	1,264	E	\$8.85	267	944	1,211	E
0700 - 0800	\$12.15	91	637	728	B	\$14.80	206	1,292	1,498	F	\$13.80	242	1,211	1,453	F	\$12.75	232	1,148	1,380	E	\$6.85	167	991	1,158	D
0800 - 0900	\$6.85	95	575	670	B	\$8.85	103	1,246	1,349	E	\$8.85	95	1,136	1,231	E	\$8.85	124	1,229	1,353	E	\$5.30	77	969	1,046	D
0900 - 1000	\$5.30	144	542	686	B	\$5.30	84	898	982	C	\$5.30	82	916	998	C	\$5.30	111	920	1,031	D	\$2.95	87	722	809	C

AM Time	Monday 01/27/20					Tuesday 01/28/20					Wednesday 01/29/20					Thursday 01/30/20					Friday 01/31/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$6.85	190	850	1,040	D	\$6.85	218	806	1,024	D	\$5.30	203	774	977	C	\$5.30	200	795	995	C	\$5.30	166	657	823	C
0500 - 0600	\$19.05	279	1,131	1,410	F	\$18.60	326	1,016	1,342	E	\$16.60	341	1,125	1,466	F	\$13.50	316	1,151	1,467	F	\$6.85	255	1,057	1,312	E
0600 - 0700	\$19.35	279	1,150	1,429	F	\$18.60	308	1,220	1,528	F	\$20.70	334	1,011	1,345	E	\$15.55	284	1,111	1,395	E	\$8.85	239	951	1,190	D
0700 - 0800	\$12.15	179	1,163	1,342	E	\$14.80	239	1,249	1,488	F	\$13.80	194	1,155	1,349	E	\$12.75	199	1,221	1,420	F	\$6.85	174	963	1,137	D
0800 - 0900	\$6.85	91	1,200	1,291	E	\$8.85	103	1,333	1,436	F	\$8.85	112	1,108	1,220	E	\$8.85	80	1,212	1,292	E	\$5.30	83	966	1,049	D
0900 - 1000	\$5.30	92	861	953	C	\$5.30	84	920	1,004	D	\$5.30	103	907	1,010	D	\$5.30	85	883	968	C	\$2.95	93	855	948	C

RCTC OPERATIONAL HIGHLIGHTS

On-road Operations

RCTC Freeway Service Patrol (FSP) responded to 64 calls during the month of January. Of those calls, 55 were to assist disabled vehicles, 2 calls to remove debris and 7 were in response to accidents in the Express Lanes.

6C Transponder Technology

In January, the 91 Express Lanes continued to send letters to customers notifying them of the transition to the new 6C protocol, as well as changes to the account plans, user agreement and privacy policy. A new welcome kit, which includes mounting instructions, has been designed and developed and will be sent with the new sticker transponders in the upcoming weeks. It is envisioned the distribution of the new transponders to all the customers will take place over several months.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

Description	YTD as of : 1/31/2020		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 35,148,298.36	\$ 21,343,641.67	\$ 13,804,656.69	64.7
Fee Revenue	4,609,003.97	3,080,175.00	1,528,828.97	49.6
Total operating revenues	39,757,302.33	24,423,816.67	15,333,485.66	62.8
Operating expenses:				
Salaries and Benefits	465,002.58	789,483.33	324,480.75	41.1
Legal Services	129,575.29	204,166.67	74,591.38	36.5
Advisory Services	46,070.58	43,750.00	(2,320.58)	(5.3)
Audit and Accounting Fees	46,000.00	27,416.67	(18,583.33)	(67.8)
Service Fees	1,086.78	15,166.67	14,079.89	92.8
Other Professional Services	133,791.00	860,941.67	727,150.67	84.5
Lease Expense	127,521.07	149,625.00	22,103.93	14.8
Operations	1,463,311.34	2,116,625.00	653,313.66	30.9
Utilities	14,631.92	36,458.33	21,826.41	59.9
Supplies and Materials	123.62	2,916.67	2,793.05	95.8
Membership and Subscription Fees	20,056.75	14,583.33	(5,473.42)	(37.5)
Office Equipment & Furniture (Non-Capital)	747.12	2,916.67	2,169.55	74.4
Maintenance/Repairs	89,457.41	204,050.00	114,592.59	56.2
Training Seminars and Conferences	350.00	2,625.00	2,275.00	86.7
Transportation Expenses	1,993.97	4,375.00	2,381.03	54.4
Lodging	2,455.52	4,083.33	1,627.81	39.9
Meals	622.88	583.33	(39.55)	(6.8)
Other Staff Expenses	508.65	583.33	74.68	12.8
Advertising	2,106.00	110,833.33	108,727.33	98.1
Program Management	44,071.70	-	(44,071.70)	N/A
Program Operations	3,543,898.73	6,216,408.33	2,672,509.60	43.0
Litigation Settlement	-	5,833.33	5,833.33	100.0
Furniture & Equipment	265,261.31	437,500.00	172,238.69	39.4
Improvements	16,032.27	9,391.67	(6,640.60)	(70.7)
Depreciation	5,391,972.02 [#]	-	(5,391,972.02)	N/A
Bad Debt Expense	9.21	-	(9.21)	N/A
Total operating expenses	11,806,657.72	11,260,316.67	(546,341.05)	(4.9)
Operating income (loss)	27,950,644.61	13,163,500.00	14,787,144.61	112.3
Nonoperating revenues (expenses):				
Interest Revenue	1,152,968.29	887,891.67	265,076.62	(29.9)
Other Miscellaneous Revenue	(864.59)	-	(864.59)	N/A
Interest Expense	(14,346,501.75)	(4,153,275.00)	(10,193,226.75)	245.4
Total nonoperating revenues (expenses)	(14,023,097.87)	(3,265,383.33)	(10,757,714.54)	(329.4)
Transfers In	-	-	-	N/A
Transfers Out	(605,300.00)	(1,784,708.33)	1,179,408.33	(66.1)
Net income (loss)	\$ 13,322,246.74	\$ 8,113,408.33	\$ 5,208,838.41	64.2

¹ Unaudited

² Depreciation is not a budgeted expense

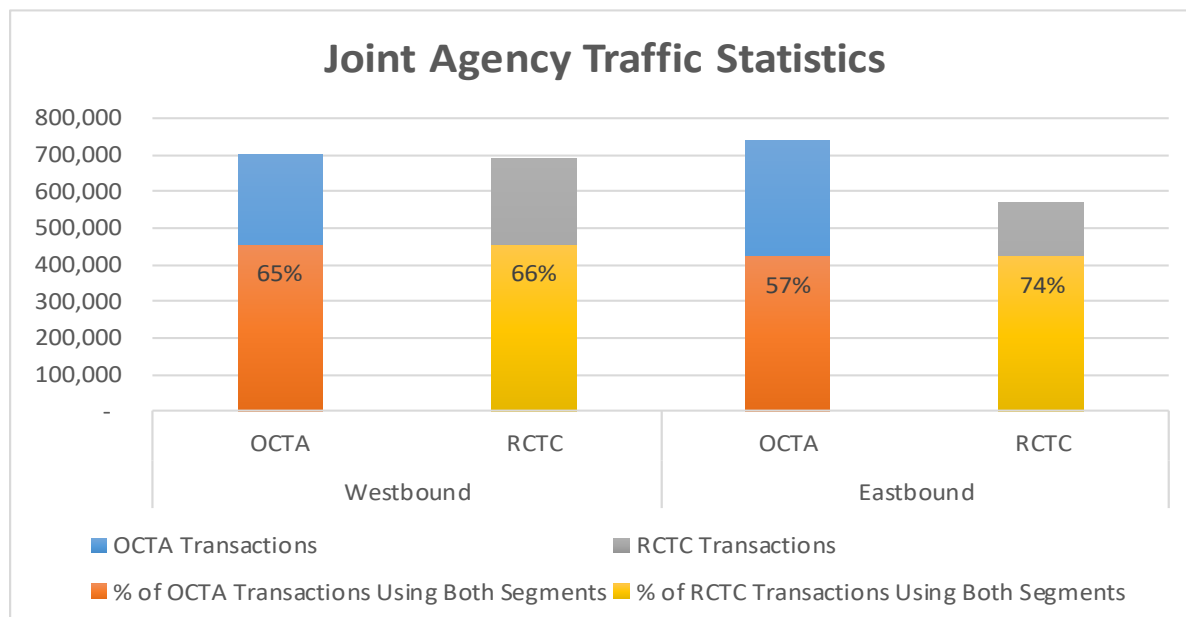
JOINT AGENCY TRIP AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING January 31, 2020

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	703,391	454,860	65%	\$ 1,842,096
RCTC	692,110	454,860	66%	\$ 3,872,953
I-15	304,684	207,176	68%	\$ 1,636,612
McKinley	387,426	247,684	64%	\$ 2,236,341
Eastbound				
OCTA	742,950	423,363	57%	\$ 2,711,400
RCTC	573,259	423,363	74%	\$ 1,954,450
I-15	216,326	171,059	79%	\$ 506,143
McKinley	356,933	252,304	71%	\$ 1,448,307

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	Reporting Period	PERFORMANCE STANDARD	Jan-20 Performance
CUSTOMER SERVICE			
Call Wait Time	Monthly	Not to exceed 2 minutes	1:31
Abandon Rate	Monthly	No more than 4.0%	2.2%
Customer Satisfaction	Monthly	At least 75 outbound calls	78
VIOLATION PROCESSING			
Response Time	Monthly	Within 2 business days of receipt	1.0
CUSA Violation Collection Rate	Quarterly	70% or more	
CUSA Violation Collection Rate	Annually	74% or more	
TRAFFIC OPERATIONS			
Initial & Secondary Review s	Monthly	Equal to or less than 15 days	0.7
* Plate Misread Errors	Monthly	Equal to or less than 0.4%	0.01%
CAS Response Time	Monthly	0:20 (minutes) per call	0:10
ACCOUNTING			
OCTA Exceptions	Monthly	No more than 3	0
RCTC Exceptions	Monthly	No more than 3	0
INFORMATION TECHNOLOGY			
Back-office System Uptime	Monthly	99% Availability	100%
Netw ork Uptime	Monthly	99% Availability	100%

CUSA = Cofiroute USA; CAS = OCTA Customer Assistance Specialists

* Plate Misread Error performance is current after a 60-day hold-back period; therefore, percentage reported here is for 2 months prior to the month of this report.

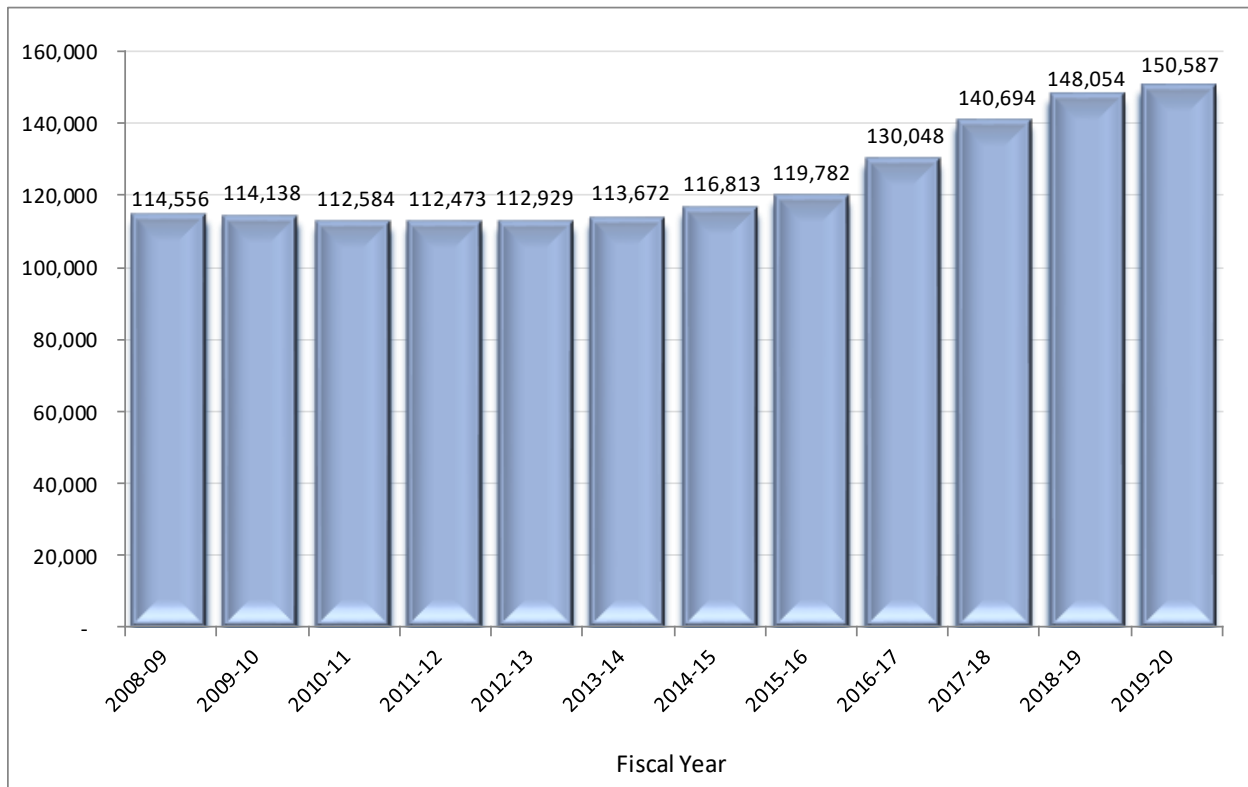
JOINT AGENCY TRANSPONDER DISTRIBUTION

TRANSPONDER DISTRIBUTION	January-20		December-19		FY 2019-20	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	1,061	40.2%	1,143	47.5%	1,298	48.9%
Additional Tags to Existing Accounts	801	30.4%	805	33.5%	803	30.3%
Replacement Transponders	775	29.4%	458	19.0%	552	20.8%
Total Issued	2,637		2,406		2,654	
Returned						
Account Closures	449	33.3%	400	47.3%	471	39.3%
Accounts Down sizing	162	12.0%	147	17.4%	155	12.9%
Defective Transponders	739	54.7%	299	35.3%	573	47.8%
Total Returned	1,350		846		1,200	

At the end of January 2020, the 91 Express Lanes had 150,587 active customer accounts and 230,020 transponders classified as Assigned.

Number of Accounts by Fiscal Year^[JC1]

As of January 31, 2020



Incoming Email Activity

During January, the Anaheim Processing Center received 3,147 emails.



**Orange County Transportation Authority
Riverside County Transportation Commission**



Status Report
February 2020

As of February 29, 2020

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OPERATIONS OVERVIEW OCTA

TRAFFIC AND REVENUE STATISTICS FOR OCTA

Total traffic volume on the 91 Express Lanes for February 2020 was 1,420,827. This represents a daily average of 48,994 vehicles. This is a 9.8% increase in total traffic volume from the same period last year, which totaled 1,294,183. Potential toll revenue for February was \$4,378,079, which represents an increase of 11.8% from the prior year's total of \$3,917,107. Carpool percentage for February was 24.16% as compared to the previous year's rate of 25.53%.

Month-to-date traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the month of February 2020.

Current Month-to-Date (MTD) as of February 29, 2020

	Feb-20 MTD Actual	Stantec MTD Projected	# Variance	% Variance	Feb-19 MTD Actual	Yr-to-Yr % Variance
Trips						
Full Toll Lanes	1,077,494	1,059,422	18,072	1.7%	963,815	11.8%
3+ Lanes	343,333	298,770	44,563	14.9%	330,368	3.9%
Total Gross Trips	1,420,827	1,358,192	62,635	4.6%	1,294,183	9.8%
Revenue						
Full Toll Lanes	\$4,316,423	\$4,466,069	(\$149,646)	(3.4%)	\$3,846,951	12.2%
3+ Lanes	\$61,655	\$81,454	(\$19,799)	(24.3%)	\$70,156	(12.1%)
Total Gross Revenue	\$4,378,079	\$4,547,523	(\$169,444)	(3.7%)	\$3,917,107	11.8%
Average Revenue per Trip						
Average Full Toll Lanes	\$4.01	\$4.22	(\$0.21)	(5.0%)	\$3.99	0.5%
Average 3+ Lanes	\$0.18	\$0.27	(\$0.09)	(33.3%)	\$0.21	(14.3%)
Average Gross Revenue	\$3.08	\$3.35	(\$0.27)	(8.1%)	\$3.03	1.7%

The 2020 fiscal year-to-date traffic volume increased by 3.3% and potential toll revenue increased by 5.6%, when compared with the same period last year. Year-to-date average revenue per-trip is \$3.04.

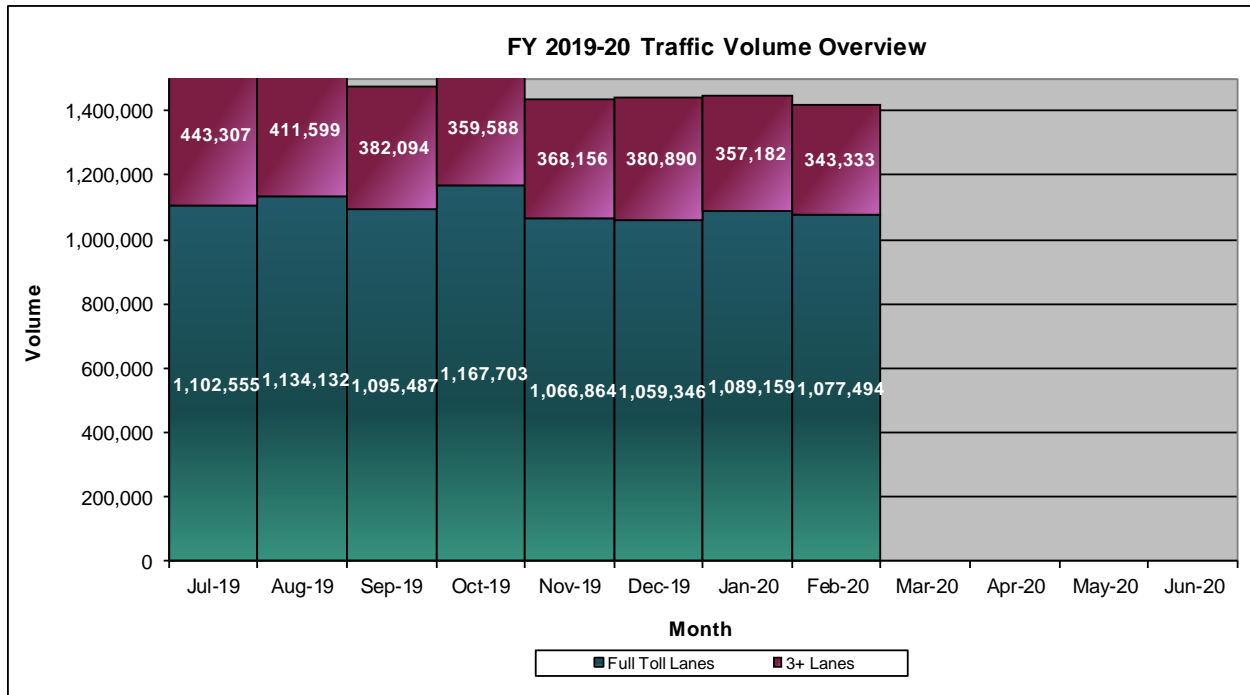
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the months of July 2019 through February 2020.

FY 2019-20 Year to Date as of February 29, 2020

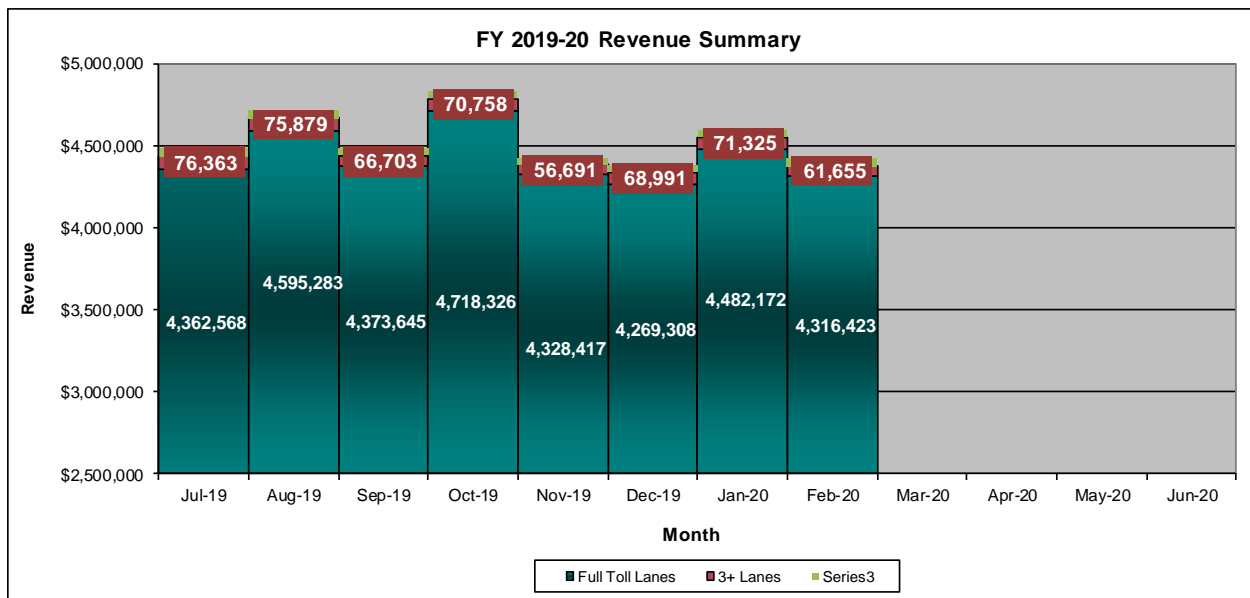
Trips	FY 2019-20 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2018-19 YTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	8,792,740	8,686,153	106,587	1.2%	8,439,461	4.2%
3+ Lanes	3,046,149	2,623,680	422,469	16.1%	3,023,353	0.8%
Total Gross Trips	11,838,889	11,309,832	529,057	4.7%	11,462,814	3.3%
Revenue						
Full Toll Lanes	\$35,446,141	\$36,361,538	(\$915,397)	(2.5%)	\$33,499,148	5.8%
3+ Lanes	\$548,364	\$663,048	(\$114,684)	(17.3%)	\$600,473	(8.7%)
Total Gross Revenue	\$35,994,505	\$37,024,586	(\$1,030,081)	(2.8%)	\$34,099,622	5.6%
Average Revenue per Trip						
Average Full Toll Lanes	\$4.03	\$4.19	(\$0.16)	(3.8%)	\$3.97	1.5%
Average 3+ Lanes	\$0.18	\$0.25	(\$0.07)	(28.0%)	\$0.20	(10.0%)
Average Gross Revenue	\$3.04	\$3.27	(\$0.23)	(7.0%)	\$2.97	2.4%

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between Full Toll trips and HOV3+ trips for FY 2019-20 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between Full Toll trips and HOV3+ trips for FY 2019-20 on a monthly basis.



OCTA EASTBOUND PEAK-HOUR VOLUMES

Peak traffic hour in the eastbound direction reached or exceeded 90% or more of defined capacity 16 times during the month of February 2020. As demonstrated on the next chart, westbound peak hour traffic volumes top out at 81% of defined capacity.

PM Time	Monday 02/03/20				Tuesday 02/04/20				Wednesday 02/05/20				Thursday 02/06/20				Friday 02/07/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	379	2,571	76%	\$5.15	384	2,856	84%	\$5.15	397	2,831	83%	\$7.45	414	2,862	84%	\$7.85	499	3,205	94%
1500 - 1600	\$5.50	548	3,029	89%	\$5.75	617	2,733	80%	\$7.75	603	2,908	86%	\$6.75	586	3,321	98%	\$8.65	662	2,785	82%
1600 - 1700	\$5.35	455	2,911	86%	\$5.50	383	2,831	83%	\$7.50	399	2,938	86%	\$7.80	427	2,812	83%	\$8.45	442	2,777	82%
1700 - 1800	\$5.30	528	2,927	86%	\$5.40	475	2,781	82%	\$6.40	493	2,973	87%	\$8.20	428	2,423	71%	\$7.05	519	2,834	83%
1800 - 1900	\$5.50	599	2,413	71%	\$3.95	667	3,057	90%	\$3.95	657	3,000	88%	\$4.85	712	3,067	90%	\$6.55	735	2,906	85%
1900 - 2000	\$3.85	507	1,781	52%	\$3.85	621	2,577	76%	\$3.85	623	2,319	68%	\$5.60	661	2,623	77%	\$6.05	653	2,240	66%

PM Time	Monday 02/10/20				Tuesday 02/11/20				Wednesday 02/12/20				Thursday 02/13/20				Friday 02/14/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	417	2,488	73%	\$5.15	391	2,940	86%	\$5.15	407	3,038	89%	\$7.45	423	2,911	86%	\$7.85	605	3,249	96%
1500 - 1600	\$5.50	591	3,051	90%	\$5.75	581	2,881	85%	\$7.75	580	2,912	86%	\$6.75	567	3,261	96%	\$8.65	615	2,515	74%
1600 - 1700	\$5.35	438	2,797	82%	\$5.50	394	3,006	88%	\$7.50	383	2,856	84%	\$7.80	467	2,891	85%	\$8.45	505	2,761	81%
1700 - 1800	\$5.30	418	2,499	74%	\$5.40	500	3,015	89%	\$6.40	479	2,926	86%	\$8.20	476	2,621	77%	\$7.05	557	2,830	83%
1800 - 1900	\$5.50	727	2,949	87%	\$3.95	693	3,128	92%	\$3.95	647	3,029	89%	\$4.85	637	3,038	89%	\$6.55	707	2,772	82%
1900 - 2000	\$3.85	565	2,018	59%	\$3.85	517	2,184	64%	\$3.85	634	2,620	77%	\$5.60	743	2,951	87%	\$6.05	816	2,429	71%

PM Time	Monday 02/17/20				Tuesday 02/18/20				Wednesday 02/19/20				Thursday 02/20/20				Friday 02/21/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	565	2,344	69%	\$5.15	399	2,913	86%	\$5.15	349	2,920	86%	\$7.45	412	2,885	85%	\$7.85	559	3,331	98%
1500 - 1600	\$5.50	740	2,880	85%	\$5.75	546	2,241	66%	\$7.75	579	2,898	85%	\$6.75	524	3,233	95%	\$8.65	653	2,681	79%
1600 - 1700	\$5.35	507	2,452	72%	\$5.50	416	2,950	87%	\$7.50	398	3,037	89%	\$7.80	465	3,156	93%	\$8.45	413	2,720	80%
1700 - 1800	\$5.30	513	2,230	66%	\$5.40	506	2,988	88%	\$6.40	494	2,912	86%	\$8.20	466	2,564	75%	\$7.05	501	2,826	83%
1800 - 1900	\$5.50	561	1,735	51%	\$3.95	677	2,990	88%	\$3.95	655	2,858	84%	\$4.85	686	2,983	88%	\$6.55	773	2,927	86%
1900 - 2000	\$3.85	533	1,383	41%	\$3.85	634	2,509	74%	\$3.85	642	2,516	74%	\$5.60	682	2,725	80%	\$6.05	691	2,232	66%

PM Time	Monday 02/24/20				Tuesday 02/25/20				Wednesday 02/26/20				Thursday 02/27/20				Friday 02/28/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	432	2,743	81%	\$5.15	383	2,866	84%	\$5.15	408	3,020	89%	\$7.45	419	2,880	85%	\$7.85	512	3,291	97%
1500 - 1600	\$5.50	578	3,039	89%	\$5.75	590	2,880	85%	\$7.75	504	2,163	64%	\$6.75	624	3,453	102%	\$8.65	643	2,684	79%
1600 - 1700	\$5.35	387	2,696	79%	\$5.50	371	3,026	89%	\$7.50	427	3,109	91%	\$7.80	497	3,196	94%	\$8.45	459	2,937	86%
1700 - 1800	\$5.30	439	2,630	77%	\$5.40	421	2,717	80%	\$6.40	498	2,873	85%	\$8.20	479	2,674	79%	\$7.05	569	2,902	85%
1800 - 1900	\$5.50	689	2,874	85%	\$3.95	613	2,679	79%	\$3.95	648	2,912	86%	\$4.85	682	3,044	90%	\$6.55	703	2,833	83%
1900 - 2000	\$3.85	547	2,051	60%	\$3.85	678	2,696	79%	\$3.85	655	2,692	79%	\$5.60	624	2,420	71%	\$6.05	642	2,245	66%

OCTA WESTBOUND PEAK-HOUR VOLUMES

AM Time	Monday 02/03/20				Tuesday 02/04/20				Wednesday 02/05/20				Thursday 02/06/20				Friday 02/07/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	729	2,369	70%	\$3.05	786	2,478	73%	\$3.05	694	2,304	68%	\$3.05	817	2,518	74%	\$3.05	645	1,985	58%
0500 - 0600	\$4.95	813	2,540	75%	\$4.95	894	2,579	76%	\$4.95	837	2,575	76%	\$4.95	824	2,655	78%	\$4.70	722	2,459	72%
0600 - 0700	\$5.15	558	2,065	61%	\$5.15	535	2,042	60%	\$5.15	618	2,358	69%	\$5.15	586	1,981	58%	\$4.95	581	2,049	60%
0700 - 0800	\$5.65	393	2,009	59%	\$5.65	431	2,135	63%	\$5.65	457	2,293	67%	\$5.65	441	2,130	63%	\$5.50	383	1,976	58%
0800 - 0900	\$5.15	228	2,002	59%	\$5.15	239	2,348	69%	\$5.15	275	2,001	59%	\$5.15	233	2,019	59%	\$4.95	233	1,825	54%
0900 - 1000	\$4.10	225	1,945	57%	\$4.10	214	2,188	64%	\$4.10	230	2,039	60%	\$4.10	245	2,072	61%	\$4.10	250	1,728	51%

AM Time	Monday 02/10/20				Tuesday 02/11/20				Wednesday 02/12/20				Thursday 02/13/20				Friday 02/14/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	766	2,471	73%	\$3.05	774	2,556	75%	\$3.05	738	2,486	73%	\$3.05	753	2,482	73%	\$3.05	611	1,901	56%
0500 - 0600	\$4.95	794	2,467	73%	\$4.95	871	2,635	78%	\$4.95	771	2,496	73%	\$4.95	838	2,670	79%	\$4.70	734	2,443	72%
0600 - 0700	\$5.15	453	2,057	61%	\$5.15	551	2,201	65%	\$5.15	540	2,095	62%	\$5.15	618	2,066	61%	\$4.95	612	2,147	63%
0700 - 0800	\$5.65	327	1,979	58%	\$5.65	453	2,307	68%	\$5.65	438	2,214	65%	\$5.65	426	2,185	64%	\$5.50	364	1,975	58%
0800 - 0900	\$5.15	257	2,049	60%	\$5.15	290	2,289	67%	\$5.15	253	2,143	63%	\$5.15	223	1,955	58%	\$4.95	274	1,922	57%
0900 - 1000	\$4.10	295	2,058	61%	\$4.10	246	2,205	65%	\$4.10	246	2,074	61%	\$4.10	243	1,850	54%	\$4.10	350	1,758	52%

AM Time	Monday 02/17/20				Tuesday 02/18/20				Wednesday 02/19/20				Thursday 02/20/20				Friday 02/21/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	493	1,538	45%	\$3.05	798	2,611	77%	\$3.05	802	2,580	76%	\$3.05	753	2,534	75%	\$3.05	601	1,978	58%
0500 - 0600	\$4.95	495	1,593	47%	\$4.95	852	2,624	77%	\$4.95	834	2,552	75%	\$4.95	810	2,646	78%	\$4.70	751	2,564	75%
0600 - 0700	\$5.15	266	1,129	33%	\$5.15	562	2,202	65%	\$5.15	549	2,161	64%	\$5.15	589	2,113	62%	\$4.95	564	2,150	63%
0700 - 0800	\$5.65	195	1,058	31%	\$5.65	458	2,363	70%	\$5.65	432	2,259	66%	\$5.65	419	2,180	64%	\$5.50	387	1,863	55%
0800 - 0900	\$5.15	270	1,042	31%	\$5.15	269	1,972	58%	\$5.15	238	1,921	57%	\$5.15	246	2,099	62%	\$4.95	243	1,824	54%
0900 - 1000	\$4.10	434	1,288	38%	\$4.10	282	1,795	53%	\$4.10	253	1,540	45%	\$4.10	262	2,117	62%	\$4.10	290	2,007	59%

AM Time	Monday 02/24/20				Tuesday 02/25/20				Wednesday 02/26/20				Thursday 02/27/20				Friday 02/28/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	742	2,488	73%	\$3.05	742	2,541	75%	\$3.05	770	2,596	76%	\$3.05	765	2,625	77%	\$3.05	661	2,029	60%
0500 - 0600	\$4.95	756	2,475	73%	\$4.95	886	2,651	78%	\$4.95	808	2,475	73%	\$4.95	853	2,738	81%	\$4.70	751	2,523	74%
0600 - 0700	\$5.15	583	2,200	65%	\$5.15	552	2,231	66%	\$5.15	601	2,296	68%	\$5.15	583	2,160	64%	\$4.95	592	2,076	61%
0700 - 0800	\$5.65	420	2,158	63%	\$5.65	450	2,263	67%	\$5.65	465	2,287	67%	\$5.65	421	2,135	63%	\$5.50	397	1,938	57%
0800 - 0900	\$5.15	267	1,851	54%	\$5.15	258	2,196	65%	\$5.15	280	2,187	64%	\$5.15	272	2,148	63%	\$4.95	231	1,870	55%
0900 - 1000	\$4.10	255	2,029	60%	\$4.10	244	2,156	63%	\$4.10	240	2,212	65%	\$4.10	251	2,159	64%	\$4.10	242	1,746	51%

OCTA OPERATIONAL HIGHLIGHTS

On-road Operations

OCTA Customer Assistance Specialists (CAS) responded to 84 calls during the month of February. Of those calls, 69 were to assist disabled vehicles and 9 calls to remove debris. The CAS provided assistance to 6 accidents in the Express Lanes with 5 of those accidents originated from the SR91 general-purpose lanes.

Electronic Toll and Traffic Management System Project Update

Kapsch TrafficCom USA, Inc., (Kapsch), the toll lanes system integrator for the 91 Express Lanes, completed the replacement of the Electronic Toll and Traffic Management (ETTM) system at the current toll gantries. This new lane system is reading both the new 6C transponder protocol as well as the legacy Title 21 protocol. The next phase of the project entails the replacement of the closed-circuit television cameras along the corridor. New toll gantries will be constructed at the three entrances of the OCTA 91 Express Lanes after which Kapsch will install new ETTM equipment on the entrance gantries.

6C Transition Update

In February, changes to the back-office system to incorporate the new 6C transponder protocol were completed. During the month, the 91 Express Lanes continued to send letters to customers notifying them of the transition to 6C, as well as changes to the account plans, user agreement and privacy policy. Distribution of the new welcome kit and sticker transponders commenced in February. It is envisioned the distribution of the new transponders to all the customers will take place over several months.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

Description	YTD as of : 2/29/2020		YTD Variance	
	Actual ⁽¹⁾	Budget ⁽¹⁾	Dollar \$	Percent (%)
Operating revenues:				
Toll revenue	\$ 33,316,632.31	\$ 35,149,994.00	\$ (1,833,361.69)	(5.2)
Fee revenue	5,320,852.97	3,285,304.00	2,035,548.97	62.0
Total operating revenues	38,637,485.28	38,435,298.00	202,187.28	0.5
Operating expenses:				
Contracted services	4,121,794.72	5,056,360.00	934,565.28	18.5
Administrative fee	1,889,920.00	1,893,256.00	3,336.00	0.2
Other professional services	780,869.65	1,754,448.00	973,578.35	55.5
Credit card processing fees	879,151.85	923,265.00	44,113.15	4.8
Toll road account servicing	636,207.80	1,599,250.00	963,042.20	60.2
Other insurance expense	248,729.99	499,800.00	251,070.01	50.2
Toll road maintenance supply repairs	171,189.04	333,336.00	162,146.96	48.6
Patrol services	737,040.76	653,080.00	(83,960.76)	(12.9)
Building equipment repairs and maint	38,506.36	215,616.00	177,109.64	82.1
6C Transponders	250,518.75	125,000.00	(125,518.75)	(100.4)
Other services	(8,449.50)	19,164.00	27,613.50	144.1
Utilities	32,946.09	48,984.00	16,037.91	32.7
Office expense	3,192.15	113,772.00	110,579.85	97.2
Bad debt expense	120,388.85	-	(120,388.85)	N/A
Miscellaneous ⁽²⁾	44,258.61	90,350.00	46,091.39	51.0
Leases	271,272.73	306,544.00	35,271.27	11.5
Total operating expenses	10,217,537.85	13,632,225.00	3,414,687.15	25.0
Depreciation and amortization ⁽³⁾	2,354,792.82	-	(2,354,792.82)	N/A
Operating income (loss)	26,065,154.61	24,803,073.00	1,262,081.61	5.1
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	661,979.15	906,250.00	(244,270.85)	(27.0)
Interest income	3,916,218.98	2,530,728.00	1,385,490.98	54.7
Interest expense	(3,078,987.29)	(3,141,376.00)	62,388.71	2.0
Other	33,009.18	-	33,009.18	N/A
Total nonoperating revenues (expenses)	1,532,220.02	295,602.00	1,236,618.02	(418.3)
Transfers in	-	-	-	N/A
Transfers out ⁽⁴⁾	(14,533,031.82)	(30,000.00)	(14,503,031.82)	(48,343.4)
Net income (loss)	\$ 13,064,342.81	\$ 25,068,675.00	\$ (12,004,332.19)	(47.9)

¹Actual amounts are accounted for on the accrual basis of accounting in an enterprise fund. Budget amounts are accounted for on a modified accrual basis of accounting.

²Miscellaneous expenses include: Bond Insurance Costs, Bank Service Charge, Transponder Materials.

³Depreciation and amortization are not budgeted items.

⁴For M2 Project I and Project J expense reimbursements.

Capital Asset Activity

During the eight months ending February 29, 2020, capital asset activities included \$195,292 for the ETTM system project, \$297,339 for the new back-office/account management system, \$5,920 for computer equipment and \$325,411 for transponder purchases.

OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

Total traffic volume on the 91 Express Lanes for February 2020 was 1,241,893. This represents a daily average of 42,824 vehicles. This is a 11% increase in total traffic volume from the same period last year, which totaled 1,118,546. Potential toll revenue for the month was \$5,610,397, which represents an increase of 24.8% from the prior year's total of \$4,495,410. Carpool percentage for January was 22.68% as compared to the previous year's rate of 23.74%.

Month-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the month of February 2020.

Current Month-to-Date (MTD) as of February 29, 2020

	FEB-20 MTD Actual	Stantec MTD Projected	# Variance	% Variance	FEB-19 MTD Actual	Yr-to-Yr % Variance
Trips						
Full Toll Lanes	960,256	922,471	37,785	4.1%	853,001	12.6%
3+ Lanes	281,637	289,771	(8,134)	(2.8%)	265,545	6.1%
Total Gross Trips	1,241,893	1,212,243	29,650	2.4%	1,118,546	11.0%
Revenue						
Full Toll Lanes	\$5,579,936	\$3,716,771	\$1,863,165	50.1%	\$4,459,143	25.1%
3+ Lanes	\$30,461	\$0	\$30,461		\$36,267	(16.0%)
Total Gross Revenue	\$5,610,397	\$3,716,771	\$1,893,626	50.9%	\$4,495,410	24.8%
Average Revenue per Trip						
Average Full Toll Lanes	\$5.81	\$4.03	\$1.78	44.2%	\$5.23	11.1%
Average 3+ Lanes	\$0.11	\$0.00	\$0.11		\$0.14	(21.4%)
Average Gross Revenue	\$4.52	\$3.07	\$1.45	47.2%	\$4.02	12.4%

The 2020 fiscal year-to-date (YTD) traffic volume is 4.6% higher when compared with the same period last year. The 2020 fiscal year-to-date revenue is 21.7% higher than for the same period last year. The traffic and revenue increases are attributed to higher demand and increased toll rates to manage the demand. Year-to-date average revenue per-trip is \$4.30.

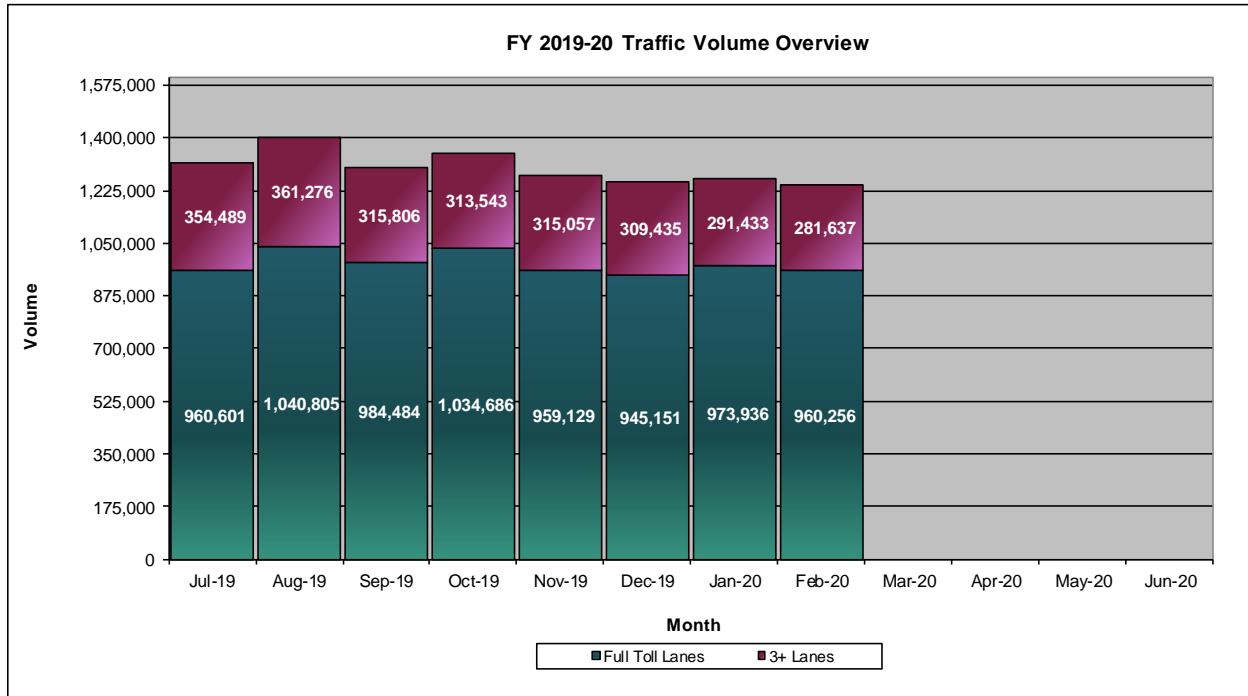
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the months of July 2019 through February 2020.

FY 2019-20 Year to Date as of February 29, 2020

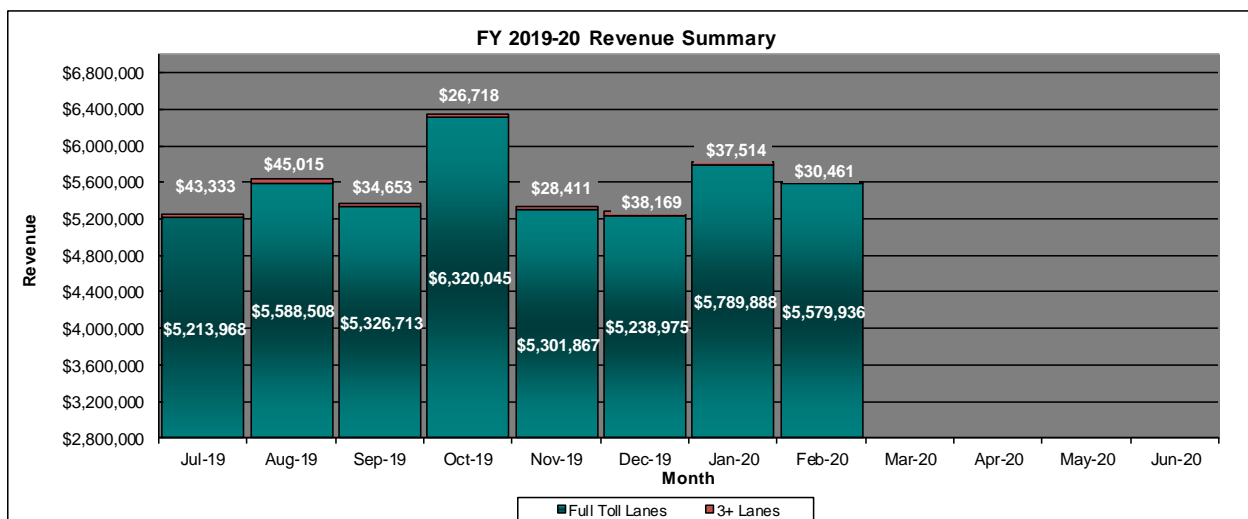
Trips	FY 2019-20 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2018-19 YTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	7,903,204	7,773,214	129,990	1.7%	7,528,336	5.0%
3+ Lanes	2,481,489	2,517,143	(35,654)	(1.4%)	2,402,812	3.3%
Total Gross Trips	10,384,693	10,290,357	94,336	0.9%	9,931,148	4.6%
Revenue						
Full Toll Lanes	\$44,359,901	\$30,728,100	\$13,631,801	44.4%	\$36,383,686	21.9%
3+ Lanes	\$284,274	\$0	\$284,274		\$288,561	(1.5%)
Total Gross Revenue	\$44,644,175	\$30,728,100	\$13,916,075	45.3%	\$36,672,246	21.7%
Average Revenue per Trip						
Average Full Toll Lanes	\$5.61	\$3.95	\$1.66	42.0%	\$4.83	16.1%
Average 3+ Lanes	\$0.11	\$0.00	\$0.11		\$0.12	(8.3%)
Average Gross Revenue	\$4.30	\$2.99	\$1.31	43.8%	\$3.69	16.5%

RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between Full Toll lanes and HOV3+ lanes for FY 2019-20 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between Full Toll lanes and HOV3+ lanes for FY 2019-20 on a monthly basis.



RCTC PEAK-HOUR VOLUMES

RCTC evaluates traffic volumes for peak period hours and either increases or decreases tolls according to the toll rate policy. Hours that are highlighted in yellow were flagged for continued evaluation. The next quarterly adjustment is scheduled for April 1, 2020.

RCTC EASTBOUND PEAK-HOUR VOLUMES

Eastbound PM Peak - County Line to McKinley

PM Time	Monday 02/03/20					Tuesday 02/04/20					Wednesday 02/05/20					Thursday 02/06/20					Friday 02/07/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	209	919	1,128	D	\$6.95	196	974	1,170	D	\$9.00	208	1,010	1,218	E	\$11.85	203	1,011	1,214	E	\$21.00	307	1,147	1,454	F
1500 - 1600	\$7.35	265	947	1,212	E	\$6.95	295	898	1,193	D	\$9.90	272	912	1,184	D	\$11.35	317	1,035	1,352	F	\$18.70	384	954	1,338	F
1600 - 1700	\$5.30	181	858	1,039	D	\$5.30	154	924	1,078	D	\$5.30	166	961	1,127	D	\$7.50	206	901	1,107	D	\$10.45	226	1,005	1,231	E
1700 - 1800	\$5.30	219	799	1,018	D	\$5.30	193	771	964	C	\$5.30	210	862	1,072	D	\$5.30	220	807	1,027	D	\$6.95	242	897	1,139	D
1800 - 1900	\$5.30	242	667	909	C	\$5.30	296	799	1,095	D	\$5.30	263	753	1,016	D	\$5.30	283	850	1,133	D	\$5.30	354	845	1,199	D
1900 - 2000	\$2.25	198	462	660	B	\$4.20	252	724	976	C	\$5.30	265	650	915	C	\$5.30	257	773	1,030	D	\$5.30	311	767	1,078	D

PM Time	Monday 02/10/20					Tuesday 02/11/20					Wednesday 02/12/20					Thursday 02/13/20					Friday 02/14/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	202	858	1,060	D	\$6.95	199	994	1,193	D	\$9.00	242	1,133	1,375	F	\$11.85	240	1,137	1,377	F	\$21.00	415	1,257	1,672	F
1500 - 1600	\$7.35	290	929	1,219	E	\$6.95	291	971	1,262	E	\$9.90	301	915	1,216	E	\$11.35	315	1,101	1,416	F	\$18.70	387	810	1,197	D
1600 - 1700	\$5.30	208	899	1,107	D	\$5.30	190	927	1,117	D	\$5.30	193	940	1,133	D	\$7.50	233	1,053	1,286	E	\$10.45	359	1,216	1,575	F
1700 - 1800	\$5.30	183	748	931	C	\$5.30	206	889	1,095	D	\$5.30	230	938	1,168	D	\$5.30	254	876	1,130	D	\$6.95	425	1,328	1,753	F
1800 - 1900	\$5.30	255	808	1,063	D	\$5.30	289	804	1,093	D	\$5.30	274	869	1,143	D	\$5.30	288	898	1,186	D	\$5.30	365	1,121	1,486	F
1900 - 2000	\$2.25	194	565	759	B	\$4.20	208	664	872	C	\$5.30	252	725	977	C	\$5.30	297	903	1,200	D	\$5.30	438	936	1,374	F

PM Time	Monday 02/17/20					Tuesday 02/18/20					Wednesday 02/19/20					Thursday 02/20/20					Friday 02/21/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	291	857	1,148	D	\$6.95	193	1,022	1,215	E	\$9.00	197	1,077	1,274	E	\$11.85	244	1,012	1,256	E	\$21.00	320	1,151	1,471	F
1500 - 1600	\$7.35	392	875	1,267	E	\$6.95	261	815	1,076	D	\$9.90	334	937	1,271	E	\$11.35	314	1,082	1,396	F	\$18.70	353	873	1,226	E
1600 - 1700	\$5.30	234	740	974	C	\$5.30	203	974	1,177	D	\$5.30	193	1,005	1,198	D	\$7.50	234	983	1,217	E	\$10.45	200	997	1,197	D
1700 - 1800	\$5.30	254	665	919	C	\$5.30	192	909	1,101	D	\$5.30	224	856	1,080	D	\$5.30	208	836	1,044	D	\$6.95	243	956	1,199	D
1800 - 1900	\$5.30	221	507	728	B	\$5.30	299	759	1,058	D	\$5.30	309	731	1,040	D	\$5.30	276	867	1,143	D	\$5.30	312	929	1,241	E
1900 - 2000	\$2.25	223	380	603	B	\$4.20	251	675	926	C	\$5.30	273	687	960	C	\$5.30	284	925	1,209	E	\$5.30	284	774	1,058	D

PM Time	Monday 02/24/20					Tuesday 02/25/20					Wednesday 02/26/20					Thursday 02/27/20					Friday 02/28/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	230	998	1,228	E	\$6.95	188	1,024	1,212	E	\$9.00	219	1,094	1,313	F	\$11.85	227	1,093	1,320	F	\$21.00	303	1,153	1,456	F
1500 - 1600	\$7.35	294	930	1,224	E	\$6.95	282	926	1,208	E	\$9.90	259	767	1,026	D	\$11.35	328	1,087	1,415	F	\$18.70	331	909	1,240	E
1600 - 1700	\$5.30	168	849	1,017	D	\$5.30	174	932	1,106	D	\$5.30	210	1,010	1,220	E	\$7.50	206	1,035	1,241	E	\$10.45	248	1,002	1,250	E
1700 - 1800	\$5.30	186	811	997	C	\$5.30	203	808	1,011	D	\$5.30	226	863	1,089	D	\$5.30	230	897	1,127	D	\$6.95	270	968	1,238	E
1800 - 1900	\$5.30	244	823	1,067	D	\$5.30	271	734	1,005	D	\$5.30	268	794	1,062	D	\$5.30	290	835	1,125	D	\$5.30	334	833	1,167	D
1900 - 2000	\$2.25	213	602	815	C	\$4.20	264	735	999	C	\$5.30	259	769	1,028	D	\$5.30	231	704	935	C	\$5.30	296	741	1,037	D

Eastbound PM Peak - County Line to I-15 South

PM Time	Monday 02/03/20					Tuesday 02/04/20					Wednesday 02/05/20					Thursday 02/06/20					Friday 02/07/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	94	648	742	B	\$5.30	101	758	859	C	\$5.30	106	702	808	C	\$5.30	103	733	836	C	\$5.30	140	749	889	C
1500 - 1600	\$5.30	127	702	829	C	\$2.95	142	662	804	C	\$2.95	128	692	820	C	\$5.30	149	766	915	C	\$2.95	150	587	737	B
1600 - 1700	\$2.95	106	614	720	B	\$2.95	89	645	734	B	\$2.95	103	658	761	B	\$2.95	110	653	763	B	\$2.95	109	696	805	C
1700 - 1800	\$2.95	117	576	693	B	\$2.95	95	637	732	B	\$2.95	100	650	750	B	\$2.95	104	533	637	B	\$2.95	97	616	713	B
1800 - 1900	\$2.95	131	482	613	B	\$2.95	158	583	741	B	\$2.95	131	611	742	B	\$2.95	156	605	761	B	\$2.95	162	546	708	B
1900 - 2000	\$2.95	129	344	473	B	\$2.95	165	518	683	B	\$2.95	135	488	623	B	\$2.95	164	578	742	B	\$2.95	166	430	596	B

PM Time	Monday 02/10/20					Tuesday 02/11/20					Wednesday 02/12/20					Thursday 02/13/20					Friday 02/14/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	101	707	808	C	\$5.30	116	761	877	C	\$5.30	112	765	877	C	\$5.30	115	800	915	C	\$5.30	143	611	754	B
1500 - 1600	\$5.30	127	719	846	C	\$2.95	122	681	803	C	\$2.95	133	728	861	C	\$5.30	125	788	913	C	\$2.95	107	469	576	B
1600 - 1700	\$2.95	79	615	694	B	\$2.95	91	731	822	C	\$2.95	88	697	785	B	\$2.95	120	684	804	C	\$2.95	88	361	449	B
1700 - 1800	\$2.95	96	554	650	B	\$2.95	105	645	750	B	\$2.95	99	605	704	B	\$2.95	92	588	680	B	\$2.95	60	230	290	A
1800 - 1900	\$2.95	142	609	751	B	\$2.95	140	634	774	B	\$2.95	138	596	734	B	\$2.95	148	647	795	B	\$2.95	140	366	506	B
1900 - 2000	\$2.95	115	408	523	B	\$2.95	134	477	611	B	\$2.95	161	548	709	B	\$2.95	150	644	794	B	\$2.95	211	493	704	B

PM Time	Monday 02/17/20					Tuesday 02/18/20					Wednesday 02/19/20					Thursday 02/20/20					Friday 02/21/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	165	590	755	B	\$5.30	123	724	847	C	\$5.30	123	736	859	C	\$5.30	120	784	904	C	\$5.30	134	837	971	C
1500 - 1600	\$5.30	205	606	811	C	\$2.95	138	570	708	B	\$2.95	150	629	779	B	\$5.30	141	745	886	C	\$2.95	129	590	719	B
1600 - 1700	\$2.95	124	530	654	B	\$2.95	98	695	793	B	\$2.95	117	669	786	B	\$2.95	115	702	817	C	\$2.95	91	608	699	B
1700 - 1800	\$2.95	136	496	632	B	\$2.95	97	641	738	B	\$2.95	121	612	733	B	\$2.95	102	589	691	B	\$2.95	102	588	690	B
1800 - 1900	\$2.95	149	339	488	B	\$2.95	131	593	724	B	\$2.95	151	571	722	B	\$2.95	142	566	708	B	\$2.95	154	522	676	B
1900 - 2000	\$2.95	146	238	384	A	\$2.95	158	537	695	B	\$2.95	181	532	713	B	\$2.95	168	611	779	B	\$2.95	166	514	680	B

PM Time	Monday 02/24/20					Tuesday 02/25/20					Wednesday 02/26/20					Thursday 02/27/20					Friday 02/28/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	124	753	877	C	\$5.30	109	741	850	C	\$5.30	112	777	889	C	\$5.30	98	742	840	C	\$5.30	139	782	921	C
1500 - 1600	\$5.30	141	652	793	B	\$2.95	133	660	793	B	\$2.95	121	547	668	B	\$5.30	132	790	922	C	\$2.95	163	598	761	B
1600 - 1700	\$2.95	112	616	728	B	\$2.95	85	662	747	B	\$2.95	105	802	907	C	\$2.95	115	772	887	C	\$2.95	125	715	840	C
1700 - 1800	\$2.95	104	601	705	B	\$2.95	88	629	717	B	\$2.95	108	571	679	B	\$2.95	100	587	687	B	\$2.95	125	578	703	B
1800 - 1900	\$2.95	147	583	730	B	\$2.95	130	516	646	B	\$2.95	137	583	720	B	\$2.95	134	605	739	B	\$2.95	161	570	731	B
1900 - 2000	\$2.95	134	463	597	B	\$2.95	170	591	761	B	\$2.95	167	578	745	B	\$2.95	141	542	683	B	\$2.95	162	465	627	B

RCTC WESTBOUND PEAK-HOUR VOLUMES

Eastbound PM Peak - County Line to I-15 South

PM Time	Monday 02/03/20					Tuesday 02/04/20					Wednesday 02/05/20					Thursday 02/06/20					Friday 02/07/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	94	648	742	B	\$5.30	101	758	859	C	\$5.30	106	702	808	C	\$5.30	103	733	836	C	\$5.30	140	749	889	C
1500 - 1600	\$5.30	127	702	829	C	\$2.95	142	662	804	C	\$2.95	128	692	820	C	\$5.30	149	766	915	C	\$2.95	150	587	737	B
1600 - 1700	\$2.95	106	614	720	B	\$2.95	89	645	734	B	\$2.95	103	658	761	B	\$2.95	110	653	763	B	\$2.95	109	696	805	C
1700 - 1800	\$2.95	117	576	693	B	\$2.95	95	637	732	B	\$2.95	100	650	750	B	\$2.95	104	533	637	B	\$2.95	97	616	713	B
1800 - 1900	\$2.95	131	482	613	B	\$2.95	158	583	741	B	\$2.95	131	611	742	B	\$2.95	156	605	761	B	\$2.95	162	546	708	B
1900 - 2000	\$2.95	129	344	473	B	\$2.95	165	518	683	B	\$2.95	135	488	623	B	\$2.95	164	578	742	B	\$2.95	166	430	596	B

PM Time	Monday 02/10/20					Tuesday 02/11/20					Wednesday 02/12/20					Thursday 02/13/20					Friday 02/14/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	101	707	808	C	\$5.30	116	761	877	C	\$5.30	112	765	877	C	\$5.30	115	800	915	C	\$5.30	143	611	754	B
1500 - 1600	\$5.30	127	719	846	C	\$2.95	122	681	803	C	\$2.95	133	728	861	C	\$5.30	125	788	913	C	\$2.95	107	469	576	B
1600 - 1700	\$2.95	79	615	694	B	\$2.95	91	731	822	C	\$2.95	88	697	785	B	\$2.95	120	684	804	C	\$2.95	88	361	449	B
1700 - 1800	\$2.95	96	554	650	B	\$2.95	105	645	750	B	\$2.95	99	605	704	B	\$2.95	92	588	680	B	\$2.95	60	230	290	A
1800 - 1900	\$2.95	142	609	751	B	\$2.95	140	634	774	B	\$2.95	138	596	734	B	\$2.95	148	647	795	B	\$2.95	140	366	506	B
1900 - 2000	\$2.95	115	408	523	B	\$2.95	134	477	611	B	\$2.95	161	548	709	B	\$2.95	150	644	794	B	\$2.95	211	493	704	B

PM Time	Monday 02/17/20					Tuesday 02/18/20					Wednesday 02/19/20					Thursday 02/20/20					Friday 02/21/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	165	590	755	B	\$5.30	123	724	847	C	\$5.30	123	736	859	C	\$5.30	120	784	904	C	\$5.30	134	837	971	C
1500 - 1600	\$5.30	205	606	811	C	\$2.95	138	570	708	B	\$2.95	150	629	779	B	\$5.30	141	745	886	C	\$2.95	129	590	719	B
1600 - 1700	\$2.95	124	530	654	B	\$2.95	98	695	793	B	\$2.95	117	669	786	B	\$2.95	115	702	817	C	\$2.95	91	608	699	B
1700 - 1800	\$2.95	136	496	632	B	\$2.95	97	641	738	B	\$2.95	121	612	733	B	\$2.95	102	589	691	B	\$2.95	102	588	690	B
1800 - 1900	\$2.95	149	339	488	B	\$2.95	131	593	724	B	\$2.95	151	571	722	B	\$2.95	142	566	708	B	\$2.95	154	522	676	B
1900 - 2000	\$2.95	146	238	384	A	\$2.95	158	537	695	B	\$2.95	181	532	713	B	\$2.95	168	611	779	B	\$2.95	166	514	680	B

PM Time	Monday 02/24/20					Tuesday 02/25/20					Wednesday 02/26/20					Thursday 02/27/20					Friday 02/28/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	124	753	877	C	\$5.30	109	741	850	C	\$5.30	112	777	889	C	\$5.30	98	742	840	C	\$5.30	139	782	921	C
1500 - 1600	\$5.30	141	652	793	B	\$2.95	133	660	793	B	\$2.95	121	547	668	B	\$5.30	132	790	922	C	\$2.95	163	598	761	B
1600 - 1700	\$2.95	112	616	728	B	\$2.95	85	662	747	B	\$2.95	105	802	907	C	\$2.95	115	772	887	C	\$2.95	125	715	840	C
1700 - 1800	\$2.95	104	601	705	B	\$2.95	88	629	717	B	\$2.95	108	571	679	B	\$2.95	100	587	687	B	\$2.95	125	578	703	B
1800 - 1900	\$2.95	147	583	730	B	\$2.95	130	516	646	B	\$2.95	137	583	720	B	\$2.95	134	605	739	B	\$2.95	161	570	731	B
1900 - 2000	\$2.95	134	463	597	B	\$2.95	170	591	761	B	\$2.95	167	578	745	B	\$2.95	141	542	683	B	\$2.95	162	465	627	B

Eastbound PM Peak - County Line to I-15 South

PM Time	Monday 02/03/20					Tuesday 02/04/20					Wednesday 02/05/20					Thursday 02/06/20					Friday 02/07/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	94	648	742	B	\$5.30	101	758	859	C	\$5.30	106	702	808	C	\$5.30	103	733	836	C	\$5.30	140	749	889	C
1500 - 1600	\$5.30	127	702	829	C	\$2.95	142	662	804	C	\$2.95	128	692	820	C	\$5.30	149	766	915	C	\$2.95	150	587	737	B
1600 - 1700	\$2.95	106	614	720	B	\$2.95	89	645	734	B	\$2.95	103	658	761	B	\$2.95	110	653	763	B	\$2.95	109	696	805	C
1700 - 1800	\$2.95	117	576	693	B	\$2.95	95	637	732	B	\$2.95	100	650	750	B	\$2.95	104	533	637	B	\$2.95	97	616	713	B
1800 - 1900	\$2.95	131	482	613	B	\$2.95	158	583	741	B	\$2.95	131	611	742	B	\$2.95	156	605	761	B	\$2.95	162	546	708	B
1900 - 2000	\$2.95	129	344	473	B	\$2.95	165	518	683	B	\$2.95	135	488	623	B	\$2.95	164	578	742	B	\$2.95	166	430	596	B

PM Time	Monday 02/10/20					Tuesday 02/11/20					Wednesday 02/12/20					Thursday 02/13/20					Friday 02/14/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	101	707	808	C	\$5.30	116	761	877	C	\$5.30	112	765	877	C	\$5.30	115	800	915	C	\$5.30	143	611	754	B
1500 - 1600	\$5.30	127	719	846	C	\$2.95	122	681	803	C	\$2.95	133	728	861	C	\$5.30	125	788	913	C	\$2.95	107	469	576	B
1600 - 1700	\$2.95	79	615	694	B	\$2.95	91	731	822	C	\$2.95	88	697	785	B	\$2.95	120	684	804	C	\$2.95	88	361	449	B
1700 - 1800	\$2.95	96	554	650	B	\$2.95	105	645	750	B	\$2.95	99	605	704	B	\$2.95	92	588	680	B	\$2.95	60	230	290	A
1800 - 1900	\$2.95	142	609	751	B	\$2.95	140	634	774	B	\$2.95	138	596	734	B	\$2.95	148	647	795	B	\$2.95	140	366	506	B
1900 - 2000	\$2.95	115	408	523	B	\$2.95	134	477	611	B	\$2.95	161	548	709	B	\$2.95	150	644	794	B	\$2.95	211	493	704	B

PM Time	Monday 02/17/20					Tuesday 02/18/20					Wednesday 02/19/20					Thursday 02/20/20					Friday 02/21/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	165	590	755	B	\$5.30	123	724	847	C	\$5.30	123	736	859	C	\$5.30	120	784	904	C	\$5.30	134	837	971	C
1500 - 1600	\$5.30	205	606	811	C	\$2.95	138	570	708	B	\$2.95	150	629	779	B	\$5.30	141	745	886	C	\$2.95	129	590	719	B
1600 - 1700	\$2.95	124	530	654	B	\$2.95	98	695	793	B	\$2.95	117	669	786	B	\$2.95	115	702	817	C	\$2.95	91	608	699	B
1700 - 1800	\$2.95	136	496	632	B	\$2.95	97	641	738	B	\$2.95	121	612	733	B	\$2.95	102	589	691	B	\$2.95	102	588	690	B
1800 - 1900	\$2.95	149	339	488	B	\$2.95	131	593	724	B	\$2.95	151	571	722	B	\$2.95	142	566	708	B	\$2.95	154	522	676	B
1900 - 2000	\$2.95	146	238	384	A	\$2.95	158	537	695	B	\$2.95	181	532	713	B	\$2.95	168	611	779	B	\$2.95	166	514	680	B

PM Time	Monday 02/24/20					Tuesday 02/25/20					Wednesday 02/26/20					Thursday 02/27/20					Friday 02/28/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	124	753	877	C	\$5.30	109	741	850	C	\$5.30	112	777	889	C	\$5.30	98	742	840	C	\$5.30	139	782	921	C
1500 - 1600	\$5.30	141	652	793	B	\$2.95	133	660	793	B	\$2.95	121	547	668	B	\$5.30	132	790	922	C	\$2.95	163	598	761	B
1600 - 1700	\$2.95	112	616	728	B	\$2.95	85	662	747	B	\$2.95	105	802	907	C	\$2.95	115	772	887	C	\$2.95	125	715	840	C
1700 - 1800	\$2.95	104	601	705	B	\$2.95	88	629	717	B	\$2.95	108	571	679	B	\$2.95	100	587	687	B	\$2.95	125	578	703	B
1800 - 1900	\$2.95	147	583	730	B	\$2.95	130	516	646	B	\$2.95	137	583	720	B	\$2.95	134	605	739	B	\$2.95	161	570	731	B
1900 - 2000	\$2.95	134	463	597	B	\$2.95	170	591	761	B	\$2.95	167	578	745	B	\$2.95	141	542	683	B	\$2.95	162	465	627	B

RCTC OPERATIONAL HIGHLIGHTS

On-road Operations

RCTC Freeway Service Patrol (FSP) responded to 72 calls during the month of February. Of those calls, 56 were to assist disabled vehicles, 8 calls to remove debris and 8 were in response to accidents in the Express Lanes.

6C Transponder Technology

In February, the 91 Express Lanes continued to send letters to customers notifying them of the transition to the new 6C protocol, as well as changes to the account plans, user agreement and privacy policy. Distribution of the new welcome kit, which includes mounting instructions and the new sticker transponders commenced in February. It is envisioned the distribution of the new transponders to all the customers will take place over several months.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

	YTD as of :	2/29/2020	YTD Variance	
Description	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 40,575,423.24	\$ 41,280,533.33	\$ (705,110.09)	(1.7)
Fee Revenue	5,550,843.78	3,520,200.00	2,030,643.78	57.7
Total operating revenues	46,126,267.02	44,800,733.33	1,325,533.69	3.0
Operating expenses:				
Salaries and Benefits	516,929.73	902,266.67	385,336.94	42.7
Legal Services	145,178.94	233,333.33	88,154.39	37.8
Advisory Services	46,070.58	50,000.00	3,929.42	7.9
Audit and Accounting Fees	46,000.00	31,333.33	(14,666.67)	(46.8)
Service Fees	2,706.21	17,333.33	14,627.12	84.4
Other Professional Services	181,899.54	1,653,000.00	1,471,100.46	89.0
Lease Expense	144,476.19	171,000.00	26,523.81	15.5
Operations	2,047,745.70	2,419,000.00	371,254.30	15.3
Utilities	28,344.96	41,666.67	13,321.71	32.0
Supplies and Materials	123.62	3,333.33	3,209.71	96.3
Membership and Subscription Fees	20,306.75	16,666.67	(3,640.08)	(21.8)
Office Equipment & Furniture (Non-Capital)	747.12	3,333.33	2,586.21	77.6
Maintenance/Repairs	116,951.15	233,200.00	116,248.85	49.8
Training Seminars and Conferences	350.00	3,000.00	2,650.00	88.3
Transportation Expenses	2,369.93	5,000.00	2,630.07	52.6
Lodging	2,455.52	4,666.67	2,211.15	47.4
Meals	622.88	666.67	43.79	6.6
Other Staff Expenses	524.65	666.67	142.02	21.3
Advertising	6,776.63	126,666.67	119,890.04	94.7
Program Management	44,071.70	-	(44,071.70)	N/A
Program Operations	5,113,688.16	7,771,133.33	2,657,445.17	34.2
Litigation Settlement	-	6,666.67	6,666.67	100.0
Furniture & Equipment	340,518.76	500,000.00	159,481.24	31.9
Improvements	16,032.27	10,733.33	(5,298.94)	(49.4)
Depreciation	5,391,972.02 [#]	-	(5,391,972.02)	N/A
Bad Debt Expense	9.40	-	(9.40)	N/A
Total operating expenses	14,216,872.41	14,204,666.67	(12,205.74)	(0.1)
Operating income (loss)	31,909,394.61	30,596,066.67	1,313,327.94	4.3
Nonoperating revenues (expenses):				
Interest Revenue	2,228,813.71	892,666.67	1,336,147.04	(149.7)
Other Miscellaneous Revenue	(860.87)	-	(860.87)	N/A
Interest Expense	(14,346,501.75) [#]	(4,746,600.00)	(9,599,901.75)	202.2
Total nonoperating revenues (expenses)	(16,221,544.78)	(3,853,933.33)	(12,367,611.45)	(320.9)
Transfers In	-	-	-	N/A
Transfers Out	(605,300.00)	(2,039,666.67)	1,434,366.67	(70.3)
Net income (loss)	\$ 15,082,549.83	\$ 24,702,466.67	\$ (9,619,916.84)	(38.9)
¹ Unaudited				
² Depreciation is not a budgeted expense				
³ Amount includes accrued compounded interest for the 91 Project Transportation Infrastructure Finance and Innovation Act (TIFIA) loan and accreted interest on the 2013 Toll Revenue Bonds Series B (capital appreciation). \$10.8 million of the \$14.3 million interest cost will not be paid in the current year and therefore not included in the FY 2019/20 budget				

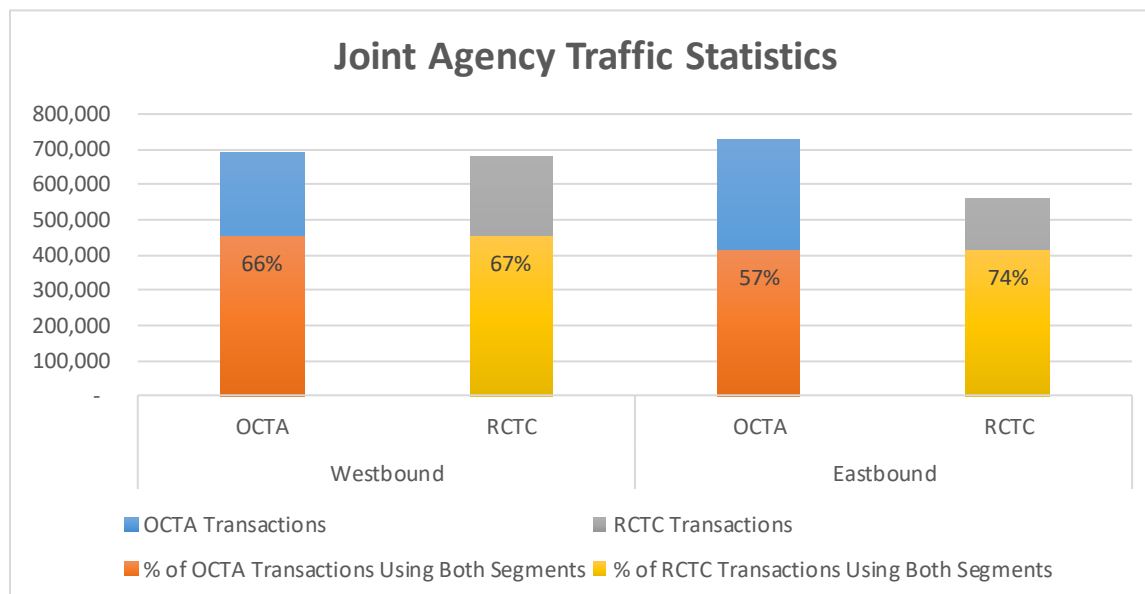
JOINT AGENCY TRIP AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING February 29, 2020

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	688,407	454,845	66%	\$ 1,801,690
RCTC	681,202	454,845	67%	\$ 3,762,812
I-15	298,225	201,093	67%	\$ 1,584,421
McKinley	382,977	253,752	66%	\$ 2,178,391
Eastbound				
OCTA	732,420	414,286	57%	\$ 2,576,388
RCTC	560,691	414,286	74%	\$ 1,847,586
I-15	208,879	164,534	79%	\$ 499,087
McKinley	351,812	249,752	71%	\$ 1,348,498

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	Reporting Period	PERFORMANCE STANDARD	Feb-20 Performance
CUSTOMER SERVICE			
** Call Wait Time	Monthly	Not to exceed 2 minutes	2:53
Abandon Rate	Monthly	No more than 4.0%	4.2%
Customer Satisfaction	Monthly	At least 75 outbound calls	76
VIOLATION PROCESSING			
Response Time	Monthly	Within 2 business days of receipt	1.3
CUSA Violation Collection Rate	Quarterly	70% or more	
CUSA Violation Collection Rate	Annually	74% or more	
TRAFFIC OPERATIONS			
Initial & Secondary Review s	Monthly	Equal to or less than 15 days	1.1
* Plate Misread Errors	Monthly	Equal to or less than 0.4%	0.01%
CAS Response Time	Monthly	0:20 (minutes) per call	0:08
ACCOUNTING			
OCTA Exceptions	Monthly	No more than 3	0
RCTC Exceptions	Monthly	No more than 3	0
INFORMATION TECHNOLOGY			
Back-office System Uptime	Monthly	99% Availability	100%
Network Uptime	Monthly	99% Availability	100%

CUSA = Cofiroute USA; CAS = OCTA Customer Assistance Specialists

* Plate Misread Error performance is current after a 60-day hold-back period; therefore, percentage reported here is for 2 months prior to the month of this report.

** Call Wait Time KPI impacted by higher talk times due to 6C program implementation.

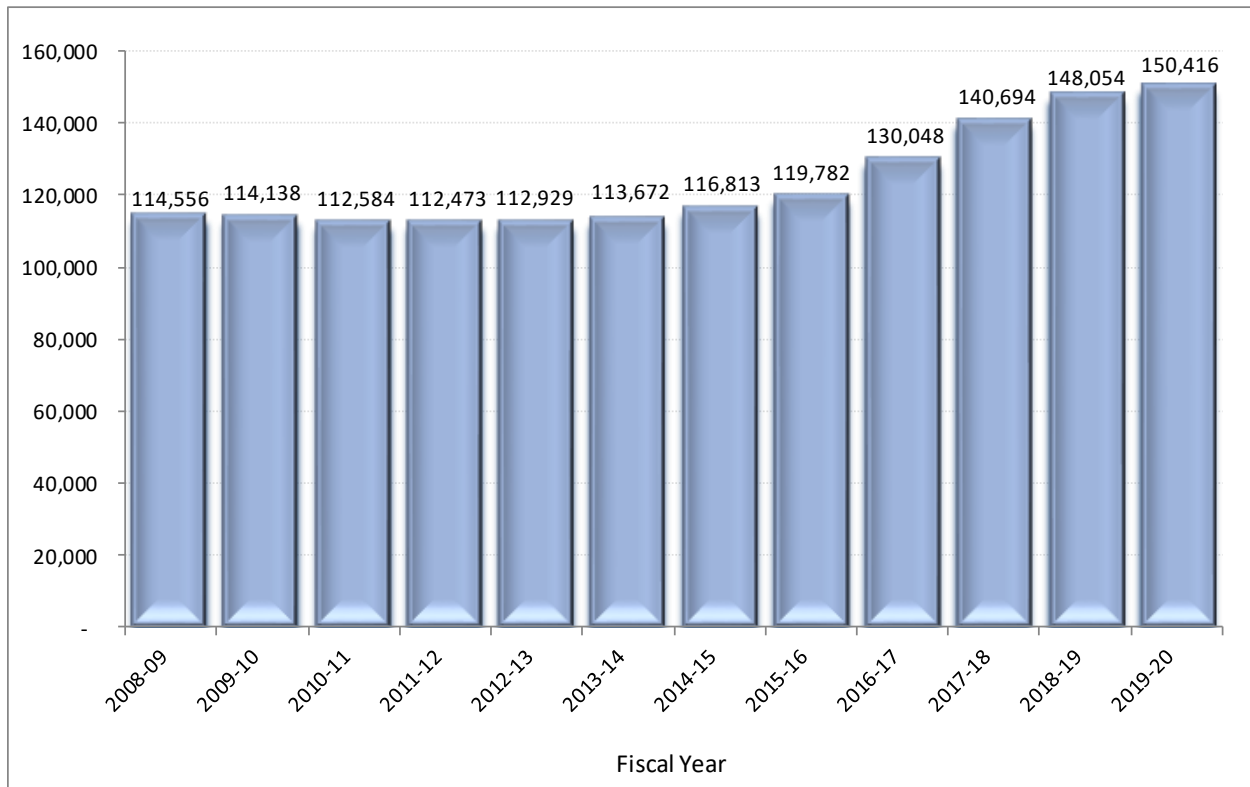
JOINT AGENCY TRANSPONDER DISTRIBUTION

T21 TRANSPONDER DISTRIBUTION	February-20		January-20		FY 2019-20	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	629	77.4%	1,061	40.2%	1,215	50.1%
Additional Tags to Existing Accounts	82	10.1%	801	30.4%	713	29.4%
Replacement Transponders	102	12.5%	775	29.4%	496	20.5%
Total Issued	813		2,637		2,424	
Returned						
Account Closures	335	18.2%	449	33.3%	454	35.5%
Accounts Down sizing	270	14.7%	162	12.0%	169	13.2%
Defective Transponders	1,235	67.1%	739	54.7%	656	51.3%
Total Returned	1,840		1,350		1,280	

At the end of February 2020, the 91 Express Lanes had 150,416 active customer accounts and 273,694 transponders classified as Assigned.

Number of Accounts by Fiscal Year

As of February 29, 2020



Incoming Email Activity

During February, the Anaheim Processing Center received 3,411 emails.



**Orange County Transportation Authority
Riverside County Transportation Commission**



Status Report
March 2020

As of March 31, 2020

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OPERATIONS OVERVIEW OCTA

TRAFFIC AND REVENUE STATISTICS FOR OCTA

Total traffic volume on the 91 Express Lanes for March 2020 was 905,400. This represents a daily average of 29,206 vehicles. This is a 41.2% decrease in total traffic volume from the same period last year, which totaled 1,539,257. Potential toll revenue for March was \$2,916,062, which represents a decrease of 35.8% from the prior year's total of \$4,542,427. Carpool percentage for March was 22.68% as compared to the previous year's rate of 26.10%. The decreases were attributed to the COVID-19 pandemic and California Governor Gavin Newsom's orders for residents to self-quarantine and refrain from non-essential travel.

Month-to-date traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the month of March 2020.

Current Month-to-Date (MTD) as of March 31, 2020

	Mar-20 MTD Actual	Stantec MTD Projected	# Variance	% Variance	Mar-19 MTD Actual	Yr-to-Yr % Variance
Trips						
Full Toll Lanes	700,041	1,156,307	(456,266)	(39.5%)	1,137,488	(38.5%)
3+ Lanes	205,359	330,008	(124,649)	(37.8%)	401,769	(48.9%)
Total Gross Trips	905,400	1,486,315	(580,915)	(39.1%)	1,539,257	(41.2%)
Revenue						
Full Toll Lanes	\$2,871,629	\$4,861,024	(1,989,396)	(40.9%)	\$4,464,988	(35.7%)
3+ Lanes	\$44,433	\$88,658	(44,225)	(49.9%)	\$77,440	(42.6%)
Total Gross Revenue	\$2,916,062	\$4,949,682	(2,033,620)	(41.1%)	\$4,542,427	(35.8%)
Average Revenue per Trip						
Average Full Toll Lanes	\$4.10	\$4.20	(\$0.10)	(2.4%)	\$3.93	4.3%
Average 3+ Lanes	\$0.22	\$0.27	(\$0.05)	(18.5%)	\$0.19	15.8%
Average Gross Revenue	\$3.22	\$3.33	(\$0.11)	(3.3%)	\$2.95	9.2%

The 2020 fiscal year-to-date traffic volume decreased by 2% and potential toll revenue increased by 0.7%, when compared with the same period last year. Year-to-date average revenue per-trip is \$3.05.

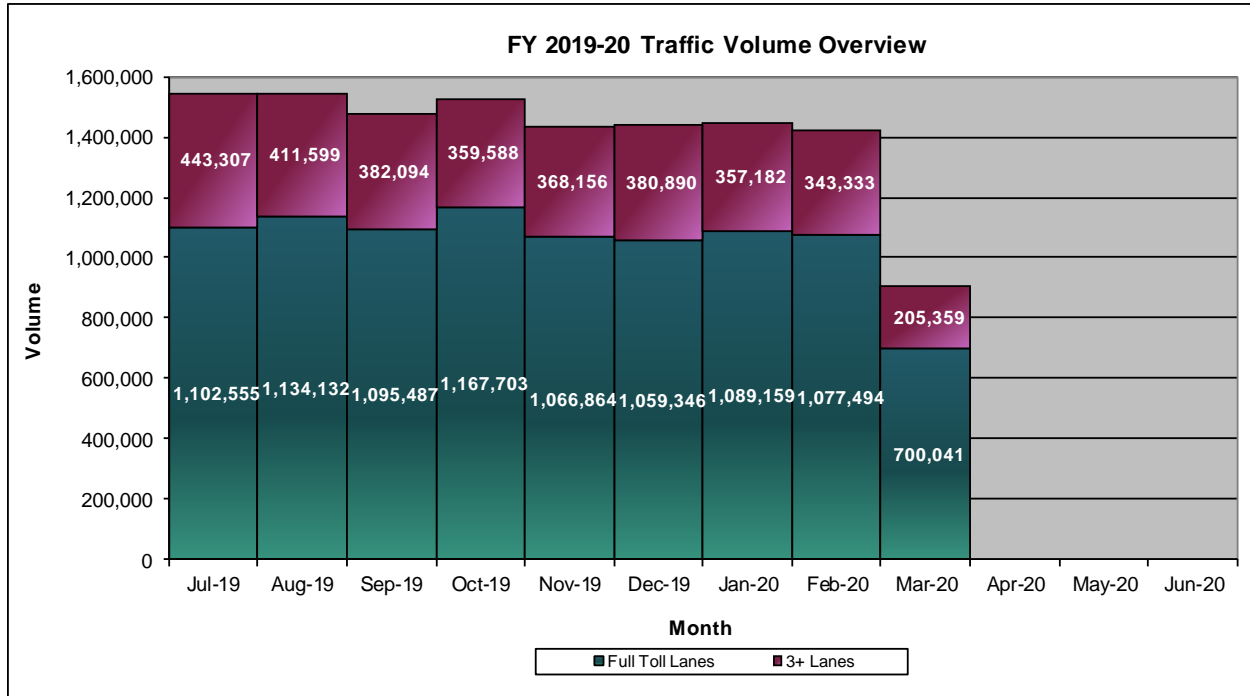
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the months of July 2019 through March 2020.

FY 2019-20 Year to Date as of March 31, 2020

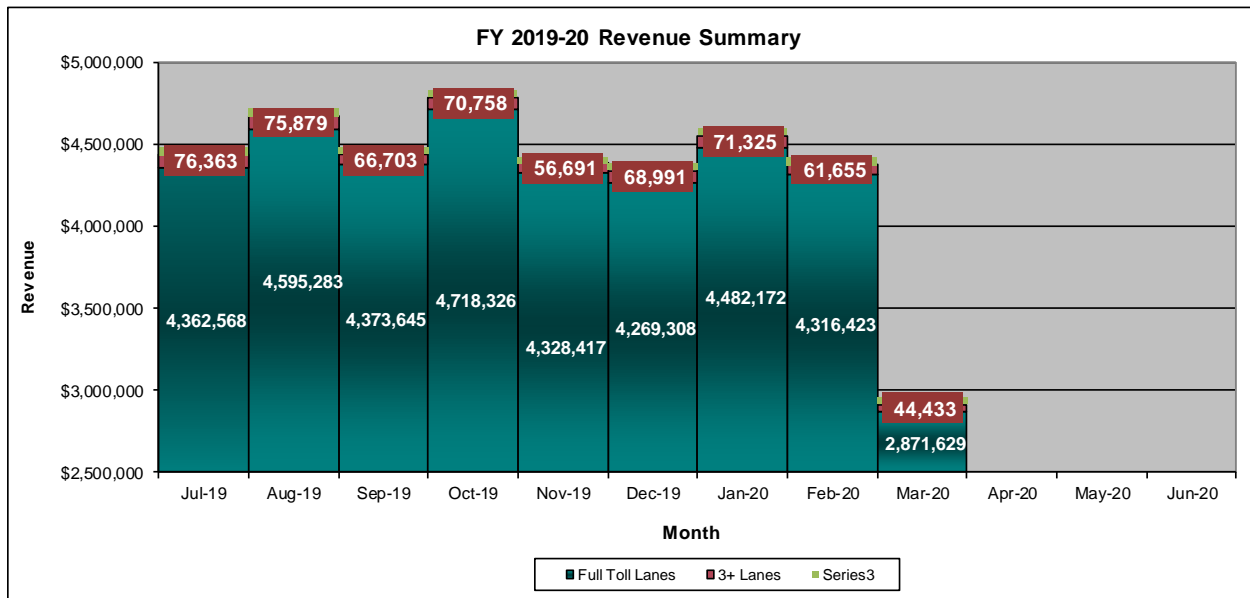
	FY 2019-20 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2018-19 YTD Actual	Yr-to-Yr % Variance
Trips						
Full Toll Lanes	9,492,781	9,842,460	(349,679)	(3.6%)	9,576,949	(0.9%)
3+ Lanes	3,251,508	2,953,688	297,820	10.1%	3,425,122	(5.1%)
Total Gross Trips	12,744,289	12,796,147	(51,858)	(0.4%)	13,002,071	(2.0%)
Revenue						
Full Toll Lanes	\$38,317,770	\$41,222,562	(2,904,793)	(7.0%)	\$37,964,136	0.9%
3+ Lanes	\$592,798	\$751,706	(158,908)	(21.1%)	\$677,913	(12.6%)
Total Gross Revenue	\$38,910,567	\$41,974,268	(3,063,701)	(7.3%)	\$38,642,049	0.7%
Average Revenue per Trip						
Average Full Toll Lanes	\$4.04	\$4.19	(\$0.15)	(3.6%)	\$3.96	2.0%
Average 3+ Lanes	\$0.18	\$0.25	(\$0.07)	(28.0%)	\$0.20	(10.0%)
Average Gross Revenue	\$3.05	\$3.28	(\$0.23)	(7.0%)	\$2.97	2.7%

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between Full Toll trips and HOV3+ trips for FY 2019-20 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between Full Toll trips and HOV3+ trips for FY 2019-20 on a monthly basis.



OCTA EASTBOUND PEAK-HOUR VOLUMES

Peak traffic hour in the eastbound direction reached or exceeded 90% or more of defined capacity 8 times during the month of March 2020. As demonstrated on the next chart, westbound peak hour traffic volumes top out at 80% of defined capacity.

PM Time	Monday 03/02/20				Tuesday 03/03/20				Wednesday 03/04/20				Thursday 03/05/20				Friday 03/06/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	383	2,666	78%	\$5.15	387	2,720	80%	\$5.15	443	3,008	88%	\$7.45	466	2,873	85%	\$7.85	525	3,227	95%
1500 - 1600	\$5.50	556	2,782	82%	\$5.75	617	2,783	82%	\$7.75	599	2,848	84%	\$6.75	621	3,470	102%	\$8.65	634	2,608	77%
1600 - 1700	\$5.35	436	3,055	90%	\$5.50	423	2,894	85%	\$7.50	412	2,459	72%	\$7.80	496	3,092	91%	\$8.45	447	2,605	77%
1700 - 1800	\$5.30	507	3,153	93%	\$5.40	474	2,807	83%	\$6.40	510	3,001	88%	\$8.20	470	2,710	80%	\$7.05	535	2,954	87%
1800 - 1900	\$5.50	648	2,730	80%	\$3.95	702	3,022	89%	\$3.95	673	3,042	89%	\$4.85	659	2,920	86%	\$6.55	657	2,727	80%
1900 - 2000	\$3.85	457	1,816	53%	\$3.85	490	1,976	58%	\$3.85	588	2,307	68%	\$5.60	637	2,410	71%	\$6.05	609	2,058	61%

PM Time	Monday 03/09/20				Tuesday 03/10/20				Wednesday 03/11/20				Thursday 03/12/20				Friday 03/13/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	377	2,555	75%	\$5.15	336	2,606	77%	\$5.15	379	2,743	81%	\$7.45	380	1,837	54%	\$7.85	420	2,854	84%
1500 - 1600	\$5.50	575	3,130	92%	\$5.75	451	2,478	73%	\$7.75	584	3,134	92%	\$6.75	551	2,623	77%	\$8.65	580	2,540	75%
1600 - 1700	\$5.35	461	3,010	89%	\$5.50	134	1,241	37%	\$7.50	394	2,796	82%	\$7.80	481	2,786	82%	\$8.45	363	2,485	73%
1700 - 1800	\$5.30	479	3,089	91%	\$5.40	239	1,339	39%	\$6.40	458	2,293	67%	\$8.20	419	2,483	73%	\$7.05	391	2,259	66%
1800 - 1900	\$5.50	589	2,534	75%	\$3.95	422	1,886	55%	\$3.95	488	2,427	71%	\$4.85	530	2,820	83%	\$6.55	485	1,950	57%
1900 - 2000	\$3.85	422	1,532	45%	\$3.85	318	1,184	35%	\$3.85	426	1,688	50%	\$5.60	444	1,686	50%	\$6.05	421	1,332	39%

PM Time	Monday 03/16/20				Tuesday 03/17/20				Wednesday 03/18/20				Thursday 03/19/20				Friday 03/20/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	350	2,168	64%	\$5.15	338	2,138	63%	\$5.15	296	1,737	51%	\$7.45	306	1,705	50%	\$7.85	283	1,619	48%
1500 - 1600	\$5.50	482	2,680	79%	\$5.75	456	2,391	70%	\$7.75	448	2,142	63%	\$6.75	341	2,214	65%	\$8.65	299	1,412	42%
1600 - 1700	\$5.35	362	2,376	70%	\$5.50	309	2,294	67%	\$7.50	293	1,992	59%	\$7.80	271	1,659	49%	\$8.45	190	1,260	37%
1700 - 1800	\$5.30	349	2,310	68%	\$5.40	317	2,017	59%	\$6.40	278	1,641	48%	\$8.20	184	1,245	37%	\$7.05	194	1,070	31%
1800 - 1900	\$5.50	381	1,551	46%	\$3.95	315	1,352	40%	\$3.95	225	1,073	32%	\$4.85	176	885	26%	\$6.55	171	729	21%
1900 - 2000	\$3.85	224	840	25%	\$3.85	190	753	22%	\$3.85	159	582	17%	\$5.60	147	555	16%	\$6.05	137	432	13%

PM Time	Monday 03/23/20				Tuesday 03/24/20				Wednesday 03/25/20				Thursday 03/26/20				Friday 03/27/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	184	1,071	32%	\$5.15	224	1,202	35%	\$5.15	198	1,119	33%	\$7.45	224	1,167	34%	\$7.85	239	1,286	38%
1500 - 1600	\$5.50	207	1,360	40%	\$5.75	256	1,299	38%	\$7.75	266	1,325	39%	\$6.75	282	1,850	54%	\$8.65	258	1,337	39%
1600 - 1700	\$5.35	166	1,064	31%	\$5.50	161	1,054	31%	\$7.50	159	1,100	32%	\$7.80	190	1,296	38%	\$8.45	174	1,080	32%
1700 - 1800	\$5.30	138	889	26%	\$5.40	147	788	23%	\$6.40	136	767	23%	\$8.20	111	719	21%	\$7.05	178	842	25%
1800 - 1900	\$5.50	111	429	13%	\$3.95	117	481	14%	\$3.95	116	516	15%	\$4.85	125	492	14%	\$6.55	132	515	15%
1900 - 2000	\$3.85	78	284	8%	\$3.85	88	281	8%	\$3.85	79	254	7%	\$5.60	89	284	8%	\$6.05	110	343	10%

PM Time	Monday 03/30/20				Tuesday 03/31/20				Wednesday 04/01/20				Thursday 04/02/20				Friday 04/03/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	191	1,019	30%	\$5.15	186	1,068	31%												
1500 - 1600	\$5.50	247	1,518	45%	\$5.75	297	1,438	42%												
1600 - 1700	\$5.35	146	1,264	37%	\$5.50	156	1,223	36%												
1700 - 1800	\$5.30	147	778	23%	\$5.40	129	810	24%												
1800 - 1900	\$5.50	113	411	12%	\$3.95	103	445	13%												
1900 - 2000	\$3.85	77	265	8%	\$3.85	69	240	7%												

OCTA WESTBOUND PEAK-HOUR VOLUMES

AM Time	Monday 03/02/20				Tuesday 03/03/20				Wednesday 03/04/20				Thursday 03/05/20				Friday 03/06/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	711	2,555	75%	\$3.05	804	2,711	80%	\$3.05	755	2,569	76%	\$3.05	804	2,606	77%	\$3.05	687	2,046	60%
0500 - 0600	\$4.95	809	2,640	78%	\$4.95	197	486	14%	\$4.95	838	2,578	76%	\$4.95	884	2,713	80%	\$4.70	773	2,471	73%
0600 - 0700	\$5.15	561	2,180	64%	\$5.15	55	241	7%	\$5.15	580	2,250	66%	\$5.15	581	2,103	62%	\$4.95	590	2,140	63%
0700 - 0800	\$5.65	419	2,143	63%	\$5.65	364	1,752	52%	\$5.65	450	2,098	62%	\$5.65	493	2,147	63%	\$5.50	390	1,821	54%
0800 - 0900	\$5.15	192	1,890	56%	\$5.15	119	978	29%	\$5.15	261	2,224	65%	\$5.15	221	2,088	61%	\$4.95	191	1,513	45%
0900 - 1000	\$4.10	194	1,927	57%	\$4.10	243	2,092	62%	\$4.10	241	2,130	63%	\$4.10	273	2,175	64%	\$4.10	220	1,750	51%

AM Time	Monday 03/09/20				Tuesday 03/10/20				Wednesday 03/11/20				Thursday 03/12/20				Friday 03/13/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	764	2,519	74%	\$3.05	698	2,070	61%	\$3.05	727	2,293	67%	\$3.05	718	2,291	67%	\$3.05	579	1,645	48%
0500 - 0600	\$4.95	841	2,555	75%	\$4.95	886	2,473	73%	\$4.95	820	2,381	70%	\$4.95	658	2,033	60%	\$4.70	658	2,096	62%
0600 - 0700	\$5.15	602	1,937	57%	\$5.15	569	1,869	55%	\$5.15	616	2,022	59%	\$5.15	562	1,798	53%	\$4.95	521	1,787	53%
0700 - 0800	\$5.65	414	2,006	59%	\$5.65	434	2,008	59%	\$5.65	413	2,005	59%	\$5.65	394	1,935	57%	\$5.50	372	1,770	52%
0800 - 0900	\$5.15	226	2,073	61%	\$5.15	209	2,054	60%	\$5.15	218	1,865	55%	\$5.15	189	1,748	51%	\$4.95	157	1,470	43%
0900 - 1000	\$4.10	230	1,886	55%	\$4.10	188	2,215	65%	\$4.10	209	1,695	50%	\$4.10	179	1,911	56%	\$4.10	134	1,142	34%

AM Time	Monday 03/16/20				Tuesday 03/17/20				Wednesday 03/18/20				Thursday 03/19/20				Friday 03/20/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	636	1,970	58%	\$3.05	590	1,789	53%	\$3.05	575	1,667	49%	\$3.05	488	1,443	42%	\$3.05	369	1,021	30%
0500 - 0600	\$4.95	696	2,215	65%	\$4.95	740	2,128	63%	\$4.95	583	1,779	52%	\$4.95	493	1,528	45%	\$4.70	367	1,324	39%
0600 - 0700	\$5.15	328	1,519	45%	\$5.15	352	1,648	48%	\$5.15	279	1,151	34%	\$5.15	213	872	26%	\$4.95	236	972	29%
0700 - 0800	\$5.65	223	1,468	43%	\$5.65	157	1,062	31%	\$5.65	178	963	28%	\$5.65	125	813	24%	\$5.50	104	696	20%
0800 - 0900	\$5.15	135	1,190	35%	\$5.15	107	945	28%	\$5.15	92	813	24%	\$5.15	62	708	21%	\$4.95	72	619	18%
0900 - 1000	\$4.10	130	977	29%	\$4.10	119	830	24%	\$4.10	101	708	21%	\$4.10	90	604	18%	\$4.10	87	542	16%

AM Time	Monday 03/23/20				Tuesday 03/24/20				Wednesday 03/25/20				Thursday 03/26/20				Friday 03/27/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	402	1,056	31%	\$3.05	368	965	28%	\$3.05	353	948	28%	\$3.05	333	880	26%	\$3.05	286	754	22%
0500 - 0600	\$4.95	458	1,498	44%	\$4.95	447	1,506	44%	\$4.95	311	1,089	32%	\$4.95	391	1,362	40%	\$4.70	309	1,207	36%
0600 - 0700	\$5.15	186	918	27%	\$5.15	147	728	21%	\$5.15	150	792	23%	\$5.15	124	729	21%	\$4.95	155	780	23%
0700 - 0800	\$5.65	107	722	21%	\$5.65	92	636	19%	\$5.65	85	611	18%	\$5.65	74	606	18%	\$5.50	75	566	17%
0800 - 0900	\$5.15	53	519	15%	\$5.15	37	488	14%	\$5.15	72	524	15%	\$5.15	59	453	13%	\$4.95	45	453	13%
0900 - 1000	\$4.10	59	401	12%	\$4.10	59	427	13%	\$4.10	48	401	12%	\$4.10	58	415	12%	\$4.10	56	396	12%

AM Time	Monday 03/30/20				Tuesday 03/31/20				Wednesday 04/01/20				Thursday 04/02/20				Friday 04/03/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	306	875	26%	\$3.05	310	824	24%												
0500 - 0600	\$4.95	367	1,407	41%	\$4.95	422	1,470	43%												
0600 - 0700	\$5.15	127	797	23%	\$5.15	144	728	21%												
0700 - 0800	\$5.65	70	567	17%	\$5.65	82	590	17%												
0800 - 0900	\$5.15	50	460	14%	\$5.15	55	478	14%												
0900 - 1000	\$4.10	55	373	11%	\$4.10	36	366	11%												

OCTA OPERATIONAL HIGHLIGHTS

On-road Operations

OCTA Customer Assistance Specialists (CAS) responded to 78 calls during the month of March. Of those calls, 55 were to assist disabled vehicles and 13 calls to remove debris. The CAS provided assistance to 10 accidents in the Express Lanes with 4 of those accidents originated from the SR91 general-purpose lanes.

91 Express Lanes Toll Entrance Gantries Infrastructure Project Update

OCTA will be contracting with the California Department of Transportation (Caltrans) to provide construction and construction management services for the 91 Express Lanes Toll Entrance Gantries Infrastructure Project. This project entails constructing new toll gantries infrastructures at the three entrances of the OCTA 91 Express Lanes. Construction of the gantries is scheduled to begin Fall 2020 and is expected to be completed in early 2021.

Electronic Toll and Traffic Management System Project Update

Kapsch TrafficCom USA, Inc., (Kapsch), the toll lanes system integrator for the 91 Express Lanes, completed the replacement of the Electronic Toll and Traffic Management (ETTM) system at the current toll gantries. This new lane system is reading both the new 6C transponder protocol as well as the legacy Title 21 protocol. The next phase of the project includes the replacement of the closed-circuit television cameras along the corridor. The new toll gantries infrastructure, as mentioned above, will house the new ETTM equipment. Once the gantries have been constructed, Kapsch will commence installation.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

Description	YTD as of : 3/31/2020		YTD Variance	
	Actual ⁽¹⁾	Budget ⁽¹⁾	Dollar \$	Percent (%)
Operating revenues:				
Toll revenue	\$ 36,164,539.61	\$ 39,979,657.00	\$ (3,815,117.39)	(9.5)
Fee revenue	6,161,932.91	4,134,277.00	2,027,655.91	49.0
Total operating revenues	42,326,472.52	44,113,934.00	(1,787,461.48)	(4.1)
Operating expenses:				
Contracted services	4,917,551.34	5,672,780.00	755,228.66	13.3
Administrative fee	2,251,160.00	2,129,913.00	(121,247.00)	(5.7)
Other professional services	950,021.43	1,930,976.00	980,954.57	50.8
Credit card processing fees	963,852.59	1,035,720.00	71,867.41	6.9
Toll road account servicing	786,370.41	1,794,750.00	1,008,379.59	56.2
Other insurance expense	285,059.05	562,275.00	277,215.95	49.3
Toll road maintenance supply repairs	175,765.55	356,253.00	180,487.45	50.7
Patrol services	829,170.86	734,715.00	(94,455.86)	(12.9)
Building equipment repairs and maint	73,598.47	241,538.00	167,939.53	69.5
6C Transponders	250,518.75	187,500.00	(63,018.75)	(33.6)
Other services	(7,677.50)	26,247.00	33,924.50	129.3
Utilities	37,159.04	55,107.00	17,947.96	32.6
Office expense	4,264.30	140,915.00	136,650.70	97.0
Bad debt expense	132,245.47	-	(132,245.47)	N/A
Miscellaneous ⁽²⁾	47,845.65	112,375.00	64,529.35	57.4
Leases	304,828.94	344,862.00	40,033.06	11.6
Total operating expenses	12,001,734.35	15,325,926.00	3,324,191.65	21.7
Depreciation and amortization ⁽³⁾	2,646,082.90	-	(2,646,082.90)	N/A
Operating income (loss)	27,678,655.27	28,788,008.00	(1,109,352.73)	(3.9)
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	676,803.75	906,250.00	(229,446.25)	(25.3)
Interest income	4,396,528.80	2,847,069.00	1,549,459.80	54.4
Interest expense	(3,459,087.26)	(3,534,048.00)	74,960.74	2.1
Other	34,494.17	-	34,494.17	N/A
Total nonoperating revenues (expenses)	1,648,739.46	219,271.00	1,429,468.46	(651.9)
Transfers in	-	-	-	N/A
Transfers out	(14,581,399.32)	(35,000.00)	(14,546,399.32)	(41,561.1)
Net income (loss)	\$ 14,745,995.41	\$ 28,972,279.00	\$ (14,226,283.59)	(49.1)

¹Actual amounts are accounted for on the accrual basis of accounting in an enterprise fund. Budget amounts are accounted for on a modified accrual basis of accounting.

²Miscellaneous expenses include: Bond Insurance Costs, Bank Service Charge, Transponder Materials.

³Depreciation and amortization are not budgeted items.

Capital Asset Activity

During the nine months ending March 31, 2020, capital asset activities included \$195,292 for the ETTM system project, \$297,339 for the new back-office/account management system, \$5,920 for computer equipment and \$325,411 for transponder purchases.

OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

Total traffic volume on the 91 Express Lanes for March 2020 was 808,527. This represents a daily average of 26,082 vehicles. This is a 38.3% decrease in total traffic volume from the same period last year, which totaled 1,310,935. Potential toll revenue for the month was \$3,656,203, which represents a decrease of 28.3% from the prior year's total of \$5,098,850. Carpool percentage for March was 21.62% as compared to the previous year's rate of 24.36%. The decreases were attributed to the COVID-19 pandemic and California Governor Gavin Newsom's orders for residents to self-quarantine and refrain from non-essential travel.

Month-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the month of March 2020.

Current Month-to-Date (MTD) as of March 31, 2020

Trips	MAR-20 MTD Actual	Stantec MTD Projected	# Variance	% Variance	MAR-19 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	633,701	1,046,814	(413,113)	(39.5%)	991,552	(36.1%)
3+ Lanes	174,826	341,886	(167,060)	(48.9%)	319,383	(45.3%)
Total Gross Trips	808,527	1,388,700	(580,173)	(41.8%)	1,310,935	(38.3%)
Revenue						
Full Toll Lanes	\$3,632,038	\$4,224,757	(\$592,719)	(14.0%)	\$5,057,871	(28.2%)
3+ Lanes	\$24,165	\$0	\$24,165		\$40,979	(41.0%)
Total Gross Revenue	\$3,656,203	\$4,224,757	(\$568,554)	(13.5%)	\$5,098,850	(28.3%)
Average Revenue per Trip						
Average Full Toll Lanes	\$5.73	\$4.04	\$1.69	41.8%	\$5.10	12.4%
Average 3+ Lanes	\$0.14	\$0.00	\$0.14		\$0.13	7.7%
Average Gross Revenue	\$4.52	\$3.04	\$1.48	48.7%	\$3.89	16.2%

The 2020 fiscal year-to-date (YTD) traffic volume is 0.4% lower when compared with the same period last year. The 2020 fiscal year-to-date revenue is 15.6% higher than for the same period last year. Year-to-date average revenue per-trip is \$4.32.

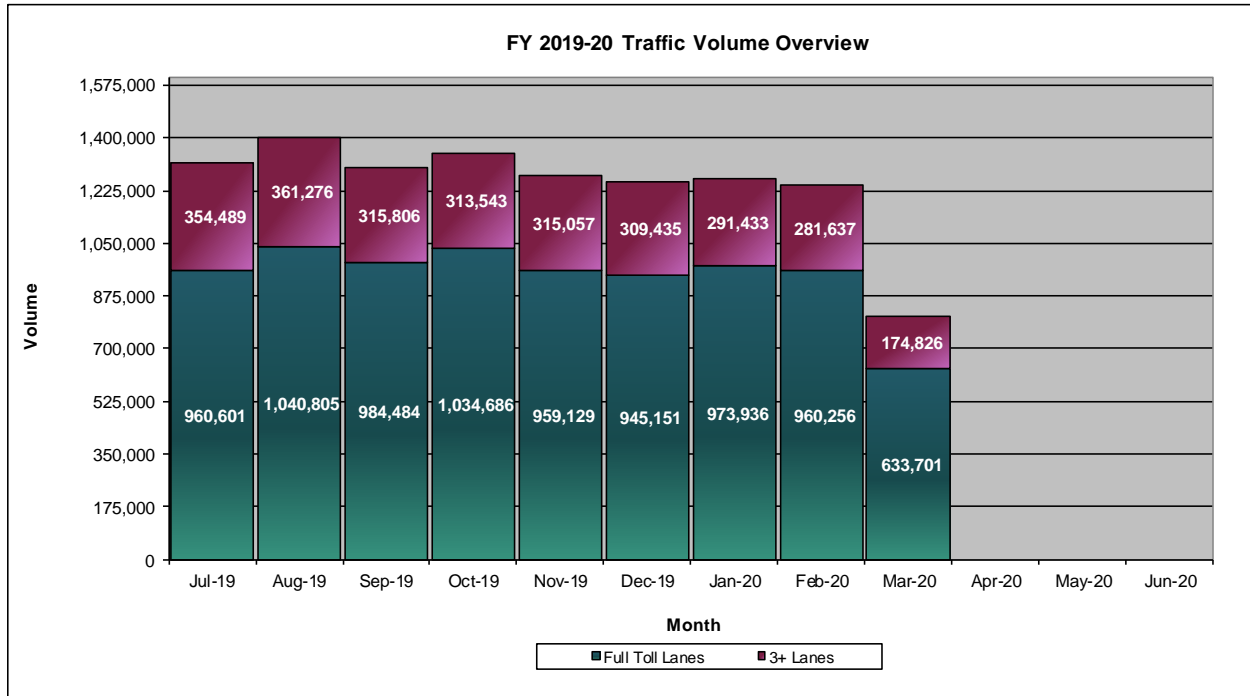
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the months of July 2019 through March 2020.

FY 2019-20 Year to Date as of March 31, 2020

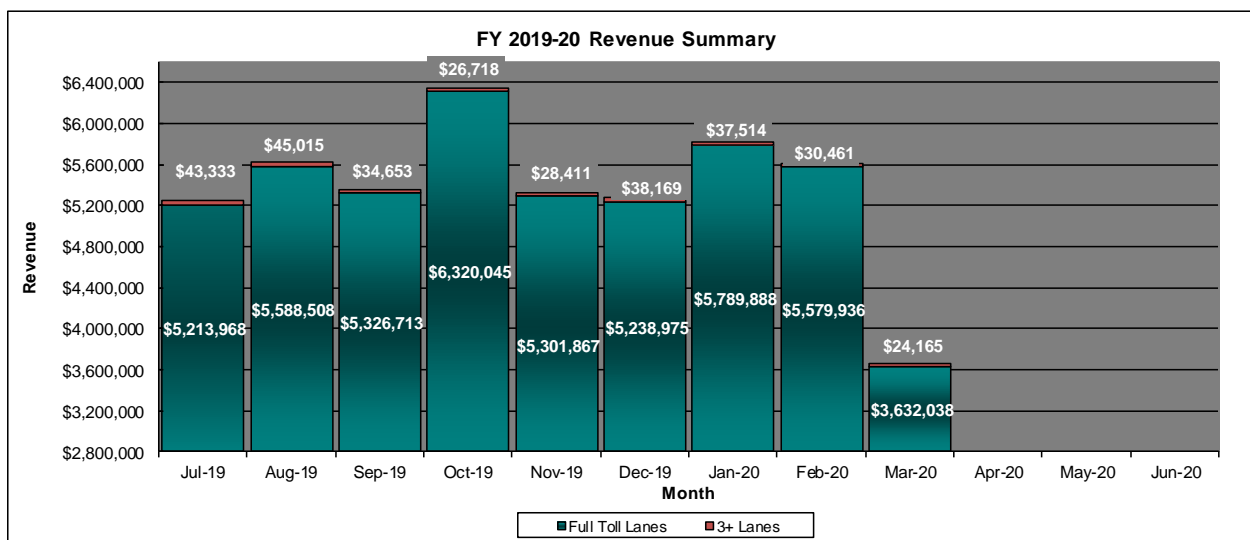
	FY 2019-20 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2018-19 YTD Actual	Yr-to-Yr % Variance
Trips						
Full Toll Lanes	8,536,905	8,820,029	(283,124)	(3.2%)	8,519,888	0.2%
3+ Lanes	2,656,315	2,859,029	(202,714)	(7.1%)	2,722,195	(2.4%)
Total Gross Trips	11,193,220	11,679,057	(485,837)	(4.2%)	11,242,083	(0.4%)
Revenue						
Full Toll Lanes	\$47,991,940	\$34,952,857	\$13,039,082	37.3%	\$41,441,557	15.8%
3+ Lanes	\$308,439	\$0	\$308,439		\$329,540	(6.4%)
Total Gross Revenue	\$48,300,379	\$34,952,857	\$13,347,521	38.2%	\$41,771,096	15.6%
Average Revenue per Trip						
Average Full Toll Lanes	\$5.62	\$3.96	\$1.66	41.9%	\$4.86	15.6%
Average 3+ Lanes	\$0.12	\$0.00	\$0.12		\$0.12	0.0%
Average Gross Revenue	\$4.32	\$2.99	\$1.33	44.5%	\$3.72	16.1%

RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between Full Toll lanes and HOV3+ lanes for FY 2019-20 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between Full Toll lanes and HOV3+ lanes for FY 2019-20 on a monthly basis.



RCTC PEAK-HOUR VOLUMES

RCTC evaluates traffic volumes for peak period hours and either increases or decreases tolls according to the toll rate policy. The hours highlighted in red represent toll reductions made on March 23rd in response the reduced peak-period volumes due to the COVID-19 pandemic.

RCTC EASTBOUND PEAK-HOUR VOLUMES

Eastbound PM Peak - County Line to McKinley

PM Time	Monday 03/02/20					Tuesday 03/03/20					Wednesday 03/04/20					Thursday 03/05/20					Friday 03/06/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	200	969	1,169	D	\$6.95	199	951	1,150	D	\$9.00	236	1071	1,307	F	\$11.85	244	1,089	1,333	F	\$21.00	304	1,133	1,437	F
1500 - 1600	\$7.35	291	857	1,148	D	\$6.95	306	951	1,257	E	\$9.90	313	934	1,247	E	\$11.35	319	1,099	1,418	F	\$18.70	339	858	1,197	D
1600 - 1700	\$5.30	190	936	1,126	D	\$5.30	186	932	1,118	D	\$5.30	192	925	1,117	D	\$7.50	249	959	1,208	E	\$10.45	246	938	1,184	D
1700 - 1800	\$5.30	225	862	1,087	D	\$5.30	189	848	1,037	D	\$5.30	229	881	1,110	D	\$5.30	222	868	1,090	D	\$6.95	236	1,010	1,246	E
1800 - 1900	\$5.30	278	681	959	C	\$5.30	272	781	1,053	D	\$5.30	293	822	1,115	D	\$5.30	287	836	1,123	D	\$5.30	306	869	1,175	D
1900 - 2000	\$2.25	197	555	752	B	\$4.20	196	607	803	C	\$5.30	251	715	966	C	\$5.30	264	716	980	C	\$5.30	284	697	981	C

PM Time	Monday 03/09/20					Tuesday 03/10/20					Wednesday 03/11/20					Thursday 03/12/20					Friday 03/13/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	209	951	1,160	D	\$6.95	174	856	1,030	D	\$9.00	225	935	1,160	D	\$11.85	210	829	1,039	D	\$21.00	234	966	1,200	D
1500 - 1600	\$7.35	317	933	1,250	E	\$6.95	246	744	990	C	\$9.90	279	950	1,229	E	\$11.35	294	930	1,224	E	\$18.70	270	788	1,058	D
1600 - 1700	\$5.30	216	917	1,133	D	\$5.30	172	692	864	C	\$5.30	184	839	1,023	D	\$7.50	218	843	1,061	D	\$10.45	174	806	980	C
1700 - 1800	\$5.30	216	864	1,080	D	\$5.30	196	758	954	C	\$5.30	209	743	952	C	\$5.30	191	850	1,041	D	\$6.95	170	711	881	C
1800 - 1900	\$5.30	268	712	980	C	\$5.30	209	578	787	B	\$5.30	246	675	921	C	\$5.30	237	757	994	C	\$5.30	239	552	791	B
1900 - 2000	\$2.25	166	426	592	B	\$4.20	138	308	446	B	\$5.30	187	450	637	B	\$5.30	201	595	796	B	\$5.30	194	391	585	B

PM Time	Monday 03/16/20					Tuesday 03/17/20					Wednesday 03/18/20					Thursday 03/19/20					Friday 03/20/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	205	796	1,001	D	\$6.95	199	689	888	C	\$9.00	148	566	714	B	\$11.85	181	593	774	B	\$21.00	151	540	691	B
1500 - 1600	\$7.35	222	852	1,074	D	\$6.95	240	770	1,010	D	\$9.90	218	687	905	C	\$11.35	211	706	917	C	\$18.70	137	467	604	B
1600 - 1700	\$5.30	158	696	854	C	\$5.30	126	724	850	C	\$5.30	132	612	744	B	\$7.50	117	539	656	B	\$10.45	92	375	467	B
1700 - 1800	\$5.30	153	655	808	C	\$5.30	160	575	735	B	\$5.30	120	465	585	B	\$5.30	104	437	541	B	\$6.95	97	292	389	A
1800 - 1900	\$5.30	130	459	589	B	\$5.30	125	358	483	B	\$5.30	98	294	392	A	\$5.30	79	241	320	A	\$5.30	74	240	314	A
1900 - 2000	\$2.25	84	252	336	A	\$4.20	75	182	257	A	\$5.30	68	144	212	A	\$5.30	72	153	225	A	\$5.30	70	141	211	A

PM Time	Monday 03/23/20					Tuesday 03/24/20					Wednesday 03/25/20					Thursday 03/26/20					Friday 03/27/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	98	336	434	B	\$5.30	105	445	550	B	\$5.30	0	0	0	A	\$5.30	130	438	568	B	\$6.95	142	491	633	B
1500 - 1600	\$5.30	100	463	563	B	\$5.30	138	499	637	B	\$5.30	0	0	0	A	\$5.30	161	628	789	B	\$6.95	143	499	642	B
1600 - 1700	\$5.30	63	310	373	A	\$5.30	59	334	393	A	\$5.30	0	0	0	A	\$5.30	94	483	577	B	\$6.95	99	434	533	B
1700 - 1800	\$5.30	71	234	305	A	\$5.30	62	218	280	A	\$5.30	0	0	0	A	\$5.30	51	249	300	A	\$6.95	86	281	367	A
1800 - 1900	\$5.30	46	118	164	A	\$5.30	48	139	187	A	\$5.30	0	0	0	A	\$5.30	72	137	209	A	\$5.30	69	162	231	A
1900 - 2000	\$2.25	39	86	125	A	\$4.20	36	80	116	A	\$5.30	10	29	39	A	\$5.30	37	93	130	A	\$5.30	56	114	170	A

PM Time	Monday 03/30/20					Tuesday 03/31/20					Wednesday 04/01/20					Thursday 04/02/20					Friday 04/03/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	96	379	475	B	\$5.30	95	380	475	B															
1500 - 1600	\$5.30	140	521	661	B	\$5.30	157	531	688	B															
1600 - 1700	\$5.30	95	464	559	B	\$5.30	87	424	511	B															
1700 - 1800	\$5.30	75	237	312	A	\$5.30	66	263	329	A															
1800 - 1900	\$5.30	55	127	182	A	\$5.30	48	126	174	A															
1900 - 2000	\$2.25	44	76	120	A	\$4.20	35	79	114	A															

Eastbound PM Peak - County Line to I-15 South

PM Time	Monday 03/02/20					Tuesday 03/03/20					Wednesday 03/04/20					Thursday 03/05/20					Friday 03/06/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	116	702	818	C	\$5.30	119	742	861	C	\$5.30	111	741	852	C	\$5.30	127	783	910	C	\$5.30	132	787	919	C
1500 - 1600	\$5.30	137	638	775	B	\$2.95	137	699	836	C	\$2.95	160	644	804	C	\$5.30	142	792	934	C	\$2.95	161	595	756	B
1600 - 1700	\$2.95	99	658	757	B	\$2.95	106	639	745	B	\$2.95	96	630	726	B	\$2.95	134	708	842	C	\$2.95	108	585	693	B
1700 - 1800	\$2.95	125	637	762	B	\$2.95	112	633	745	B	\$2.95	129	637	766	B	\$2.95	105	585	690	B	\$2.95	133	646	779	B
1800 - 1900	\$2.95	141	505	646	B	\$2.95	132	584	716	B	\$2.95	138	618	756	B	\$2.95	157	567	724	B	\$2.95	143	514	657	B
1900 - 2000	\$2.95	122	410	532	B	\$2.95	108	460	568	B	\$2.95	147	501	648	B	\$2.95	154	539	693	B	\$2.95	177	418	595	B

PM Time	Monday 03/09/20					Tuesday 03/10/20					Wednesday 03/11/20					Thursday 03/12/20					Friday 03/13/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	118	650	768	B	\$5.30	97	655	752	B	\$5.30	105	678	783	B	\$5.30	118	658	776	B	\$5.30	103	711	814	C
1500 - 1600	\$5.30	151	715	866	C	\$2.95	125	583	708	B	\$2.95	149	667	816	C	\$5.30	128	679	807	C	\$2.95	134	579	713	B
1600 - 1700	\$2.95	117	683	800	B	\$2.95	103	610	713	B	\$2.95	113	654	767	B	\$2.95	136	639	775	B	\$2.95	84	581	665	B
1700 - 1800	\$2.95	151	640	791	B	\$2.95	105	581	686	B	\$2.95	119	551	670	B	\$2.95	102	511	613	B	\$2.95	88	428	516	B
1800 - 1900	\$2.95	136	507	643	B	\$2.95	111	541	652	B	\$2.95	119	550	669	B	\$2.95	110	488	598	B	\$2.95	113	351	464	B
1900 - 2000	\$2.95	97	311	408	B	\$2.95	86	271	357	A	\$2.95	108	363	471	B	\$2.95	142	438	580	B	\$2.95	87	243	330	A

PM Time	Monday 03/16/20					Tuesday 03/17/20					Wednesday 03/18/20					Thursday 03/19/20					Friday 03/20/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	97	546	643	B	\$5.30	79	451	530	B	\$5.30	80	379	459	B	\$5.30	89	425	514	B	\$5.30	65	377	442	B
1500 - 1600	\$5.30	106	639	745	B	\$2.95	103	560	663	B	\$2.95	96	495	591	B	\$5.30	106	547	653	B	\$2.95	73	354	427	B
1600 - 1700	\$2.95	84	569	653	B	\$2.95	87	542	629	B	\$2.95	88	507	595	B	\$2.95	74	415	489	B	\$2.95	50	296	346	A
1700 - 1800	\$2.95	64	529	593	B	\$2.95	67	423	490	B	\$2.95	63	363	426	B	\$2.95	50	340	390	A	\$2.95	52	241	293	A
1800 - 1900	\$2.95	68	344	412	B	\$2.95	70	277	347	A	\$2.95	50	243	293	A	\$2.95	43	192	235	A	\$2.95	33	168	201	A
1900 - 2000	\$2.95	38	175	213	A	\$2.95	33	180	213	A	\$2.95	28	133	161	A	\$2.95	38	119	157	A	\$2.95	27	103	130	A

PM Time	Monday 03/23/20					Tuesday 03/24/20					Wednesday 03/25/20					Thursday 03/26/20					Friday 03/27/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	51	263	314	A	\$2.95	65	357	422	B	\$2.95	0	0	0	A	\$2.95	66	282	348	A	\$2.95	63	317	380	A
1500 - 1600	\$2.95	57	347	404	B	\$2.95	71	357	428	B	\$2.95	0	0	0	A	\$2.95	60	450	510	B	\$2.95	65	352	417	B
1600 - 1700	\$2.95	34	278	312	A	\$2.95	40	304	344	A	\$2.95	0	0	0	A	\$2.95	43	377	420	B	\$2.95	42	279	321	A
1700 - 1800	\$2.95	25	230	255	A	\$2.95	29	190	219	A	\$2.95	0	0	0	A	\$2.95	23	183	206	A	\$2.95	47	204	251	A
1800 - 1900	\$2.95	24	88	112	A	\$2.95	24	114	138	A	\$2.95	0	0	0	A	\$2.95	27	116	143	A	\$2.95	33	120	153	A
1900 - 2000	\$2.95	21	70	91	A	\$2.95	15	66	81	A	\$2.95	7	22	29	A	\$2.95	14	62	76	A	\$2.95	25	72	97	A

PM Time	Monday 03/30/20					Tuesday 03/31/20					Wednesday 04/01/20					Thursday 04/02/20					Friday 04/03/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	64	248	312	A	\$2.95	57	302	359	A															
1500 - 1600	\$2.95	73	394	467	B	\$2.95	78	382	460	B															
1600 - 1700	\$2.95	49	310	359	A	\$2.95	44	308	352	A															
1700 - 1800	\$2.95	28	204	232	A	\$2.95	28	222	250	A															
1800 - 1900	\$2.95	27	101	128	A	\$2.95	30	106	136	A															
1900 - 2000	\$2.95	16	64	80	A	\$2.95	11	63	74	A															

RCTC WESTBOUND PEAK-HOUR VOLUMES

Westbound AM Peak - McKinley to County Line

	Monday 03/02/20					Tuesday 03/03/20					Wednesday 03/04/20					Thursday 03/05/20					Friday 03/06/20				
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$10.80	361	1226	1,587	F	\$10.80	364	1083	1,447	F	\$10.80	365	1082	1,447	F	\$10.50	420	1,095	1,515	F	\$5.30	349	701	1,050	D
0500 - 0600	\$23.25	486	936	1,422	F	\$22.80	542	879	1,421	F	\$19.75	467	767	1,234	E	\$17.50	518	1,057	1,575	F	\$12.20	468	997	1,465	F
0600 - 0700	\$19.55	362	1094	1,456	F	\$17.45	332	878	1,210	E	\$19.40	384	1196	1,580	F	\$19.40	434	850	1,284	E	\$11.45	460	1,159	1,619	F
0700 - 0800	\$16.35	296	1314	1,610	F	\$16.35	347	1328	1,675	F	\$17.10	311	1341	1,652	F	\$15.30	411	1,279	1,690	F	\$9.30	359	1,075	1,434	F
0800 - 0900	\$11.15	165	1316	1,481	F	\$11.45	199	1397	1,596	F	\$11.45	185	1555	1,740	F	\$12.20	210	1,367	1,577	F	\$8.00	170	1,013	1,183	D
0900 - 1000	\$6.95	135	1,006	1,141	D	\$9.00	158	1139	1,297	E	\$8.00	158	1069	1,227	E	\$9.00	169	1,108	1,277	E	\$5.30	132	764	896	C

	Monday 03/09/20					Tuesday 03/10/20					Wednesday 03/11/20					Thursday 03/12/20					Friday 03/13/20				
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$10.80	404	1,014	1,418	F	\$10.80	344	850	1,194	D	\$10.80	352	937	1,289	E	\$10.50	356	958	1,314	E	\$5.30	235	521	756	B
0500 - 0600	\$23.25	508	971	1,479	F	\$22.80	488	840	1,328	E	\$19.75	463	698	1,161	D	\$17.50	473	1,011	1,484	F	\$12.20	304	730	1,034	D
0600 - 0700	\$19.55	394	911	1,305	E	\$17.45	333	736	1,069	D	\$19.40	408	955	1,363	F	\$19.40	384	677	1,061	D	\$11.45	307	903	1,210	E
0700 - 0800	\$16.35	337	1,209	1,546	F	\$16.35	350	1,032	1,382	F	\$17.10	371	1,172	1,543	F	\$15.30	353	1,156	1,509	F	\$9.30	281	1,005	1,286	E
0800 - 0900	\$11.15	199	1,447	1,646	F	\$11.45	204	1,307	1,511	F	\$11.45	217	1,187	1,404	F	\$12.20	205	1,172	1,377	F	\$8.00	109	909	1,018	D
0900 - 1000	\$6.95	171	969	1,140	D	\$9.00	139	1,139	1,278	E	\$8.00	143	807	950	C	\$9.00	125	924	1,049	D	\$5.30	87	548	635	B

	Monday 03/16/20					Tuesday 03/17/20					Wednesday 03/18/20					Thursday 03/19/20					Friday 03/20/20				
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$10.80	303	786	1,089	D	\$10.80	248	711	959	C	\$10.80	254	678	932	C	\$10.50	221	554	775	B	\$5.30	157	330	487	B
0500 - 0600	\$23.25	385	761	1,146	D	\$22.80	419	708	1,127	D	\$19.75	318	559	877	C	\$17.50	245	556	801	C	\$12.20	184	528	712	B
0600 - 0700	\$19.55	201	727	928	C	\$17.45	223	812	1,035	D	\$19.40	205	653	858	C	\$19.40	141	370	511	B	\$11.45	144	484	628	B
0700 - 0800	\$16.35	172	872	1,044	D	\$16.35	136	769	905	C	\$17.10	142	557	699	B	\$15.30	99	461	560	B	\$9.30	72	403	475	B
0800 - 0900	\$11.15	109	731	840	C	\$11.45	84	578	662	B	\$11.45	67	450	517	B	\$12.20	42	378	420	B	\$8.00	35	327	362	A
0900 - 1000	\$6.95	87	478	565	B	\$9.00	78	420	498	B	\$8.00	65	344	409	B	\$9.00	70	277	347	A	\$5.30	43	231	274	A

	Monday 03/23/20					Tuesday 03/24/20					Wednesday 03/25/20					Thursday 03/26/20					Friday 03/27/20				
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$6.95	183	276	459	B	\$6.95	162	286	448	B	\$6.95	153	289	442	B	\$6.95	148	236	384	A	\$4.20	128	201	329	A
0500 - 0600	\$6.95	193	609	802	C	\$6.95	246	695	941	C	\$6.95	202	594	796	B	\$6.95	207	584	791	B	\$4.20	156	537	693	B
0600 - 0700	\$6.95	103	405	508	B	\$6.95	88	320	408	B	\$6.95	104	399	503	B	\$6.95	86	395	481	B	\$4.20	109	389	498	B
0700 - 0800	\$6.95	68	409	477	B	\$6.95	61	344	405	B	\$6.95	57	306	363	A	\$6.95	64	334	398	A	\$4.20	61	318	379	A
0800 - 0900	\$6.95	36	261	297	A	\$6.95	30	200	230	A	\$6.95	39	218	257	A	\$6.95	40	222	262	A	\$4.20	21	206	227	A
0900 - 1000	\$6.95	44	175	219	A	\$6.95	32	199	231	A	\$6.95	34	176	210	A	\$6.95	33	184	217	A	\$4.20	32	176	208	A

	Monday 03/30/20					Tuesday 03/31/20					Wednesday 04/01/20					Thursday 04/02/20					Friday 04/03/20				
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$6.95	119	273	392	A	\$6.95	144	238	382	A															
0500 - 0600	\$6.95	212	636	848	C	\$6.95	229	673	902	C															
0600 - 0700	\$6.95	94	424	518	B	\$6.95	75	340	415	B															
0700 - 0800	\$6.95	51	314	365	A	\$6.95	64	308	372	A															
0800 - 0900	\$6.95	32	241	273	A	\$6.95	39	210	249	A															
0900 - 1000	\$6.95	37	174	211	A	\$6.95	20	157	177	A															

Westbound AM Peak - I-15 North to County Line

	Monday 03/02/20					Tuesday 03/03/20					Wednesday 03/04/20					Thursday 03/05/20					Friday 03/06/20				
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$6.85	200	824	1,024	D	\$6.85	243	820	1,063	D	\$5.30	197	815	1,012	D	\$5.30	258	776	1,034	D	\$5.30	214	617	831	C
0500 - 0600	\$19.05	310	1154	1,464	F	\$18.60	364	1007	1,371	E	\$16.60	328	1177	1,505	F	\$13.50	353	1,086	1,439	F	\$6.85	299	1,026	1,325	E
0600 - 0700	\$19.35	294	1097	1,391	E	\$18.60	318	1260	1,578	F	\$20.70	295	1126	1,421	F	\$15.55	340	1,135	1,475	F	\$8.85	284	867	1,151	D
0700 - 0800	\$12.15	198	1176	1,374	E	\$14.80	280	1231	1,511	F	\$13.80	225	1200	1,425	F	\$12.75	250	1,145	1,395	E	\$6.85	209	947	1,156	D
0800 - 0900	\$6.85	100	1089	1,189	D	\$8.85	101	1201	1,302	E	\$8.85	93	1171	1,264	E	\$8.85	109	1,108	1,217	E	\$5.30	103	885	988	C
0900 - 1000	\$5.30	113	815	928	C	\$5.30	100	942	1,042	D	\$5.30	110	942	1,052	D	\$5.30	123	924	1,047	D	\$2.95	99	716	815	C

	Monday 03/09/20					Tuesday 03/10/20					Wednesday 03/11/20					Thursday 03/12/20					Friday 03/13/20				
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$6.85	250	773	1,023	D	\$6.85	218	571	789	B	\$5.30	236	653	889	C	\$5.30	241	619	860	C	\$5.30	145	509	654	B
0500 - 0600	\$19.05	357	1,035	1,392	E	\$18.60	346	878	1,224	E	\$16.60	339	995	1,334	E	\$13.50	327	965	1,292	E	\$6.85	209	807	1,016	D
0600 - 0700	\$19.35	315	809	1,124	D	\$18.60	305	959	1,264	E	\$20.70	312	912	1,224	E	\$15.55	292	906	1,198	D	\$8.85	207	714	921	C
0700 - 0800	\$12.15	221	1,048	1,269	E	\$14.80	247	995	1,242	E	\$13.80	230	1,078	1,308	E	\$12.75	212	982	1,194	D	\$6.85	146	879	1,025	D
0800 - 0900	\$6.85	123	1,100	1,223	E	\$8.85	117	1,142	1,259	E	\$8.85	133	1,006	1,139	D	\$8.85	106	962	1,068	D	\$5.30	60	730	790	B
0900 - 1000	\$5.30	94	870	964	C	\$5.30	110	1,018	1,128	D	\$5.30	100	840	940	C	\$5.30	102	903	1,005	D	\$2.95	72	479	551	B

	Monday 03/16/20					Tuesday 03/17/20					Wednesday 03/18/20					Thursday 03/19/20					Friday 03/20/20				
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$6.85	176	613	789	B	\$6.85	163	549	712	B	\$5.30	141	465	606	B	\$5.30	116	424	540	B	\$5.30	82	320	402	B
0500 - 0600	\$19.05	247	893	1,140	D	\$18.60	227	742	969	C	\$16.60	198	688	886	C	\$13.50	171	616	787	B	\$6.85	112	484	596	B
0600 - 0700	\$19.35	158	797	955	C	\$18.60	156	859	1,015	D	\$20.70	130	563	693	B	\$15.55	89	468	557	B	\$8.85	85	414	499	B
0700 - 0800	\$12.15	86	713	799	B	\$14.80	59	601	660	B	\$13.80	56	492	548	B	\$12.75	46	388	434	B	\$6.85	41	304	345	A
0800 - 0900	\$6.85	43	628	671	B	\$8.85	45	507	552	B	\$8.85	32	402	434	B	\$8.85	25	342	367	A	\$5.30	28	293	321	A
0900 - 1000	\$5.30	63	461	524	B	\$5.30	60	374	434	B	\$5.30	51	337	388	A	\$5.30	40	282	322	A	\$2.95	33	247	280	A

	Monday 03/23/20					Tuesday 03/24/20					Wednesday 03/25/20					Thursday 03/26/20					Friday 03/27/20				
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	104	302	406	B	\$5.30	99	287	386	A	\$5.30	84	276	360	A	\$5.30	91	257	348	A	\$2.95	61	244	305	A
0500 - 0600	\$5.30	150	481	631	B	\$5.30	124	504	628	B	\$5.30	127	519	646	B	\$5.30	112	454	566	B	\$2.95	92	415	507	B
0600 - 0700	\$5.30	81	472	553	B	\$5.30	68	419	487	B	\$5.30	62	376	438	B	\$5.30	63	413	476	B	\$2.95	57	392	449	B
0700 - 0800	\$5.30	48	327	375	A	\$5.30	36	293	329	A	\$5.30	27	280	307	A	\$5.30	24	292	316	A	\$2.95	15	258	273	A
0800 - 0900	\$5.30	21	250	271	A	\$5.30	21	276	297	A	\$5.30	15	228	243	A	\$5.30	23	225	248	A	\$2.95	21	230	251	A
0900 - 1000	\$5.30	26	178	204	A	\$5.30	25	167	192	A	\$5.30	24	179	203	A	\$5.30	27	144	171	A	\$2.95	31	151	182	A

	Monday 03/30/20					Tuesday 03/31/20					Wednesday 04/01/20					Thursday 04/02/20					Friday 04/03/20				
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	75	265	340	A	\$5.30	71	228	299	A															
0500 - 0600	\$5.30	95	487	582	B	\$5.30	118	471	589	B															
0600 - 0700	\$5.30	45	404	449	B	\$5.30	53	367	420	B															
0700 - 0800	\$5.30	22	280	302	A	\$5.30	28	285	313	A															
0800 - 0900	\$5.30	17	214	231	A	\$5.30	19	232	251	A															
0900 - 1000	\$5.30	19	145	164	A	\$5.30	20	149	169	A															

RCTC OPERATIONAL HIGHLIGHTS

On-road Operations

RCTC Freeway Service Patrol (FSP) responded to 62 calls during the month of March. Of those calls, 41 were to assist disabled vehicles, 11 calls to remove debris and 10 were in response to accidents in the Express Lanes.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

Description	YTD as of : 3/31/2020		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 44,671,968.46	\$ 46,440,600.00	\$ (1,768,631.54)	(3.8)
Fee Revenue	6,348,890.05	3,960,225.00	2,388,665.05	60.3
Total operating revenues	51,020,858.51	50,400,825.00	620,033.51	1.2
Operating expenses:				
Salaries and Benefits	577,052.79	1,015,050.00	437,997.21	43.2
Legal Services	159,217.52	262,500.00	103,282.48	39.3
Advisory Services	46,070.58	56,250.00	10,179.42	18.1
Audit and Accounting Fees	46,000.00	35,250.00	(10,750.00)	(30.5)
Service Fees	2,706.21	19,500.00	16,793.79	86.1
Other Professional Services	276,118.79	1,859,625.00	1,583,506.21	85.2
Lease Expense	159,300.79	192,375.00	33,074.21	17.2
Operations	2,246,970.13	2,721,375.00	474,404.87	17.4
Utilities	29,048.52	46,875.00	17,826.48	38.0
Supplies and Materials	123.62	3,750.00	3,626.38	96.7
Membership and Subscription Fees	20,306.75	18,750.00	(1,556.75)	(8.3)
Office Equipment & Furniture (Non-Capital)	747.12	3,750.00	3,002.88	80.1
Maintenance/Repairs	121,708.55	262,350.00	140,641.45	53.6
Training Seminars and Conferences	1,125.00	3,375.00	2,250.00	66.7
Transportation Expenses	2,724.33	5,625.00	2,900.67	51.6
Lodging	2,455.52	5,250.00	2,794.48	53.2
Meals	1,088.56	750.00	(338.56)	(45.1)
Other Staff Expenses	524.65	750.00	225.35	30.0
Advertising	6,776.63	142,500.00	135,723.37	95.2
Program Management	78,546.84	-	(78,546.84)	N/A
Program Operations	5,630,439.23	8,745,150.00	3,114,710.77	35.6
Litigation Settlement	-	7,500.00	7,500.00	100.0
Furniture & Equipment	340,518.76	562,500.00	221,981.24	39.5
Improvements	16,032.27	12,075.00	(3,957.27)	(32.8)
Depreciation	5,391,972.02 [#]	-	(5,391,972.02)	N/A
Bad Debt Expense	11.03	-	(11.03)	N/A
Total operating expenses	15,157,586.21	15,982,875.00	825,288.79	5.2
Operating income (loss)	35,863,272.30	34,417,950.00	1,445,322.30	4.2
Nonoperating revenues (expenses):				
Interest Revenue	2,228,813.71	1,004,250.00	1,224,563.71	(121.9)
Other Miscellaneous Revenue	(855.99)	-	(855.99)	N/A
Interest Expense	(19,799,515.75) [#]	(5,339,925.00)	(14,459,590.75)	270.8
Total nonoperating revenues (expenses)	(21,674,553.90)	(4,335,675.00)	(17,338,878.90)	(399.9)
Transfers In	-	-	-	N/A
Transfers Out	(1,599,475.16)	(2,294,625.00)	695,149.84	(30.3)
Net income (loss)	\$ 12,589,243.24	\$ 27,787,650.00	\$ (15,198,406.76)	(54.7)

¹ Unaudited

² Depreciation is not a budgeted expense

³ Amount includes accrued compounded interest for the 91 Project Transportation Infrastructure Finance and Innovation Act (TIFIA) loan and accreted interest on the 2013 Toll Revenue Bonds Series B (capital appreciation). \$10.8 million of the \$14.3 million interest cost will not be paid in the current year and therefore not included in the FY 2019/20 budget

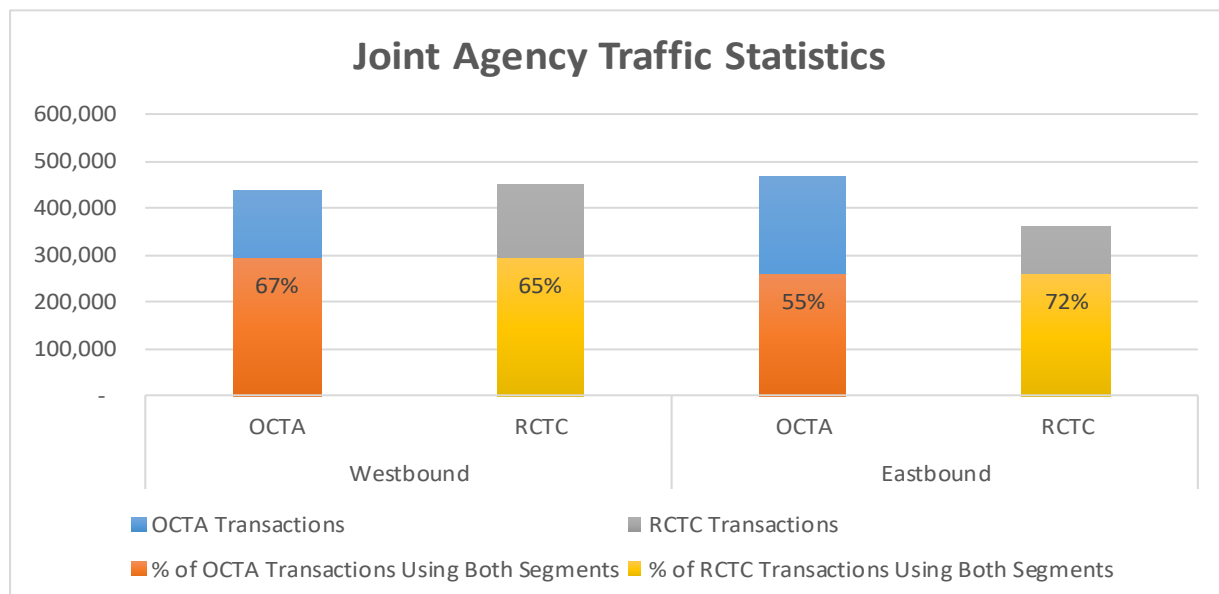
JOINT AGENCY TRIP AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING March 31, 2020

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	438,123	293,387	67%	\$ 1,179,082
RCTC	448,814	293,387	65%	\$ 2,462,410
I-15	196,654	129,559	66%	\$ 1,039,602
McKinley	252,160	163,828	65%	\$ 1,422,808
Eastbound				
OCTA	467,277	258,672	55%	\$ 1,736,980
RCTC	359,713	258,672	72%	\$ 1,193,793
I-15	135,926	104,168	77%	\$ 323,361
McKinley	223,787	154,504	69%	\$ 870,432

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	Reporting Period	PERFORMANCE STANDARD	Mar-20 Performance
CUSTOMER SERVICE			
Call Wait Time	Monthly	Not to exceed 2 minutes	1:29
Abandon Rate	Monthly	No more than 4.0%	2.7%
Customer Satisfaction	Monthly	At least 75 outbound calls	77
VIOLATION PROCESSING			
Response Time	Monthly	Within 2 business days of receipt	0.9
CUSA Violation Collection Rate	Quarterly	70% or more	62%
CUSA Violation Collection Rate	Annually	74% or more	
TRAFFIC OPERATIONS			
Initial & Secondary Reviews	Monthly	Equal to or less than 15 days	0.7
* Plate Misread Errors	Monthly	Equal to or less than 0.4%	0.01%
CAS Response Time	Monthly	0:20 (minutes) per call	0:10
ACCOUNTING			
OCTA Exceptions	Monthly	No more than 3	0
RCTC Exceptions	Monthly	No more than 3	0
INFORMATION TECHNOLOGY			
Back-office System Uptime	Monthly	99% Availability	100%
Network Uptime	Monthly	99% Availability	99.86%

CUSA = Co-firoute USA; CAS = OCTA Customer Assistance Specialists

*Plate Misread Error performance is current after a 60-day hold-back period; therefore, percentage reported here is for 2 months prior to the month of this report.

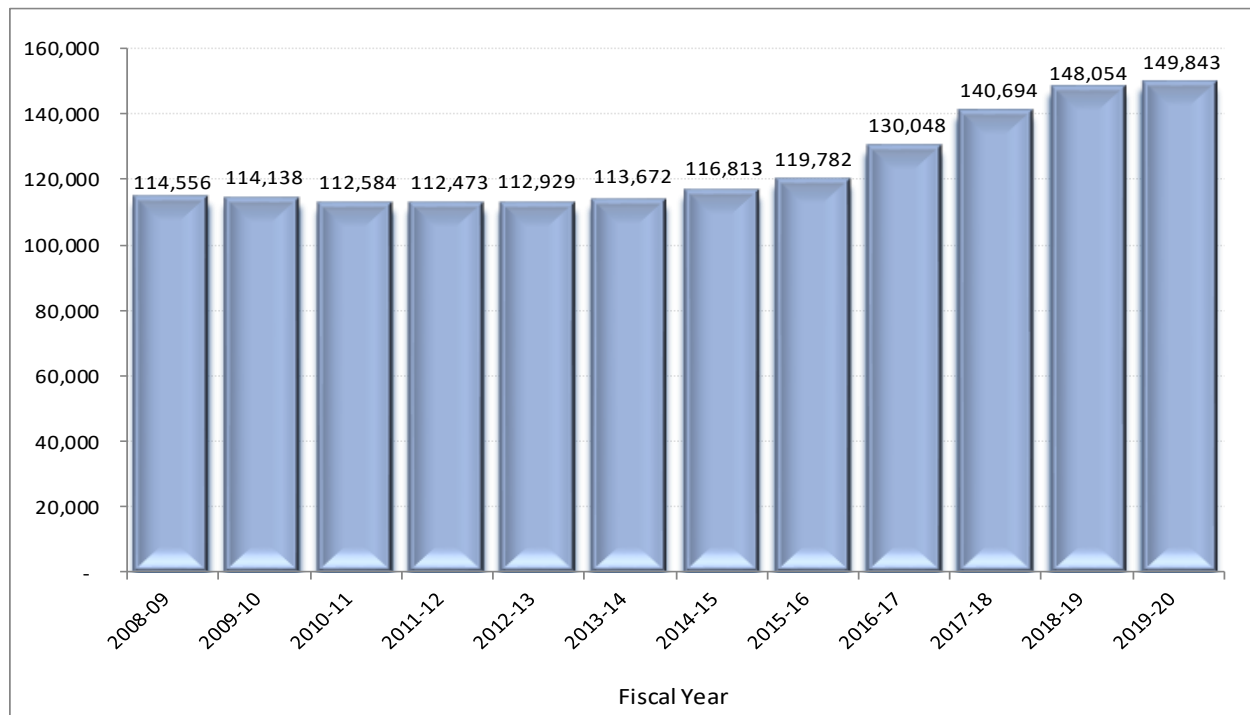
JOINT AGENCY TRANSPONDER DISTRIBUTION

T21 TRANSPONDER DISTRIBUTION	March-20		February-20		FY 2019-20	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	927	91.2%	629	77.4%	1,183	52.2%
Additional Tags to Existing Accounts	36	3.5%	82	10.1%	638	28.1%
Replacement Transponders	54	5.3%	102	12.5%	447	19.7%
Total Issued	1,017		813		2,267	
Returned						
Account Closures	164	3.0%	335	18.2%	422	24.1%
Accounts Downsizing	244	4.4%	270	14.7%	178	10.1%
Defective Transponders	5,121	92.6%	1,235	67.1%	1,152	65.8%
Total Returned	5,529		1,840		1,752	

At the end of March 2020, the 91 Express Lanes had 149,843 active customer accounts and 295,675 transponders classified as Assigned.

Number of Accounts by Fiscal Year

As of March 31, 2020



Incoming Email Activity

During March, the Anaheim Processing Center received 3,854 emails.

Operational Activity

Amid concerns about the spread of COVID-19 and following the governor's guidance to help reduce its spread, the 91 Express Lanes Customer Walk-In Center was closed in March and will remain so until further notice. Operational activities in the Anaheim and Corona locations continued to function with a combination of remote workers and core staff located at the facilities. Core essential functions include aiding stranded motorists, providing incident management services and dispatching emergency vehicles through the traffic operations center. The call center remains open to respond to customer service and violation calls.



June 5, 2020

To: State Route 91 Advisory Committee

From: Darrell E. Johnson, Chief Executive Officer, OCTA
Anne Mayer, Executive Director, RCTC

Subject: Draft 2020 State Route 91 Implementation Plan

Handwritten signatures of Darrell E. Johnson and Anne Mayer in blue ink.

Overview

The Orange County Transportation Authority and the Riverside County Transportation Commission annually prepare a plan for potential improvements along the State Route 91 corridor between State Route 57 in Orange County and Interstate 15 in Riverside County. The plan includes a listing of proposed improvements, preliminary cost estimates, and potential implementation timeframes. These improvements are sponsored by various agencies, such as the Orange County Transportation Authority, the Riverside County Transportation Commission, the Transportation Corridor Agencies, the California Department of Transportation, and cities along the corridor. The Draft 2020 State Route 91 Implementation Plan is provided.

Recommendation

Receive and file as an information item.

Background

SB 1316 (Chapter 714, Statutes of 2008) requires the Orange County Transportation Authority (OCTA) and the Riverside County Transportation Authority (RCTC) to annually prepare a plan for improvements along State Route 91 (SR-91) between Interstate 15 (I-15) and State Route 57 (SR-57). SB 1316 also enables the use of 91 Express Lanes excess toll revenues, when available, for congestion relief projects or services along the SR-91 corridor between SR-57 and the Orange/Riverside County line for OCTA, and between the Orange/Riverside County line and I-15 for RCTC.

The Draft SR-91 Implementation Plan (Plan) serves as a snapshot of current and planned activities within the SR-91 corridor. The Plan describes projects and transportation benefits and anticipated costs through the post-2035 timeframe.

The intent of the Plan is to provide a compilation of information for projects along the SR-91 corridor. This Plan was prepared in consultation with the California Department of Transportation (Caltrans), the Transportation Corridor Agencies (TCA), and the cities of Anaheim, Corona, Orange, and Yorba Linda.

Discussion

Since 2003, significant progress has been made in improving the SR-91 corridor. Nearly \$2 billion has been invested in the completion of eight projects, including the addition of 66.5 lane miles throughout the SR-91 corridor. Average daily traffic throughput has also increased by 15 percent. This indicates that improvements within the corridor have helped to alleviate the effects of population growth and employment between Orange and Riverside counties by enhancing capacity and improving mobility. Completed projects from the Plan include:

- Green River Road Overcrossing Improvement Project;
- North Main Street Corona Metrolink Parking Structure Project;
- Eastbound lane addition from State Route 241 (SR-241) to State Route 71 (SR-71);
- Lane addition in both directions between State Route 55 (SR-55) and SR-241;
- Westbound lane at Tustin Avenue;
- Metrolink service improvements;
- SR-91 Corridor Improvement Project initial phase; and
- La Sierra Metrolink parking improvements.

OCTA and RCTC have adopted similar goals for the 91 Express Lanes to continue to maintain a safe, reliable, and predictable travel time for motorists traversing seamlessly between the two counties. These guiding principles include:

- Optimizing vehicle throughput at free-flow speeds and increasing average vehicle occupancy;
- Balancing capacity and demand to serve customers who pay tolls, as well as carpoolers (3+) who are offered discounted tolls;
- Generating sufficient revenue to sustain the financial viability of the 91 Express Lanes;
- Paying debt service and maintaining debt service coverage; and
- Reinvesting net revenues on the SR-91 corridor to improve regional mobility, when appropriate.

Information for projects in the Plan is updated annually. This ensures that the planning and implementation of each project is carefully coordinated to determine the appropriate timing to provide maximum benefits to the SR-91 corridor. Additionally, projects on the corridor should be coordinated to minimize construction impacts to commuters and the surrounding communities. Going forward, operational analysis by OCTA and RCTC will need to be prepared for each project prior to implementation to ensure that the projects meet the OCTA and RCTC goals for the SR-91 corridor.

In October 2019, a consensus was reached that set the stage for a series of projects included in the Plan to be implemented in sequential order to improve the SR-91 corridor. OCTA, RCTC, TCA, Caltrans District 8 and District 12, as well as Caltrans Headquarters, worked through five issues related to project sequencing. This framework will enable the streamlining of the implementation of the SR-241/SR-91 Tolloed Express Lanes Connector Project while minimizing impacts to the SR-91 corridor. The subject matter of the multi-agency consensus is outlined below:

- Setting priorities for SR-91 corridor projects to reduce construction-related impacts;
- Allowing completion of the environmental approval process and updating related programming documents;
- Clarifying lead agencies for final design, construction, and maintenance;
- Identifying the principal funding agency for final design, construction, and maintenance; and
- Designating lead agencies for retaining toll revenue and toll setting/operational control.

Based on the above framework, the agencies reached consensus on a program of projects and sequencing as outlined below:

1. 15/91 Express Lanes Connector
2. SR-91 Corridor Operations Project
3. SR-71/SR-91 interchange improvements*
4. SR-241/SR-91 Tolloed Express Lanes Connector

*Note: SR-241/SR-91 Tolloed Express Lanes Connector is not dependent upon completion of SR-71/SR-91 interchange improvements.

The 2020 Plan projects (Attachment A) are organized as follows: Orange County projects, Riverside County projects, and bi-county projects.

- The Orange County set of projects includes four improvements at a total cost of approximately \$600 million.
 - SR-91 improvements between SR-57 and SR-55;

- Anaheim Canyon Metrolink Station improvements;
 - Placentia Metrolink Rail Station; and
 - Fairmont Boulevard improvements.
- The Riverside County set of projects includes three improvements, totaling nearly \$390 million:
 - I-15/SR-91 Express Lanes Connector;
 - SR-71/SR-91 interchange; and
 - Improvements east of I-15.
- Bi-county projects, which benefit both Orange and Riverside counties totaling over \$230 million include:
 - Express Bus service improvements;
 - SR-91 Corridor Operations Project;
 - Sixth general-purpose lane addition from SR-241 to SR-71; and
 - SR-241/SR-91 Tolloed Express Lanes Connector.

For the 2020 Plan, traffic analysis for the capacity-enhancing projects was performed and traffic data was calibrated to reflect pre-novel coronavirus (COVID-19) traffic patterns. The operations analysis quantified travel time savings for westbound (WB) morning and eastbound (EB) afternoon conditions for the capacity-enhancing projects in 2030 and beyond. The WB morning traffic analysis results indicate that for the year 2030 forecasts, travel times are anticipated to improve in Riverside County (by about six minutes), and in Orange County (by about 11 minutes). The EB afternoon traffic analysis indicates that for the year 2030 forecasts, travel times in Riverside County are anticipated to improve (by about seven minutes), and increase (by about 11 minutes) in Orange County. Traffic assumptions for 2030 and beyond will be revisited for the 2021 Plan given changing travel patterns due to COVID-19 and related economic impacts.

The improvements included in Appendix A of the Plan are highly conceptual in nature. Some of the concepts are derived from the Riverside-Orange County Major Investment Study (MIS). Appendix A includes an elevated four-lane facility between SR-241 and I-15 (MIS Corridor A), Anaheim to Ontario International Airport high-speed ground transportation system, the Irvine-Corona Expressway (ICE) from SR-241/State Route 133 to I-15/Cajalco Road, connector improvements at the SR-91/SR-55 interchange, and an eastbound fifth lane addition near SR-241. The projected cost of the conceptual improvements exceeds \$14 billion, and the implementation would require a significant amount of planning, design, external funding, and future policy and public input.

Staff continues to monitor the financial viability of the ICE concept as requested by the SR-91 Advisory Committee and the Riverside Orange Corridor Authority in 2010. The ICE has not moved beyond the conceptual phase due to the current economic climate, lack of state and federal transportation funding, and the high construction cost. Although some tunneling projects have been completed in the State of California with similar lane configurations as the ICE concept, until more state and federal funding is available, this project will be a major challenge to complete.

Summary

OCTA and RCTC have completed the 2020 Plan required by SB 1316. As the Plan is updated annually, it is important to ensure that projects are coordinated in such a way that they provide maximum benefits to the SR-91 corridor. This would be achieved through implementing projects that optimize the operations of the corridor and the 91 Express Lanes. The 2020 Plan projects have been updated and are organized by county jurisdiction.

Although current traffic levels in the corridor are down significantly, the longer-term travel demand implications are unknown. The Plan serves as a compilation of future potential projects and project level decisions that can be made when individual projects are being considered for implementation. Further, broader COVID-19-related implications can be addressed in next year's Plan once there is a better assessment of the long-term impacts of the pandemic.

Attachment

- A. Draft State Route 91 Implementation Plan 2020



STATE ROUTE 91

IMPLEMENTATION PLAN 2020

DRAFT



STATE ROUTE 91 (SR-91) IMPLEMENTATION PLAN KEEPING MOTORISTS MOVING ON THE SR-91 CORRIDOR

Every year since 2003, OCTA, RCTC, and stakeholders have worked collaboratively to review a program of projects along the SR-91 corridor.

BENEFITS	<ul style="list-style-type: none"> • Provides seamless connectivity between Orange and Riverside Counties • Increases travel options • Optimizes vehicle throughput • Reinvests net 91 Express Lanes revenues on the SR-91 corridor to improve regional mobility • Investments to date: \$1.9 billion
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COMPLETED EFFORTS		PROJECT	COST (MILLIONS)	COMPLETION
	Orange County	Eastbound Lane Addition (SR-241 to SR-71)	\$51.2	2010
		Fifth Lane Addition (SR-55 to SR-241)	\$85.2	2013
		Westbound Lane at Tustin Avenue	\$43.3	2016
	Riverside County	Green River Road Overcrossing	\$24.3	2009
		North Main Street Corona Metrolink Parking Structure	\$25	2009
		91 Corridor Improvement Project (Initial Phase)	\$1,407	2017
		La Sierra Metrolink Parking Improvements	\$6.3	2019
	Bi-County	Metrolink Service Improvements	\$249	2016

ANTICIPATED PROJECTS		PROJECT	COST (MILLIONS)	CURRENT PHASE
	Orange County	SR-91 Improvements (SR-57 to SR-55)	\$460	Environmental
		Anaheim Canyon Metrolink Station Improvements	\$29.8	Final Design
		Placentia Metrolink Rail Station	\$34.8	Final Design
		Fairmont Boulevard Improvements	\$76.8	Preliminary Engineering
	Riverside County	15/91 Express Lanes Connector	\$270	Final Design
		SR-71/SR-91 Interchange Improvements	\$117	Final Design
		Improvements East of I-15	TBD	Environmental
	Bi-County	Express Bus Service	\$6	Underway
		SR-91 Corridor Operations Project	\$44	Final Design
		6th General Purpose Lane Addition (SR-241 to SR-71)	TBD	Environmental
		SR-241/SR-91 Tolled Express Lanes Connector	\$183	Final Design

CONCEPTS	LOCATION		COST (MILLIONS)
	Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15 (Post-2035)		\$2,720
	Anaheim to Ontario International Airport Maglev High Speed Rail (Post-2035)		\$2,770 - \$3,200
	Irvine-Corona Expressway (ICE) 4-Lane Facility from SR-241/SR-133 to I-15/Cajalco Road (Post-2035)		\$8,855
	WB SR-91 to SB SR-55 Connector Improvements (Post-2035)		\$75 - \$150
	EB SR-91 Fifth Lane Addition at SR-241		\$31

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SECTION 1: INTRODUCTION

2020 STATUS REPORT AND UPDATE

Previous law authorized the California Department of Transportation (Caltrans) to enter into franchise agreements with private companies to construct and operate four demonstration toll road projects in California. This resulted in the development of the 91 Express Lanes facility in Orange County. The four-lane, 10-mile toll road runs along the median of State Route 91 (SR-91) in northeast Orange County between the Orange/Riverside County line and State Route 55 (SR-55). Since the 91 Express Lanes carried its first vehicle on December 27, 1995, the facility has saved users tens of millions of hours of commuting time.

While the 91 Express Lanes facility has improved travel time along the SR-91 corridor, provisions in the franchise agreement between Caltrans and the private franchisee, the California Private Transportation Company (CPTC), prohibited Caltrans and county transportation agencies from adding transportation capacity or operational improvements to the SR-91 corridor through the year 2030 from Interstate 15 (I-15) in Riverside County to the Orange/Los Angeles Counties border. Consequently, the public agencies were barred from adding new lanes, improving interchanges, and adding other improvements to decrease congestion on the SR-91 freeway.

Recognizing the need to eliminate the non-compete provision of the franchise agreement, Governor Gray Davis signed Assembly Bill 1010 (Lou Correa) (AB 1010) into law in September 2002, paving the way for much-needed congestion relief for thousands of drivers who use SR-91 to travel between Riverside and Orange Counties each day. The bill allowed the Orange County Transportation Authority (OCTA) to purchase the 91 Express Lanes franchise and eliminate non-compete clause that prohibited capacity-enhancing improvements from being made to SR-91. Although the 91 Express Lanes operate within a 10-mile stretch of Orange County, between SR-55 and Orange/Riverside county lines the franchise technically allowed operation of toll lanes into Riverside County. The purchase agreement for the 91 Express Lanes was completed on January 3, 2003, placing the road in public hands at a cost of \$207.5 million. With the elimination of the non-compete

provision through AB 1010 and the subsequent 91 Express Lanes purchase by OCTA, Orange County and Riverside County public officials and Caltrans Districts 8 and 12 have been coordinating improvement plans for SR-91.

Senate Bill 1316 (Lou Correa) (SB 1316) was signed into law in September 2008 as an update to the provisions of AB 1010. SB 1316 authorizes OCTA to transfer its rights and interests in the Riverside County portion of SR-91 toll lanes by assigning them to the Riverside County Transportation Commission (RCTC) and authorizes RCTC to operate tolls for 50 years. In 2017, RCTC opened the extension of the 91 Express Lanes to traffic into Riverside County with completion of the initial phase of the SR-91 Corridor Improvement Project (see Appendix B). SB 1316 also requires OCTA and RCTC, in consultation with Caltrans, to continue to issue an annual SR-91 Implementation Plan (Plan) for SR-91 improvements between State Route 57 (SR-57) and I-15. The Plans prior to adoption of SB 1316 included a westerly project limit of SR-55. The Plan establishes a program of potential improvements to relieve congestion and improve operations in the SR-91 corridor.

The 2020 Plan fulfills the requirement to provide the State Legislature with an annual Implementation Plan for SR-91 improvements and builds on the 2019 Plan. This year's update includes concepts that were identified in the 2006 Riverside County – Orange County Major Investment Study (MIS) as well as other project development efforts, including the RCTC 10-Year Western County Highway Delivery Plan that outlines a number of projects such as the extension of the 91 Express Lanes from the Orange/Riverside County line to I-15. The projects included in the 2020 Plan have been infused with various sources of local, state, and federal funding. The 2020 Plan includes overviews, status summaries, and proposed costs and schedules for project packages to improve mobility on SR-91. Also included are conceptual lane diagrams (as appropriate), and discussions of key considerations that need to be addressed in the planning and development of each project. This Plan will provide OCTA, RCTC, and Caltrans with a framework to



implement SR-91 and other related improvements. Future annual Plan updates will continue to refine the scope, cost, and schedule of each project included in this version of the Plan.

91 EXPRESS LANES TOLL POLICY GOALS

With the completion of the State Route 91 Corridor Improvement Project's initial phase in spring 2017, there are now approximately 18 miles of Express Lanes between Orange and Riverside counties. OCTA and RCTC have adopted goals for the 91 Express Lanes to continue to maintain a safe, reliable, and predictable travel time for express lane users traversing seamlessly between the two counties. The goals below take into consideration the 91 Express Lanes as well as the SR-91 corridor at large. These guiding principles include:

- optimizing vehicle throughput at free flow speeds;
- increasing average vehicle occupancy;
- balancing capacity and demand to serve customers who pay tolls as well as carpoolers (3+) who are offered discounted tolls;
- paying debt service and maintaining debt service coverage;
- generating sufficient revenue to sustain the financial viability of the 91 Express Lanes; and
- when appropriate, reinvesting net revenues on the SR-91 corridor to improve regional mobility.

PROJECT ACCOMPLISHMENTS

Much progress has been made since the initial 2003 SR-91 Implementation Plan was approved. The 2020 Plan includes select completed project exhibits as a historical reference, (see Appendix B).

Completed Construction/Improvement Projects

The following improvements have been constructed or implemented:

- ❖ Repaved and sealed pavement surfaces, restriped, and replaced raised channelizers on the 91 Express Lanes.
- ❖ On EB SR-91 the roadway was restriped, and the median barrier was reconstructed. This

project removed the CHP enforcement area and extended the EB auxiliary lane from SR-71 to the Serfas Club Drive off-ramp.

- ❖ The WB auxiliary lane was extended between the County line and SR-241. This project eliminated the lane drop at the 91 Express Lanes and extended the existing auxiliary lane from the County line to SR-241 in the westbound direction. This improvement minimized the traffic delays at the lane drop area, resulting in improved vehicle progression.
- ❖ On WB SR-91 the roadway was restriped to extend the auxiliary lane between SR-71 and the County line. This resulted in a new continuous lane between SR-71 and SR-241.
- ❖ Safety Improvements were constructed at the Truck Scales. Existing shoulders were improved, lanes were re-striped, illumination improved, and signage was modified into and out of the EB facilities.
- ❖ Green River Road overcrossing replacement (see Appendix B).
- ❖ Metrolink parking structure at the North Main Street Corona Metrolink Station (see Appendix B).
- ❖ EB SR-91 lane addition from SR-241 to SR-71 (see Appendix B).
- ❖ Additional SR-91 WB and EB travel lane between SR-55 and SR-241 (see Appendix B).
- ❖ SR-91 WB bypass lane to Tustin Avenue at SR-55 (see Appendix B).
- ❖ Metrolink Service Improvements (see Appendix B).
- ❖ Initial SR-91 Corridor Improvement Project (CIP) (see Appendix B).
- ❖ La Sierra Metrolink Parking Improvements (see Appendix B)

These projects provide enhanced freeway capacity and/or improved mobility for one of the most congested segments of SR-91.

The completed EB SR-91 lane addition project from SR-241 to SR-71 (see Appendix B) has improved highway operations. This project reduced travel time by approximately 20 minutes during its opening year.

The Initial CIP project has provided significant benefits to drivers on SR-91. This \$1.4 billion investment project included widening SR-91 by one GP lane in each direction east of SR-71, adding collector-distributor (CD) roads and direct south connectors at I-15/SR-91, extending the 91 Express Lanes to I-15, and providing system/local



interchange improvements. The new lanes and other improvements save time, offer choice and reliability, boost safety, enhance access and job creation, promote ridesharing, reduce pollution and aid the movement of goods along the region's roadways.

The WB SR-91 Widening Project completed construction in 2016 from State College Blvd to Interstate 5 (I-5). This project added one WB general purpose lane and removed the dedicated exit lane to State College Blvd from the SB SR-57 to WB SR-91 Connector that was causing operational issues due to the short weaving distance. While this project falls just to the west of the limits for the Plan study area, it will have an influence on operations within the Plan area.

In addition, there are two projects that impact future SR-91 widening projects. The first is the \$2 billion U.S. Army Corps of Engineers (Corps) Santa Ana River Mainstem improvement project that provides flood protection from the recently improved Prado Dam (near SR-71) to the Pacific Ocean. The construction includes several phases that have been completed (Phase 1, 2A, 2B, 3) and ongoing (Phase 4, 5A, 5B, and BNSF Bridge Protection). The improvements include sheet pile and grouted stone bank protection, and bridge pier protection.

The other project with a direct impact to SR-91 is the \$120 million Santa Ana Regional Interceptor (SARI) sewer trunk line relocation. The existing SARI line is within the Santa Ana River floodplain and was in jeopardy of failure due to scour from the potential increased flood releases by the aforementioned Corps project. This project was completed in 2014.

SR-91 project teams have coordinated with the Corps, Orange County Flood Control District, Caltrans, and other federal, regional, and local agencies in order to accommodate planned SR-91 improvements adjacent to the Santa Ana River.

Completed Designs and Reports

There are various project development phase documents (Feasibility Reports, Studies, PSR, PA/ED, or PS&E) that are completed, or are in draft form and anticipated to be approved that identify mobility improvements. These documents include:

- ❖ MIS – Final Project Report: Locally Preferred Strategy Report (January 2006).
- ❖ Renewed Measure M Transportation Investment Plan (November 2006).

- ❖ RCTC 10-Year Western County Highway Delivery Plan (December 2006).
- ❖ SR-91/Fairmont Boulevard Feasibility Study (December 2009).
- ❖ Corridor System Management Plan (CSMP) Orange County SR-91 Corridor Final Report (August 2010).
- ❖ Renewed Measure M Early Action Plan, approved August 2007 and subsequently renamed as the Capital Action Plan (April 2011).
- ❖ PSR-PDS for SR-241/SR-91 Tolled Express Lanes Connector (January 2012).
- ❖ Project Report & Environmental Document for 91 Corridor Improvement Project (October 2012)
- ❖ PSR-PDS on SR-91 between SR-57 and SR-55 (October 2014).
- ❖ SR-71/SR-91 Interchange Environmental Phase (2011) and Final Design (2015).
- ❖ 2018 Next 10 Delivery Plan approved by OCTA Board, (September 2018).
- ❖ Project Report & Environmental Document for 15/91 Express Lanes Connector (June 2019)
- ❖ Project Report & Environmental Document for 91 Corridor Operations Project (April 2020)
- ❖ Project Report & Environmental Document for SR-241/SR-91 Tolled Express Lanes Connector (April 2020).

SR-91 CORRIDOR CONDITIONS

Project Limits

The project study limits encompass the segment of SR-91 from west of the junction of SR-57 and SR-91 in the City of Anaheim in Orange County, to east of the junction of SR-91 and I-15 in the City of Corona in Riverside County. The freeway segment is approximately 20.3 miles long and includes 12.7 miles within Orange County and 7.6 miles within Riverside County.

Existing Traffic Conditions Summary

A review of traffic conditions in the Corridor indicates that the existing capacity of the facility is inadequate to accommodate current and future peak demand volumes. Level of Service (LOS) F prevails in the peak direction during the entire peak period. The definition of LOS F is a density of more than 45 passenger cars/lane/mile and the worst freeway operating condition. The results also

indicate that there are several physical conditions that contribute to unacceptable traffic queues.

During the weekdays, westbound SR-91 experiences heavier traffic conditions during the morning commute for travelers leaving Riverside County to employment areas in Orange and Los Angeles counties. The Corridor is generally congested between the peak period of 6 a.m. to 10 a.m. in the westbound direction and the peak period of 3 p.m. to 7 p.m. in the eastbound direction. Due to the high demand, congestion in the corridor occurs before and after the peak periods. The eastbound afternoon conditions tend to be exacerbated by the lack of receiving capacity in the Riverside County portion of the SR-91 Corridor. Accordingly, RCTC is working closely with Caltrans District 8 to sponsor improvements that will provide congestion relief for the eastbound afternoon condition. Some of these improvements include the 15/91 Express Lane Connector, SR-71/SR-91 Interchange, and Improvements East of I-15.

The following is a summary of the deficiencies identified along the SR-91 corridor:

- ❖ Heavy traffic volumes to/from I-15 converge with the SR-91 and increase delay during the morning and evening peak hours.
- ❖ SR-71 traffic demand as well as physical and operational constraints for the EB SR-91 to NB SR-71 connector contribute to mainline and EB SR-91 corridor delays.
- ❖ Traffic entering the WB SR-91 from the Green River Road and SR-71 on-ramps contribute to mainline congestion during the AM peak period.
- ❖ High traffic volumes entering the freeway from Gypsum Canyon Road, Santa Ana Canyon Road, Green River Road, Weir Canyon Road, Imperial Highway and Lakeview Avenue contribute to congestion on the SR-91 mainline.
- ❖ One of the two lanes from the Eastern Transportation Corridor (State Route 241) connector is dropped at the merge to EB SR-91 causing additional congestion on the EB SR-91 general purpose lanes.
- ❖ At the NB SR-55 interchange with EB SR-91, a lane on SR-91 is dropped (as a dedicated exit) at Lakeview Avenue and a second lane is dropped (as a dedicated exit) at Imperial Highway creating a weave condition.
- ❖ WB SR-91 drops two GP lanes and a 91 Express Lane to SB SR-55, contributing to mainline congestion. This drop also occurs on the left-hand side of SR-91, creating a weaving condition.
- ❖ WB traffic entering SR-91 at Lakeview Avenue traveling to SB SR-55 contributes to mainline congestion by weaving across three lanes on SR-91. The existing two-lane connector from WB SR-91 to SB SR-55 traffic volume exceeds operational capacity causing a queue on the SR-91 mainline.
- ❖ A lane drop on EB SR-91 at SB SR-241 creates a chokepoint.

Logical Project Sequencing

As noted, the SR-91 Corridor in Riverside County, in the EB direction, lacks the receiving capacity during the afternoon peak period which creates a bottleneck condition. Due to the high levels of congestion experienced on this segment of the corridor, there is sensitivity to any changes that may affect traffic operations. Without first addressing the congestion in Riverside County, any performance or capacity enhancing projects upstream would further exacerbate congested conditions causing additional delays and queueing. Therefore, projects that have the potential to impact demand and/or provide additional capacity in the EB direction should be considered in a logical sequence to ensure that there is sufficient receiving capacity in Riverside County.

In October 2019, a consensus was reached between OCTA, RCTC, Caltrans, and the TCA that would set the stage for a series of projects to be implemented in sequential order to improve the SR-91 corridor. OCTA, RCTC, TCA, and Caltrans, Districts 8 and 12, as well as Caltrans Headquarters directors, worked through five major issues. This framework will enable the streamlining of the implementation of the SR-241/SR-91 TOLLED Express Lanes Connector project while minimizing impacts to the 91 corridor. The subject matter of the multi-agency consensus is outlined below:

1. Setting priorities for SR-91 corridor projects to reduce construction-related impacts;
2. Allowing completion of the environmental approval process and updating related programming documents;
3. Clarifying lead agencies for final design, construction, and maintenance;
4. Identifying the principal funding agency for final design, construction, and maintenance; and
5. Designating lead agencies for retaining toll revenue and toll setting/operational control.

Based on the above framework, the agencies reached consensus on a 91 Corridor program of projects and sequencing as outlined below:

- ❖ 15/91 Express Lanes Connector
- ❖ SR-91 Corridor Operations Project
- ❖ SR-71/SR-91 Interchange Improvements*
- ❖ SR-241/SR-91 Tolloed Express Lanes Connector

*Note: SR-241/SR-91 Tolloed Express Lanes Connector is not dependent upon completion of SR-71/SR-91 Interchange Improvements

PROJECT SUMMARY

Many of the highway projects and concepts identified in this 2020 Plan are based on the MIS that was completed in January 2006. The projects are presented in the following groups: Orange County Projects, Riverside County Projects and Bi-County Projects. The stage of development for each project, such as planning, final design, construction, or procurement and implementation, varies as noted in the project summaries. Table 1 summarizes the various planned projects, concept projects, and completed projects. For details on each project refer to Section 2 for planned projects and Appendix B for selected complete projects:

- ❖ The Orange County projects have a total cost of approximately \$600 million. The projects include the SR-91 improvements between SR-57 and SR-55, Anaheim Canyon Metrolink station improvements, Placentia Metrolink rail station, and Fairmont Boulevard improvements.

Table 1 – SR-91 Implementation Plan Projects

Project Summary	Cost (\$M)
Orange County Projects	
SR-91 Improvements between SR-57 and SR-55	460
Anaheim Canyon Metrolink Station Improvements	29.8
Placentia Metrolink Rail Station	34.8
Fairmont Boulevard Improvements	76.8
SUBTOTAL	601
Riverside County Projects	
15/91 Express Lanes Connector	270
SR-71/SR-91 Interchange Improvements	117
SR-91 Improvements East of I-15	TBD
SUBTOTAL	387+
Bi-County Projects	
Express Bus Service Improvements Between Orange County and Riverside County	6
SR-91 Corridor Operations Project	44
Sixth General Purpose Lane Addition (SR-241 to SR-71)	TBD
SR-241/SR-91 Tolloed Express Lanes Connector	183
SUBTOTAL	233+
Concept Project Summary	Cost (\$M)
Conceptual Projects	
Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15	2,720
Anaheim to Ontario International Airport Maglev High Speed Rail	2,770 – 3,200
Irvine-Corona Expressway (ICE) 4-Lane Facility from SR-241/SR-133 to I-15/Cajalco Road	8,855
Westbound SR-91 to Southbound SR-55 Improvements	75 – 150
Eastbound SR-91 Fifth Lane Addition at SR-241	31
SUBTOTAL	14,451 – 14,956
Completed Project Summary Since 2006 (Constructed Year)	Cost (\$M)
Green River Road Overcrossing Replacement (March 2009)	24.3
North Main Street Corona Metrolink Station Parking Structure (June 2009)	25
Eastbound Lane Addition from SR-241 to SR-71 (September 2010)	51.2
Widen SR-91 between SR-55 and SR-241 by Adding a 5 th GP Lane in Each Direction (January 2013)	85.2
SR-91 WB Lane at Tustin Avenue (April 2016)	43.2
Metrolink Service Improvements (June 2016)	249
Initial Phase CIP: Widen SR-91 by One GP Lane in Each Direction East of Green River Rd, CD Roads and I-15/SR-91 Direct South Connector, Extension of Express Lanes to I-15 and System/Local Interchange Improvements (2017)	1,407
La Sierra Metrolink Parking Improvements (2019)	6.3
SUBTOTAL	1,891

- ❖ The Riverside County projects have a total cost of over \$387 million. The improvements include: a 15/91 Express Lanes Connector, the SR-71/SR-91 Interchange Improvements, and the SR-91 improvements east of I-15.
- ❖ The Bi-County projects benefit both Orange and Riverside Counties. The total cost for the Bi-County projects exceeds \$233 million. The improvements include: Express Bus service improvements, SR-91 Corridor Operations Project, a Sixth General Purpose Lane Addition (SR-241 to SR-71), and a SR-241/SR-91 Tolled Express Lanes Connector.

Traffic Analysis

For the 2020 Plan, the traffic analysis for major SR-91 capacity projects used the Caliper TransModeler software model and traffic data calibrated to reflect traffic patterns. This traffic simulation model provides a better depiction of actual travel delays experienced by motorists compared to traditional travel demand models. The model can be used to analyze freeway bottlenecks sometimes neglected in traditional travel demand models. This approach is especially important given high SR-91 traffic volumes and the potential for relatively few vehicles to significantly slow down traffic. For example, a minor freeway merging area can cause many vehicles to slow, cascading delay through the traffic stream, and rapidly decreasing both speed and volume for major segments of the freeway. The metrics reported in the Plan include travel time from the beginning to the end of the study corridor and vehicle hours of delay experienced on study corridor, which both focus on operations for vehicles on SR-91. A third metric includes vehicles served by the system in the study corridor and takes into consideration vehicles on ramps and freeways that feed into and are fed by SR-91 in the study area. The operations analysis quantified travel time savings for WB morning and EB afternoon conditions for the following major capacity enhancing projects:

Year 2030

- ❖ SR-91 Improvements between SR-57 and SR-55.
- ❖ 15/91 Express Lanes Connector.
- ❖ SR-71/SR-91 Interchange Improvements.
- ❖ SR-91 Corridor Operations Project
- ❖ SR-241/SR-91 Tolled Express Lanes Connector.

Year 2045

- ❖ Projects completed in 2030
- ❖ SR-91 Improvements East of I-15.
- ❖ SR-91 Sixth General Purpose Lane Addition
- ❖ Fairmont Boulevard Improvements

Westbound Analysis

The WB morning (a.m.) traffic analysis results indicate that for the year 2030 forecasts, travel times are anticipated to improve in Riverside County (by about 6 minutes) and in Orange County (by about 11 minutes). In addition to decreasing travel time overall vehicle hours of delay in the corridor has decreased (by about 20 percent), while the entire system is serving more vehicles (by about 9 percent). Bottlenecks are anticipated at the Orange-Riverside County line and at the SR-241 interchange/Gypsum Canyon interchange area. The main bottlenecks in Riverside County will be reduced due to the completion of proposed projects. The bottleneck at the SR-55 interchange has been decreased. However, with the additional vehicles traveling downstream, there is additional congestion at the SR-57 interchange. For the year 2045, travel times in Riverside County are anticipated to decrease (by about 16 minutes), and increase (by about 23 minutes) in Orange County when compared to 2030. Overall vehicle hours of delay has increased (by about 68 percent) in the corridor, but the number of vehicles the system is serving has increased (by about 6 percent). Bottlenecks appear at SR-71 and at SR-57. Due to the SR-71 Corridor Improvement Project, there is a large increase of vehicles going to and from SR-71. Travel time in Orange County shows an increase in 2045 due to the

growth in traffic, projects relieving congestion upstream allowing more vehicles to travel downstream, and no additional capacity enhancing projects in Orange County. OCTA and RCTC are exploring multi-modal opportunities on, or adjacent to, the SR-91 corridor that could provide additional congestion relief.

Express Lanes operations in the westbound direction are consistent in all the analysis years and operate satisfactorily.

Eastbound Analysis

The EB evening (p.m.) peak hour traffic analysis indicates that for the year 2030 forecasts, travel times in Riverside County are anticipated to decrease (by about 7 minutes), and increase (by about 11 minutes) in Orange County. Although the overall travel time through the corridor has increased slightly, the vehicle hours of delay has decreased (by about 25 percent) and the number of vehicles served by the system has increased (by about 12 percent). The major bottleneck still occurs at the county line. Improvement projects near SR-55 and I-15 alleviate

congestion in those areas. For the year 2045, travel times in Riverside County are anticipated to increase (by about 4 minutes) and decrease in Orange County (by about 18 minutes) when compared to 2030. Overall vehicle hours of delay increased (by about 40 percent) but the number of vehicles the system is serving has increased (by about 8 percent). The main bottleneck remains at the county line. However, with the inclusion of the Sixth General Purpose Lane Addition project, the congestion at the county line is reduced. More vehicles traveling downstream slightly increases congestion in Riverside County near I-15.

Express Lanes operations in the eastbound direction are consistent in all the analysis years and operate satisfactorily.

Figures 1-1 and 1-2 below summarize the westbound corridor vehicle hours of delay and systemwide served vehicles, respectively. Figures 1-3 and 1-4 below summarize the eastbound corridor vehicle hours of delay and systemwide served vehicles, respectively.

Figure 1-1 – Westbound SR-91 from SR-57 to I-15 A.M. Peak Period Corridor Vehicle Hours of Delay

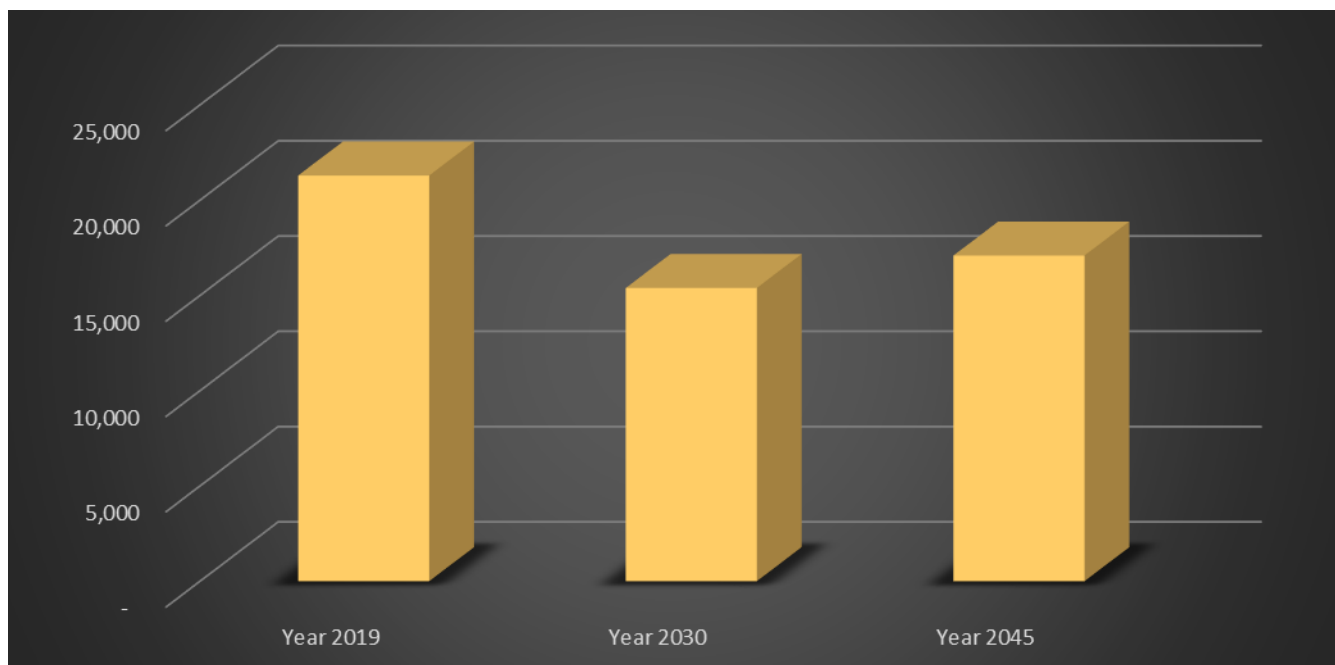


Figure 1-2 – Westbound SR-91 from SR-57 to I-15 A.M. Peak Period Systemwide Served Vehicles

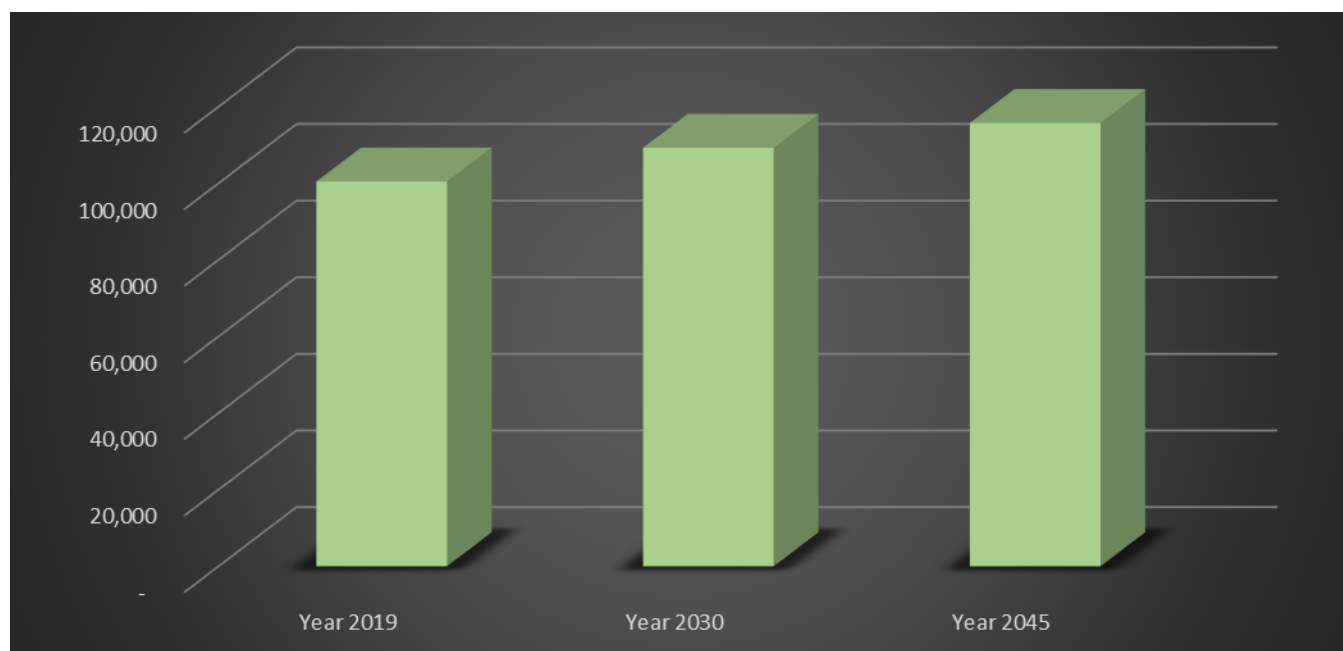


Figure 1-3 – Eastbound SR-91 from SR-57 to I-15 A.M. Peak Period Corridor Vehicle Hours of Delay

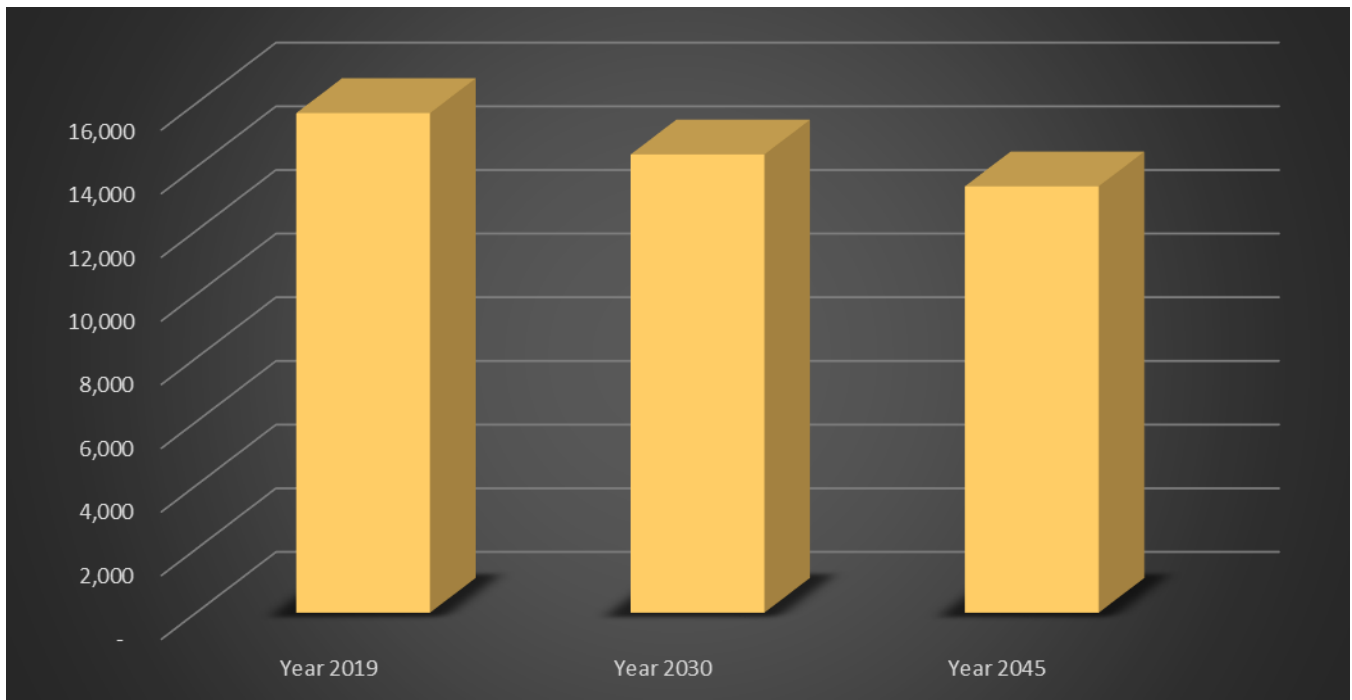
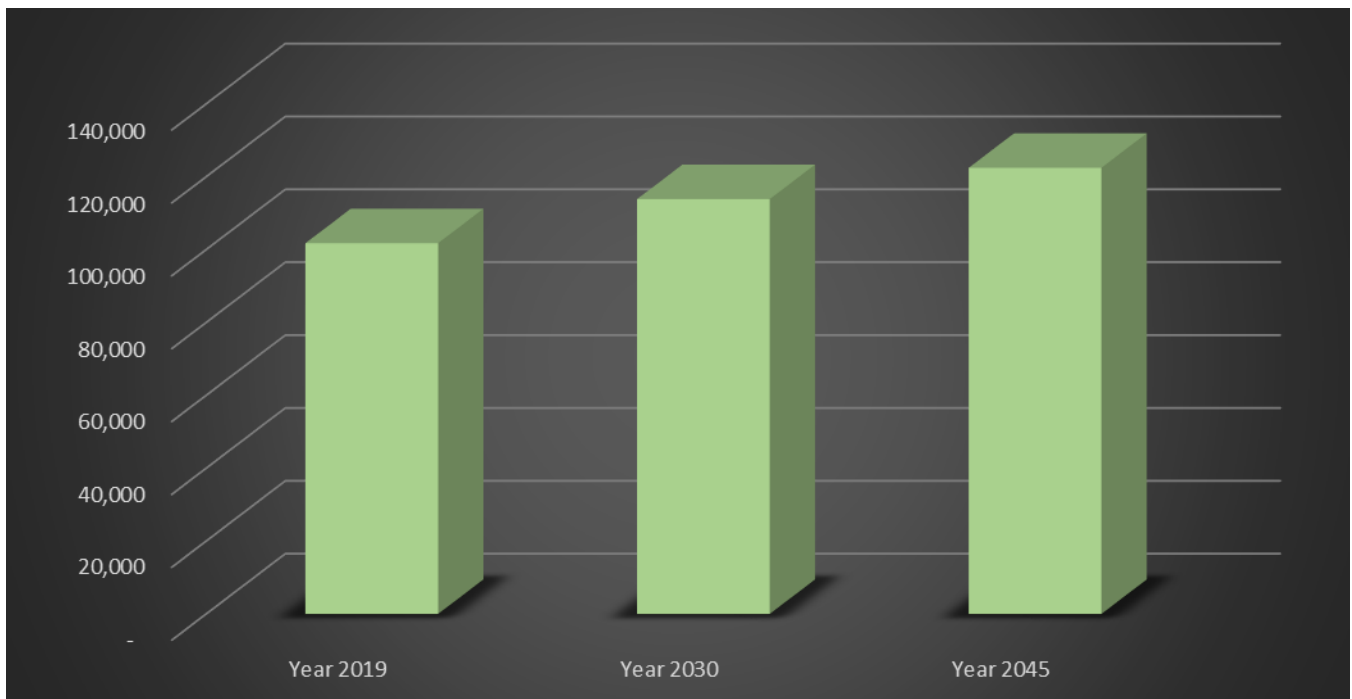


Figure 1-4 – Eastbound SR-91 from SR-57 to I-15 A.M. Peak Period Systemwide Served Vehicles



CONCEPT PROJECT SUMMARY

Many of the highway concept projects identified in this 2020 Plan are long lead time projects and/or projects without sufficient project development detail to be advanced into the Project Summary section. These potential concepts include significant environmental constraints and right of way requirements in addition to requiring a significant amount of planning, design, and future policy and public input. Many of these concept projects are multi-billion-dollar improvements that will remain a challenge to implement. Refer to Appendix A for details on each concept project.

ICE STATUS SUMMARY

The ICE concept was conceived as part of the MIS and was established as part of a suite of projects to support future peak demand volumes between Riverside and Orange Counties. The ICE was further evaluated in the 2009 ICE Feasibility Study for financial and geotechnical feasibility. Seven (7) primary feasibility issues were considered:

- ❖ Geologic, hydrogeologic/hydrologic, and geotechnical conditions.
- ❖ Corridor concepts (full tunnel and partial tunnel/partial surface road).
- ❖ Tunnel configuration.
- ❖ Tunnel excavation and support methods.
- ❖ Tunnel systems (e.g. ventilation, emergency fire system, operation building, toll system, etc.).
- ❖ Construction considerations.
- ❖ Construction, Operation & Maintenance (O&M) costs.

Per the direction of the Riverside-Orange Corridor Authority Board (ROCA) in 2010, staff has reevaluated the concept annually, as part of the preparation of this Plan, to

determine if construction costs and tunneling technology have changed and become less prohibitive.

The National Forest Service has continued monitoring of the ground water level along the preliminary alignment of the tunnel and has not found any significant changes since 2010. A review of recent tunneling projects show that tunnels with similar challenges to those identified in the ICE Feasibility Study have been constructed. Two shorter tunnels were constructed in California with similar lane configurations. The Devil's Slide Tunnel in San Mateo County and the Caldecott Fourth Bore Tunnel in Contra Costa County both opened in 2013. These tunnels used a method of drilling and blasting (known as the New Austrian Tunneling Method), rather than operating a tunnel boring machine (TBM). Both tunnels were approximately 1.2 miles long and took six years and three years to construct, respectively.

Based on recent tunnel projects, the challenges that were identified in the ICE Feasibility Study were also experienced by other tunnel construction projects which provides insight into how tunneling technologies have changed. The New Austrian Tunneling Method may be a way to reduce the cost of boring for the ICE tunnel. This method was discussed in the 2009 ICE Feasibility Study but was dismissed due to the proposed length of the ICE tunnel concept. In the future, more investigation would be required to assess the feasibility of using a boring method other than a TBM, and to qualitatively assess possible impacts to the ICE corridor construction cost and duration.

There is currently a research and development project in Hawthorn, California utilizing TBM on a 14-foot diameter, 1.14-mile-long tunnel. While this project is much shorter in length and diameter than the ICE concept, it demonstrates that there is tunneling technology incubating locally.

An assessment of current economic conditions, lack of state and federal transportation funding; and the high construction cost continue to hinder the ability of OCTA and RCTC to implement this concept.

OVERVIEW

The 2020 Plan describes projects, key considerations, benefits, current status, schedule, and costs (in 2020 dollars, or as noted) for major projects and concepts through Post-2035. Some of the projects and concepts identified in this Implementation Plan are based on the MIS that was completed in January 2006. The projects are grouped as follows: Orange County Projects, Riverside County Projects and Bi-County Projects.

The intent of the Implementation Plan is to present a list of projects and studies along the SR-91 corridor and highlight coordination between OCTA, RCTC and Caltrans to improve the corridor.

As part of the project development process, detailed operational analysis will need to be conducted to evaluate operational issues associated with each project. The project development phases are discussed in the status updates and are defined as follows:

- ❖ **Conceptual Engineering = Pre-Project Study Report (Pre-PSR)** – Conceptual planning and engineering for project scoping and feasibility prior to initiating the PSR phase.
- ❖ **Preliminary Engineering = Project Study Report (PSR)** – Conceptual planning and engineering phase that allows for programming of funds.
- ❖ **Environmental = Project Approval/Environmental Document (PA/ED)** – The detailed concept design that provides environmental clearance for the project and programs for final design and right of way acquisition. The duration for this phase is typically 2-3 years.
- ❖ **Design = Plans, Specifications and Estimates (PS&E)** – Provide detailed design to contractors for construction bidding and implementation.
- ❖ **Construction** = The project has completed construction and will provide congestion relief to motorists.

Figure 2-1 – SR-91 Project Study Area from SR-57 to I-15



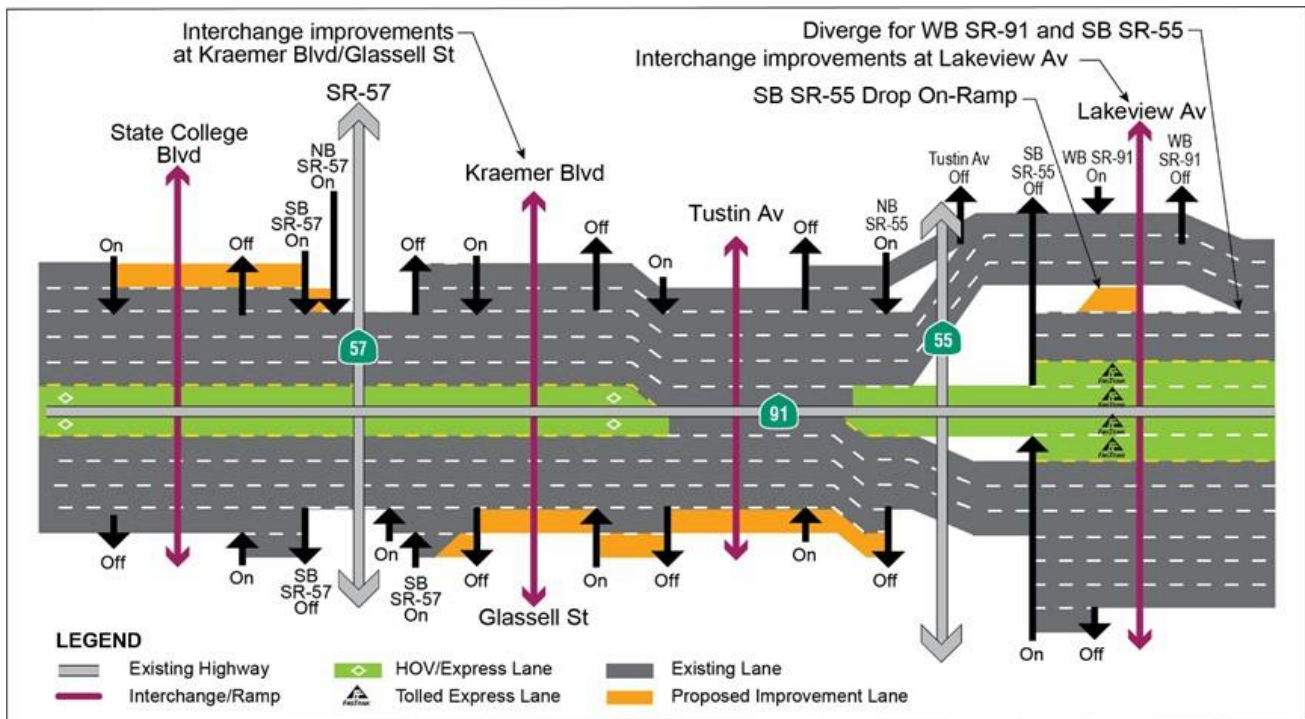
ORANGE COUNTY PROJECTS

The Orange County set of projects include four improvements at a total cost of approximately \$600 million (in 2020 dollars, or as noted). The projects include: SR-91 improvements between SR-57 and SR-55, Anaheim Canyon Metrolink station improvements, new Placentia Metrolink rail station, and Fairmont Boulevard Improvements. Further details for each of the projects are included in the following summaries.

Orange County Project Summary	Cost (\$M)
SR-91 Improvements between SR-57 and SR-55	460
Anaheim Canyon Metrolink Station Improvements	29.8
Placentia Metrolink Rail Station	34.8
Fairmont Boulevard Improvements	76.8
SUBTOTAL	601



SR-91 Improvements between SR-57 and SR-55



Project Description

The project proposes to add EB capacity between SR-55 and SR-57, improve the SR-91/SR-57 and SR-91/SR-55 interchanges and local interchanges. In the SR-91/SR-57 interchange area, improvements identified in Project Approval/Environmental Document (PA/ED) phase include splitting the WB SR-91 Connector into separate exits for NB and SB SR-57 and extending an additional lane on WB SR-91 from the NB SR-57 to WB SR-91 connector through State College Boulevard and terminating at the auxiliary lane to Raymond Avenue-East Street. At the SR-91/SR-55 interchange area, a drop on-ramp from Lakeview Avenue would be constructed between realigned WB SR-91 lanes for direct access to SB SR-55, allowing for the exit to SB SR-55 to be moved further east, with a barrier separating WB SR-91 and SB SR-55 traffic west of the Lakeview Avenue bridge. The 91 Express Lanes will not be impacted by the project. In order to accommodate the improvements, the Lakeview, Tustin, Kraemer/Glassell, and La Palma bridges are proposed to be replaced. The improvements have been developed in cooperation with local jurisdictions and affected communities.

Key Considerations

The proposed project improvements on WB and EB SR-91 may require minor partial right-of-way acquisition and Temporary Construction Easements (TCEs). In some areas, a non-standard geometric cross-section is proposed to reduce the right-of-way impacts.

Benefits

The proposed project improvements on WB and EB SR-91 between SR-57 and SR-55 include, among other features, adding one EB general purpose lane to achieve lane balancing and interchange improvements. Project improvements will reduce congestion and delay and reduce weaving.

Current Status

The project improvements were originally studied in the SR-91 Feasibility Study, which was completed in June 2009. The Project Study Report was completed in 2014 and the Project Approval/Environmental Document (PA/ED) phase began in early 2015 and is anticipated to be completed in mid-2020. The proposed improvements are included in the Measure M program.

Schedule and Cost

Construction is anticipated to be completed in 2027 and the total project cost is estimated to be approximately \$460,000,000.

Anaheim Canyon Metrolink Station Improvements

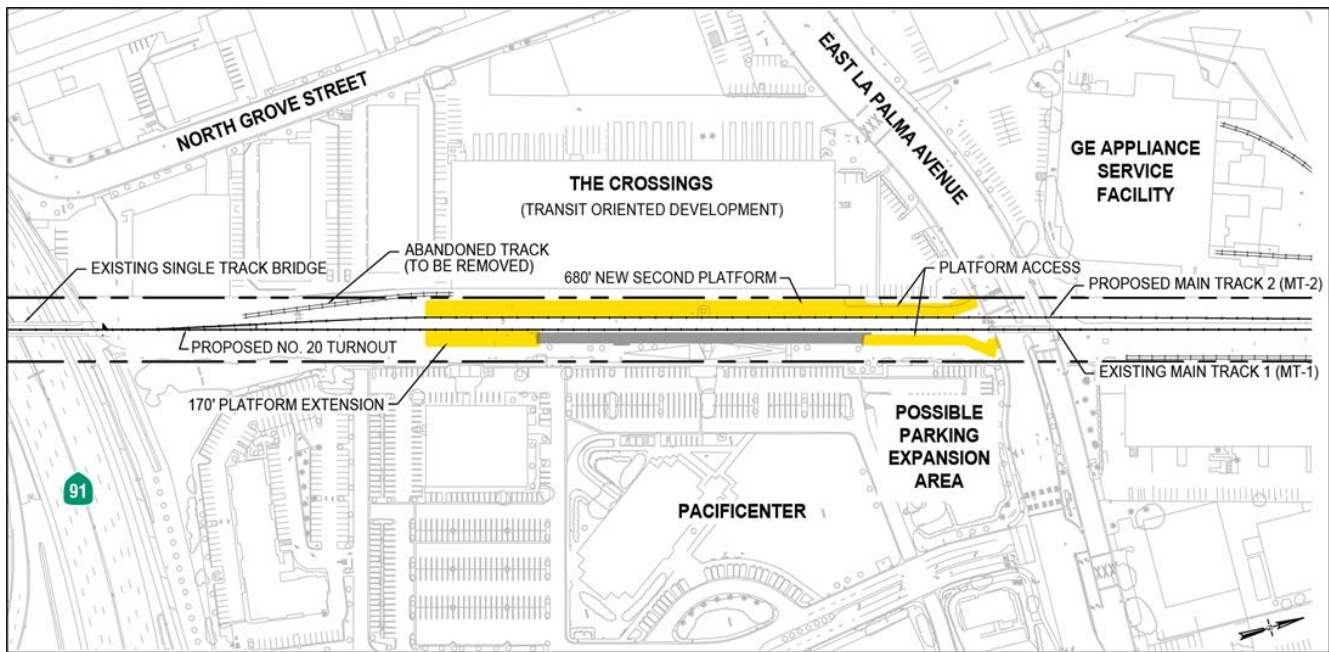


Image source:
Anaheim Canyon Station Project Definition Report, February 23, 2015

Project Description

The improvement project will at the Anaheim Canyon Metrolink Station will add improvements which will allow for future capacity for Metrolink commuter rail service along the Inland Empire-Orange County Line. The project will construct approximately 3,400 linear feet of second track, a new 680-foot second platform, extend the existing platform, improve the at-grade crossings, and upgrade the parking lot to comply with federal regulations.

Benefits

The project will enable future Metrolink service expansion, improve train service efficiency, and foster train ridership growth in the region, which will contribute to congestion relief on SR-91.

Current Status

OCTA is the lead agency on the project. Funding for the project is programmed to use Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ), 5307 Federal Formula, M2 (OC Go), and City of Anaheim funds.

Schedule and Cost

The plans are anticipated to be complete, approved by all agencies and ready to bid in March 2020. Construction is anticipated to begin in July 2022 and completed in October 2024. The total project cost is estimated to be \$29.8 million.



Image source: www.placentia.org/Placentia-Metrolink-Site-Plan (Wildan Engineering)

Project Description

The new Placentia Metrolink Station will serve the Metrolink 91/Perris Valley Line, providing commuter rail service between Perris and Los Angeles, via Riverside and Orange counties. The project includes construction of a parking structure, OCTA bus access, an area for passenger pick-up and drop-off, and two station platforms.

Benefits

The station will meet the current transit demand and foster train ridership growth in the region, contributing to congestion relief on SR-91.

Current Status

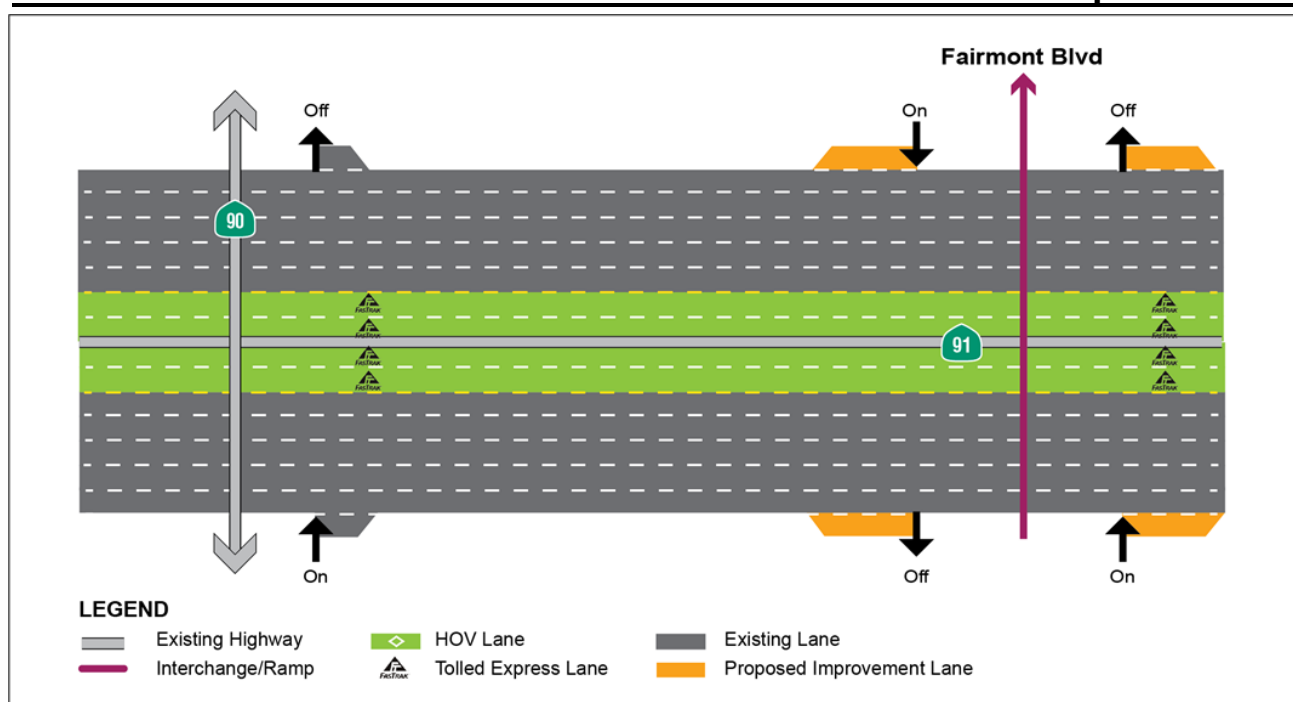
The City of Placentia is the lead on right-of-way and environmental clearance, and OCTA is the lead agency for design and construction of the project. Funding for the project is programmed to use 91 Toll

Revenues, M2 (OC Go) and the City of Placentia funds for the construction phase. State Transportation Improvement Program (STIP), Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), OC Go and City funds are programmed for the design and right-of-way costs.

Schedule and Cost

Plans are 100 percent complete, however, the construction contract cannot be advertised until a Construction and Maintenance Agreement is in place with BNSF Railway, the right-of-way owner. Construction is anticipated to be completed in June 2021. The total project cost is estimated to be \$34.8 million.

Fairmont Boulevard Improvements



Project Description

The project would provide a new interchange with SR-91 at Fairmont Boulevard. On and off ramps will connect Fairmont Boulevard from the north to eastbound (EB) and westbound (WB) SR-91. The proposed interchange does not include a vehicular Fairmont Boulevard connection to Santa Ana Canyon Road to the south. A pedestrian/bicycle connection is also proposed between La Palma Avenue and Santa Ana Canyon Road. This bridge and pathway will allow for direct Santa Ana River Trail access from both Anaheim south of SR-91 and from Yorba Linda.

Key Considerations

Interchange spacing and weaving issues (to SR-55) need to be evaluated. Widening of SR-91 may be needed to accommodate interchange ramps. Proximity of the Santa Ana River may require that the WB ramp junction be located north of the river. New connection requirements and interchange spacing needs to be considered. Ramp and bridge placement needs to take pedestrian/bicycle bridge into account, or incorporate the pedestrian/bike path into the design beyond the vehicular access limits of the project.

Benefits

The interchange is expected to relieve congestion at Imperial Highway (SR-90), Lakeview Avenue, and Weir Canyon Road Interchanges. Preliminary traffic modeling shows a 10-15% decrease in volumes at Weir Canyon and SR-90 interchanges with the interchange alternative.

Current Status

The City of Anaheim completed a conceptual engineering study in December 2009 for the interchange. Multiple alternatives have been developed as part of the conceptual engineering study. Bicycle/pedestrian bridge is currently in initial planning stages. Project development is pending funding identification. On July 24, 2017, OCTA staff along with a senior staff member of WSP presented the findings of a 91 Express Lanes intermediate access study. The study provided various alternatives, traffic modeling, and financial impacts of the additional access. At the conclusion of the discussion, the OCTA Board of Directors did not authorize additional analysis for the intermediate access.

Schedule and Cost

Anticipated project completion is 2035 and construction cost is estimated to be \$76,800,000 (costs from 2009 Feasibility Study). R/W cost is undetermined. Cost excludes any potential impact to Santa Ana River.

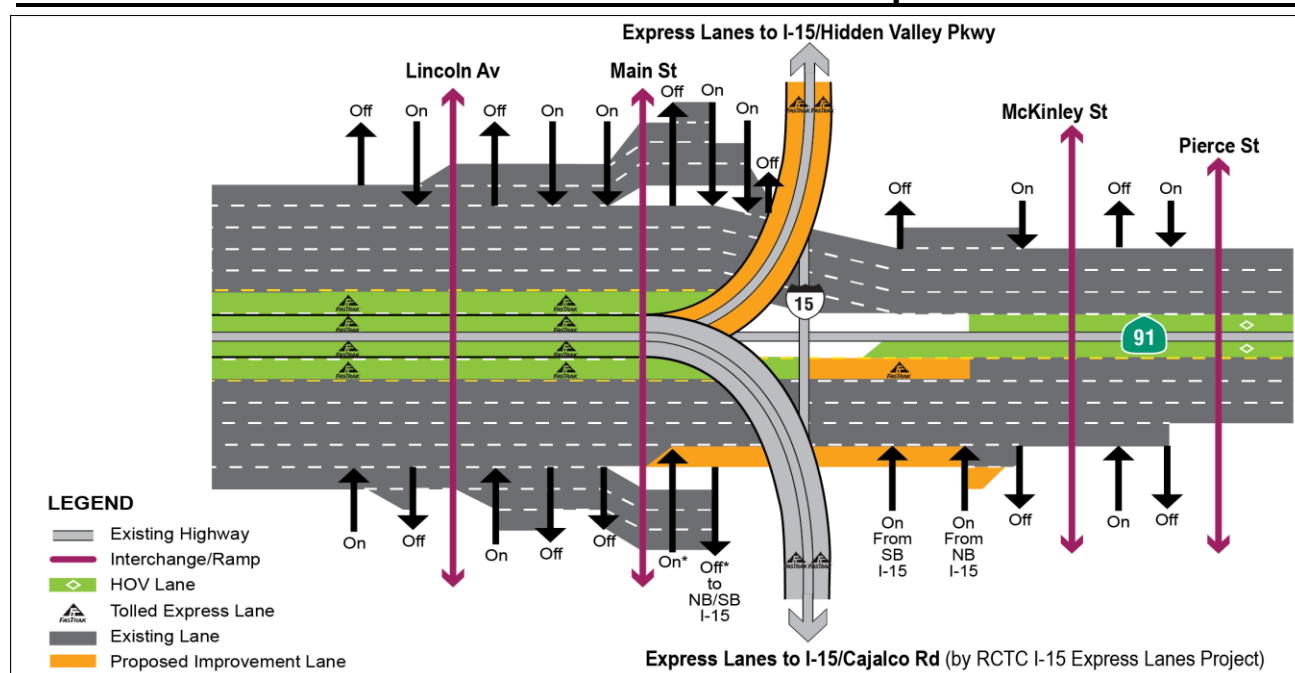
RIVERSIDE COUNTY PROJECTS

The Riverside County set of projects includes three improvements: a 15/91 Express Lanes Connector, the SR-71/SR-91 Interchange Improvements, and SR-91 Improvements east of I-15. Projects for implementation in Riverside County are anticipated to cost in excess of \$387 million (in 2020 dollars, or as noted).

Riverside County Project Summary		Cost (\$M)
15/91 Express Lanes Connector		270
SR-71/SR-91 Interchange Improvements		117
SR-91 Improvements East of I-15		TBD
SUBTOTAL		387+



15/91 Express Lanes Connector



Project Description

The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North (15/91 Express Lanes Connector, the subject project), and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (now part of RCTC I-15 Express Lanes Project), and easterly to east of McKinley Street. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. Subsequently, the proposed 15/91 Express Lanes Connector improvements (the subject of this project) have been pulled out from the CIP as a standalone project.

Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each

project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 interchange, the SR-241/SR-91 Tolled Express Lanes Connector, and RCTC's I-15 Express Lanes Project.

Benefits

The 15/91 Express Lanes Connector project will reduce congestion and operational delays by providing direct median-to-median access between the SR-91 Express Lanes and I-15 Express Lanes. Traffic operations will improve by eliminating weaving conflicts and out-of-direction travel along SR-91 and I-15 by the use of the direct connectors. The project will provide motorists a choice to use the 15/91 Express Lanes Connector for a fee in exchange for time savings.

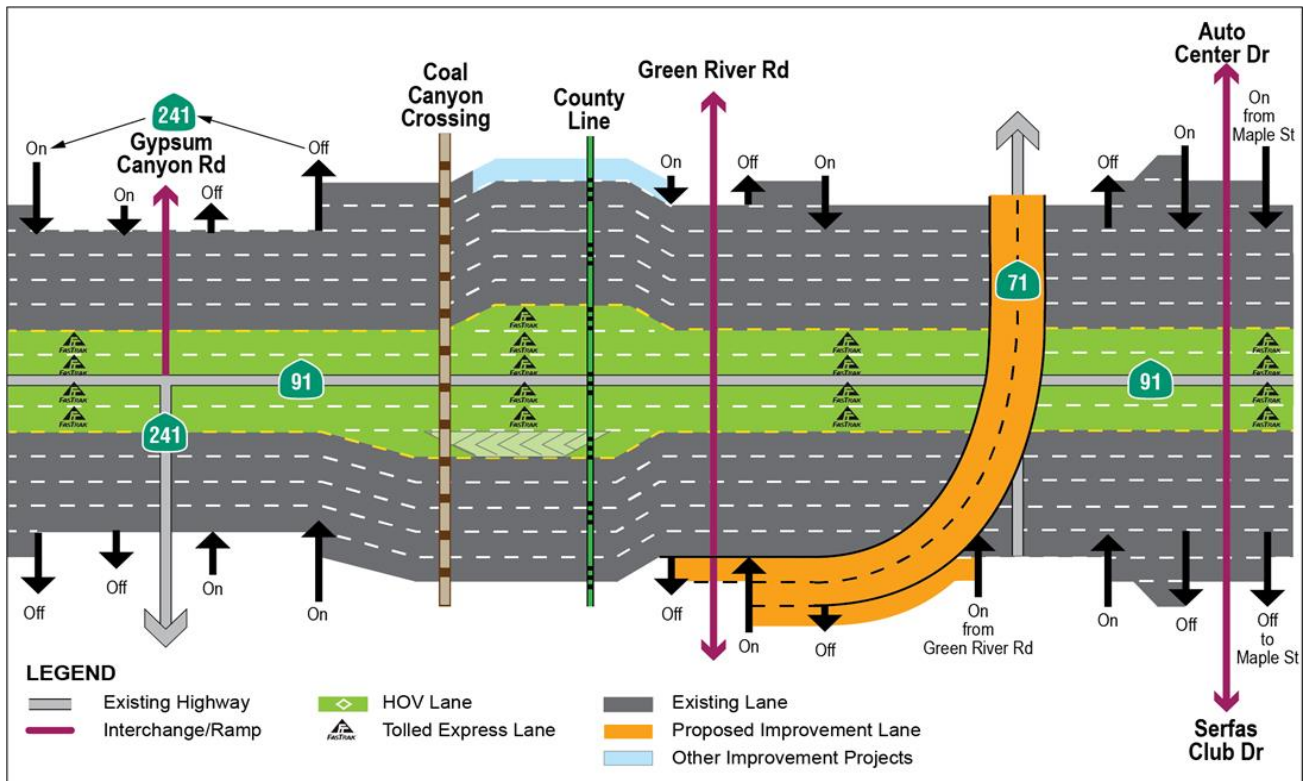
Current Status

The 15/91 Express Lanes Connector is currently discussed in the environmental document for the SR-91 CIP that was completed in 2012. An environmental revalidation was completed in 2019. A Design-Build contract was awarded in Spring 2020.

Schedule and Cost

The total project cost is estimated to be \$270,000,000.

SR-71/SR-91 Interchange Improvements



Project Description

The current project includes a new two-lane direct connector from eastbound (EB) SR-91 to northbound (NB) SR-71 and realignment of the existing Green River Road SR-91 EB on-ramp to provide connection to NB SR-71 and EB SR-91.

Key Considerations

Project improvements must be coordinated with the following projects: the SR-91 Sixth GP Lane Addition and the SR-241/SR-91 Tolled Express Lanes Connector. Close coordination with the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and California Department of Fish and Wildlife will also be required as the connector crosses the Santa Ana River west of the Prado Dam.

Benefits

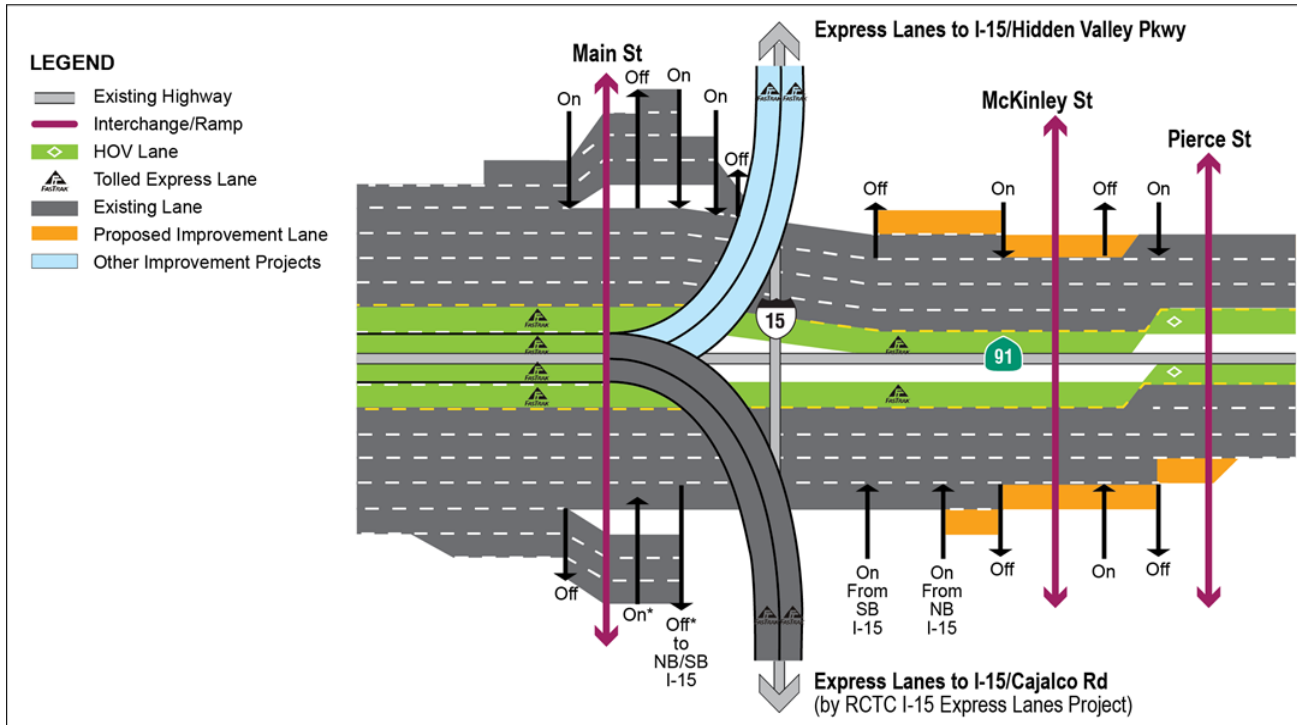
The project will provide a new direct connector improvement from EB SR-91 to NB SR-71, replacing the geometric choke point created by the existing loop connector. The project will also improve traffic operations and operational efficiency by eliminating or minimizing weaving conflicts through the use of auxiliary lanes.

Current Status

The environmental phase was completed in 2011 and final design in 2015. An environmental revalidation and update to the final design is underway.

Schedule and Cost

Construction is planned for completion in 2024 pending funding availability. Construction cost is estimated to be \$117,000,000.



Project Description

The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North, and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (now part of RCTC I-15 Express Lanes Project), and easterly to east of McKinley Street. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. The SR-91 improvements east of I-15, which includes extending an Express Lane east of McKinley Street and adding a general purpose lane to Pierce Street in each direction (the subject project), is a component of the SR-91 CIP that was not constructed with the Initial Phase.

Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to

accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 interchange, the SR-241/SR-91 Tolled Express Lanes Connector, 15/91 Express Lanes Connector, and RCTC's I-15 Express Lanes Project.

Benefits

The SR-91 Improvements east of I-15 will reduce congestion and delays by providing additional SR-91 capacity from I-15 to Pierce Street.

Current Status

Preliminary engineering is complete but may need to be revisited at a future date. The SR-91 Improvements east of I-15 is currently discussed in the SR-91 CIP environmental document for the SR-91 that was completed in 2012.

Schedule and Cost

Anticipated project completion and cost are to be determined.

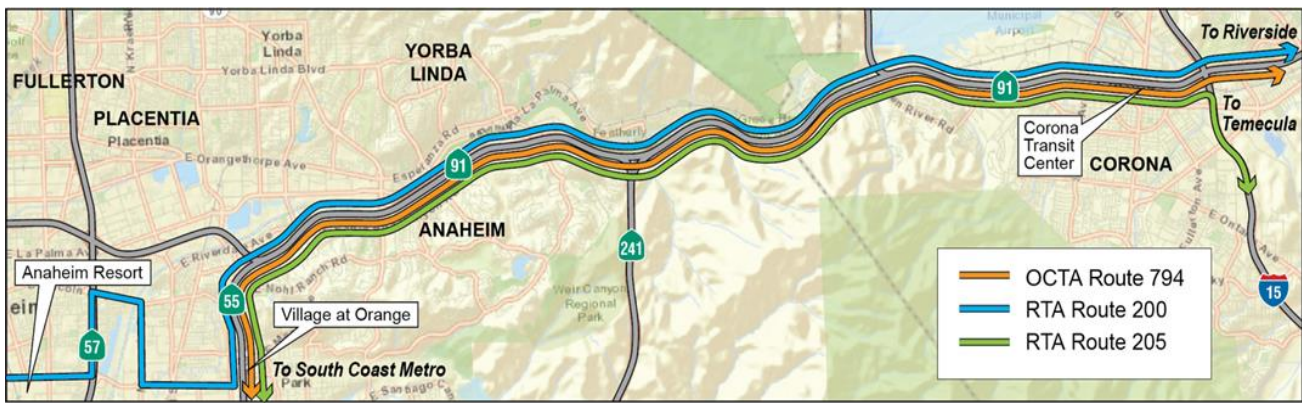
Bi-COUNTY PROJECTS

There are four Bi-County improvement projects that will benefit both Orange and Riverside Counties. These projects include: Express Bus service improvements, SR-91 Corridor Operations Project, a Sixth General Purpose Lane Addition (SR-241 to SR-71), and the SR-241/SR-91 Tolloed Express Lanes Connector. The total cost for the four projects is expected to be more than \$233 million (in 2020 dollars, or as noted).

Bi-County Project Summary		Cost (\$M)
Express Bus Service Improvements		6
SR-91 Corridor Operations Project		44
Sixth General Purpose Lane Addition (SR-241 to SR-71)		TBD
SR-241/SR-91 Tolloed Express Lanes Connector		183
SUBTOTAL		233+



Express Bus Service Improvements



Project Description

Orange County Transportation Authority (OCTA), working with the Riverside County Transportation Commission (RCTC) and the Riverside Transit Agency (RTA), operate Express Bus service between Riverside and Orange counties. Commuters lack direct transit connections to some Orange County employment centers not served by Metrolink. The Express Bus service provides this connection.

Existing Service

OCTA has operated Route 794 since 2006 from Riverside County to Hutton Centre and South Coast Metro (shown in orange above). On Route 794, OCTA removed trips to Corona in February 2018 based on low ridership. OCTA currently operates six morning westbound trips and five afternoon eastbound trips to/from the La Sierra Metrolink Station. Two new Express Bus routes were implemented by RTA in January 2018 between Riverside County and Orange County including RTA Route 200 (shown in blue above) from San Bernardino/Riverside to the Anaheim Resort. The route provides hourly service on weekdays and 90-120 minute service on weekends with a fleet of six buses. RTA Route 205 (shown in green above) from Lake Elsinore/Temecula/ Corona to the Village at Orange includes three AM and three PM roundtrips with 3 buses.

New Service

The Express Bus Routes have been fully implemented as of FY19 and there are no planned service additions. Changes to

routes may be made in the future based on available funding and ridership demand.

Key Considerations

Intercounty Express Bus service is effective between locations where transit travel times by Express Bus would be more competitive than Metrolink and connecting rail feeder buses.

Benefits

Express Bus services contribute to congestion relief on SR-91.

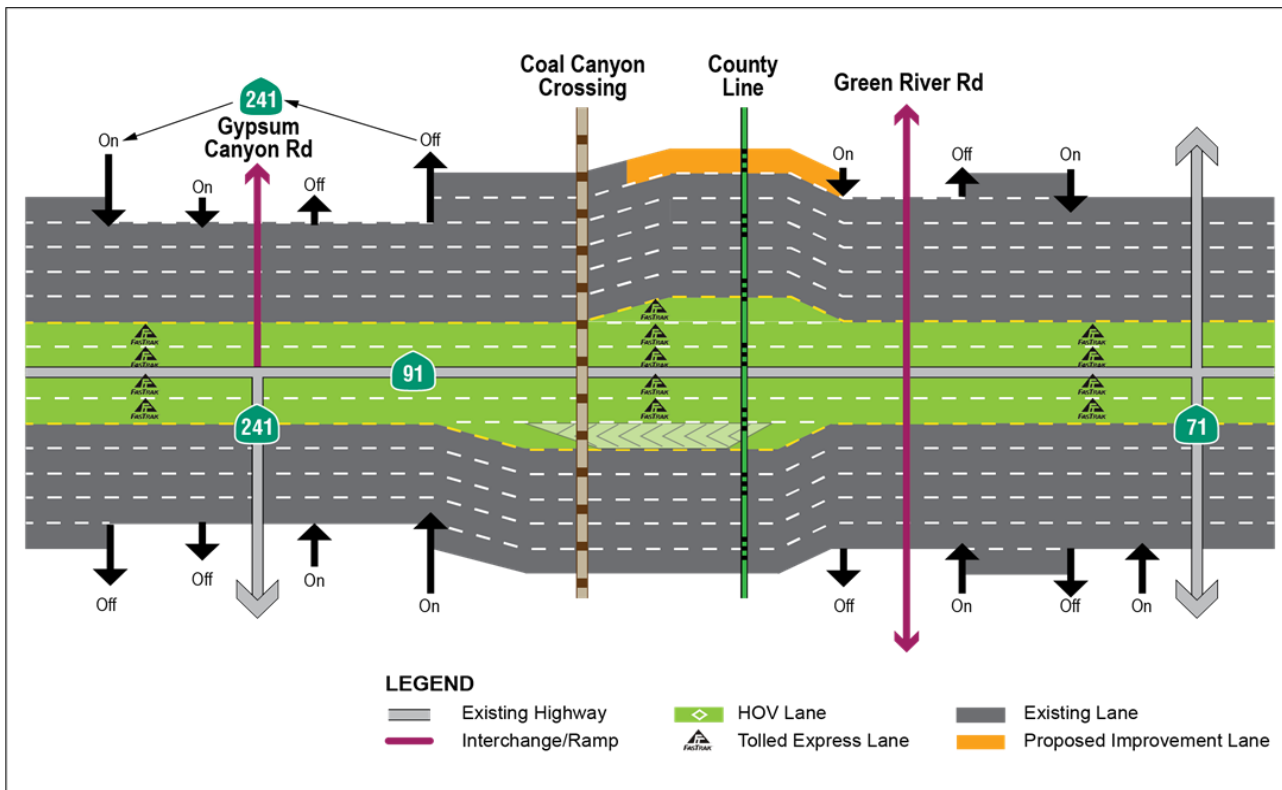
Current Status

Since completion of the 91 Express Lanes, RTA more than doubled its Express Bus service on SR-91. Currently, OCTA operates 11 bus trips per day on SR-91. RTA now operates 47 trips on weekdays (up from 18 trips that Route 216 provided weekdays) and 18 trips on weekends (up from 8 trips provided by Route 216) on SR-91 Express Lanes. Service hours for this expansion is an extra 21,445 hours per year and is being served by five new coaches added to the RTA fleet.

Schedule and Cost

The Express Bus Routes have been fully implemented as of FY19. Ongoing operating costs average \$4,892,000 per year and capital costs average \$1,174,000 per year (2019 dollars). The annual capital cost was increased in 2019 to reflect the future cost of complying with the new Innovative Clean Transit regulation.

SR-91 Corridor Operations Project



Project Description

The Riverside County portion of the 91 Express Lanes began operation in March 2017. Throughout the first year of operation, RCTC made minor operational improvements to improve the SR-91 corridor travel between State Route 241 (SR-241) and McKinley Street. In November 2018, RCTC implemented additional striping and signage improvements to westbound SR-91 at the McKinley entrance to the 91 Express Lanes as well as the County Line access location to further enhance efficiency along the westbound SR-91 corridor between McKinley Street and SR-241. In December 2018, the RCTC Commission authorized its staff to proceed with a project to construct an additional westbound lane along SR-91 between Green River Road and SR-241 (the subject of this project). This new project is now known as the SR-91 Corridor Operations Project (91 COP).

Key Considerations

The goal of this project is to implement a substantial operational improvement that is cost effective and timely to address the peak period bottleneck conditions along westbound SR-91 near the County Line. Key considerations include reducing impacts to adjacent land and local streets by

the use of retaining walls and minimizing throw-away costs with future projects. Specifically, the project improvements need to be coordinated with the SR-241/SR-91 Tolled Express Lanes Connector and the SR-91 Sixth GP Lane Addition projects.

Benefits

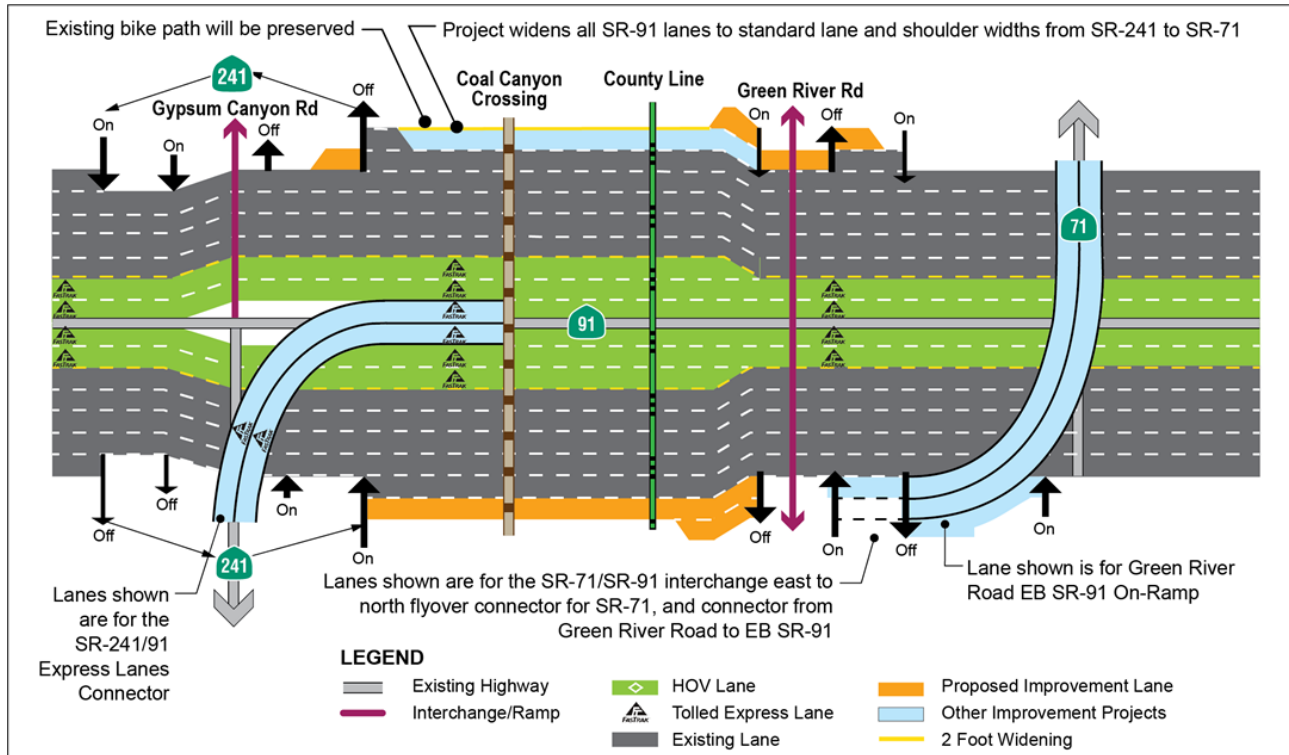
The 91 COP will reduce congestion and delays along westbound SR-91 between McKinley Street and SR-241.

Current Status

This project is within the footprint of the SR-91 Sixth GP Lane Addition project that was an element of the SR-91 CIP environmental document approved in 2012. An environmental revalidation for the 91 COP was completed in Spring 2020. Final design is also proceeding with project advertisement and contract award anticipated in 2020.

Schedule and Cost

Construction is planned for completion in 2021/2022. The total project cost is estimated to be \$44,000,000.



Project Description

The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North, and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (now part of RCTC I-15 Express Lanes Project), and easterly to east of McKinley Street. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. The SR-91 sixth general purpose lane in each direction between SR-241 and SR-71 (the subject of this project) is a component of the SR-91 CIP that was not constructed with the Initial Phase.

Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget.

Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the 91 COP, SR-71/SR-91 interchange and the SR-241/SR-91 Tolle Express Lanes Connector.

Benefits

The SR-91 Sixth General Purpose Lane Addition will reduce congestion and delays by providing additional SR-91 capacity from SR-241 to SR-71.

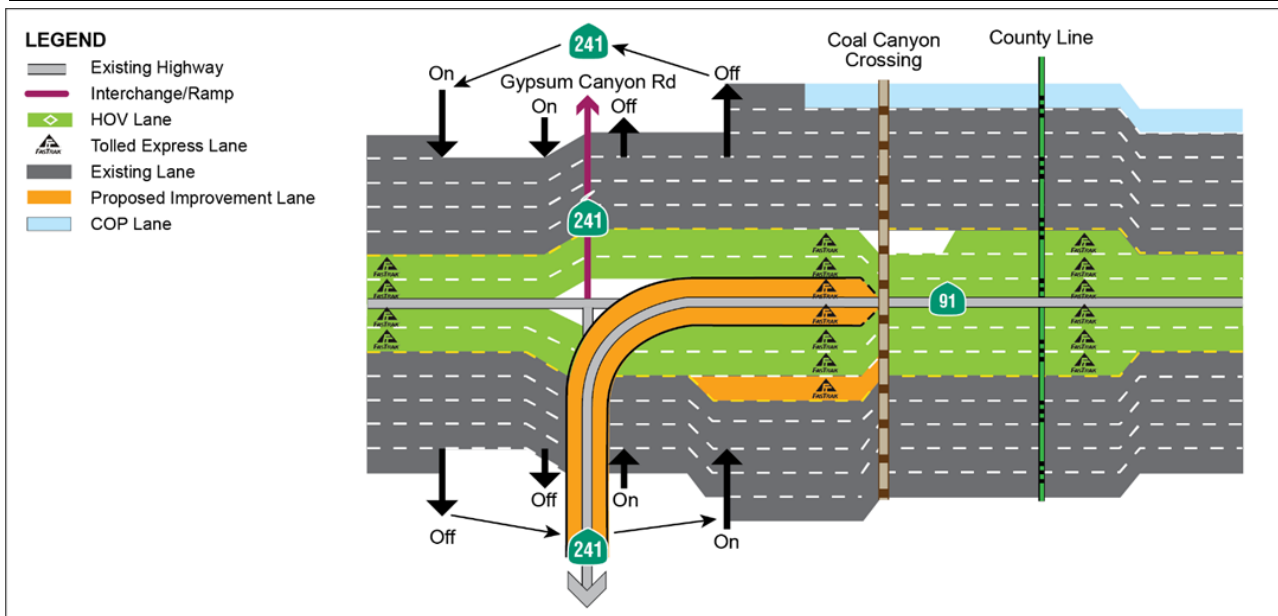
Current Status

Preliminary engineering is complete but may need to be revisited at a future date. The SR-91 Sixth General Purpose Lane Addition is currently discussed in the SR-91 CIP environmental document for the SR-91 that was completed in 2012.

Schedule and Cost

Anticipated project completion and cost are to be determined

SR-241/SR-91 Tolloed Express Lanes Connector



Project Description

The SR-241/SR-91 Tolloed Express Lanes Connector would construct a direct connector between SR-241 and the 91 Express Lanes, carrying northbound (NB) SR-241 traffic to eastbound (EB) 91 Express Lanes and westbound (WB) 91 Express Lanes traffic to southbound (SB) SR-241.

Key Considerations

The purpose of the project is to implement the build out of the Eastern Transportation Corridor as approved in 1994 in order to improve traffic operations on northbound SR-241 and the SR-91 general-purpose lanes while also maintaining reliable travel times and free flow speeds during peak periods on the 91 Express Lanes which were all key considerations in Caltrans' approval of this project. The project will require widening of SR-91 to accommodate the direct connector and associated Express Auxiliary Lanes in the median. The project's planned construction is aligned with the implementation of other planned improvements in the area including the 15/91 Express Lanes Connector, SR-91 Corridor Operations Project, and SR-71/SR-91 Interchange Improvements. Coordination will be conducted with local agencies to ensure the project avoids impacts to planned bicycle and trail connections on Gypsum Canyon Road per the City of Anaheim General Plan and OCTA Commuter Bikeways Strategic Plan.

Benefits

The project will provide connectivity between the 91 Express Lanes and the SR 241 Toll Road, which will enhance

operations along the SR-91 general purpose lanes while also improving traffic operations on northbound SR-241.

Current Status

Preliminary engineering concepts for a SR-241/SR-91 Tolloed Express Lanes Connector have been developed by the Foothill/Eastern Transportation Corridor Agency (TCA) and Caltrans, which were utilized for the environmental analysis. The 91 Express Lanes Extension and SR-241 Connector Feasibility Study was completed in March 2009 and was initiated to evaluate the various alternatives. A Project Study Report was initiated in January 2011 and was completed in January 2012. The Draft Environmental Document was circulated for public review from November 7, 2016 through January 9, 2017. The Final Environmental Document has been signed by Caltrans and circulated for public review. Caltrans approval of the project with the Record of Decision was completed in April 2020.

Schedule and Cost

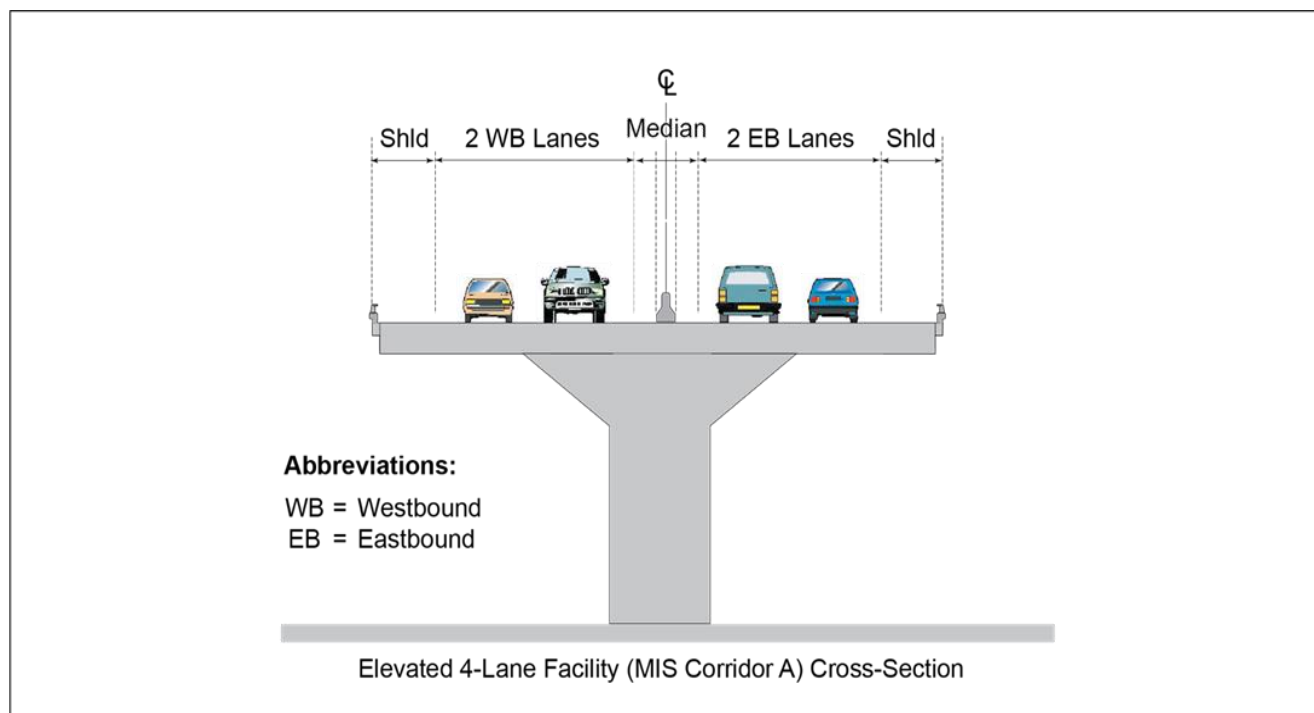
Agreements to document roles and responsibilities for funding, delivery and operation of the project are under development by the multi-agency team. Final Design is expected to be completed in 2022. Construction is anticipated to last approximately 26 months beginning in 2023 with project opening in 2025. The total cost of the Project would be approximately \$183 million.

APPENDIX A - POST-2035 AND CONCEPTUAL PROJECTS

Concepts for potential Post-2035 implementation (potentially earlier if funding becomes available) focus on longer-lead time projects. This multi-billion dollar program may include: an elevated 4-lane facility (MIS Corridor A) from SR-241 to I-15; the Anaheim to Ontario International Airport Maglev High Speed Rail; the Irvine-Corona Expressway (ICE) 4-lane facility from SR-241/SR-133 to I-15/Cajalco Road (formerly known as MIS Corridor B), Westbound SR-91 to Southbound SR-55 Connector Improvements, and Eastbound SR-91 Fifth Lane Addition at SR-241. These potential concepts include significant environmental constraints and right of way requirements in addition to requiring a significant amount of planning, design, and future policy and public input.

Concept Summary	Cost (\$M)
Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15	2,720
Anaheim to Ontario International Airport Maglev High Speed Rail	2,770-3,200
Irvine-Corona Expressway (ICE) 4-Lane Facility from SR-241/SR-133 to I-15/Cajalco Road	8,855
Westbound SR-91 to Southbound SR-55 Connector Improvements	75-150
Eastbound SR-91 Fifth Lane Addition at SR-241	31
SUBTOTAL	14,451 – 14,956

Elevated 4-Lane Facility from SR-241 to I-15 (MIS Corridor A)



Concept Description

The improvements primarily consist of constructing a new 4-lane elevated expressway near or within the Santa Ana Canyon with freeway-to-freeway connectors at SR-241 and I-15. The facility may include managed lanes and potential reversible operations.

Key Considerations

Choice of alignment will be key to determining net capacity increase. Extensive right-of-way (R/W) will be required to implement the improvements if the alignment is not in the SR-91 corridor. When median connector projects or HOV/HOT projects are constructed and this 4-lane elevated facility is proposed within the median of SR-91 through Corona, then extensive managed lane closures would be required during construction (thus temporarily reducing SR-91 capacity during construction).

An alternative could be studied for the median Corridor A viaduct along with reduced SR-91 geometric standards to minimize R/W impacts. Also, direct connectors (such as for High Occupancy Vehicle (HOV) / High Occupancy Toll (HOT) at I-15/SR-91) to/from the median could be precluded by Maglev columns located within the same median area. Caltrans and Maglev highway R/W, maintenance, safety, and operations considerations would need to be analyzed if shared use with a Maglev facility were pursued. Additional mitigation costs may be

required for improvements to SR-241 and SR-133 as a result of additional Corridor traffic volumes. Corridor A as managed lanes, with the extension of 91 Express Lanes to I-15, this project concept may affect traffic distribution due to “parallel” tolled facilities.

Benefits

The concept would provide significant congestion relief by allowing vehicles to bypass the at-grade freeway lanes and local arterial interchanges between SR-241 and I-15. Connections are proposed directly between SR-91, SR-241, and I-15.

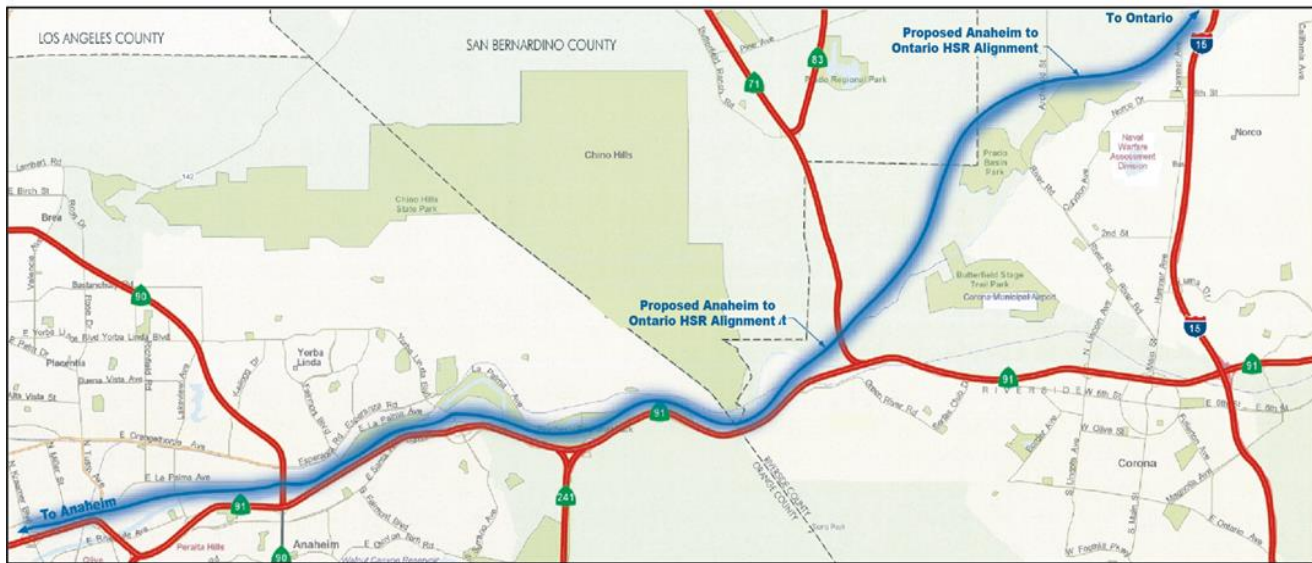
Current Status

This concept is identified in the Riverside County - Orange County Major Investment Study (MIS) as part of the Locally Preferred Strategy to improve mobility between Riverside County and Orange County. No project development work is planned at this time.

Schedule and Cost

Anticipated project completion is post-2035 and construction cost is estimated to be \$2,720,000,000 (2005 dollars).

Anaheim to Ontario International Airport Maglev High Speed Rail



LEGEND

- Existing Highway
- High Speed Rail Representative Alignment

REPRESENTATIVE ALIGNMENT SHOWN FOR ILLUSTRATIVE PURPOSES ONLY

Concept Description

Proposals for a new super-speed train corridor from Anaheim to Ontario are included in this concept. This concept includes an alternative that would use SR-91 right-of-way or would be aligned adjacent to SR-91 right-of-way or could potentially be co-located with the Major Investment Study (MIS) Corridor A alignment. Another alignment opportunity is being investigated along SR-57.

Key Considerations

Alternative alignment impacts to SR-91 right-of-way envelope and/or Santa Ana River are undetermined. The choice of alignment will potentially impact MIS Corridor A. Right-of-way (R/W) will be required to implement the improvements. Potential considerations for co-locating the Magnetic Levitation (Maglev) train adjacent to Corridor A (and also SR-91) include providing a two-column structure with a barrier between the trains and vehicles. Caltrans and Maglev highway R/W, maintenance, safety, and operations considerations would need to be analyzed if shared use with a Maglev facility were pursued. See the MIS Corridor A project for additional considerations. Coordination with Metrolink improvements will be required.

Benefits

The concept would provide congestion relief by providing a direct high-speed/high-capacity connection with Ontario International Airport for Orange County air passengers and business next-day deliveries. Maglev will make the trip in just 14.5 minutes. Relieves congestion on SR-91 by providing additional capacity in the corridor.

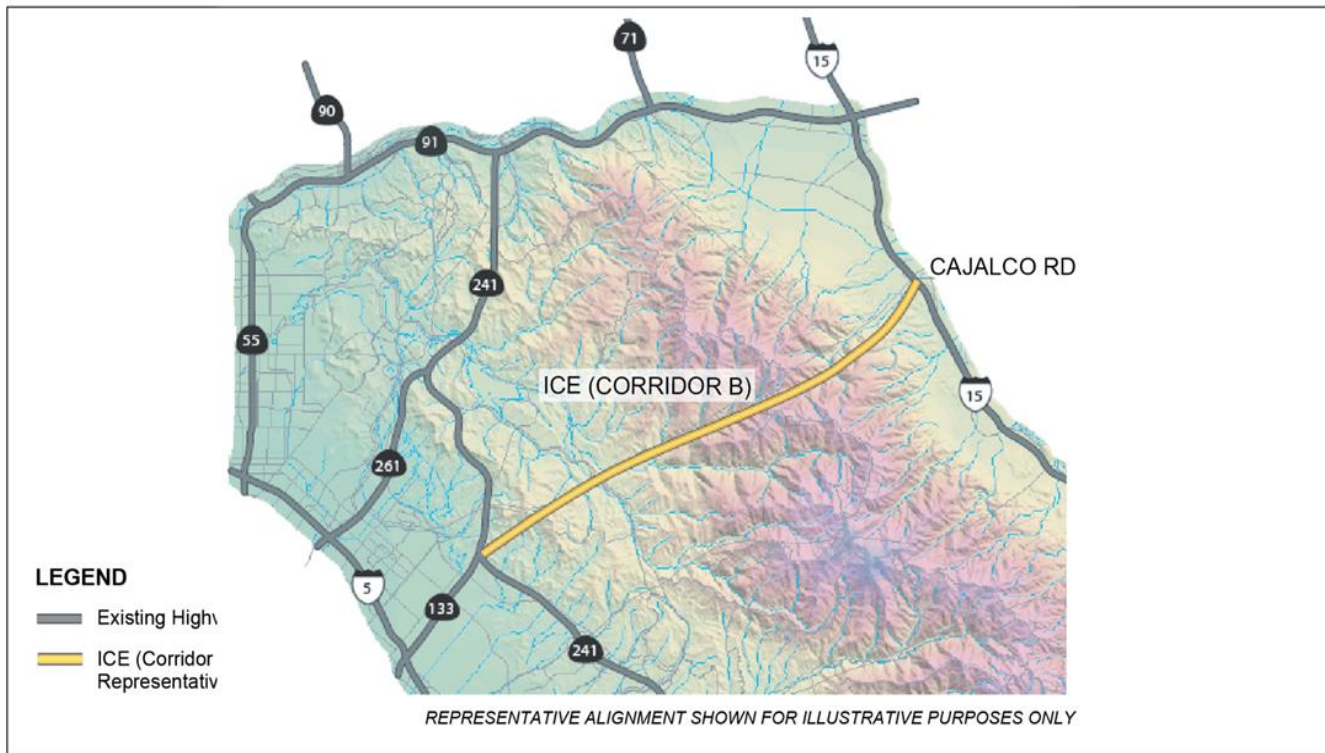
Current Status

Since 2012, no progress on this project has occurred. Preliminary design, engineering and Phases 1 and 2 of a Preliminary Environmental Impact Statement/Environmental Impact Statement (PEIS/EIS) are completed. Congress approved \$45M in SAFETEA-LU for the environmental phase of the project. Construction funding of up to \$7 billion was identified through a loan commitment from the China Export-Import Bank.

Schedule and Cost

Anticipated project completion is to be determined and construction cost is estimated to be from \$2,770,000,000 to \$3,200,000,000 (2012 dollars).

Irvine-Corona Expressway (ICE) from SR-241/SR-133 to I-15



Concept Description

The improvements primarily consist of constructing a highway and rail facility through the Cleveland National Forest with freeway-to-freeway connectors at SR-241/SR-133 and I-15/Cajalco Road. The facility would essentially be a continuation of SR-133 on the west end of the corridor, to I-15 on the east end.

Key Considerations

The tunnel concept is technically feasible based on the geotechnical investigation completed in December 2009. The initial project phase would be the construction of one 2-lane highway tunnel and one rail tunnel. The second project phase would include construction of a second 2-lane highway tunnel. Additional technical studies and geotechnical borings would be needed to refine the tunnel alignments and grades. Costs associated with the Irvine-Corona Expressway (ICE) tunnels are based on the Feasibility Evaluation Report completed in December 2009. A financial analysis will be needed for the construction, operations and toll requirements of the ICE tunnels.

Benefits

The concept would provide significant congestion relief by providing an alternative route between Orange and Riverside counties and would allow vehicles to bypass SR-91 between SR-

241 and I-15. The concept would not disrupt SR-91 traffic during construction and would allow for additional route selection for incident management, emergency evacuation, and for continuity of the highway network by linking SR-133 to I-15.

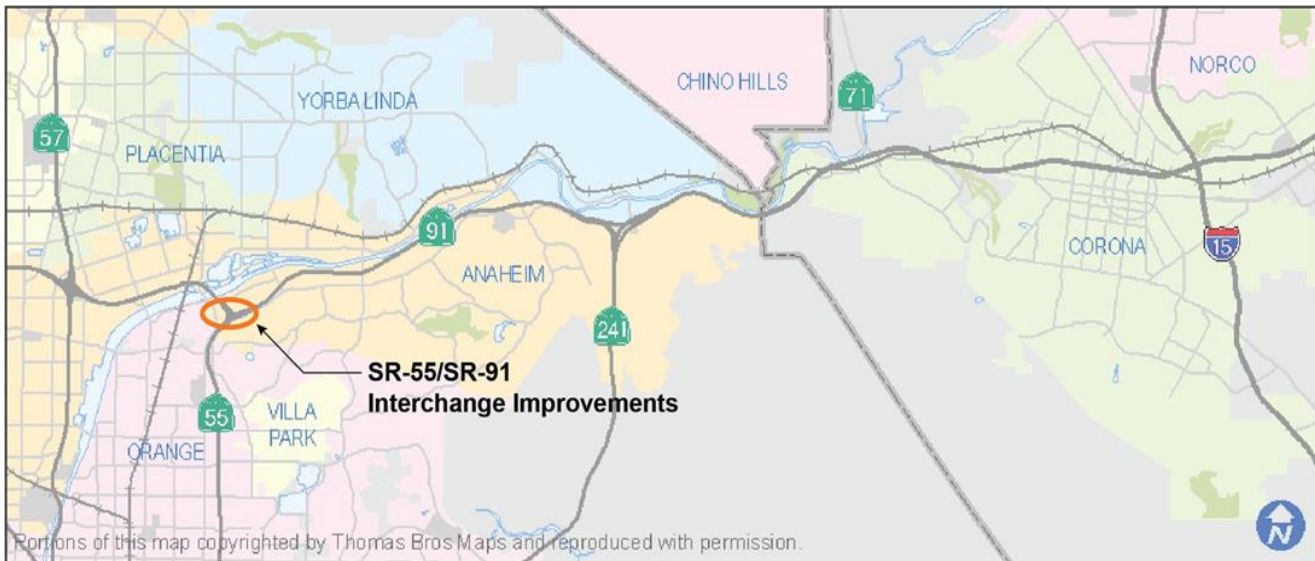
Current Status

On August 27, 2010 the Riverside Orange Corridor Authority Board took action to defer additional study of the ICE concept until such time as financial considerations improve and/or technological advancements warrant reexamination. Review of the concept shall be done annually through the SR-91 Implementation Plan update to determine if any of the major assumptions about financial considerations, private sector interest, or technological advancements have changed to make the tunnel financially viable. (See "ICE status summary" for further discussion).

Schedule and Cost

Anticipated project completion is post-2035 and construction cost is estimated to be \$8,855,000,000 (2009 dollars).

Westbound SR-91 to Southbound SR-55 Connector Improvements



Concept Description

The project consists of operational improvements by modifying the connector to SB SR-55 from WB SR-91. The improvements would extend to Lakeview Avenue to the east and would include a new connector from WB SR-91 to SB SR-55 as a potential right-hand exit.

Key Considerations

Right-of-way impacts, detailed SR-55/SR-91 interchange improvements, and downstream impacts to SR-55 require further evaluation in a subsequent phase of project development. Conceptual design of SR-55/SR-91 would be coordinated with completed improvements at SR-91 and Tustin Avenue, and with the SR-91 Environmental Study Improvements from SR-57 to SR-55. This study is currently being conducted.

Operational enhancements between SR-55 and Lakeview Avenue will provide some benefit for SR-55/SR-91 by addressing WB SR-91 weaving issues. In addition, the proposed WB drop-ramp from Lakeview AV has been designed to accommodate three WB through lanes on either side in order to reduce throwaway costs in the future should the SR-91 be shifted to accommodate a right-hand exit for SB SR-55.

Benefits

Interchange improvements are anticipated to provide congestion relief for WB SR-91 traffic and potentially improve the connection from WB SR-91 to SB SR-55.

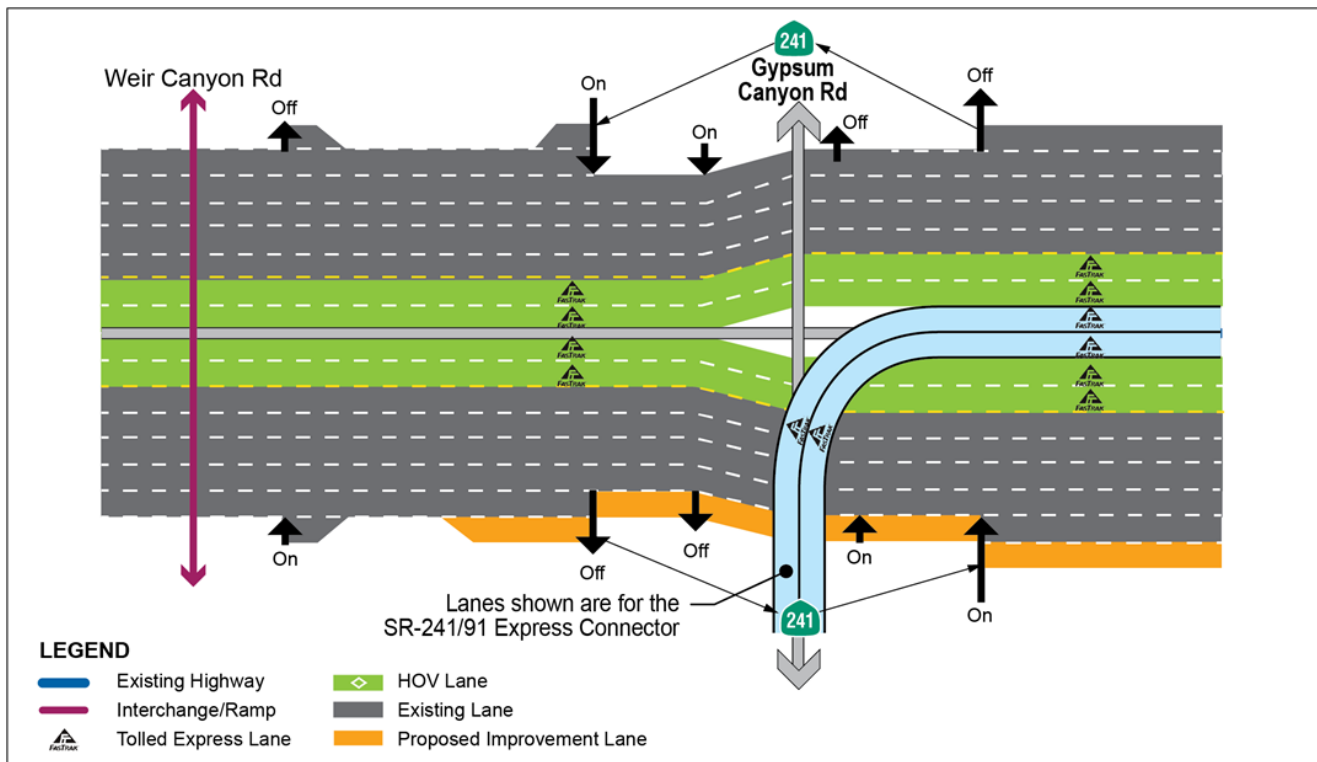
Current Status

SR-55/SR-91 project information was derived from the Final Alternatives Evaluation and Refinement Report, December 2005, by the Riverside County - Orange County Major Investment Study (MIS). Focused SR-91/SR-55 conceptual engineering needs to be scheduled. However, initial conceptual engineering was also studied as part of the SR-91 Feasibility Study Between State Route 57 and State Route 55 Interchange Areas in June 2009, and as part of the SR-91 Environmental Study Improvements from SR-57 to SR-55.

Schedule and Cost

Anticipated project completion is post-2035 and construction cost is estimated to be from \$75,000,000 to \$150,000,000 (2014 dollars).

Eastbound Fifth Lane Addition at SR-241



Concept Description

The location of the proposed EB SR-91 fifth general purpose (GP) lane addition (The Segment) is on EB SR-91 from Weir Canyon Road to the NB SR-241 Connector. The Segment consists of four GP lanes and two managed lanes (91 Express Lanes).

Upstream (westerly) from The Segment the EB SR-91 has 5 GP lanes and the 5th lane drops to the SB SR-241 Connector as some traffic volume exits to the SB SR-241. Downstream from The Segment the EB SR-91 gains the 5th lane back as the NB SR-241 Connector merges with SR-91 in a dedicated lane addition. This 5th lane continues beyond the Riverside County line providing enhanced mobility.

Key Considerations

This segment with four GP lanes might be creating a traffic choke point due to the decrease of capacity, potentially contributing to significant traffic delays passing through this segment along with other traffic issues such as queue jumping, weaving, merging and operational speed differential. However, additional traffic from NB SR-241 to EB SR-91 and Gypsum Canyon Rd on-ramp suggest balancing the number of lanes should be carefully examined. As such, additional capacity will enhance EB freeway operations along this Segment.

Benefits

- 1) Extends the existing 5th EB GP lane easterly and ties it to the existing 5th lane downstream. This could provide capacity enhancement and may result in removing an existing choke point. Significant delay savings is anticipated.
- 2) Potentially eliminate queue jumping in this area from EB SR-91 as well as Weir Canyon Rd.
- 3) Potentially reduce speed differential between through lanes, thus creating a more balanced flow.
- 4) Potentially provide balanced lane utilization at high traffic demand area.

Current Status

Additional traffic analysis and study is required to confirm the benefits to EB SR-91 by the proposed improvements. This location was identified by Caltrans as a high congestion location in the County. The concept is intended to improve the choke point that exists due to the presence of a 4-lane segment between 5-lane freeway segments.

Schedule and Cost

Total project cost, based on Caltrans' estimate, is \$31.25 million. Project schedule has not been determined.

APPENDIX B - COMPLETED PROJECT EXHIBITS

The following exhibits represent completed projects from previous Plans since 2006 and are intended to be used as a reference to illustrate the progress made since the inception of the Plan. Note: some projects listed in the Plan as completed (see Section 1, Project Accomplishments) are not included herein since there was no exhibit created or necessary for use with prior Plans (such as for restriping projects, various safety enhancements, minor operational improvements, etc.).

Project Improvements	Constructed
Green River Road Overcrossing Replacement	March 2009
North Main Street Corona Metrolink Station Parking Structure	June 2009
Eastbound Lane Addition from SR-241 to SR-71	September 2010
Widen SR-91 between SR-55 and SR-241 by Adding a 5 th GP Lane in Each Direction	December 2012
SR-91 WB Lane at Tustin Avenue	April 2016
Metrolink Service Improvements	June 2016
Initial Phase CIP: Widen SR-91 by One GP Lane in Each Direction East of Green River Rd, CD Roads and I-15/SR-91 Direct South Connector, Extension of Express Lanes to I-15 and System/Local Interchange Improvements	July 2017
La Sierra Metrolink Parking Improvements	February 2019

Green River Road Overcrossing Replacement

Appendix Project No: B-1

Actual Completion: March 2009

Project Costs

Capital Cost	\$ 21,000,000
Support Cost	\$ 3,000,000
R/W Cost	\$301,000
Total Project Cost	\$ 24,301,000

Project Schedule

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed

Project Description

Improvements primarily consist of replacing the existing Green River Road overcrossing with a new six-lane wide, 4-span overcrossing to accommodate future widening of SR-91. The interior spans will accommodate up to eight mainline lanes in each direction including two HOV lanes. The exterior spans can accommodate two lanes, either for auxiliary lanes or collector distributor roads. Entrance and exit ramps will be realigned and widened to accommodate the new bridge, yet the interchange will retain its current configuration. New signals will be installed at the ramp intersections. Ramp and bridge improvements will be constructed within existing right of way.

Key Considerations

Design interface is required with the Eastbound Lane Addition from SR-241 to SR-71, SR-71/SR-91 Interchange Improvements, SR-91 Corridor Improvement Project, and SR-241/SR-91 HOV/HOT Connector.

Benefits

The project will improve the level of service at ramp and local street intersections at the interchange. Improvements will reduce ramp queues that extend into the freeway's general purpose lanes, thus contributing to congestion relief on SR-91.

Current Status

The project began construction in March 2007 and was completed in March 2009.

Project Schedule Caltrans Equivalents:

Preliminary Engineering = PID

Environmental = PA/ED

Design = PS&E

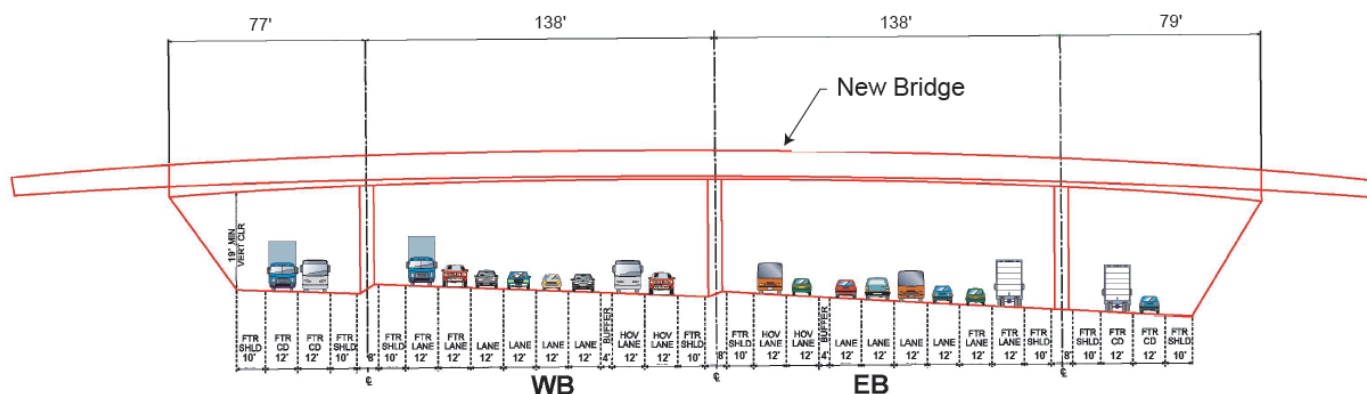
Abbreviations:

CD = Collector Distributor Lane

FTR = Future

HOV = High Occupancy Vehicle

SHLD = Shoulder



GREEN RIVER BRIDGE CROSS-SECTION

NOTE: All dimensions are approximate



North Main Street Corona Metrolink Station Parking Structure

Appendix Project No: B-2

Actual Completion: June 2009

Project Costs

Capital Cost	\$ 20,000,000
Support Cost	\$ 5,000,000
R/W Cost	\$0
Total Project Cost	\$ 25,000,000

Project Schedule

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed

Project Description

The project provides a six level parking structure with 1,065 parking stalls. The construction is within the existing North Main Street Metrolink station property in Corona.

Key Considerations

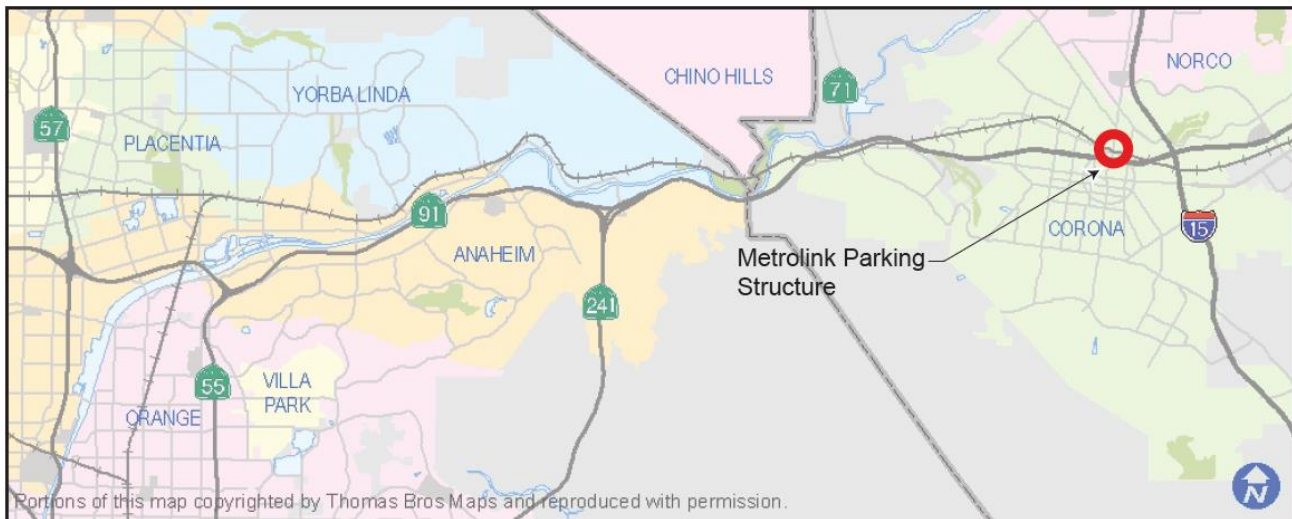
Proposed improvements were constructed within existing right of way. Currently there are 700 users of the facility, 200 more that were previously able to accommodate. Additionally RCTC has opened up the lot to park and ride carpools and vanpools and has issued over 120 permits for carpools to use the expanded station. This shows an added benefit of supporting carpooling as well as transit to offset congestion on SR-91.

Benefits

Demand for parking currently exceeds the capacity at the North Main Street Corona station. New parking capacity will allow Metrolink ridership to increase thereby diverting vehicle trips from SR-91.

Current Status

Construction was initiated in January 2008 and was completed in June 2009. The project was funded with Federal Congestion Management and Air Quality (CMAQ) funds.



Eastbound Lane Addition from SR-241 to SR-71

Appendix Project No: B-3

Actual Completion: September 2010

Project Cost Estimate

Capital Cost	\$ 41,000,000
Support Cost	\$ 8,000,000
R/W Cost	\$ 2,200,000
Total Project Cost	\$ 51,200,000

Project Schedule

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed

Project Description

The project will provide an additional eastbound (EB) lane from the SR-91/SR-241 interchange to the SR-71/SR-91 interchange and will widen all EB lanes and shoulders to standard widths.

Key Considerations

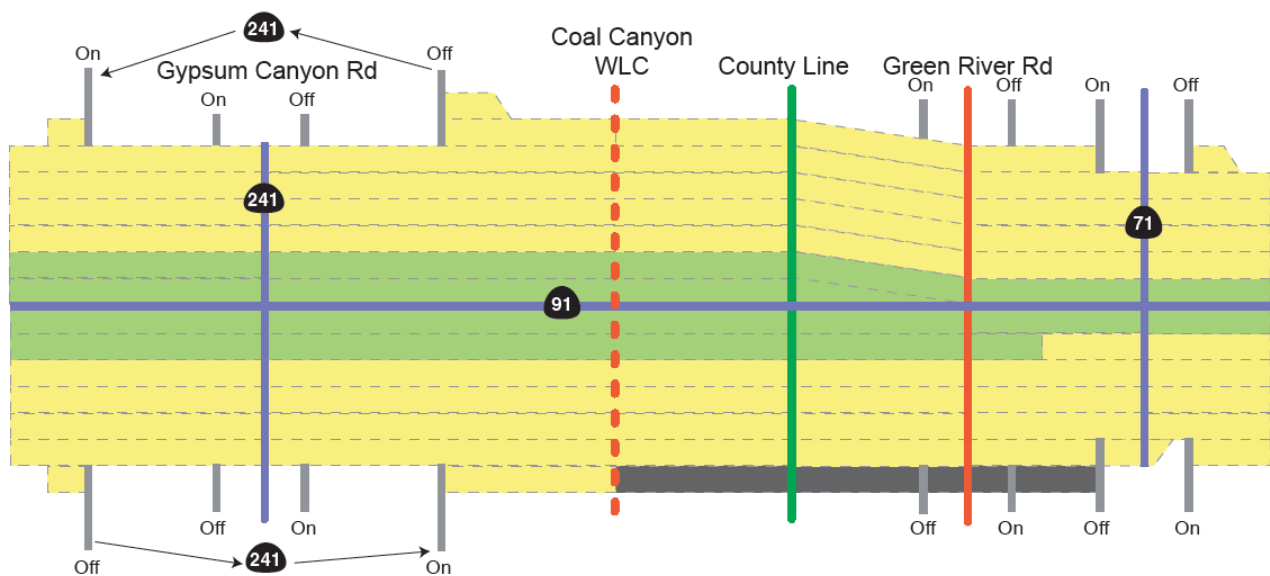
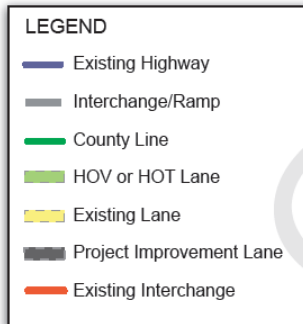
Coordination with the SR-91 Corridor Improvement Projects (Project #3 and #11) will be required. Staged construction would be required for all ramp reconstruction and freeway widening. Freeway operations would most likely be affected by this project, however, freeway lane closures are not anticipated. An EB concrete shoulder will be constructed with a 12 foot width to provide for future widening as contemplated by Project #3 and #11.

Benefits

The lane addition would help to alleviate the weaving condition between SR-241 and SR-71, as well as remove vehicles from the SR-91 mainline that would be exiting at Green River Road and SR-71.

Current Status

Funding is from the American Recovery and Reinvestment Act (ARRA) with \$71.44M approved, and the balance of project costs are from other sources. Construction began in late 2009 and was completed in September 2010.



Widen SR-91 between SR-55 and SR-241 by Adding a 5th GP Lane in Each Direction

Appendix Project No: B-4 Actual Completion: January 2013

Project Costs

Capital Cost	\$ 65,005,000
Support Cost	\$ 19,639,000
R/W Cost	\$ 573,000
Total Project Cost	\$ 85,217,000

Project Schedule

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed

Project Description

This project proposes capacity and operational improvements by adding one general purpose (GP) lane on eastbound (EB) SR-91 from the SR-55/SR-91 connector to east of the Weir Canyon Road interchange and on westbound (WB) SR-91 from just east of Weir Canyon Road interchange to the Imperial Highway (SR-90) interchange. Additionally, this project would facilitate truck traffic approaching the truck scales in both directions.

Key Considerations

Caltrans is not considering relocation of the truck scales at this time.

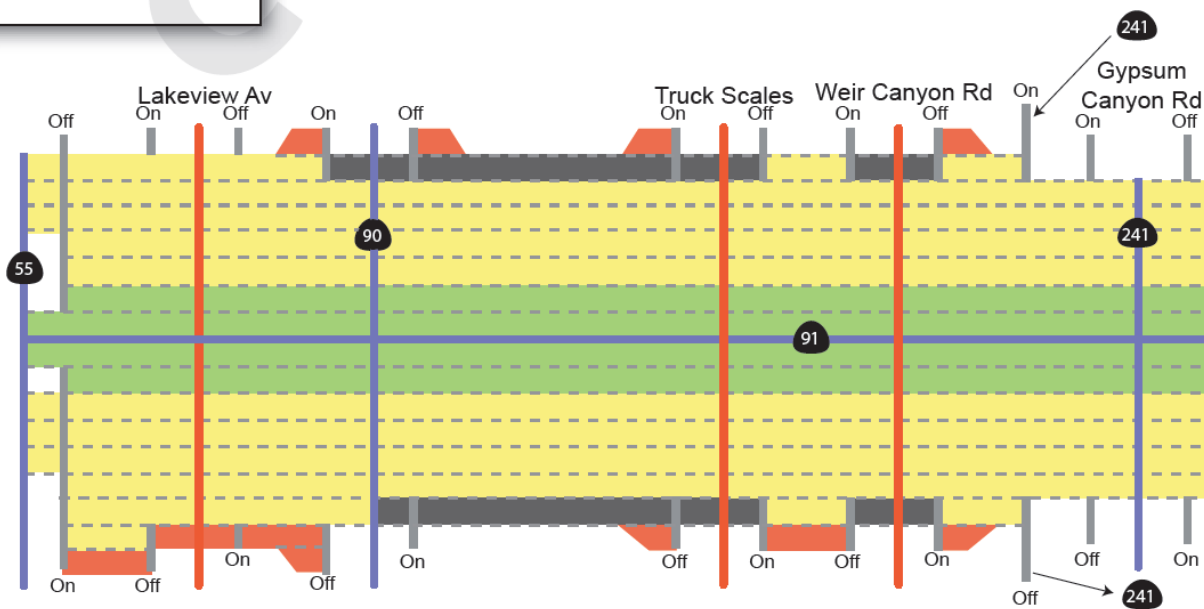
Benefits

Alleviates congestion on WB SR-91 by eliminating the lane drop at the truck scales and providing a continuous GP lane to SR-90. Alleviates congestion on EB SR-91 by eliminating the lane drop for northbound (NB) SR-55 at SR-91 by providing an auxiliary lane to Lakeview Avenue, and at SR-90 by providing a continuous GP lane through Weir Canyon

Construction was completed in January 2013. The project received \$22M of Corridor Mobility Improvement Account (CMIA) funding and \$74M of State Transportation Improvement Program (STIP) Augmentation funds.

LEGEND

- Existing Highway
- Interchange/Ramp
- Existing Interchange
- HOV or HOT Lane
- Existing Lane
- Project Improvement Lane
- Auxiliary Lane



NOTE: FAIRMONT BLVD IS CONTINGENT UPON IMPLEMENTATION OF THE PROJECT



SR-91 WB Lane at Tustin Avenue

Appendix Project No: B-5 Actual Completion: April 2016

Project Cost Estimate*

Capital Cost	\$ 22,218,000
Support Cost	\$ 16,382,000
R/W Cost	\$ 4,682,000
Total Project Cost	\$ 43,282,000

Project Schedule

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed

Project Description

The project will add a westbound (WB) auxiliary lane on SR-91 beginning at the northbound (NB) SR-55 to WB SR-91 connector through the Tustin Avenue interchange. This project includes approximately 1.1 lane miles.

Key Considerations

Build Alternative 3 was selected from the Project Study Report (PSR), *On Westbound (WB) SR-91 Auxiliary Lane from the Northbound (NB) SR-55/WB SR-91 Connector to the Tustin Avenue Interchange*, and requires additional right-of-way. City of Anaheim utilities are within close proximity of the proposed widening section. Widening of the Santa Ana River bridge is required. Coordination with the City of Anaheim occurred for widening of Tustin Avenue and the WB SR-91 Off-Ramp that was completed in early 2011.


Benefits

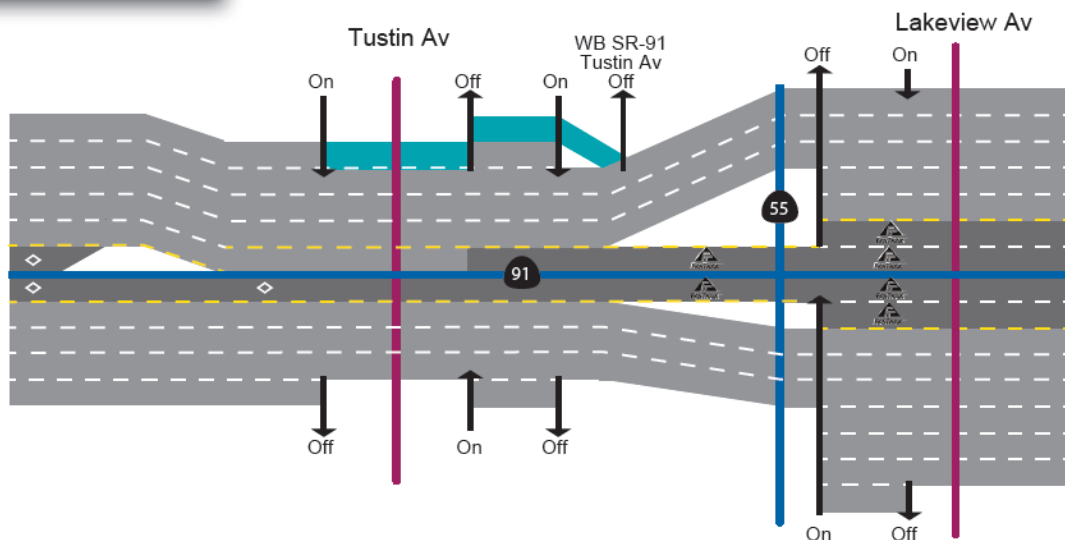
The project would reduce or eliminate operational problems and deficiencies on this section of WB SR-91 including weaving and merging maneuvers. This project would also address choke-point conditions, which are caused primarily by extensive weaving between the NB SR-55 to WB SR-91 connector and the WB SR-91 off-ramp to Tustin Avenue.

Current Status

Preliminary engineering was completed and approved by Caltrans. The environmental phase was completed in November 2010, and design was completed in mid-2013. Construction was initiated in February 2014. The project received \$14M from the Proposition 1B State-Local Partnership Program (SLPP), \$14M from Measure M, with the balance from Regional Improvement Program (RIP) funds. Contract acceptance and open to traffic in May 2016.

LEGEND

- Existing Highway
- Interchange/Ramp
- County Line
- ◇ HOV Lane
-  Tolled Express Lane
- Existing Lane
- Proposed Improvement Lane



Metrolink Service Improvements

Appendix Project No: B-6

Actual Completion: 2016

Project Cost Estimate*

IEOC Service Cost	\$ 1,160,000
Perris Valley Line Cost	\$ 248,000,000
Total Metrolink Costs	\$ 249,160,000

Project Schedule

Complete 2016

* Costs from OCTA and RCTC
(in 2015 dollars)

Project Description

There are sixteen daily trains that run on the IEOC Line and nine trains running on the Los Angeles to Riverside portion of 91/Perris Valley (91/PV) Line for a total of 25 daily trains. The long-term service improvements will include 24 IEOC trains by 2030.

The Perris Valley portion of the 91 Line extends Metrolink service southeast by 25 miles, from Riverside to Perris. The project is located within the right of way of the existing San Jacinto Branch Line through Riverside, Moreno Valley and Perris. Construction began in October 2013, cost approximately \$248 million, and the extension opened to the public in June 2016. The inaugural schedule (December 2015) includes nine trains through to Los Angeles and 12 between Perris and Riverside.

Key Considerations

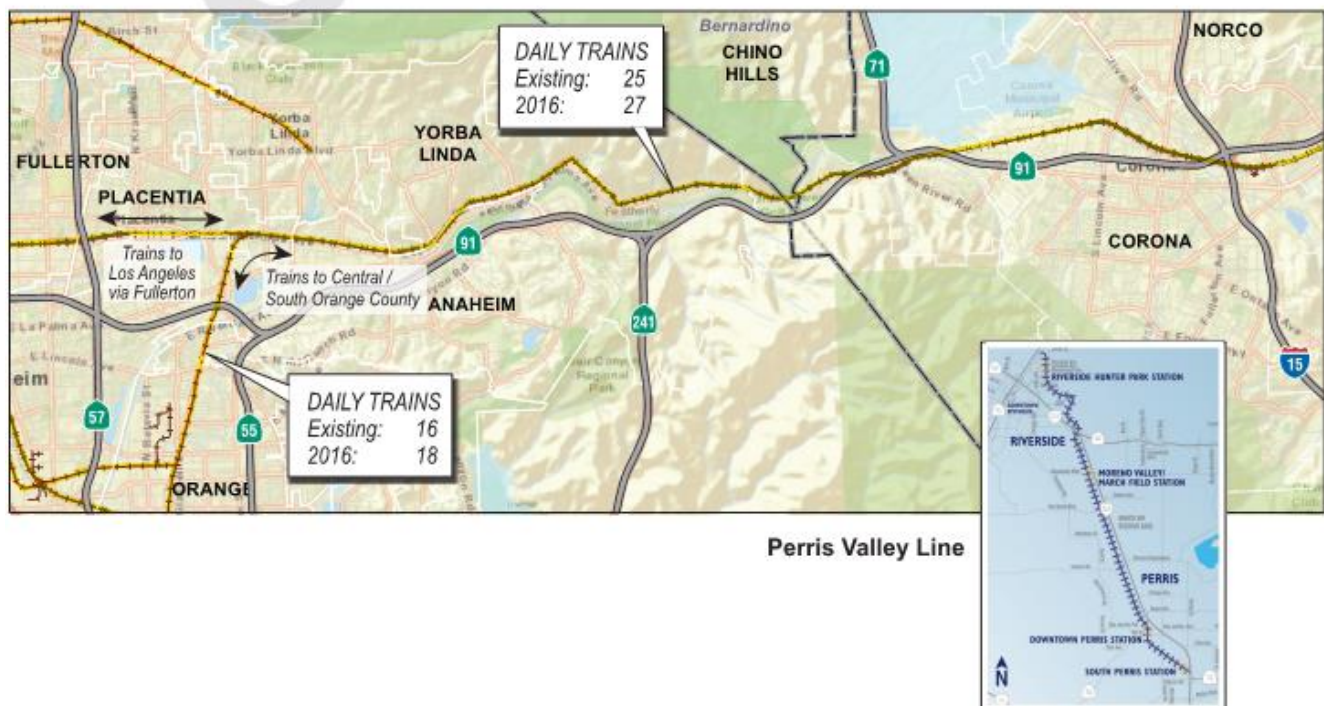
Construction of the new Placentia Metrolink station will improve passenger access to the 91/PV Line, by creating a station between Fullerton and Corona. Improvements at the Anaheim Canyon station are designed to account for future expansion of the IEOC rail service.

Benefits

Enables development of expanded Metrolink service, improved efficiency, and fosters train ridership growth in the region, which will contribute to congestion relief on SR-91.

Current Status

Two additional IEOC Line roundtrips were added in late 2015, and in mid-2016, nine trains began service on the Perris Valley extension to the 91/PV Line.



Initial Phase CIP: Widen SR-91 by One GP lane In Each Direction East of Green River Road, CD Roads and I-15/SR-91 Direct South Connector, Extension of Express Lanes to I-15 and System / Local Interchange Improvements

Project No: B-7

Actual Completion: 2017

Project Cost Estimate*

Total Capital Cost	\$ 1,161,000,000
Support Cost	\$ 246,000,000
Total Project Cost	\$ 1,407,000,000

Project Schedule**

Preliminary Engineering	Completed
Environmental	Completed
Design/Construction	2013-2017

* Cost obtained for Initial Phase is from RCTC (2014 dollars)

** Schedule for Initial Phase; subsequent phase for Ultimate Project anticipated in 2035

Project Description

The approved Project Study Report (PSR) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, includes the addition of a 5th general purpose lane in each direction, the addition of auxiliary lanes at various locations, additional lanes at the SR-71/SR-91 interchange (Project #5), and collector-distributor (CD) lanes at the I-15/SR-91 interchange. Subsequently, the Riverside County Transportation Commission's (RCTC) 10-Year Delivery Plan recommended the following in addition to the PSR recommended improvements: the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of SR-91 (EB/WB)/I-15 (SB/NB) Express Lanes median direct connectors, and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road, and northerly to I-15/Hidden Valley Parkway. An Express Lanes ingress/egress lane is also planned near the County Line. Due to economic conditions, a Project Phasing Plan was developed to allow an Initial Phase with reduced improvements to move forward as scheduled, with the remaining ultimate improvements to be completed later. The following is a summary of the deferred ultimate improvements: I-15/SR-91 median North Direct Connector, and I-15 Express Lanes North to Hidden Valley Parkway (Project #9); general purpose lanes and Express Lanes from I-15 to Pierce Street; and general purpose lanes from SR-241 to SR-71. The I-15 Express Lanes to be extended from Ontario Avenue to Cajalco Road are included in RCTC's I-15 Express Lane Project with an anticipated completion in 2020.

Key Considerations

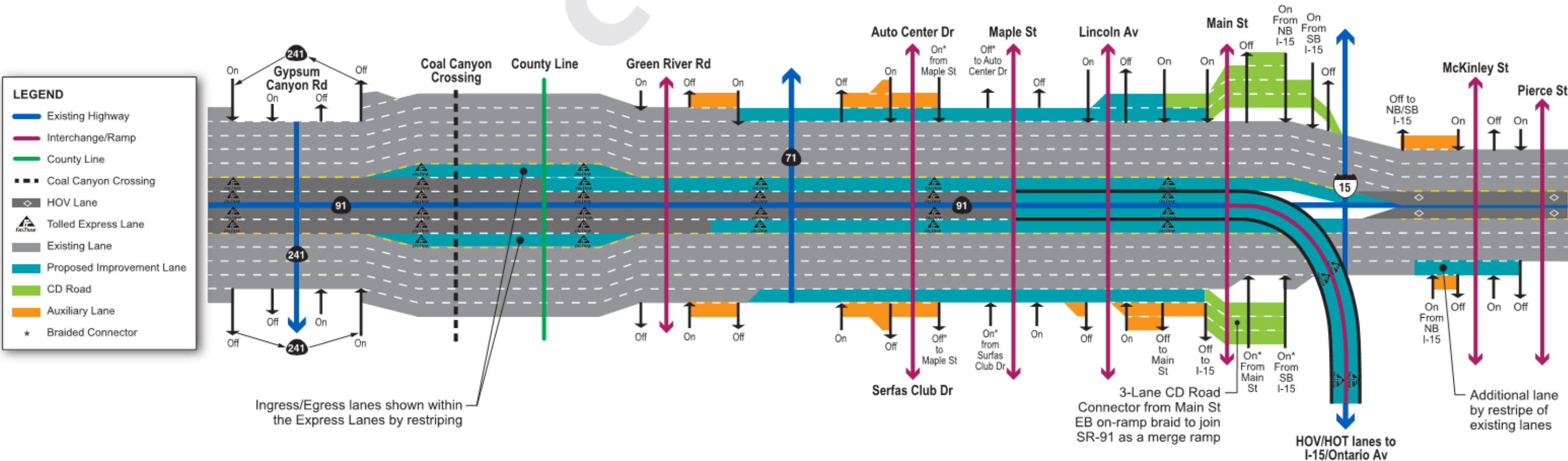
Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 Interchange, the SR-241/91 Express Connector, and RCTC's I-15 Express Lane Project.

Benefits

The Initial Phase and Ultimate CIP projects will reduce congestion and delays by providing additional SR-91 capacity from SR-241 to Pierce Street, along I-15 from SR-91 to Cajalco Road to the south, and to Hidden Valley Parkway to the north. Traffic operations will improve by eliminating or reducing weaving conflicts along SR-91 and I-15 by the use of CD roads and auxiliary lanes. The project will provide motorists a choice to use Express Lanes for a fee in exchange for time savings.

Current Status

The environmental phase was completed in Fall 2012. A Design-Build contractor was selected in May 2013 and construction activities began in early 2014 for the Initial Phase. The project is anticipated to open to traffic in Spring 2017 with final project acceptance anticipated at the end of 2017.



La Sierra Metrolink Parking Improvements



*Image source:
Riverside Transit Agency, April 2019*

Project Description

There are currently 1,000 spaces available. RCTC is implementing a parking lot expansion to include an additional 496 spaces and six bus bays to accommodate RTA Express Lane Service 200 that originates at Metrolink San Bernardino Transit Center with stops along Riverside Downtown Metrolink Station, Metrolink La Sierra, the Village at Orange, ARTIC, Disneyland, and Anaheim Convention Center, as well as other potential bus routes in the future.

Benefits

The 496 parking spaces will provide for existing and future demand. The parking lot expansion will provide for ADA parking, RTA express service, commuter rail, and vanpool.

Current Status

Construction and project implementation has begun.

Schedule and Cost

Construction was completed in February 2019. The project cost is estimated to be \$6,260,000.

APPENDIX C - REFERENCES

The following documents and resources were used in the development of the 2020 Plan. Data was provided by OCTA, RCTC, Caltrans Districts 8 and 12, Transportation Corridor Agencies (TCA), other agencies, and online resources.

Measure M Next 10 Delivery Plan (Next 10 Plan), November 14, 2016

Riverside Transit Agency, Ten-Year Transit Network Plan, January 22, 2015

PSR-PDS on Route 91 Between SR-57 and SR-55, October 2014

PS&E for "Westbound State Route 91 Auxiliary Lane from the NB SR-55/WB SR-91 Connector to the Tustin Avenue Interchange", 2014

PS&E for Initial SR-91 CIP Project, 2014

California Transportation Commission, Corridor Mobility Improvement Account (CMIA), Amended December 2012

M2020 Plan (Measure M), September 2012

PSR-PDS for SR-241/SR-91 Tolloed Express Lanes Connector, January 2012

Project Report and Environmental Document (EIR/EIS) for SR-91 CIP from SR-241 to Pierce Street Project, October 2012

PS&E "On State Route 91 Between the SR-91/SR-55 Interchange and the SR-91/SR-241 Interchange in Orange County", April 2011

Corridor System Management Plan (CSMP) Orange County SR-91 Corridor Final Report, August 2010

Project Study Report/Project Report "Right of Way Relinquishment on Westbound State Route 91 Between Weir Canyon Road and Coal Canyon", May 2010

SR-91/Fairmont Boulevard Feasibility Study, December 2009

Feasibility Evaluation Report for Irvine-Corona Expressway Tunnels, December 2009

Plans, Specifications and Estimates (PS&E) for Eastbound SR-91 lane addition from SR-241 to SR-71, May 2009

PSR "On State Route 91 Between the SR-91/SR-55 Interchange and the SR-91/SR-241 Interchange in Orange County", April 2009

91 Express Lanes Extension and State Route 241 Connector Feasibility Study, March 2009

PSR/PR "On Gypsum Canyon Road Between the Gypsum Canyon Road/SR-91 Westbound Off-Ramp (PM 16.4) and the Gypsum Canyon Road/SR-91 Eastbound Direct On-Ramp (PM 16.4)", June 2008

Orange County Transportation Authority Renewed Measure M Transportation Investment Plan, November 2006

Riverside County-Orange County Major Investment Study (MIS) – Final Project Report: Locally Preferred Strategy Report, January 2006

California – Nevada Interstate Maglev Project Report, Anaheim-Ontario Segment; California-Nevada Super Speed Train Commission, American Magline Group, August 2003

Route Concept Reports for SR-91, Caltrans Districts 8 and 12

Various Preliminary Drawings and Cross Sections, Caltrans Districts 8 and 12

Draft 2020 State Route 91 Implementation Plan



SR-91 Implementation Plan

- Required by SB 1316 (Chapter 714, Statutes 2008)
- Updated annually to capture past, present, and future projects along SR-91
 - I-15 to SR-57
- Not financially constrained
- Bi-county collaborative effort

SR-91 – State Route 91
I-15 – Interstate 15
SR-57 – State Route 57

Culmination of Efforts

- Eight projects completed



- \$1.9 billion invested

Culmination of Efforts (continued)

- 66.5 lane miles added



- 15 percent increase in throughput

Culmination of Efforts (continued)

Benefits of Coordinated Efforts

- Addresses population/traffic growth
- Provides seamless connectivity between the counties
- Increases travel options
- Improves quality of life



Guiding Principles

- SR-91 corridor improvements phased in such a way that will minimize traffic impacts to the corridor
- Optimize vehicle throughput at free flow speeds and increase vehicle occupancy
- Balance capacity and demand to serve toll customers and carpoolers (3+) at a discounted rate
- Generate sufficient revenue to sustain the financial viability of the 91 Express Lanes
- Pay debt service and maintain debt service coverage
- Reinvest net revenues on the SR-91 corridor to improve regional mobility, when appropriate

Orange County Projects

- SR-91 improvements between SR-57 and SR-55
- Anaheim Canyon Metrolink Station improvements
- Placentia Metrolink Rail Station
- Fairmont Boulevard improvements



SR-55 - State Route 55

Riverside County Projects

- 15/91 Express Lanes Connector
- SR-71/SR-91 interchange
- Improvements east of I-15



SR-71 - State Route 71

Bi-County Projects

- Express Bus Service
- SR-91 Corridor Operations Project
- General-purpose lane addition (SR-241 to SR-71)
- SR-241/SR-91 Tolled Express Lanes Connector



SR-241 – State Route 241

Project Sequencing

- Consensus between OCTA, RCTC, Caltrans, and TCA in October 2019
- Allows for streamlining of the SR-241/SR-91 Tolloed Express Lanes Connector while minimizing impacts to the 91 corridor
- Proposes the following sequence of project implementation:
 1. 15/91 Express Lanes Connector
 2. SR-91 Corridor Operations Project
 3. SR-71/SR-91 Interchange Improvements*
 4. SR-241/SR-91 Tolloed Express Lanes Connector

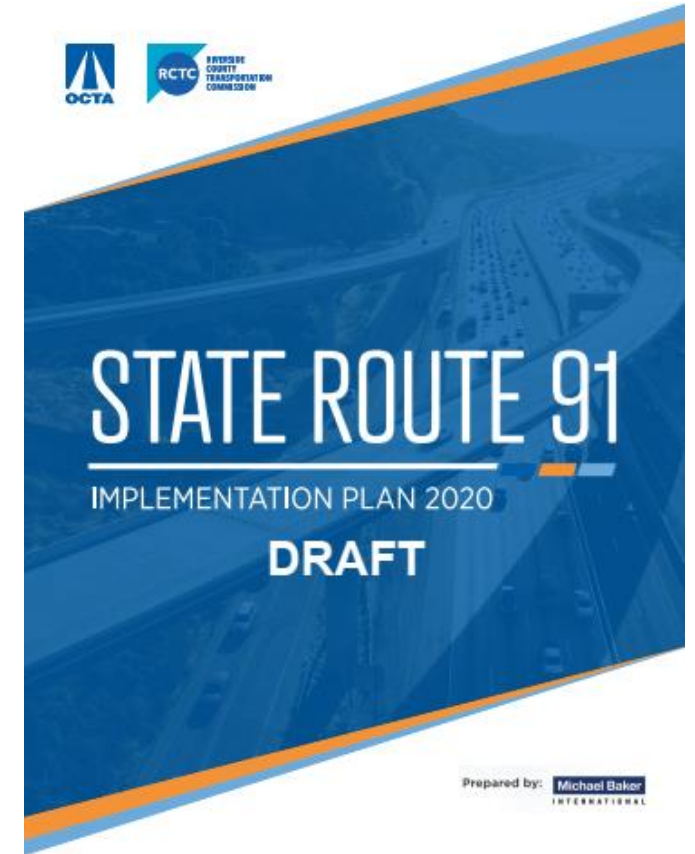


*SR-241/SR-91 Tolloed Express Lanes Connector is not dependent upon completion of SR- 71/SR-91 Interchange improvements

OCTA – Orange County Transportation Authority
RCTC – Riverside County Transportation Commission
Caltrans – California Department of Transportation
TCA – Transportation Corridor Agencies

Recommendation/Next Steps

- Receive and file as an information item
- Continue project implementation efforts
- Continue seeking external funding opportunities





RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

CORONAVIRUS (COVID-19) IMPACTS TO THE 91 EXPRESS LANES

State Route 91 Advisory Committee

June 5, 2020

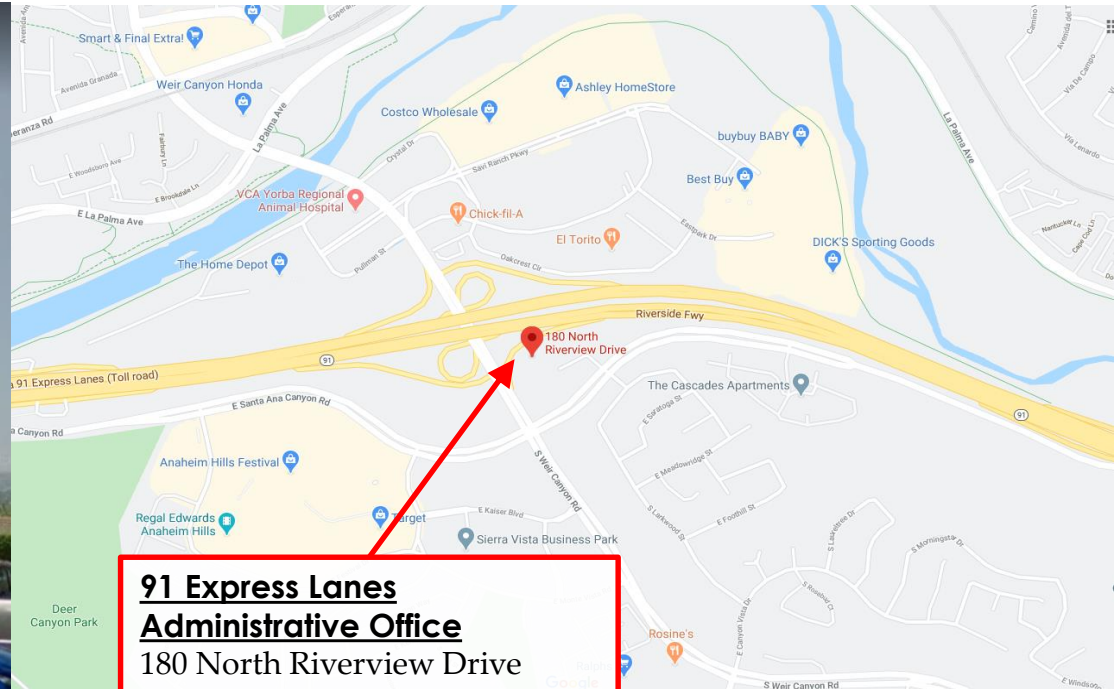




IMPACTS TO DAILY OPERATIONS



Administrative Office - Anaheim



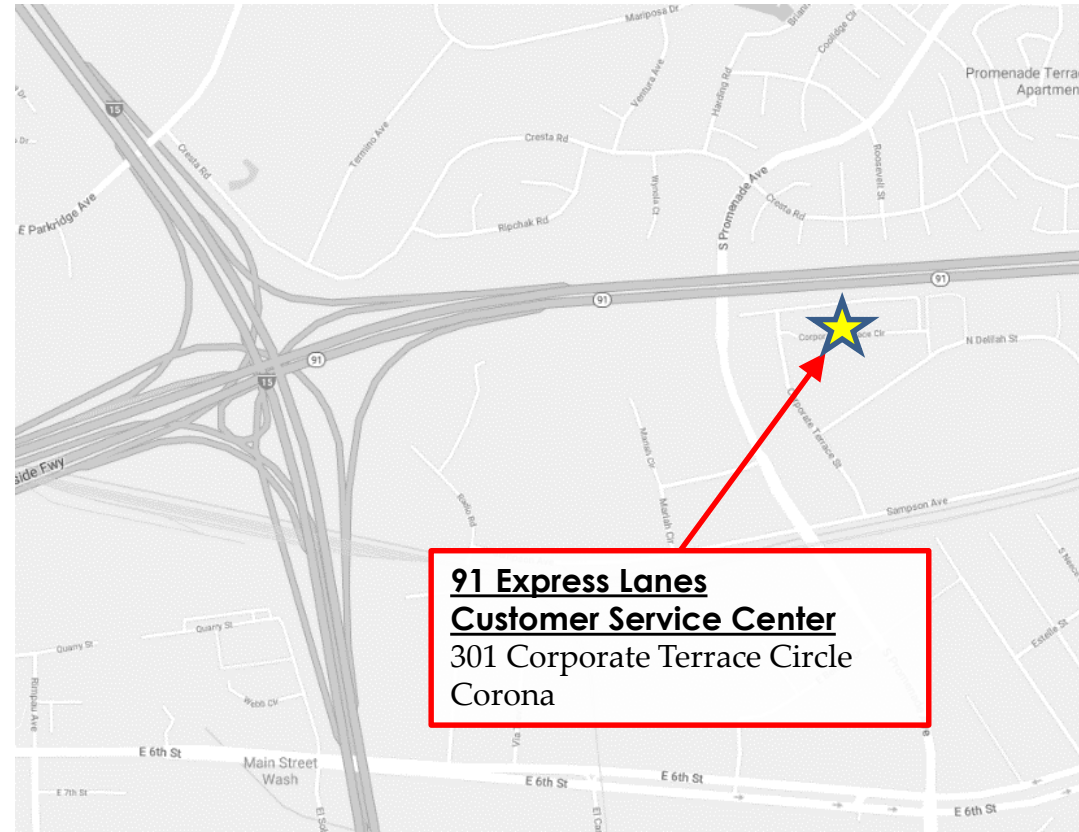
91 Express Lanes
Administrative Office
180 North Riverview Drive
Anaheim

Administrative Office - Anaheim

- No face-to-face customer interactions
- Reduced staff with core functions operating
 - Traffic operations center
 - Incident management
- Additional sanitizing and social distancing



Customer Service Center - Corona



Customer Service Center - Corona

- Closed the customer walk-in center
- Maintaining Customer Service
 - Call center
 - Website
- Additional sanitizing and social distancing
 - Operator employees
 - Riverside County Health Orders



Customer Fees

- Account fees
 - Standard Plan and Express Club
 - Temporarily discontinued
- Non-sufficient fund fees
 - Credit card transactions
 - Discontinued
- Resumption of fees
 - More normal operating conditions



Violations Processing

- Customer collections – escalated violations
 - Calls and letters
 - Temporarily discontinued
- Transmittal of violation files to collections agency
 - Temporarily discontinued
- California Franchise Tax Board
 - Tax return intercept program
 - Temporarily discontinued



Toll Rates - RCTC

- Initial March rate reductions
 - Peak periods, mornings and afternoons
 - Comparable to adjacent “shoulder” periods
- Periodic toll rate assessment
 - Data-driven analysis
 - Consistent with approved toll policy
- April rate reductions
- Future rate changes



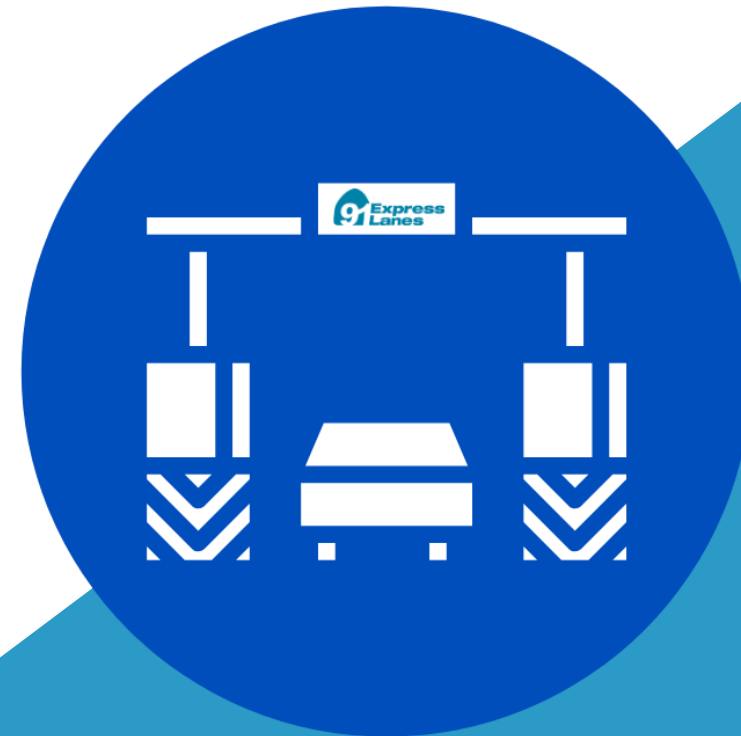
Toll Rates - OCTA

- Received Board approval to temporarily modify Toll Policy
- Temporary suspension of holiday toll rate schedules
- Ability to cancel automatic July 1 cost-of-living adjustments
- Next toll adjustment scheduled for July 1, 2020



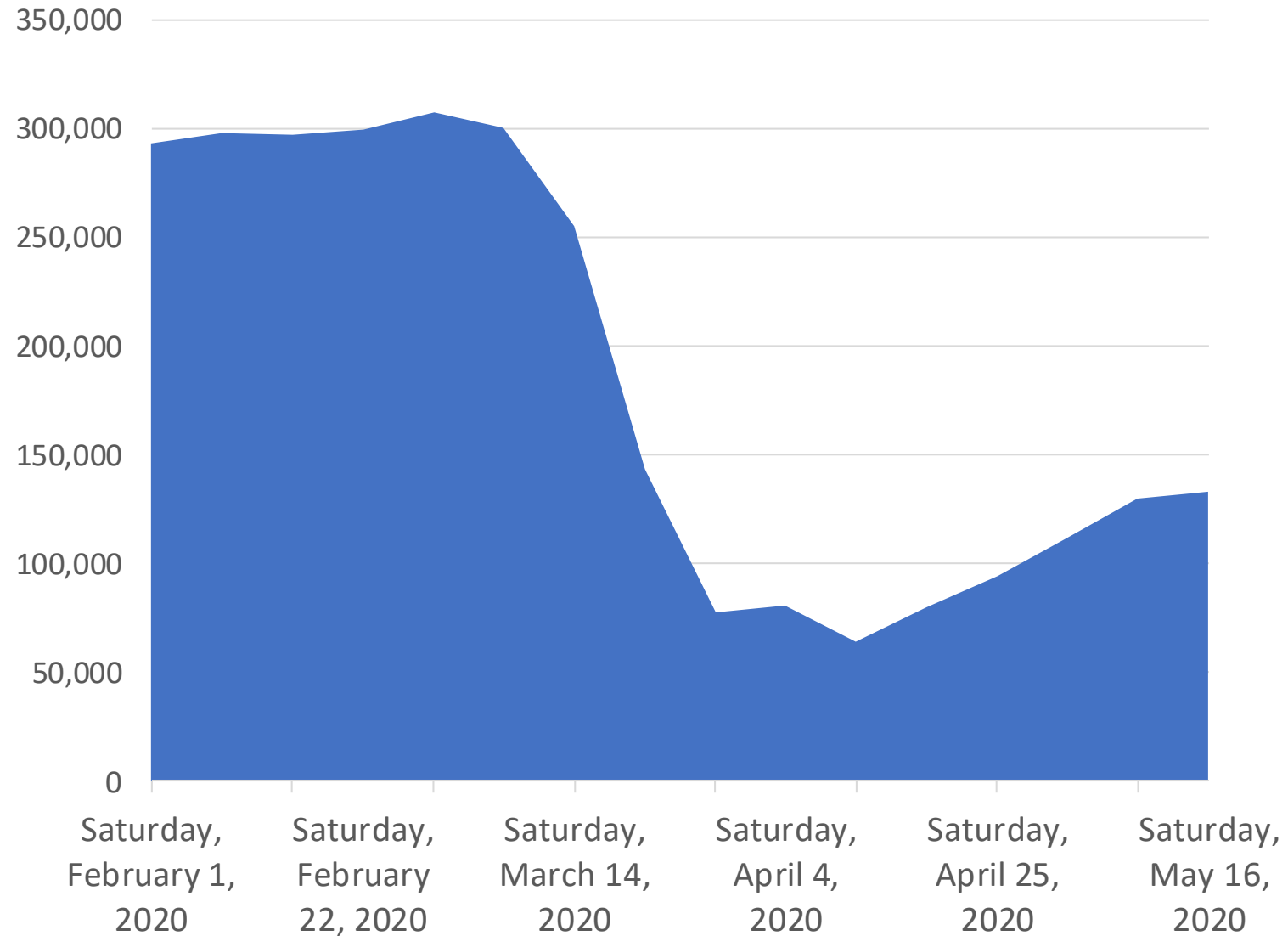


IMPACTS TO EXPRESS LANES TRAFFIC AND TOLL REVENUE



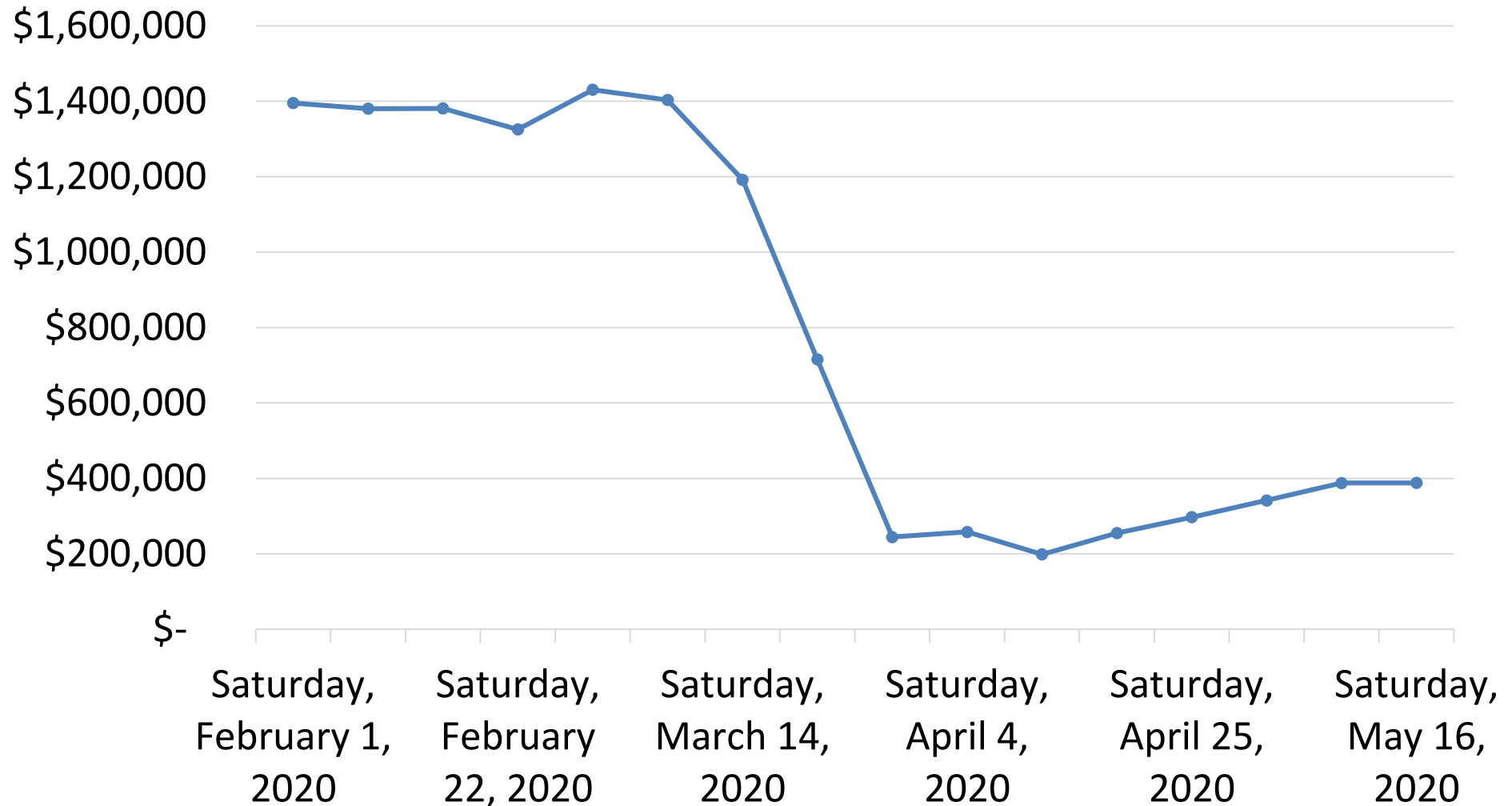
Riverside County

Weekly Traffic Volumes

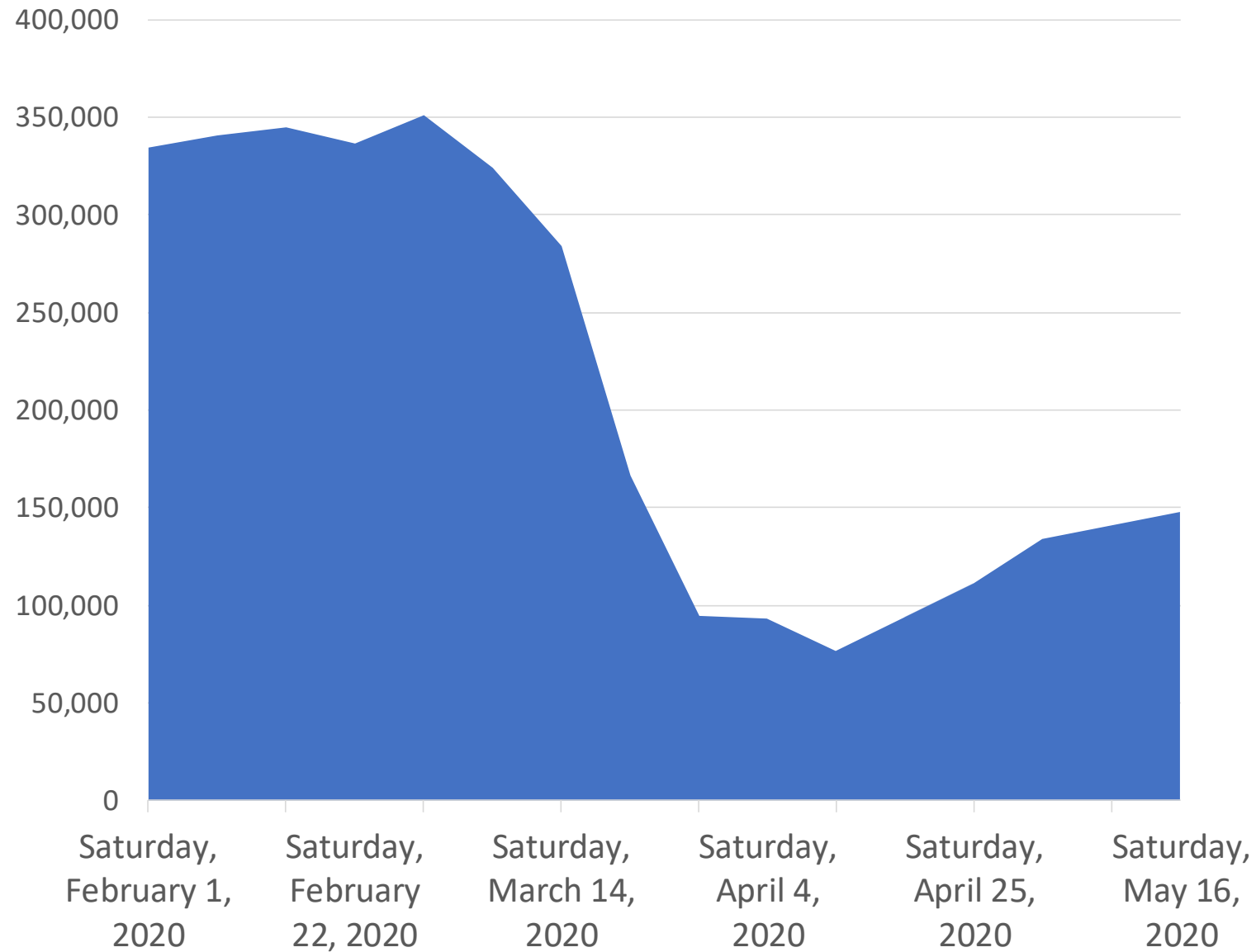


Riverside County

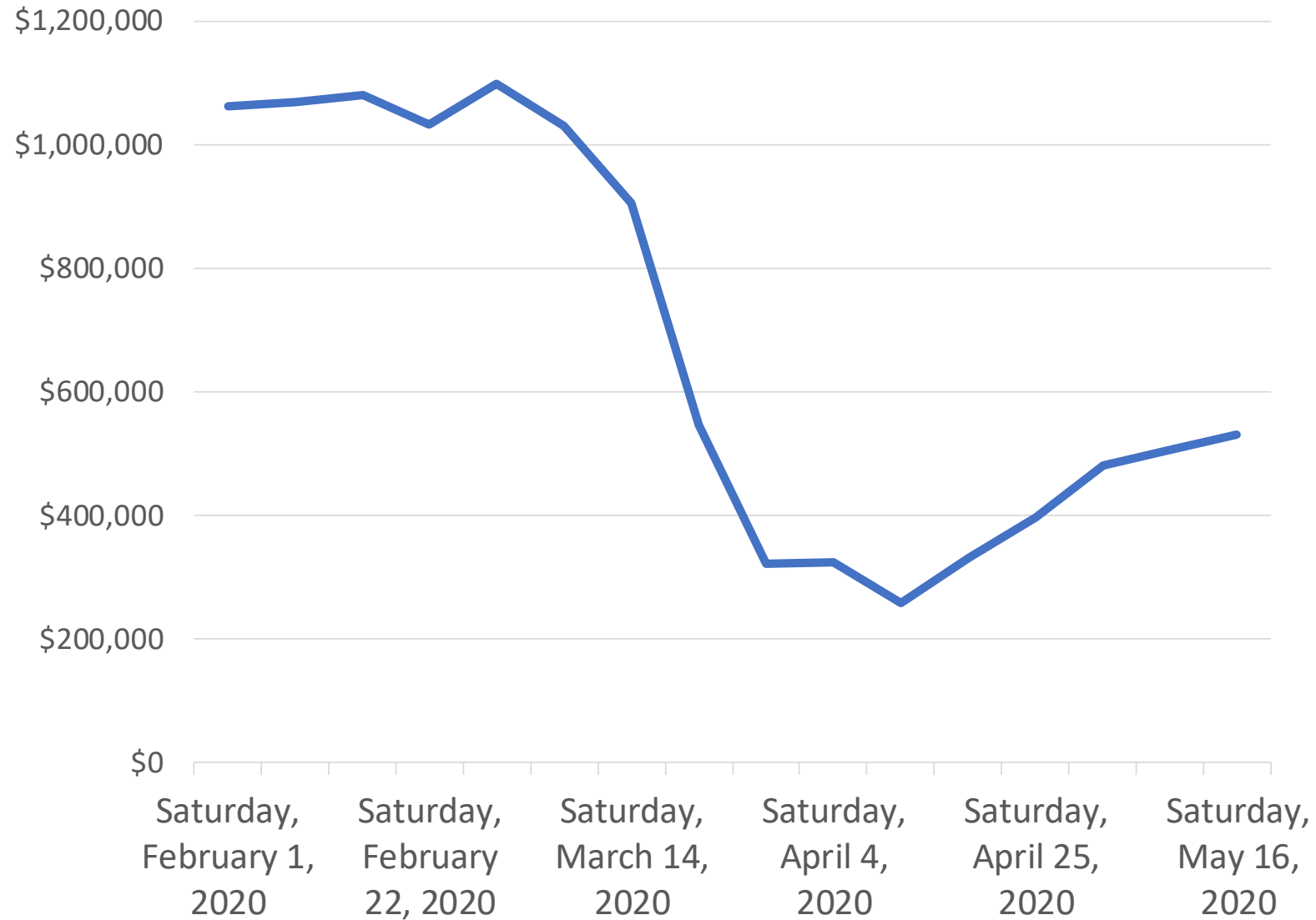
Weekly Potential Revenue



Orange County Weekly Traffic Volumes



Orange County Weekly Potential Revenues



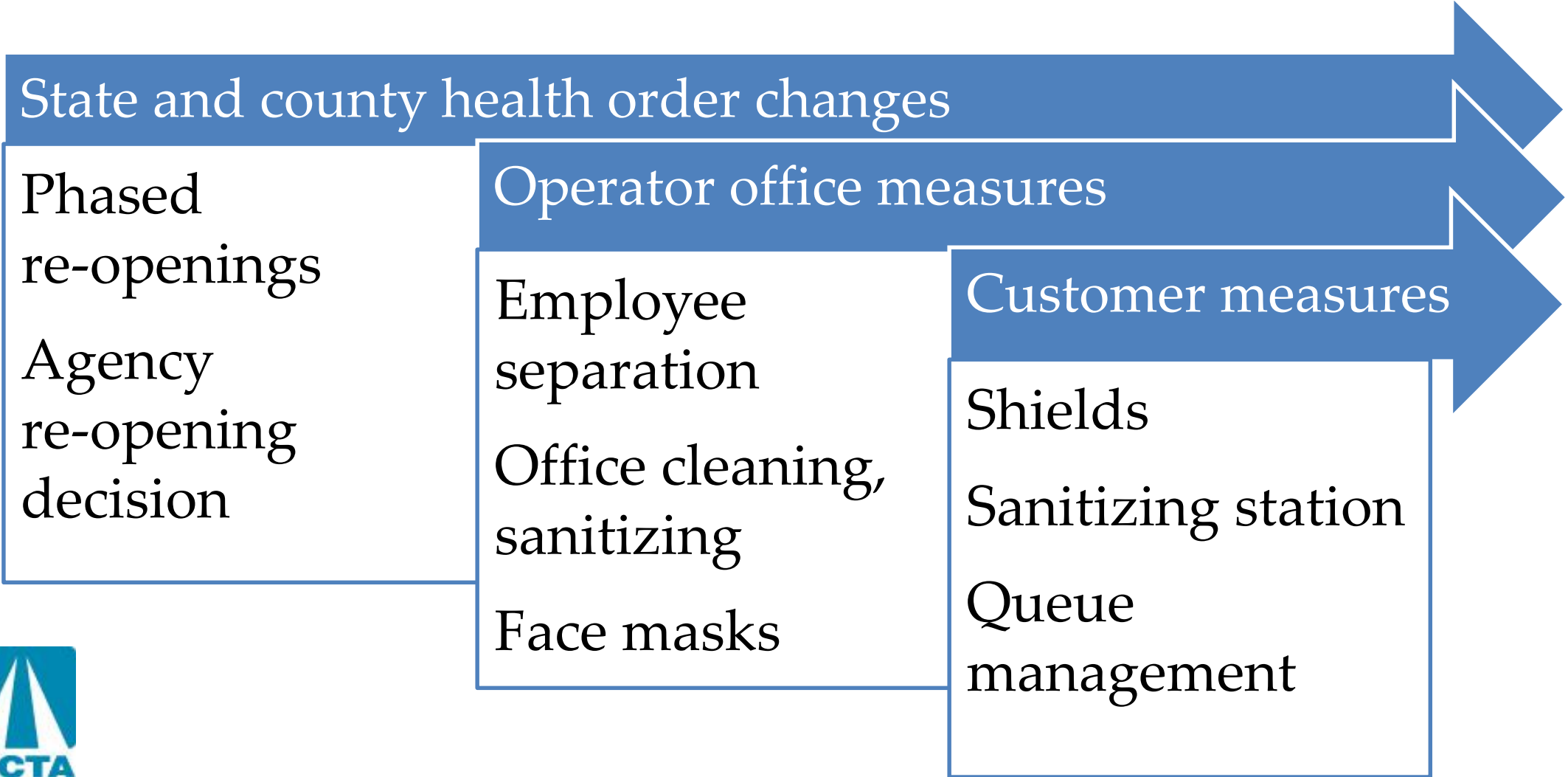


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PLANNING FOR THE REBOUND

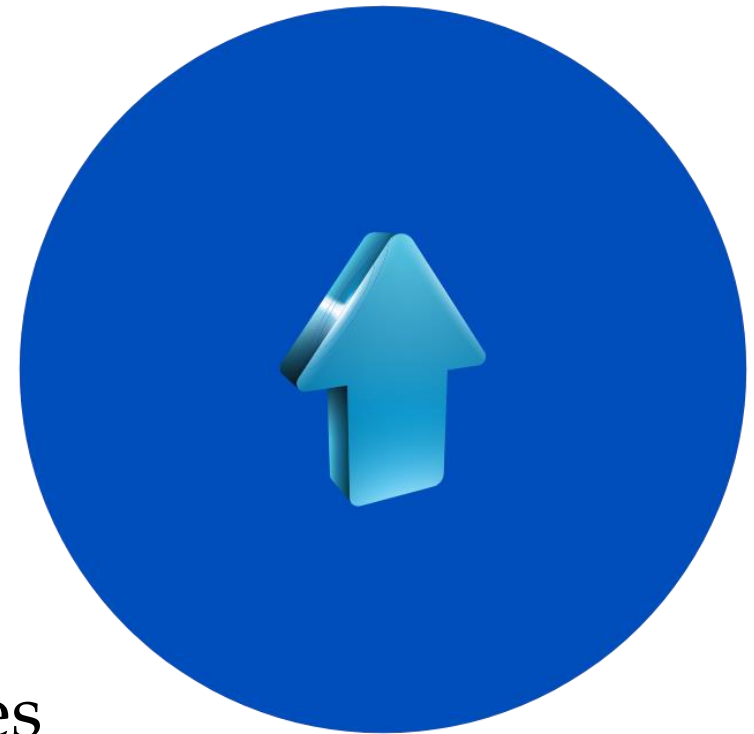


Resuming Customer Service Center Operations



Upcoming Activities

- Seek Board/Commission approval of revised budgeted amounts
- Monitor traffic volumes, revenues, and operational activities
- Pay debt service payments due in August 2020
- Provide updated information to the Board/Commission and rating agencies





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QUESTIONS?

