

Committee Members

Gene Hernandez, OCTA, Chairman
Brian Berkson, RCTC, Vice Chairman
Kevin Jeffries, RCTC
Bob Magee, RCTC,
Mark A. Murphy, OCTA
Harry S. Sidhu, OCTA
Wes Speake, RCTC
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 4, 2021 at 9:00 a.m.

Michael Hennessey, OCTA, Alternate
Clint Lorimore, 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 Orange County Transportation Authority (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).

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 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 ClerkOffice@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 **90 minutes prior to the start time of the Board and Committee meeting date.**

Call to Order

Roll Call

Pledge of Allegiance

Member Speake

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 5, 2021.

3. Joint 91 Express Lanes Status Reports

Kirk Avila/Michael Blomquist

Overview

The 91 Express Lanes status reports for the months of February 2021 through April 2021 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 joint 91 Express Lanes status reports for the months of February 2021 through April 2021.

Regular Calendar

4. Draft 2021 State Route 91 Implementation Plan

Alison Army/Kia Mortazavi

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 2021 State Route 91 Implementation Plan is provided for information purposes.

4. (Continued)

Recommendation

Receive and file as an information item.

Discussion Items

5. Back-Office System and Customer Service Center Implementation Update

Kirk Avila

Staff will provide an update on the transition to the new back-office and customer service center systems.

6. Coronavirus Impacts to the 91 Express Lanes

Kirk Avila/Jennifer Crosson

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.

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

8. Toll Operations Report - Riverside County Transportation Commission

9. Committee Members' Reports

10. Closed Session

There are no Closed Session items scheduled.

11. Adjournment

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Friday, October 1, 2021**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.

State Route 91 Advisory Committee Meeting

Committee Members Present

Via Teleconference

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

Michael Beauchamp, Caltrans
District 8, Ex-Officio
Ray Marquez, SBCTA, Ex-Officio

Committee Members Absent

Ryan Chamberlain, Caltrans
District 12, Ex-Officio

Staff Present

Darrell E. Johnson, OCTA, Chief Executive Officer
Kirk Avila, OCTA, General Manager, 91 Express Lanes
Allison Cheshire, OCTA, Interim Deputy Clerk of the Board
Gina Ramirez, OCTA, Deputy Clerk of the Board
OCTA and RCTC Staff

Via Teleconference

Anne Mayer, RCTC, Executive Director
Michael Blomquist, RCTC, Toll Program Director
James M. Donich, OCTA, General Counsel

Call to Order

The March 5, 2021 regular meeting of the State Route 91 (SR-91) Advisory Committee (Advisory Committee) was called to order by Committee Chairman Magee at 9:02 a.m.

Roll Call

The Deputy Clerk of the Board conducted an attendance Roll Call and announced there was a quorum of the SR-91 Advisory Committee.

Pledge of Allegiance

Committee Vice Chairman Hernandez 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 Magee opened nominations for the office of Committee Chair.

A motion was made by Member Murphy, seconded by Member Shaw, and declared passed 10-0 by those present, to elect current Committee Vice Chairman Gene Hernandez as the Chairman for the State Route 91 Advisory Committee.

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

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

A motion was made by Member Spiegel, seconded by Member Magee, and declared passed 10-0 by those present, to elect Member Brian Berkson as the Vice Chairman for the State Route 91 Advisory Committee.

Consent Calendar (Items 4 through 7)

4. Approval of Minutes

A motion was made by Member Sidhu, seconded by Member Murphy, and declared passed 10-0 by those present, to approve the minutes of the State Route 91 Advisory Committee meeting of October 2, 2020.

5. 91 Express Lanes Status Reports

A motion was made by Member Sidhu, seconded by Member Murphy, and declared passed 10-0 by those present, to receive and file the 91 Express Lanes Status Reports for the months of September 2020 through January 2021.

6. Orange County Transportation Authority Fiscal Year 2019-20 91 Express Lanes Fund Financial Statements

A motion was made by Member Sidhu, seconded by Member Murphy, and declared passed 10-0 by those present, to receive and file Fiscal Year 2019-20 Orange County Transportation Authority 91 Express Lanes Fund audited financial statements.

7. Fiscal Year 2019/20 Riverside County Transportation Commission 91 Express Lanes Annual Financial Statements

A motion was made by Member Sidhu, seconded by Member Murphy, and declared passed 10-0 by those present, to receive and file Fiscal Year 2019-20 Riverside County Transportation Commission 91 Express Lanes Fund audited financial statements.

Regular Calendar

There were no Regular Calendar items scheduled.

Discussion Items

8. Coronavirus Impacts to the 91 Express Lanes

Kirk Avila, General Manager, Orange County Transportation Authority (OCTA), 91 Express Lanes, and Michael Blomquist, Toll Director for Riverside County Transportation Commission (RCTC) provided a PowerPoint presentation on this item.

9. 15 Express Lanes Opening

Jennifer Crosson, Toll Operations Manager for RCTC, 91 Express Lanes, provided a PowerPoint presentation on this item.

Member Speake inquired about the separation of pricing on both the 91 Express Lanes and the 15 Express Lanes. He also asked on how RCTC will communicate the pricing changes to the public.

Ms. Crosson responded that direct emails regarding the pricing changes has been sent to all account holders. The separation of pricing is due to the delay in posting the toll price at the entry of the lanes versus travel time along the lanes. Additionally, Ms. Crosson commented that the 91 Express Lanes will retain a toll policy based on volume and the 15 Express Lanes will be dynamically priced.

Michael Blomquist, Toll Director for RCTC, commented that the separation in toll pricing along the lanes is to also accommodate multiple destinations along the lanes and ease signage congestion.

Mr. Blomquist discussed analyzing usage data, maximizing the number of lanes used along the 15 Express Lanes as volumes increase, lane drops, and review if any improvements are needed.

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

Kirk Avila, General Manager, OCTA, 91 Express Lanes, bid farewell to Michael Blomquist, Toll Director for RCTC, who has been critical to the success of the 91 Express Lanes in both Orange and Riverside Counties. Mr. Avila wanted to wish him the best and thanked him for all his hard work during the last 15 years on the 91 Express Lanes.

Anne Mayer, Chief Executive Officer of RCTC, thanked Mr. Blomquist for his service. She discussed the partnership between both Orange and Riverside Counties and how this was an integral part of the success of the 91 Express Lanes.

Member Spiegel thanked Mr. Blomquist for his service and leadership on the 91 Express Lanes project.

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

Michael Blomquist, Toll Director for RCTC, thanked the Committee and staff for their sentiments. He echoed Ms. Mayer's comments on the partnership between the Orange and Riverside Counties while on the 91 Express Lanes.

12. Committee Members' Reports

There were no Committee Members' Reports.

13. Closed Session

There were no Closed Session items scheduled.



MINUTES

State Route 91 Advisory Committee Meeting

14. Adjournment

The meeting adjourned at 9:57 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Friday, June 4, 2021**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.

ATTEST

Gene Hernandez
Committee Chairman

Allison Cheshire
OCTA Interim Deputy Clerk
of the Board



June 4, 2021

To: State Route 91 Advisory Committee

From: Kirk Avila, General Manager, OCTA
Jennifer Crosson, Interim Toll Program Director, RCTC

Subject: Joint 91 Express Lanes Status Reports

Overview

The 91 Express Lanes status reports for the months of February 2021 through April 2021 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 joint 91 Express Lanes status reports for the months of February 2021 through April 2021.

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 month of February 2021, gross potential toll revenues and traffic volumes in the 91 Express Lanes for both the Orange County Transportation Authority (OCTA) and Riverside County Transportation Commission (RCTC) segments decreased as compared to the same period last year. The decreases are due to Governor Newsom's orders, beginning in March 2020, for California residents to stay-at-home and refrain from non-essential travel. In addition, there was an extra day in February 2020 when compared to this year. For the months of March 2021 and April 2021, gross potential toll revenues and traffic volumes in both the OCTA and RCTC segments increased as compared to the same period last year. The figures for March and April 2020 reflect lower levels because of the

coronavirus pandemic. As of the end of April 2021, for the OCTA segment, the 2020-21 fiscal year-to-date traffic volume and gross potential toll revenue decreased by 8.3 percent and 3.4 percent, respectively. For the RCTC segment, a fiscal year-to-date comparison reflects a decrease in traffic volume of 11.6 percent and a decrease of 29.9 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 joint 91 Express Lanes status reports for the months of February 2021 through April 2021 are provided for review. The reports highlight operational and financial activities.

Attachments

- A. 91 Express Lanes Status Report – As of February 28, 2021
- B. 91 Express Lanes Status Report – As of March 31, 2021
- C. 91 Express Lanes Status Report – As of April 30, 2021



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



Status Report
February 2021

As of February 28, 2021

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OPERATIONS OVERVIEW OCTA

TRAFFIC AND REVENUE STATISTICS FOR OCTA

Total traffic volume on the 91 Express Lanes for February 2021 was 1,173,618. This represents a daily average of 41,915 vehicles. This is a 17.4 percent decrease in total traffic volume from the same period last year, which totaled 1,420,827. Potential toll revenue for February was \$3,823,126, which represents a decrease of 12.7 percent from the prior year's total of \$4,378,079. Carpool percentage for February was 20.8 percent as compared to the previous year's rate of 24.2 percent. The decreases are attributed to the coronavirus (COVID-19) pandemic and California Governor Gavin Newsom's orders for residents to stay at home 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 Orange County Transportation Authority (OCTA) 91 Express Lanes and associated potential revenue for the month of February 2021.

Current Month-to-Date (MTD) as of February 28, 2021

	Feb-21 MTD Actual	Feb-20 MTD Actual	Yr-to-Yr % Variance
Trips			
Full Toll Lanes	929,879	1,077,494	(13.7%)
3+ Lanes	243,739	343,333	(29.0%)
Total Gross Trips	1,173,618	1,420,827	(17.4%)
Revenue			
Full Toll Lanes	\$3,779,098	\$4,316,423	(12.4%)
3+ Lanes	\$44,028	\$61,655	(28.6%)
Total Gross Revenue	\$3,823,126	\$4,378,079	(12.7%)
Average Revenue per Trip			
Average Full Toll Lanes	\$4.06	\$4.01	1.2%
Average 3+ Lanes	\$0.18	\$0.18	0.0%
Average Gross Revenue	\$3.26	\$3.08	5.8%

The 2021 fiscal year-to-date traffic volume decreased by 22.8 percent and potential toll revenue decreased by 17.4 percent, when compared with the same period last year. Year-to-date average revenue per trip is \$3.26.

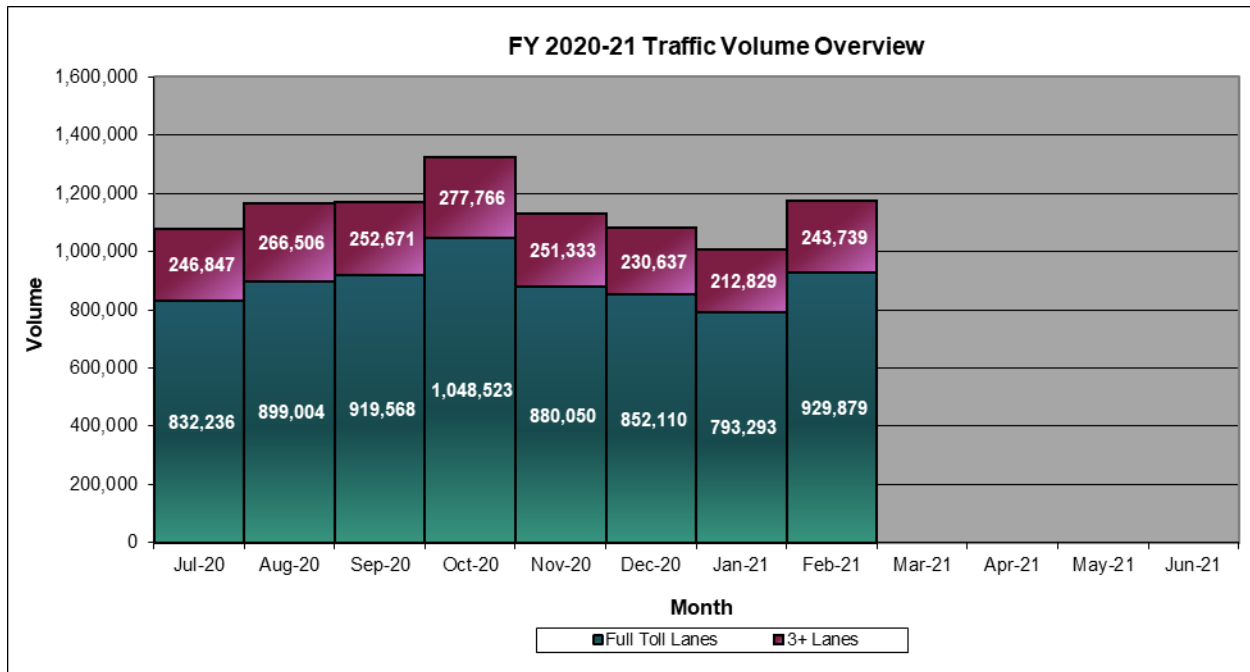
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the months of July 2020 through February 2021.

Fiscal Year (FY) 2020-21 Year-to-Date as of February 28, 2021

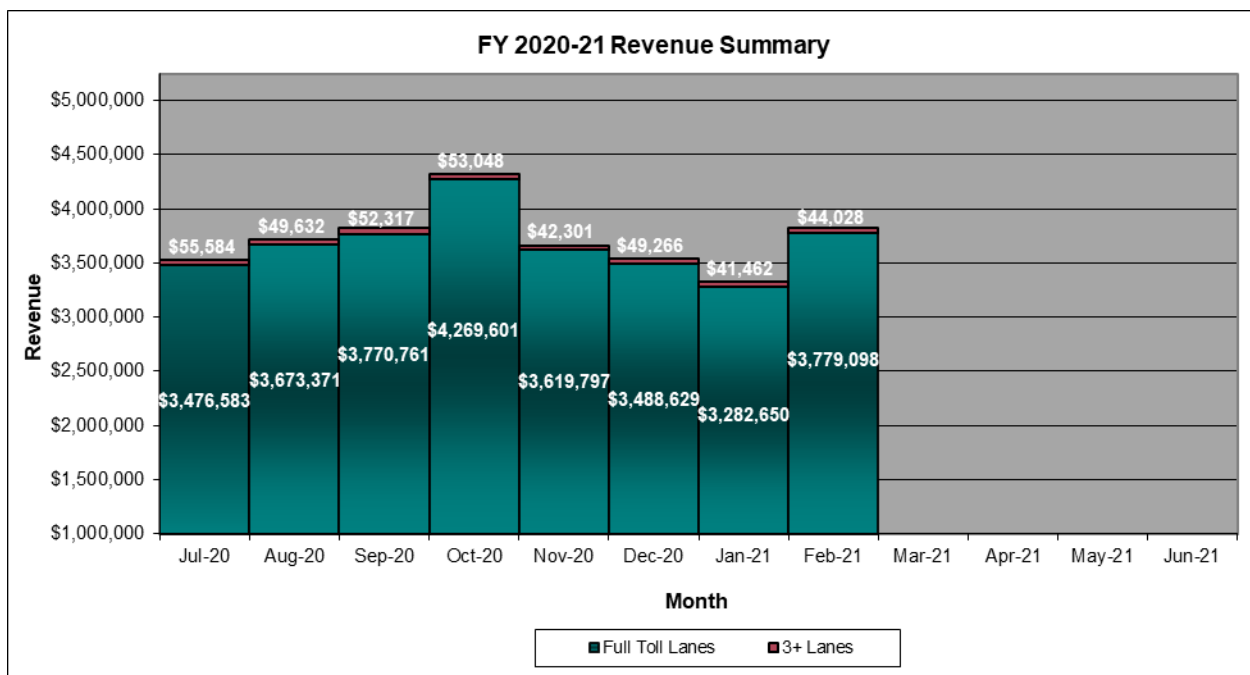
	FY 2020-21 YTD Actual	FY 2019-20 YTD Actual	Yr-to-Yr % Variance
Trips			
Full Toll Lanes	7,154,664	8,792,740	(18.6%)
3+ Lanes	1,982,329	3,046,149	(34.9%)
Total Gross Trips	9,136,993	11,838,889	(22.8%)
Revenue			
Full Toll Lanes	\$29,360,495	\$35,446,141	(17.2%)
3+ Lanes	\$387,639	\$548,364	(29.3%)
Total Gross Revenue	\$29,748,134	\$35,994,505	(17.4%)
Average Revenue per Trip			
Average Full Toll Lanes	\$4.10	\$4.03	1.7%
Average 3+ Lanes	\$0.20	\$0.18	11.1%
Average Gross Revenue	\$3.26	\$3.04	7.2%

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between full toll trips and high-occupancy vehicle (HOV3+) trips for FY 2020-21 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll trips and HOV3+ trips for FY 2020-21 on a monthly basis.



OCTA EASTBOUND PEAK-HOUR VOLUMES

Peak-hour traffic in the eastbound direction reached or exceeded 90 percent of defined capacity 11 times during the month of February 2021. As demonstrated on the next chart, westbound peak-hour traffic volumes top out at 76 percent of defined capacity.

PM Time	Monday 02/01/21				Tuesday 02/02/21				Wednesday 02/03/21				Thursday 02/04/21				Friday 02/05/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	335	2,353	69%	\$5.15	315	2,311	68%	\$5.15	364	2,824	83%	\$6.95	382	3,141	92%	\$8.10	486	2,685	79%
1500 - 1600	\$5.50	428	2,952	87%	\$5.25	423	2,142	63%	\$7.25	487	3,004	88%	\$7.25	524	2,781	82%	\$7.65	567	3,276	96%
1600 - 1700	\$4.85	314	2,774	82%	\$5.00	292	2,772	82%	\$7.00	306	2,790	82%	\$6.80	350	3,186	94%	\$7.95	394	2,444	72%
1700 - 1800	\$4.80	310	2,445	72%	\$4.90	359	2,760	81%	\$5.90	382	2,720	80%	\$7.20	348	2,568	76%	\$6.55	434	2,949	87%
1800 - 1900	\$5.50	360	1,719	51%	\$3.95	458	2,514	74%	\$3.95	442	2,331	69%	\$4.35	464	2,355	69%	\$6.55	525	2,456	72%
1900 - 2000	\$3.85	220	831	24%	\$3.85	255	1,073	32%	\$3.85	291	1,169	34%	\$5.60	287	1,264	37%	\$6.05	449	1,827	54%

PM Time	Monday 02/08/21				Tuesday 02/09/21				Wednesday 02/10/21				Thursday 02/11/21				Friday 02/12/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	361	2,440	72%	\$5.15	351	2,733	80%	\$5.15	356	2,799	82%	\$6.95	428	3,051	90%	\$8.10	562	2,972	87%
1500 - 1600	\$5.50	489	2,839	84%	\$5.25	462	2,960	87%	\$7.25	493	2,871	84%	\$7.25	508	2,824	83%	\$7.65	572	3,342	98%
1600 - 1700	\$4.85	279	2,530	74%	\$5.00	326	2,932	86%	\$7.00	286	2,796	82%	\$6.80	370	3,252	96%	\$7.95	450	2,523	74%
1700 - 1800	\$4.80	400	2,934	86%	\$4.90	357	2,762	81%	\$5.90	405	2,916	86%	\$7.20	359	2,474	73%	\$6.55	476	2,760	81%
1800 - 1900	\$5.50	438	1,992	59%	\$3.95	436	2,332	69%	\$3.95	519	2,642	78%	\$4.35	576	2,887	85%	\$6.55	505	2,260	66%
1900 - 2000	\$3.85	250	984	29%	\$3.85	311	1,128	33%	\$3.85	307	1,397	41%	\$5.60	370	1,490	44%	\$6.05	508	1,813	53%

PM Time	Monday 02/15/21				Tuesday 02/16/21				Wednesday 02/17/21				Thursday 02/18/21				Friday 02/19/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	413	2,170	64%	\$5.15	355	2,687	79%	\$5.15	366	2,859	84%	\$6.95	397	3,088	91%	\$8.10	537	3,019	89%
1500 - 1600	\$5.50	474	2,645	78%	\$5.25	439	2,692	79%	\$7.25	497	2,839	84%	\$7.25	459	2,738	81%	\$7.65	587	3,373	99%
1600 - 1700	\$4.85	362	2,315	68%	\$5.00	350	2,911	86%	\$7.00	323	2,832	83%	\$6.80	327	3,147	93%	\$7.95	358	2,489	73%
1700 - 1800	\$4.80	329	1,947	57%	\$4.90	344	2,789	82%	\$5.90	373	2,880	85%	\$7.20	334	2,490	73%	\$6.55	403	2,762	81%
1800 - 1900	\$5.50	413	1,399	41%	\$3.95	458	2,357	69%	\$3.95	478	2,539	75%	\$4.35	562	2,683	79%	\$6.55	558	2,514	74%
1900 - 2000	\$3.85	277	851	25%	\$3.85	285	1,185	35%	\$3.85	335	1,179	35%	\$5.60	335	1,366	40%	\$6.05	463	1,702	50%

PM Time	Monday 02/22/21				Tuesday 02/23/21				Wednesday 02/24/21				Thursday 02/25/21				Friday 02/26/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	372	2,490	73%	\$5.15	358	2,850	84%	\$5.15	382	2,896	85%	\$6.95	410	2,957	87%	\$8.10	486	2,896	85%
1500 - 1600	\$5.50	456	2,987	88%	\$5.25	464	2,764	81%	\$7.25	470	2,803	82%	\$7.25	495	2,670	79%	\$7.65	568	3,263	96%
1600 - 1700	\$4.85	309	2,822	83%	\$5.00	311	2,880	85%	\$7.00	345	2,847	84%	\$6.80	374	3,253	96%	\$7.95	424	2,594	76%
1700 - 1800	\$4.80	352	2,715	80%	\$4.90	366	2,845	84%	\$5.90	378	2,883	85%	\$7.20	313	2,685	79%	\$6.55	456	2,930	86%
1800 - 1900	\$5.50	458	2,104	62%	\$3.95	484	2,547	75%	\$3.95	502	2,660	78%	\$4.35	491	2,571	76%	\$6.55	550	2,570	76%
1900 - 2000	\$3.85	291	1,056	31%	\$3.85	312	1,261	37%	\$3.85	335	1,287	38%	\$5.60	347	1,413	42%	\$6.05	500	1,953	57%

OCTA WESTBOUND PEAK-HOUR VOLUMES

AM Time	Monday 02/01/21				Tuesday 02/02/21				Wednesday 02/03/21				Thursday 02/04/21				Friday 02/05/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	365	1,244	37%	\$3.05	368	1,266	37%	\$3.05	387	1,344	40%	\$3.05	378	1,341	39%	\$3.05	292	956	28%
0500 - 0600	\$4.95	475	1,984	58%	\$4.95	553	2,366	70%	\$4.95	532	2,194	65%	\$4.95	574	2,267	67%	\$4.70	474	1,821	54%
0600 - 0700	\$5.15	300	1,932	57%	\$5.15	274	1,602	47%	\$5.15	309	1,795	53%	\$5.15	296	1,863	55%	\$4.95	315	1,921	57%
0700 - 0800	\$5.65	255	1,953	57%	\$5.65	241	1,992	59%	\$5.65	229	1,973	58%	\$5.65	273	1,991	59%	\$5.50	250	1,850	54%
0800 - 0900	\$5.15	132	1,571	46%	\$5.15	159	1,788	53%	\$5.15	147	1,728	51%	\$5.15	130	1,637	48%	\$4.95	156	1,582	47%
0900 - 1000	\$4.10	113	1,095	32%	\$4.10	132	1,315	39%	\$4.10	129	1,231	36%	\$4.10	128	1,296	38%	\$4.10	180	1,484	44%

AM Time	Monday 02/08/21				Tuesday 02/09/21				Wednesday 02/10/21				Thursday 02/11/21				Friday 02/12/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	378	1,259	37%	\$3.05	367	1,309	39%	\$3.05	393	1,325	39%	\$3.05	372	1,295	38%	\$3.05	305	997	29%
0500 - 0600	\$4.95	489	2,013	59%	\$4.95	622	2,440	72%	\$4.95	551	2,249	66%	\$4.95	561	2,301	68%	\$4.70	494	1,951	57%
0600 - 0700	\$5.15	278	1,945	57%	\$5.15	287	1,643	48%	\$5.15	321	1,864	55%	\$5.15	311	1,885	55%	\$4.95	276	1,901	56%
0700 - 0800	\$5.65	266	2,078	61%	\$5.65	275	2,094	62%	\$5.65	272	2,128	63%	\$5.65	284	2,052	60%	\$5.50	224	1,852	54%
0800 - 0900	\$5.15	171	1,714	50%	\$5.15	176	1,962	58%	\$5.15	163	1,887	56%	\$5.15	153	1,891	56%	\$4.95	210	1,691	50%
0900 - 1000	\$4.10	168	1,263	37%	\$4.10	163	1,504	44%	\$4.10	160	1,464	43%	\$4.10	198	1,767	52%	\$4.10	176	1,459	43%

AM Time	Monday 02/15/21				Tuesday 02/16/21				Wednesday 02/17/21				Thursday 02/18/21				Friday 02/19/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	278	906	27%	\$3.05	389	1,383	41%	\$3.05	404	1,400	41%	\$3.05	395	1,364	40%	\$3.05	307	1,008	30%
0500 - 0600	\$4.95	353	1,328	39%	\$4.95	596	2,423	71%	\$4.95	579	2,309	68%	\$4.95	580	2,306	68%	\$4.70	493	1,935	57%
0600 - 0700	\$5.15	159	1,142	34%	\$5.15	293	1,774	52%	\$5.15	315	1,901	56%	\$5.15	305	1,873	55%	\$4.95	298	1,979	58%
0700 - 0800	\$5.65	148	1,050	31%	\$5.65	271	2,192	64%	\$5.65	285	2,110	62%	\$5.65	272	2,043	60%	\$5.50	253	1,953	57%
0800 - 0900	\$5.15	142	1,022	30%	\$5.15	183	1,993	59%	\$5.15	146	1,844	54%	\$5.15	183	1,859	55%	\$4.95	165	1,480	44%
0900 - 1000	\$4.10	257	1,192	35%	\$4.10	171	1,762	52%	\$4.10	171	1,587	47%	\$4.10	172	1,710	50%	\$4.10	177	1,320	39%

AM Time	Monday 02/22/21				Tuesday 02/23/21				Wednesday 02/24/21				Thursday 02/25/21				Friday 02/26/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	390	1,330	39%	\$3.05	384	1,318	39%	\$3.05	404	1,415	42%	\$3.05	375	1,470	43%	\$3.05	302	1,052	31%
0500 - 0600	\$4.95	553	2,146	63%	\$4.95	636	2,569	76%	\$4.95	587	2,428	71%	\$4.95	537	2,238	66%	\$4.70	533	2,010	59%
0600 - 0700	\$5.15	296	2,040	60%	\$5.15	272	1,730	51%	\$5.15	344	1,977	58%	\$5.15	328	1,947	57%	\$4.95	315	1,968	58%
0700 - 0800	\$5.65	269	2,154	63%	\$5.65	308	2,178	64%	\$5.65	281	2,204	65%	\$5.65	301	2,150	63%	\$5.50	295	1,949	57%
0800 - 0900	\$5.15	173	1,906	56%	\$5.15	183	1,938	57%	\$5.15	170	1,888	56%	\$5.15	170	1,909	56%	\$4.95	176	1,668	49%
0900 - 1000	\$4.10	182	1,567	46%	\$4.10	165	1,721	51%	\$4.10	186	1,804	53%	\$4.10	200	1,747	51%	\$4.10	170	1,354	40%

OCTA OPERATIONAL HIGHLIGHTS

On-Road Operations

OCTA customer assistance specialists (CAS) responded to 83 calls during the month of February. Of those calls, 62 were to assist disabled vehicles and 14 calls to remove debris. The CAS provided assistance to seven accidents in the Express Lanes with four of those accidents originating in the State Route 91 general purpose lanes.

91 Express Lanes Back-Office System (BOS) Development Update

In February, Cofiroute USA, LLC (CUSA) notified OCTA and the Riverside County Transportation Commission (RCTC) of a delay to the implementation of the new BOS for the 91 Express Lanes for both Orange and Riverside counties as a result of the COVID-19 pandemic. CUSA is the current operator of the 91 Express Lanes for both OCTA and RCTC and is the firm selected for the design, development and implementation of the new BOS, as well as the customer service center operation, once the current contract expires on June 30, 2021.

In anticipation that the future contractor would not be able to meet the go-live date in July 2021, the OCTA Board of Directors (Board) approved an amendment to the current three-party agreement between CUSA, RCTC, and OCTA, which allowed for six one-month optional extension periods. Staff from both agencies are continuing to work with CUSA to meet the revised anticipated go-live date in October 2021.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

Description	YTD as of : 2/28/2021		YTD Variance	
	Actual ⁽¹⁾	Budget ⁽¹⁾	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 27,303,677.90	\$ 21,067,703.00	\$ 6,235,974.90	29.6
Fee Revenue	3,422,774.14	1,301,638.00	2,121,136.14	163.0
Total operating revenues	30,726,452.04	22,369,341.00	8,357,111.04	37.4
Operating expenses:				
Contracted Services	4,439,729.95	4,798,080.00	358,350.05	7.5
Administrative Fee	1,997,720.00	2,081,168.00	83,448.00	4.0
Other Professional Services	679,851.05	2,226,570.00	1,546,718.95	69.5
Credit Card Processing Fees	631,564.43	615,510.00	(16,054.43)	(2.6)
Toll Road Account Servicing ⁽⁵⁾	379,751.63	395,820.00	16,068.37	4.1
Other Insurance Expense	290,632.52	166,600.00	(124,032.52)	(74.4)
Toll Road Maintenance Supply Repairs	123,005.14	1,953,570.00	1,830,564.86	93.7
Patrol Services	399,553.46	689,704.00	290,150.54	42.1
Building Equipment Repairs and Maint	539,566.60	310,112.00	(229,454.60)	(74.0)
6C Transponders	-	125,000.00	125,000.00	100.0
Other Services ⁽⁶⁾	(992,616.18)	33,280.00	1,025,896.18	3,082.6
Utilities	32,601.91	76,640.00	44,038.09	57.5
Office Expense	9,911.50	60,226.00	50,314.50	83.5
Bad Debt Expense	120,248.27	-	(120,248.27)	N/A
Miscellaneous ⁽²⁾	37,349.65	98,198.00	60,848.35	62.0
Leases	286,595.08	323,200.00	36,604.92	11.3
Total operating expenses	8,975,465.01	13,953,678.00	4,978,212.99	35.7
Depreciation and Amortization ⁽³⁾	3,128,365.02	-	(3,128,365.02)	N/A
Operating income (loss)	18,622,622.01	8,415,663.00	10,206,959.01	121.3
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	355,439.21	625,000.00	(269,560.79)	(43.1)
Interest Income	3,005,954.34	980,992.00	2,024,962.34	206.4
Interest Expense	(2,866,924.80)	(2,932,632.00)	65,707.20	2.2
Other	462.08	-	462.08	N/A
Total nonoperating revenues (expenses)	494,930.83	(1,326,640.00)	1,821,570.83	137.3
Transfers In	-	-	-	N/A
Transfers Out ⁽⁴⁾	(2,817,627.05)	(32,597,400.00)	29,779,772.95	91.4
Net income (loss)	\$ 16,299,925.79	\$ (25,508,377.00)	\$ 41,808,302.79	(163.9)

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.

⁴Transfers Out: For M2 Project I and Project J expense reimbursements.

⁵Collection efforts have been paused due to pandemic

⁶Litigation settlement was accrued, the negative will be offset once the litigation payment is issued.

Capital Asset Activity

During the eight months ending February 28, 2021, capital asset activities included \$11,453 for the replacement of the air-conditioning units for the eastbound toll plaza and \$73,349 for the Electronic Toll and Traffic Management system.

OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

Total traffic volume on the 91 Express Lanes for February 2021 was 990,668. This represents a daily average of 35,381 vehicles. This is a 20.2 percent decrease in total traffic volume from the same period last year, which totaled 1,241,893. Potential toll revenue for February was \$3,380,063, which represents a decrease of 39.8 percent from the prior year's total of \$5,610,397. Carpool percentage for February was 20.1 percent as compared to the previous year's rate of 22.7 percent. The decreases are 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 RCTC 91 Express Lanes and associated potential revenue for the month of February 2021.

Current Month-to-Date as of February 28, 2021

Trips	FEB-21 MTD Actual	Stantec MTD Projected	# Variance	% Variance	FEB-20 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	791,824	911,486	(119,662)	(13.1%)	960,256	(17.5%)
3+ Lanes	198,844	286,229	(87,385)	(30.5%)	281,637	(29.4%)
Total Gross Trips	990,668	1,197,714	(207,046)	(17.3%)	1,241,893	(20.2%)
Revenue						
Full Toll Lanes	\$3,343,629	\$3,970,343	(\$626,714)	(15.8%)	\$5,579,936	(40.1%)
3+ Lanes	\$36,434	\$0	\$36,434		\$30,461	19.6%
Total Gross Revenue	\$3,380,063	\$3,970,343	(\$590,280)	(14.9%)	\$5,610,397	(39.8%)
Average Revenue per Trip						
Average Full Toll Lanes	\$4.22	\$4.36	(\$0.14)	(3.2%)	\$5.81	(27.4%)
Average 3+ Lanes	\$0.18	\$0.00	\$0.18		\$0.11	63.6%
Average Gross Revenue	\$3.41	\$3.31	\$0.10	3.0%	\$4.52	(24.6%)

The 2021 fiscal year-to-date traffic volume decreased by 25.8 percent and potential toll revenue decreased by 41.2 percent, when compared with the same period last year. Year-to-date average revenue per-trip is \$3.41.

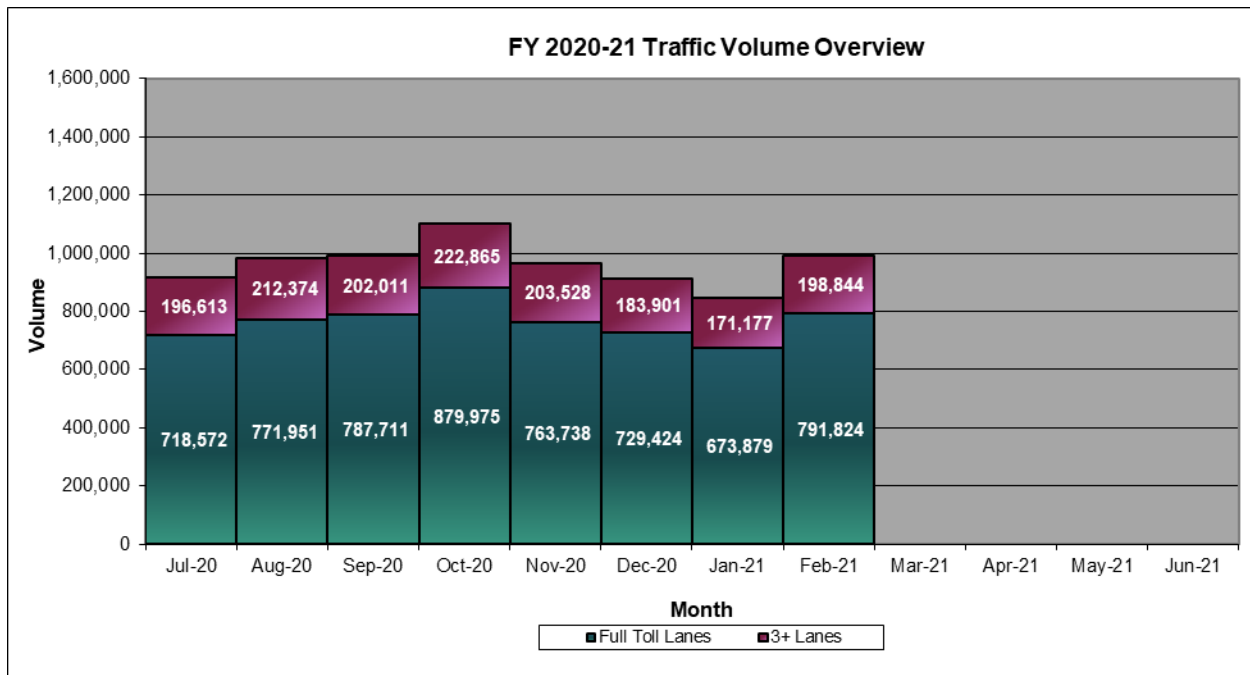
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the months of July 2020 through February 2021.

FY 2020-21 Year-to-Date as of February 28, 2021

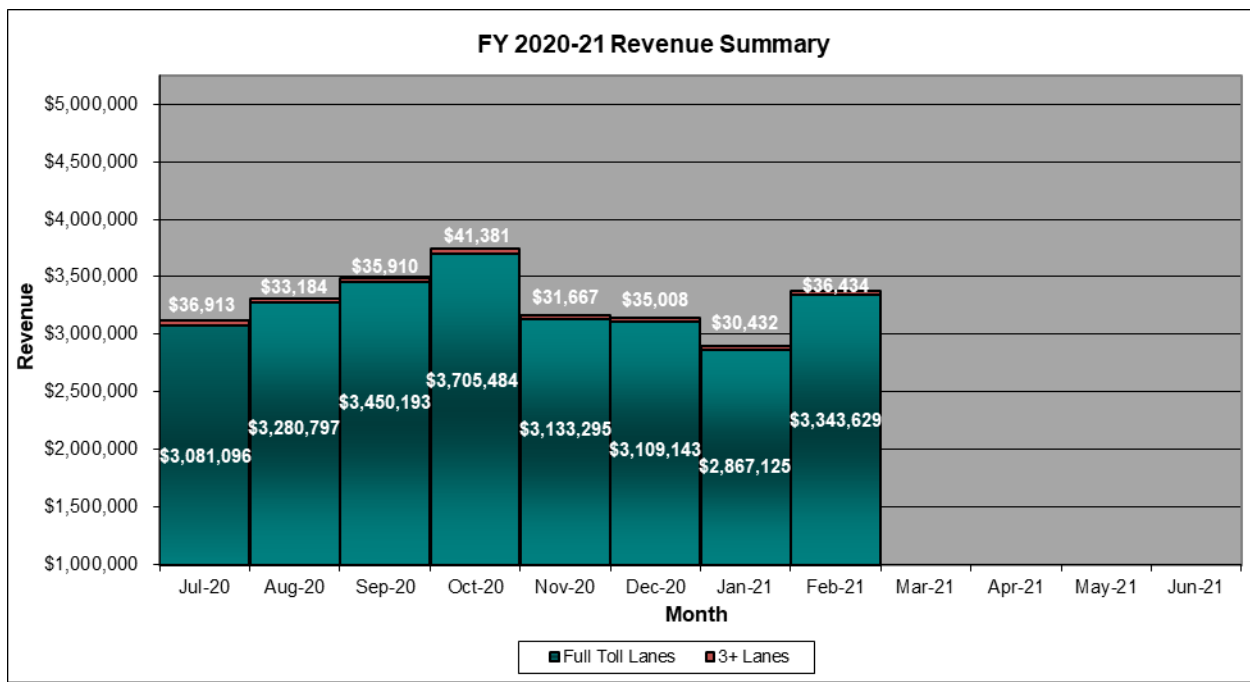
	FY 2020-21 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2019-20 YTD Actual	Yr-to-Yr % Variance
Trips						
Full Toll Lanes	6,117,074	7,936,000	(1,818,926)	(22.9%)	7,903,204	(22.6%)
3+ Lanes	1,591,313	2,571,400	(980,087)	(38.1%)	2,481,489	(35.9%)
Total Gross Trips	7,708,387	10,507,400	(2,799,013)	(26.6%)	10,384,693	(25.8%)
Revenue						
Full Toll Lanes	\$25,970,762	\$33,926,314	(\$7,955,553)	(23.4%)	\$44,359,901	(41.5%)
3+ Lanes	\$280,928	\$0	\$280,928		\$284,274	(1.2%)
Total Gross Revenue	\$26,251,690	\$33,926,314	(\$7,674,625)	(22.6%)	\$44,644,175	(41.2%)
Average Revenue per Trip						
Average Full Toll Lanes	\$4.25	\$4.27	(\$0.02)	(0.5%)	\$5.61	(24.2%)
Average 3+ Lanes	\$0.18	\$0.00	\$0.18		\$0.11	63.6%
Average Gross Revenue	\$3.41	\$3.23	\$0.18	5.6%	\$4.30	(20.7%)

RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between full toll lanes and HOV3+ lanes for FY 2020-21 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll lanes and HOV3+ lanes for FY 2020-21 on a monthly basis.



RCTC PEAK-HOUR VOLUMES

In February, several peak-period toll rates were increased in response to traffic. Traffic volumes are being reviewed regularly and a plan is in place to monitor traffic volumes and adjust toll rates until traffic returns to pre-COVID-19 volumes.

RCTC EASTBOUND PEAK-HOUR VOLUMES

Eastbound PM Peak - County Line to McKinley

PM Time	Monday 02/01/21					Tuesday 02/02/21					Wednesday 02/03/21					Thursday 02/04/21					Friday 02/05/21				
	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	157	820	977	C	\$5.30	178	939	1,117	D	\$7.95	204	1048	1,252	E	\$10.95	201	1,179	1,380	F	\$20.95	312	1,030	1,342	F
1500 - 1600	\$8.95	198	934	1,132	D	\$9.95	198	766	964	C	\$13.95	253	1000	1,253	E	\$13.95	273	927	1,200	D	\$22.95	368	1,123	1,491	F
1600 - 1700	\$6.95	163	951	1,114	D	\$6.95	162	1026	1,188	D	\$6.95	179	932	1,111	D	\$7.95	193	1,166	1,359	F	\$12.95	238	1,019	1,257	E
1700 - 1800	\$5.30	128	782	910	C	\$5.30	153	968	1,121	D	\$5.30	190	958	1,148	D	\$5.30	172	924	1,096	D	\$7.95	218	1,151	1,369	F
1800 - 1900	\$4.20	156	506	662	B	\$4.20	223	794	1,017	D	\$5.30	181	808	989	C	\$5.30	203	822	1,025	D	\$5.30	246	954	1,200	D
1900 - 2000	\$2.25	90	230	320	A	\$2.25	108	336	444	B	\$2.25	114	398	512	B	\$2.25	143	462	605	B	\$2.25	220	731	951	C

PM Time	Monday 02/08/21					Tuesday 02/09/21					Wednesday 02/10/21					Thursday 02/11/21					Friday 02/12/21				
	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	195	968	1,163	D	\$5.30	198	952	1,150	D	\$7.95	193	1,044	1,237	E	\$10.95	246	1,139	1,385	F	\$20.95	364	1,175	1,539	F
1500 - 1600	\$8.95	253	962	1,215	E	\$9.95	242	984	1,226	E	\$13.95	260	957	1,217	E	\$13.95	312	1,004	1,316	F	\$22.95	410	1,281	1,691	F
1600 - 1700	\$6.95	156	963	1,119	D	\$6.95	153	934	1,087	D	\$6.95	160	1,069	1,229	E	\$7.95	216	1,247	1,463	F	\$12.95	387	1,354	1,741	F
1700 - 1800	\$5.30	216	984	1,200	D	\$5.30	169	952	1,121	D	\$5.30	221	995	1,216	E	\$5.30	192	954	1,146	D	\$7.95	387	1,296	1,683	F
1800 - 1900	\$4.20	183	655	838	C	\$4.20	188	792	980	C	\$5.30	258	862	1,120	D	\$5.30	273	984	1,257	E	\$5.30	357	1,009	1,366	F
1900 - 2000	\$2.25	110	307	417	B	\$2.25	127	353	480	B	\$2.25	126	448	574	B	\$2.25	178	583	761	B	\$2.25	266	739	1,005	D

PM Time	Monday 02/15/21					Tuesday 02/16/21					Wednesday 02/17/21					Thursday 02/18/21					Friday 02/19/21				
	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	223	886	1,109	D	\$5.30	196	962	1,158	D	\$7.95	201	1,038	1,239	E	\$10.95	212	1,133	1,345	F	\$20.95	326	1,149	1,475	F
1500 - 1600	\$8.95	241	1,005	1,246	E	\$9.95	238	919	1,157	D	\$13.95	253	899	1,152	D	\$13.95	290	981	1,271	E	\$22.95	364	1,221	1,585	F
1600 - 1700	\$6.95	193	821	1,014	D	\$6.95	170	993	1,163	D	\$6.95	160	1,041	1,201	E	\$7.95	205	1,133	1,338	F	\$12.95	231	1,116	1,347	F
1700 - 1800	\$5.30	162	650	812	C	\$5.30	175	950	1,125	D	\$5.30	196	1,044	1,240	E	\$5.30	176	929	1,105	D	\$7.95	254	1,059	1,313	F
1800 - 1900	\$4.20	205	343	548	B	\$4.20	182	773	955	C	\$5.30	209	820	1,029	D	\$5.30	271	838	1,109	D	\$5.30	282	945	1,227	E
1900 - 2000	\$2.25	114	255	369	A	\$2.25	120	406	526	B	\$2.25	134	321	455	B	\$2.25	157	511	668	B	\$2.25	225	631	856	C

PM Time	Monday 02/22/21					Tuesday 02/23/21					Wednesday 02/24/21					Thursday 02/25/21					Friday 02/26/21				
	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	180	925	1,105	D	\$5.30	175	1,027	1,202	E	\$7.95	190	1,095	1,285	E	\$10.95	197	1,170	1,367	F	\$22.95	344	1,116	1,460	F
1500 - 1600	\$8.95	230	972	1,202	E	\$9.95	258	924	1,182	D	\$13.95	226	1,012	1,238	E	\$14.95	244	974	1,218	E	\$23.95	318	978	1,296	E
1600 - 1700	\$6.95	171	1,002	1,173	D	\$6.95	157	1,021	1,178	D	\$6.95	179	1,086	1,265	E	\$7.95	176	1,195	1,371	F	\$14.95	219	1,103	1,322	F
1700 - 1800	\$5.30	183	884	1,067	D	\$5.30	175	967	1,142	D	\$5.30	181	1,005	1,186	D	\$5.30	147	1,022	1,169	D	\$7.95	271	1,170	1,441	F
1800 - 1900	\$4.20	184	679	863	C	\$4.20	183	811	994	C	\$5.30	249	814	1,063	D	\$5.30	208	935	1,143	D	\$5.30	283	954	1,237	E
1900 - 2000	\$2.25	120	321	441	B	\$2.25	120	410	530	B	\$2.25	144	427	571	B	\$2.25	158	527	685	B	\$2.25	265	810	1,075	D

Eastbound PM Peak - County Line to I-15 South

PM Time	Monday 02/01/21					Tuesday 02/02/21					Wednesday 02/03/21					Thursday 02/04/21					Friday 02/05/21				
	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	115	558	673	B	\$5.30	94	686	780	B	\$5.30	99	717	816	C	\$5.30	103	826	929	C	\$5.30	140	703	843	C
1500 - 1600	\$5.30	109	787	896	C	\$5.30	114	576	690	B	\$5.30	129	839	968	C	\$5.30	113	790	903	C	\$5.30	148	821	969	C
1600 - 1700	\$2.95	68	720	788	B	\$5.30	89	824	913	C	\$5.30	94	711	805	C	\$5.30	95	811	906	C	\$2.95	94	699	793	B
1700 - 1800	\$2.95	72	644	716	B	\$2.95	107	791	898	C	\$2.95	105	743	848	C	\$5.30	88	702	790	B	\$2.95	120	766	886	C
1800 - 1900	\$2.95	89	433	522	B	\$2.95	115	676	791	B	\$2.95	100	583	683	B	\$2.95	117	606	723	B	\$2.95	119	602	721	B
1900 - 2000	\$1.95	63	204	267	A	\$1.95	76	326	402	B	\$2.95	66	314	380	A	\$2.95	67	322	389	A	\$2.95	109	495	604	B

PM Time	Monday 02/08/21					Tuesday 02/09/21					Wednesday 02/10/21					Thursday 02/11/21					Friday 02/12/21				
	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	95	585	680	B	\$5.30	109	721	830	C	\$5.30	103	694	797	B	\$5.30	97	785	882	C	\$5.30	173	742	915	C
1500 - 1600	\$5.30	136	756	892	C	\$5.30	133	771	904	C	\$5.30	137	802	939	C	\$5.30	143	743	886	C	\$5.30	162	690	852	C
1600 - 1700	\$2.95	78	692	770	B	\$5.30	92	840	932	C	\$5.30	84	756	840	C	\$5.30	109	835	944	C	\$2.95	32	130	162	A
1700 - 1800	\$2.95	97	769	866	C	\$2.95	89	780	869	C	\$2.95	107	785	892	C	\$5.30	104	665	769	B	\$2.95	56	208	264	A
1800 - 1900	\$2.95	109	482	591	B	\$2.95	99	611	710	B	\$2.95	133	681	814	C	\$2.95	119	764	883	C	\$2.95	102	356	458	B
1900 - 2000	\$1.95	59	257	316	A	\$1.95	82	289	371	A	\$2.95	91	341	432	B	\$2.95	92	371	463	B	\$2.95	135	448	583	B

PM Time	Monday 02/15/21					Tuesday 02/16/21					Wednesday 02/17/21					Thursday 02/18/21					Friday 02/19/21				
	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	131	482	613	B	\$5.30	103	669	772	B	\$5.30	102	707	809	C	\$5.30	115	772	887	C	\$5.30	128	809	937	C
1500 - 1600	\$5.30	146	671	817	C	\$5.30	106	716	822	C	\$5.30	145	766	911	C	\$5.30	133	709	842	C	\$5.30	134	744	878	C
1600 - 1700	\$2.95	109	596	705	B	\$5.30	74	760	834	C	\$5.30	89	707	796	B	\$5.30	81	796	877	C	\$2.95	92	461	553	B
1700 - 1800	\$2.95	82	450	532	B	\$2.95	92	724	816	C	\$2.95	94	739	833	C	\$5.30	98	670	768	B	\$2.95	107	607	714	B
1800 - 1900	\$2.95	107	304	411	B	\$2.95	98	570	668	B	\$2.95	103	622	725	B	\$2.95	143	640	783	B	\$2.95	133	593	726	B
1900 - 2000	\$1.95	87	174	261	A	\$1.95	81	331	412	B	\$2.95	80	314	394	A	\$2.95	93	331	424	B	\$2.95	113	429	542	B

PM Time	Monday 02/22/21					Tuesday 02/23/21					Wednesday 02/24/21					Thursday 02/25/21					Friday 02/26/21				
	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	115	623	738	B	\$5.30	111	772	883	C	\$5.30	112	775	887	C	\$5.30	120	789	909	C	\$5.30	114	767	881	C
1500 - 1600	\$5.30	127	781	908	C	\$5.30	125	697	822	C	\$5.30	132	768	900	C	\$5.30	117	745	862	C	\$5.30	136	847	983	C
1600 - 1700	\$2.95	71	796	867	C	\$5.30	98	738	836	C	\$5.30	86	742	828	C	\$5.30	85	853	938	C	\$2.95	112	673	785	B
1700 - 1800	\$2.95	100	719	819	C	\$2.95	114	765	879	C	\$2.95	105	757	862	C	\$5.30	71	777	848	C	\$2.95	133	625	758	B
1800 - 1900	\$2.95	128	496	624	B	\$2.95	110	658	768	B	\$2.95	123	672	795	B	\$2.95	119	652	771	B	\$2.95	134	640	774	B
1900 - 2000	\$1.95	80	251	331	A	\$1.95	67	346	413	B	\$2.95	96	303	399	A	\$2.95	84	345	429	B	\$2.95	132	512	644	B

RCTC WESTBOUND PEAK-HOUR VOLUMES

Westbound AM Peak - McKinley to County Line

AM Time	Monday 02/01/21					Tuesday 02/02/21					Wednesday 02/03/21					Thursday 02/04/21					Friday 02/05/21				
	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	179	500	679	B	\$5.30	172	509	681	B	\$5.30	176	581	757	B	\$5.30	187	576	763	B	\$2.25	140	306	446	B
0500 - 0600	\$9.95	244	821	1,065	D	\$9.95	296	1279	1,575	F	\$9.95	272	1054	1,326	E	\$9.95	307	1,000	1,307	E	\$6.95	275	767	1,042	D
0600 - 0700	\$9.95	147	866	1,013	D	\$10.95	135	431	566	B	\$10.95	181	674	855	C	\$10.95	203	715	918	C	\$6.95	197	1,010	1,207	E
0700 - 0800	\$6.95	155	1047	1,202	E	\$6.95	165	1121	1,286	E	\$6.95	141	1042	1,183	D	\$6.95	180	1,029	1,209	E	\$5.30	147	886	1,033	D
0800 - 0900	\$5.30	71	704	775	B	\$5.30	84	754	838	C	\$5.30	101	730	831	C	\$5.30	81	707	788	B	\$2.25	90	787	877	C
0900 - 1000	\$5.30	73	471	544	B	\$5.30	63	480	543	B	\$5.30	60	492	552	B	\$5.30	81	542	623	B	\$2.25	96	488	584	B

AM Time	Monday 02/08/21					Tuesday 02/09/21					Wednesday 02/10/21					Thursday 02/11/21					Friday 02/12/21				
	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	162	515	677	B	\$5.30	176	534	710	B	\$5.30	189	572	761	B	\$5.30	175	567	742	B	\$2.25	145	304	449	B
0500 - 0600	\$9.95	252	784	1,036	D	\$9.95	366	1,270	1,636	F	\$9.95	285	1,060	1,345	E	\$9.95	300	1,031	1,331	E	\$6.95	279	803	1,082	D
0600 - 0700	\$9.95	161	977	1,138	D	\$10.95	150	461	611	B	\$10.95	211	714	925	C	\$10.95	182	786	968	C	\$6.95	185	1,032	1,217	E
0700 - 0800	\$6.95	157	1,136	1,293	E	\$6.95	192	1,202	1,394	F	\$6.95	176	1,194	1,370	F	\$6.95	176	1,133	1,309	E	\$5.30	145	969	1,114	D
0800 - 0900	\$5.30	91	735	826	C	\$5.30	114	880	994	C	\$5.30	97	781	878	C	\$5.30	114	917	1,031	D	\$2.25	106	710	816	C
0900 - 1000	\$5.30	103	467	570	B	\$5.30	66	528	594	B	\$5.30	85	563	648	B	\$5.30	111	614	725	B	\$2.25	86	525	611	B

AM Time	Monday 02/15/21					Tuesday 02/16/21					Wednesday 02/17/21					Thursday 02/18/21					Friday 02/19/21				
	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	128	375	503	B	\$5.30	175	564	739	B	\$5.30	189	618	807	C	\$5.30	192	583	775	B	\$2.25	153	316	469	B
0500 - 0600	\$9.95	196	521	717	B	\$9.95	348	1,285	1,633	F	\$9.95	345	1,109	1,454	F	\$9.95	315	1,038	1,353	F	\$6.95	253	896	1,149	D
0600 - 0700	\$9.95	97	593	690	B	\$10.95	172	550	722	B	\$10.95	202	696	898	C	\$10.95	209	737	946	C	\$6.95	188	1,053	1,241	E
0700 - 0800	\$6.95	89	577	666	B	\$6.95	177	1,282	1,459	F	\$6.95	195	1,217	1,412	F	\$6.95	163	1,184	1,347	E	\$5.30	156	1,037	1,193	D
0800 - 0900	\$5.30	88	466	554	B	\$5.30	83	1,045	1,128	D	\$5.30	100	833	933	C	\$5.30	108	915	1,023	D	\$2.25	98	617	715	B
0900 - 1000	\$5.30	145	479	624	B	\$5.30	85	670	755	B	\$5.30	96	541	637	B	\$5.30	75	574	649	B	\$2.25	95	471	566	B

AM Time	Monday 02/22/21					Tuesday 02/23/21					Wednesday 02/24/21					Thursday 02/25/21					Friday 02/26/21				
	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	186	535	721	B	\$5.30	174	562	736	B	\$5.30	179	663	842	C	\$5.30	153	707	860	C	\$2.25	144	348	492	B
0500 - 0600	\$9.95	315	879	1,194	D	\$9.95	360	1,416	1,776	F	\$9.95	318	1,152	1,470	F	\$9.95	256	1,066	1,322	E	\$6.95	267	880	1,147	D
0600 - 0700	\$9.95	181	934	1,115	D	\$10.95	150	514	664	B	\$10.95	217	776	993	C	\$10.95	213	766	979	C	\$6.95	201	1,099	1,300	E
0700 - 0800	\$6.95	162	1,205	1,367	F	\$6.95	204	1,259	1,463	F	\$6.95	198	1,215	1,413	F	\$6.95	190	1,263	1,453	F	\$5.30	171	1,059	1,230	E
0800 - 0900	\$5.30	104	969	1,073	D	\$5.30	116	1,009	1,125	D	\$5.30	111	959	1,070	D	\$5.30	115	967	1,082	D	\$2.25	107	809	916	C
0900 - 1000	\$5.30	104	558	662	B	\$5.30	71	667	738	B	\$5.30	107	723	830	C	\$5.30	122	635	757	B	\$2.25	106	542	648	B

Westbound AM Peak - I-15 North to County Line

AM Time	Monday 02/01/21					Tuesday 02/02/21					Wednesday 02/03/21					Thursday 02/04/21					Friday 02/05/21				
	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	\$2.95	89	351	440	B	\$2.95	103	324	427	B	\$2.95	110	335	445	B	\$2.95	109	333	442	B	\$2.95	81	291	372	A
0500 - 0600	\$6.85	143	693	836	C	\$6.85	135	728	863	C	\$6.85	157	714	871	C	\$6.85	174	714	888	C	\$5.30	150	576	726	B
0600 - 0700	\$6.85	111	862	973	C	\$6.85	106	902	1,008	D	\$6.85	123	826	949	C	\$6.85	101	916	1,017	D	\$5.30	121	760	881	C
0700 - 0800	\$6.85	84	778	862	C	\$6.85	105	822	927	C	\$6.85	86	815	901	C	\$6.85	105	771	876	C	\$2.95	99	774	873	C
0800 - 0900	\$2.95	37	677	714	B	\$2.95	58	721	779	B	\$2.95	62	732	794	B	\$2.95	49	748	797	B	\$2.95	66	611	677	B
0900 - 1000	\$2.95	44	447	491	B	\$2.95	46	429	475	B	\$2.95	56	480	536	B	\$2.95	60	508	568	B	\$2.95	62	483	545	B

AM Time	Monday 02/08/21					Tuesday 02/09/21					Wednesday 02/10/21					Thursday 02/11/21					Friday 02/12/21				
	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	\$2.95	91	344	435	B	\$2.95	99	339	438	B	\$2.95	104	330	434	B	\$2.95	101	323	424	B	\$2.95	80	301	381	A
0500 - 0600	\$6.85	135	697	832	C	\$6.85	181	742	923	C	\$6.85	151	759	910	C	\$6.85	173	767	940	C	\$5.30	159	626	785	B
0600 - 0700	\$6.85	109	890	999	C	\$6.85	137	826	963	C	\$6.85	114	860	974	C	\$6.85	126	916	1,042	D	\$5.30	105	730	835	C
0700 - 0800	\$6.85	86	823	909	C	\$6.85	104	847	951	C	\$6.85	98	843	941	C	\$6.85	109	798	907	C	\$2.95	76	697	773	B
0800 - 0900	\$2.95	64	713	777	B	\$2.95	60	864	924	C	\$2.95	68	839	907	C	\$2.95	54	788	842	C	\$2.95	69	598	667	B
0900 - 1000	\$2.95	35	457	492	B	\$2.95	61	532	593	B	\$2.95	63	516	579	B	\$2.95	65	547	612	B	\$2.95	96	495	591	B

AM Time	Monday 02/15/21					Tuesday 02/16/21					Wednesday 02/17/21					Thursday 02/18/21					Friday 02/19/21				
	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	\$2.95	74	246	320	A	\$2.95	112	361	473	B	\$2.95	109	343	452	B	\$2.95	107	326	433	B	\$2.95	83	297	380	A
0500 - 0600	\$6.85	110	475	585	B	\$6.85	169	745	914	C	\$6.85	159	744	903	C	\$6.85	182	730	912	C	\$5.30	113	621	734	B
0600 - 0700	\$6.85	71	558	629	B	\$6.85	123	956	1,079	D	\$6.85	138	948	1,086	D	\$6.85	136	901	1,037	D	\$5.30	108	819	927	C
0700 - 0800	\$6.85	51	453	504	B	\$6.85	85	917	1,002	D	\$6.85	97	841	938	C	\$6.85	104	857	961	C	\$2.95	94	811	905	C
0800 - 0900	\$2.95	58	432	490	B	\$2.95	66	802	868	C	\$2.95	61	815	876	C	\$2.95	74	795	869	C	\$2.95	76	623	699	B
0900 - 1000	\$2.95	86	414	500	B	\$2.95	41	610	651	B	\$2.95	56	566	622	B	\$2.95	65	550	615	B	\$2.95	57	469	526	B

AM Time	Monday 02/22/21					Tuesday 02/23/21					Wednesday 02/24/21					Thursday 02/25/21					Friday 02/26/21				
	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	\$2.95	105	362	467	B	\$2.95	107	360	467	B	\$2.95	106	334	440	B	\$2.95	62	402	464	B	\$2.95	67	329	396	A
0500 - 0600	\$6.85	171	756	927	C	\$6.85	166	773	939	C	\$6.85	199	789	988	C	\$6.85	142	834	976	C	\$5.30	146	674	820	C
0600 - 0700	\$6.85	141	940	1,081	D	\$6.85	133	969	1,102	D	\$6.85	154	936	1,090	D	\$6.85	135	945	1,080	D	\$5.30	114	811	925	C
0700 - 0800	\$6.85	85	916	1,001	D	\$6.85	108	892	1,000	C	\$6.85	108	934	1,042	D	\$6.85	122	874	996	C	\$2.95	113	762	875	C
0800 - 0900	\$2.95	61	778	839	C	\$2.95	61	828	889	C	\$2.95	67	747	814	C	\$2.95	61	865	926	C	\$2.95	66	645	711	B
0900 - 1000	\$2.95	69	512	581	B	\$2.95	59	556	615	B	\$2.95	65	599	664	B	\$2.95	75	625	700	B	\$2.95	66	513	579	B

RCTC OPERATIONAL HIGHLIGHTS

On-Road Operations

RCTC Freeway Service Patrol responded to 89 calls during the month of February. Of those calls, 62 were to assist disabled vehicles, 13 calls to remove debris, and 14 were in response to accidents in the Express Lanes.

91 Express Lanes BOS Development Update

In February, CUSA notified OCTA and the RCTC of a delay to the implementation of the new BOS for the 91 Express Lanes for both Orange and Riverside counties as a result of the COVID-19 pandemic. CUSA is the current operator of the 91 Express Lanes for both OCTA and RCTC and is the firm selected for the design, development and implementation of the new BOS, as well as the customer service center operation, once the current contract expires on June 30, 2021.

In anticipation that the future contractor would not be able to meet the go-live date in July 2021, the OCTA Board approved an amendment to the current three-party agreement between CUSA, RCTC, and OCTA, which allowed for six one-month optional extension periods. Staff from both agencies are continuing to work with CUSA to meet the revised anticipated go-live date in October 2021.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

Description	YTD as of : 2/28/2021		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 23,146,921.30	\$ 17,169,600.00	\$ 5,977,321.30	34.8
Fee Revenue	3,801,836.36	1,633,666.67	2,168,169.69	132.7
Total operating revenues	26,948,757.66	18,803,266.67	8,145,490.99	43.3
Operating expenses:				
Salaries and Benefits	400,241.92	450,333.33	50,091.41	11.1
Legal Services	69,577.28	233,333.33	163,756.05	70.2
Advisory Services	40,606.95	50,000.00	9,393.05	18.8
Audit and Accounting Fees	31,550.00	24,000.00	(7,550.00)	(31.5)
Service Fees	1,541.32	13,333.33	11,792.01	88.4
Other Professional Services	323,854.09	1,747,333.33	1,423,479.24	81.5
Lease Expense	166,195.26	326,800.00	160,604.74	49.1
Operations	1,042,103.78	1,991,333.33	949,229.55	47.7
Utilities	18,211.28	54,400.00	36,188.72	66.5
Supplies and Materials	4,081.21	20,000.00	15,918.79	79.6
Membership and Subscription Fees	28,281.50	20,000.00	(8,281.50)	(41.4)
Office Equipment & Furniture (Non-Capital)	4,706.87	10,000.00	5,293.13	52.9
Maintenance/Repairs	73,084.94	243,400.00	170,315.06	70.0
Training Seminars and Conferences	(720.00)	1,533.33	2,253.33	147.0
Transportation Expenses	-	2,666.67	2,666.67	100.0
Lodging	-	2,333.33	2,333.33	100.0
Meals	-	333.33	333.33	100.0
Other Staff Expenses	-	333.33	333.33	100.0
Advertising	4,611.25	183,333.33	178,722.08	97.5
Program Management	45,444.70	110,733.33	65,288.63	59.0
Program Operations	4,770,021.51	5,757,133.33	987,111.82	17.1
Litigation Settlement	-	-	-	N/A
Furniture & Equipment	-	203,333.33	203,333.33	100.0
Improvements	-	-	-	N/A
Bad Debt Expense	17.64	-	(17.64)	N/A
Total operating expenses	7,023,411.50	11,446,000.00	4,422,588.50	38.6
Operating income (loss)	19,925,346.16	7,357,266.67	12,568,079.49	170.8
Nonoperating revenues (expenses):				
Interest Revenue	467,744.10	461,266.67	6,477.43	(1.4)
Other Miscellaneous Revenue	52,431.71	66.67	52,365.04	(78,547.6)
Interest Expense	(14,782,117.78)	(4,746,600.00)	(10,035,517.78)	211.4
Total nonoperating revenues (expenses)	(14,261,941.97)	(4,285,266.67)	(9,976,675.30)	(232.8)
Transfers In	-	-	-	N/A
Transfers Out	(489,200.00)	(683,533.33)	194,333.33	(28.4)
Net income (loss)	\$ 5,174,204.19	\$ 2,388,466.67	\$ 2,785,737.52	116.6

¹ Unaudited

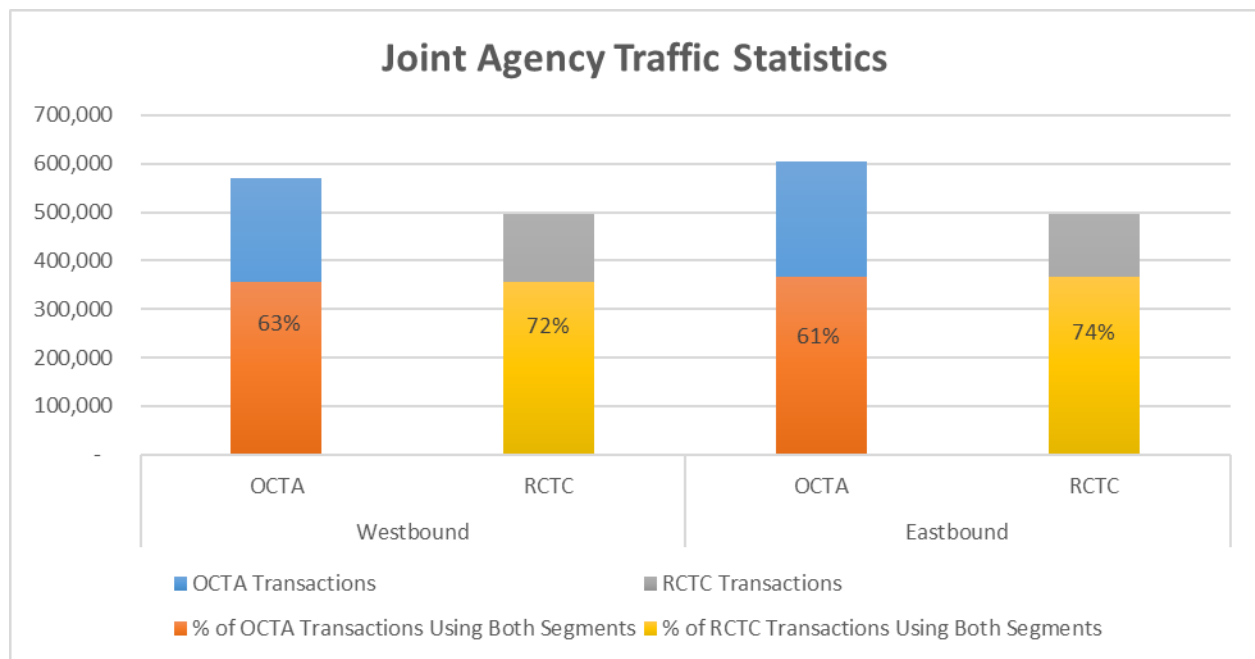
JOINT AGENCY TRIP AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING February 28, 2021

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	569,791	356,433	63%	\$1,590,557
RCTC	495,520	356,433	72%	\$1,574,523
I-15	205,500	151,129	74%	\$601,428
McKinley	290,020	205,304	71%	\$973,096
Eastbound				
OCTA	603,827	367,359	61%	\$2,232,569
RCTC	495,148	367,359	74%	\$1,805,540
I-15	187,408	147,392	79%	\$502,379
McKinley	307,740	219,967	71%	\$1,303,160

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	Reporting Period	PERFORMANCE STANDARD	Feb-21 Performance
CUSTOMER SERVICE			
Call Wait Time	Monthly	Not to exceed 2 minutes	1:43
Abandon Rate	Monthly	No more than 4.0%	2.3%
Customer Satisfaction	Monthly	At least 75 outbound calls	75
VIOLATION PROCESSING			
Response Time	Monthly	Within 2 business days of receipt	0.6
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	1.0
* Plate Misread Errors	Monthly	Equal to or less than 0.4%	0.02%
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.

JOINT AGENCY TRANSPONDER DISTRIBUTION

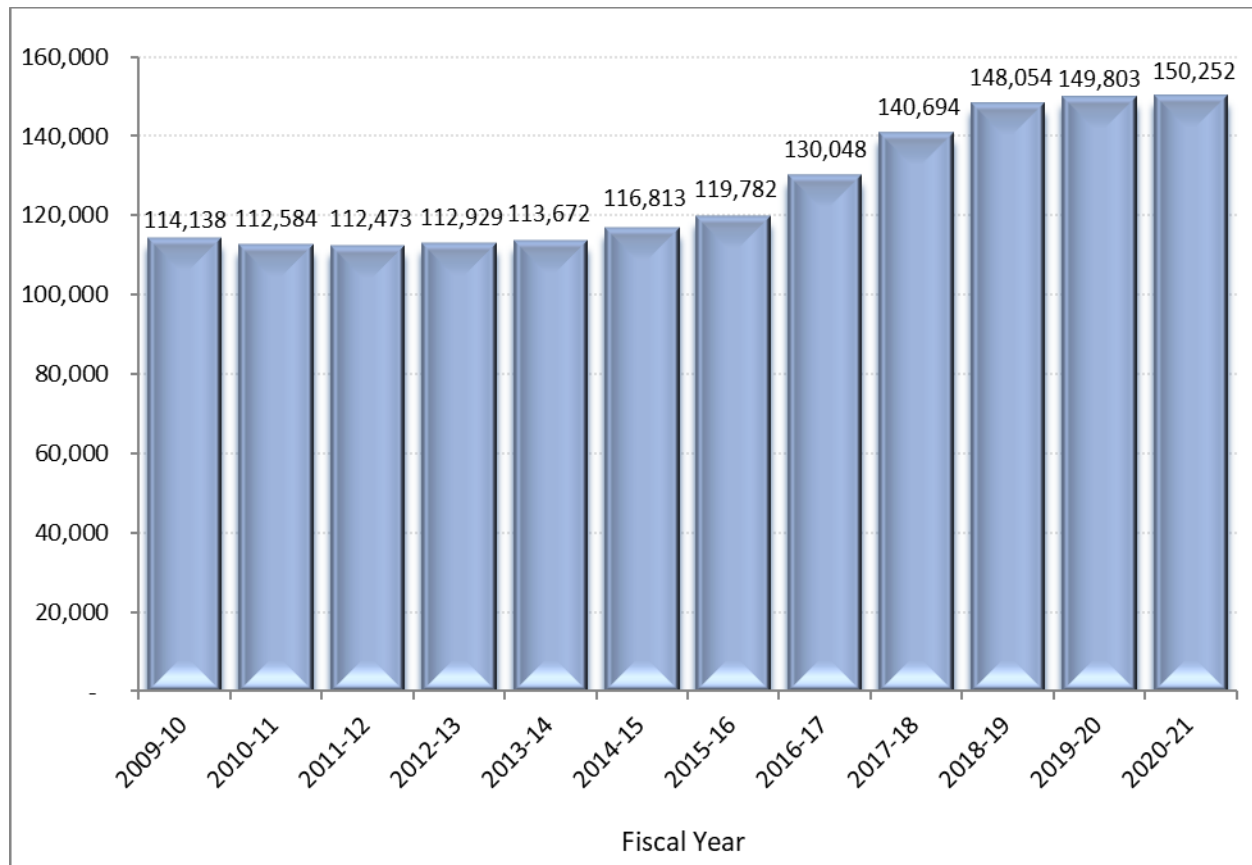
T21 TRANSPONDER DISTRIBUTION	February-21		January-21		FY 2020-21	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	866	96.2%	442	97.1%	662	96.4%
Additional Tags to Existing Accounts	20	2.2%	9	2.0%	15	2.2%
Replacement Transponders	14	1.6%	4	0.9%	10	1.4%
Total Issued	900		455		687	
Returned						
Account Closures			32	0.8%	24	1.0%
Accounts Downsizing			9	0.2%	0	0.0%
Defective Transponders	173	100.0%	4,198	99.0%	2,492	99.0%
Total Returned	173		4,239		2,517	

6C TRANSPONDER DISTRIBUTION	February-21		January-21		FY 2020-21	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	53,930	100.0%	14,802	99.9%	13,978	99.8%
Additional Tags to Existing Accounts	18	0.0%	17	0.1%	20	0.1%
Replacement Transponders	0	0.0%	0	0.0%	2	0.0%
Total Issued	53,948		14,819		13,999	
Returned						
Account Closures						
Accounts Downsizing						
Defective Transponders						
Total Returned						

At the end of February 2021, the 91 Express Lanes had 150,252 active customer accounts and 465,201 transponders classified as assigned.

Number of Accounts by FY

As of February 28, 2021



Incoming Email Activity

During February, the Anaheim Processing Center received 3,455 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 2020 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.



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



Status Report
March 2021

As of March 31, 2021

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OPERATIONS OVERVIEW OCTA

TRAFFIC AND REVENUE STATISTICS FOR OCTA

Total traffic volume on the 91 Express Lanes for March 2021 was 1,426,041. This represents a daily average of 46,001 vehicles. This is a 57.5 percent increase in total traffic volume from the same period last year, which totaled 905,400 and was the first month of the State of California's stay-at-home orders due to the coronavirus (COVID-19) pandemic. Potential toll revenue for March was \$4,573,327, which represents an increase of 56.8 percent from the prior year's total of \$2,916,062. Carpool percentage for March was 20.2 percent as compared to the previous year's rate of 22.7 percent. Traffic volumes remain lower than pre-COVID-19 levels but are beginning to improve as Southern California counties enter into less restrictive tiers of the State's Blueprint for a Safer Economy plan.

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 Orange County Transportation Authority (OCTA) 91 Express Lanes and associated potential revenue for the month of March 2021.

Current Month-to-Date (MTD) as of March 31, 2021

	Mar-21 MTD Actual	Mar-20 MTD Actual	Yr-to-Yr % Variance
Trips			
Full Toll Lanes	1,138,068	700,041	62.6%
3+ Lanes	287,973	205,359	40.2%
Total Gross Trips	1,426,041	905,400	57.5%
Revenue			
Full Toll Lanes	\$4,526,675	\$2,871,629	57.6%
3+ Lanes	\$46,652	\$44,433	5.0%
Total Gross Revenue	\$4,573,327	\$2,916,062	56.8%
Average Revenue per Trip			
Average Full Toll Lanes	\$3.98	\$4.10	(2.9%)
Average 3+ Lanes	\$0.16	\$0.22	(27.3%)
Average Gross Revenue	\$3.21	\$3.22	(0.3%)

The 2021 fiscal year-to-date traffic volume decreased by 17.1 percent and potential toll revenue decreased by 11.8 percent, when compared with the same period last year. Year-to-date average revenue per trip is \$3.25.

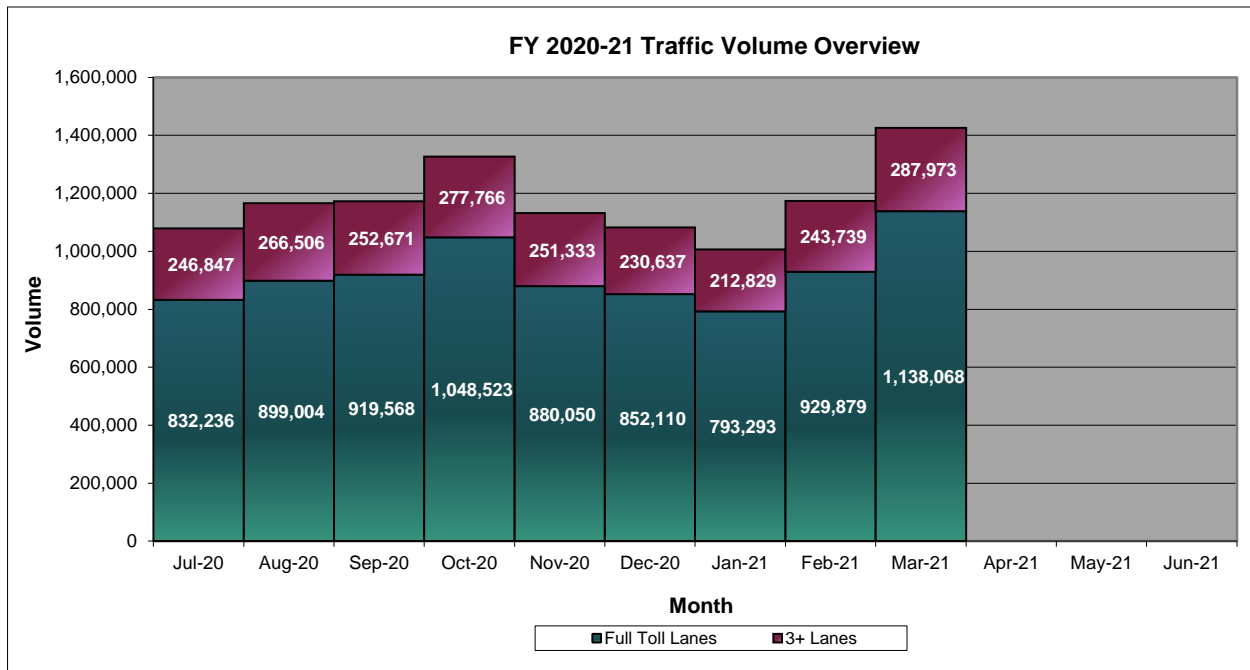
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the months of July 2020 through March 2021.

Fiscal Year (FY) 2020-21 Year-to-Date as of March 31, 2021

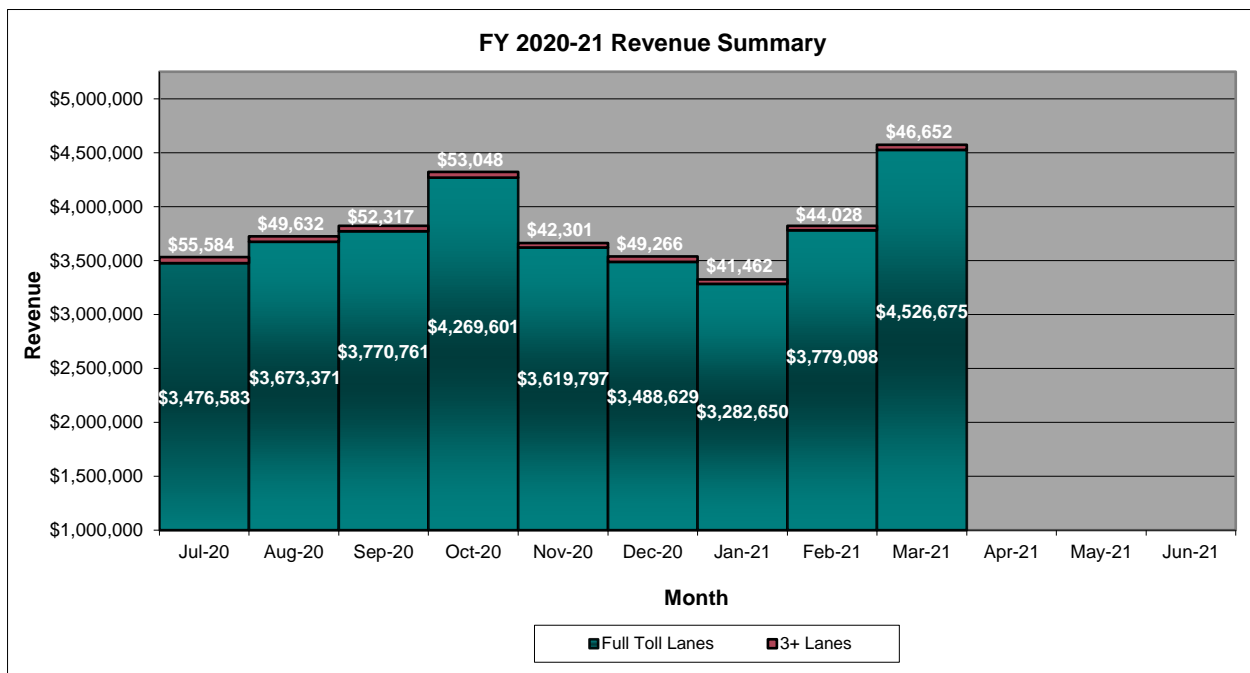
	FY 2020-21 YTD Actual	FY 2019-20 YTD Actual	Yr-to-Yr % Variance
Trips			
Full Toll Lanes	8,292,733	9,492,781	(12.6%)
3+ Lanes	2,270,302	3,251,508	(30.2%)
Total Gross Trips	10,563,035	12,744,289	(17.1%)
Revenue			
Full Toll Lanes	\$33,887,172	\$38,317,770	(11.6%)
3+ Lanes	\$434,291	\$592,798	(26.7%)
Total Gross Revenue	\$34,321,463	\$38,910,567	(11.8%)
Average Revenue per Trip			
Average Full Toll Lanes	\$4.09	\$4.04	1.2%
Average 3+ Lanes	\$0.19	\$0.18	5.6%
Average Gross Revenue	\$3.25	\$3.05	6.6%

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between full toll trips and high-occupancy vehicle (HOV3+) trips for FY 2020-21 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll trips and HOV3+ trips for FY 2020-21 on a monthly basis.



OCTA EASTBOUND PEAK-HOUR VOLUMES

Peak-hour traffic in the eastbound direction reached or exceeded 90 percent of defined capacity 11 times during the month of March 2021. As demonstrated on the next chart, westbound peak-hour traffic volumes top out at 78 percent of defined capacity.

EASTBOUND WEEKDAY PEAK VOLUME:

PM Time	Monday 03/01/21				Tuesday 03/02/21				Wednesday 03/03/21				Thursday 03/04/21				Friday 03/05/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	323	2,319	68%	\$5.15	372	2,896	85%	\$5.15	294	2,667	78%	\$6.95	400	3,078	91%	\$8.10	523	2,982	88%
1500 - 1600	\$5.50	457	2,946	87%	\$5.25	459	2,808	83%	\$7.25	404	2,523	74%	\$7.25	498	2,667	78%	\$7.65	545	3,252	96%
1600 - 1700	\$4.85	332	2,965	87%	\$5.00	314	2,967	87%	\$7.00	278	2,631	77%	\$6.80	363	3,244	95%	\$7.95	364	2,455	72%
1700 - 1800	\$4.80	377	2,956	87%	\$4.90	355	2,835	83%	\$5.90	309	2,479	73%	\$7.20	301	2,522	74%	\$6.55	409	2,759	81%
1800 - 1900	\$5.50	413	2,024	60%	\$3.95	487	2,602	77%	\$3.95	318	1,684	50%	\$4.35	505	2,679	79%	\$6.55	564	2,686	79%
1900 - 2000	\$3.85	278	1,062	31%	\$3.85	329	1,315	39%	\$3.85	227	994	29%	\$5.60	404	1,566	46%	\$6.05	514	1,945	57%

PM Time	Monday 03/08/21				Tuesday 03/09/21				Wednesday 03/10/21				Thursday 03/11/21				Friday 03/12/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	341	2,610	77%	\$5.15	368	2,878	85%	\$5.15	325	2,549	75%	\$6.95	384	2,945	87%	\$8.10	465	2,951	87%
1500 - 1600	\$5.50	471	2,982	88%	\$5.25	471	2,835	83%	\$7.25	416	2,762	81%	\$7.25	490	2,897	85%	\$7.65	496	3,319	98%
1600 - 1700	\$4.85	326	2,964	87%	\$5.00	327	2,903	85%	\$7.00	274	2,633	77%	\$6.80	351	3,365	99%	\$7.95	127	742	22%
1700 - 1800	\$4.80	358	2,893	85%	\$4.90	365	3,001	88%	\$5.90	311	2,510	74%	\$7.20	275	2,210	65%	\$6.55	397	2,255	66%
1800 - 1900	\$5.50	444	2,293	67%	\$3.95	505	2,745	81%	\$3.95	364	1,850	54%	\$4.35	405	2,131	63%	\$6.55	595	2,844	84%
1900 - 2000	\$3.85	322	1,232	36%	\$3.85	367	1,588	47%	\$3.85	261	1,005	30%	\$5.60	332	1,243	37%	\$6.05	497	2,069	61%

PM Time	Monday 03/15/21				Tuesday 03/16/21				Wednesday 03/17/21				Thursday 03/18/21				Friday 03/19/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	307	2,261	67%	\$5.15	345	2,826	83%	\$5.15	373	3,034	89%	\$6.95	389	3,239	95%	\$8.10	427	2,647	78%
1500 - 1600	\$5.50	302	1,926	57%	\$5.25	473	2,659	78%	\$7.25	463	2,851	84%	\$7.25	509	2,734	80%	\$7.65	423	2,515	74%
1600 - 1700	\$4.85	327	2,586	76%	\$5.00	311	2,883	85%	\$7.00	317	2,857	84%	\$6.80	351	2,737	81%	\$7.95	305	1,874	55%
1700 - 1800	\$4.80	300	2,748	81%	\$4.90	319	2,806	83%	\$5.90	358	2,883	85%	\$7.20	321	2,483	73%	\$6.55	371	2,340	69%
1800 - 1900	\$5.50	307	1,745	51%	\$3.95	444	2,864	84%	\$3.95	436	2,745	81%	\$4.35	456	2,985	88%	\$6.55	601	2,860	84%
1900 - 2000	\$3.85	272	1,098	32%	\$3.85	313	1,506	44%	\$3.85	332	1,562	46%	\$5.60	397	1,892	56%	\$6.05	490	2,123	62%

PM Time	Monday 03/22/21				Tuesday 03/23/21				Wednesday 03/24/21				Thursday 03/25/21				Friday 03/26/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	388	2,663	78%	\$5.15	375	2,998	88%	\$5.15	446	3,183	94%	\$6.95	429	3,233	95%	\$8.10	472	2,768	81%
1500 - 1600	\$5.50	434	2,818	83%	\$5.25	487	2,780	82%	\$7.25	461	2,828	83%	\$7.25	509	2,726	80%	\$7.65	573	3,413	100%
1600 - 1700	\$4.85	333	2,867	84%	\$5.00	322	2,855	84%	\$7.00	297	2,799	82%	\$6.80	429	3,443	101%	\$7.95	387	2,604	77%
1700 - 1800	\$4.80	404	3,059	90%	\$4.90	356	2,927	86%	\$5.90	358	2,846	84%	\$7.20	354	2,512	74%	\$6.55	427	2,755	81%
1800 - 1900	\$5.50	341	2,089	61%	\$3.95	443	2,617	77%	\$3.95	514	2,910	86%	\$4.35	415	2,612	77%	\$6.55	458	2,373	70%
1900 - 2000	\$3.85	313	1,264	37%	\$3.85	361	1,455	43%	\$3.85	365	1,620	48%	\$5.60	373	1,565	46%	\$6.05	513	1,945	57%

PM Time	Monday 03/29/21				Tuesday 03/30/21				Wednesday 03/31/21				Thursday 04/01/21				Friday 04/02/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	428	2,628	77%	\$5.15	388	2,722	80%	\$5.15	433	3,024	89%								
1500 - 1600	\$5.50	470	2,864	84%	\$5.25	538	2,860	84%	\$7.25	564	2,774	82%								
1600 - 1700	\$4.85	369	2,873	85%	\$5.00	322	2,827	83%	\$7.00	316	2,526	74%								
1700 - 1800	\$4.80	367	2,890	85%	\$4.90	396	2,989	88%	\$5.90	393	2,810	83%								
1800 - 1900	\$5.50	413	2,205	65%	\$3.95	501	2,739	81%	\$3.95	573	2,882	85%								
1900 - 2000	\$3.85	387	1,454	43%	\$3.85	354	1,500	44%	\$3.85	540	2,129	63%								

OCTA WESTBOUND PEAK-HOUR VOLUMES

WESTBOUND WEEKDAY PEAK VOLUME:

AM Time	Monday 03/01/21				Tuesday 03/02/21				Wednesday 03/03/21				Thursday 03/04/21				Friday 03/05/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	394	1,442	42%	\$3.05	386	1,432	42%	\$3.05	386	1,397	41%	\$3.05	394	1,402	41%	\$3.05	316	1,083	32%
0500 - 0600	\$4.95	530	2,109	62%	\$4.95	629	2,642	78%	\$4.95	543	2,316	68%	\$4.95	566	2,419	71%	\$4.70	507	2,048	60%
0600 - 0700	\$5.15	302	2,086	62%	\$5.15	303	1,865	55%	\$5.15	262	1,794	53%	\$5.15	320	1,962	58%	\$4.95	288	2,073	61%
0700 - 0800	\$5.65	316	2,154	63%	\$5.65	314	2,203	65%	\$5.65	264	1,979	58%	\$5.65	294	2,197	65%	\$5.50	277	2,062	61%
0800 - 0900	\$5.15	191	1,906	57%	\$5.15	195	2,077	61%	\$5.15	144	1,603	47%	\$5.15	198	1,952	57%	\$4.95	193	1,836	54%
0900 - 1000	\$4.10	171	1,580	46%	\$4.10	152	1,810	53%	\$4.10	125	1,311	39%	\$4.10	194	1,722	51%	\$4.10	195	1,603	47%

AM Time	Monday 03/08/21				Tuesday 03/09/21				Wednesday 03/10/21				Thursday 03/11/21				Friday 03/12/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	392	1,423	42%	\$3.05	395	1,429	42%	\$3.05	365	1,348	40%	\$3.05	417	1,519	45%	\$3.05	336	1,089	32%
0500 - 0600	\$4.95	586	2,292	67%	\$4.95	621	2,632	77%	\$4.95	520	2,032	60%	\$4.95	549	2,209	65%	\$4.70	461	2,017	59%
0600 - 0700	\$5.15	294	2,092	62%	\$5.15	259	1,798	53%	\$5.15	258	1,615	48%	\$5.15	236	1,759	52%	\$4.95	277	1,965	58%
0700 - 0800	\$5.65	309	2,200	65%	\$5.65	293	2,199	65%	\$5.65	267	1,891	56%	\$5.65	267	1,999	59%	\$5.50	291	1,956	58%
0800 - 0900	\$5.15	171	1,872	55%	\$5.15	195	1,983	58%	\$5.15	160	1,689	50%	\$5.15	191	1,821	54%	\$4.95	200	1,858	55%
0900 - 1000	\$4.10	137	1,314	39%	\$4.10	175	1,707	50%	\$4.10	136	1,298	38%	\$4.10	126	1,248	37%	\$4.10	178	1,535	45%

AM Time	Monday 03/15/21				Tuesday 03/16/21				Wednesday 03/17/21				Thursday 03/18/21				Friday 03/19/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	401	1,359	40%	\$3.05	390	1,397	41%	\$3.05	413	1,489	43%	\$3.05	391	1,504	44%	\$3.05	302	1,078	32%
0500 - 0600	\$4.95	491	1,907	56%	\$4.95	604	2,533	75%	\$4.95	585	2,461	72%	\$4.95	544	2,371	70%	\$4.70	472	1,974	58%
0600 - 0700	\$5.15	253	1,801	53%	\$5.15	281	1,665	49%	\$5.15	329	1,941	57%	\$5.15	335	2,041	60%	\$4.95	317	2,068	61%
0700 - 0800	\$5.65	248	1,752	52%	\$5.65	281	2,108	62%	\$5.65	289	2,244	66%	\$5.65	309	2,188	64%	\$5.50	318	2,020	59%
0800 - 0900	\$5.15	159	1,839	54%	\$5.15	192	2,137	63%	\$5.15	179	2,040	60%	\$5.15	176	2,039	60%	\$4.95	214	1,804	53%
0900 - 1000	\$4.10	168	1,549	46%	\$4.10	129	1,621	48%	\$4.10	166	1,706	50%	\$4.10	164	1,670	55%	\$4.10	184	1,351	40%

AM Time	Monday 03/22/21				Tuesday 03/23/21				Wednesday 03/24/21				Thursday 03/25/21				Friday 03/26/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	384	1,266	37%	\$3.05	375	1,186	35%	\$3.05	384	1,306	38%	\$3.05	365	1,327	39%	\$3.05	301	979	29%
0500 - 0600	\$4.95	522	2,180	64%	\$4.95	578	2,332	69%	\$4.95	621	2,423	71%	\$4.95	602	2,292	67%	\$4.70	486	2,034	60%
0600 - 0700	\$5.15	349	2,343	69%	\$5.15	353	2,255	68%	\$5.15	316	2,078	61%	\$5.15	390	2,137	63%	\$4.95	297	1,846	54%
0700 - 0800	\$5.65	315	2,333	69%	\$5.65	321	2,306	68%	\$5.65	294	2,288	67%	\$5.65	329	2,261	67%	\$5.50	313	1,990	59%
0800 - 0900	\$5.15	222	2,063	61%	\$5.15	218	2,096	62%	\$5.15	208	2,079	61%	\$5.15	201	1,988	58%	\$4.95	202	1,621	48%
0900 - 1000	\$4.10	203	1,831	54%	\$4.10	226	1,966	58%	\$4.10	232	1,858	55%	\$4.10	176	1,670	49%	\$4.10	217	1,527	45%

AM Time	Monday 03/29/21				Tuesday 03/30/21				Wednesday 03/31/21				Thursday 04/01/21				Friday 04/02/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	329	1,068	31%	\$3.05	358	1,155	34%	\$3.05	370	1,137	33%								
0500 - 0600	\$4.95	586	2,270	67%	\$4.95	605	2,372	70%	\$4.95	556	2,135	63%								
0600 - 0700	\$5.15	337	2,160	64%	\$5.15	353	2,263	67%	\$5.15	348	2,294	67%								
0700 - 0800	\$5.65	317	2,165	64%	\$5.65	299	2,191	64%	\$5.65	304	2,157	63%								
0800 - 0900	\$5.15	233	2,021	59%	\$5.15	214	2,028	60%	\$5.15	258	2,044	60%								
0900 - 1000	\$4.10	242	1,764	52%	\$4.10	210	1,868	55%	\$4.10	340	2,058	61%								

OCTA OPERATIONAL HIGHLIGHTS

On-Road Operations

OCTA customer assistance specialists (CAS) responded to 114 calls during the month of March. Of those calls, 89 were to assist disabled vehicles and 15 calls to remove debris. The CAS provided assistance to ten accidents in the Express Lanes with four of those accidents originating in the State Route 91 general purpose lanes.

91 Express Lanes Back-Office System (BOS) Development Update

In February, Cofiroute USA, LLC (CUSA) notified OCTA and the Riverside County Transportation Commission (RCTC) of a delay to the implementation of the new BOS for the 91 Express Lanes for both Orange and Riverside counties as a result of the COVID-19 pandemic. CUSA is the current operator of the 91 Express Lanes for both OCTA and RCTC and is the firm selected for the design, development, and implementation of the new BOS, as well as the customer service center operation, once the current contract expires on June 30, 2021.

In anticipation that the future contractor would not be able to meet the go-live date in July 2021, the OCTA Board of Directors (Board) approved an amendment to the current three-party agreement between CUSA, RCTC, and OCTA, which allowed for six one-month optional extension periods. Staff from both agencies are continuing to work with CUSA to meet the revised anticipated go-live date in October 2021.

91 Express Lanes Toll Entrance Gantries Infrastructure Project Update

OCTA entered into an agreement 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 infrastructure at the three entrances of the OCTA 91 Express Lanes. In March, Caltrans advertised the project with project award anticipated for May. Upon completion of the Infrastructure Project, Kapsch TrafficCom USA, Inc., the toll lanes system integrator for the 91 Express Lanes, will install new Electronic Toll and Traffic Management system equipment onto the new gantries.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

Description	YTD as of : 3/31/2021		YTD Variance	
	Actual ⁽¹⁾	Budget ⁽¹⁾	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 31,349,484.03	\$ 23,970,376.00	\$ 7,379,108.03	30.8
Fee Revenue	4,034,220.14	1,606,333.00	2,427,887.14	151.1
Total operating revenues	35,383,704.17	25,576,709.00	9,806,995.17	38.3
Operating expenses:				
Contracted Services	5,005,032.51	5,397,840.00	392,807.49	7.3
Administrative Fee	2,247,435.00	2,341,314.00	93,879.00	4.0
Other Professional Services	866,542.62	2,561,568.00	1,695,025.38	66.2
Credit Card Processing Fees	730,405.19	690,480.00	(39,925.19)	(5.8)
Toll Road Account Servicing	463,634.40	442,740.00	(20,894.40)	(4.7)
Other Insurance Expense	750,964.03	762,425.00	11,460.97	1.5
Toll Road Maintenance Supply Repairs	121,823.73	2,028,540.00	1,906,716.27	94.0
Patrol Services	592,835.57	782,167.00	189,331.43	24.2
Building Equipment Repairs and Maint	611,833.24	1,081,081.00	469,247.76	43.4
6C Transponders	-	187,500.00	187,500.00	100.0
Other Services ⁽⁵⁾	(983,780.32)	46,815.00	1,030,595.32	2,201.4
Utilities	41,004.24	86,220.00	45,215.76	52.4
Office Expense	9,911.50	73,473.00	63,561.50	86.5
Bad Debt Expense	131,662.22	-	(131,662.22)	N/A
Miscellaneous ⁽²⁾	39,080.74	117,414.00	78,333.26	66.7
Leases	357,817.17	363,600.00	5,782.83	1.6
Total operating expenses	10,986,201.84	16,963,177.00	5,976,975.16	35.2
Depreciation and Amortization ⁽³⁾	3,401,932.75	-	(3,401,932.75)	N/A
Operating income (loss)	20,995,569.58	8,613,532.00	12,382,037.58	143.8
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	389,046.66	937,500.00	(548,453.34)	(58.5)
Interest Income	3,347,529.24	1,103,616.00	2,243,913.24	203.3
Interest Expense	(3,220,274.77)	(3,299,211.00)	78,936.23	2.4
Other	462.08	-	462.08	N/A
Total nonoperating revenues (expenses)	516,763.21	(1,258,095.00)	1,774,858.21	141.1
Transfers In	-	-	-	N/A
Transfers Out ⁽⁴⁾	(3,233,476.22)	(33,680,300.00)	30,446,823.78	90.4
Net income (loss)	\$ 18,278,856.57	\$ (26,324,863.00)	\$ 44,603,719.57	(169.4)

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.

⁴Transfers Out: For M2 Project I and Project J expense reimbursements.

⁵Litigation settlement was accrued, the negative will be offset once the litigation payment is issued.

Capital Asset Activity

During the nine months ending March 31, 2021, capital asset activities included \$11,453 for the replacement of the air-conditioning units for the eastbound toll plaza, \$810,223 for the BOS replacement project, and \$2,491,662 for payment of 6C implementation costs for the Electronic Toll and Traffic Management system

OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

Total traffic volume on the 91 Express Lanes for March 2021 was 1,230,614. This represents a daily average of 39,697 vehicles. This is a 52.2 percent increase in total traffic volume from the same period last year, which totaled 808,527 and was the first month of the COVID-19 stay-at-home order. Potential toll revenue for March was \$4,147,141, which represents an increase of 13.4 percent from the prior year's total of \$3,656,203. Carpool percentage for March was 19.2 percent as compared to the previous year's rate of 21.6 percent. Traffic volumes remain lower than pre-COVID-19 levels but are beginning to increase as Southern California counties enter less restrictive tiers of the State's Blueprint for a Safer Economy plan.

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 RCTC 91 Express Lanes and associated potential revenue for the month of March 2021.

Current Month-to-Date as of March 31, 2021

Trips	MAR-21 MTD Actual	Stantec MTD Projected	# Variance	% Variance	MAR-20 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	994,294	1,073,671	(79,377)	(7.4%)	633,701	56.9%
3+ Lanes	236,320	351,057	(114,737)	(32.7%)	174,826	35.2%
Total Gross Trips	1,230,614	1,424,729	(194,115)	(13.6%)	808,527	52.2%
Revenue						
Full Toll Lanes	\$4,107,544	\$4,687,171	(\$579,628)	(12.4%)	\$3,632,038	13.1%
3+ Lanes	\$39,597	\$0	\$39,597		\$24,165	63.9%
Total Gross Revenue	\$4,147,141	\$4,687,171	(\$540,030)	(11.5%)	\$3,656,203	13.4%
Average Revenue per Trip						
Average Full Toll Lanes	\$4.13	\$4.37	(\$0.24)	(5.5%)	\$5.73	(27.9%)
Average 3+ Lanes	\$0.17	\$0.00	\$0.17		\$0.14	21.4%
Average Gross Revenue	\$3.37	\$3.29	\$0.08	2.4%	\$4.52	(25.4%)

The 2021 fiscal year-to-date traffic volume decreased by 20.1 percent and potential toll revenue decreased by 37.1 percent, when compared with the same period last year. Year-to-date average revenue per-trip is \$3.40.

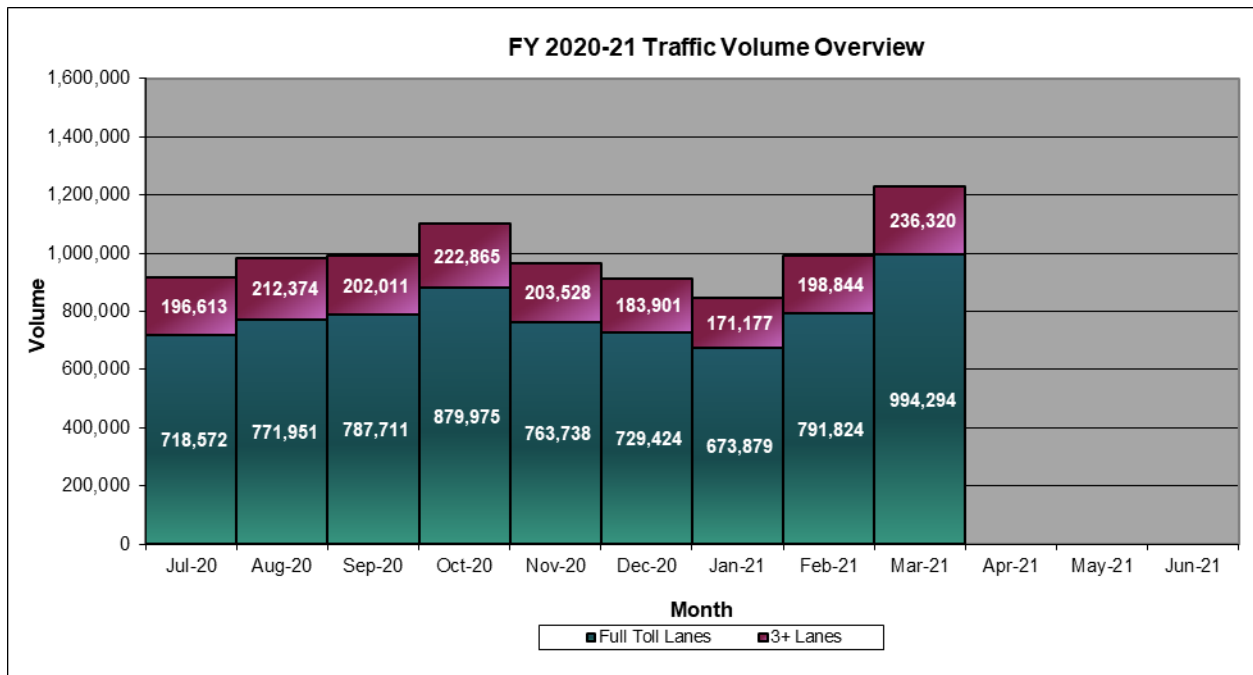
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the months of July 2020 through March 2021.

FY 2020-21 Year-to-Date as of March 31, 2021

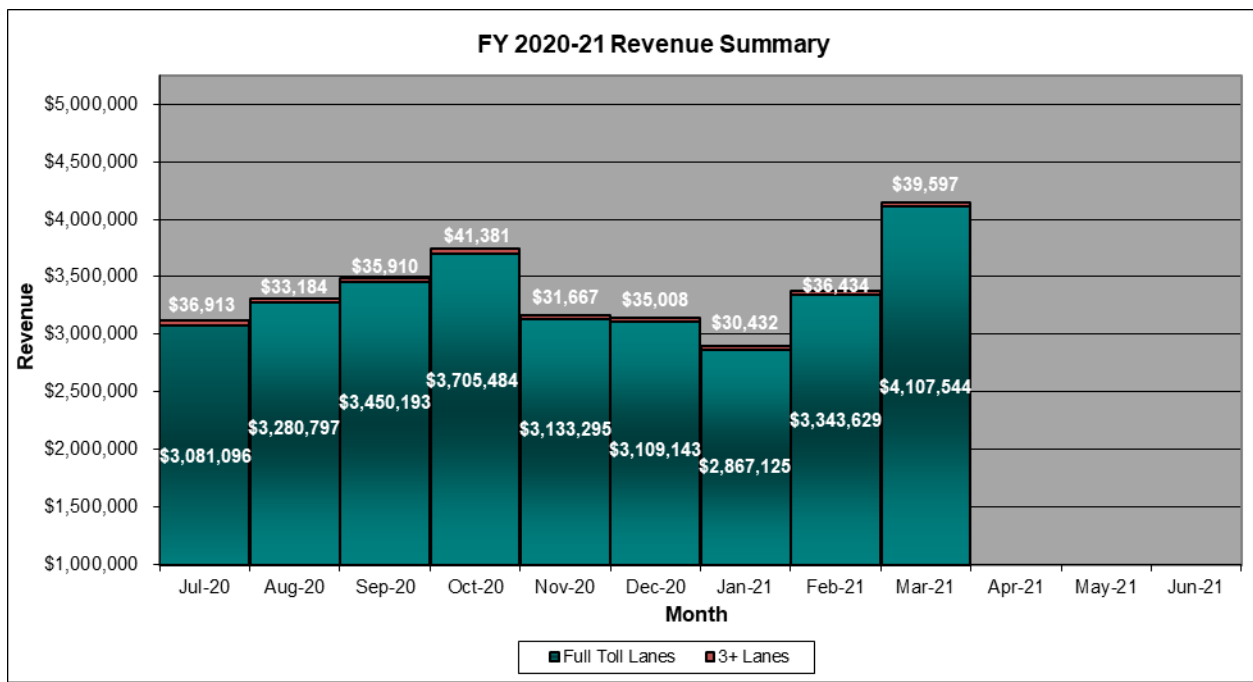
	FY 2020-21 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2019-20 YTD Actual	Yr-to-Yr % Variance
Trips						
Full Toll Lanes	7,111,368	9,009,671	(1,898,303)	(21.1%)	8,536,905	(16.7%)
3+ Lanes	1,827,633	2,922,457	(1,094,824)	(37.5%)	2,656,315	(31.2%)
Total Gross Trips	8,939,001	11,932,129	(2,993,128)	(25.1%)	11,193,220	(20.1%)
Revenue						
Full Toll Lanes	\$30,078,305	\$38,613,486	(\$8,535,180)	(22.1%)	\$47,991,940	(37.3%)
3+ Lanes	\$320,525	\$0	\$320,525		\$308,439	3.9%
Total Gross Revenue	\$30,398,831	\$38,613,486	(\$8,214,655)	(21.3%)	\$48,300,379	(37.1%)
Average Revenue per Trip						
Average Full Toll Lanes	\$4.23	\$4.29	(\$0.06)	(1.4%)	\$5.62	(24.7%)
Average 3+ Lanes	\$0.18	\$0.00	\$0.18		\$0.12	50.0%
Average Gross Revenue	\$3.40	\$3.24	\$0.16	4.9%	\$4.32	(21.3%)

RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between full toll lanes and HOV3+ lanes for FY 2020-21 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll lanes and HOV3+ lanes for FY 2020-21 on a monthly basis.



RCTC PEAK-HOUR VOLUMES

In March, there were no toll rates adjusted in response to traffic. Traffic volumes are being reviewed regularly, and a plan is in place to monitor traffic volumes and adjust toll rates until traffic returns to pre-COVID-19 volumes.

RCTC EASTBOUND PEAK-HOUR VOLUMES

Eastbound PM Peak - County Line to McKinley

PM Time	Monday 03/01/21					Tuesday 03/02/21					Wednesday 03/03/21					Thursday 03/04/21					Friday 03/05/21				
	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	163	933	1,096	D	\$5.30	185	1133	1,318	F	\$7.95	158	971	1,129	D	\$10.95	208	1,167	1,375	F	\$22.95	341	1,164	1,505	F
1500 - 1600	\$8.95	248	992	1,240	E	\$9.95	249	973	1,222	E	\$13.95	199	798	997	C	\$14.95	271	930	1,201	E	\$23.95	313	1,198	1,511	F
1600 - 1700	\$6.95	183	1042	1,225	E	\$6.95	153	1070	1,223	E	\$6.95	136	922	1,058	D	\$7.95	200	1,221	1,421	F	\$14.95	322	1,308	1,630	F
1700 - 1800	\$5.30	187	1012	1,199	D	\$5.30	184	1008	1,192	D	\$5.30	148	778	926	C	\$5.30	180	995	1,175	D	\$7.95	325	1,116	1,441	F
1800 - 1900	\$4.20	179	647	826	C	\$4.20	203	853	1,056	D	\$5.30	159	486	645	B	\$5.30	188	903	1,091	D	\$5.30	343	1,010	1,353	F
1900 - 2000	\$2.25	124	332	456	B	\$2.25	145	452	597	B	\$2.25	99	290	389	A	\$2.25	166	565	731	B	\$2.25	252	783	1,035	D

PM Time	Monday 03/08/21					Tuesday 03/09/21					Wednesday 03/10/21					Thursday 03/11/21					Friday 03/12/21				
	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	179	1,011	1,190	D	\$5.30	203	1,120	1,323	F	\$7.95	184	958	1,142	D	\$10.95	200	1,092	1,292	E	\$22.95	286	1,147	1,433	F
1500 - 1600	\$8.95	244	968	1,212	E	\$9.95	242	972	1,214	E	\$13.95	205	865	1,070	D	\$14.95	243	1,014	1,257	E	\$23.95	306	1,157	1,463	F
1600 - 1700	\$6.95	158	1,047	1,205	E	\$6.95	183	1,032	1,215	E	\$6.95	128	905	1,033	D	\$7.95	161	1,228	1,389	F	\$14.95	100	405	505	B
1700 - 1800	\$5.30	206	987	1,193	D	\$5.30	188	1,042	1,230	E	\$5.30	149	829	978	C	\$5.30	143	827	970	C	\$7.95	210	823	1,033	D
1800 - 1900	\$4.20	209	719	928	C	\$4.20	220	888	1,108	D	\$5.30	165	603	768	B	\$5.30	164	662	826	C	\$5.30	320	1,174	1,494	F
1900 - 2000	\$2.25	135	387	522	B	\$2.25	178	566	744	B	\$2.25	112	286	398	A	\$2.25	138	411	549	B	\$2.25	282	947	1,229	E

PM Time	Monday 03/15/21					Tuesday 03/16/21					Wednesday 03/17/21					Thursday 03/18/21					Friday 03/19/21				
	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	154	837	991	C	\$5.30	183	1,036	1,219	E	\$7.95	199	1,181	1,380	F	\$10.95	203	1,232	1,435	F	\$22.95	287	1,115	1,402	F
1500 - 1600	\$8.95	141	654	795	B	\$9.95	210	910	1,120	D	\$13.95	247	969	1,216	E	\$14.95	268	953	1,221	E	\$23.95	301	1,043	1,344	F
1600 - 1700	\$6.95	143	931	1,074	D	\$6.95	144	1,038	1,182	D	\$6.95	162	1,136	1,298	E	\$7.95	173	1,075	1,248	E	\$14.95	201	1,022	1,223	E
1700 - 1800	\$5.30	117	913	1,030	D	\$5.30	167	1,036	1,203	E	\$5.30	192	1,048	1,240	E	\$5.30	179	1,038	1,217	E	\$7.95	243	1,091	1,334	F
1800 - 1900	\$4.20	127	557	684	B	\$4.20	213	925	1,138	D	\$5.30	220	974	1,194	D	\$5.30	207	1,052	1,259	E	\$5.30	349	1,209	1,558	F
1900 - 2000	\$2.25	88	353	441	B	\$2.25	139	471	610	B	\$2.25	152	578	730	B	\$2.25	192	726	918	C	\$2.25	298	1,012	1,310	F

PM Time	Monday 03/22/21					Tuesday 03/23/21					Wednesday 03/24/21					Thursday 03/25/21					Friday 03/26/21				
	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	197	997	1,194	D	\$5.30	216	1,113	1,329	F	\$7.95	239	1,160	1,399	F	\$10.95	237	1,218	1,455	F	\$22.95	340	1,228	1,568	F
1500 - 1600	\$8.95	241	925	1,166	D	\$9.95	286	994	1,280	E	\$13.95	285	1,011	1,296	E	\$14.95	302	957	1,259	E	\$23.95	399	1,134	1,533	F
1600 - 1700	\$6.95	173	1,063	1,236	E	\$6.95	151	1,099	1,250	E	\$6.95	212	1,320	1,532	F	\$7.95	230	1,231	1,461	F	\$14.95	268	1,073	1,341	F
1700 - 1800	\$5.30	198	1,107	1,305	F	\$5.30	196	1,078	1,274	E	\$5.30	203	1,007	1,210	E	\$5.30	207	950	1,157	D	\$7.95	262	1,023	1,285	E
1800 - 1900	\$4.20	182	790	972	C	\$4.20	222	893	1,115	D	\$5.30	261	924	1,185	D	\$5.30	216	886	1,102	D	\$5.30	274	911	1,185	D
1900 - 2000	\$2.25	142	404	546	B	\$2.25	149	509	658	B	\$2.25	186	591	777	B	\$2.25	175	586	761	B	\$2.25	275	842	1,117	D

PM Time	Monday 03/29/21					Tuesday 03/30/21					Wednesday 03/31/21					Thursday 04/01/21					Friday 04/02/21				
	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	214	1,000	1,214	E	\$5.30	211	1,083	1,294	E	\$7.95	239	1,228	1,467	F										
1500 - 1600	\$8.95	249	944	1,193	D	\$9.95	262	1,042	1,304	F	\$13.95	319	955	1,274	E										
1600 - 1700	\$6.95	199	993	1,192	D	\$6.95	146	1,005	1,151	D	\$6.95	185	999	1,184	D										
1700 - 1800	\$5.30	183	978	1,161	D	\$5.30	211	1,031	1,242	E	\$5.30	217	1,049	1,266	E										
1800 - 1900	\$4.20	228	752	980	C	\$4.20	249	890	1,139	D	\$5.30	284	1,013	1,297	E										
1900 - 2000	\$2.25	187	475	662	B	\$2.25	155	497	652	B	\$2.25	264	716	980	C										

Eastbound PM Peak - County Line to I-15 South

PM Time	Monday 03/01/21					Tuesday 03/02/21					Wednesday 03/03/21					Thursday 03/04/21					Friday 03/05/21				
	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	110	642	752	B	\$5.30	101	790	891	C	\$5.30	87	721	808	C	\$5.30	114	833	947	C	\$5.30	128	787	915	C
1500 - 1600	\$5.30	141	793	934	C	\$5.30	132	792	924	C	\$5.30	114	730	844	C	\$5.30	152	767	919	C	\$5.30	129	780	909	C
1600 - 1700	\$2.95	89	806	895	C	\$5.30	81	805	886	C	\$5.30	83	643	726	B	\$5.30	110	851	961	C	\$2.95	34	184	218	A
1700 - 1800	\$2.95	104	743	847	C	\$2.95	100	722	822	C	\$2.95	83	658	741	B	\$5.30	92	627	719	B	\$2.95	100	473	573	B
1800 - 1900	\$2.95	116	504	620	B	\$2.95	116	640	756	B	\$2.95	81	398	479	B	\$2.95	100	691	791	B	\$2.95	135	569	704	B
1900 - 2000	\$1.95	75	276	351	A	\$1.95	73	370	443	B	\$2.95	70	261	331	A	\$2.95	78	440	518	B	\$2.95	157	510	667	B

PM Time	Monday 03/08/21					Tuesday 03/09/21					Wednesday 03/10/21					Thursday 03/11/21					Friday 03/12/21				
	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	108	670	778	B	\$5.30	102	803	905	C	\$5.30	81	613	694	B	\$5.30	96	750	846	C	\$5.30	126	791	917	C
1500 - 1600	\$5.30	128	806	934	C	\$5.30	129	779	908	C	\$5.30	119	755	874	C	\$5.30	123	796	919	C	\$5.30	153	825	978	C
1600 - 1700	\$2.95	91	809	900	C	\$5.30	90	808	898	C	\$5.30	77	677	754	B	\$5.30	96	856	952	C	\$2.95	26	251	277	A
1700 - 1800	\$2.95	89	781	870	C	\$2.95	110	802	912	C	\$2.95	86	667	753	B	\$5.30	64	606	670	B	\$2.95	123	582	705	B
1800 - 1900	\$2.95	144	545	689	B	\$2.95	117	691	808	C	\$2.95	88	489	577	B	\$2.95	87	565	652	B	\$2.95	190	770	960	C
1900 - 2000	\$1.95	91	331	422	B	\$1.95	106	408	514	B	\$2.95	70	249	319	A	\$2.95	81	332	413	B	\$2.95	143	601	744	B

PM Time	Monday 03/15/21					Tuesday 03/16/21					Wednesday 03/17/21					Thursday 03/18/21					Friday 03/19/21				
	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	94	606	700	B	\$5.30	87	751	838	C	\$5.30	105	839	944	C	\$5.30	125	881	1,006	D	\$5.30	122	752	874	C
1500 - 1600	\$5.30	81	585	666	B	\$5.30	132	727	859	C	\$5.30	119	788	907	C	\$5.30	128	775	903	C	\$5.30	141	776	917	C
1600 - 1700	\$2.95	70	712	782	B	\$5.30	76	775	851	C	\$5.30	86	808	894	C	\$5.30	84	801	885	C	\$2.95	86	633	719	B
1700 - 1800	\$2.95	97	755	852	C	\$2.95	68	771	839	C	\$2.95	95	759	854	C	\$5.30	92	785	877	C	\$2.95	108	689	797	B
1800 - 1900	\$2.95	83	454	537	B	\$2.95	121	718	839	C	\$2.95	137	753	890	C	\$2.95	112	781	893	C	\$2.95	175	602	777	B
1900 - 2000	\$1.95	76	271	347	A	\$1.95	81	447	528	B	\$2.95	103	472	575	B	\$2.95	119	549	668	B	\$2.95	124	401	525	B

PM Time	Monday 03/22/21					Tuesday 03/23/21					Wednesday 03/24/21					Thursday 03/25/21					Friday 03/26/21				
	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	122	695	817	C	\$5.30	103	762	865	C	\$5.30	127	789	916	C	\$5.30	119	852	971	C	\$5.30	149	831	980	C
1500 - 1600	\$5.30	141	817	958	C	\$5.30	134	811	945	C	\$5.30	122	781	903	C	\$5.30	148	756	904	C	\$5.30	199	910	1,109	D
1600 - 1700	\$2.95	80	804	884	C	\$5.30	94	803	897	C	\$5.30	57	533	590	B	\$5.30	128	911	1,039	D	\$2.95	103	584	687	B
1700 - 1800	\$2.95	106	777	883	C	\$2.95	104	830	934	C	\$2.95	86	712	798	B	\$5.30	91	691	782	B	\$2.95	124	665	789	B
1800 - 1900	\$2.95	77	584	661	B	\$2.95	119	697	816	C	\$2.95	138	717	855	C	\$2.95	103	669	772	B	\$2.95	145	526	671	B
1900 - 2000	\$1.95	82	306	388	A	\$1.95	98	369	467	B	\$2.95	110	472	582	B	\$2.95	103	433	536	B	\$2.95	130	515	645	B

PM Time	Monday 03/29/21					Tuesday 03/30/21					Wednesday 03/31/21					Thursday 04/01/21					Friday 04/02/21				
	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	136	685	821	C	\$5.30	113	758	871	C	\$5.30	141	812	953	C										
1500 - 1600	\$5.30	144	783	927	C	\$5.30	157	829	986	C	\$5.30	167	792	959	C										
1600 - 1700	\$2.95	89	811	900	C	\$5.30	83	811	894	C	\$5.30	100	680	780	B										
1700 - 1800	\$2.95	115	776	891	C	\$2.95	108	838	946	C	\$2.95	129	813	942	C										
1800 - 1900	\$2.95	122	575	697	B	\$2.95	144	693	837	C	\$2.95	175	711	886	C										
1900 - 2000	\$1.95	119	322	441	B	\$1.95	108	411	519	B	\$2.95	153	577	730	B										

RCTC WESTBOUND PEAK-HOUR VOLUMES

Westbound AM Peak - McKinley to County Line

AM Time	Monday 03/01/21					Tuesday 03/02/21					Wednesday 03/03/21					Thursday 03/04/21					Friday 03/05/21				
	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	174	582	756	B	\$5.30	180	597	777	B	\$5.30	173	606	779	B	\$5.30	172	623	795	B	\$2.25	139	357	496	B
0500 - 0600	\$9.95	270	927	1,197	D	\$9.95	400	1596	1,996	F	\$9.95	241	1133	1,374	F	\$9.95	260	1,156	1,416	F	\$6.95	242	917	1,159	D
0600 - 0700	\$9.95	165	1066	1,231	E	\$10.95	194	595	789	B	\$10.95	165	630	795	B	\$10.95	182	864	1,046	D	\$6.95	195	1,186	1,381	F
0700 - 0800	\$6.95	211	1208	1,419	F	\$6.95	188	1244	1,432	F	\$6.95	175	1134	1,309	E	\$6.95	193	1,318	1,511	F	\$5.30	186	1,124	1,310	E
0800 - 0900	\$5.30	127	983	1,110	D	\$5.30	98	1176	1,274	E	\$5.30	75	745	820	C	\$5.30	131	1,009	1,140	D	\$2.25	104	925	1,029	D
0900 - 1000	\$5.30	102	584	686	B	\$5.30	100	812	912	C	\$5.30	65	509	574	B	\$5.30	103	640	743	B	\$2.25	104	630	734	B

AM Time	Monday 03/08/21					Tuesday 03/09/21					Wednesday 03/10/21					Thursday 03/11/21					Friday 03/12/21				
	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	194	694	888	C	\$5.30	183	616	799	B	\$5.30	151	573	724	B	\$5.30	182	538	720	B	\$2.25	150	348	498	B
0500 - 0600	\$9.95	332	1,030	1,362	F	\$9.95	337	1,497	1,834	F	\$9.95	242	935	1,177	D	\$9.95	277	925	1,202	E	\$6.95	222	904	1,126	D
0600 - 0700	\$9.95	205	1,205	1,410	F	\$10.95	148	531	679	B	\$10.95	136	582	718	B	\$10.95	153	685	838	C	\$6.95	187	1,119	1,306	E
0700 - 0800	\$6.95	206	1,415	1,621	F	\$6.95	214	1,276	1,490	F	\$6.95	203	1,083	1,286	E	\$6.95	152	1,139	1,291	E	\$5.30	196	1,075	1,271	E
0800 - 0900	\$5.30	70	903	973	C	\$5.30	101	1,081	1,182	D	\$5.30	92	793	885	C	\$5.30	111	806	917	C	\$2.25	113	935	1,048	D
0900 - 1000	\$5.30	65	518	583	B	\$5.30	101	681	782	B	\$5.30	68	552	620	B	\$5.30	67	544	611	B	\$2.25	92	563	655	B

AM Time	Monday 03/15/21					Tuesday 03/16/21					Wednesday 03/17/21					Thursday 03/18/21					Friday 03/19/21				
	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	163	543	706	B	\$5.30	171	567	738	B	\$5.30	194	622	816	C	\$5.30	141	705	846	C	\$2.25	136	377	513	B
0500 - 0600	\$9.95	240	676	916	C	\$9.95	348	1,379	1,727	F	\$9.95	291	1,226	1,517	F	\$9.95	268	1,137	1,405	F	\$6.95	256	868	1,124	D
0600 - 0700	\$9.95	133	810	943	C	\$10.95	186	504	690	B	\$10.95	198	751	949	C	\$10.95	198	854	1,052	D	\$6.95	215	1,061	1,276	E
0700 - 0800	\$6.95	155	1,046	1,201	E	\$6.95	195	1,195	1,390	F	\$6.95	180	1,328	1,508	F	\$6.95	208	1,295	1,503	F	\$5.30	194	1,066	1,260	E
0800 - 0900	\$5.30	103	880	983	C	\$5.30	124	1,096	1,220	E	\$5.30	103	1,111	1,214	E	\$5.30	120	1,032	1,152	D	\$2.25	114	820	934	C
0900 - 1000	\$5.30	88	610	698	B	\$5.30	86	706	792	B	\$5.30	88	648	736	B	\$5.30	95	717	812	C	\$2.25	98	574	672	B

AM Time	Monday 03/22/21					Tuesday 03/23/21					Wednesday 03/24/21					Thursday 03/25/21					Friday 03/26/21				
	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	184	595	779	B	\$5.30	185	599	784	B	\$5.30	201	617	818	C	\$5.30	193	663	856	C	\$2.25	118	370	488	B
0500 - 0600	\$9.95	308	913	1,221	E	\$9.95	333	1,466	1,799	F	\$9.95	312	1,235	1,547	F	\$9.95	328	1,120	1,448	F	\$6.95	231	907	1,138	D
0600 - 0700	\$9.95	206	1,123	1,329	E	\$10.95	172	579	751	B	\$10.95	174	732	906	C	\$10.95	230	773	1,003	D	\$6.95	178	996	1,174	D
0700 - 0800	\$6.95	223	1,289	1,512	F	\$6.95	236	1,315	1,551	F	\$6.95	186	1,317	1,503	F	\$6.95	221	1,365	1,586	F	\$5.30	179	1,000	1,179	D
0800 - 0900	\$5.30	146	1,080	1,226	E	\$5.30	124	1,130	1,254	E	\$5.30	128	1,035	1,163	D	\$5.30	125	1,105	1,230	E	\$2.25	107	835	942	C
0900 - 1000	\$5.30	106	666	772	B	\$5.30	117	711	828	C	\$5.30	165	689	854	C	\$5.30	111	669	780	B	\$2.25	140	577	717	B

AM Time	Monday 03/29/21					Tuesday 03/30/21					Wednesday 03/31/21					Thursday 04/01/21					Friday 04/02/21				
	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	161	469	630	B	\$5.30	152	614	766	B	\$5.30	184	660	844	C										
0500 - 0600	\$9.95	343	984	1,327	E	\$9.95	380	1,549	1,929	F	\$9.95	302	1,125	1,427	F										
0600 - 0700	\$9.95	196	1,080	1,276	E	\$10.95	163	509	672	B	\$10.95	210	733	943	C										
0700 - 0800	\$6.95	213	1,229	1,442	F	\$6.95	226	1,314	1,540	F	\$6.95	207	1,299	1,506	F										
0800 - 0900	\$5.30	116	1,007	1,123	D	\$5.30	120	1,087	1,207	E	\$5.30	140	980	1,120	D										
0900 - 1000	\$5.30	127	664	791	B	\$5.30	130	707	837	C	\$5.30	183	727	910	C										

Westbound AM Peak - I-15 North to County Line

AM Time	Monday 03/01/21					Tuesday 03/02/21					Wednesday 03/03/21					Thursday 03/04/21					Friday 03/05/21				
	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	\$2.95	117	402	519	B	\$2.95	113	371	484	B	\$2.95	91	378	469	B	\$2.95	78	378	456	B	\$2.95	75	330	405	B
0500 - 0600	\$6.85	151	760	911	C	\$6.85	193	799	992	C	\$6.85	147	789	936	C	\$6.85	152	850	1,002	D	\$5.30	136	688	824	C
0600 - 0700	\$6.85	132	952	1,084	D	\$6.85	136	1016	1,152	D	\$6.85	113	910	1,023	D	\$6.85	103	968	1,071	D	\$5.30	126	894	1,020	D
0700 - 0800	\$6.85	106	886	992	C	\$6.85	95	865	960	C	\$6.85	88	796	884	C	\$6.85	117	913	1,030	D	\$2.95	101	815	916	C
0800 - 0900	\$2.95	61	831	892	C	\$2.95	71	988	1,059	D	\$2.95	48	725	773	B	\$2.95	71	828	899	C	\$2.95	69	688	757	B
0900 - 1000	\$2.95	53	552	605	B	\$2.95	40	701	741	B	\$2.95	52	529	581	B	\$2.95	61	624	685	B	\$2.95	66	486	552	B

AM Time	Monday 03/08/21					Tuesday 03/09/21					Wednesday 03/10/21					Thursday 03/11/21					Friday 03/12/21				
	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	\$2.95	113	400	513	B	\$2.95	109	365	474	B	\$2.95	90	371	461	B	\$2.95	98	380	478	B	\$2.95	83	332	415	B
0500 - 0600	\$6.85	213	788	1,001	D	\$6.85	170	864	1,034	D	\$6.85	145	657	802	C	\$6.85	180	740	920	C	\$5.30	137	701	838	C
0600 - 0700	\$6.85	119	906	1,025	D	\$6.85	121	995	1,116	D	\$6.85	96	790	886	C	\$6.85	96	858	954	C	\$5.30	91	817	908	C
0700 - 0800	\$6.85	92	870	962	C	\$6.85	102	921	1,023	D	\$6.85	99	765	864	C	\$6.85	97	836	933	C	\$2.95	97	838	935	C
0800 - 0900	\$2.95	65	738	803	C	\$2.95	81	814	895	C	\$2.95	69	717	786	B	\$2.95	66	763	829	C	\$2.95	80	700	780	B
0900 - 1000	\$2.95	45	504	549	B	\$2.95	59	559	618	B	\$2.95	62	388	450	B	\$2.95	49	489	538	B	\$2.95	60	511	571	B

AM Time	Monday 03/15/21					Tuesday 03/16/21					Wednesday 03/17/21					Thursday 03/18/21					Friday 03/19/21				
	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	\$2.95	115	401	516	B	\$2.95	118	377	495	B	\$2.95	107	388	495	B	\$2.95	80	412	492	B	\$2.95	78	334	412	B
0500 - 0600	\$6.85	153	690	843	C	\$6.85	170	788	958	C	\$6.85	179	768	947	C	\$6.85	134	820	954	C	\$5.30	124	727	851	C
0600 - 0700	\$6.85	98	850	948	C	\$6.85	125	854	979	C	\$6.85	130	1,012	1,142	D	\$6.85	113	950	1,063	D	\$5.30	114	848	962	C
0700 - 0800	\$6.85	72	770	842	C	\$6.85	100	986	1,086	D	\$6.85	81	952	1,033	D	\$6.85	106	876	982	C	\$2.95	95	802	897	C
0800 - 0900	\$2.95	62	763	825	C	\$2.95	67	946	1,013	D	\$2.95	67	841	908	C	\$2.95	64	825	889	C	\$2.95	59	683	742	B
0900 - 1000	\$2.95	63	515	578	B	\$2.95	64	692	756	B	\$2.95	49	638	687	B	\$2.95	56	682	738	B	\$2.95	74	538	612	B

AM Time	Monday 03/22/21					Tuesday 03/23/21					Wednesday 03/24/21					Thursday 03/25/21					Friday 03/26/21				
	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	\$2.95	105	449	554	B	\$2.95	104	387	491	B	\$2.95	108	390	498	B	\$2.95	99	385	484	B	\$2.95	74	315	389	A
0500 - 0600	\$6.85	202	758	960	C	\$6.85	178	813	991	C	\$6.85	193	798	991	C	\$6.85	203	813	1,016	D	\$5.30	129	679	808	C
0600 - 0700	\$6.85	135	997	1,132	D	\$6.85	137	1,040	1,177	D	\$6.85	106	1,027	1,133	D	\$6.85	146	974	1,120	D	\$5.30	90	852	942	C
0700 - 0800	\$6.85	103	960	1,063	D	\$6.85	109	959	1,068	D	\$6.85	90	952	1,042	D	\$6.85	117	965	1,082	D	\$2.95	88	834	922	C
0800 - 0900	\$2.95	80	896	976	C	\$2.95	80	868	948	C	\$2.95	63	875	938	C	\$2.95	68	843	911	C	\$2.95	67	681	748	B
0900 - 1000	\$2.95	64	612	676	B	\$2.95	74	750	824	C	\$2.95	69	662	731	B	\$2.95	69	618	687	B	\$2.95	65	512	577	B

AM Time	Monday 03/29/21					Tuesday 03/30/21					Wednesday 03/31/21					Thursday 04/01/21					Friday 04/02/21				
	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	\$2.95	116	369	485	B	\$2.95	105	367	472	B	\$2.95	109	329	438	B										
0500 - 0600	\$6.85	198	757	955	C	\$6.85	194	771	965	C	\$6.85	166	660	826	C										
0600 - 0700	\$6.85	132	970	1,102	D	\$6.85	136	1,058	1,194	D	\$6.85	139	1,060	1,199	D										
0700 - 0800	\$6.85	123	896	1,019	D	\$6.85	106	951	1,057	D	\$6.85	118	931	1,049	D										
0800 - 0900	\$2.95	86	787	873	C	\$2.95	88	826	914	C	\$2.95	104	773	877	C										
0900 - 1000	\$2.95	87	570	657	B	\$2.95	84	594	678	B	\$2.95	118	660	778	B										

RCTC OPERATIONAL HIGHLIGHTS

On-Road Operations

RCTC Freeway Service Patrol responded to 110 calls during the month of March. Of those calls, 70 were to assist disabled vehicles, 12 calls to remove debris, and 28 were in response to accidents in the Express Lanes.

91 Express Lanes BOS Development Update

In February, CUSA notified OCTA and RCTC of a delay to the implementation of the new BOS for the 91 Express Lanes for both Orange and Riverside counties as a result of the COVID-19 pandemic. CUSA is the current operator of the 91 Express Lanes for both OCTA and RCTC and is the firm selected for the design, development, and implementation of the new BOS, as well as the customer service center operation, once the current contract expires on June 30, 2021.

In anticipation that the future contractor would not be able to meet the go-live date in July 2021, the OCTA Board approved an amendment to the current three-party agreement between CUSA, RCTC, and OCTA, which allowed for six one-month optional extension periods. Staff from both agencies are continuing to work with CUSA to meet the revised anticipated go-live date in October 2021.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

Description	YTD as of : 3/31/2021		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 27,641,290.61	\$ 19,315,800.00	\$ 8,325,490.61	43.1
Fee Revenue	4,596,586.43	1,837,875.00	2,758,711.43	150.1
Total operating revenues	32,237,877.04	21,153,675.00	11,084,202.04	52.4
Operating expenses:				
Salaries and Benefits	452,487.98	506,625.00	54,137.02	10.7
Legal Services	79,747.63	262,500.00	182,752.37	69.6
Advisory Services	40,606.95	56,250.00	15,643.05	27.8
Audit and Accounting Fees	31,550.00	27,000.00	(4,550.00)	(16.9)
Service Fees	1,541.32	15,000.00	13,458.68	89.7
Other Professional Services	358,374.41	1,965,750.00	1,607,375.59	81.8
Lease Expense	194,923.69	367,650.00	172,726.31	47.0
Operations	1,346,890.06	2,240,250.00	893,359.94	39.9
Utilities	19,861.60	61,200.00	41,338.40	67.5
Supplies and Materials	4,640.32	22,500.00	17,859.68	79.4
Membership and Subscription Fees	28,281.50	22,500.00	(5,781.50)	(25.7)
Office Equipment & Furniture (Non-Capital)	4,706.87	11,250.00	6,543.13	58.2
Maintenance/Repairs	93,131.19	273,825.00	180,693.81	66.0
Training Seminars and Conferences	(720.00)	1,725.00	2,445.00	141.7
Transportation Expenses	-	3,000.00	3,000.00	100.0
Lodging	-	2,625.00	2,625.00	100.0
Meals	-	375.00	375.00	100.0
Other Staff Expenses	-	375.00	375.00	100.0
Advertising	4,611.25	206,250.00	201,638.75	97.8
Program Management	55,294.60	124,575.00	69,280.40	55.6
Program Operations	5,579,869.18	6,476,775.00	896,905.82	13.8
Litigation Settlement	-	-	-	N/A
Furniture & Equipment	-	228,750.00	228,750.00	100.0
Improvements	-	-	-	N/A
Bad Debt Expense	18.11	-	(18.11)	N/A
Total operating expenses	8,295,816.66	12,876,750.00	4,580,933.34	35.6
Operating income (loss)	23,942,060.38	8,276,925.00	15,665,135.38	189.3
Nonoperating revenues (expenses):				
Interest Revenue	276,760.38	518,925.00	(242,164.62)	46.7
Other Miscellaneous Revenue	52,434.43	75.00	52,359.43	(69,812.6)
Interest Expense	(22,234,617.17)	(5,339,925.00)	(16,894,692.17)	316.4
Total nonoperating revenues (expenses)	(21,905,422.36)	(4,820,925.00)	(17,084,497.36)	(354.4)
Transfers In	-	-	-	N/A
Transfers Out	(489,200.00)	(768,975.00)	279,775.00	(36.4)
Net income (loss)	\$ 1,547,438.02	\$ 2,687,025.00	\$ (1,139,586.98)	(42.4)

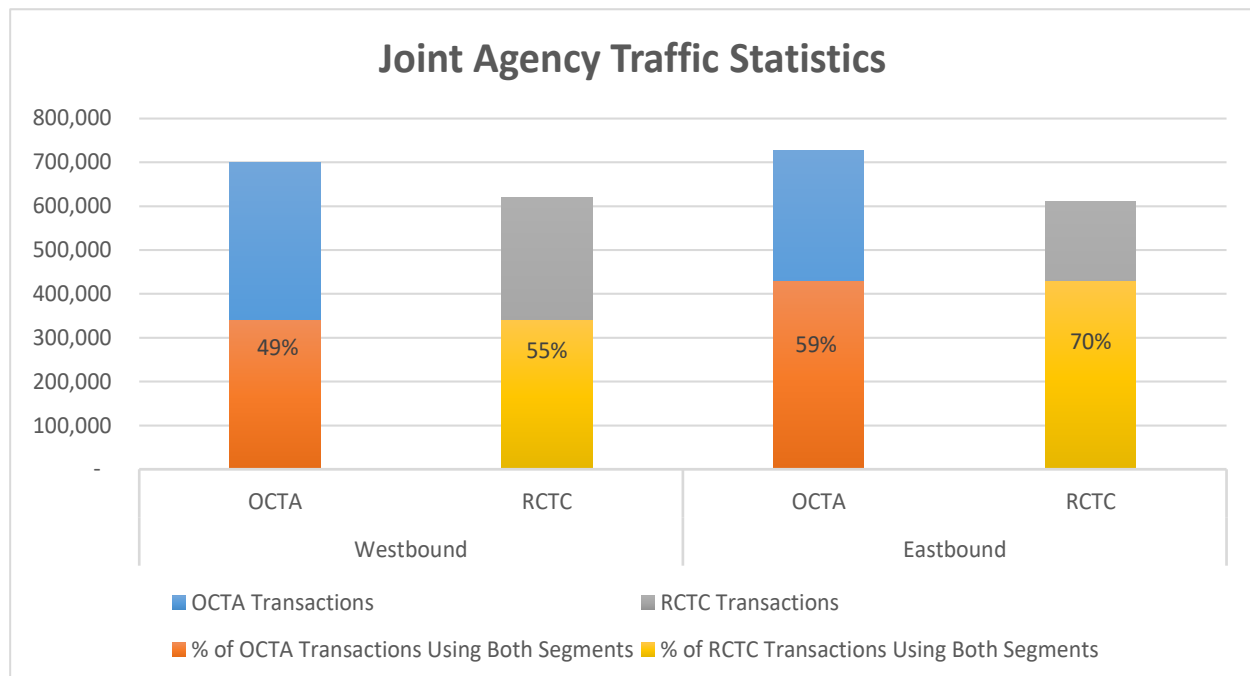
¹ Unaudited

JOINT AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING **March 31, 2021**

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	698,205	339,796	49%	\$1,959,659
RCTC	619,374	339,796	55%	\$2,004,637
I-15	253,932	184,795	73%	\$753,288
McKinley	365,442	155,001	42%	\$1,251,349
Eastbound				
OCTA	727,836	427,547	59%	\$2,613,668
RCTC	611,244	427,547	70%	\$2,142,525
I-15	235,416	170,525	72%	\$619,915
McKinley	375,828	257,022	68%	\$1,522,611

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	Reporting Period	PERFORMANCE STANDARD	Mar-21 Performance
CUSTOMER SERVICE			
Call Wait Time	Monthly	Not to exceed 2 minutes	1:20
Abandon Rate	Monthly	No more than 4.0%	1.6%
Customer Satisfaction	Monthly	At least 75 outbound calls	77
VIOLATION PROCESSING			
Response Time	Monthly	Within 2 business days of receipt	0.6
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	1.3
* Plate Misread Errors	Monthly	Equal to or less than 0.4%	0.02%
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%
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

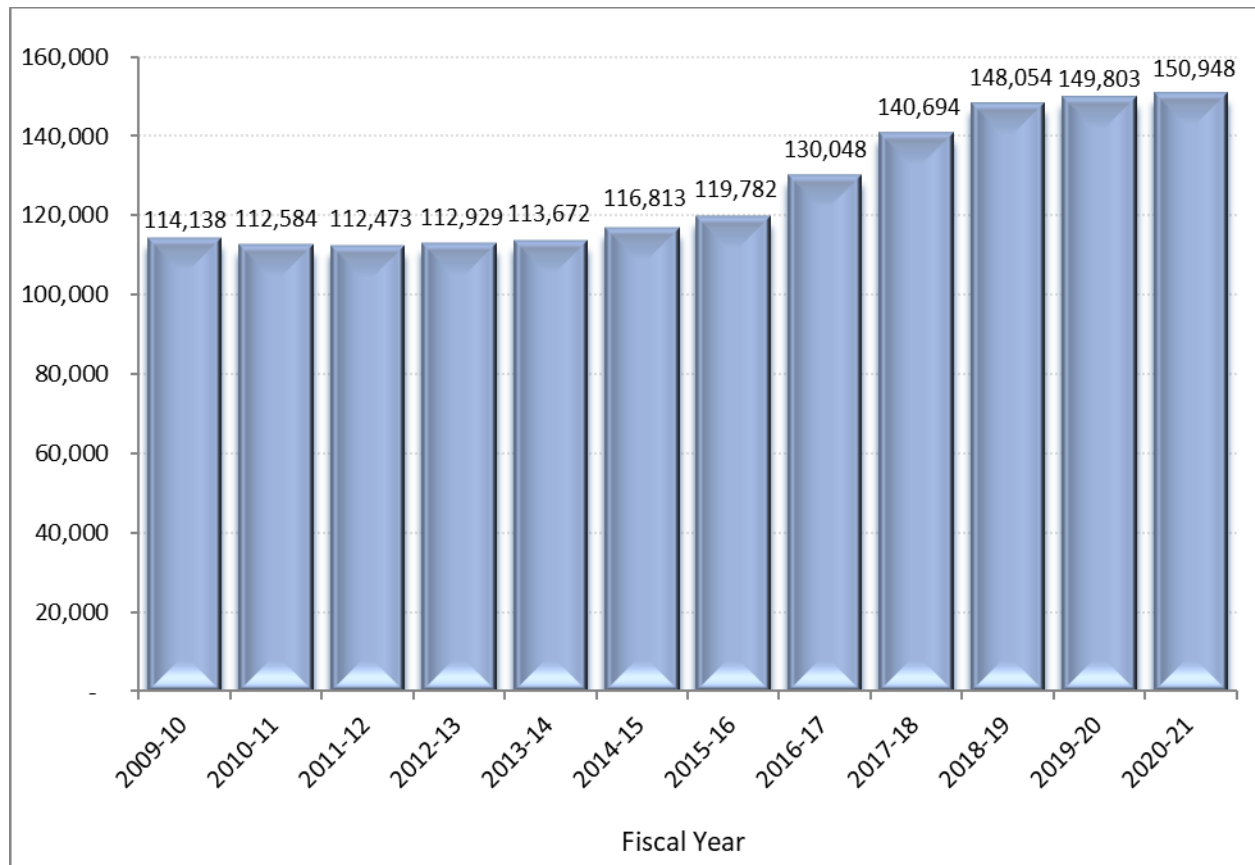
T21 TRANSPONDER DISTRIBUTION	March-21		February-21		FY 2020-21	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	1,378	98.1%	866	96.3%	2,225	96.8%
Additional Tags to Existing Accounts	15	1.1%	19	2.1%	45	2.0%
Replacement Transponders	11	0.8%	14	1.6%	29	1.3%
Total Issued	1,404		899		2,299	
Returned						
Account Closures					2,299	21.1%
Accounts Down sizing					0	0.0%
Defective Transponders	5,821	100.0%	173	100.0%	8,586	78.9%
Total Returned	5,821		173		10,885	

6C TRANSPONDER DISTRIBUTION	March-21		February-21		FY 2020-21	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	66,550	99.9%	53,930	100.0%	82,368	99.9%
Additional Tags to Existing Accounts	55	0.1%	18	0.0%	83	0.1%
Replacement Transponders	0	0.0%	0	0.0%	5	0.0%
Total Issued	66,605		53,948		82,455	
Returned						
Account Closures						
Accounts Down sizing						
Defective Transponders						
Total Returned						

At the end of March 2021, the 91 Express Lanes had 150,948 active customer accounts and 524,560 transponders classified as assigned.

Number of Accounts by FY

As of March 31, 2021



Incoming Email Activity

During March, the Anaheim Processing Center received 4,573 emails.

Operational Activity

Amid concerns about the spread of COVID-19 and following the State of California's guidance to help reduce its spread, the 91 Express Lanes Customer Walk-In Center was closed in March 2020 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.



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



Status Report
April 2021

As of April 30, 2021

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OPERATIONS OVERVIEW OCTA

TRAFFIC AND REVENUE STATISTICS FOR OCTA

Total traffic volume on the 91 Express Lanes for April 2021 was 1,515,393. This represents a daily average of 50,513 vehicles. This is a 249.8 percent increase in total traffic volume from the same period last year, which totaled 433,252 and was the second month of the State of California's stay-at-home orders due to the coronavirus (COVID-19) pandemic. Potential toll revenue for April was \$4,769,272, which represents an increase of 209.8 percent from the prior year's total of \$1,539,527. Carpool percentage for April was 21 percent as compared to the previous year's rate of 21.4 percent. As compared to April 2019, traffic volume decreased by 0.9 percent while revenue increased by 6.3 percent. Traffic volumes are returning to pre-COVID-19 levels as Southern California counties enter into less restrictive tiers of the State's Blueprint for a Safer Economy plan.

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 Orange County Transportation Authority (OCTA) 91 Express Lanes and associated potential revenue for the month of April 2021.

Current Month-to-Date (MTD) as of April 30, 2021

	Apr-21 MTD Actual	Apr-20 MTD Actual	Yr 21-to-Yr 20 % Variance	Apr-19 MTD Actual	Yr 21-to-Yr 19 % Variance
Trips					
Full Toll Lanes	1,197,856	340,333	252.0%	1,122,505	6.7%
3+ Lanes	317,537	92,919	241.7%	406,633	(21.9%)
Total Gross Trips	1,515,393	433,252	249.8%	1,529,138	(0.9%)
Revenue					
Full Toll Lanes	\$4,721,928	\$1,513,358	212.0%	\$4,406,472	7.2%
3+ Lanes	\$47,344	\$26,168	80.9%	\$81,179	(41.7%)
Total Gross Revenue	\$4,769,272	\$1,539,527	209.8%	\$4,487,650	6.3%
Average Revenue per Trip					
Average Full Toll Lanes	\$3.94	\$4.45	(11.5%)	\$3.93	0.3%
Average 3+ Lanes	\$0.15	\$0.28	(46.4%)	\$0.20	(25.0%)
Average Gross Revenue	\$3.15	\$3.55	(11.3%)	\$2.93	7.5%

The 2021 fiscal year-to-date traffic volume decreased by 8.3 percent and potential toll revenue decreased by 3.4 percent, when compared with the same period last year. Year-to-date average revenue per trip is \$3.24.

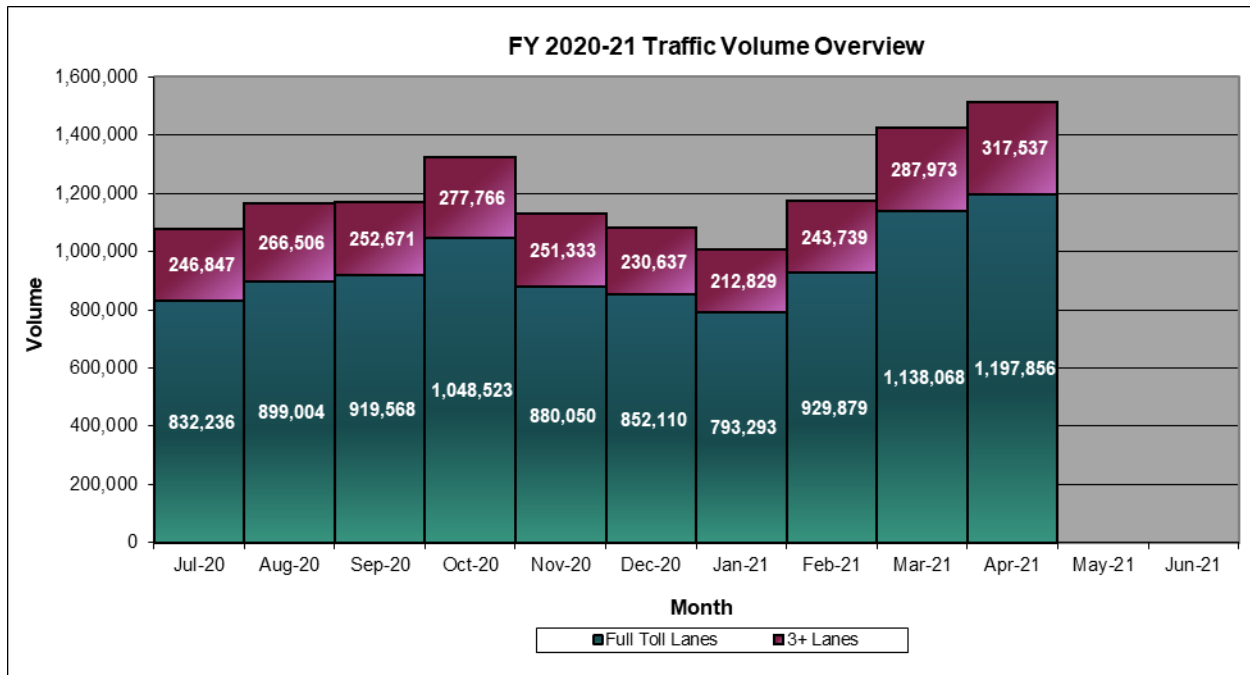
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the months of July 2020 through April 2021.

Fiscal Year (FY) 2020-21 Year-to-Date as of April 30, 2021

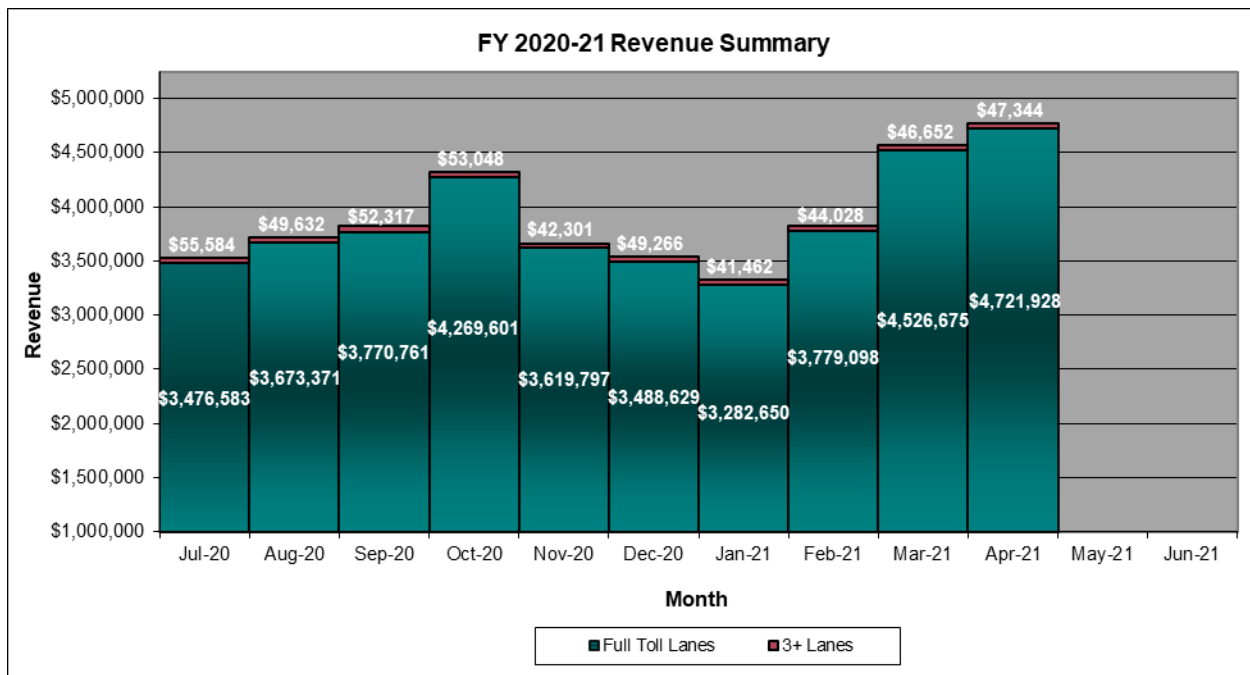
	FY 2020-21 YTD Actual	FY 2019-20 YTD Actual	Yr-to-Yr % Variance
Trips			
Full Toll Lanes	9,490,589	9,833,114	(3.5%)
3+ Lanes	2,587,839	3,344,427	(22.6%)
Total Gross Trips	12,078,428	13,177,541	(8.3%)
Revenue			
Full Toll Lanes	\$38,609,100	\$39,831,128	(3.1%)
3+ Lanes	\$481,635	\$618,966	(22.2%)
Total Gross Revenue	\$39,090,735	\$40,450,094	(3.4%)
Average Revenue per Trip			
Average Full Toll Lanes	\$4.07	\$4.05	0.5%
Average 3+ Lanes	\$0.19	\$0.19	0.0%
Average Gross Revenue	\$3.24	\$3.07	5.5%

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between full toll trips and high-occupancy vehicle (HOV3+) trips for FY 2020-21 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll trips and HOV3+ trips for FY 2020-21 on a monthly basis.



OCTA EASTBOUND PEAK-HOUR VOLUMES

Peak-hour traffic in the eastbound direction reached or exceeded 90 percent of defined capacity 16 times during the month of April 2021. As demonstrated on the next chart, westbound peak-hour traffic volumes top out at 86 percent of defined capacity.

PM Time	Monday 03/29/21				Tuesday 03/30/21				Wednesday 03/31/21				Thursday 04/01/21				Friday 04/02/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500													\$6.95	464	3,162	93%	\$8.10	520	2,771	82%
1500 - 1600													\$7.25	565	2,710	80%	\$7.65	552	2,914	86%
1600 - 1700													\$6.80	375	2,775	82%	\$7.45	423	2,665	78%
1700 - 1800													\$6.70	420	2,509	74%	\$6.55	480	2,616	77%
1800 - 1900													\$4.35	517	2,665	78%	\$6.55	501	2,038	60%
1900 - 2000													\$5.60	520	1,983	58%	\$6.05	521	1,693	50%

PM Time	Monday 04/05/20				Tuesday 04/06/20				Wednesday 04/07/20				Thursday 04/08/20				Friday 04/09/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	421	2,751	81%	\$5.15	393	2,734	80%	\$5.15	441	3,173	93%	\$6.95	326	2,585	76%	\$8.10	474	2,728	80%
1500 - 1600	\$5.50	428	2,885	85%	\$4.75	450	3,288	97%	\$7.25	476	2,831	83%	\$7.25	525	2,914	86%	\$7.65	532	3,019	89%
1600 - 1700	\$4.35	393	3,190	94%	\$5.00	350	2,679	79%	\$6.50	296	2,907	86%	\$6.80	311	2,903	85%	\$7.45	372	2,806	83%
1700 - 1800	\$4.80	349	2,755	81%	\$4.90	359	2,910	86%	\$5.40	355	2,851	84%	\$6.70	378	2,917	86%	\$6.55	415	2,823	83%
1800 - 1900	\$5.50	367	1,958	58%	\$3.95	443	2,758	81%	\$3.95	445	2,746	81%	\$4.35	538	2,971	87%	\$6.55	448	2,469	73%
1900 - 2000	\$3.85	306	1,231	36%	\$3.85	338	1,492	44%	\$3.85	382	1,627	48%	\$5.60	441	1,749	51%	\$6.05	485	1,851	54%

PM Time	Monday 04/12/20				Tuesday 04/13/20				Wednesday 04/14/20				Thursday 04/15/20				Friday 04/16/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	359	2,773	82%	\$5.15	378	2,657	78%	\$5.15	371	3,031	89%	\$6.95	380	3,125	92%	\$8.10	439	2,829	83%
1500 - 1600	\$5.50	453	2,943	87%	\$4.75	464	3,479	102%	\$7.25	443	2,884	85%	\$7.25	487	2,735	80%	\$7.65	513	2,941	87%
1600 - 1700	\$4.35	334	3,248	96%	\$5.00	336	2,694	79%	\$6.50	323	2,974	87%	\$6.80	312	2,859	84%	\$7.45	350	2,697	79%
1700 - 1800	\$4.80	329	2,863	84%	\$4.90	368	3,096	91%	\$5.40	380	3,008	88%	\$6.70	357	2,789	82%	\$6.55	421	2,994	88%
1800 - 1900	\$5.50	351	1,997	59%	\$3.95	403	2,211	65%	\$3.95	379	2,298	68%	\$4.35	484	2,889	85%	\$6.55	454	2,367	70%
1900 - 2000	\$3.85	298	1,177	35%	\$3.85	292	1,304	38%	\$3.85	302	1,290	38%	\$5.60	361	1,591	47%	\$6.05	492	1,861	55%

PM Time	Monday 04/19/20				Tuesday 04/20/20				Wednesday 04/21/20				Thursday 04/22/20				Friday 04/23/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	348	2,757	81%	\$5.15	337	2,518	74%	\$5.15	394	2,882	85%	\$6.95	376	3,310	97%	\$8.10	383	2,037	60%
1500 - 1600	\$5.50	463	3,067	90%	\$4.75	459	3,417	101%	\$7.25	467	2,890	85%	\$7.25	542	2,915	86%	\$7.65	516	2,845	84%
1600 - 1700	\$4.35	343	3,166	93%	\$5.00	316	2,606	77%	\$6.50	334	3,012	89%	\$6.80	339	3,065	90%	\$7.45	389	2,885	85%
1700 - 1800	\$4.80	320	2,608	77%	\$4.90	358	2,903	85%	\$5.40	384	3,005	88%	\$6.70	393	2,963	87%	\$6.55	390	2,904	85%
1800 - 1900	\$5.50	380	2,118	62%	\$3.95	440	2,524	74%	\$3.95	462	2,622	77%	\$4.35	418	2,456	72%	\$6.55	497	2,362	69%
1900 - 2000	\$3.85	344	1,416	42%	\$3.85	299	1,390	41%	\$3.85	324	1,370	40%	\$5.60	343	1,429	42%	\$6.05	486	1,904	56%

PM Time	Monday 04/26/20				Tuesday 04/27/20				Wednesday 04/28/20				Thursday 04/29/20				Friday 04/30/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	375	2,629	77%	\$5.15	364	2,682	79%	\$5.15	418	3,018	89%	\$6.95	460	3,236	95%	\$8.10	482	2,814	83%
1500 - 1600	\$5.50	461	3,069	90%	\$4.75	455	3,447	101%	\$7.25	494	2,920	86%	\$7.25	537	2,859	84%	\$7.65	538	2,905	85%
1600 - 1700	\$4.35	352	3,242	95%	\$5.00	333	2,651	78%	\$6.50	348	2,965	87%	\$6.80	325	2,822	83%	\$7.45	346	2,772	82%
1700 - 1800	\$4.80	266	2,178	64%	\$4.90	375	2,931	86%	\$5.40	322	2,568	76%	\$6.70	370	2,879	85%	\$6.55	455	2,822	83%
1800 - 1900	\$5.50	372	1,907	56%	\$3.95	408	2,396	70%	\$3.95	456	2,791	82%	\$4.35	483	2,697	79%	\$6.55	568	2,708	80%
1900 - 2000	\$3.85	262	1,053	31%	\$3.85	298	1,302	38%	\$3.85	322	1,461	43%	\$5.60	375	1,659	49%	\$6.05	501	1,985	58%

OCTA WESTBOUND PEAK-HOUR VOLUMES

AM Time	Monday 03/29/20				Tuesday 03/30/20				Wednesday 03/31/20				Thursday 04/01/20				Friday 04/02/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500													\$3.05	368	1,138	33%	\$3.05	282	902	27%
0500 - 0600													\$4.95	574	2,206	65%	\$4.70	468	1,830	54%
0600 - 0700													\$5.15	355	2,184	64%	\$4.95	255	1,718	51%
0700 - 0800													\$5.65	316	2,110	62%	\$5.50	216	1,507	44%
0800 - 0900													\$5.15	256	1,995	59%	\$4.95	233	1,447	43%
0900 - 1000													\$4.10	298	1,772	52%	\$4.10	289	1,499	44%

AM Time	Monday 04/05/20				Tuesday 04/06/20				Wednesday 04/07/20				Thursday 04/08/20				Friday 04/09/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	359	1,210	36%	\$3.05	396	1,205	35%	\$3.05	370	1,222	36%	\$3.05	404	1,318	39%	\$3.05	333	1,057	31%
0500 - 0600	\$4.95	511	2,156	63%	\$4.95	578	2,448	72%	\$4.95	583	2,342	69%	\$4.95	618	2,326	68%	\$4.70	472	1,986	58%
0600 - 0700	\$5.15	299	2,228	66%	\$5.15	314	2,290	67%	\$5.15	313	2,280	67%	\$5.15	314	2,076	61%	\$4.95	318	2,067	61%
0700 - 0800	\$5.65	252	2,036	60%	\$5.65	262	2,241	66%	\$5.65	263	2,212	65%	\$5.65	218	1,783	52%	\$5.50	271	2,055	60%
0800 - 0900	\$5.15	226	2,040	60%	\$5.15	212	2,031	60%	\$5.15	202	2,009	59%	\$5.15	235	2,554	75%	\$4.95	219	1,894	56%
0900 - 1000	\$4.10	205	1,785	53%	\$4.10	211	1,888	56%	\$4.10	229	1,896	56%	\$4.10	200	1,956	58%	\$4.10	224	1,654	49%

AM Time	Monday 04/12/20				Tuesday 04/13/20				Wednesday 04/14/20				Thursday 04/15/20				Friday 04/16/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	379	1,229	36%	\$3.05	409	1,265	37%	\$3.05	385	1,172	34%	\$3.05	393	1,172	34%	\$3.05	323	1,027	30%
0500 - 0600	\$4.95	559	2,301	68%	\$4.95	631	2,413	71%	\$4.95	583	2,324	68%	\$4.95	594	2,393	70%	\$4.70	479	2,078	61%
0600 - 0700	\$5.15	359	2,189	64%	\$5.15	364	2,299	68%	\$5.15	352	2,372	70%	\$5.15	373	2,297	68%	\$4.95	330	2,144	63%
0700 - 0800	\$5.65	336	2,314	68%	\$5.65	334	2,297	68%	\$5.65	333	2,423	71%	\$5.65	366	2,414	71%	\$5.50	335	2,176	64%
0800 - 0900	\$5.15	199	2,194	65%	\$5.15	188	2,151	63%	\$5.15	202	2,172	64%	\$5.15	186	2,107	62%	\$4.95	203	1,940	57%
0900 - 1000	\$4.10	158	1,653	49%	\$4.10	159	1,846	54%	\$4.10	161	1,795	53%	\$4.10	197	1,743	51%	\$4.10	171	1,662	49%

AM Time	Monday 04/19/20				Tuesday 04/20/20				Wednesday 04/21/20				Thursday 04/22/20				Friday 04/23/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	397	1,168	34%	\$3.05	387	1,241	37%	\$3.05	386	1,155	34%	\$3.05	349	1,151	34%	\$3.05	316	1,043	31%
0500 - 0600	\$4.95	568	2,382	70%	\$4.95	611	2,454	72%	\$4.95	524	2,148	63%	\$4.95	553	2,301	68%	\$4.70	464	2,176	64%
0600 - 0700	\$5.15	330	2,316	68%	\$5.15	379	2,448	72%	\$5.15	350	2,040	60%	\$5.15	374	2,378	70%	\$4.95	333	2,022	59%
0700 - 0800	\$5.65	326	2,354	69%	\$5.65	341	2,541	75%	\$5.65	337	2,239	66%	\$5.65	345	2,440	72%	\$5.50	345	2,090	61%
0800 - 0900	\$5.15	213	2,254	66%	\$5.15	216	2,456	72%	\$5.15	241	2,241	66%	\$5.15	189	2,234	66%	\$4.95	216	2,028	60%
0900 - 1000	\$4.10	193	1,911	56%	\$4.10	201	2,215	65%	\$4.10	186	1,902	56%	\$4.10	185	1,859	55%	\$4.10	183	1,505	44%

AM Time	Monday 04/26/20				Tuesday 04/27/20				Wednesday 04/28/20				Thursday 04/29/20				Friday 04/30/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	378	1,210	36%	\$3.05	401	1,253	37%	\$3.05	400	1,345	40%	\$3.05	408	1,260	37%	\$3.05	298	1,019	30%
0500 - 0600	\$4.95	539	2,428	71%	\$4.95	549	2,369	70%	\$4.95	601	2,928	86%	\$4.95	587	2,466	73%	\$4.70	526	2,202	65%
0600 - 0700	\$5.15	342	2,184	64%	\$5.15	373	2,393	70%	\$5.15	401	2,861	84%	\$5.15	378	2,419	71%	\$4.95	342	2,045	60%
0700 - 0800	\$5.65	329	2,109	62%	\$5.65	369	2,376	70%	\$5.65	403	2,724	80%	\$5.65	394	2,457	72%	\$5.50	377	2,229	66%
0800 - 0900	\$5.15	165	1,892	56%	\$5.15	205	1,943	57%	\$5.15	266	2,566	75%	\$5.15	265	2,175	64%	\$4.95	264	2,033	60%
0900 - 1000	\$4.10	179	1,557	46%	\$4.10	151	1,460	43%	\$4.10	260	2,175	64%	\$4.10	222	1,982	58%	\$4.10	282	1,822	54%

OCTA OPERATIONAL HIGHLIGHTS

On-Road Operations

OCTA customer assistance specialists (CAS) responded to 101 calls during the month of April. Of those calls, 77 were to assist disabled vehicles and 18 calls to remove debris. The CAS provided assistance to six accidents in the 91 Express Lanes with none of those accidents originating in the State Route 91 general purpose lanes.

91 Express Lanes Back-Office System (BOS) Development Update

In February, Cofiroute USA, LLC (CUSA) notified OCTA and the Riverside County Transportation Commission (RCTC) of a delay to the implementation of the new BOS for the 91 Express Lanes for both Orange and Riverside counties as a result of the COVID-19 pandemic. CUSA is the current operator of the 91 Express Lanes for both OCTA and RCTC and is the firm selected for the design, development, and implementation of the new BOS, as well as the customer service center operation, once the current contract expires on June 30, 2021.

In anticipation that the future contractor would not be able to meet the go-live date in July 2021, the OCTA Board of Directors (Board) approved an amendment to the current three-party agreement between CUSA, RCTC, and OCTA, which allowed for six one-month optional extension periods. Staff from both agencies are continuing to work with CUSA to meet the revised anticipated go-live date in October 2021.

91 Express Lanes Toll Entrance Gantries Infrastructure Project Update

OCTA entered into an agreement 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 infrastructure at the three entrances of the OCTA 91 Express Lanes. In March, Caltrans advertised the project with project award anticipated for May. Upon completion of the infrastructure project, Kapsch TrafficCom USA, Inc., the toll lanes system integrator for the 91 Express Lanes, will install new Electronic Toll and Traffic Management system equipment onto the new gantries.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

Description	YTD as of : 4/30/2021		YTD Variance	
	Actual ⁽¹⁾	Budget ⁽¹⁾	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 35,793,858.26	\$ 26,896,928.00	\$ 8,896,930.26	33.1
Fee Revenue	4,480,238.31	1,820,456.00	2,659,782.31	146.1
Total operating revenues	40,274,096.57	28,717,384.00	11,556,712.57	40.2
Operating expenses:				
Contracted Services	5,590,762.60	5,997,600.00	406,837.40	6.8
Administrative Fee	2,497,150.00	2,601,460.00	104,310.00	4.0
Other Professional Services	925,430.91	2,756,021.00	1,830,590.09	66.4
Credit Card Processing Fees	837,837.86	762,480.00	(75,357.86)	(9.9)
Toll Road Account Servicing	522,855.75	489,000.00	(33,855.75)	(6.9)
Other Insurance Expense	367,354.44	783,250.00	415,895.56	53.1
Toll Road Maintenance Supply Repairs	138,957.11	2,103,510.00	1,964,552.89	93.4
Patrol Services	654,299.63	874,630.00	220,330.37	25.2
Building Equipment Repairs and Maint	613,235.66	1,109,260.00	496,024.34	44.7
6C Transponders	-	187,500.00	187,500.00	100.0
Other Services ⁽⁵⁾	(983,780.32)	47,850.00	1,031,630.32	2,156.0
Utilities	41,317.54	95,800.00	54,482.46	56.9
Office Expense	9,966.48	79,095.00	69,128.52	87.4
Bad Debt Expense	136,431.83	-	(136,431.83)	N/A
Miscellaneous ⁽²⁾	40,637.10	122,680.00	82,042.90	66.9
Leases	394,579.42	404,000.00	9,420.58	2.3
Total operating expenses	11,787,036.01	18,414,136.00	6,627,099.99	36.0
Depreciation and Amortization ⁽³⁾	3,675,500.46	-	(3,675,500.46)	N/A
Operating income (loss)	24,811,560.10	10,303,248.00	14,508,312.10	140.8
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	405,399.14	937,500.00	(532,100.86)	(56.8)
Interest Income	3,627,754.50	1,226,240.00	2,401,514.50	195.8
Interest Expense	(3,573,624.74)	(3,665,790.00)	92,165.26	2.5
Other	11,462.08	-	11,462.08	N/A
Total nonoperating revenues (expenses)	470,990.98	(1,502,050.00)	1,973,040.98	131.4
Transfers In	-	-	-	N/A
Transfers Out ⁽⁴⁾	(3,938,474.30)	(34,763,200.00)	30,824,725.70	88.7
Net income (loss)	\$ 21,344,076.78	\$ (25,962,002.00)	\$ 47,306,078.78	(182.2)

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.

⁴Transfers Out: For M2 Project I and Project J expense reimbursements.

⁵Litigation settlement was accrued, the negative will be offset once the litigation payment is issued.

Capital Asset Activity

During the ten months ending April 30, 2021, capital asset activities included \$11,453 for the replacement of the air-conditioning units for the eastbound toll plaza, \$810,223 for the BOS replacement project, and \$2,491,662 for payment of 6C implementation costs for the Electronic Toll and Traffic Management system.

OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

Total traffic volume on the 91 Express Lanes for April 2021 was 1,284,574. This represents a daily average of 42,819 vehicles. This is a 250.8 percent increase in total traffic volume from the same period last year, which totaled 366,178 and was the second month of the COVID-19 stay-at-home order. Potential toll revenue for April was \$4,255,083, which represents an increase of 265.2 percent from the prior year's total of \$1,165,063. Carpool percentage for April was 19.8 percent as compared to the previous year's rate of 20 percent. As compared to April 2019, traffic volume decreased by 4.5 percent and revenue decreased by 20.7 percent. Traffic volumes are returning to pre-COVID-19 levels as Southern California counties enter into less restrictive tiers of the State's Blueprint for a Safer Economy plan.

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 Riverside County Transportation Commission (RCTC) 91 Express Lanes and associated potential revenue for the month of April 2021.

Current Month-to-date as of April 30, 2021

Trips	APR-21 MTD Actual	Stantec MTD Projected	# Variance	% Variance	APR-20 MTD Actual	Yr 21-to-Yr 20 % Variance	Apr-19 MTD Actual	Yr 21-to-Yr 19 % Variance
Full Toll Lanes	1,030,130	1,055,800	(25,670)	(2.4%)	293,046	251.5%	1,008,624	2.1%
3+ Lanes	254,444	348,371	(93,927)	(27.0%)	73,132	247.9%	337,017	(24.5%)
Total Gross Trips	1,284,574	1,404,171	(119,597)	(8.5%)	366,178	250.8%	1,345,641	(4.5%)
Revenue								
Full Toll Lanes	4,210,820	\$4,677,943	(\$467,123)	(10.0%)	1,151,484	265.7%	\$5,321,358	(20.9%)
3+ Lanes	44,264	\$0	\$44,264		13,579	226.0%	\$44,024	0.5%
Total Gross Revenue	\$4,255,083	\$4,677,943	(\$422,859)	(9.0%)	\$1,165,063	265.2%	\$5,365,382	(20.7%)
Average Revenue per Trip								
Average Full Toll Lanes	\$4.09	\$4.43	(\$0.34)	(7.7%)	\$3.93	4.1%	\$5.28	(22.5%)
Average 3+ Lanes	\$0.17	\$0.00	\$0.17		\$0.19	(10.5%)	\$0.13	30.8%
Average Gross Revenue	\$3.31	\$3.33	(\$0.02)	(0.6%)	\$3.18	4.1%	\$3.99	(17.0%)

The FY 2020-21 year-to-date traffic volume decreased by 11.6 percent and potential toll revenue decreased by 29.9 percent, when compared with the same period last year. Year-to-date average revenue per-trip is \$3.39.

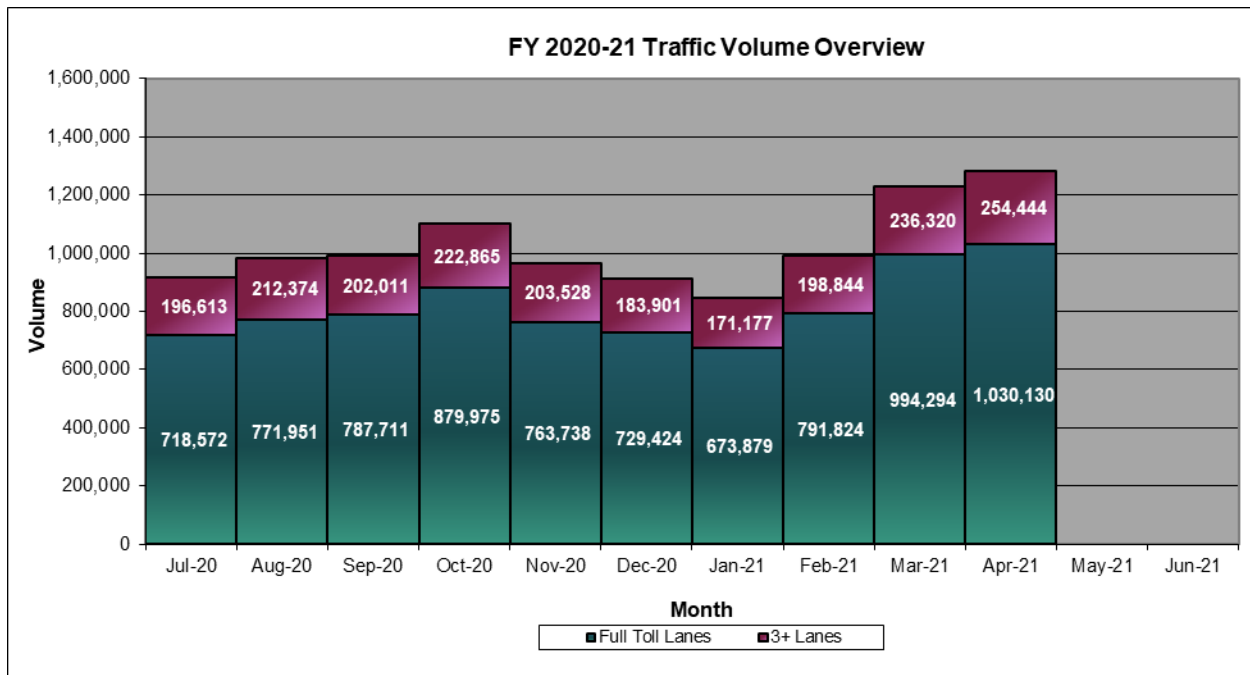
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the months of July 2020 through April 2021.

FY 2020-21 Year-to-Date as of April 30, 2021

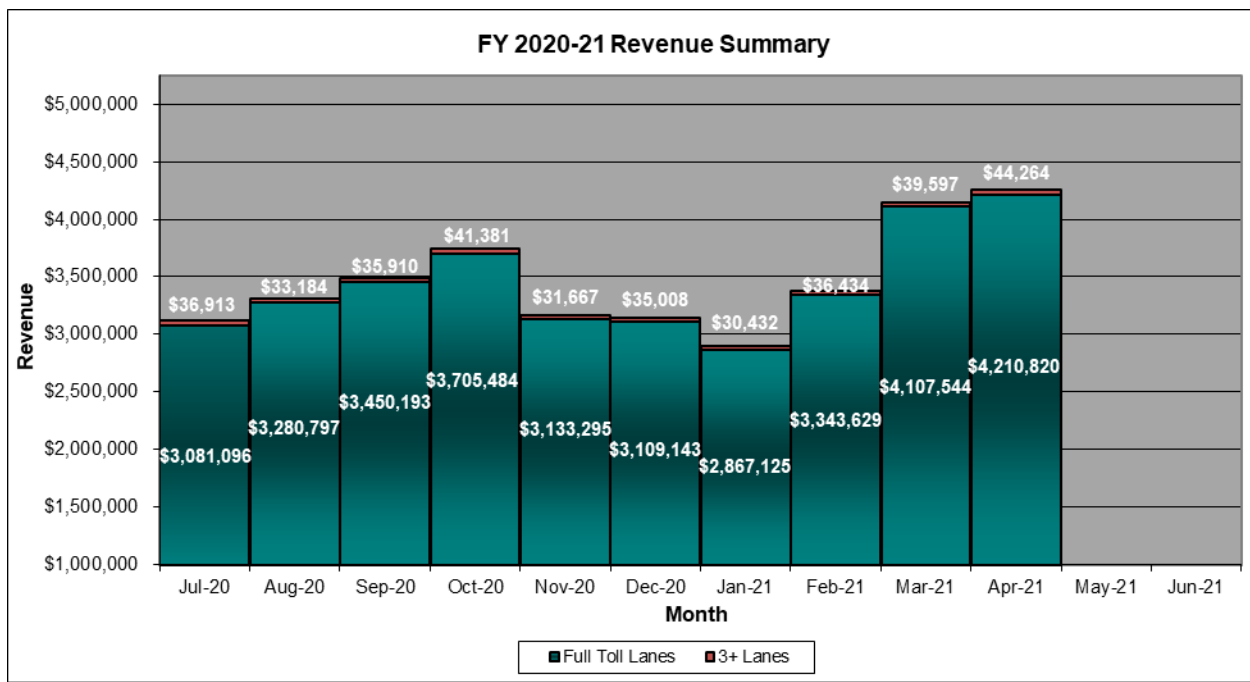
	FY 2020-21 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2019-20 YTD Actual	Yr-to-Yr % Variance
Trips						
Full Toll Lanes	8,141,498	10,065,471	(1,923,973)	(19.1%)	8,829,951	(7.8%)
3+ Lanes	2,082,077	3,270,829	(1,188,752)	(36.3%)	2,729,447	(23.7%)
Total Gross Trips	10,223,575	13,336,300	(3,112,725)	(23.3%)	11,559,398	(11.6%)
Revenue						
Full Toll Lanes	\$34,289,125	\$43,291,429	(\$9,002,303)	(20.8%)	\$49,143,424	(30.2%)
3+ Lanes	\$364,789	\$0	\$364,789		\$322,018	13.3%
Total Gross Revenue	\$34,653,914	\$43,291,429	(\$8,637,514)	(20.0%)	\$49,465,441	(29.9%)
Average Revenue per Trip						
Average Full Toll Lanes	\$4.21	\$4.30	(\$0.09)	(2.1%)	\$5.57	(24.4%)
Average 3+ Lanes	\$0.18	\$0.00	\$0.18		\$0.12	50.0%
Average Gross Revenue	\$3.39	\$3.25	\$0.14	4.3%	\$4.28	(20.8%)

RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between full toll lanes and HOV3+ lanes for FY 2020-21 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll lanes and HOV3+ lanes for FY 2020-21 on a monthly basis.



RCTC PEAK-HOUR VOLUMES

In April, there were no toll rates adjusted in response to traffic volumes. A plan is in place to monitor traffic volumes and adjust toll rates as traffic returns to pre-COVID-19 volumes.

RCTC EASTBOUND PEAK-HOUR VOLUMES

Eastbound PM Peak - County Line to McKinley

PM Time	Monday 03/29/21					Tuesday 03/30/21					Wednesday 03/31/21					Thursday 04/01/21					Friday 04/02/21				
	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																\$10.95	265	1,214	1,479	F	\$22.95	302	1,146	1,448	F
1500 - 1600																\$14.95	301	974	1,275	E	\$23.95	400	1,001	1,401	F
1600 - 1700																\$7.95	226	1,099	1,325	F	\$14.95	268	1,056	1,324	F
1700 - 1800																\$5.30	244	982	1,226	E	\$7.95	274	942	1,216	E
1800 - 1900																\$5.30	274	972	1,246	E	\$5.30	245	667	912	C
1900 - 2000																\$2.25	261	713	974	C	\$2.25	259	621	880	C

PM Time	Monday 04/05/21					Tuesday 04/06/21					Wednesday 04/07/21					Thursday 04/08/21					Friday 04/09/21				
	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	245	1,120	1,365	F	\$5.30	232	1,108	1,340	F	\$7.95	273	1,178	1,451	F	\$10.95	197	1,136	1,333	F	\$22.95	284	1,130	1,414	F
1500 - 1600	\$8.95	275	1,027	1,302	F	\$9.95	288	1,114	1,402	F	\$13.95	271	979	1,250	E	\$14.95	280	1,042	1,322	F	\$23.95	331	1,025	1,356	F
1600 - 1700	\$6.95	198	1,026	1,224	E	\$6.95	185	1,020	1,205	E	\$6.95	138	1,080	1,218	E	\$7.95	171	1,139	1,310	F	\$14.95	229	1,058	1,287	E
1700 - 1800	\$5.30	186	989	1,175	D	\$5.30	176	968	1,144	D	\$5.30	197	996	1,193	D	\$5.30	175	1,082	1,257	E	\$7.95	216	1,028	1,244	E
1800 - 1900	\$4.20	193	674	867	C	\$4.20	232	909	1,141	D	\$5.30	208	960	1,168	D	\$5.30	229	1,004	1,233	E	\$5.30	219	1,014	1,233	E
1900 - 2000	\$2.25	139	440	579	B	\$2.25	168	493	661	B	\$2.25	174	555	729	B	\$2.25	188	626	814	C	\$2.25	223	704	927	C

PM Time	Monday 04/12/21					Tuesday 04/13/21					Wednesday 04/14/21					Thursday 04/15/21					Friday 04/16/21				
	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	187	1,084	1,271	E	\$5.30	193	1,008	1,201	E	\$7.95	171	1,018	1,189	D	\$10.95	206	1,050	1,256	E	\$22.95	270	1,201	1,471	F
1500 - 1600	\$8.95	225	1,014	1,239	E	\$9.95	264	1,117	1,381	F	\$13.95	215	1,019	1,234	E	\$14.95	204	954	1,158	D	\$23.95	294	951	1,245	E
1600 - 1700	\$6.95	161	1,131	1,292	E	\$6.95	131	984	1,115	D	\$6.95	190	1,005	1,195	D	\$7.95	177	1,021	1,198	D	\$14.95	248	1,056	1,304	F
1700 - 1800	\$5.30	150	1,006	1,156	D	\$5.30	168	1,038	1,206	E	\$5.30	189	940	1,129	D	\$5.30	172	1,046	1,218	E	\$7.95	208	1,015	1,223	E
1800 - 1900	\$4.20	153	728	881	C	\$4.20	195	693	888	C	\$5.30	185	825	1,010	D	\$5.30	196	984	1,180	D	\$5.30	256	1,013	1,269	E
1900 - 2000	\$2.25	143	396	539	B	\$2.25	116	446	562	B	\$2.25	138	455	593	B	\$2.25	163	664	827	C	\$2.25	201	741	942	C

PM Time	Monday 04/19/21					Tuesday 04/20/21					Wednesday 04/21/21					Thursday 04/22/21					Friday 04/23/21				
	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	188	968	1,156	D	\$5.30	167	1,044	1,211	E	\$7.95	181	1,068	1,249	E	\$10.95	184	1,141	1,325	F	\$22.95	150	765	915	C
1500 - 1600	\$8.95	227	980	1,207	E	\$9.95	173	1,050	1,223	E	\$13.95	178	977	1,155	D	\$14.95	230	1,145	1,375	F	\$23.95	285	1,153	1,438	F
1600 - 1700	\$6.95	144	1,020	1,164	D	\$6.95	164	1,036	1,200	D	\$6.95	165	927	1,092	D	\$7.95	211	1,130	1,341	F	\$14.95	272	1,138	1,410	F
1700 - 1800	\$5.30	144	1,013	1,157	D	\$5.30	190	1,039	1,229	E	\$5.30	182	832	1,014	D	\$5.30	190	1,044	1,234	E	\$7.95	190	1,121	1,311	F
1800 - 1900	\$4.20	164	773	937	C	\$4.20	205	875	1,080	D	\$5.30	216	683	899	C	\$5.30	193	963	1,156	D	\$5.30	240	932	1,172	D
1900 - 2000	\$2.25	149	570	719	B	\$2.25	126	513	639	B	\$2.25	146	402	548	B	\$2.25	141	580	721	B	\$2.25	239	795	1,034	D

PM Time	Monday 04/26/21					Tuesday 04/27/21					Wednesday 04/28/21					Thursday 04/29/21					Friday 04/30/21				
	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	153	982	1,135	D	\$5.30	169	1,111	1,280	E	\$7.95	203	1,077	1,280	E	\$10.95	198	1,111	1,309	F	\$22.95	270	1,157	1,427	F
1500 - 1600	\$8.95	213	1,002	1,215	E	\$9.95	190	1,037	1,227	E	\$13.95	202	964	1,166	D	\$14.95	231	1,013	1,244	E	\$23.95	279	1,001	1,280	E
1600 - 1700	\$6.95	177	981	1,158	D	\$6.95	174	1,091	1,265	E	\$6.95	166	973	1,139	D	\$7.95	195	1,022	1,217	E	\$14.95	238	1,067	1,305	F
1700 - 1800	\$5.30	150	882	1,032	D	\$5.30	175	1,005	1,180	D	\$5.30	170	944	1,114	D	\$5.30	193	1,099	1,292	E	\$7.95	249	1,039	1,288	E
1800 - 1900	\$4.20	195	629	824	C	\$4.20	191	869	1,060	D	\$5.30	235	938	1,173	D	\$5.30	258	985	1,243	E	\$5.30	309	1,017	1,326	F
1900 - 2000	\$2.25	114	355	469	B	\$2.25	146	430	576	B	\$2.25	165	544	709	B	\$2.25	162	616	778	B	\$2.25	229	820	1,049	D

Eastbound PM Peak - County Line to I-15 South

PM Time	Monday 03/29/21					Tuesday 03/30/21					Wednesday 03/31/21					Thursday 04/01/21					Friday 04/02/21				
	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	140	836	976	C	\$5.30	165	679	844	C
1500 - 1600																\$5.30	163	742	905	C	\$5.30	192	671	863	C
1600 - 1700																\$5.30	98	766	864	C	\$2.95	123	583	706	B
1700 - 1800																\$5.30	118	623	741	B	\$2.95	138	650	788	B
1800 - 1900																\$2.95	152	747	899	C	\$2.95	154	456	610	B
1900 - 2000																\$2.95	166	505	671	B	\$2.95	152	358	510	B

PM Time	Monday 04/05/21					Tuesday 04/06/21					Wednesday 04/07/21					Thursday 04/08/21					Friday 04/09/21				
	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	129	732	861	C	\$5.30	107	730	837	C	\$5.30	139	843	982	C	\$5.30	105	763	868	C	\$5.30	132	723	855	C
1500 - 1600	\$5.30	130	821	951	C	\$5.30	125	920	1,045	D	\$5.30	126	777	903	C	\$5.30	150	801	951	C	\$5.30	158	756	914	C
1600 - 1700	\$2.95	113	859	972	C	\$5.30	104	724	828	C	\$5.30	90	767	857	C	\$5.30	101	790	891	C	\$2.95	105	724	829	C
1700 - 1800	\$2.95	100	731	831	C	\$2.95	113	796	909	C	\$2.95	100	771	871	C	\$5.30	102	808	910	C	\$2.95	136	739	875	C
1800 - 1900	\$2.95	95	499	594	B	\$2.95	124	726	850	C	\$2.95	118	703	821	C	\$2.95	112	785	897	C	\$2.95	119	609	728	B
1900 - 2000	\$1.95	77	295	372	A	\$1.95	82	379	461	B	\$2.95	93	447	540	B	\$2.95	129	440	569	B	\$2.95	140	480	620	B

PM Time	Monday 04/12/21					Tuesday 04/13/21					Wednesday 04/14/21					Thursday 04/15/21					Friday 04/16/21				
	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	112	774	886	C	\$5.30	121	733	854	C	\$5.30	89	717	806	C	\$5.30	99	733	832	C	\$5.30	141	734	875	C
1500 - 1600	\$5.30	152	764	916	C	\$5.30	127	914	1,041	D	\$5.30	97	754	851	C	\$5.30	125	763	888	C	\$5.30	127	640	767	B
1600 - 1700	\$2.95	100	820	920	C	\$5.30	91	712	803	C	\$5.30	102	684	786	B	\$5.30	98	697	795	B	\$2.95	134	651	785	B
1700 - 1800	\$2.95	82	755	837	C	\$2.95	100	791	891	C	\$2.95	90	702	792	B	\$5.30	81	682	763	B	\$2.95	122	619	741	B
1800 - 1900	\$2.95	85	509	594	B	\$2.95	104	586	690	B	\$2.95	99	596	695	B	\$2.95	111	659	770	B	\$2.95	147	609	756	B
1900 - 2000	\$1.95	63	288	351	A	\$1.95	86	348	434	B	\$2.95	57	343	400	A	\$2.95	91	448	539	B	\$2.95	129	478	607	B

PM Time	Monday 04/19/21					Tuesday 04/20/21					Wednesday 04/21/21					Thursday 04/22/21					Friday 04/23/21				
	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	77	689	766	B	\$5.30	74	700	774	B	\$5.30	109	657	766	B	\$5.30	101	806	907	C	\$5.30	79	513	592	B
1500 - 1600	\$5.30	107	701	808	C	\$5.30	117	796	913	C	\$5.30	94	742	836	C	\$5.30	121	791	912	C	\$5.30	132	711	843	C
1600 - 1700	\$2.95	70	620	690	B	\$5.30	88	630	718	B	\$5.30	81	676	757	B	\$5.30	93	713	806	C	\$2.95	130	698	828	C
1700 - 1800	\$2.95	72	667	739	B	\$2.95	89	685	774	B	\$2.95	91	683	774	B	\$5.30	80	618	698	B	\$2.95	103	709	812	C
1800 - 1900	\$2.95	83	500	583	B	\$2.95	117	608	725	B	\$2.95	99	539	638	B	\$2.95	106	608	714	B	\$2.95	122	560	682	B
1900 - 2000	\$1.95	88	397	485	B	\$1.95	73	351	424	B	\$2.95	81	342	423	B	\$2.95	73	340	413	B	\$2.95	108	486	594	B

PM Time	Monday 04/26/21					Tuesday 04/27/21					Wednesday 04/28/21					Thursday 04/29/21					Friday 04/30/21				
	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	124	665	789	B	\$5.30	104	767	871	C	\$5.30	133	756	889	C	\$5.30	148	793	941	C	\$5.30	129	763	892	C
1500 - 1600	\$5.30	119	748	867	C	\$5.30	102	756	858	C	\$5.30	125	809	934	C	\$5.30	119	779	898	C	\$5.30	119	557	676	B
1600 - 1700	\$2.95	85	710	795	B	\$5.30	98	708	806	C	\$5.30	103	645	748	B	\$5.30	103	700	803	C	\$2.95	118	677	795	B
1700 - 1800	\$2.95	85	596	681	B	\$2.95	90	670	760	B	\$2.95	53	659	712	B	\$5.30	93	649	742	B	\$2.95	109	620	729	B
1800 - 1900	\$2.95	87	472	559	B	\$2.95	90	591	681	B	\$2.95	101	700	801	C	\$2.95	122	656	778	B	\$2.95	165	653	818	C
1900 - 2000	\$1.95	83	263	346	A	\$1.95	74	342	416	B	\$2.95	93	412	505	B	\$2.95	84	388	472	B	\$2.95	143	473	616	B

RCTC WESTBOUND PEAK-HOUR VOLUMES

Westbound AM Peak - McKinley to County Line

AM Time	Monday 03/29/21					Tuesday 03/30/21					Wednesday 03/31/21					Thursday 04/01/21					Friday 04/02/21				
	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	173	596	769	B	\$2.25	125	333	458	B
0500 - 0600																\$9.95	327	1,049	1,376	F	\$6.95	274	809	1,083	D
0600 - 0700																\$10.95	211	806	1,017	D	\$6.95	160	970	1,130	D
0700 - 0800																\$6.95	208	1,247	1,455	F	\$5.30	126	817	943	C
0800 - 0900																\$5.30	140	955	1,095	D	\$2.25	126	733	859	C
0900 - 1000																\$5.30	147	659	806	C	\$2.25	151	552	703	B

AM Time	Monday 04/05/21					Tuesday 04/06/21					Wednesday 04/07/21					Thursday 04/08/21					Friday 04/09/21				
	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	166	630	796	B	\$5.30	169	647	816	C	\$5.30	162	712	874	C	\$5.30	134	577	711	B	\$2.25	155	366	521	B
0500 - 0600	\$9.95	287	886	1,173	D	\$9.95	337	1,585	1,922	F	\$9.95	262	1,262	1,524	F	\$9.95	337	1,114	1,451	F	\$6.95	223	880	1,103	D
0600 - 0700	\$9.95	165	1,062	1,227	E	\$10.95	146	549	695	B	\$10.95	175	770	945	C	\$10.95	180	685	865	C	\$6.95	200	1,256	1,456	F
0700 - 0800	\$6.95	173	1,222	1,395	F	\$6.95	183	1,373	1,556	F	\$6.95	171	1,372	1,543	F	\$6.95	147	986	1,133	D	\$5.30	173	1,191	1,364	F
0800 - 0900	\$5.30	134	1,022	1,156	D	\$5.30	142	1,065	1,207	E	\$5.30	134	1,054	1,188	D	\$5.30	133	1,210	1,343	E	\$2.25	112	898	1,010	D
0900 - 1000	\$5.30	106	688	794	B	\$5.30	120	735	855	C	\$5.30	112	736	848	C	\$5.30	104	781	885	C	\$2.25	137	669	806	C

AM Time	Monday 04/12/21					Tuesday 04/13/21					Wednesday 04/14/21					Thursday 04/15/21					Friday 04/16/21				
	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	170	603	773	B	\$5.30	197	630	827	C	\$5.30	199	486	685	B	\$5.30	232	484	716	B	\$2.25	159	355	514	B
0500 - 0600	\$9.95	303	965	1,268	E	\$9.95	390	1,508	1,898	F	\$9.95	291	1,213	1,504	F	\$9.95	351	1,259	1,610	F	\$6.95	263	1,085	1,348	E
0600 - 0700	\$9.95	207	1,101	1,308	E	\$10.95	178	573	751	B	\$10.95	212	1,265	1,477	F	\$10.95	248	1,215	1,463	F	\$6.95	187	1,161	1,348	E
0700 - 0800	\$6.95	201	1,366	1,567	F	\$6.95	231	1,407	1,638	F	\$6.95	216	1,488	1,704	F	\$6.95	235	1,434	1,669	F	\$5.30	229	1,280	1,509	F
0800 - 0900	\$5.30	123	1,151	1,274	E	\$5.30	128	1,227	1,355	F	\$5.30	124	1,185	1,309	E	\$5.30	121	1,131	1,252	E	\$2.25	123	1,004	1,127	D
0900 - 1000	\$5.30	84	720	804	C	\$5.30	88	761	849	C	\$5.30	101	764	865	C	\$5.30	101	631	732	B	\$2.25	105	677	782	B

AM Time	Monday 04/19/21					Tuesday 04/20/21					Wednesday 04/21/21					Thursday 04/22/21					Friday 04/23/21				
	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	223	470	693	B	\$5.30	214	434	648	B	\$5.30	202	436	638	B	\$5.30	194	402	596	B	\$2.25	146	401	547	B
0500 - 0600	\$9.95	345	1,178	1,523	F	\$9.95	358	1,287	1,645	F	\$9.95	245	829	1,074	D	\$9.95	282	1,218	1,500	F	\$6.95	218	1,067	1,285	E
0600 - 0700	\$9.95	220	1,224	1,444	F	\$10.95	216	1,368	1,584	F	\$10.95	207	986	1,193	D	\$10.95	191	1,360	1,551	F	\$6.95	187	1,118	1,305	E
0700 - 0800	\$6.95	229	1,408	1,637	F	\$6.95	219	1,546	1,765	F	\$6.95	237	1,183	1,420	F	\$6.95	222	1,691	1,913	F	\$5.30	198	1,227	1,425	F
0800 - 0900	\$5.30	138	1,187	1,325	E	\$5.30	123	1,451	1,574	F	\$5.30	168	1,212	1,380	F	\$5.30	161	1,394	1,555	F	\$2.25	148	1,043	1,191	D
0900 - 1000	\$5.30	100	781	881	C	\$5.30	134	1,132	1,266	E	\$5.30	116	814	930	C	\$5.30	107	722	829	C	\$2.25	99	706	805	C

AM Time	Monday 04/26/21					Tuesday 04/27/21					Wednesday 04/28/21					Thursday 04/29/21					Friday 04/30/21				
	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	191	498	689	B	\$5.30	209	438	647	B	\$5.30	203	446	649	B	\$5.30	234	457	691	B	\$2.25	197	394	591	B
0500 - 0600	\$9.95	283	1,312	1,595	F	\$9.95	301	1,140	1,441	F	\$9.95	316	1,256	1,572	F	\$9.95	294	1,281	1,575	F	\$6.95	285	1,063	1,348	E
0600 - 0700	\$9.95	204	1,181	1,385	F	\$10.95	202	1,232	1,434	F	\$10.95	237	1,364	1,601	F	\$10.95	209	1,302	1,511	F	\$6.95	192	1,138	1,330	E
0700 - 0800	\$6.95	228	1,413	1,641	F	\$6.95	225	1,391	1,616	F	\$6.95	259	1,533	1,792	F	\$6.95	266	1,481	1,747	F	\$5.30	236	1,147	1,383	F
0800 - 0900	\$5.30	115	1,090	1,205	E	\$5.30	160	1,127	1,287	E	\$5.30	166	1,600	1,766	F	\$5.30	173	1,324	1,497	F	\$2.25	174	1,092	1,266	E
0900 - 1000	\$5.30	123	775	898	C	\$5.30	76	671	747	B	\$5.30	140	1,018	1,158	D	\$5.30	130	919	1,049	D	\$2.25	143	782	925	C

Westbound AM Peak - I-15 North to County Line

AM Time	Monday 03/29/21					Tuesday 03/30/21					Wednesday 03/31/21					Thursday 04/01/21					Friday 04/02/21				
	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																\$2.95	117	341	458	B	\$2.95	88	279	367	A
0500 - 0600																\$6.85	186	779	965	C	\$5.30	129	613	742	B
0600 - 0700																\$6.85	137	899	1,036	D	\$5.30	92	719	811	C
0700 - 0800																\$6.85	119	855	974	C	\$2.95	80	666	746	B
0800 - 0900																\$2.95	103	835	938	C	\$2.95	80	548	628	B
0900 - 1000																\$2.95	117	643	760	B	\$2.95	88	475	563	B

AM Time	Monday 04/05/21					Tuesday 04/06/21					Wednesday 04/07/21					Thursday 04/08/21					Friday 04/09/21				
	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	\$2.95	106	405	511	B	\$2.95	121	369	490	B	\$2.95	100	411	511	B	\$2.95	69	278	347	A	\$2.95	100	309	409	B
0500 - 0600	\$6.85	171	772	943	C	\$6.85	164	859	1,023	D	\$6.85	146	853	999	C	\$6.85	198	819	1,017	D	\$5.30	125	703	828	C
0600 - 0700	\$6.85	118	1,014	1,132	D	\$6.85	112	1,085	1,197	D	\$6.85	106	1,024	1,130	D	\$6.85	144	896	1,040	D	\$5.30	92	851	943	C
0700 - 0800	\$6.85	91	892	983	C	\$6.85	96	965	1,061	D	\$6.85	80	948	1,028	D	\$6.85	17	164	181	A	\$2.95	85	833	918	C
0800 - 0900	\$2.95	75	870	945	C	\$2.95	69	880	949	C	\$2.95	78	882	960	C	\$2.95	78	1,073	1,151	D	\$2.95	79	684	763	B
0900 - 1000	\$2.95	83	545	628	B	\$2.95	80	675	755	B	\$2.95	74	649	723	B	\$2.95	72	720	792	B	\$2.95	78	571	649	B

AM Time	Monday 04/12/21					Tuesday 04/13/21					Wednesday 04/14/21					Thursday 04/15/21					Friday 04/16/21				
	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	\$2.95	101	424	525	B	\$2.95	125	393	518	B	\$2.95	58	285	343	A	\$2.95	89	241	330	A	\$2.95	75	313	388	A
0500 - 0600	\$6.85	191	807	998	C	\$6.85	206	841	1,047	D	\$6.85	103	658	761	B	\$6.85	139	590	729	B	\$5.30	93	586	679	B
0600 - 0700	\$6.85	142	1,029	1,171	D	\$6.85	146	1,098	1,244	E	\$6.85	98	786	884	C	\$6.85	109	744	853	C	\$5.30	83	646	729	B
0700 - 0800	\$6.85	110	979	1,089	D	\$6.85	123	953	1,076	D	\$6.85	93	877	970	C	\$6.85	117	827	944	C	\$2.95	85	622	707	B
0800 - 0900	\$2.95	68	907	975	C	\$2.95	68	935	1,003	D	\$2.95	62	748	810	C	\$2.95	58	749	807	C	\$2.95	64	619	683	B
0900 - 1000	\$2.95	55	579	634	B	\$2.95	67	641	708	B	\$2.95	60	640	700	B	\$2.95	69	598	667	B	\$2.95	65	530	595	B

AM Time	Monday 04/19/21					Tuesday 04/20/21					Wednesday 04/21/21					Thursday 04/22/21					Friday 04/23/21				
	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	\$2.95	105	294	399	A	\$2.95	83	257	340	A	\$2.95	82	271	353	A	\$2.95	70	317	387	A	\$2.95	72	338	410	B
0500 - 0600	\$6.85	147	651	798	B	\$6.85	161	612	773	B	\$6.85	137	654	791	B	\$6.85	137	716	853	C	\$5.30	127	763	890	C
0600 - 0700	\$6.85	113	811	924	C	\$6.85	92	749	841	C	\$6.85	92	705	797	B	\$6.85	96	839	935	C	\$5.30	98	791	889	C
0700 - 0800	\$6.85	102	844	946	C	\$6.85	93	922	1,015	D	\$6.85	104	838	942	C	\$6.85	92	883	975	C	\$2.95	99	806	905	C
0800 - 0900	\$2.95	56	807	863	C	\$2.95	75	871	946	C	\$2.95	79	953	1,032	D	\$2.95	70	779	849	C	\$2.95	73	720	793	B
0900 - 1000	\$2.95	68	630	698	B	\$2.95	54	641	695	B	\$2.95	65	614	679	B	\$2.95	53	624	677	B	\$2.95	66	453	519	B

AM Time	Monday 04/26/21					Tuesday 04/27/21					Wednesday 04/28/21					Thursday 04/29/21					Friday 04/30/21				
	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	\$2.95	81	320	401	B	\$2.95	99	380	479	B	\$2.95	72	350	422	B	\$2.95	102	318	420	B	\$2.95	85	292	377	A
0500 - 0600	\$6.85	122	761	883	C	\$6.85	136	793	929	C	\$6.85	196	917	1,113	D	\$6.85	145	772	917	C	\$5.30	150	717	867	C
0600 - 0700	\$6.85	91	827	918	C	\$6.85	121	998	1,119	D	\$6.85	178	1,049	1,227	E	\$6.85	139	935	1,074	D	\$5.30	91	602	693	B
0700 - 0800	\$6.85	78	583	661	B	\$6.85	118	909	1,027	D	\$6.85	144	1,060	1,204	E	\$6.85	125	930	1,055	D	\$2.95	126	858	984	C
0800 - 0900	\$2.95	63	688	751	B	\$2.95	66	759	825	C	\$2.95	77	899	976	C	\$2.95	72	816	888	C	\$2.95	100	774	874	C
0900 - 1000	\$2.95	53	601	654	B	\$2.95	57	544	601	B	\$2.95	96	610	706	B	\$2.95	57	529	586	B	\$2.95	92	612	704	B

RCTC OPERATIONAL HIGHLIGHTS

On-Road Operations

RCTC Freeway Service Patrol responded to 87 calls during the month of April. Of those calls, 62 were to assist disabled vehicles, six calls to remove debris, and 19 were in response to accidents in the 91 Express Lanes.

91 Express Lanes BOS Development Update

In February, CUSA notified OCTA and RCTC of a delay to the implementation of the new BOS for the 91 Express Lanes for both Orange and Riverside counties as a result of the COVID-19 pandemic. CUSA is the current operator of the 91 Express Lanes for both OCTA and RCTC and is the firm selected for the design, development, and implementation of the new BOS, as well as the customer service center operation, once the current contract expires on June 30, 2021.

In anticipation that the future contractor would not be able to meet the go-live date in July 2021, the OCTA Board approved an amendment to the current three-party agreement between CUSA, RCTC, and OCTA, which allowed for six one-month optional extension periods. Staff from both agencies are continuing to work with CUSA to meet the revised anticipated go-live date in October 2021.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

Description	YTD as of : 4/30/2021		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 31,486,625.18	\$ 21,462,000.00	\$ 10,024,625.18	46.7
Fee Revenue	5,183,319.66	2,042,083.33	3,141,236.33	153.8
Total operating revenues	36,669,944.84	23,504,083.33	13,165,861.51	56.0
Operating expenses:				
Salaries and Benefits	490,068.01	562,916.67	72,848.66	12.9
Legal Services	91,908.73	291,666.67	199,757.94	68.5
Advisory Services	57,833.86	62,500.00	4,666.14	7.5
Audit and Accounting Fees	31,550.00	30,000.00	(1,550.00)	(5.2)
Service Fees	1,541.32	16,666.67	15,125.35	90.8
Other Professional Services	439,059.63	2,184,166.67	1,745,107.04	79.9
Lease Expense	228,206.14	408,500.00	180,293.86	44.1
Operations	1,522,405.44	2,489,166.67	966,761.23	38.8
Utilities	20,010.33	68,000.00	47,989.67	70.6
Supplies and Materials	4,690.27	25,000.00	20,309.73	81.2
Membership and Subscription Fees	28,281.50	25,000.00	(3,281.50)	(13.1)
Office Equipment & Furniture (Non-Capital)	4,706.87	12,500.00	7,793.13	62.3
Maintenance/Repairs	94,209.53	304,250.00	210,040.47	69.0
Training Seminars and Conferences	(720.00)	1,916.67	2,636.67	137.6
Transportation Expenses	-	3,333.33	3,333.33	100.0
Lodging	-	2,916.67	2,916.67	100.0
Meals	-	416.67	416.67	100.0
Other Staff Expenses	-	416.67	416.67	100.0
Advertising	4,611.25	229,166.67	224,555.42	98.0
Program Management	62,204.53	138,416.67	76,212.14	55.1
Program Operations	5,942,883.60	7,196,416.67	1,253,533.07	17.4
Litigation Settlement	-	-	-	N/A
Furniture & Equipment	-	254,166.67	254,166.67	100.0
Improvements	-	-	-	N/A
Bad Debt Expense	4,784.23	-	(4,784.23)	N/A
Total operating expenses	9,028,235.24	14,307,500.00	5,279,264.76	36.9
Operating income (loss)	27,641,709.60	9,196,583.33	18,445,126.27	200.6
Nonoperating revenues (expenses):				
Interest Revenue	391,179.63	576,583.33	(185,403.70)	32.2
Other Miscellaneous Revenue	52,435.68	83.33	52,352.35	(62,822.8)
Interest Expense	(22,234,617.17)	(5,933,250.00)	(16,301,367.17)	274.7
Total nonoperating revenues (expenses)	(21,791,001.86)	(5,356,583.33)	(16,434,418.53)	(306.8)
Transfers In	-	-	-	N/A
Transfers Out	(643,900.00)	(854,416.67)	210,516.67	(24.6)
Net income (loss)	\$ 5,206,807.74	\$ 2,985,583.33	\$ 2,221,224.41	74.4

¹ Unaudited

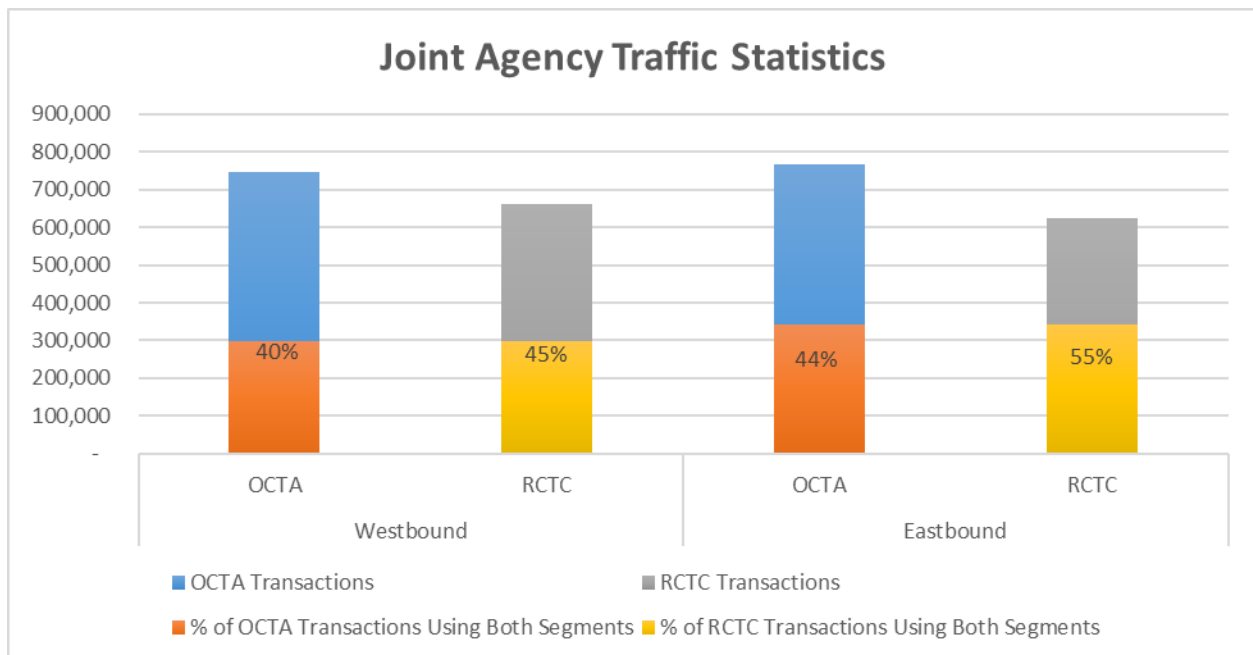
JOINT AGENCY TRIP AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING April 30, 2021

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	746,614	296,617	40%	\$2,060,112
RCTC	660,572	296,617	45%	\$2,069,752
I - 15	260,164	195,168	75%	\$729,556
McKinley	400,408	101,449	25%	\$1,340,195
Eastbound				
OCTA	768,779	341,995	44%	\$2,709,160
RCTC	624,002	341,995	55%	\$2,185,332
I - 15	232,331	134,426	58%	\$596,281
McKinley	391,671	207,569	53%	\$1,589,051

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	Reporting Period	PERFORMANCE STANDARD	Apr-21 Performance
CUSTOMER SERVICE			
Call Wait Time	Monthly	Not to exceed 2 minutes	1:44
Abandon Rate	Monthly	No more than 4.0%	2.3%
Customer Satisfaction	Monthly	At least 75 outbound calls	75
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 Reviews	Monthly	Equal to or less than 15 days	1.5
Plate Misread Errors	Monthly	Equal to or less than 0.4%	0.02%
CAS Response Time	Monthly	0:20 (minutes) per call	0:06
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 two months prior to the month of this report.

JOINT AGENCY TRANSPONDER DISTRIBUTION

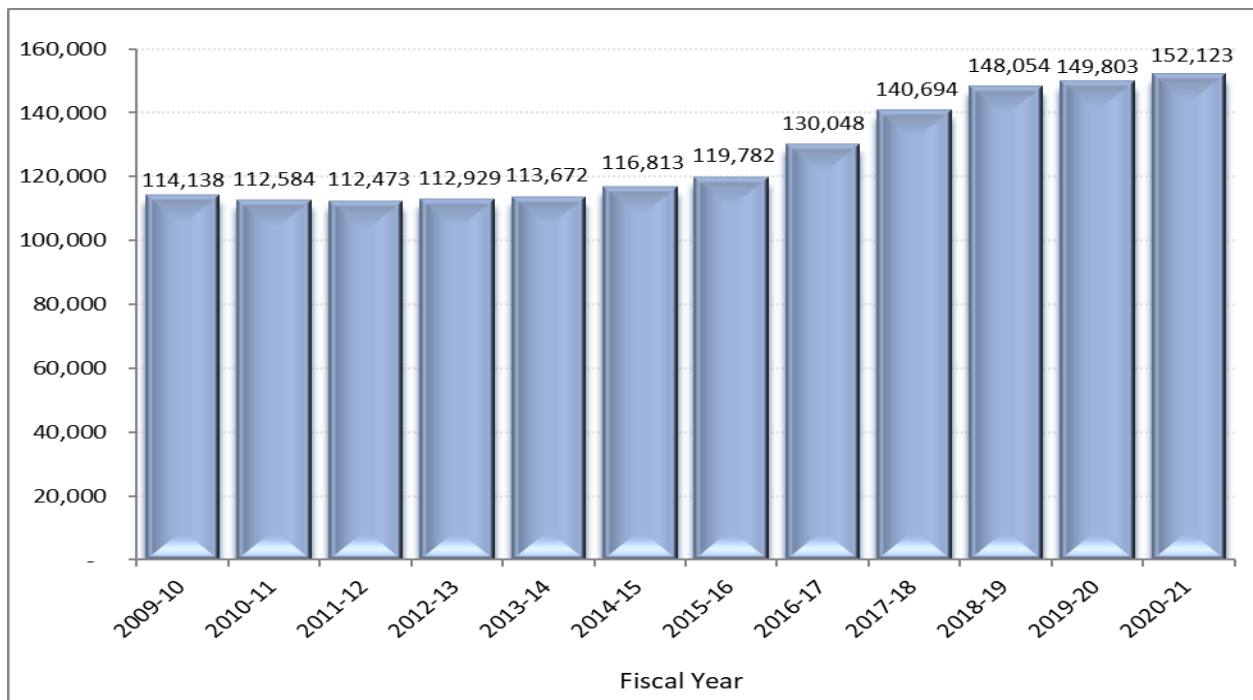
T21 TRANSPONDER DISTRIBUTION	April-21		March-21		FY 2020-21	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	1,425	98.4%	1,378	98.1%	810	97.1%
Additional Tags to Existing Accounts	11	0.8%	15	1.1%	15	1.7%
Replacement Transponders	12	0.8%	11	0.8%	10	1.2%
Total Issued	1,448		1,404		835	
Returned						
Account Closures					835	21.6%
Accounts Downsizing					0	0.0%
Defective Transponders	4,623	100.0%	5,821	100.0%	3,038	78.4%
Total Returned	4,623		5,821		3,873	

6C TRANSPONDER DISTRIBUTION	April-21		March-21		FY 2020-21	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	39,080	99.9%	66,550	99.9%	28,618	99.9%
Additional Tags to Existing Accounts	27	0.1%	55	0.1%	25	0.1%
Replacement Transponders	1	0.0%	0	0.0%	1	0.0%
Total Issued	39,108		66,605		28,645	
Returned						
Account Closures						
Accounts Downsizing						
Defective Transponders						
Total Returned						

At the end of April 2021, the 91 Express Lanes had 152,123 active customer accounts and 555,644 transponders classified as assigned.

Number of Accounts by FY

As of April 30, 2021



Incoming Email Activity

During April, the Anaheim Processing Center received 4,000 emails.

Operational Activity

Amid concerns about the spread of COVID-19 and following the State of California's guidance to help reduce its spread, the 91 Express Lanes Customer Walk-In Center was closed in March 2020 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 4, 2021

To: State Route 91 Advisory Committee

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

Subject: Draft 2021 State Route 91 Implementation Plan

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 2021 State Route 91 Implementation Plan is provided for information purposes.

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 Commission (RCTC) to annually prepare a plan for potential improvements along the State Route 91 (SR-91) corridor between State Route 57 (SR-57) in Orange County and Interstate 15 (I-15) in Riverside County. The Draft 2021 SR-91 Implementation Plan (Plan) serves as a snapshot of current and planned activities within the SR-91 corridor. The Plan describes projects, transportation benefits, and anticipated costs and schedules to implement 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, substantial progress has been made in improving the SR-91 corridor. Over \$1.9 billion has been invested with the completion of nine 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 alleviate population growth and employment between Orange and Riverside counties by enhancing capacity and improving mobility. Completed projects include:

- Green River Road Overcrossing Improvement Project;
- North Main Street Corona Metrolink Parking Structure Project;
- Eastbound (EB) 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 (WB) lane addition at Tustin Avenue;
- Metrolink service improvements;
- SR-91 Corridor Improvement Project initial phase;
- Express Bus Service; 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 within the SR-91 corridor. Additionally, projects in the corridor should be coordinated to minimize construction impacts to commuters and the surrounding communities. In the future, operational analysis by OCTA and RCTC will be prepared for each project before 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 sequentially to improve the SR-91 corridor. OCTA, RCTC, TCA, Caltrans District 8 and District 12, as well as Caltrans Headquarters agreed to project sequencing in order to enable the streamlining of the SR-241/SR-91 Tolloed Express Lanes Connector Project while minimizing impacts to the SR-91 corridor. The agencies reached consensus on a program of projects and sequencing as follows:

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.

Coordination efforts for the Plan (Attachment A) resulted in various updates to project status, costs, and schedules. Projects included in the Plan are organized as follows: Orange County projects, Riverside County projects, and bi-county projects.

- Orange County projects include three improvements at a total cost of approximately \$524 million:
 - SR-91 improvements between SR-57 and SR-55;
 - Anaheim Canyon Metrolink Station improvements; and
 - Placentia Metrolink Rail Station.
- Riverside County projects include three improvements, totaling over \$390 million:
 - 15/91 Express Lanes Connector;
 - SR-71/SR-91 interchange; and
 - Improvements east of I-15.
- Bi-county projects, which benefit both Orange and Riverside counties, total over \$288 million and include:
 - 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.

Due to the effects of the coronavirus (COVID-19) pandemic, the 2020 traffic patterns are not considered a true reflection of the typical existing conditions nor as a proper baseline to forecast the future demand and operations of the SR-91 corridor. Daily travel demand on the SR-91 corridor shifted from an uptrend of four percent in January and February 2020 compared to the same months in 2019.

There was a 12 percent reduction in March 2020 and a reduction of 30 percent in April 2020, when compared to the respective months in 2019. From May 2020 through December 2020, the SR-91 traffic demand changes varied from three percent to 16 percent lower than the same months in 2019. Therefore, the pre-COVID-19 traffic conditions are being utilized for the 2021 Plan.

The operations analysis quantified travel time savings for WB morning and 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. OCTA and RCTC will continue monitoring the SR-91 traffic pattern changes throughout 2021. If traffic conditions show a trend of normalization, then the traffic analysis will be updated for the 2022 Plan.

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 the following concepts:

- Elevated four-lane facility between SR-241 and I-15 (MIS Corridor A);
- Anaheim to Ontario International Airport high-speed ground transportation system;
- Irvine-Corona Expressway (ICE) from SR-241/State Route 133 to I-15/Cajalco Road;
- Connector improvements at the SR-91/SR-55 interchange;
- EB fifth lane addition near SR-241; and
- Improvements at Fairmont Boulevard.

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 and geotechnical feasibility of the ICE concept as requested by the SR-91 Advisory Committee and the Riverside Orange Corridor Authority in 2010. A review of recent tunneling projects shows feasibility for the ICE tunnel concept is slowly improving as tunneling technology progresses. Technology has not advanced to the point where long, wide highway tunnels can be constructed at a reasonable, fundable, or viable cost. However, modern boring methods have lowered the cost on smaller, shorter tunnels. If this scales to larger tunnels, then the ICE corridor could become more feasible. Although some tunneling projects have been completed in California with similar lane configurations as the ICE concept, without significant state and federal funding, this project will be a major challenge to complete.

Summary

OCTA and RCTC have completed the 2021 update to the 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 Plan serves as a compilation of future potential projects and project-level decisions can be made when individual projects are being considered for implementation. Traffic conditions on the SR-91 corridor are expecting continued changes due to uncertainties related to the COVID-19 pandemic. OCTA and RCTC will continue monitoring the SR-91 traffic pattern changes throughout the 2021 year.

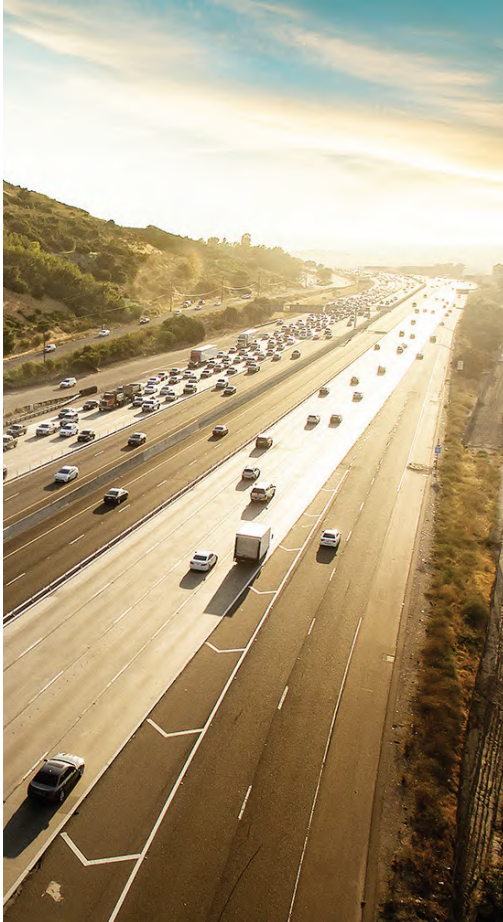
Attachment

- A. Draft State Route 91 Implementation Plan 2021

STATE ROUTE 91

IMPLEMENTATION PLAN 2021

DRAFT



PREPARED BY:

Michael Baker
INTERNATIONAL



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

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		
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	\$43.2	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
		Express Bus Service	\$6	2019

ANTICIPATED PROJECTS	PROJECT		COST (MILLIONS)	CURRENT PHASE
	Orange County	SR-91 Improvements (SR-57 to SR-55)	\$460	Final Design
		Anaheim Canyon Metrolink Station Improvements	\$29.8	Final Design
		Placentia Metrolink Rail Station	\$34.8	Final Design
	Riverside County	15/91 Express Lanes Connector	\$270	Final Design
		SR-71/SR-91 Interchange Improvements	\$121	Final Design
		Improvements East of I-15	TBD	Environmental
	Bi-County	SR-91 Corridor Operations Project	\$38	Construction
		6th General Purpose Lane Addition (SR-241 to SR-71)	TBD	Preliminary Engineering
		SR-241/SR-91 Tolloed Express Lanes Connector	\$250	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
	Fairmont Boulevard Improvements		\$76.8

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SECTION 1: INTRODUCTION

2021 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 2021 Plan fulfills the requirement to provide the State Legislature with an annual Implementation Plan for SR-91 improvements and builds on the 2020 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 2021 Plan have been infused with various sources of local, state, and federal funding. The 2021 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 2021 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)
- ❖ Express Bus Service (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 contributed to 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 \$2.8 billion U.S. Army Corps of Engineers (Corps) Santa Ana River Mainstem project that provides flood protection from the recently improved Prado Dam (near SR-71) to the Pacific Ocean. The project includes many features that have already been completed, including improvements to Seven Oaks Dam, 30 miles of levees and modifications to original project features including raising the Prado Dam embankment and installation of new, larger capacity outlet works. The Corps and Orange County Flood Control District recently amended a cooperative agreement which would allow the Corps to use federal funds under the Bipartisan Budget Act to complete select features of the project.

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 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).
- ❖ 2020 Next 10 Delivery Plan approved by OCTA Board, (October 2020).
- ❖ 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

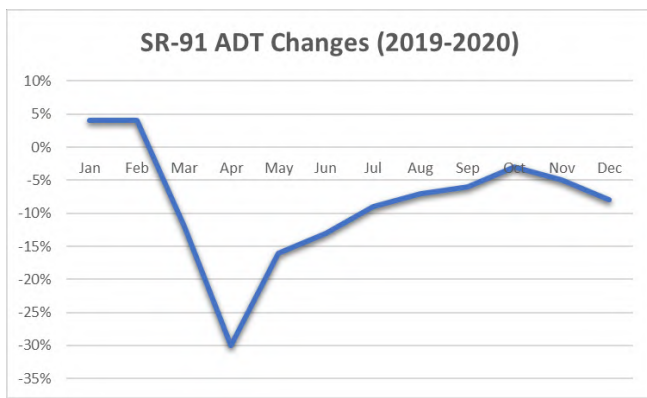
Project Limits

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

Similar to other parts of the state, traffic conditions on Orange County roadways including the SR-91 corridor encountered significant variations in 2020. Due to the COVID-19 pandemic, the Stay-at-Home Order was imposed in mid-March of 2020 and this significantly influenced travel patterns. Daily travel demand on the SR-91 corridor shifted from an uptrend of 4% in January and February of 2020 compared to the same months in 2019, to a reduction of 12% in March and a reduction of 30% in April, when compared to the respective months in 2019. From May 2020 through December 2020, the SR-91 traffic demand changes ranged from 3% to 16% lower than the same months in 2019 (see Figure 1).

Figure 1



Due to the effects of the COVID-19 pandemic, the 2020 traffic patterns are not deemed as a true reflection of the typical existing conditions nor as a proper baseline to forecast the future demand and operations of the SR-91 corridor. Therefore, the 2019 traffic conditions are being utilized for the 2021 Plan.

Traffic conditions on the SR-91 corridor are expecting continued changes due to uncertainties related to the COVID-19 effect. OCTA and RCTC will continue monitoring the SR-91 traffic pattern changes throughout the year of 2021. If traffic conditions are showing a trend of normalization (reverting back to pre-pandemic conditions), then the traffic analysis will be updated for the 2022 Plan.

A review of the 2019 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 TOLLED Express Lanes Connector

*Note: SR-241/SR-91 TOLLED 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 2021 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 \$524 million. The projects include the SR-91 improvements between SR-57 and SR-55, Anaheim Canyon Metrolink station improvements, and Placentia Metrolink rail station.
- ❖ The Riverside County projects have a total cost of over \$391 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 \$288 million. The improvements include: SR-91 Corridor Operations Project, a Sixth General Purpose Lane Addition (SR-241 to SR-71), and a SR-241/SR-91 Tolloed Express Lanes Connector.

Traffic Analysis

For the 2021 Plan, the traffic analysis for major SR-91 capacity projects used the Caliper TransModeler software model and traffic data calibrated to reflect existing traffic patterns of 2019 as described in the prior section. 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

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
SUBTOTAL	524.6
Riverside County Projects	
15/91 Express Lanes Connector	270
SR-71/SR-91 Interchange Improvements	121
SR-91 Improvements East of I-15	TBD
SUBTOTAL	391+
Bi-County Projects	
SR-91 Corridor Operations Project	38
Sixth General Purpose Lane Addition (SR-241 to SR-71)	TBD
SR-241/SR-91 Tolloed Express Lanes Connector	250
SUBTOTAL	288+
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
Fairmont Boulevard Improvements	76.8
SUBTOTAL	14,527.8–15,032.8
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
Express Bus Service (2019)	6
La Sierra Metrolink Parking Improvements (2019)	6.3
SUBTOTAL	1,897

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 or 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, peak hour 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 will decrease (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 relieved due to the

completion of proposed projects. The bottleneck at the SR-55 interchange will also be relieved. However, with the additional vehicles traveling downstream, there is additional congestion at the SR-57 interchange. For the year 2045, travel times are anticipated to decrease (by about 16 minutes) in Riverside County, and increase (by about 23 minutes) in Orange County when compared to 2030. Overall vehicle hours of delay will increase (by about 68 percent) in the corridor, but the number of vehicles the system is serving will increase (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 in the westbound direction operate satisfactorily in all the analysis years.

Eastbound Analysis

The EB evening (p.m.) traffic analysis indicates that for the year 2030 forecasts, peak hour travel times are anticipated to decrease (by about 7 minutes) in Riverside County and increase (by about 11 minutes) in Orange County. Although the overall travel time through the corridor will increase slightly, the vehicle hours of delay will decrease (by about 25 percent) and the number of vehicles served by the system will increase (by about 12 percent). The major bottleneck still occurs at the county line. Improvement projects near SR-55 and I-15 should alleviate congestion in those areas. For the year 2045, travel times are anticipated to increase (by about 4 minutes) in Riverside County and decrease in Orange County (by about 18 minutes) when compared to 2030. Overall vehicle hours of delay will increase (by about 40 percent) but the number of vehicles the system is serving will be greater (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 will be reduced. More vehicles traveling downstream will slightly increase congestion in Riverside County near I-15.

Express Lanes in the eastbound direction operate satisfactorily in all the analysis years.

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 I-15 to SR-57 A.M. Peak Period Corridor Vehicle Hours of Delay

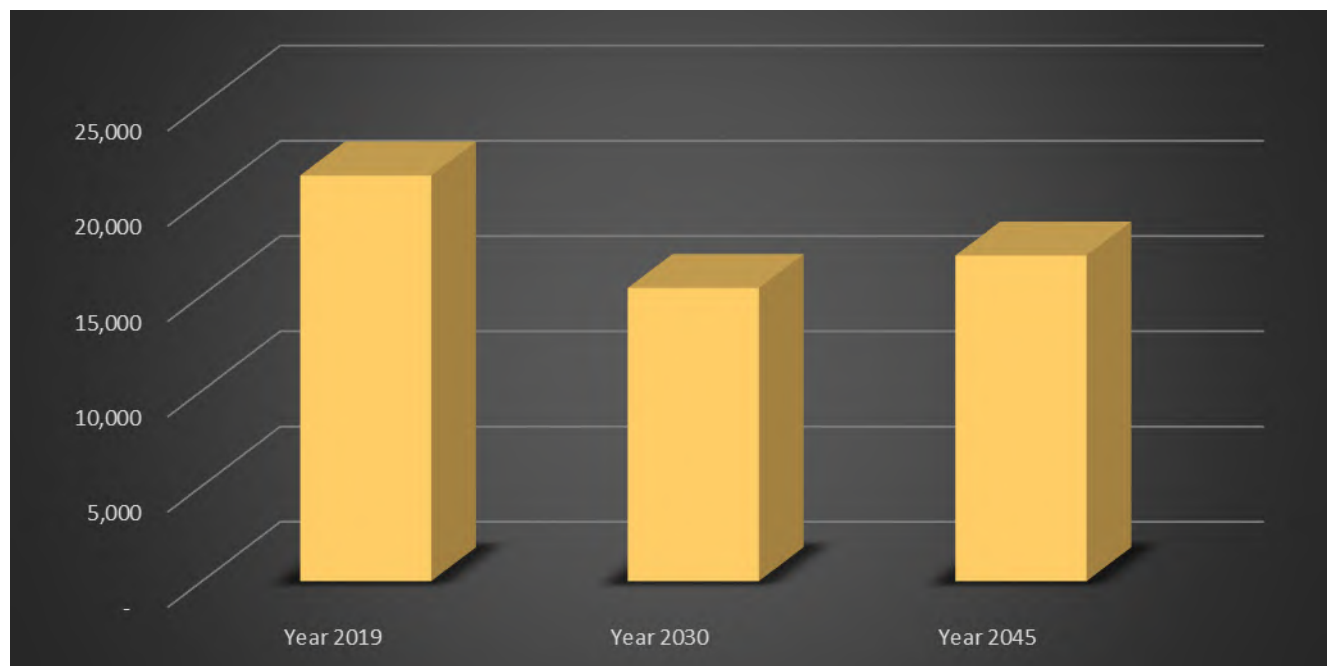


Figure 1-2 – Westbound SR-91 from I-15 to SR-57 A.M. Peak Period Systemwide Served Vehicles

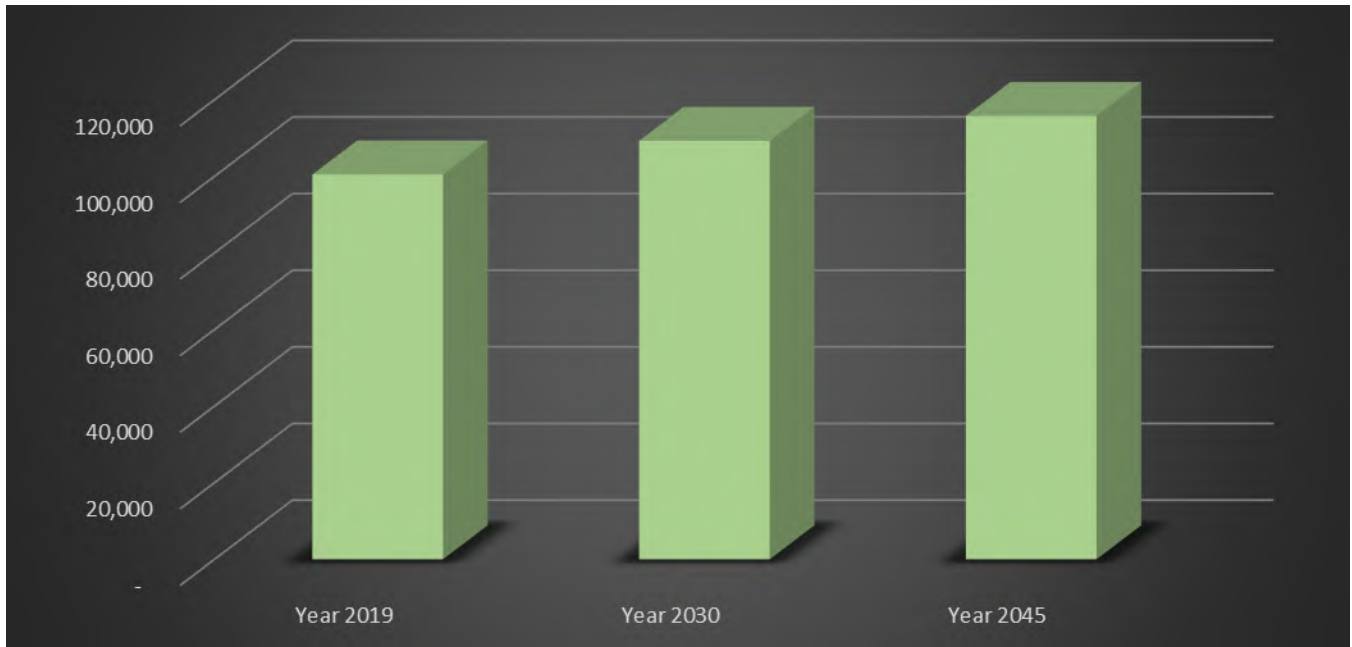


Figure 1-3 – Eastbound SR-91 from SR-57 to I-15 P.M. Peak Period Corridor Vehicle Hours of Delay

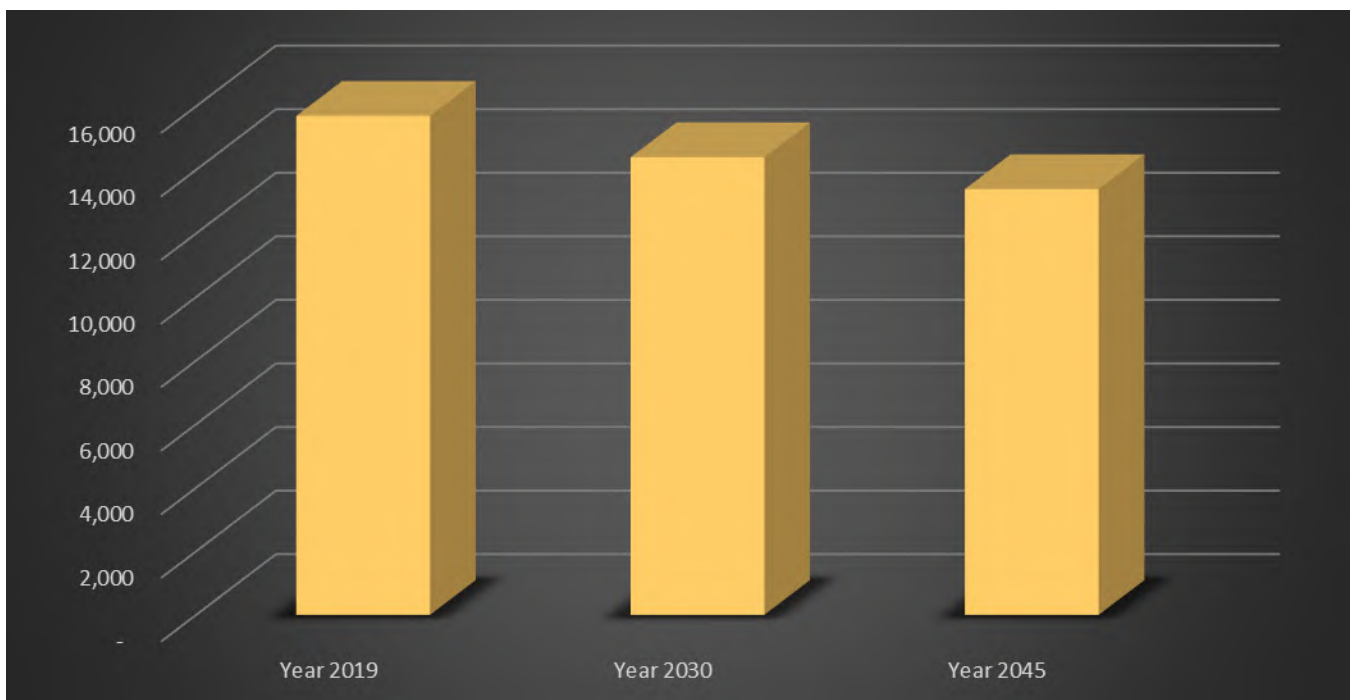
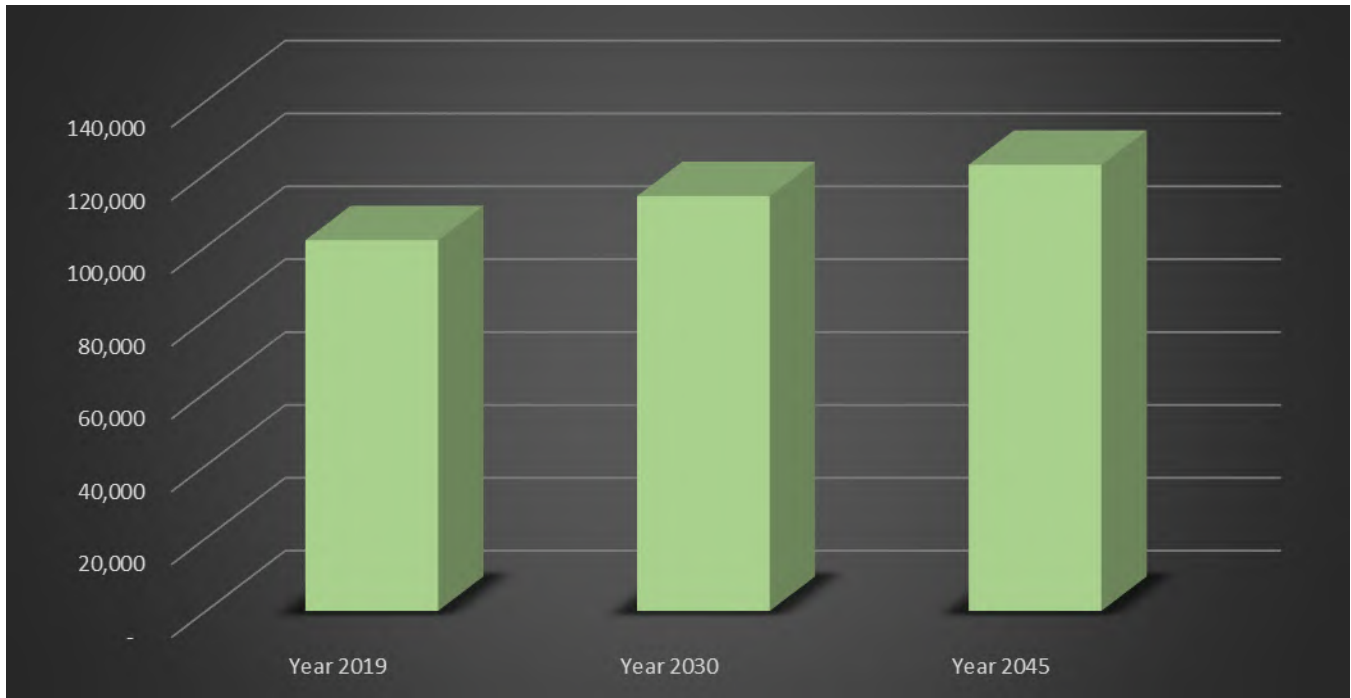


Figure 1-4 – Eastbound SR-91 from SR-57 to I-15 P.M. Peak Period Systemwide Served Vehicles



CONCEPT PROJECT SUMMARY

Many of the highway concept projects identified in this 2021 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.

IRVINE CORONA EXPRESSWAY STATUS SUMMARY

The Irvine Corona Expressway (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.

Planned and constructed tunnel projects were reviewed for insight into how tunnel construction technology is changing. Projects such as the Las Vegas

Convention Center (LVCC) Loop and the Ontario International Airport (ONT) Loop are utilizing innovative ideas that could deliver transit tunnel projects with faster construction timelines and at a lower cost. These projects propose smaller diameter tunnels (12-14 feet) and are designed to accommodate specialized vehicles with the intent of eventually incorporating autonomous vehicles. The Boring Company constructed the 1.7-mile LVCC Loop dual tunnels for \$52.5 million over approximately two years. The current estimated cost (including all phases and support) for the 4-mile ONT Loop is \$85 million.

The Boring Company plans to develop technology to construct tunnels faster and at lower cost. To accomplish this, The Boring Company plans to reduce tunnel diameters and increase the speed and efficiency of TBMs. Additional initiatives include electrifying and automating TBMs to increase safety and efficiency.

Two shorter tunnels were constructed in California with similar lane configurations to the ICE concept. 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 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.

Reducing the bore diameter and proposed cross section of the ICE corridor concept may be another way to reduce the cost of the project. More investigation is required to

determine how the cross section and bore size could be reduced. Additionally, there are several regulatory requirements that would likely need to be considered in designing the cross section. While it may be difficult to reduce the highway or rail tunnel cross section, a smaller diameter could be considered for an alternative design vehicle. The ONT Loop and LVCC Loop are example projects where smaller diameter bores were allowable for autonomous transit use.

The review of recent tunneling projects shows feasibility for the ICE tunnel concept is slowly improving as tunneling technology is progressing. Technology has not advanced to the point where long, wide highway tunnels can be constructed at a lower cost. However, modern boring methods have lowered the cost on smaller, shorter tunnels. If this scales to larger tunnels, then the ICE corridor could become more feasible.

OVERVIEW

The 2021 Plan describes projects, key considerations, benefits, current status, schedule, and costs (in 2021 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



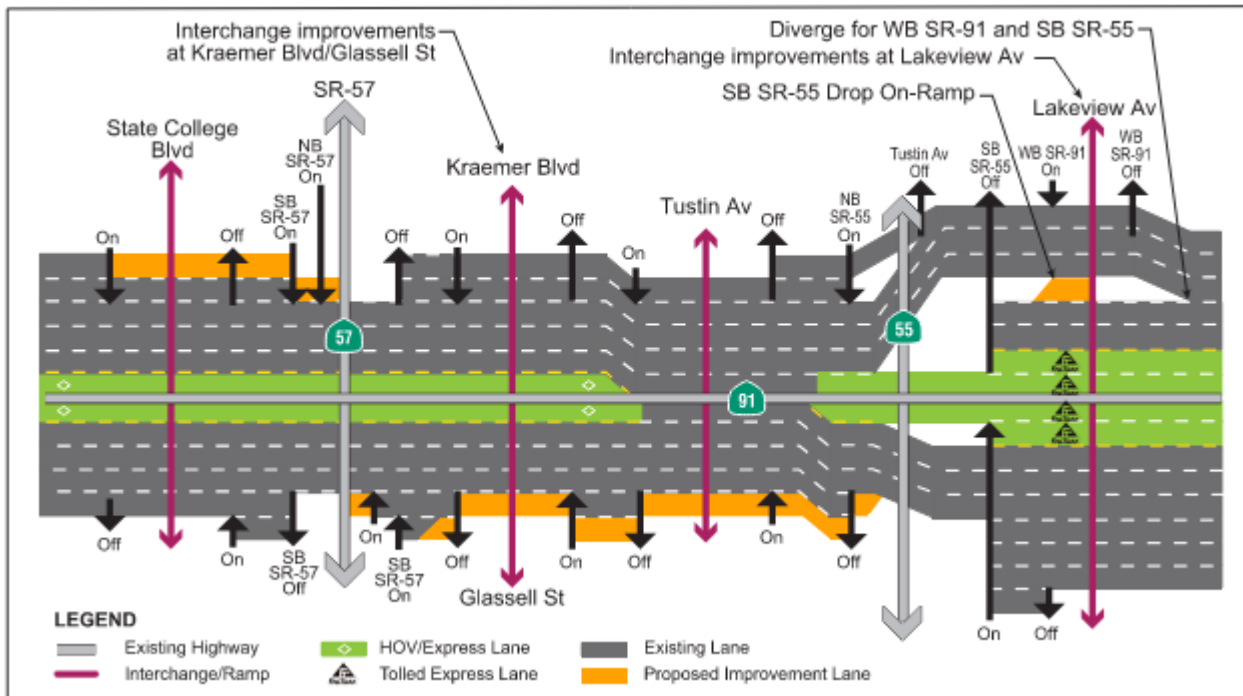
ORANGE COUNTY PROJECTS

The Orange County set of projects includes three improvements at a total cost of approximately \$524.6 million (in 2021 dollars, or as noted). The projects include: SR-91 improvements between SR-57 and SR-55, Anaheim Canyon Metrolink station improvements, and new Placentia Metrolink rail station. 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
SUBTOTAL	524.6



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) was completed in 2020. This project was then split into three separate segments and the Plans Specifications and Estimate (PS&E) phase began in 2020 for all three segments. 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

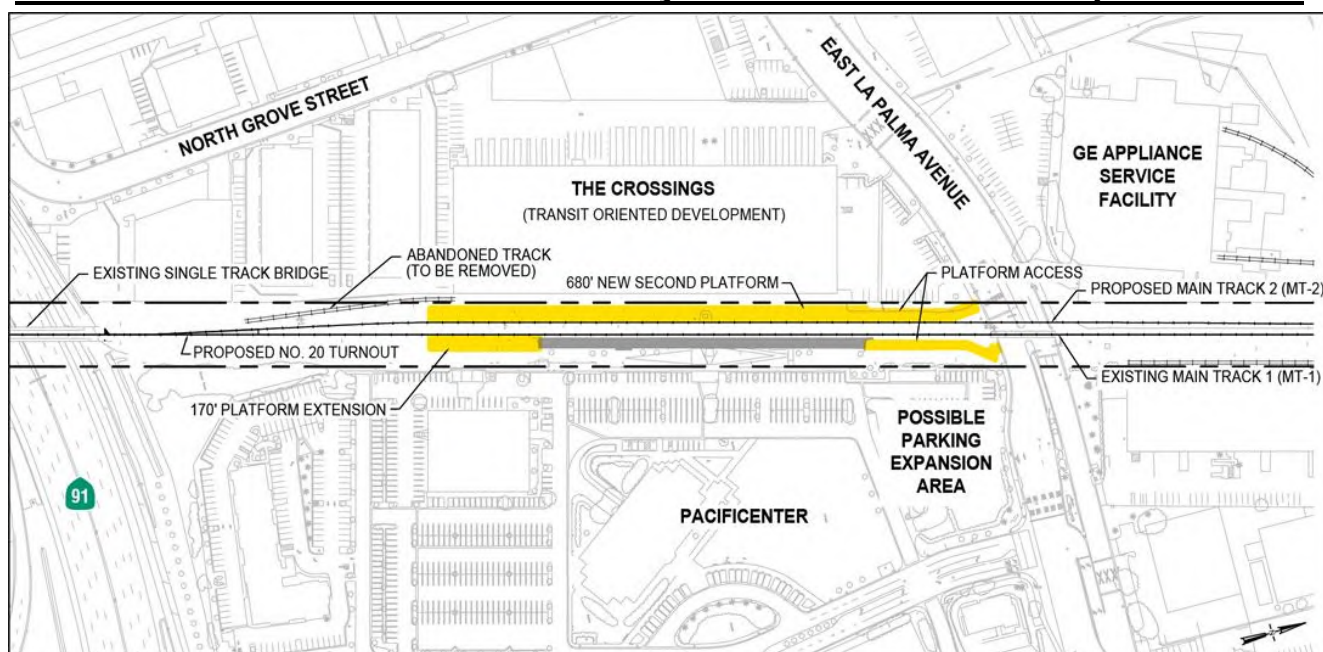


Image source:
Anaheim Canyon Station Project Definition Report, February 23, 2015

Project Description

The Anaheim Canyon Metrolink Station Improvement Project will include the addition of approximately 3,400 linear feet of secondary track; a second platform; extending the existing platform; improvements at two at-grade railroad crossings located at Tustin and La Palma; as well as new shade structures, benches and ticket vending machines. These project improvements will accommodate planned future train service and will enhance on time service and safety.

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 were completed, and the project was advertised for bid in October 2020. Construction began in May 2021 and is anticipated to be completed in October 2022. 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. The project will be advertised for bids once an agreement is in place. The total project cost is estimated to be \$34.8 million.

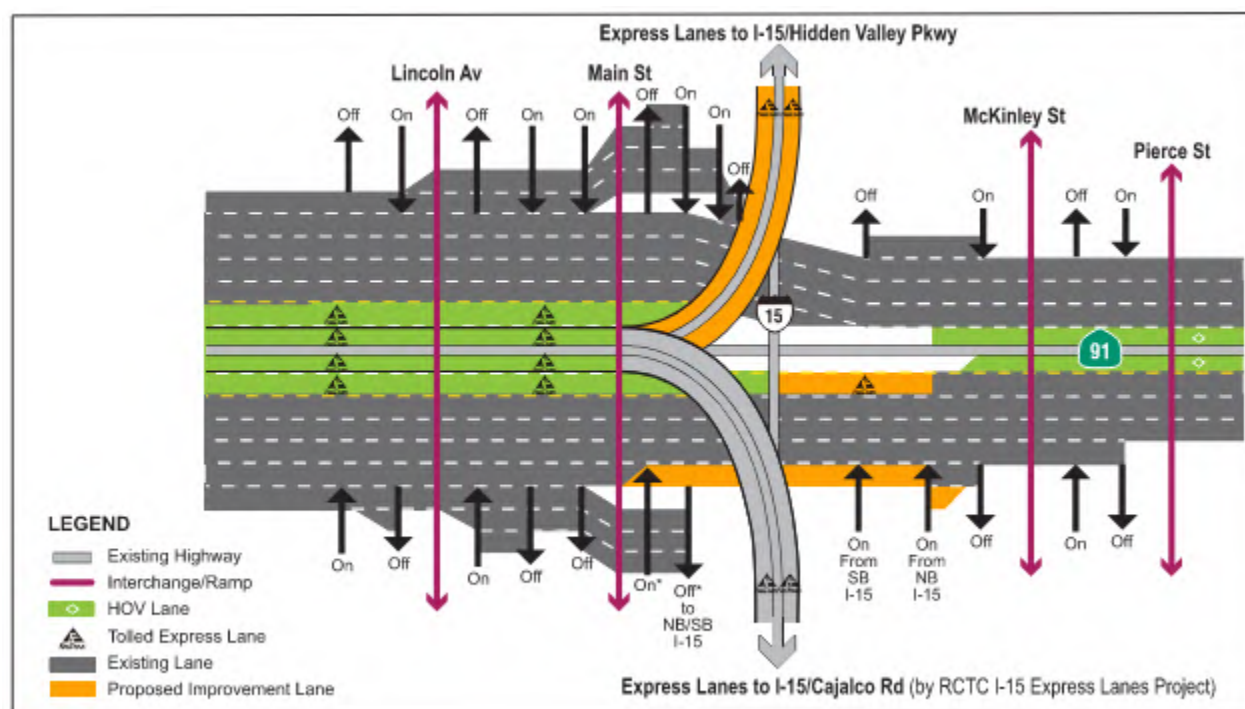
RIVERSIDE COUNTY PROJECTS

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 \$391 million (in 2021 dollars, or as noted).

Riverside County Project Summary		Cost (\$M)
15/91 Express Lanes Connector		270
SR-71/SR-91 Interchange Improvements		121
SR-91 Improvements East of I-15		TBD
SUBTOTAL		391+



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 Tolloed 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.

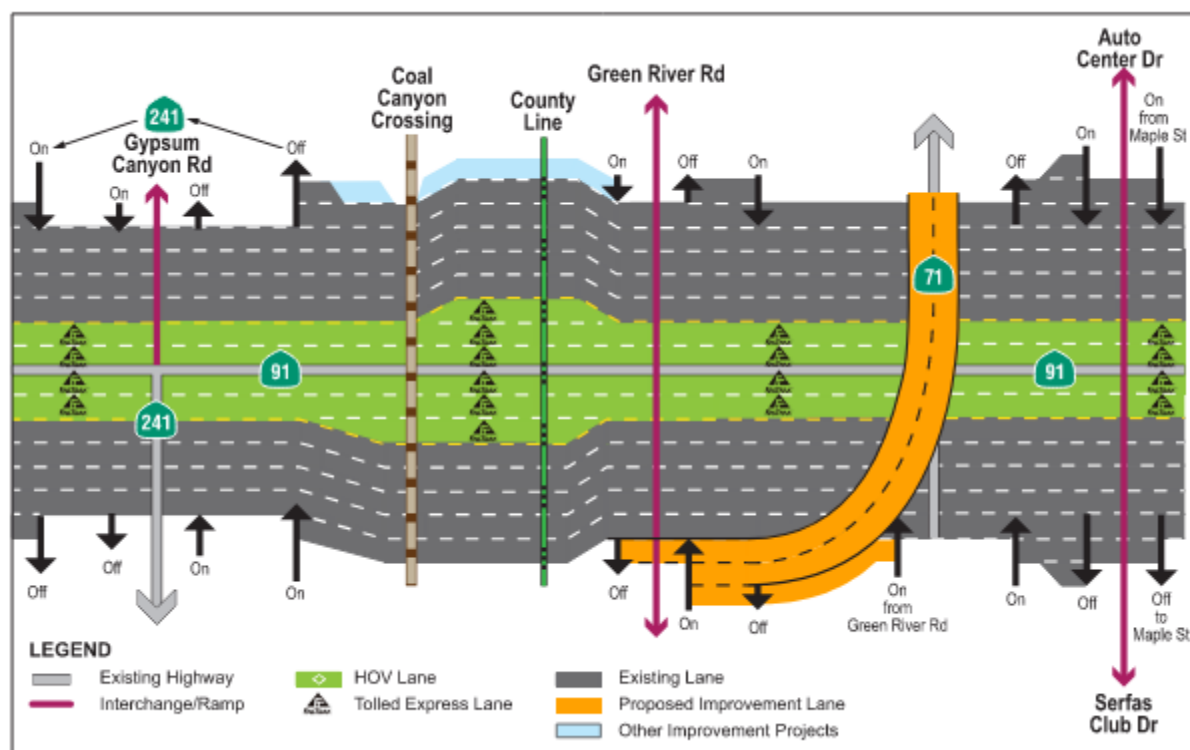
Current Status

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

Construction is planned to be completed in 2023. 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

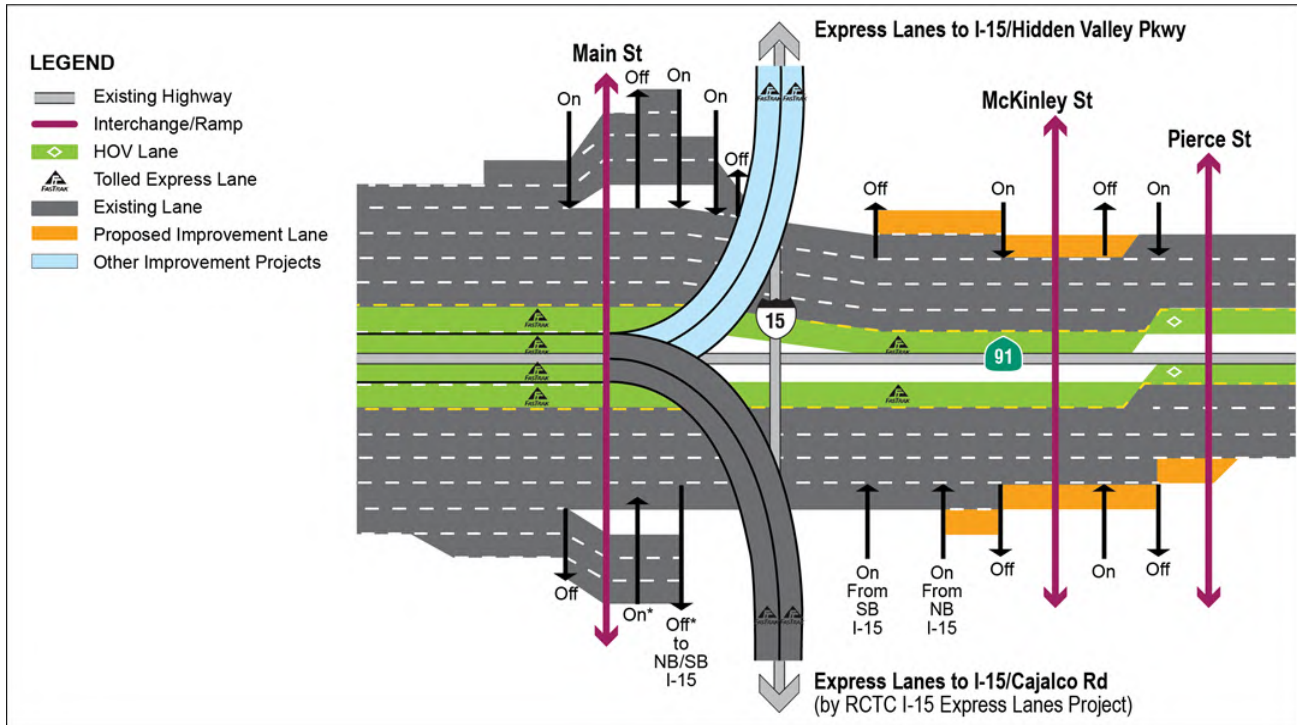
The project will provide a new direct connector improvement from EB SR-91 to NB SR-71, replacing the geometric choke point created by the existing loop connector. The project will also improve traffic operations and operational efficiency by eliminating or minimizing weaving conflicts through the use 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. Construction cost is estimated to be \$121,000,000.



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.

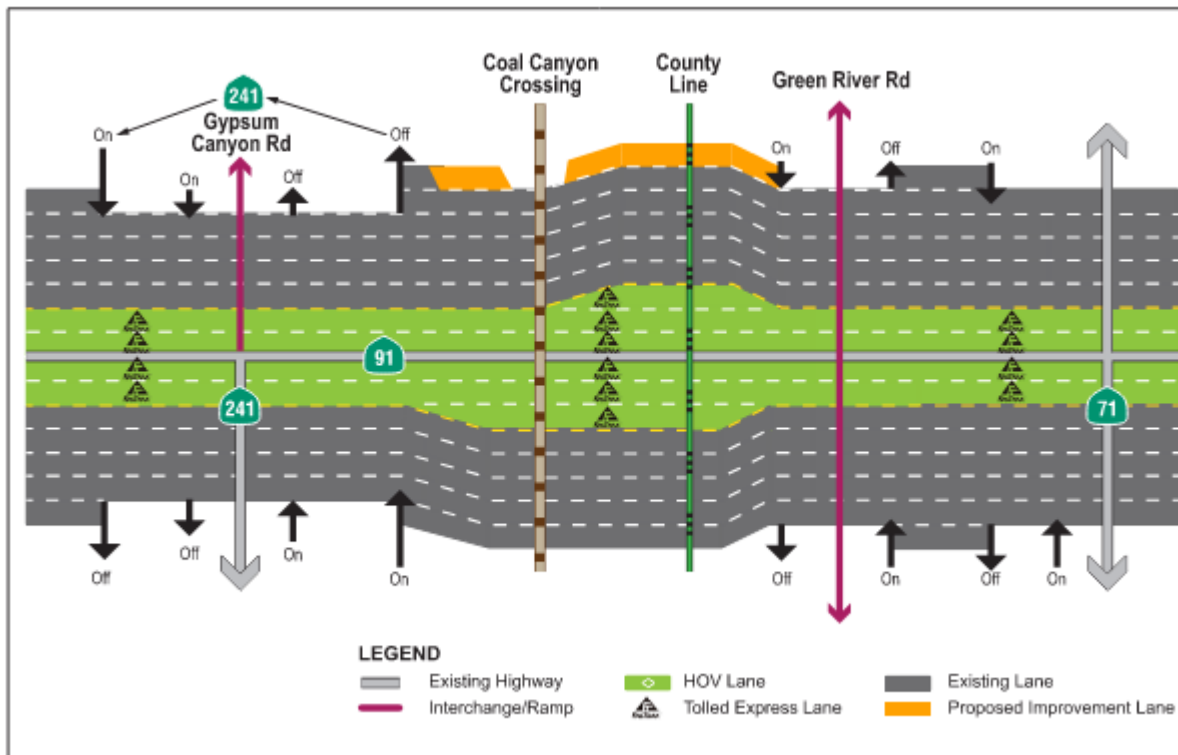
BI-COUNTY PROJECTS

There are three Bi-County improvement projects that will benefit both Orange and Riverside Counties. These projects include: SR-91 Corridor Operations Project, a Sixth General Purpose Lane Addition (SR-241 to SR-71), and the SR-241/SR-91 Tolled Express Lanes Connector. The total cost for the three projects is expected to be more than \$288 million (in 2021 dollars, or as noted).

Bi-County Project Summary	Cost (\$M)
SR-91 Corridor Operations Project	38
Sixth General Purpose Lane Addition (SR-241 to SR-71)	TBD
SR-241/SR-91 Tolled Express Lanes Connector	250
SUBTOTAL	288+



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.

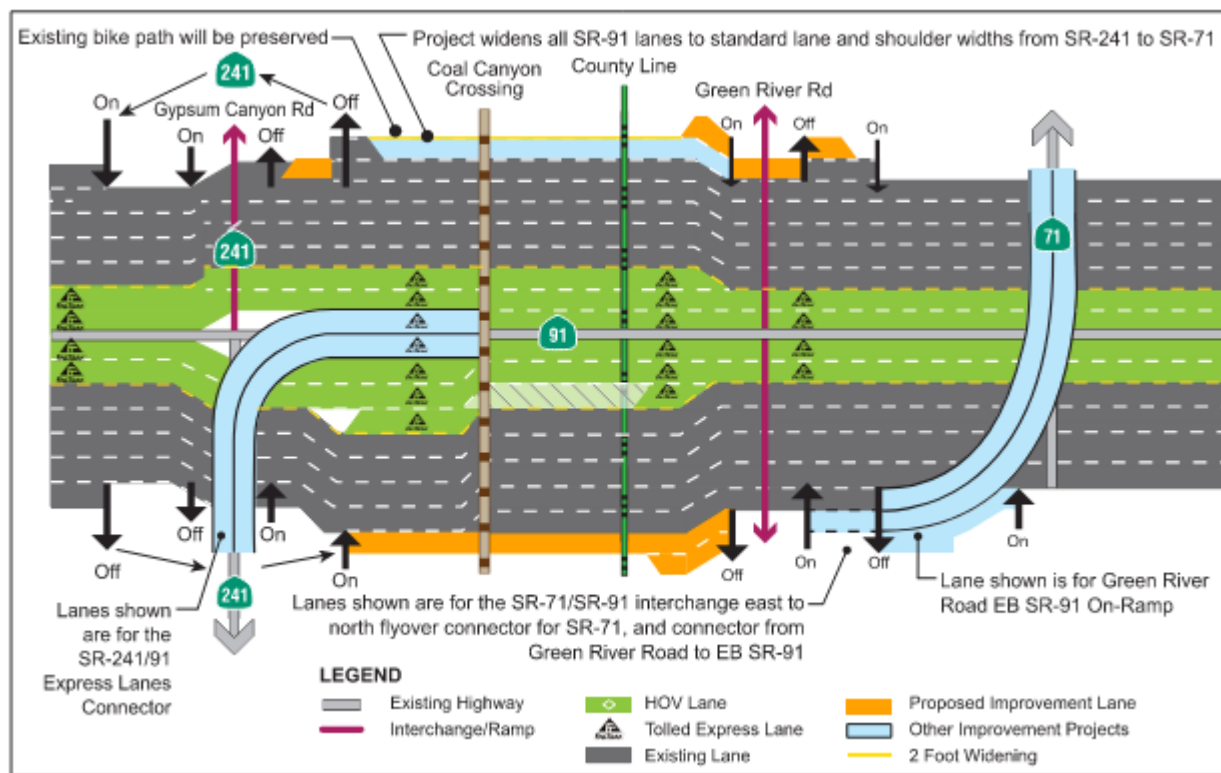
Current Status

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. Construction began in November 2020.

Schedule and Cost

Construction is planned for completion in 2022. The total project cost is estimated to be \$38,000,000.

Sixth General Purpose Lane Addition (SR-241 to SR-71)



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.

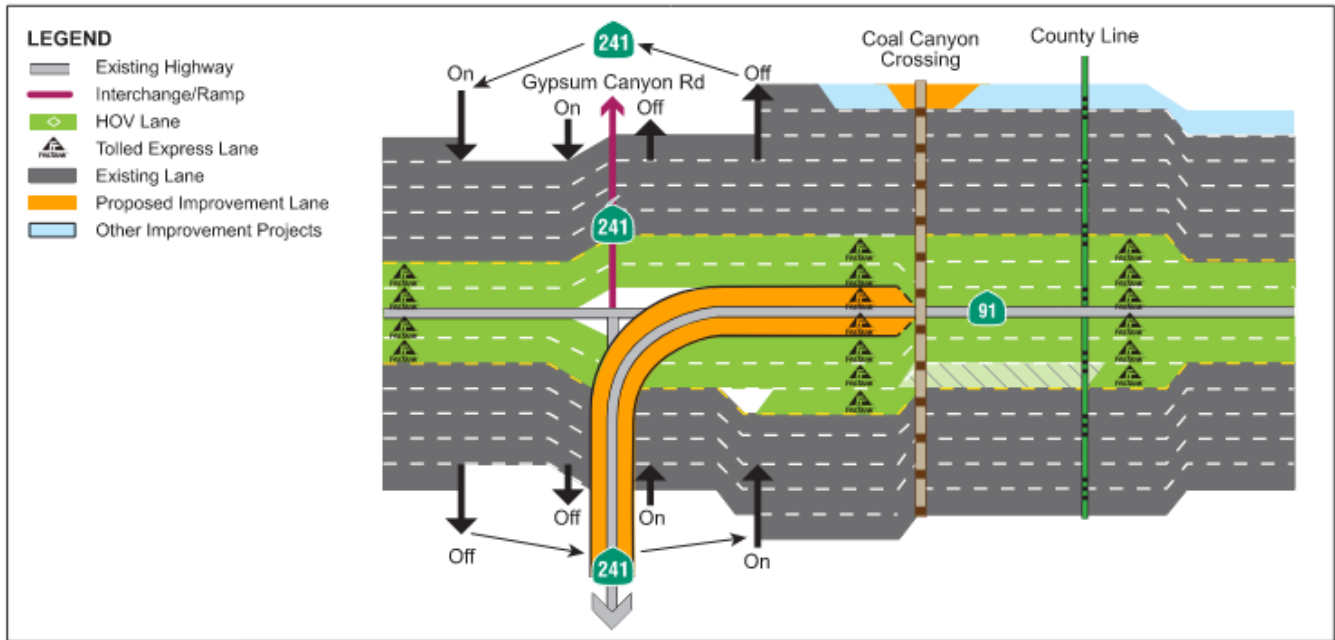
Current Status

An Alternatives Analysis (to be completed in 2021) is being performed to evaluate potential alternatives. Prior preliminary engineering was completed 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 will consist of a direct connector between the 241 Toll Road and 91 Express Lanes, carrying northbound 241 Toll Road traffic to the eastbound 91 Express Lanes and westbound 91 Express Lanes traffic to the southbound 241 Toll Road.

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 the northbound 241 Toll Road 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 the 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 241 Toll Road, which will enhance

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

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 (F/E 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 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. Caltrans's approval of the project with the Record of Decision was completed in March 2020. Final design is in progress.

Schedule and Cost

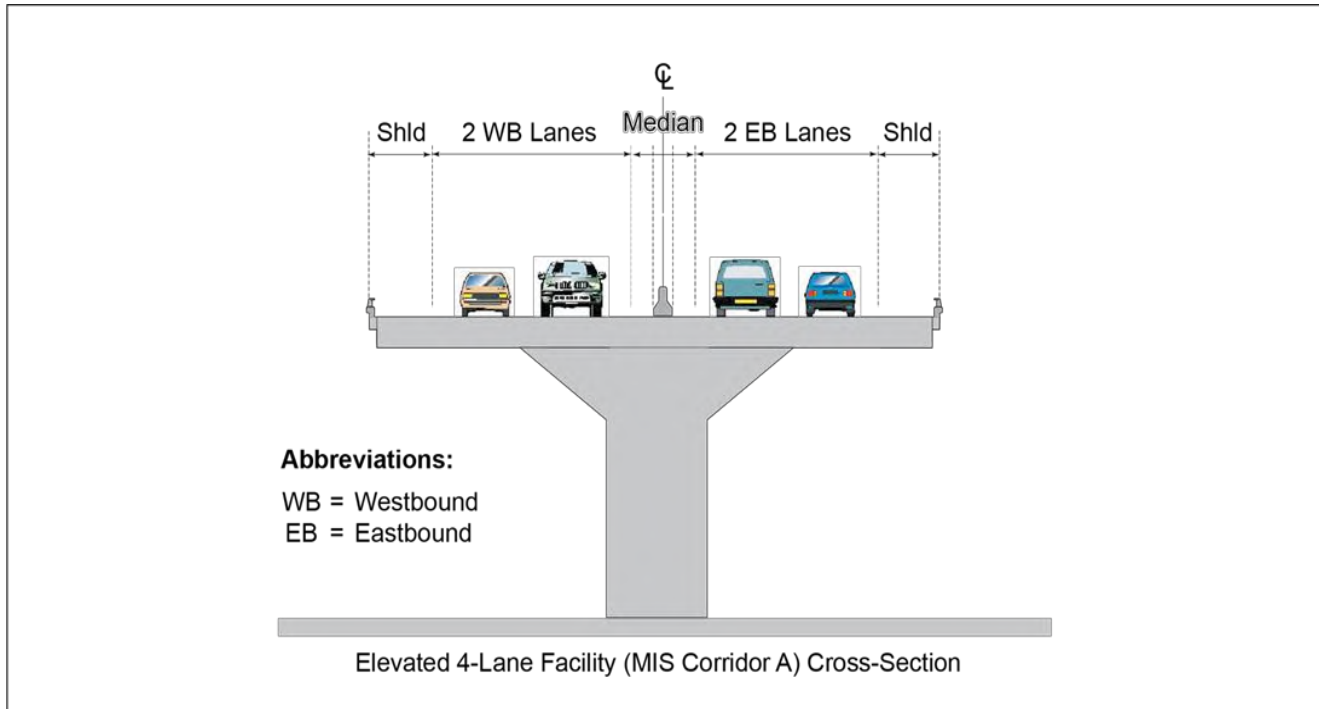
Agreements to document roles and responsibilities for F/ETCA funding, Caltrans construction, and OCTA/RCTC tolling operation of the project are under development by the multi-agency team. Final Design is expected to be completed in 2022. Construction is anticipated to last approximately 26 months beginning in 2023 with project opening in 2025. The total cost of the project will be approximately \$250,000,000.

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, Eastbound SR-91 Fifth Lane Addition at SR-241 and Fairmont Boulevard Improvements. 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
Fairmont Boulevard Improvements	76.8
SUBTOTAL	14,527.8– 15,032.8

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



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.

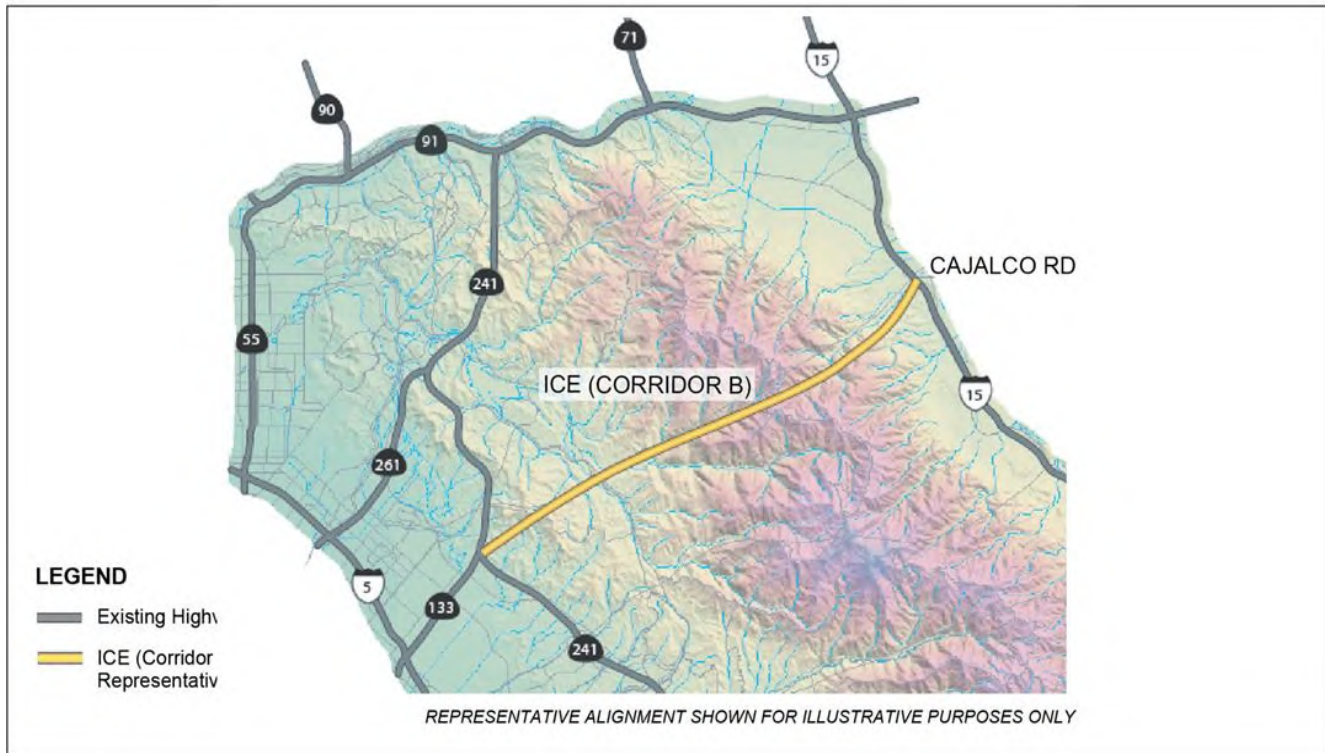
Current Status

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.

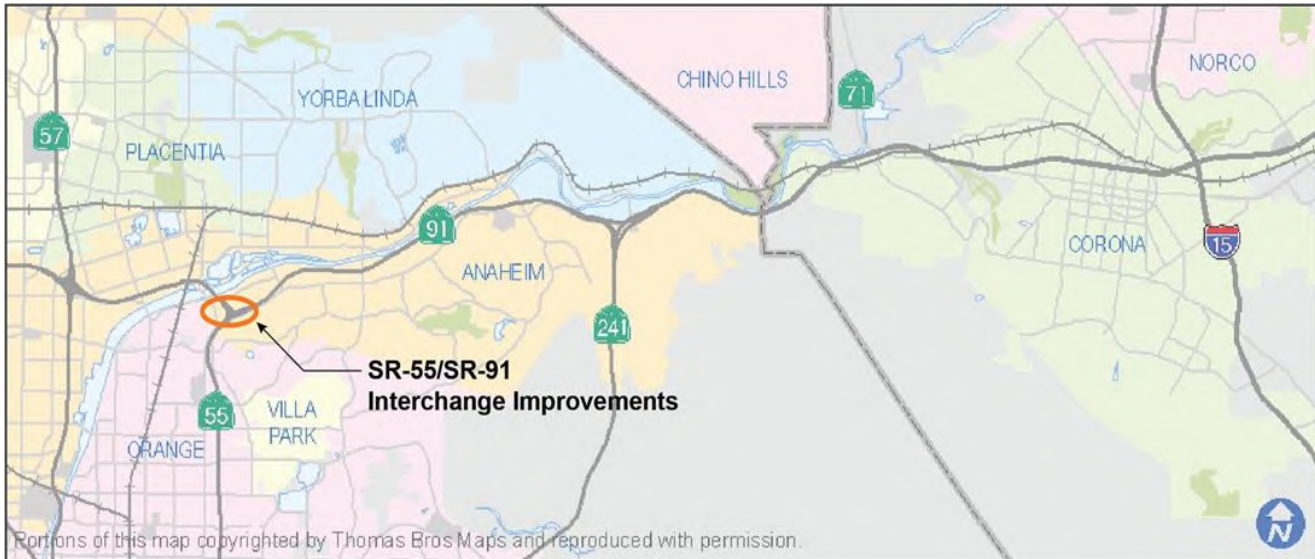
Current Status

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.

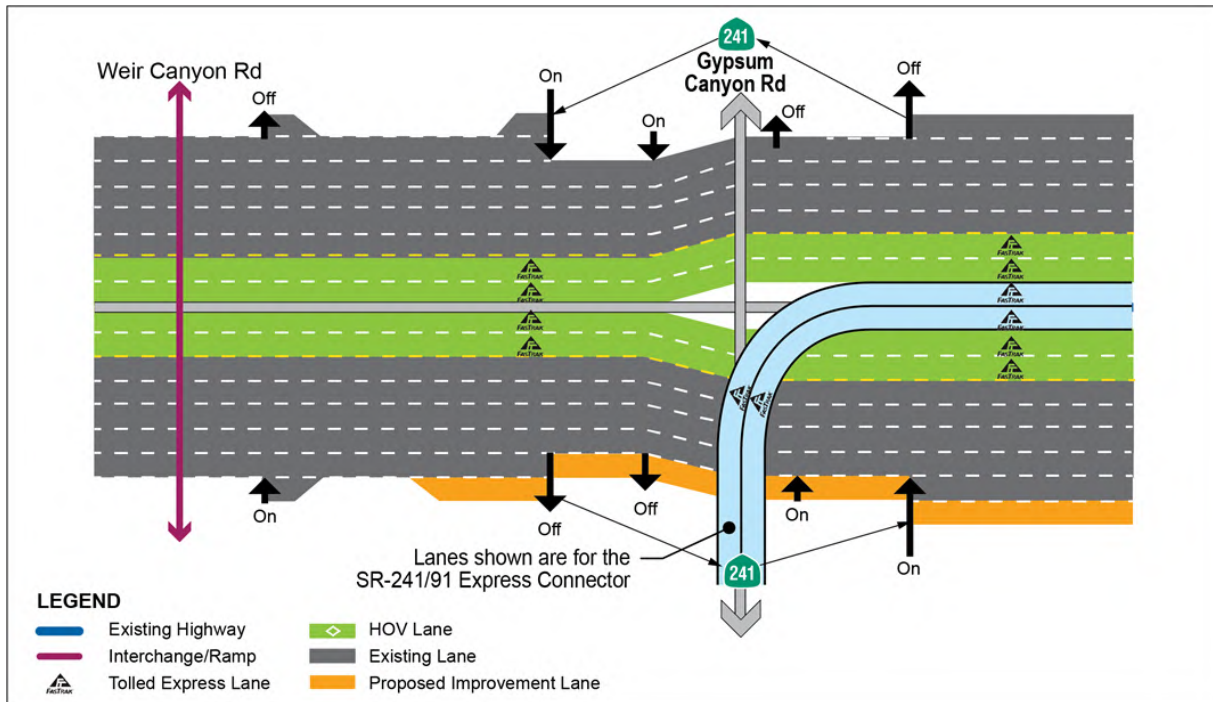
Current Status

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

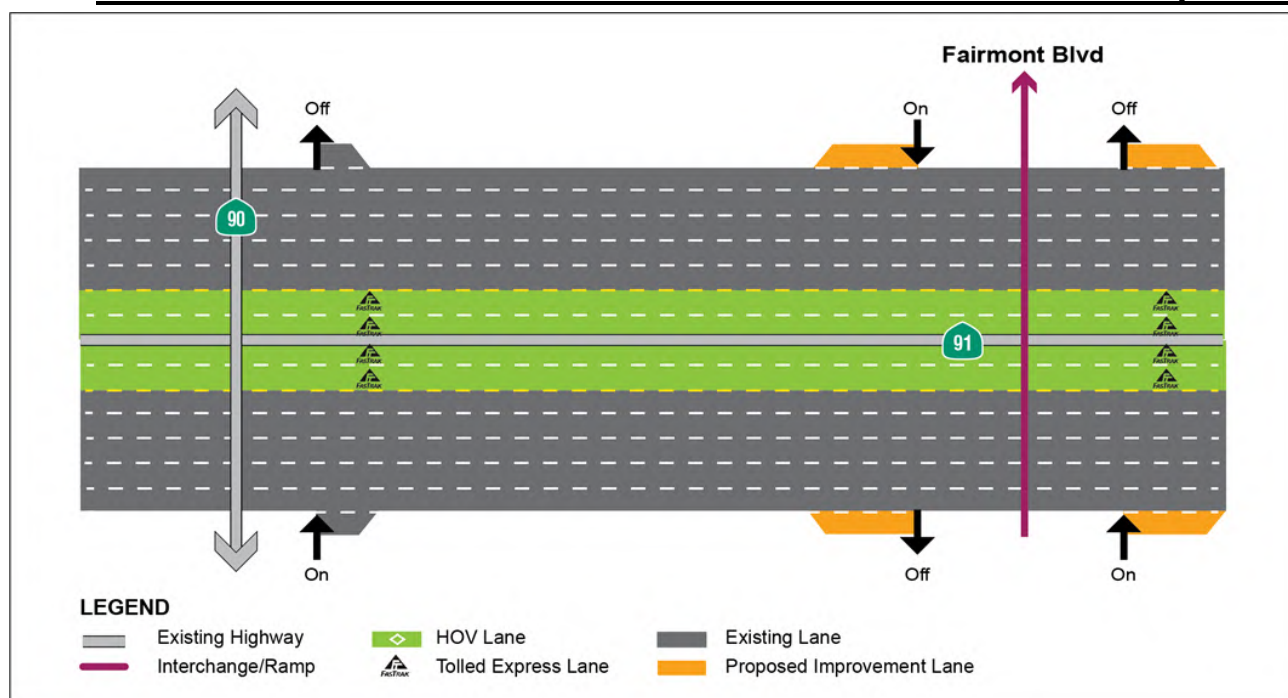
- 1) Extends the existing 5th EB GP lane easterly and ties it to the existing 5th lane downstream. This could provide capacity enhancement and may result in removing an existing choke point. Significant delay savings is anticipated.
- 2) Potentially eliminate queue jumping in this area from EB SR-91 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.



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 post 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.

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
Express Bus Service	2019
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

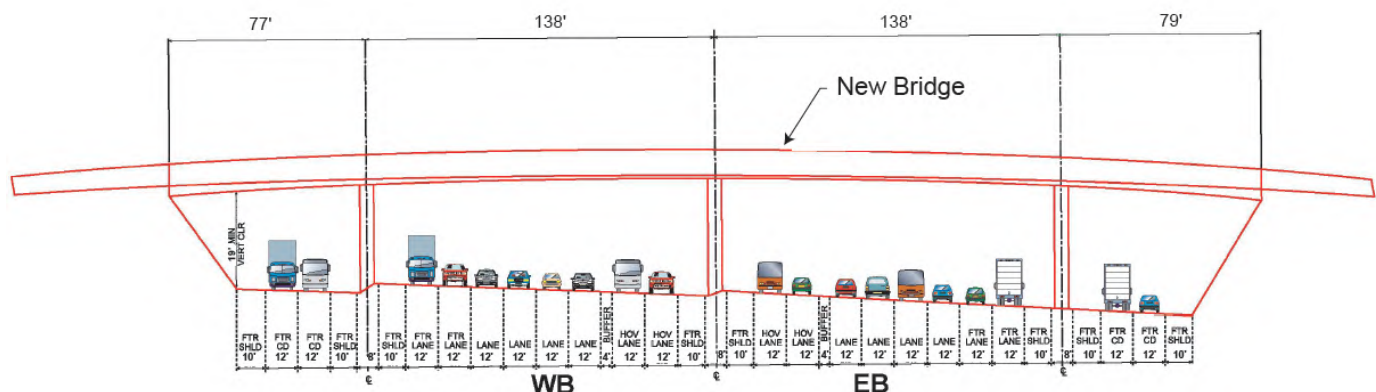
Abbreviations:

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

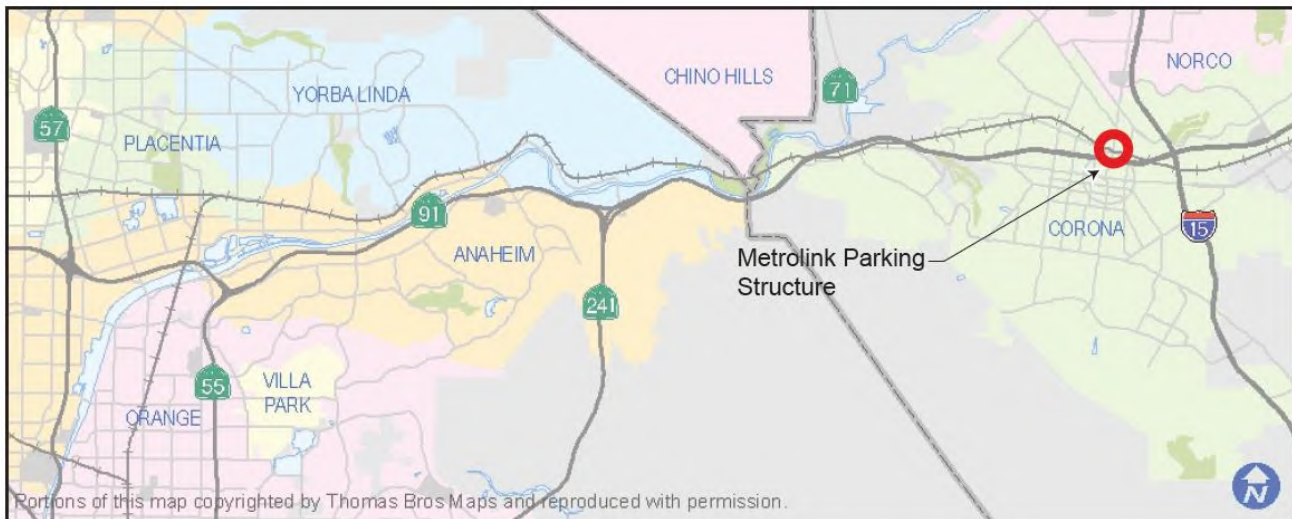
Proposed improvements were constructed within existing right of way. Currently there are 700 users of the facility, 200 more that were previously able to accommodate. Additionally RCTC has opened up the lot to park and ride carpools and vanpools and has issued over 120 permits for carpools to use the 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

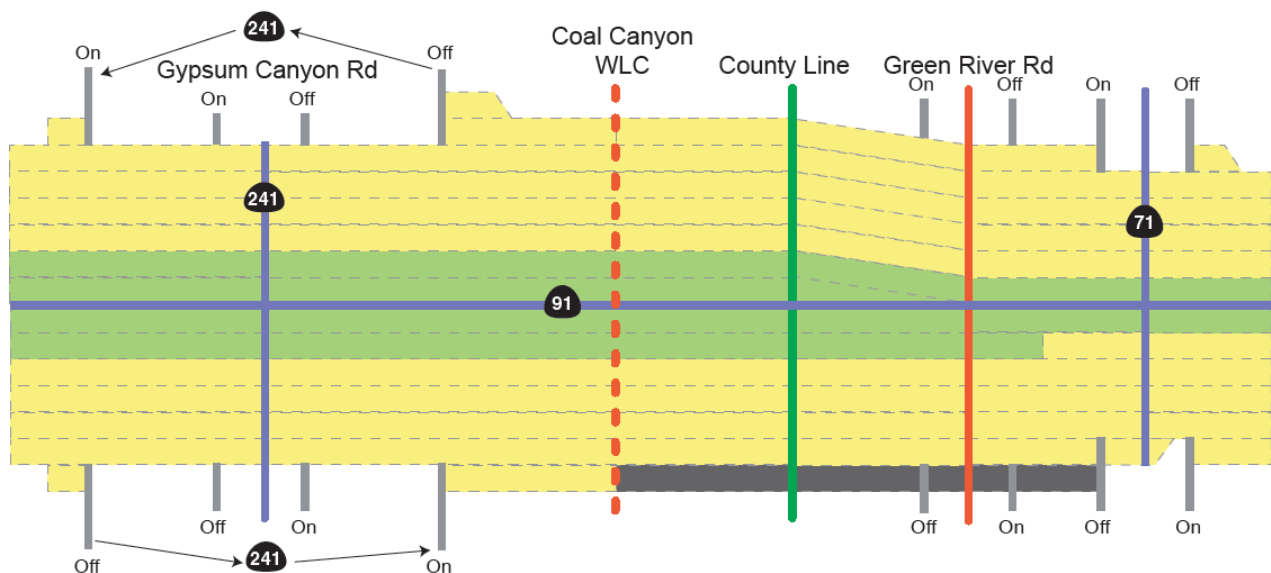
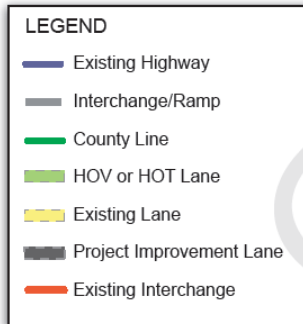
Coordination with the SR-91 Corridor Improvement Projects (Project #3 and #11) will be required. Staged construction would be required for all ramp reconstruction and freeway widening. Freeway operations would most likely be affected by this project, however, freeway lane closures are not anticipated. 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

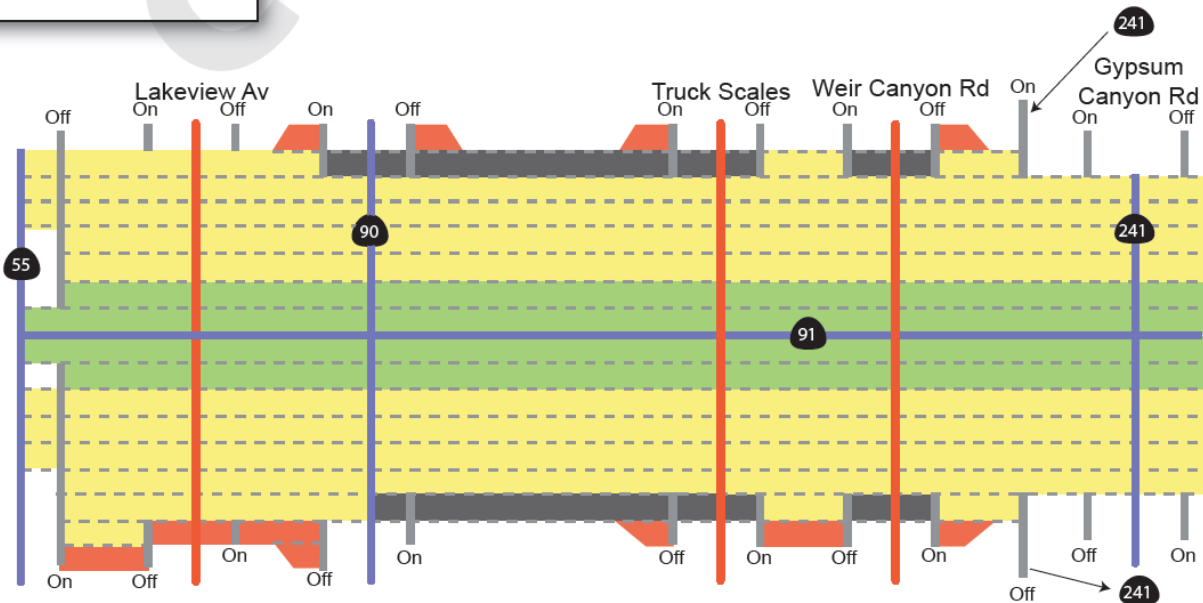
Caltrans is not considering relocation of the truck scales at this time.

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

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

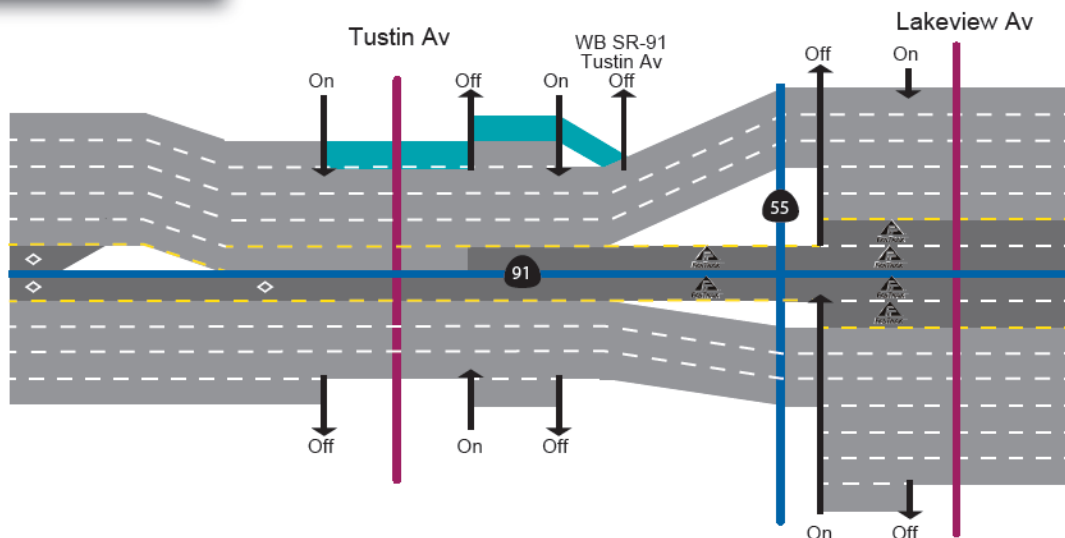
The project would reduce or eliminate operational problems and deficiencies on this section of WB SR-91 including weaving and merging maneuvers. This project would also address choke-point conditions, which are caused primarily by extensive weaving between the NB SR-55 to WB SR-91 connector and the WB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

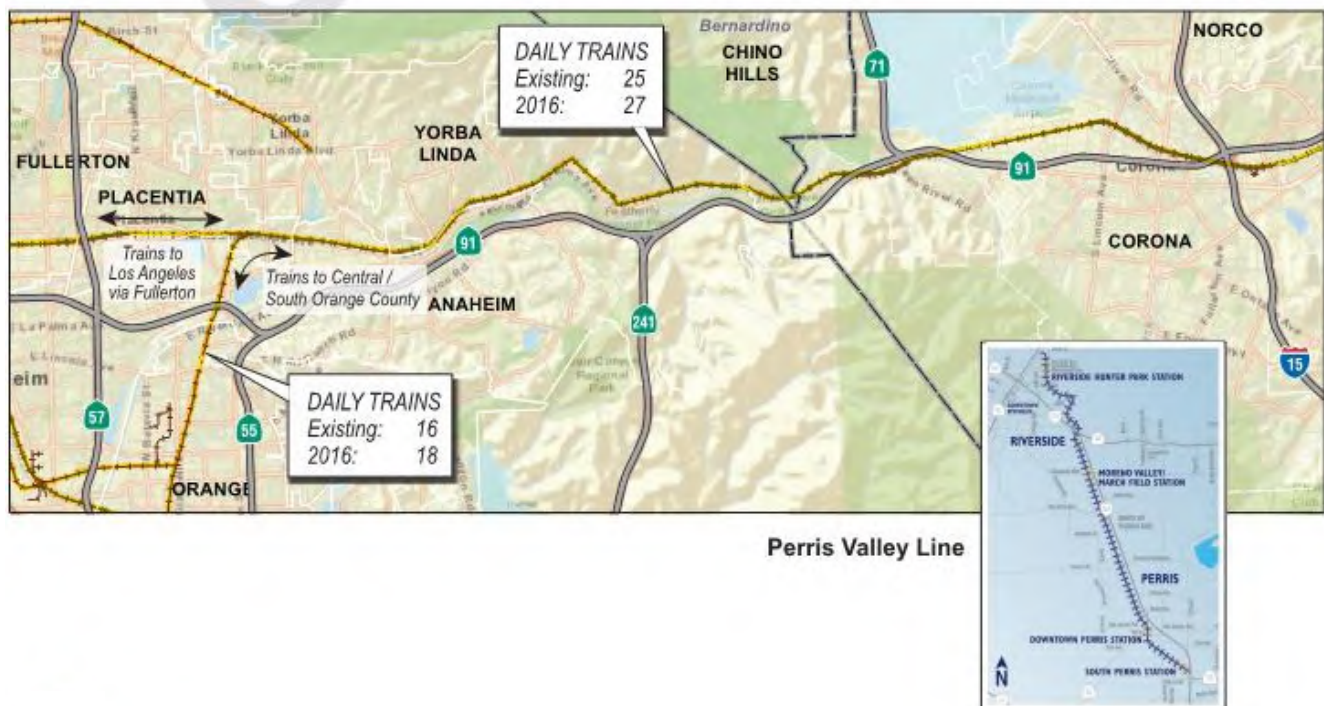
Construction of the new Placentia Metrolink station will improve passenger access to the 91/PV Line, by creating a station between Fullerton and Corona. Improvements at the Anaheim Canyon station are designed to account for future expansion of the IEOC rail service.

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

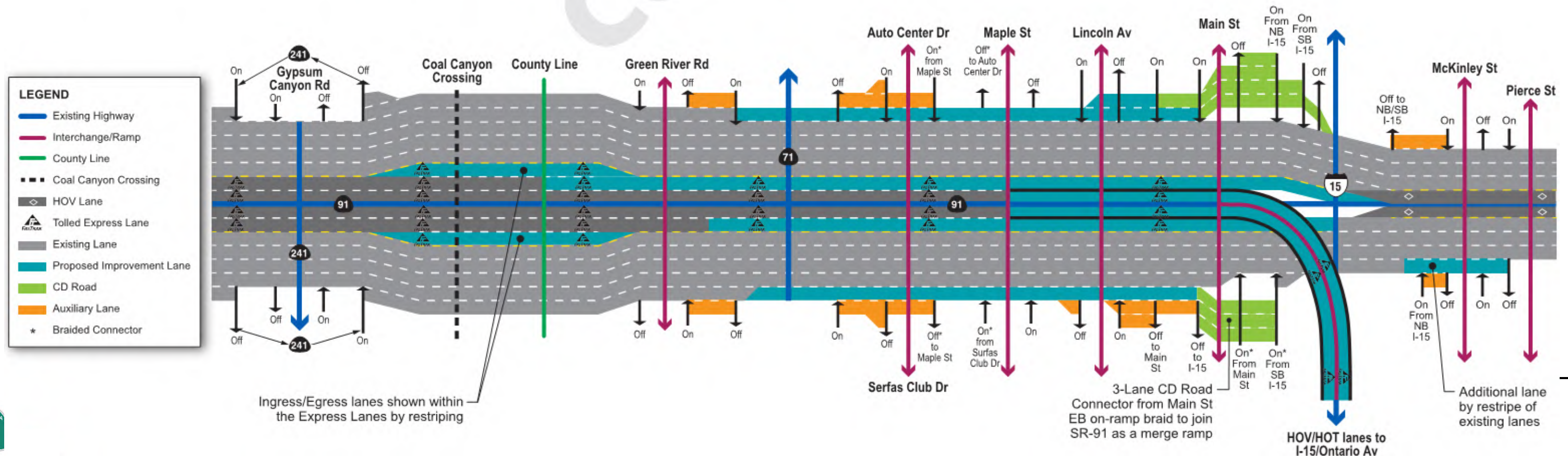
Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects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



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.

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 2021 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 2021 State Route 91 Implementation Plan



SR-91 Implementation Plan

- Required by SB 1316 (Chapter 714, Statutes of 2008)
- Updated annually to capture past, present, and future projects along SR-91 (between I-15 and 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

- Nine 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



Orange County Projects

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



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

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



SR-241 – State Route 241

Project Sequencing

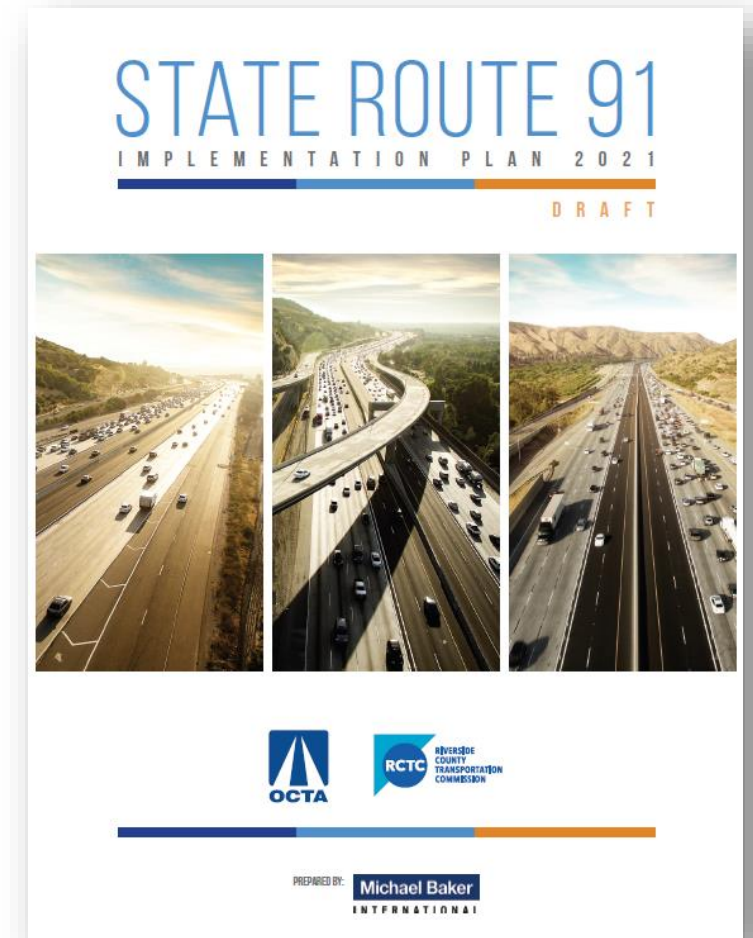
- Allows for streamlining of the SR-241/SR-91 Tolloed Express Lanes Connector while minimizing impacts to the 91 corridor
- Proposes the following sequence of project implementation:
 1. 15/91 Express Lanes Connector
 2. SR-91 Corridor Operations Project
 3. SR-71/SR-91 Interchange Improvements*
 4. 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

Recommendation/Next Steps

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





Back-Office System/ Customer Service Center Update

Background

- Existing Back-Office System and Customer Service Center Operations Services agreement expires on June 30, 2021
- Request for Proposals for Back-Office System and Customer Service Center Operations Services for the 91 Express Lanes in Orange and Riverside Counties issued in April 2019
- OCTA and RCTC Board of Directors approved selection of Cofiroute USA in November 2019
- Three-party agreement executed in January 2020
- Notice to Proceed issued on January 28, 2020



Services Provided

- Back-office software system
- Hardware and software maintenance
- Customer service
- Violations processing and collections
- Customer account management
- Payments and mail processing
- Revenue collections and transaction processing
- Traffic operations and incident management
- Emergency services coordination
- Transponder inventory management
- Telephone system and other customer contact systems

Recent Events

- Cofiroute USA requests Go-Live date extension in February 2021
- New schedule developed with anticipated Go-Live date in late September 2021
- Agreement is being amended to reflect new schedule and Go-Live date
- Agencies exercising one-month extensions approved in 2019 on existing three-party agreement
- One-month extensions can go through the end of December 2021



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

CORONAVIRUS IMPACTS TO THE 91 EXPRESS LANES

SR-91 Advisory Committee Meeting

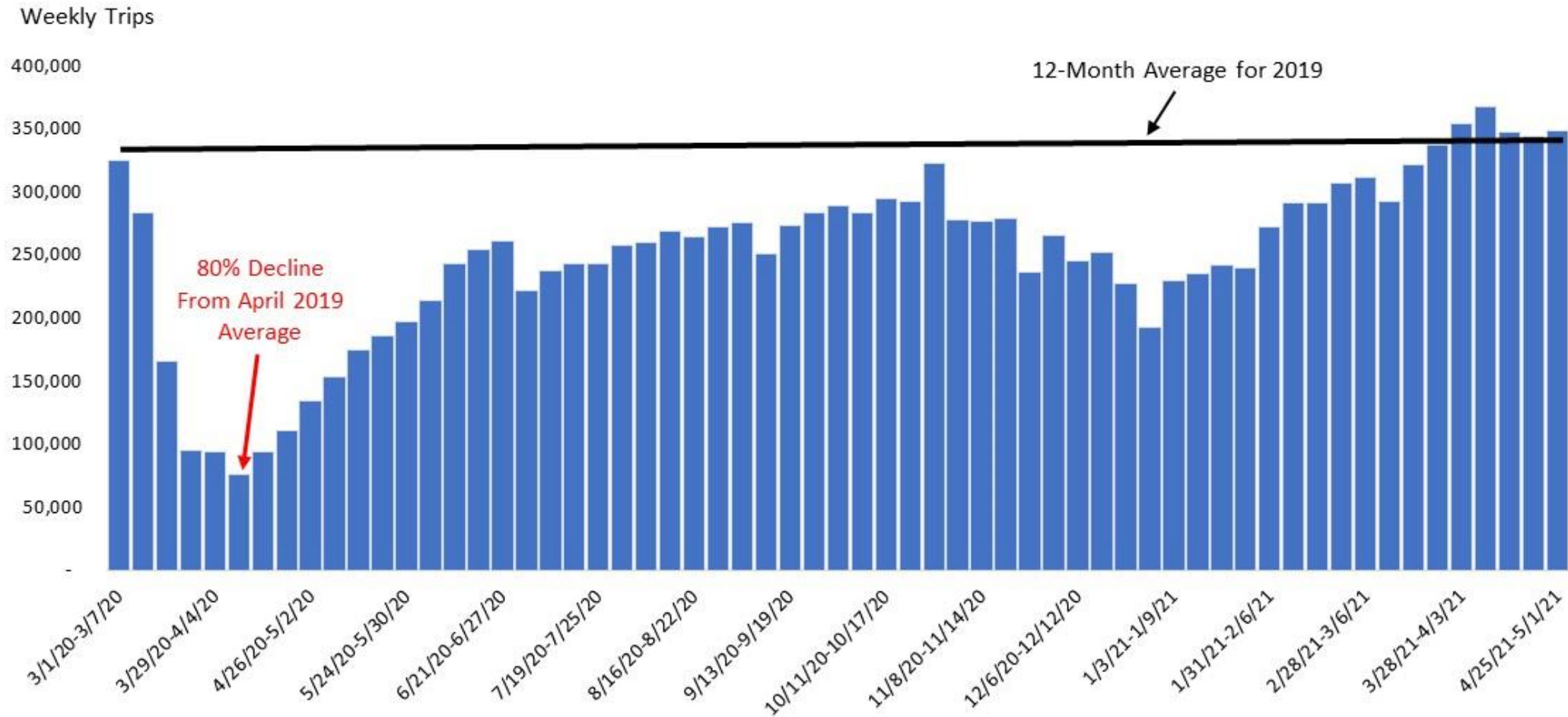
June 4, 2021



A Look Back

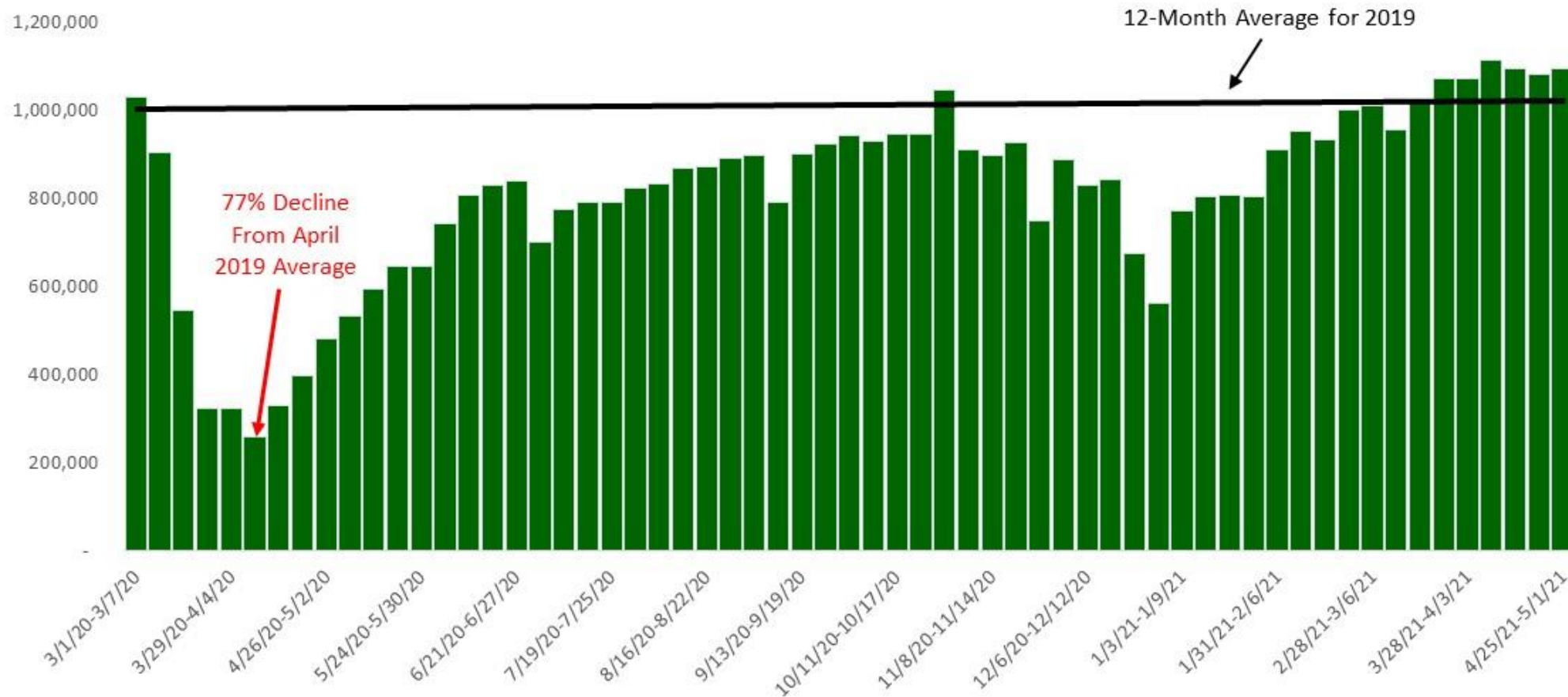
- Traffic volumes and toll revenues reached all-time highs in Orange and Riverside Counties prior to March 2020
- Initial stay-at-home orders issued in March 2020
- Agencies reduced toll rates and suspended cost of living adjustment for July 2020
- Modified budgets to reflect lower forecasted volumes
- Temporary measures implemented
- Walk-up customer service center in City of Corona closed

Impacts to Orange County Traffic Volumes

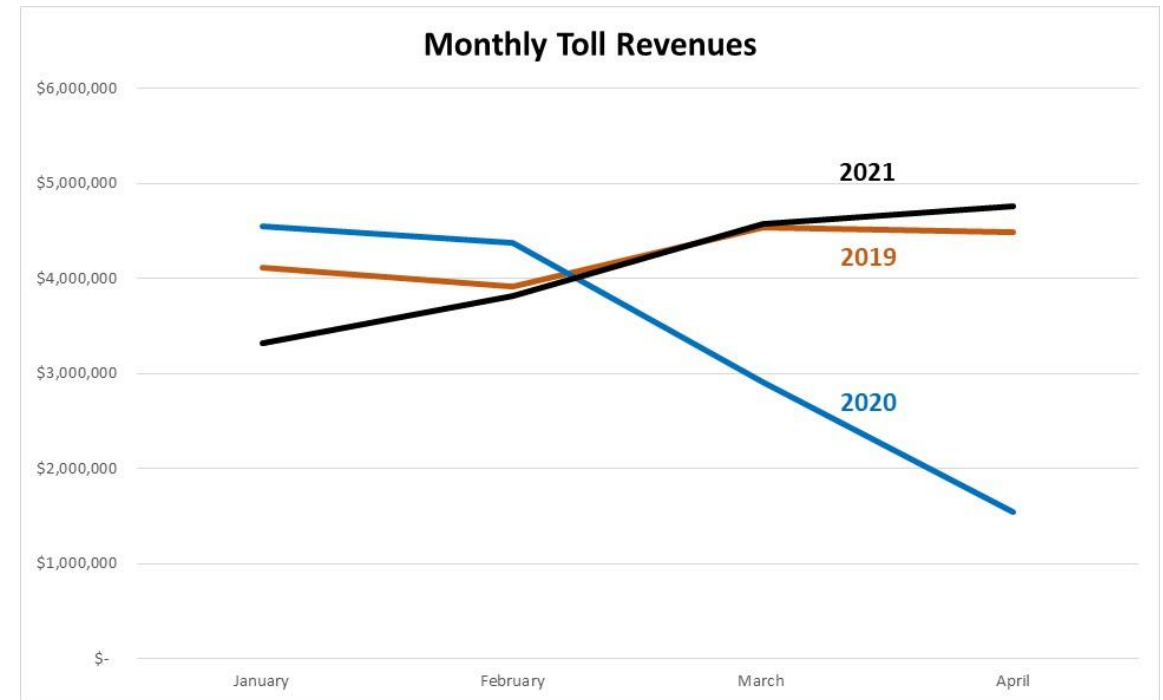
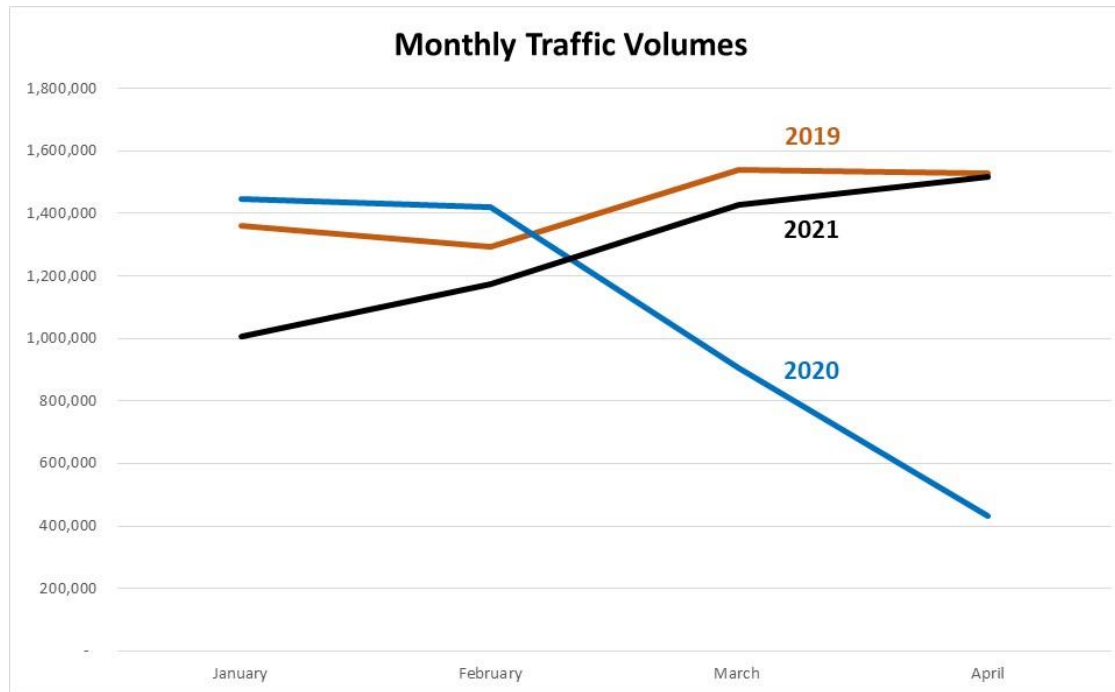


Impacts to Orange County Toll Revenues

Weekly Revenues in \$

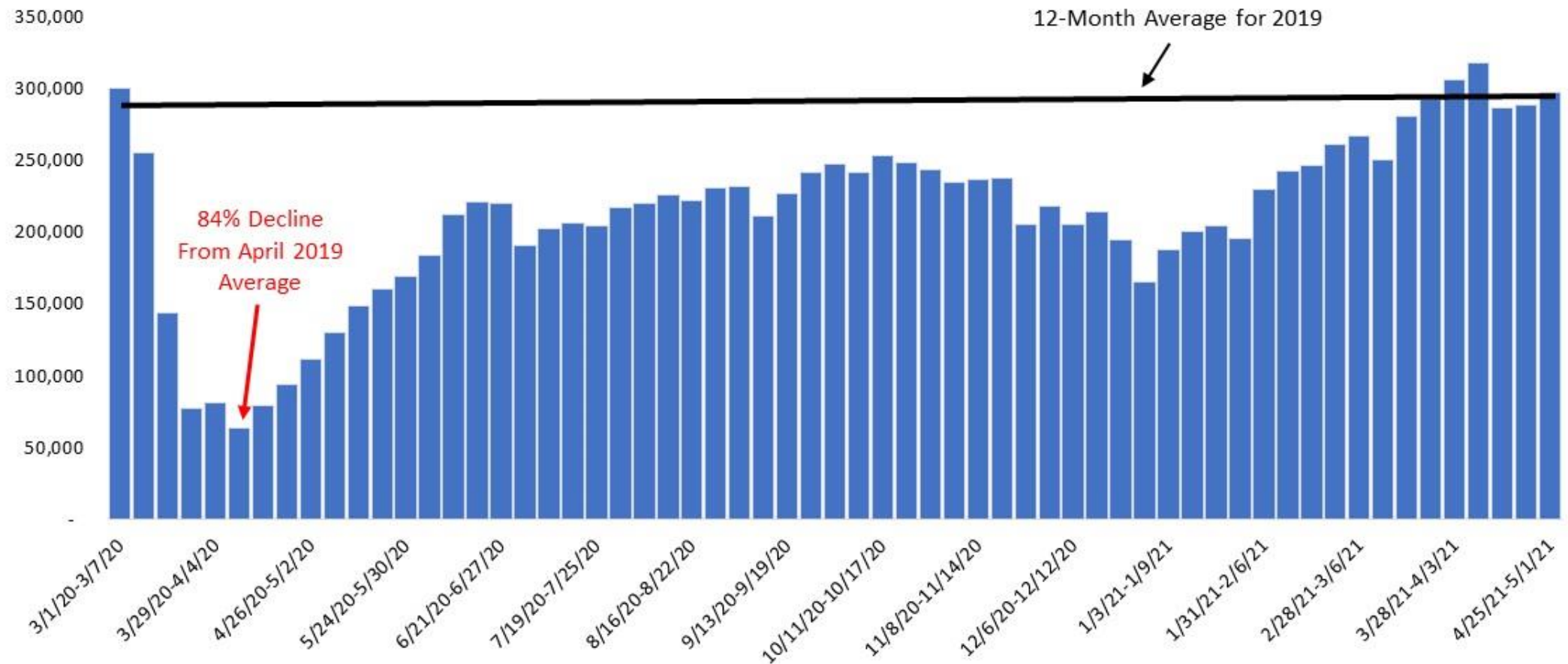


Comparison Over the Past Few Years



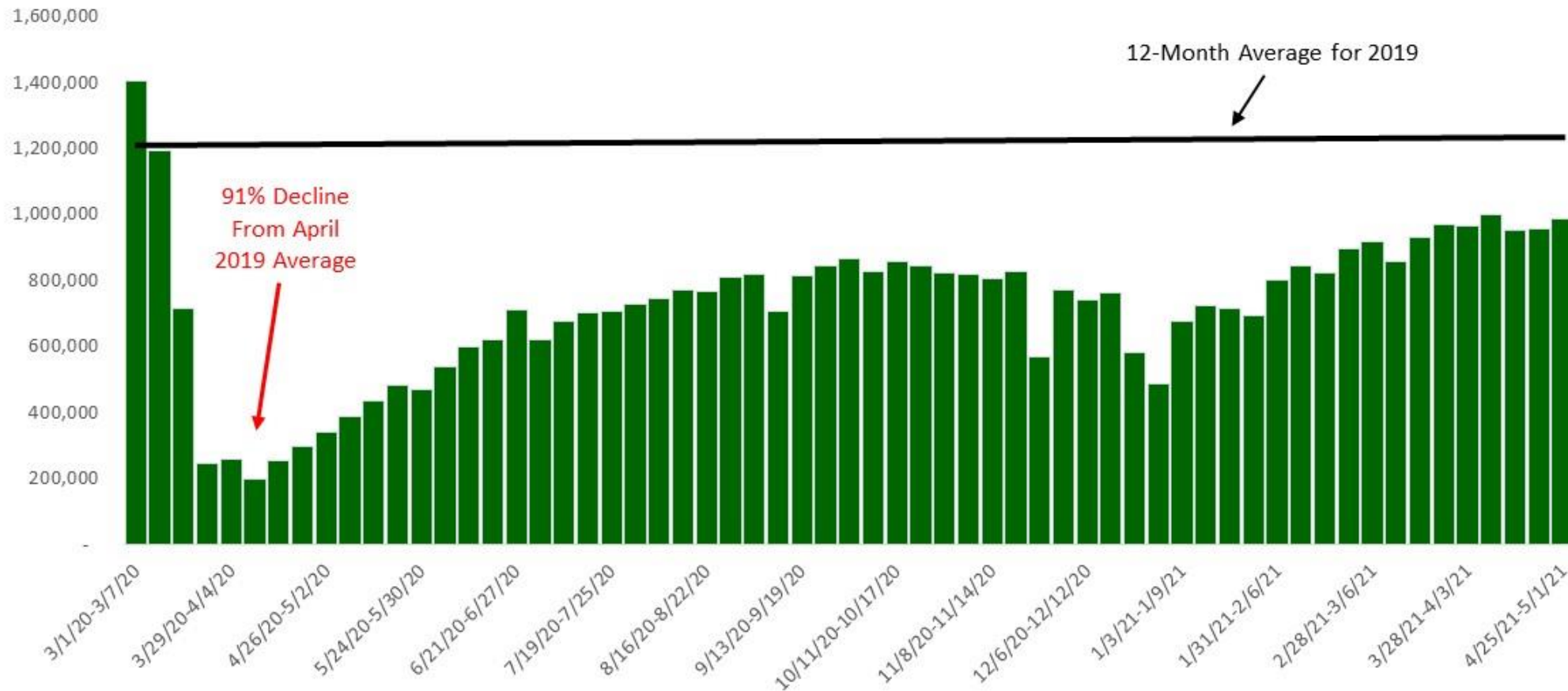
Impacts to Riverside County Traffic Volumes

Weekly Trips

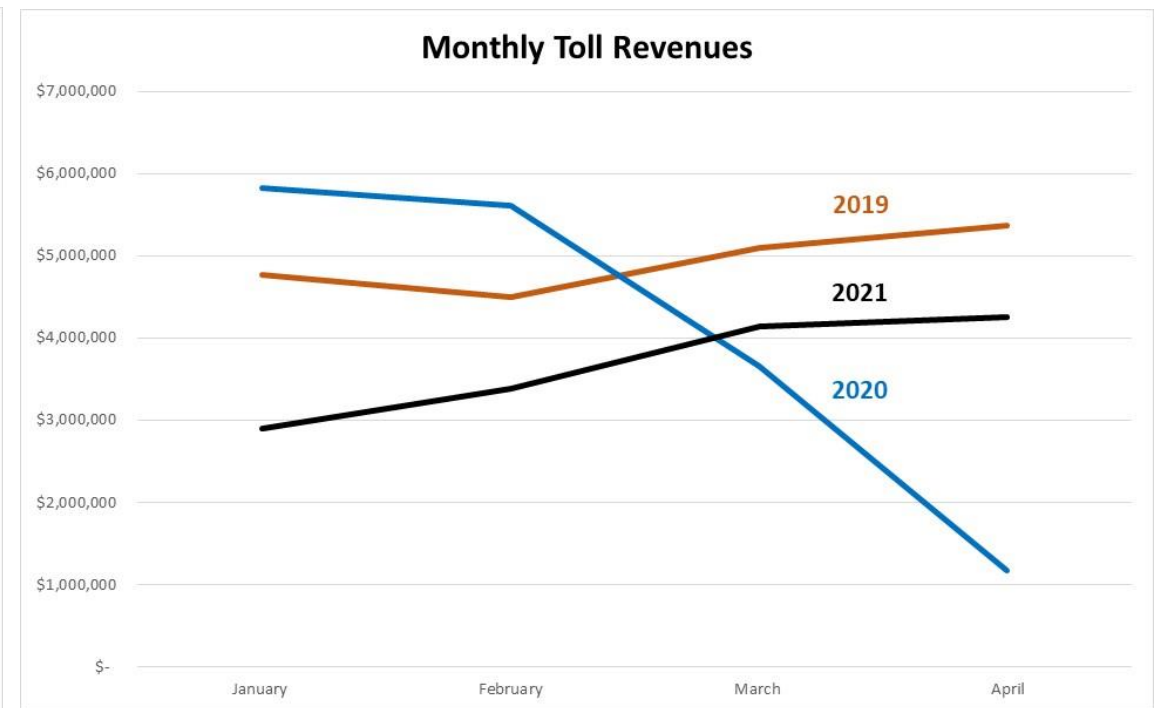
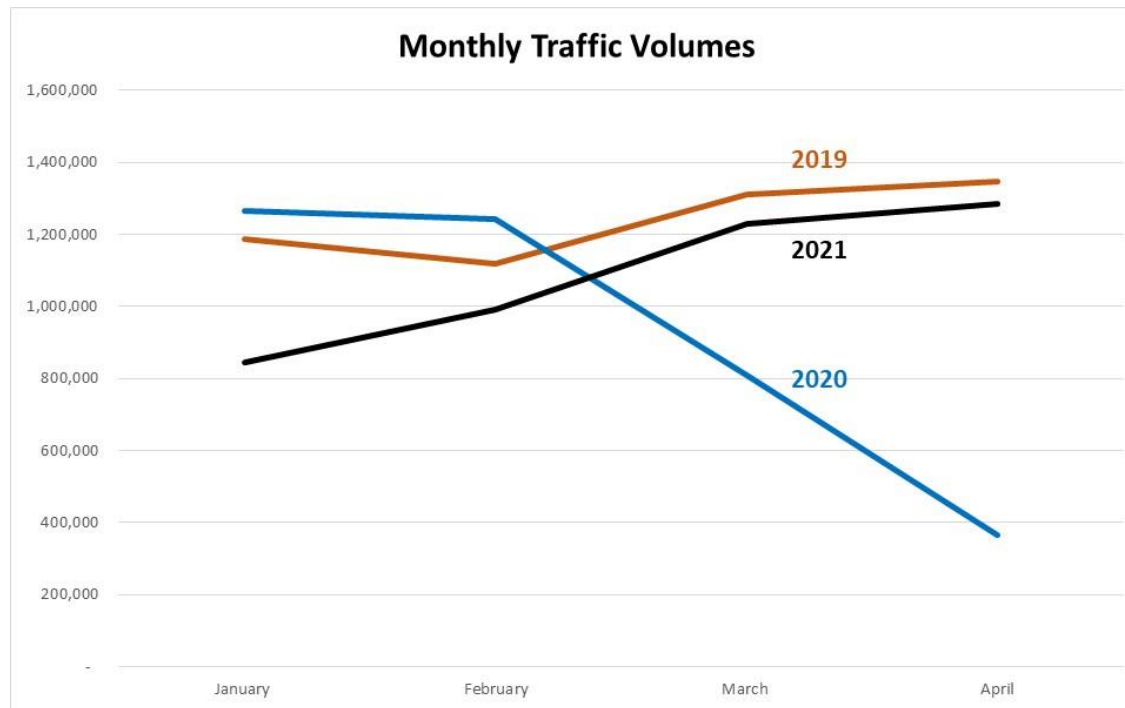


Impacts to Riverside County Toll Revenues

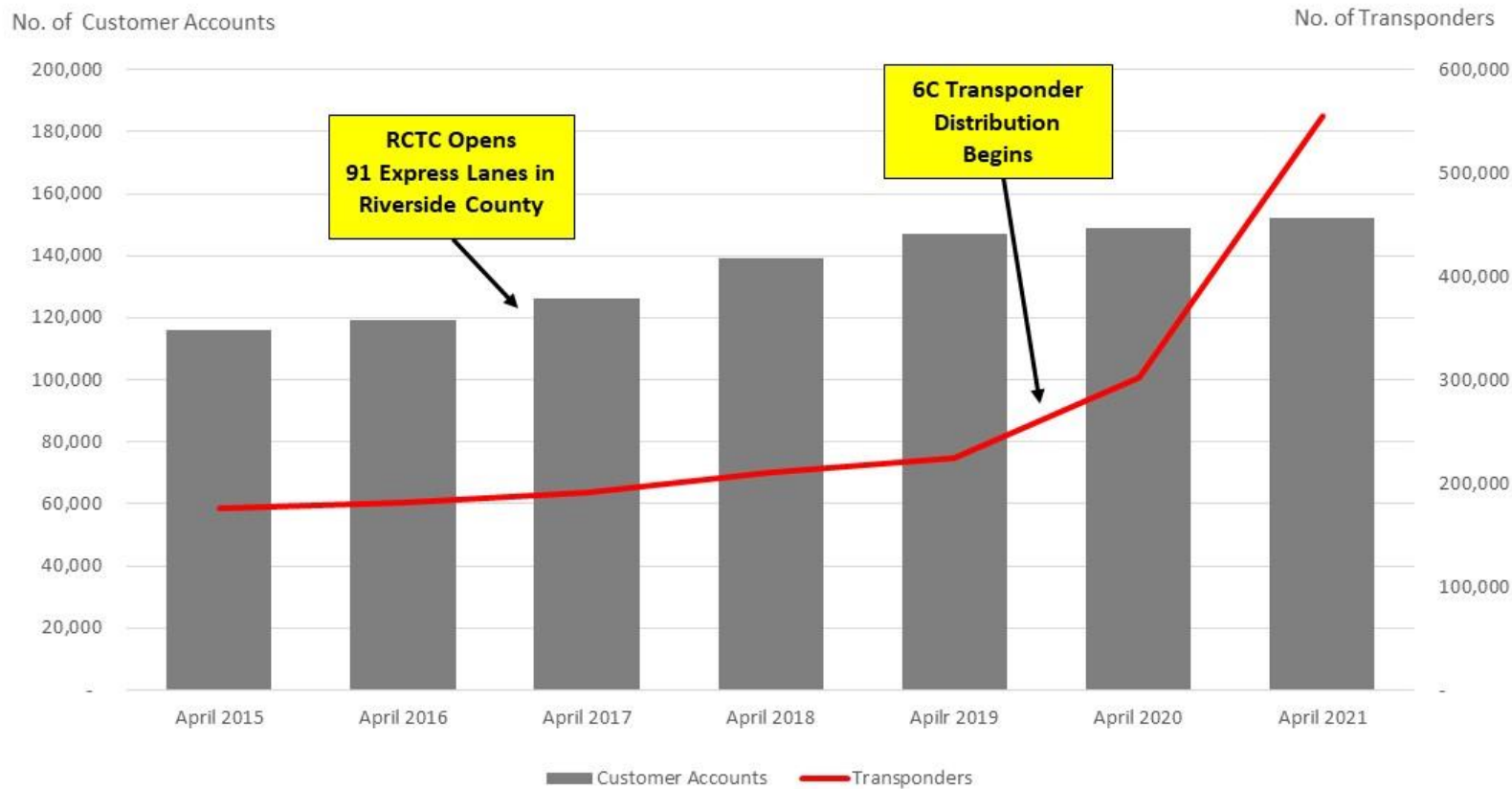
Weekly Revenues in \$



Comparison Over the Past Few Years



Account and 6C Transponder Transition Continues



- 86 percent of customer accounts transitioned to date
- Completion anticipated in July 2021

Looking Ahead

- Reopen walk-up customer service center in City of Corona on July 6, 2021
- Complete conversion to the new back-office system
- Monitor traffic levels and adjust toll rates accordingly
- Continue providing updated information to the Orange County Transportation Authority Board of Directors and Riverside County Transportation Commission