



AGENDA

State Route 91 Advisory Committee Agenda

Committee Members

Brian Berkson, RCTC, Chairman
Mark A. Murphy, OCTA, Vice Chairman
Doug Chaffee, OCTA
Gene Hernandez, OCTA
Kevin Jeffries, RCTC
Fred Jung, OCTA
Bob Magee, RCTC
Wes Speake, RCTC
Karen Spiegel, RCTC
Donald P. Wagner, OCTA

City of Corona – City Hall
400 South Vicentia Avenue
Council Chambers – First Floor
Corona, California
Friday, June 3, 2022 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 participate in this meeting should contact the Orange County Transportation Authority (OCTA) Clerk of the Board's office at (714) 560-5676, no less than two business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Agenda Descriptions

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.

Public Availability of Agenda Materials

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.



AGENDA

State Route 91 Advisory Committee Agenda

Meeting Access and Public Comments on Agenda Items

Members of the public can either attend in-person (subject to OCTA's Coronavirus (COVID-19) safety protocols) or listen to audio live streaming of the Committee meeting by clicking the link below:

<https://youtu.be/-HS9SXXje9Y>

Members of the public may address the Board of Directors regarding any item in two ways:

In-Person Comment

Members of the public may attend in-person (subject to OCTA's COVID-19 safety protocols) and address the Board regarding any item. Please complete a speaker's card and submit it to the Clerk of the Board (or notify the Clerk of the Board the item number on which you wish to speak). Speakers will be recognized by the Chairman at the time the agenda item is to be considered. A speaker's comments shall be limited to three minutes.

Written Comment

Written public comments may also be submitted by emailing them to ClerkOffice@octa.net, and must be sent by 5:00 p.m. the day prior to the meeting. 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.

Call to Order

Pledge of Allegiance

Member Wagner

Special Calendar

There are no Special Calendar matters.



AGENDA

State Route 91 Advisory Committee Agenda

Consent Calendar (Items 1 and 2)

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.

1. Approval of Minutes

Approval of the minutes of the State Route 91 Advisory Committee meeting of March 4, 2022.

2. 91 Express Lanes Status Reports

Kirk Avila/Jennifer Crosson

Overview

The 91 Express Lanes status reports for the months of January 2022 through March 2022 have been prepared for State Route 91 Advisory Committee review. The reports highlight operational and financial activities for both the Orange County Transportation Authority and Riverside County Transportation Commission segments of the 91 Express Lanes.

Recommendation

Receive and file the 91 Express Lanes Status Reports for the months of January 2022 through March 2022.

Regular Calendar

3. Draft 2022 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. The Draft 2022 State Route 91 Implementation Plan is provided for information purposes.

Recommendation

Receive and file as an information item.



AGENDA

State Route 91 Advisory Committee Agenda

Discussion Items

4. 91 Express Lanes Update

Kirk Avila/Jennifer Crosson

Staff from Orange County Transportation Authority and Riverside County Transportation Commission will provide an operational update on the 91 Express Lanes.

5. Public Comments

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

7. Toll Operations Report - Riverside County Transportation Commission

8. Committee Members' Reports

9. Closed Session

There are no Closed Session items scheduled.

10. Adjournment

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Friday, October 7, 2022**, at the Orange County Transportation Authority Headquarters, Board Room, 550 South Main Street, Orange, California.



MINUTES

State Route 91 Advisory Committee Meeting

Committee Members Present Via Teleconference

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

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

Committee Members Absent

Ryan Chamberlain, Caltrans
Dist.12, Ex-Officio

Staff Present

Sahara Meisenheimer, Clerk of the Board Specialist
Gina Ramirez, Clerk of the Board Specialist, Sr.

Via Teleconference

Jennifer L. Bergener, OCTA, Deputy Chief Executive Officer
Kirk Avila, OCTA, General Manager, 91 Express Lanes
Anne Mayer, RCTC, Executive Director
James M. Donich, OCTA General Counsel
Steven DeBaun, RCTC, General Counsel

Call to Order

The March 4, 2022 regular meeting of the State Route 91 (SR-91) Advisory Committee was called to order by Committee Chairman Hernandez at 9:01 a.m.

Roll Call

Sahara Meisenheimer, Clerk of the Board Specialist, conducted an attendance roll call and announced a quorum of the SR-91 Advisory Committee.

Pledge of Allegiance

Member Spiegel led in the Pledge of Allegiance.

Special Calendar

1. Election of New State Route 91 Advisory Committee Chair

Committee Chairman Hernandez opened the floor for nominations of the Committee Chair and recommended Committee Vice Chairman Berkson.



A motion was made by Member Spiegel, seconded by Member Murphy, and following a roll call vote, declared passed 9-0 by those present, to elect current Committee Vice Chairman Berkson as the Chairman for the State Route 91 Advisory Committee.

Member Magee was not present to vote on this item.

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

Newly-elected Committee Chairman Berkson opened the floor for nominations of the office of Committee Vice Chair. Member Hernandez nominated Member Murphy.

A motion was made by Member Hernandez, seconded by Member Wagner, and declared passed 9-0 by those present, to elect Member Murphy as the Vice Chairman for the State Route 91 Advisory Committee.

Member Magee was not present to vote on this item.

Consent Calendar (Items 3 through 6)

3. Approval of Minutes

A motion was made by Member Murphy, seconded by Member Spiegel, and declared passed 9-0 by those present, to approve the minutes of the State Route Advisory Committee of June 4, 2021.

Member Magee was not present to vote on this item.

4. 91 Express Lanes Status Reports

A motion was made by Member Murphy, seconded by Member Spiegel, and declared passed 9-0 by those present to receive and file the 91 Express Lanes Status Reports for the months of May 2021 through December 2021.

Member Magee was not present to vote on this item.

5. Orange County Transportation Authority Fiscal Year 2020-21 91 Express Lanes Fund Financial Statements

A motion was made by Member Murphy, seconded by Member Spiegel, and declared passed 9-0 by those present to receive and file the Orange County Transportation Authority Fiscal Year 2020-21 91 Express Lanes Fund annual financial statements.

Member Magee was not present to vote on this item.



6. **Fiscal Year 2020/21 Riverside County Transportation Commission 91 Express Lanes Annual Financial Statements**

A motion was made by Member Murphy, seconded by Member Spiegel, and declared passed 9-0 by those present, to receive and file Fiscal Year 2020-21 Riverside County Transportation Commission 91 Express Lanes Fund audited financial statements.

Regular Calendar

There were no Regular Calendar items scheduled.

Discussion Items

7. **91 Express Lanes Update**

Kirk Avila, General Manager, OCTA, 91 Express Lanes and Jennifer Crosson, Toll Operations Director, RCTC, co-presented a PowerPoint presentation.

No action was taken on this item.

8. **Riverside County Transportation Commission Update on Ongoing Projects in the State Route 91 Corridor**

David Thomas, Toll Project Manager, RCTC, provided a PowerPoint presentation.

A discussion ensued regarding:

- Thanks to RCTC and a collaboration of cities for ensuring this project moved forward in the time frame it did.
- OCTA's partnership and contribution of \$15 million to the project and the importance of the SR-91 Advisory Committee.
- Staff is continuing to work on the traffic that is present at the Green River onramp.

No action was taken on this item.

9. **Public Comments**

No public comments were received.



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

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

- OCTA is seeking public input on a study to improve mobility on the SR-91 corridor through Orange County. The study will look at ways to improve travel efficiency and air quality. A survey will be available on OCTA's website through March 27th.
- 2022 SR-91 Implementation Plan is currently under development and will be presented at the next meeting in June.

11. Toll Operations Report - Riverside County Transportation Commission

Jennifer Crosson, Toll Operations Director, RCTC, reported that RCTC continues to work on the 241/91 connector which has an impact on the 91 Express Lanes and will tie into changes to the toll policy.

12. Committee Members' Reports

There were no Committee Members' Reports.

13. Closed Session

There were no Closed Session items scheduled.

14. Adjournment

The meeting adjourned at 9:40 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Friday, June 3, 2022** at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.

ATTEST

Sahara Meisenheimer
Clerk of the Board Specialist



June 3, 2022

To: State Route 91 Advisory Committee

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

Subject: 91 Express Lanes Status Reports

Overview

The 91 Express Lanes status reports for the months of January 2022 through March 2022 have been prepared for State Route 91 Advisory Committee review. The reports highlight operational and financial activities for both the Orange County Transportation Authority and Riverside County Transportation Commission segments of the 91 Express Lanes.

Recommendation

Receive and file the 91 Express Lanes Status Reports for the months of January 2022 through March 2022.

Background

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

Discussion

For the months of January 2022 through March 2022, 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 increased as compared to the same periods in 2020, as a result of the coronavirus pandemic and the state's stay-at-home orders, beginning in March 2020, for residents to stay at home and refrain from non-essential travel.

As of the end of March 2022, for the OCTA segment, the 2021-22 fiscal year-to-date traffic volume and gross potential toll revenue increased by

39.4 percent and 32.7 percent, respectively. For the RCTC segment, a fiscal year-to-date comparison reflects an increase in traffic volume of 40.2 percent and an increase of 54.6 percent in gross potential toll revenue.

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

Summary

The 91 Express Lanes status reports for the months of January 2022 through March 2022 are provided for review. The report highlights operational and financial activities.

Attachments

- A. 91 Express Lanes Status Report – As of January 31, 2022
- B. 91 Express Lanes Status Report – As of February 28, 2022
- C. 91 Express Lanes Status Report – As of March 31, 2022



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



Status Report
January 2022

As of January 31, 2022

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OPERATIONS OVERVIEW OCTA

TRAFFIC AND REVENUE STATISTICS FOR OCTA

Total traffic volume on the 91 Express Lanes for January 2022 was 1,347,435. This represents a daily average of 43,466 vehicles. This is a 33.9 percent increase in total traffic volume from the same period last year, which totaled 1,006,124 and was the 11th month of the State of California's stay-at-home orders due to the coronavirus (COVID-19) pandemic. Potential toll revenue for January was \$4,242,437, which represents an increase of 27.6 percent from the prior year's total of \$3,324,115. Carpool percentage for January was 23.3 percent as compared to the previous year's rate of 21.2 percent. As compared to January 2020, traffic volume and revenue both decreased by 6.8 percent. This can be attributed to the overnight closures for the Toll Entrance Gantries Infrastructure and 91 Corridor Operations Projects.

Month-to-date (MTD) 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 January 2022.

Current MTD as of January 31, 2022

	Jan-22 MTD Actual	Jan-21 MTD Actual	Yr 22-to-Yr 21 % Variance	Jan-20 MTD Actual	Yr 22-to-Yr 20 % Variance
Trips					
Full Toll Lanes	1,032,864	793,294	30.2%	1,089,159	(5.2%)
3+ Lanes	314,571	212,830	47.8%	357,182	(11.9%)
Total Gross Trips	1,347,435	1,006,124	33.9%	1,446,341	(6.8%)
Revenue					
Full Toll Lanes	\$4,188,067	\$3,282,653	27.6%	\$4,482,172	(6.6%)
3+ Lanes	\$54,371	\$41,462	31.1%	\$71,325	(23.8%)
Total Gross Revenue	\$4,242,437	\$3,324,115	27.6%	\$4,553,497	(6.8%)
Average Revenue per Trip					
Average Full Toll Lanes	\$4.05	\$4.14	(2.2%)	\$4.12	(1.7%)
Average 3+ Lanes	\$0.17	\$0.19	(10.5%)	\$0.20	(15.0%)
Average Gross Revenue	\$3.15	\$3.30	(4.5%)	\$3.15	0.0%

The 2021 fiscal year-to-date (YTD) traffic volume increased by 44.4 percent and potential toll revenue increased by 36.9 percent, when compared with the same period last year. YTD average revenue per trip is \$3.09.

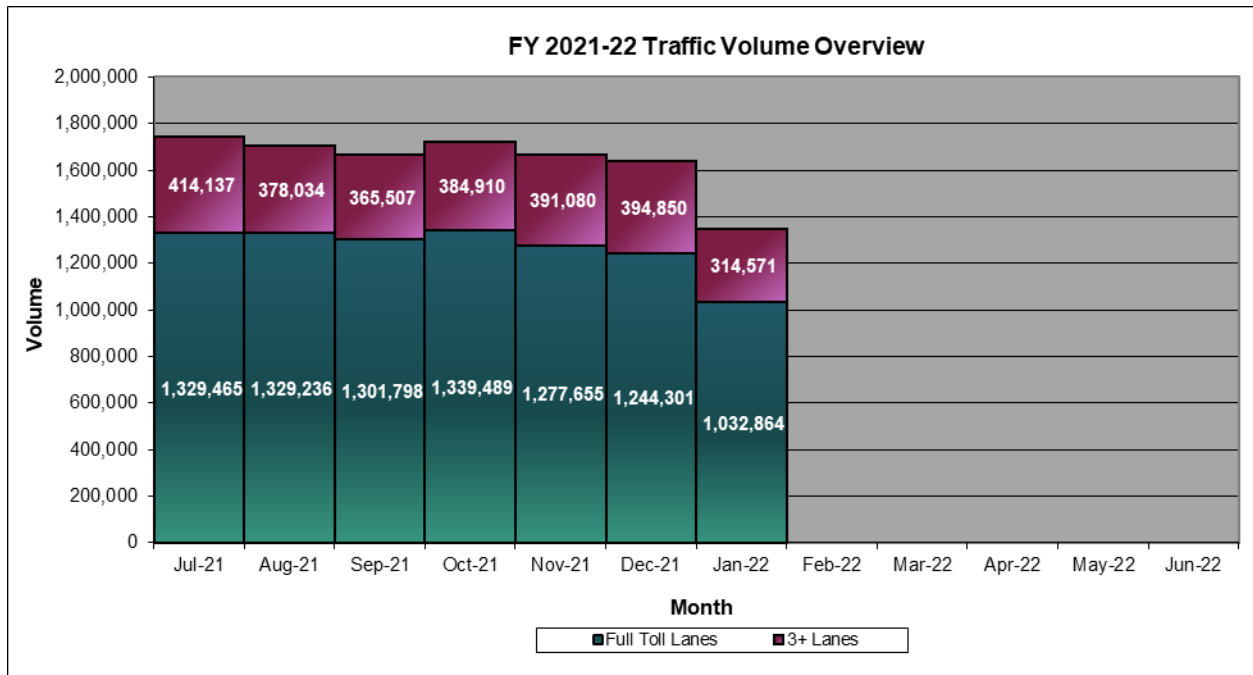
Fiscal YTD traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the months of July 2021 through January 2022.

Fiscal Year (FY) 2020-21 YTD as of January 31, 2022

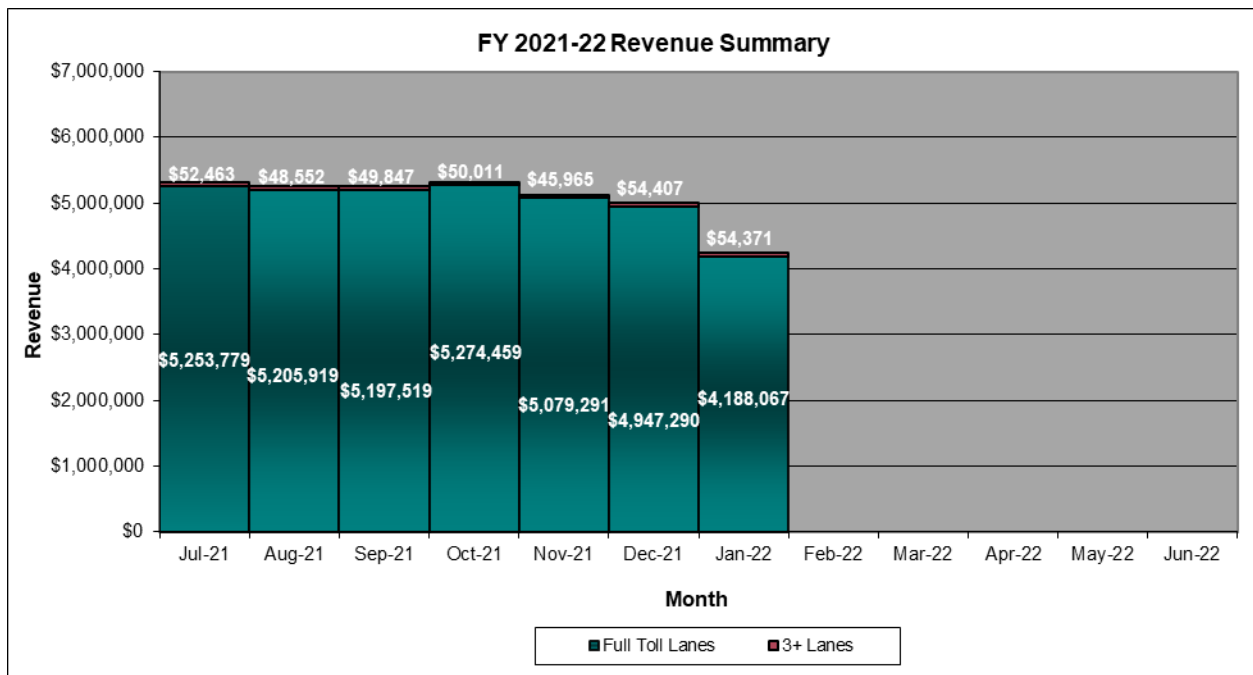
Trips	FY 2021-22 YTD Actual	FY 20-21 YTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	8,854,808	6,224,785	42.3%
3+ Lanes	2,643,089	1,738,590	52.0%
Total Gross Trips	11,497,897	7,963,375	44.4%
Revenue			
Full Toll Lanes	\$35,146,324	\$25,581,396	37.4%
3+ Lanes	\$355,615	\$343,611	3.5%
Total Gross Revenue	\$35,501,939	\$25,925,008	36.9%
Average Revenue per Trip			
Average Full Toll Lanes	\$3.97	\$4.11	(3.4%)
Average 3+ Lanes	\$0.13	\$0.20	(35.0%)
Average Gross Revenue	\$3.09	\$3.26	(5.2%)

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 2021-22 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll trips and HOV3+ trips for FY 2021-22 on a monthly basis.



OCTA EASTBOUND PEAK-HOUR VOLUMES

Peak-hour traffic in the eastbound and westbound direction reached or exceeded 90 percent of defined capacity eight times during the month of January 2022. As demonstrated on the next chart, westbound peak-hour traffic volumes top out at 84 percent of defined capacity.

PM Time	Monday 01/03/22				Tuesday 01/04/22				Wednesday 01/05/22				Thursday 01/06/22				Friday 01/07/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.30	372	2,302	68%	\$5.30	385	2,455	72%	\$5.30	430	2,900	85%	\$7.70	452	2,699	79%	\$8.35	535	2,916	86%
1500 - 1600	\$5.65	504	2,840	84%	\$4.75	551	3,473	102%	\$7.45	554	2,791	82%	\$7.45	555	3,111	92%	\$7.90	650	2,976	88%
1600 - 1700	\$5.10	395	2,392	70%	\$5.25	427	2,575	76%	\$6.50	370	2,578	76%	\$7.00	401	2,730	80%	\$6.95	448	2,667	78%
1700 - 1800	\$4.95	404	2,222	65%	\$4.90	484	2,716	80%	\$5.40	479	2,653	78%	\$6.70	508	2,702	79%	\$6.75	535	2,472	73%
1800 - 1900	\$5.65	435	1,528	45%	\$4.05	470	2,012	59%	\$4.05	443	1,714	50%	\$4.50	510	2,200	65%	\$6.75	513	1,849	54%
1900 - 2000	\$3.95	338	1,024	30%	\$3.95	354	1,210	36%	\$3.95	436	1,503	44%	\$5.75	438	1,383	41%	\$6.25	447	1,438	42%

PM Time	Monday 01/10/22				Tuesday 01/11/22				Wednesday 01/12/22				Thursday 01/13/22				Friday 01/14/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.30	341	2,356	69%	\$5.30	293	1,774	52%	\$5.30	368	2,812	83%	\$7.70	388	2,634	77%	\$8.35	489	2,853	84%
1500 - 1600	\$5.65	531	3,030	89%	\$4.75	521	3,221	95%	\$7.45	564	2,922	86%	\$7.45	556	3,162	93%	\$7.90	585	2,908	86%
1600 - 1700	\$5.10	369	2,836	83%	\$5.25	317	2,167	64%	\$6.50	399	2,771	82%	\$7.00	407	2,952	87%	\$6.95	440	2,686	79%
1700 - 1800	\$4.95	414	2,572	76%	\$4.90	434	2,752	81%	\$5.40	462	2,637	78%	\$6.70	450	2,521	74%	\$6.75	536	2,785	82%
1800 - 1900	\$5.65	461	1,725	51%	\$4.05	504	2,396	70%	\$4.05	495	2,076	61%	\$4.50	470	2,081	61%	\$6.75	583	2,260	66%
1900 - 2000	\$3.95	310	1,052	31%	\$3.95	338	1,180	35%	\$3.95	311	1,186	35%	\$5.75	364	1,221	36%	\$6.25	490	1,573	46%

PM Time	Monday 01/17/22				Tuesday 01/18/22				Wednesday 01/19/22				Thursday 01/20/22				Friday 01/21/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.30	470	2,292	67%	\$5.30	349	2,402	71%	\$5.30	377	2,833	83%	\$7.70	421	2,719	80%	\$8.35	549	3,142	92%
1500 - 1600	\$5.65	621	2,780	82%	\$4.75	556	3,515	103%	\$7.45	518	2,960	87%	\$7.45	525	2,993	88%	\$7.90	602	2,938	86%
1600 - 1700	\$5.10	141	798	23%	\$5.25	339	2,379	70%	\$6.50	418	2,990	88%	\$7.00	390	2,826	83%	\$6.95	433	2,816	83%
1700 - 1800	\$4.95	640	2,818	83%	\$4.90	488	2,870	84%	\$5.40	461	2,753	81%	\$6.70	500	2,845	84%	\$6.75	512	2,664	78%
1800 - 1900	\$5.65	432	1,557	46%	\$4.05	529	2,292	67%	\$4.05	566	2,312	68%	\$4.50	602	2,582	76%	\$6.75	641	2,445	72%
1900 - 2000	\$3.95	417	1,133	33%	\$3.95	325	1,271	37%	\$3.95	375	1,339	39%	\$5.75	409	1,502	44%	\$6.25	522	1,745	51%

PM Time	Monday 01/24/22				Tuesday 01/25/22				Wednesday 01/26/22				Thursday 01/27/22				Friday 01/28/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.30	381	2,561	75%	\$5.30	397	2,551	75%	\$5.30	406	2,980	88%	\$7.70	465	2,906	85%	\$8.35	526	2,871	84%
1500 - 1600	\$5.65	510	2,992	88%	\$4.75	540	3,301	97%	\$7.45	564	2,973	87%	\$7.45	524	3,067	90%	\$7.90	605	2,880	85%
1600 - 1700	\$5.10	385	2,871	84%	\$5.25	399	2,620	77%	\$6.50	392	2,868	84%	\$7.00	376	2,834	83%	\$6.95	394	2,710	80%
1700 - 1800	\$4.95	472	2,896	85%	\$4.90	470	2,875	85%	\$5.40	465	2,803	82%	\$6.70	530	3,039	89%	\$6.75	536	2,958	87%
1800 - 1900	\$5.65	582	2,203	65%	\$4.05	659	2,959	87%	\$4.05	622	2,812	83%	\$4.50	593	2,630	77%	\$6.75	584	2,398	71%
1900 - 2000	\$3.95	374	1,273	37%	\$3.95	413	1,582	47%	\$3.95	429	1,609	47%	\$5.75	494	1,925	57%	\$6.25	471	1,510	44%

PM Time	Monday 01/31/22				Tuesday 02/01/22				Wednesday 02/02/22				Thursday 02/03/22				Friday 02/04/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.30	396	2,651	75%																
1500 - 1600	\$5.65	496	2,984	88%																
1600 - 1700	\$5.10	430	2,986	84%																
1700 - 1800	\$4.95	497	3,032	85%																
1800 - 1900	\$5.65	539	2,300	65%																
1900 - 2000	\$3.95	391	1,288	37%																

OCTA WESTBOUND PEAK-HOUR VOLUMES

AM Time	Monday 01/03/22				Tuesday 01/04/22				Wednesday 01/05/22				Thursday 01/06/22				Friday 01/07/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.15	362	1,135	33%	\$3.15	390	1,226	36%	\$3.15	399	1,247	37%	\$3.15	385	1,189	35%	\$3.15	342	1,042	31%
0500 - 0600	\$5.10	557	2,198	65%	\$5.10	642	2,402	71%	\$5.10	628	2,377	70%	\$5.10	609	2,333	69%	\$4.85	523	2,072	61%
0600 - 0700	\$5.30	426	1,885	55%	\$5.30	476	2,192	64%	\$5.30	497	2,403	71%	\$5.30	494	2,144	63%	\$5.10	436	1,888	56%
0700 - 0800	\$5.80	280	1,340	39%	\$5.80	375	1,921	57%	\$5.80	394	2,278	67%	\$5.80	357	1,683	50%	\$5.65	346	1,629	48%
0800 - 0900	\$5.30	240	1,390	41%	\$5.30	233	1,506	44%	\$5.30	307	2,222	65%	\$5.30	268	1,626	48%	\$5.10	219	1,436	42%
0900 - 1000	\$4.20	301	1,448	43%	\$4.20	243	1,477	43%	\$4.20	307	2,023	60%	\$4.20	300	1,582	47%	\$4.20	248	1,451	43%

AM Time	Monday 01/10/22				Tuesday 01/11/22				Wednesday 01/12/22				Thursday 01/13/22				Friday 01/14/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.15	381	1,224	36%	\$3.15	399	1,232	36%	\$3.15	407	1,208	36%	\$3.15	395	1,174	35%	\$3.15	363	1,043	31%
0500 - 0600	\$5.10	628	2,515	74%	\$5.10	628	2,476	73%	\$5.10	629	2,468	73%	\$5.10	637	2,371	70%	\$4.85	554	2,201	65%
0600 - 0700	\$5.30	507	2,286	67%	\$5.30	514	2,343	69%	\$5.30	513	2,263	67%	\$5.30	524	2,315	68%	\$5.10	440	1,916	56%
0700 - 0800	\$5.80	381	1,841	54%	\$5.80	420	1,936	57%	\$5.80	403	1,850	54%	\$5.80	411	1,967	58%	\$5.65	350	1,646	48%
0800 - 0900	\$5.30	265	1,698	50%	\$5.30	244	1,723	51%	\$5.30	242	1,780	52%	\$5.30	253	1,781	52%	\$5.10	212	1,609	47%
0900 - 1000	\$4.20	230	1,399	41%	\$4.20	217	1,596	47%	\$4.20	207	1,563	46%	\$4.20	227	1,501	44%	\$4.20	259	1,556	46%

AM Time	Monday 01/17/22				Tuesday 01/18/22				Wednesday 01/19/22				Thursday 01/20/22				Friday 01/21/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.15	297	935	28%	\$3.15	416	1,238	36%	\$3.15	418	1,209	36%	\$3.15	422	1,188	35%	\$3.15	335	1,001	29%
0500 - 0600	\$5.10	427	1,744	51%	\$5.10	649	2,525	74%	\$5.10	648	2,464	72%	\$5.10	677	2,395	70%	\$4.85	619	2,228	66%
0600 - 0700	\$5.30	274	1,375	40%	\$5.30	510	2,374	70%	\$5.30	552	2,406	71%	\$5.30	571	2,414	71%	\$5.10	492	2,103	62%
0700 - 0800	\$5.80	224	1,213	36%	\$5.80	449	2,229	66%	\$5.80	450	2,126	63%	\$5.80	437	2,090	61%	\$5.65	383	1,857	55%
0800 - 0900	\$5.30	276	1,391	41%	\$5.30	258	2,079	61%	\$5.30	229	1,792	53%	\$5.30	246	1,790	53%	\$5.10	283	1,839	54%
0900 - 1000	\$4.20	387	1,577	46%	\$4.20	226	1,634	48%	\$4.20	205	1,587	47%	\$4.20	227	1,715	50%	\$4.20	234	1,523	45%

AM Time	Monday 01/24/22				Tuesday 01/25/22				Wednesday 01/26/22				Thursday 01/27/22				Friday 01/28/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.15	421	1,305	38%	\$3.15	453	1,338	39%	\$3.15	433	1,280	38%	\$3.15	447	1,346	40%	\$3.15	358	1,112	33%
0500 - 0600	\$5.10	697	2,641	78%	\$5.10	695	2,864	84%	\$5.10	678	2,606	77%	\$5.10	677	2,622	77%	\$4.85	631	2,368	70%
0600 - 0700	\$5.30	592	2,596	76%	\$5.30	534	2,519	74%	\$5.30	598	2,593	76%	\$5.30	547	2,542	75%	\$5.10	523	2,230	66%
0700 - 0800	\$5.80	492	2,423	71%	\$5.80	605	2,818	83%	\$5.80	508	2,335	69%	\$5.80	445	2,216	65%	\$5.65	442	1,879	55%
0800 - 0900	\$5.30	279	2,007	59%	\$5.30	285	2,144	63%	\$5.30	278	2,137	63%	\$5.30	260	1,994	59%	\$5.10	302	1,872	55%
0900 - 1000	\$4.20	237	1,772	52%	\$4.20	224	1,790	53%	\$4.20	52	606	18%	\$4.20	234	1,863	55%	\$4.20	270	1,784	52%

AM Time	Monday 01/31/22				Tuesday 02/01/22				Wednesday 02/02/22				Thursday 02/03/22				Friday 02/04/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.15	417	1,268	38%																
0500 - 0600	\$5.10	672	2,532	78%																
0600 - 0700	\$5.30	598	2,634	76%																
0700 - 0800	\$5.80	484	2,384	71%																
0800 - 0900	\$5.30	221	1,880	59%																
0900 - 1000	\$4.20	229	1,715	52%																

OCTA OPERATIONAL HIGHLIGHTS

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

In February 2021, 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 (Agencies) and is the firm selected for the design, development, and implementation of the new BOS, as well as the customer service center operation.

To address the potential delay of transitioning to the new operating agreement, in October 2019, an amendment to the existing operating agreement was executed which allowed for six one-month extension periods, from July 1, 2021 through December 31, 2021. In anticipation the transition will not occur by December 31, in October 2021, both the Agencies Board of Directors approved a subsequent amendment which allowed for three one-month extensions, commencing January 1, 2022 through March 31, 2022. In January, the Agencies provided notice to CUSA that the second extension period, commencing February 1, 2022 through February 28, 2022 will be exercised. The Agencies intend to exercise the one-month options until the transition to the new BOS occurs, which is anticipated to begin March 4, 2022, with go-live on March 7, 2022.

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 (northbound State Route 55, eastbound State Route 91 and Westbound State Route 91) of the OCTA 91 Express Lanes. Caltrans advertised and awarded the project in March 2021 and May 2021, respectively. In June, the contract was executed, and the project kickoff meeting was held in July. Pre-construction activities began in August and was followed with construction activities which commenced in September. In December, staff was notified of a drainage conflict with where the new westbound State Route 91 gantry was to be installed. Staff is working with the plans, specifications, and estimates consultant and Caltrans to address the issue. The project is anticipated to be completed in 2022. During the construction period, overnight closures and possibly, a few full weekend closures, will occur. 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 (ETTM) system equipment onto the new gantries.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

Description	YTD as of : 1/31/2022		YTD Variance	
	Actual ⁽¹⁾	Budget ⁽¹⁾	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 32,596,155.74	\$ 23,818,650.00	\$ 8,777,505.74	36.9
Fee Revenue	3,561,713.77	1,807,732.00	1,753,981.77	97.0
Total operating revenues	36,157,869.51	25,626,382.00	10,531,487.51	41.1
Operating expenses:				
Contracted Services	3,867,657.63	4,475,296.00	607,638.37	13.6
Administrative Fee	1,577,303.00	1,821,022.00	243,719.00	13.4
Other Professional Services	265,198.52	2,088,994.00	1,823,795.48	87.3
Credit Card Processing Fees	850,381.01	666,380.00	(184,001.01)	(27.6)
Toll Road Account Servicing	292,758.35	581,600.00	288,841.65	49.7
Other Insurance Expense	268,526.72	145,775.00	(122,751.72)	(84.2)
Toll Road Maintenance Supply Repairs	468,624.95	1,599,120.00	1,130,495.05	70.7
Patrol Services	525,847.95	641,410.00	115,562.05	18.0
Building Equipment Repairs and Maint	263,341.14	421,691.00	158,349.86	37.6
6C Transponders	-	37,500.00	37,500.00	100.0
Other Services ⁽⁵⁾	(779,250.00)	506,000.00	1,285,250.00	254.0
Utilities	38,790.19	35,412.00	(3,378.19)	(9.5)
Office Expense	261.18	200,648.00	200,646.82	99.9
Bad Debt Expense	77,046.94	-	(77,046.94)	N/A
Miscellaneous ⁽²⁾	18,272.18	94,124.00	75,851.82	80.6
Leases	239,747.39	288,638.00	48,890.61	16.9
Total operating expenses	7,974,507.15	13,603,610.00	5,629,102.85	41.4
Depreciation and Amortization ⁽³⁾	1,887,259.63	-	(1,887,259.63)	N/A
Operating income (loss)	26,296,102.73	12,022,772.00	14,273,330.73	118.7
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	133,097.54	-	133,097.54	N/A
Interest Income	1,534,278.88	1,003,471.00	530,807.88	52.9
Interest Expense	(2,318,762.31)	(2,022,413.00)	(296,349.31)	(14.7)
Other	7,291.20	-	7,291.20	N/A
Total nonoperating revenues (expenses)	(644,094.69)	(1,018,942.00)	374,847.31	36.8
Transfers In	-	-	-	N/A
Transfers Out ⁽⁴⁾	(4,829,664.18)	(3,865,805.00)	(963,859.18)	(24.9)
Net income (loss)	\$ 20,822,343.86	\$ 7,138,025.00	\$ 13,684,318.86	191.7

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 eight months ending February 28, 2022, capital asset activities included payment of \$364,399 attributing to the ETTM system project.

OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

Total traffic volume on the 91 Express Lanes for January 2022 was 1,134,131. This represents a daily average of 36,585 vehicles. This is a 34.2 percent increase in total traffic volume from the same period last year, which totaled 845,056 and was the 11th month of the State of California's stay-at-home orders due to the COVID-19 pandemic. Potential toll revenue for January was \$4,493,112, which represents an increase of 55.1 percent from the prior year's total of \$2,897,557. Carpool percentage for January was 22 percent as compared to the previous year's rate of 20.3 percent. As compared to January 2020, traffic volume decreased by 10.4 percent and revenue decreased by 22.9 percent. This can be attributed to the overnight closures for the 91 Corridor Operations Project.

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 January 2022.

Current MTD as of January 31, 2022

Trips	JAN-22 MTD Actual	Stantec MTD Projected	# Variance	% Variance	JAN-21 MTD Actual	Yr-to-Yr % Variance	JAN-20 MTD Actual	Yr 22-to-Yr 20 % Variance
Full Toll Lanes	885,039	914,457	(29,418)	(3.2%)	673,879	31.3%	973,936	(9.1%)
3+ Lanes	249,092	318,543	(69,451)	(21.8%)	171,177	45.5%	291,433	(14.5%)
Total Gross Trips	1,134,131	1,233,000	(98,869)	(8.0%)	845,056	34.2%	1,265,369	(10.4%)
Revenue								
Full Toll Lanes	\$4,452,463	\$4,050,257	\$402,205	9.9%	\$2,867,125	55.3%	\$5,789,888	(23.1%)
3+ Lanes	\$40,650	\$0	\$40,650		\$30,432	33.6%	\$37,514	8.4%
Total Gross Revenue	\$4,493,112	\$4,050,257	\$442,855	10.9%	\$2,897,557	55.1%	\$5,827,403	(22.9%)
Average Revenue per Trip								
Average Full Toll Lanes	\$5.03	\$4.43	\$0.60	13.5%	\$4.25	18.4%	\$5.94	(15.3%)
Average 3+ Lanes	\$0.16	\$0.00	\$0.16		\$0.18	(11.1%)	\$0.13	23.1%
Average Gross Revenue	\$3.96	\$3.28	\$0.68	20.7%	\$3.43	15.5%	\$4.61	(14.1%)

The 2021 fiscal YTD traffic volume increased by 46 percent, and potential toll revenue increased by 59.2 percent, when compared with the same period last year. YTD average revenue per-trip is \$3.71.

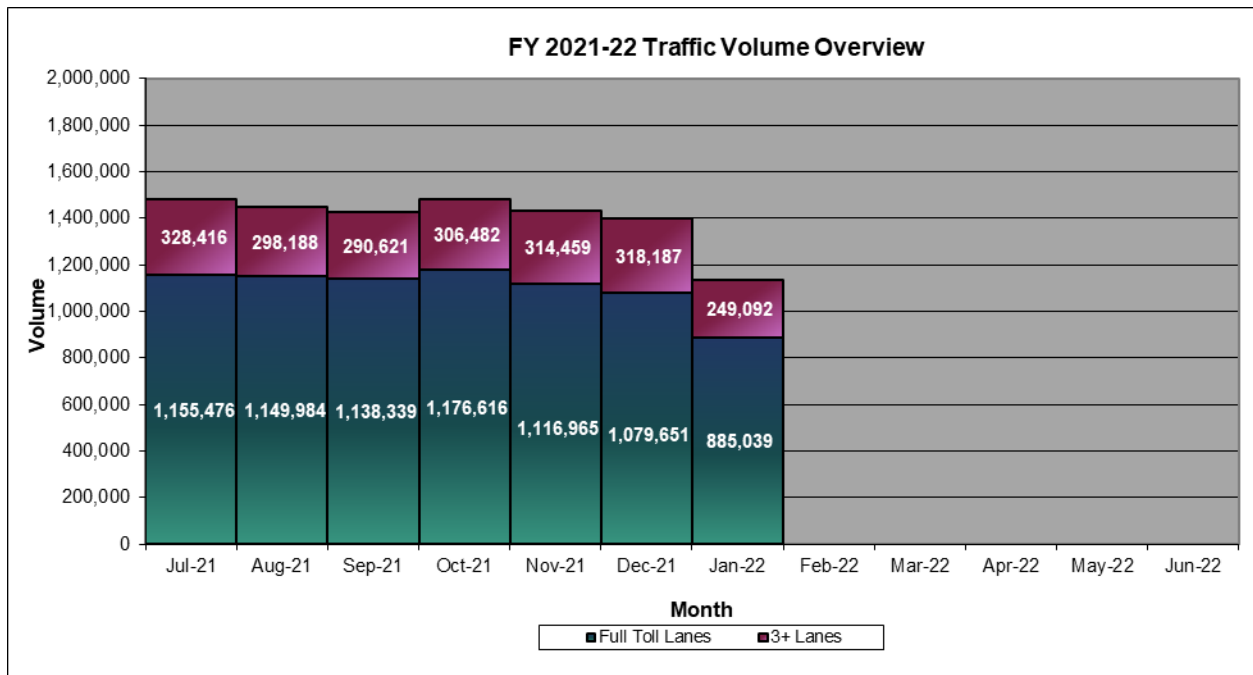
Fiscal YTD traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the months of July 2021 through January 2022.

FY 2020-21 YTD as of January 31, 2022

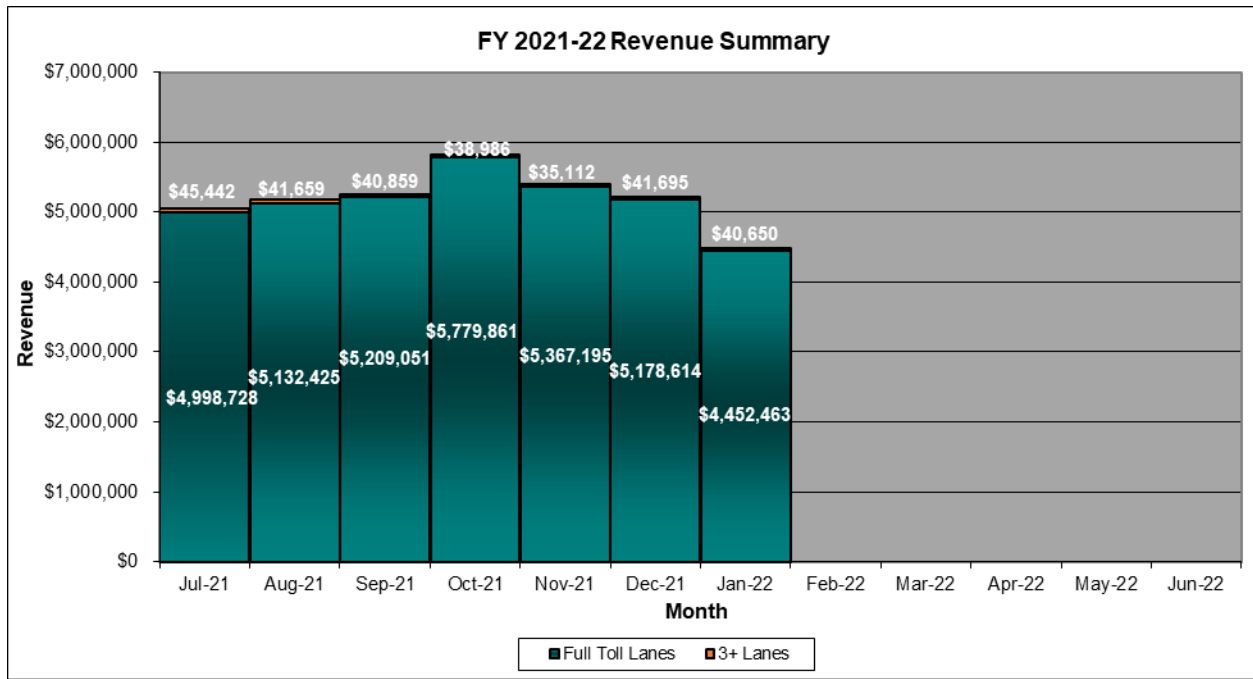
Trips	FY 2021-22 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2020-21 YTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	7,702,079	6,532,757	1,169,322	17.9%	5,325,250	44.6%
3+ Lanes	2,105,446	2,311,200	(205,754)	(8.9%)	1,392,469	51.2%
Total Gross Trips	9,807,525	8,843,957	963,568	10.9%	6,717,719	46.0%
Revenue						
Full Toll Lanes	\$36,118,361	\$28,343,514	\$7,774,846	27.4%	\$22,627,133	59.6%
3+ Lanes	\$284,403	\$0	\$284,403		\$244,494	16.3%
Total Gross Revenue	\$36,402,763	\$28,343,514	\$8,059,249	28.4%	\$22,871,627	59.2%
Average Revenue per Trip						
Average Full Toll Lanes	\$4.69	\$4.34	\$0.35	8.1%	\$4.25	10.4%
Average 3+ Lanes	\$0.14	\$0.00	\$0.14		\$0.18	(22.2%)
Average Gross Revenue	\$3.71	\$3.20	\$0.51	15.9%	\$3.40	9.1%

RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between full toll lanes and HOV3+ lanes for FY 2021-22 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll lanes and HOV3+ lanes for FY 2021-22 on a monthly basis.



RCTC PEAK-HOUR VOLUMES

In January, no toll rates were adjusted. RCTC evaluates traffic volumes for peak period hours and adjusts rates according to the toll rate policy.

RCTC EASTBOUND PEAK-HOUR VOLUMES

Eastbound PM Peak - County Line to McKinley

PM Time	Monday 01/03/22					Tuesday 01/04/22					Wednesday 01/05/22					Thursday 01/06/22					Friday 01/07/22				
	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	\$5.45	174	823	997	C	\$7.05	172	878	1,050	D	\$9.15	180	895	1,075	D	\$12.25	190	917	1,107	D	\$26.80	242	931	1,173	D
1500 - 1600	\$8.45	231	879	1,110	D	\$10.50	235	916	1,151	D	\$13.55	225	839	1,064	D	\$16.60	218	892	1,110	D	\$26.50	288	914	1,202	E
1600 - 1700	\$7.05	198	715	913	C	\$5.45	212	911	1,123	D	\$7.05	206	909	1,115	D	\$8.45	196	931	1,127	D	\$15.60	235	887	1,122	D
1700 - 1800	\$5.45	160	673	833	C	\$5.45	190	862	1,052	D	\$5.45	182	717	899	C	\$5.45	220	802	1,022	D	\$7.40	234	800	1,034	D
1800 - 1900	\$5.45	210	435	645	B	\$5.45	207	643	850	C	\$5.45	148	509	657	B	\$5.45	241	714	955	C	\$5.45	240	637	877	C
1900 - 2000	\$2.30	126	281	407	B	\$4.25	161	345	506	B	\$4.25	215	497	712	B	\$5.45	190	407	597	B	\$4.25	202	432	634	B

PM Time	Monday 01/10/22					Tuesday 01/11/22					Wednesday 01/12/22					Thursday 01/13/22					Friday 01/14/22				
	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	\$5.45	166	790	956	C	\$7.05	138	715	853	C	\$9.15	168	919	1,087	D	\$12.25	161	888	1,049	D	\$26.80	320	1,029	1,349	F
1500 - 1600	\$8.45	219	921	1,140	D	\$10.50	208	844	1,052	D	\$13.55	227	863	1,090	D	\$16.60	244	919	1,163	D	\$26.50	299	952	1,251	E
1600 - 1700	\$7.05	195	867	1,062	D	\$5.45	188	900	1,088	D	\$7.05	204	889	1,093	D	\$8.45	216	912	1,128	D	\$15.60	301	928	1,229	E
1700 - 1800	\$5.45	182	727	909	C	\$5.45	182	783	965	C	\$5.45	187	772	959	C	\$5.45	184	883	1,067	D	\$7.40	245	928	1,173	D
1800 - 1900	\$5.45	176	541	717	B	\$5.45	211	731	942	C	\$5.45	205	659	864	C	\$5.45	187	710	897	C	\$5.45	284	751	1,035	D
1900 - 2000	\$2.30	115	262	377	A	\$4.25	146	421	567	B	\$4.25	122	361	483	B	\$5.45	152	387	539	B	\$4.25	273	627	900	C

PM Time	Monday 01/17/22					Tuesday 01/18/22					Wednesday 01/19/22					Thursday 01/20/22					Friday 01/21/22				
	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	\$5.45	229	814	1,043	D	\$7.05	165	863	1,028	D	\$9.15	180	950	1,130	D	\$12.25	201	953	1,154	D	\$26.80	263	1,035	1,298	E
1500 - 1600	\$8.45	277	856	1,133	D	\$10.50	254	937	1,191	D	\$13.55	228	925	1,153	D	\$16.60	225	923	1,148	D	\$26.50	308	903	1,211	E
1600 - 1700	\$7.05	82	313	395	A	\$5.45	179	926	1,105	D	\$7.05	215	941	1,156	D	\$8.45	179	942	1,121	D	\$15.60	250	913	1,163	D
1700 - 1800	\$5.45	275	837	1,112	D	\$5.45	223	832	1,055	D	\$5.45	199	809	1,008	D	\$5.45	204	885	1,089	D	\$7.40	213	871	1,084	D
1800 - 1900	\$5.45	274	666	940	C	\$5.45	222	737	959	C	\$5.45	227	703	930	C	\$5.45	250	773	1,023	D	\$5.45	295	763	1,058	D
1900 - 2000	\$2.30	174	342	516	B	\$4.25	135	367	502	B	\$4.25	151	440	591	B	\$5.45	156	534	690	B	\$4.25	227	688	915	C

PM Time	Monday 01/24/22					Tuesday 01/25/22					Wednesday 01/26/22					Thursday 01/27/22					Friday 01/28/22				
	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	\$5.45	167	887	1,054	D	\$7.05	184	896	1,080	D	\$9.15	181	978	1,159	D	\$12.25	214	982	1,196	D	\$26.80	244	949	1,193	D
1500 - 1600	\$8.45	203	889	1,092	D	\$10.50	255	855	1,110	D	\$13.55	234	910	1,144	D	\$16.60	249	875	1,124	D	\$26.50	283	878	1,161	D
1600 - 1700	\$7.05	187	876	1,063	D	\$5.45	221	912	1,133	D	\$7.05	208	975	1,183	D	\$8.45	200	1,003	1,203	E	\$15.60	262	824	1,086	D
1700 - 1800	\$5.45	192	803	995	C	\$5.45	197	912	1,109	D	\$5.45	168	845	1,013	D	\$5.45	218	885	1,103	D	\$7.40	216	902	1,118	D
1800 - 1900	\$5.45	222	696	918	C	\$5.45	243	859	1,102	D	\$5.45	274	831	1,105	D	\$5.45	239	706	945	C	\$5.45	261	843	1,104	D
1900 - 2000	\$2.30	155	419	574	B	\$4.25	198	552	750	B	\$4.25	191	557	748	B	\$5.45	226	747	973	C	\$4.25	167	486	653	B

PM Time	Monday 01/31/22					Tuesday 02/01/22					Wednesday 02/02/22					Thursday 02/03/22					Friday 02/04/22				
	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	\$5.45	179	934	1,113	D																				
1500 - 1600	\$8.45	225	896	1,121	D																				
1600 - 1700	\$7.05	175	963	1,138	D																				
1700 - 1800	\$5.45	173	897	1,070	D																				
1800 - 1900	\$5.45	231	748	979	C																				
1900 - 2000	\$2.30	178	429	607	B																				

Eastbound PM Peak - County Line to 15 SB Ontario

PM Time	Monday 01/03/22					Tuesday 01/04/22					Wednesday 01/05/22					Thursday 01/06/22					Friday 01/07/22				
	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	\$5.45	102	517	619	B	\$5.45	107	596	703	B	\$5.45	134	668	802	C	\$5.45	106	639	745	B	\$5.45	145	660	805	C
1500 - 1600	\$5.45	123	617	740	B	\$5.45	131	690	821	C	\$5.45	127	687	814	C	\$5.45	136	706	842	C	\$5.45	138	612	750	B
1600 - 1700	\$3.00	106	553	659	B	\$5.45	115	615	730	B	\$5.45	116	631	747	B	\$5.45	105	613	718	B	\$3.00	124	591	715	B
1700 - 1800	\$3.00	117	423	540	B	\$3.00	134	594	728	B	\$3.00	128	488	616	B	\$3.00	142	560	702	B	\$3.00	132	499	631	B
1800 - 1900	\$3.00	132	335	467	B	\$3.00	120	476	596	B	\$3.00	112	398	510	B	\$3.00	143	513	656	B	\$3.00	142	367	509	B
1900 - 2000	\$3.00	90	217	307	A	\$3.00	118	300	418	B	\$3.00	158	415	573	B	\$3.00	130	294	424	B	\$3.00	111	288	399	A

PM Time	Monday 01/10/22					Tuesday 01/11/22					Wednesday 01/12/22					Thursday 01/13/22					Friday 01/14/22				
	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	\$5.45	92	585	677	B	\$5.45	79	525	604	B	\$5.45	130	690	820	C	\$5.45	116	612	728	B	\$5.45	140	773	913	C
1500 - 1600	\$5.45	120	658	778	B	\$5.45	114	667	781	B	\$5.45	120	665	785	B	\$5.45	117	670	787	B	\$5.45	113	554	667	B
1600 - 1700	\$3.00	111	585	696	B	\$5.45	106	635	741	B	\$5.45	111	562	673	B	\$5.45	96	606	702	B	\$3.00	103	574	677	B
1700 - 1800	\$3.00	110	548	658	B	\$3.00	116	536	652	B	\$3.00	119	563	682	B	\$3.00	95	605	700	B	\$3.00	136	629	765	B
1800 - 1900	\$3.00	141	399	540	B	\$3.00	136	551	687	B	\$3.00	109	474	583	B	\$3.00	98	522	620	B	\$3.00	123	497	620	B
1900 - 2000	\$3.00	110	251	361	A	\$3.00	99	322	421	B	\$3.00	96	286	382	A	\$3.00	93	314	407	B	\$3.00	123	386	509	B

PM Time	Monday 01/17/22					Tuesday 01/18/22					Wednesday 01/19/22					Thursday 01/20/22					Friday 01/21/22				
	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	\$5.45	142	510	652	B	\$5.45	105	608	713	B	\$5.45	124	655	779	B	\$5.45	114	634	748	B	\$5.45	134	721	855	C
1500 - 1600	\$5.45	144	584	728	B	\$5.45	119	711	830	C	\$5.45	100	721	821	C	\$5.45	102	692	794	B	\$5.45	121	647	768	B
1600 - 1700	\$3.00	45	167	212	A	\$5.45	100	615	715	B	\$5.45	123	639	762	B	\$5.45	102	626	728	B	\$3.00	100	631	731	B
1700 - 1800	\$3.00	148	639	787	B	\$3.00	120	562	682	B	\$3.00	120	593	713	B	\$3.00	115	614	729	B	\$3.00	120	525	645	B
1800 - 1900	\$3.00	176	465	641	B	\$3.00	135	514	649	B	\$3.00	145	470	615	B	\$3.00	136	574	710	B	\$3.00	164	534	698	B
1900 - 2000	\$3.00	111	258	369	A	\$3.00	104	311	415	B	\$3.00	118	345	463	B	\$3.00	106	391	497	B	\$3.00	165	368	533	B

PM Time	Monday 01/24/22					Tuesday 01/25/22					Wednesday 01/26/22					Thursday 01/27/22					Friday 01/28/22				
	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	\$5.45	117	649	766	B	\$5.45	110	721	831	C	\$5.45	97	713	810	C	\$5.45	117	706	823	C	\$5.45	151	796	947	C
1500 - 1600	\$5.45	98	670	768	B	\$5.45	115	678	793	B	\$5.45	116	744	860	C	\$5.45	124	696	820	C	\$5.45	143	628	771	B
1600 - 1700	\$3.00	104	613	717	B	\$5.45	100	592	692	B	\$5.45	90	613	703	B	\$5.45	105	640	745	B	\$3.00	115	626	741	B
1700 - 1800	\$3.00	121	607	728	B	\$3.00	106	629	735	B	\$3.00	99	615	714	B	\$3.00	102	679	781	B	\$3.00	106	662	768	B
1800 - 1900	\$3.00	128	518	646	B	\$3.00	175	652	827	C	\$3.00	156	595	751	B	\$3.00	112	488	600	B	\$3.00	160	560	720	B
1900 - 2000	\$3.00	115	284	399	A	\$3.00	107	458	565	B	\$3.00	125	430	555	B	\$3.00	158	572	730	B	\$3.00	84	325	409	B

PM Time	Monday 01/31/22					Tuesday 02/01/22					Wednesday 02/02/22					Thursday 02/03/22					Friday 02/04/22				
	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	\$5.45	102	687	789	B																				
1500 - 1600	\$5.45	114	664	778	B																				
1600 - 1700	\$3.00	96	653	749	B																				
1700 - 1800	\$3.00	101	654	755	B																				
1800 - 1900	\$3.00	137	576	713	B																				
1900 - 2000	\$3.00	111	324	435	B																				

RCTC WESTBOUND PEAK-HOUR VOLUMES

Westbound AM Peak - McKinley to County Line

AM Time	Monday 01/03/22					Tuesday 01/04/22					Wednesday 01/05/22					Thursday 01/06/22					Friday 01/07/22				
	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	\$2.30	174	420	594	B	\$2.30	167	481	648	B	\$2.30	191	441	632	B	\$2.30	170	448	618	B	\$2.30	146	414	560	B
0500 - 0600	\$11.20	327	887	1,214	E	\$11.20	304	1053	1,357	F	\$11.20	338	1061	1,399	F	\$9.45	312	1,044	1,356	F	\$5.45	242	968	1,210	E
0600 - 0700	\$17.30	220	703	923	C	\$18.30	217	908	1,125	D	\$18.30	223	974	1,197	D	\$17.30	211	904	1,115	D	\$10.45	183	816	999	C
0700 - 0800	\$14.30	204	711	915	C	\$14.30	214	942	1,156	D	\$14.30	250	1058	1,308	E	\$13.30	214	880	1,094	D	\$9.40	195	817	1,012	D
0800 - 0900	\$9.40	147	706	853	C	\$10.40	135	770	905	C	\$10.40	165	1038	1,203	E	\$9.40	137	835	972	C	\$5.45	103	672	775	B
0900 - 1000	\$5.45	145	608	753	B	\$7.05	125	583	708	B	\$7.05	143	743	886	C	\$7.05	144	638	782	B	\$4.25	122	598	720	B

AM Time	Monday 01/10/22					Tuesday 01/11/22					Wednesday 01/12/22					Thursday 01/13/22					Friday 01/14/22				
	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	\$2.30	150	493	643	B	\$2.30	173	457	630	B	\$2.30	162	492	654	B	\$2.30	187	433	620	B	\$2.30	176	398	574	B
0500 - 0600	\$11.20	309	1,156	1,465	F	\$11.20	313	1047	1,360	F	\$11.20	294	1060	1,354	F	\$9.45	347	982	1,329	E	\$5.45	286	912	1,198	D
0600 - 0700	\$17.30	244	919	1,163	D	\$18.30	244	926	1,170	D	\$18.30	229	913	1,142	D	\$17.30	276	866	1,142	D	\$10.45	231	737	968	C
0700 - 0800	\$14.30	240	824	1,064	D	\$14.30	226	871	1,097	D	\$14.30	216	836	1,052	D	\$13.30	232	852	1,084	D	\$9.40	219	777	996	C
0800 - 0900	\$9.40	131	837	968	C	\$10.40	135	789	924	C	\$10.40	117	845	962	C	\$9.40	148	804	952	C	\$5.45	131	735	866	C
0900 - 1000	\$5.45	112	625	737	B	\$7.05	111	689	800	B	\$7.05	110	646	756	B	\$7.05	117	568	685	B	\$4.25	116	588	704	B

AM Time	Monday 01/17/22					Tuesday 01/18/22					Wednesday 01/19/22					Thursday 01/20/22					Friday 01/21/22				
	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	\$2.30	147	381	528	B	\$2.30	208	465	673	B	\$2.30	193	448	641	B	\$2.30	191	405	596	B	\$2.30	154	333	487	B
0500 - 0600	\$11.20	202	811	1,013	D	\$11.20	349	1,110	1,459	F	\$11.20	331	1,110	1,441	F	\$9.45	367	1,046	1,413	F	\$5.45	324	973	1,297	E
0600 - 0700	\$17.30	132	621	753	B	\$18.30	265	994	1,259	E	\$18.30	284	960	1,244	E	\$17.30	282	941	1,223	E	\$10.45	240	857	1,097	D
0700 - 0800	\$14.30	116	620	736	B	\$14.30	311	1,041	1,352	F	\$14.30	279	941	1,220	E	\$13.30	269	913	1,182	D	\$9.40	271	760	1,031	D
0800 - 0900	\$9.40	158	586	744	B	\$10.40	143	981	1,124	D	\$10.40	133	901	1,034	D	\$9.40	119	863	982	C	\$5.45	146	792	938	C
0900 - 1000	\$5.45	203	587	790	B	\$7.05	123	672	795	B	\$7.05	109	660	769	B	\$7.05	116	706	822	C	\$4.25	128	560	688	B

AM Time	Monday 01/24/22					Tuesday 01/25/22					Wednesday 01/26/22					Thursday 01/27/22					Friday 01/28/22				
	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	\$2.30	195	475	670	B	\$2.30	209	457	666	B	\$2.30	202	438	640	B	\$2.30	216	491	707	B	\$2.30	197	431	628	B
0500 - 0600	\$11.20	395	1,091	1,486	F	\$11.20	375	1,031	1,406	F	\$11.20	381	1,118	1,499	F	\$9.45	326	1,172	1,498	F	\$5.45	352	1,000	1,352	F
0600 - 0700	\$17.30	294	1,006	1,300	E	\$18.30	247	850	1,097	D	\$18.30	334	1,038	1,372	F	\$17.30	275	1,054	1,329	E	\$10.45	262	882	1,144	D
0700 - 0800	\$14.30	320	1,080	1,400	F	\$14.30	405	1,318	1,723	F	\$14.30	319	974	1,293	E	\$13.30	280	958	1,238	E	\$9.40	269	798	1,067	D
0800 - 0900	\$9.40	138	944	1,082	D	\$10.40	164	1,059	1,223	E	\$10.40	149	949	1,098	D	\$9.40	147	931	1,078	D	\$5.45	161	836	997	C
0900 - 1000	\$5.45	132	855	987	C	\$7.05	115	725	840	C	\$7.05	113	799	912	C	\$7.05	118	763	881	C	\$4.25	134	718	852	C

AM Time	Monday 01/31/22					Tuesday 02/01/22					Wednesday 02/02/22					Thursday 02/03/22					Friday 02/04/22				
	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	\$2.30	199	464	663	B																				
0500 - 0600	\$11.20	365	1,072	1,437	F																				
0600 - 0700	\$17.30	332	1,017	1,349	E																				
0700 - 0800	\$14.30	270	1,092	1,362	F																				
0800 - 0900	\$9.40	111	912	1,023	D																				
0900 - 1000	\$5.45	134	760	894	C																				

Westbound AM Peak - I-15 North to County Line

AM Time	Monday 01/03/22					Tuesday 01/04/22					Wednesday 01/05/22					Thursday 01/06/22					Friday 01/07/22				
	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	\$3.00	150	404	554	B	\$3.00	132	446	578	B	\$3.00	146	450	596	B	\$3.00	121	438	559	B	\$3.00	112	368	480	B
0500 - 0600	\$7.00	195	870	1,065	D	\$7.00	171	998	1,169	D	\$7.00	185	971	1,156	D	\$5.45	161	1,010	1,171	D	\$5.45	149	813	962	C
0600 - 0700	\$9.00	171	802	973	C	\$9.00	191	948	1,139	D	\$9.00	204	979	1,183	D	\$7.00	184	951	1,135	D	\$7.00	154	853	1,007	D
0700 - 0800	\$9.00	108	656	764	B	\$9.00	128	860	988	C	\$9.00	140	960	1,100	D	\$7.00	122	798	920	C	\$7.00	107	706	813	C
0800 - 0900	\$7.00	97	564	661	B	\$7.00	97	693	790	B	\$7.00	123	890	1,013	D	\$5.45	91	731	822	C	\$5.45	89	618	707	B
0900 - 1000	\$5.45	114	526	640	B	\$5.45	102	572	674	B	\$5.45	127	658	785	B	\$3.00	120	660	780	B	\$3.00	101	549	650	B

AM Time	Monday 01/10/22					Tuesday 01/11/22					Wednesday 01/12/22					Thursday 01/13/22					Friday 01/14/22				
	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	\$3.00	130	471	601	B	\$3.00	141	427	568	B	\$3.00	138	397	535	B	\$3.00	140	380	520	B	\$3.00	126	354	480	B
0500 - 0600	\$7.00	165	1,029	1,194	D	\$7.00	186	1029	1,215	E	\$7.00	182	979	1,161	D	\$5.45	213	954	1,167	D	\$5.45	193	844	1,037	D
0600 - 0700	\$9.00	190	996	1,186	D	\$9.00	178	998	1,176	D	\$9.00	170	983	1,153	D	\$7.00	203	896	1,099	D	\$7.00	143	800	943	C
0700 - 0800	\$9.00	165	898	1,063	D	\$9.00	135	936	1,071	D	\$9.00	116	845	961	C	\$7.00	154	837	991	C	\$7.00	124	702	826	C
0800 - 0900	\$7.00	105	771	876	C	\$7.00	108	814	922	C	\$7.00	89	827	916	C	\$5.45	97	778	875	C	\$5.45	82	672	754	B
0900 - 1000	\$5.45	99	563	662	B	\$5.45	82	665	747	B	\$5.45	93	641	734	B	\$3.00	85	633	718	B	\$3.00	101	615	716	B

AM Time	Monday 01/17/22					Tuesday 01/18/22					Wednesday 01/19/22					Thursday 01/20/22					Friday 01/21/22				
	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	\$3.00	113	315	428	B	\$3.00	141	426	567	B	\$3.00	148	412	560	B	\$3.00	159	415	574	B	\$3.00	134	366	500	B
0500 - 0600	\$7.00	122	742	864	C	\$7.00	192	1,046	1,238	E	\$7.00	192	1,002	1,194	D	\$5.45	229	925	1,154	D	\$5.45	210	842	1,052	D
0600 - 0700	\$9.00	90	637	727	B	\$9.00	199	1,030	1,229	E	\$9.00	202	1,011	1,213	E	\$7.00	236	963	1,199	D	\$7.00	188	794	982	C
0700 - 0800	\$9.00	73	534	607	B	\$9.00	171	979	1,150	D	\$9.00	181	952	1,133	D	\$7.00	134	904	1,038	D	\$7.00	136	760	896	C
0800 - 0900	\$7.00	82	551	633	B	\$7.00	105	886	991	C	\$7.00	91	807	898	C	\$5.45	100	861	961	C	\$5.45	126	745	871	C
0900 - 1000	\$5.45	122	524	646	B	\$5.45	84	696	780	B	\$5.45	80	687	767	B	\$3.00	107	697	804	C	\$3.00	106	620	726	B

AM Time	Monday 01/24/22					Tuesday 01/25/22					Wednesday 01/26/22					Thursday 01/27/22					Friday 01/28/22				
	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	\$3.00	159	445	604	B	\$3.00	179	461	640	B	\$3.00	167	446	613	B	\$3.00	151	453	604	B	\$3.00	131	377	508	B
0500 - 0600	\$7.00	242	1,001	1,243	E	\$7.00	226	1,040	1,266	E	\$7.00	241	1,014	1,255	E	\$5.45	177	1,077	1,254	E	\$5.45	223	911	1,134	D
0600 - 0700	\$9.00	240	1,038	1,278	E	\$9.00	241	1,035	1,276	E	\$9.00	247	1,048	1,295	E	\$7.00	214	1,075	1,289	E	\$7.00	196	847	1,043	D
0700 - 0800	\$9.00	162	1,030	1,192	D	\$9.00	197	1,116	1,313	E	\$9.00	166	1,000	1,166	D	\$7.00	164	931	1,095	D	\$7.00	160	773	933	C
0800 - 0900	\$7.00	123	887	1,010	D	\$7.00	102	985	1,087	D	\$7.00	112	877	989	C	\$5.45	98	887	985	C	\$5.45	124	746	870	C
0900 - 1000	\$5.45	89	657	746	B	\$5.45	83	685	768	B	\$5.45	102	849	951	C	\$3.00	119	793	912	C	\$3.00	101	661	762	B

AM Time	Monday 01/31/22					Tuesday 02/01/22					Wednesday 02/02/22					Thursday 02/03/22					Friday 02/04/22				
	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	\$3.00	161	466	627	B																				
0500 - 0600	\$7.00	250	1,033	1,283	E																				
0600 - 0700	\$9.00	250	1,096	1,346	E																				
0700 - 0800	\$9.00	145	1,016	1,161	D																				
0800 - 0900	\$7.00	84	885	969	C																				
0900 - 1000	\$5.45	95	628	723	B																				

RCTC OPERATIONAL HIGHLIGHTS

On-Road Operations

RCTC Freeway Service Patrol responded to 75 calls during the month of January. Of those calls, 52 were to assist disabled vehicles, ten calls to remove debris, and 13 were in response to accidents that affected the Express Lanes.

91 Express Lanes BOS Development Update

In February 2021, 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 Agencies and is the firm selected for the design, development, and implementation of the new BOS, as well as the customer service center operation.

To address the potential delay of transitioning to the new operating agreement, in October 2019, an amendment to the existing operating agreement was executed which allowed for six one-month extension periods, from July 1, 2021 through December 31, 2021. In anticipation the transition will not occur by December 31, in October 2021, both the Agencies Board of Directors approved a subsequent amendment which allowed for three one-month extensions, commencing January 1, 2022 through March 31, 2022. In January, the Agencies provided notice to CUSA that the second extension period, commencing February 1, 2022 through February 28, 2022 will be exercised. The Agencies intend to exercise the one-month options until the transition to the new BOS occurs, which is anticipated to begin March 4, 2022 with go-live on March 7, 2022.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

Description	YTD as of : 1/31/2022		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 33,457,705.38	\$ 20,903,750.00	\$ 12,553,955.38	60.1
Fee Revenue	3,781,542.02	3,334,858.33	446,683.69	13.4
Total operating revenues	37,239,247.40	24,238,608.33	13,000,639.07	53.6
Operating expenses:				
Salaries and Benefits	294,647.86	497,466.67	202,818.81	40.8
Legal Services	40,092.07	121,741.67	81,649.60	67.1
Advisory Services	17,773.39	2,916.67	(14,856.72)	(509.4)
Audit and Accounting Fees	29,775.00	21,000.00	(8,775.00)	(41.8)
Service Fees	-	10,908.33	10,908.33	100.0
Other Professional Services	267,041.98	732,550.00	465,508.02	63.5
Lease Expense	140,679.65	186,141.67	45,462.02	24.4
Operations	897,393.26	2,110,383.33	1,212,990.07	57.5
Utilities	8,257.60	37,975.00	29,717.40	78.3
Supplies and Materials	9,757.17	19,541.67	9,784.50	50.1
Membership and Subscription Fees	14,373.00	17,500.00	3,127.00	17.9
Office Equipment & Furniture (Non-Capital)	-	46,666.67	46,666.67	100.0
Maintenance/Repairs	101,891.46	180,016.67	78,125.21	43.4
Training Seminars and Conferences	5,919.66	933.33	(4,986.33)	(534.2)
Transportation Expenses	257.90	1,458.33	1,200.43	82.3
Lodging	-	758.33	758.33	100.0
Meals	-	1,750.00	1,750.00	100.0
Other Staff Expenses	174.51	175.00	0.49	0.3
Advertising	-	125,416.67	125,416.67	100.0
Program Management	23,527.81	48,475.00	24,947.19	51.5
Program Operations	3,787,671.23	4,884,950.00	1,097,278.77	22.5
Litigation Settlement	687.06	-	(687.06)	N/A
Furniture & Equipment	-	43,750.00	43,750.00	100.0
Improvements	24,997.50	32,083.33	7,085.83	22.1
Bad Debt Expense	66,782.90	-	(66,782.90)	N/A
Total operating expenses	5,731,701.01	9,124,558.33	3,392,857.32	37.2
Operating income (loss)	31,507,546.39	15,114,050.00	16,393,496.39	108.5
Nonoperating revenues (expenses):				
Interest Revenue	(217,768.09)	87,208.33	(304,976.42)	349.7
Other Miscellaneous Revenue	39,066.36	-	39,066.36	N/A
Loss on Refunding	(6,733,662.41)	-	(6,733,662.41)	N/A
Principal Expense	-	-	-	N/A
Interest Expense	(13,895,832.03)	(5,273,858.33)	(8,621,973.70)	163.5
Total nonoperating revenues (expenses)	(20,808,196.17)	(5,186,650.00)	(15,621,546.17)	(301.2)
Transfers In	-	-	-	N/A
Transfers Out	(165,622.29)	(626,908.33)	461,286.04	(73.6)
Net income (loss)	\$ 10,533,727.93	\$ 9,300,491.67	\$ 1,233,236.26	13.3

¹ Unaudited

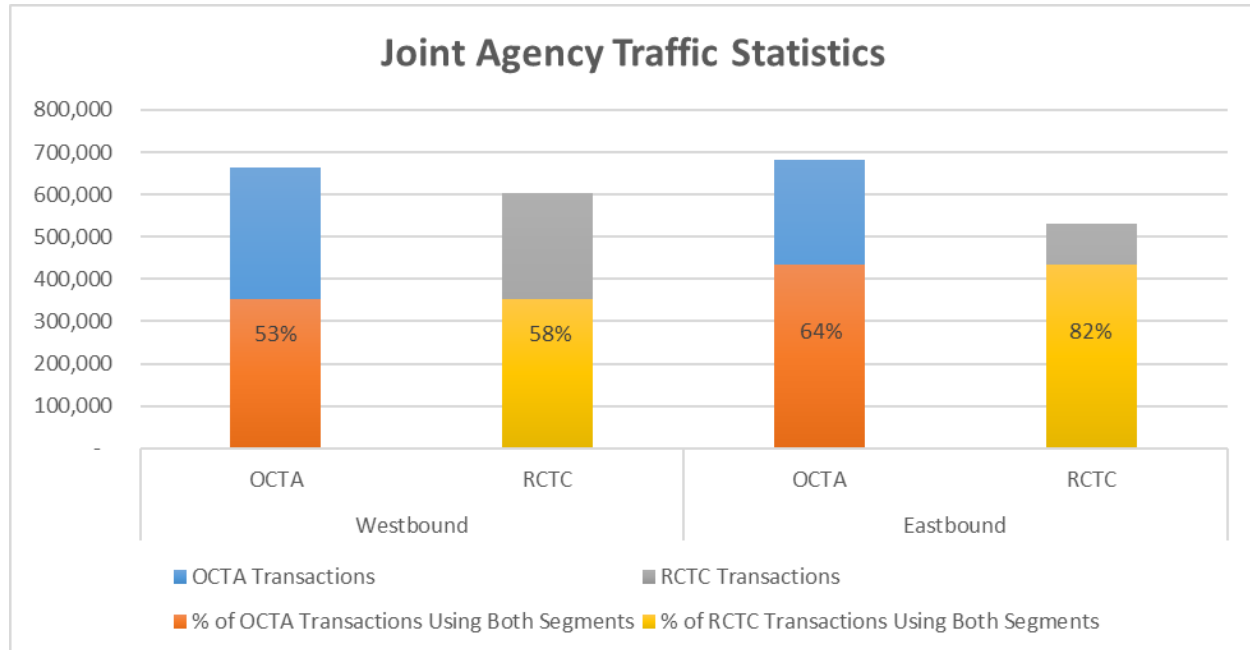
JOINT AGENCY TRIP AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING January 31, 2022

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	664,568	351,554	53%	\$1,829,909
RCTC	604,651	351,554	58%	\$2,520,663
I-15	270,150	210,900	78%	\$1,003,974
McKinley	334,501	140,654	42%	\$1,516,689
Eastbound				
OCTA	682,867	435,293	64%	\$2,412,528
RCTC	529,480	435,293	82%	\$1,972,449
I-15	203,979	164,535	81%	\$533,025
McKinley	325,501	270,758	83%	\$1,439,424

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	Reporting Period	PERFORMANCE STANDARD	Jan-22 Performance
CUSTOMER SERVICE			
Call Wait Time	Monthly	Not to exceed 2 minutes	3:33
Abandon Rate	Monthly	No more than 4.0%	5.1%
Customer Satisfaction	Monthly	At least 75 outbound calls	75
VIOLATION PROCESSING			
Response Time	Monthly	Within 2 business days of receipt	1.5
CUSA Violation Collection Rate	Quarterly	70% or more	
CUSA Violation Collection Rate	Annually	74% or more	
TRAFFIC OPERATIONS			
Initial & Secondary Review s	Monthly	Equal to or less than 15 days	1.1
* Plate Misread Errors	Monthly	Equal to or less than 0.4%	0.02%
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.

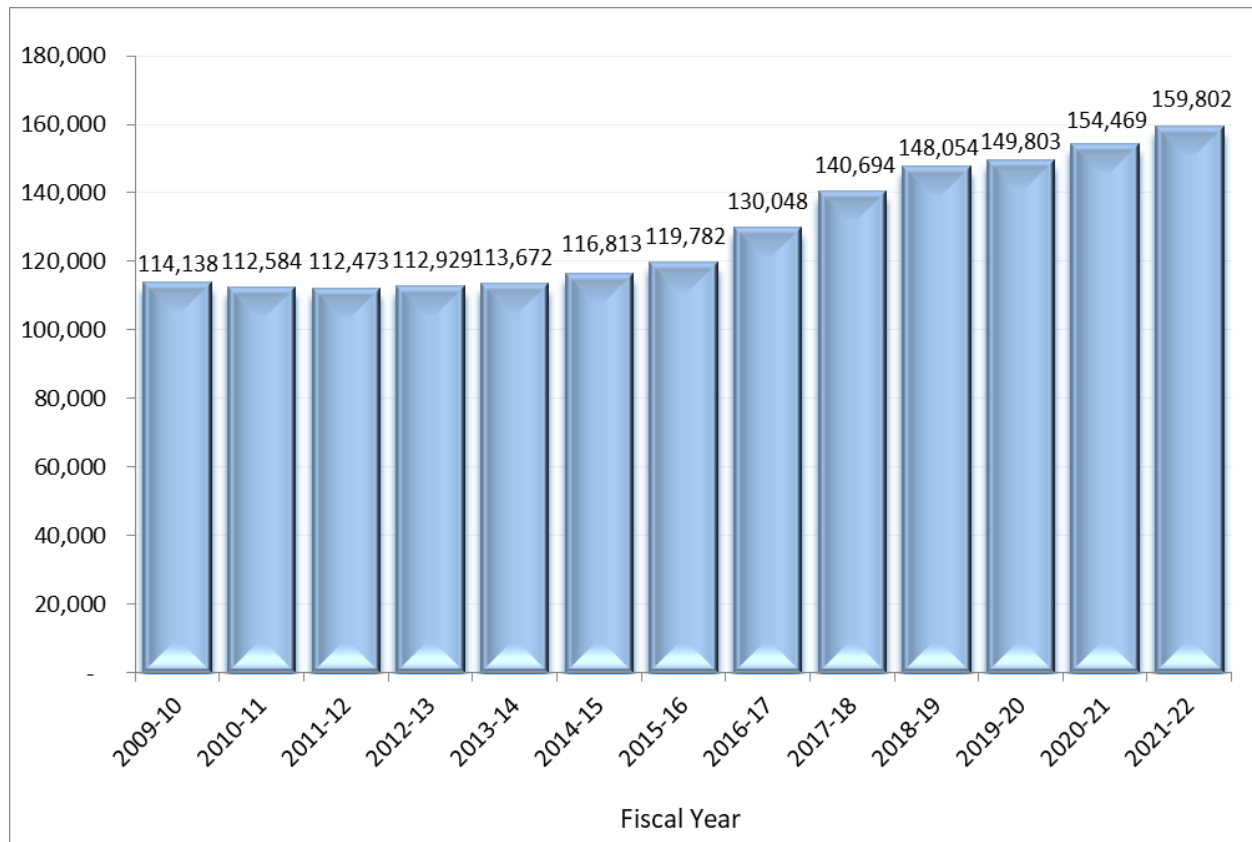
JOINT AGENCY TRANSPONDER DISTRIBUTION

T21 TRANSPONDER DISTRIBUTION	January-22		December-21		FY 2021-22	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	0		0	0.0%	0	
Additional Tags to Existing Accounts	0		1	100.0%	0	
Replacement Transponders	0		0	0.0%	0	
Total Issued	0		1		0	
Returned						
Account Closures	1	2.4%			5	0.6%
Accounts Downsizing	40	97.6%	17	100.0%	546	67.5%
Defective Transponders					258	31.9%
Total Returned	41		17		808	

6C TRANSPONDER DISTRIBUTION	January-22		December-21		FY 2021-22	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	1,336	22.4%	1,623	25.6%	7,051	66.6%
Additional Tags to Existing Accounts	4,620	77.6%	4,709	74.3%	3,521	33.3%
Replacement Transponders	0	0.0%	3	0.0%	11	0.1%
Total Issued	5,956		6,335		10,583	
Returned						
Account Closures						
Accounts Downsizing						
Defective Transponders						
Total Returned						

At the end of January 2022, the 91 Express Lanes had 159,802 active customer accounts and 624,458 transponders classified as assigned.

**Number of Accounts by FY
As of January 31, 2022**



Incoming Email Activity

During January, the Anaheim Processing Center received 2,848 emails.



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



Status Report
February 2022

As of February 28, 2022

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OPERATIONS OVERVIEW OCTA

TRAFFIC AND REVENUE STATISTICS FOR OCTA

Total traffic volume on the 91 Express Lanes (91 EL) for February 2022 was 1,534,189. This represents a daily average of 54,792 vehicles. This is a 30.7 percent increase in total traffic volume from the same period last year, which totaled 1,173,619 and was the 12th month of the State's stay-at-home orders due to the coronavirus (COVID-19) pandemic. Potential toll revenue for February was \$4,747,342, which represents an increase of 24.2 percent from the prior year's total of \$3,823,128. Carpool percentage for February was 23 percent as compared to the previous year's rate of 20.8 percent. As compared to February 2020, traffic volume increased by 8 percent, and revenue increased by 8.4 percent.

Month-to-date (MTD) 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 EL and associated potential revenue for the month of February 2022.

Current MTD as of February 28, 2022

Trips	Feb-22 MTD Actual	Feb-21 MTD Actual	Yr 22-to-Yr 21 % Variance	Feb-20 MTD Actual	Yr 22-to-Yr 20 % Variance
Full Toll Lanes	1,181,126	929,880	27.0%	1,077,494	9.6%
3+ Lanes	353,063	243,739	44.9%	343,333	2.8%
Total Gross Trips	1,534,189	1,173,619	30.7%	1,420,827	8.0%
Revenue					
Full Toll Lanes	\$4,693,058	\$3,779,100	24.2%	\$4,316,423	8.7%
3+ Lanes	\$54,283	\$44,028	23.3%	\$61,655	(12.0%)
Total Gross Revenue	\$4,747,342	\$3,823,128	24.2%	\$4,378,079	8.4%
Average Revenue per Trip					
Average Full Toll Lanes	\$3.97	\$4.06	(2.2%)	\$4.01	(1.0%)
Average 3+ Lanes	\$0.15	\$0.18	(16.7%)	\$0.18	(16.7%)
Average Gross Revenue	\$3.09	\$3.26	(5.2%)	\$3.08	0.3%

The 2021 fiscal year-to-date (YTD) traffic volume increased by 42.6 percent, and potential toll revenue increased by 35.3 percent, when compared with the same period last year. YTD average revenue per trip is \$3.09.

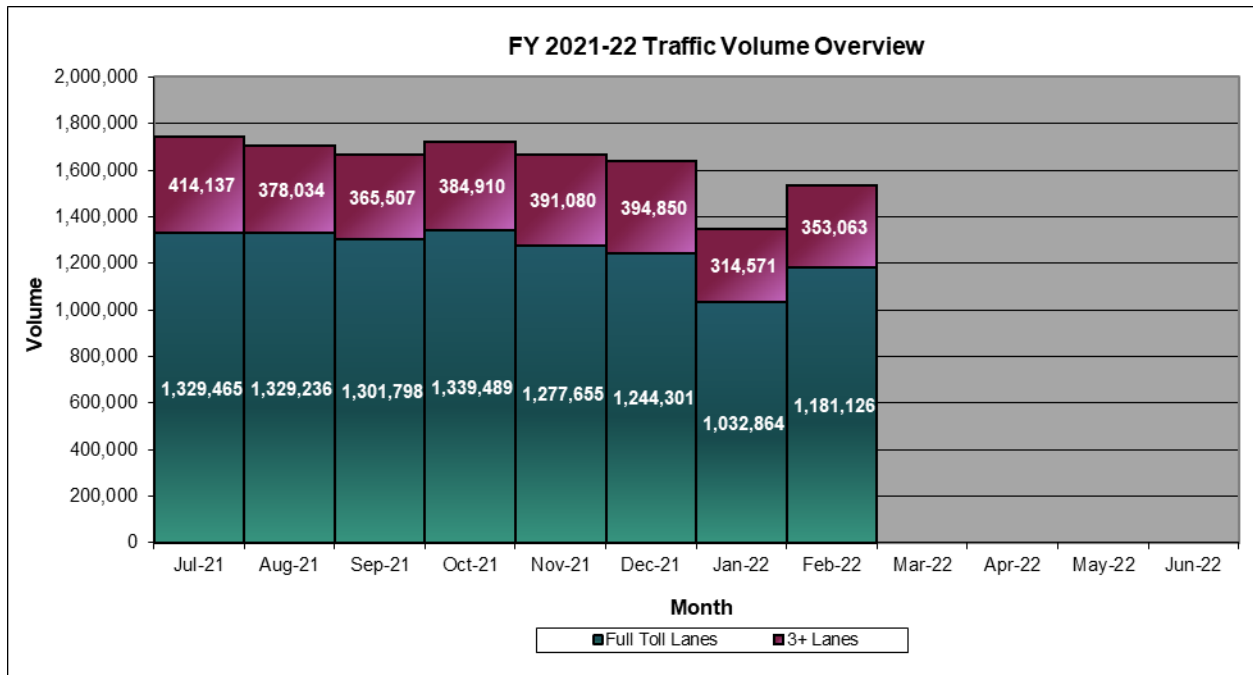
Fiscal YTD traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 EL and associated potential revenue for the months of July 2021 through February 2022.

Fiscal Year (FY) 2020-21 YTD as of February 28, 2022

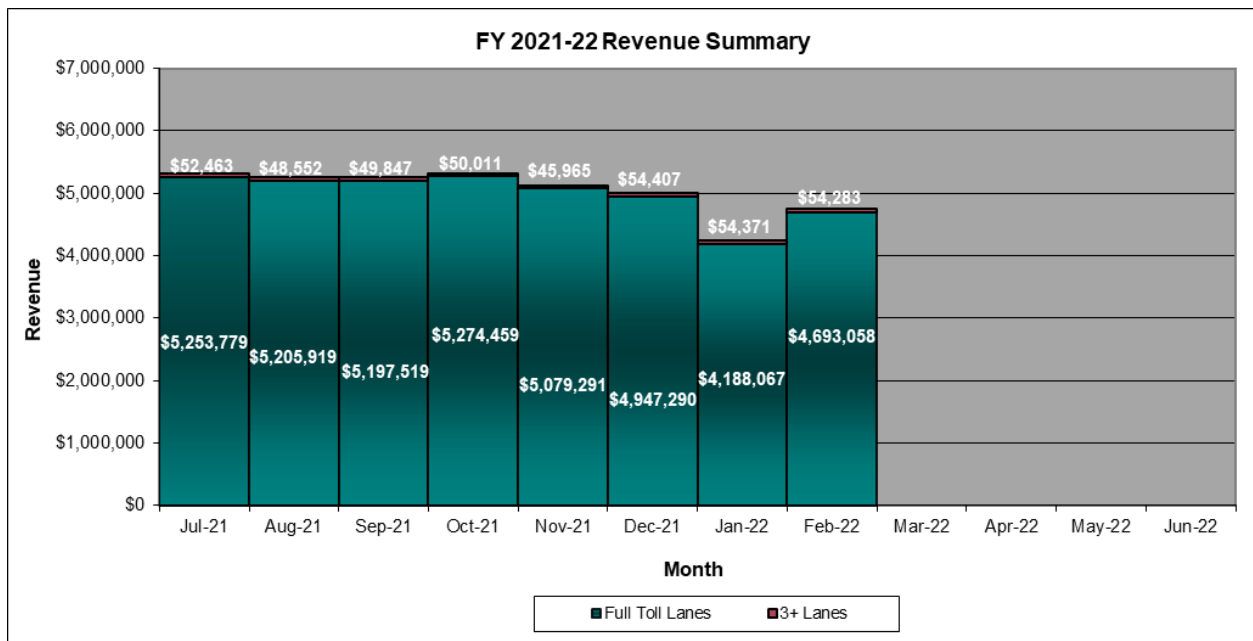
	FY 2021-22 YTD Actual	FY 20-21 YTD Actual	Yr-to-Yr % Variance
Trips			
Full Toll Lanes	10,035,934	7,154,665	40.3%
3+ Lanes	2,996,152	1,982,329	51.1%
Total Gross Trips	13,032,086	9,136,994	42.6%
Revenue			
Full Toll Lanes	\$39,839,382	\$29,360,497	35.7%
3+ Lanes	\$409,899	\$387,639	5.7%
Total Gross Revenue	\$40,249,280	\$29,748,135	35.3%
Average Revenue per Trip			
Average Full Toll Lanes	\$3.97	\$4.10	(3.2%)
Average 3+ Lanes	\$0.14	\$0.20	(30.0%)
Average Gross Revenue	\$3.09	\$3.26	(5.2%)

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 2021-22 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll trips and HOV3+ trips for FY 2021-22 on a monthly basis.



OCTA EASTBOUND PEAK-HOUR VOLUMES

Peak-hour traffic in the eastbound and westbound direction reached or exceeded 90 percent of defined capacity ten times during the month of February 2022. As demonstrated on the next chart, westbound peak-hour traffic volumes top out at 90 percent of defined capacity.

PM Time	Monday 01/31/22				Tuesday 02/01/22				Wednesday 02/02/22				Thursday 02/03/22				Friday 02/04/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500					\$5.30	410	2,581	76%	\$5.30	354	2,704	80%	\$7.70	446	2,904	85%	\$8.35	514	2,936	86%
1500 - 1600					\$4.75	556	3,342	98%	\$7.45	541	2,957	87%	\$7.45	532	3,072	90%	\$7.90	507	2,748	81%
1600 - 1700					\$5.25	422	2,769	81%	\$6.50	383	2,843	84%	\$7.00	349	2,818	83%	\$6.95	448	2,645	78%
1700 - 1800					\$4.90	505	2,894	85%	\$5.40	431	2,831	83%	\$6.70	465	2,936	86%	\$6.75	487	2,906	85%
1800 - 1900					\$4.05	676	2,858	84%	\$4.05	596	2,847	84%	\$4.50	692	2,926	86%	\$6.75	722	2,847	84%
1900 - 2000					\$3.95	402	1,548	46%	\$3.95	512	1,948	57%	\$5.75	470	1,900	56%	\$6.25	604	2,125	63%

PM Time	Monday 02/07/22				Tuesday 02/08/22				Wednesday 02/09/22				Thursday 02/10/22				Friday 02/11/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.30	392	2,681	79%	\$5.30	390	2,541	75%	\$5.30	938	1,651	49%	\$7.70	417	2,847	84%	\$8.35	477	2,855	84%
1500 - 1600	\$5.65	508	2,928	86%	\$4.75	518	3,264	96%	\$7.45	584	2,962	87%	\$7.45	574	3,105	91%	\$7.90	534	2,797	82%
1600 - 1700	\$5.10	424	2,842	84%	\$5.25	397	2,700	79%	\$6.50	386	2,793	82%	\$7.00	338	2,575	76%	\$6.95	414	2,648	78%
1700 - 1800	\$4.95	426	2,923	86%	\$4.90	480	2,932	86%	\$5.40	466	2,819	83%	\$6.70	458	2,940	86%	\$6.75	475	2,682	79%
1800 - 1900	\$5.65	654	2,891	85%	\$4.05	595	2,902	85%	\$4.05	603	2,804	82%	\$4.50	667	3,038	89%	\$6.75	654	2,874	85%
1900 - 2000	\$3.95	435	1,654	49%	\$3.95	496	2,050	60%	\$3.95	587	2,469	73%	\$5.75	615	2,573	76%	\$6.25	599	2,345	69%

PM Time	Monday 02/14/22				Tuesday 02/15/22				Wednesday 02/16/22				Thursday 02/17/22				Friday 02/18/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.30	456	2,760	81%	\$5.30	381	2,638	78%	\$5.30	409	3,119	92%	\$7.70	448	2,951	87%	\$8.35	542	2,858	84%
1500 - 1600	\$5.65	513	2,941	87%	\$4.75	505	3,468	102%	\$7.45	540	2,921	86%	\$7.45	531	2,970	87%	\$7.90	609	2,909	86%
1600 - 1700	\$5.10	406	2,775	82%	\$5.25	389	2,612	77%	\$6.50	383	2,809	83%	\$7.00	276	1,873	55%	\$6.95	491	2,735	80%
1700 - 1800	\$4.95	469	2,769	81%	\$4.90	412	2,720	80%	\$5.40	445	2,904	85%	\$6.70	268	1,304	38%	\$6.75	493	2,654	78%
1800 - 1900	\$5.65	655	2,649	78%	\$4.05	623	2,672	79%	\$4.05	630	2,982	88%	\$4.50	608	2,972	87%	\$6.75	698	2,711	80%
1900 - 2000	\$3.95	593	2,021	59%	\$3.95	553	2,299	68%	\$3.95	572	2,414	71%	\$5.75	736	2,839	84%	\$6.25	765	2,502	74%

PM Time	Monday 02/21/22				Tuesday 02/22/22				Wednesday 02/23/22				Thursday 02/24/22				Friday 02/25/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.30	577	2,634	77%	\$5.30	391	2,588	76%	\$5.30	415	3,073	90%	\$7.70	406	2,903	85%	\$8.35	424	2,857	84%
1500 - 1600	\$5.65	647	2,912	86%	\$4.75	525	3,202	94%	\$7.45	526	3,005	88%	\$7.45	455	2,953	87%	\$7.90	568	3,089	91%
1600 - 1700	\$5.10	442	2,476	73%	\$5.25	365	2,600	76%	\$6.50	393	3,020	89%	\$7.00	437	3,032	89%	\$6.95	505	2,744	81%
1700 - 1800	\$4.95	513	2,272	67%	\$4.90	313	2,573	76%	\$5.40	469	2,911	86%	\$6.70	442	2,741	81%	\$6.75	529	2,705	80%
1800 - 1900	\$5.65	561	1,797	53%	\$4.05	574	2,678	79%	\$4.05	649	2,920	86%	\$4.50	587	2,813	83%	\$6.75	683	2,721	80%
1900 - 2000	\$3.95	503	1,404	41%	\$3.95	620	2,594	76%	\$3.95	486	2,039	60%	\$5.75	613	2,783	82%	\$6.25	678	2,569	76%

PM Time	Monday 02/28/22				Tuesday 03/01/22				Wednesday 03/02/22				Thursday 03/03/22				Friday 03/04/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.30	383	2,729	80%																
1500 - 1600	\$5.65	450	2,795	82%																
1600 - 1700	\$5.10	428	2,750	81%																
1700 - 1800	\$4.95	414	2,825	83%																
1800 - 1900	\$5.65	640	2,953	87%																
1900 - 2000	\$3.95	574	2,164	64%																

OCTA WESTBOUND PEAK-HOUR VOLUMES

AM Time	Monday 01/31/22				Tuesday 02/01/22				Wednesday 02/02/22				Thursday 02/03/22				Friday 02/04/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500					\$3.15	429	1,315	39%	\$3.15	466	1,534	45%	\$3.15	412	1,313	39%	\$3.15	350	1,113	33%
0500 - 0600					\$5.10	702	2,604	77%	\$5.10	769	3,060	90%	\$5.10	703	2,631	77%	\$4.85	596	2,354	69%
0600 - 0700					\$5.30	583	2,705	80%	\$5.30	596	2,718	80%	\$5.30	582	2,693	79%	\$5.10	555	2,478	73%
0700 - 0800					\$5.80	520	2,505	74%	\$5.80	550	2,616	77%	\$5.80	533	2,442	72%	\$5.65	466	2,189	64%
0800 - 0900					\$5.30	236	2,129	63%	\$5.30	264	2,112	62%	\$5.30	239	2,132	63%	\$5.10	249	1,917	56%
0900 - 1000					\$4.20	229	1,699	50%	\$4.20	245	1,957	58%	\$4.20	258	1,882	55%	\$4.20	268	1,893	56%

AM Time	Monday 02/07/22				Tuesday 02/08/22				Wednesday 02/09/22				Thursday 02/10/22				Friday 02/11/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.15	443	1,407	41%	\$3.15	482	1,454	43%	\$3.15	451	1,372	40%	\$3.15	415	1,339	39%	\$3.15	351	1,148	34%
0500 - 0600	\$5.10	728	2,698	79%	\$5.10	740	2,674	79%	\$5.10	714	2,722	80%	\$5.10	705	2,709	80%	\$4.85	536	2,161	64%
0600 - 0700	\$5.30	555	2,639	78%	\$5.30	603	2,867	84%	\$5.30	615	2,841	84%	\$5.30	592	2,888	85%	\$5.10	502	2,482	73%
0700 - 0800	\$5.80	558	2,791	82%	\$5.80	530	2,585	76%	\$5.80	547	2,798	82%	\$5.80	558	2,676	79%	\$5.65	455	2,176	64%
0800 - 0900	\$5.30	330	2,391	70%	\$5.30	288	2,523	74%	\$5.30	267	2,303	68%	\$5.30	330	2,533	75%	\$5.10	280	2,076	61%
0900 - 1000	\$4.20	308	2,352	69%	\$4.20	249	2,122	62%	\$4.20	307	2,215	65%	\$4.20	313	2,376	70%	\$4.20	290	1,816	53%

AM Time	Monday 02/14/22				Tuesday 02/15/22				Wednesday 02/16/22				Thursday 02/17/22				Friday 02/18/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.15	375	1,192	35%	\$3.15	394	1,331	39%	\$3.15	441	1,319	39%	\$3.15	434	1,302	38%	\$3.15	352	1,122	33%
0500 - 0600	\$5.10	652	2,569	76%	\$5.10	691	2,710	80%	\$5.10	718	2,614	77%	\$5.10	698	2,635	78%	\$4.85	586	2,265	67%
0600 - 0700	\$5.30	487	2,491	73%	\$5.30	573	2,852	84%	\$5.30	588	2,818	83%	\$5.30	580	2,767	81%	\$5.10	518	2,481	73%
0700 - 0800	\$5.80	471	2,437	72%	\$5.80	563	2,694	79%	\$5.80	535	2,709	80%	\$5.80	530	2,601	77%	\$5.65	476	2,133	63%
0800 - 0900	\$5.30	313	1,997	59%	\$5.30	280	2,470	73%	\$5.30	302	2,254	66%	\$5.30	304	2,264	67%	\$5.10	311	2,095	62%
0900 - 1000	\$4.20	360	2,239	66%	\$4.20	322	2,393	70%	\$4.20	323	2,186	64%	\$4.20	299	2,266	67%	\$4.20	457	2,102	62%

AM Time	Monday 02/21/22				Tuesday 02/22/22				Wednesday 02/23/22				Thursday 02/24/22				Friday 02/25/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.15	298	887	26%	\$3.15	442	1,355	40%	\$3.15	440	1,371	40%	\$3.15	392	1,118	33%	\$3.15	344	986	29%
0500 - 0600	\$5.10	439	1,715	50%	\$5.10	692	2,668	78%	\$5.10	708	2,706	80%	\$5.10	657	2,491	73%	\$4.85	565	2,204	65%
0600 - 0700	\$5.30	280	1,631	48%	\$5.30	630	2,975	88%	\$5.30	607	2,902	85%	\$5.30	604	2,850	84%	\$5.10	502	2,327	68%
0700 - 0800	\$5.80	321	1,748	51%	\$5.80	591	2,900	85%	\$5.80	533	2,829	83%	\$5.80	590	2,798	82%	\$5.65	572	2,662	78%
0800 - 0900	\$5.30	372	1,871	55%	\$5.30	307	2,561	75%	\$5.30	239	2,283	67%	\$5.30	281	2,365	70%	\$5.10	309	2,387	70%
0900 - 1000	\$4.20	503	2,025	60%	\$4.20	329	2,558	75%	\$4.20	314	2,197	65%	\$4.20	298	2,346	69%	\$4.20	313	2,151	63%

AM Time	Monday 02/28/22				Tuesday 03/01/22				Wednesday 03/02/22				Thursday 03/03/22				Friday 03/04/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.15	372	1,116	33%																
0500 - 0600	\$5.10	646	2,568	76%																
0600 - 0700	\$5.30	608	2,956	87%																
0700 - 0800	\$5.80	572	2,790	82%																
0800 - 0900	\$5.30	350	2,492	73%																
0900 - 1000	\$4.20	315	2,225	65%																

OCTA OPERATIONAL HIGHLIGHTS

91 EL Back-Office System (BOS) Development Update

In February 2021, 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 EL for both Orange and Riverside counties, as a result of the COVID-19 pandemic. CUSA is the current operator of the 91 EL for both OCTA and RCTC (Agencies) and is the firm selected for the design, development, and implementation of the new BOS, as well as the customer service center operation.

To address the potential delay of transitioning to the new operating agreement, in October 2019, an amendment to the existing operating agreement was executed which allowed for six one-month extension periods, from July 1, 2021 through December 31, 2021. In anticipation the transition will not occur by December 31, in October 2021, both the Agencies Board of Directors approved a subsequent amendment which allowed for three one-month extensions, commencing January 1, 2022 through March 31, 2022. In February, the Agencies provided notice to CUSA that the last extension period will be exercised. The Agencies intend to exercise the one-month options until the transition to the new BOS occurs, which is anticipated to begin March 4, 2022 with go-live on March 7, 2022.

91 EL 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 EL Toll Entrance Gantries Infrastructure Project. This project entails constructing new toll gantries infrastructure at the three entrances (northbound State Route 55, eastbound State Route 91 (SR-91), and westbound SR-91) of the OCTA 91 EL. Caltrans advertised and awarded the project in March 2021 and May 2021, respectively. In June, the contract was executed, and the project kickoff meeting was held in July. Pre-construction activities began in August and was followed with construction activities which commenced in September. In December, staff was notified of a drainage conflict with where the new westbound SR-91 gantry was to be installed. Staff is working with the plans, specifications, and estimates consultant and Caltrans to address the issue. The project is anticipated to be completed in Summer 2022. During the construction period, overnight closures and possibly, a few full weekend closures, will occur. Upon completion of the infrastructure project, Kapsch TrafficCom USA, Inc., the toll lanes system integrator for the 91 EL, will install new Electronic Toll and Traffic Management (ETTM) system equipment onto the new gantries.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

Description	YTD as of : 2/28/2022		YTD Variance	
	Actual ⁽¹⁾	Budget ⁽¹⁾	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 36,414,832.16	\$ 27,289,244.00	\$ 9,125,588.16	33.4
Fee Revenue	3,984,150.11	2,138,386.00	1,845,764.11	86.3
Total operating revenues	40,398,982.27	29,427,630.00	10,971,352.27	37.3
Operating expenses:				
Contracted Services	3,944,091.10	5,114,624.00	1,170,532.90	22.9
Administrative Fee	1,802,632.00	2,081,168.00	278,536.00	13.4
Other Professional Services	346,524.39	2,279,444.00	1,932,919.61	84.8
Credit Card Processing Fees	955,985.71	752,290.00	(203,695.71)	(27.1)
Toll Road Account Servicing	335,106.04	659,700.00	324,593.96	49.2
Other Insurance Expense	306,887.67	166,600.00	(140,287.67)	(84.2)
Toll Road Maintenance Supply Repairs	816,262.11	1,653,280.00	837,017.89	50.6
Patrol Services	744,954.63	733,040.00	(11,914.63)	(1.6)
Building Equipment Repairs and Maint	306,895.26	473,442.00	166,546.74	35.2
6C Transponders	-	37,500.00	37,500.00	100.0
Other Services ⁽⁵⁾	(778,625.00)	506,000.00	1,284,625.00	253.9
Utilities	44,249.42	38,328.00	(5,921.42)	(15.4)
Office Expense	567.64	266,062.00	265,494.36	99.8
Bad Debt Expense	86,686.74	-	(86,686.74)	N/A
Miscellaneous ⁽²⁾	20,776.47	96,856.00	76,079.53	78.5
Leases	247,861.97	329,872.00	82,010.03	24.9
Total operating expenses	9,180,856.15	15,188,206.00	6,007,349.85	39.6
Depreciation and Amortization ⁽³⁾	2,155,140.26	-	(2,155,140.26)	N/A
Operating income (loss)	29,062,985.86	14,239,424.00	14,823,561.86	104.1
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	133,097.54	-	133,097.54	N/A
Interest Income	1,689,022.90	1,146,824.00	542,198.90	47.3
Interest Expense	(2,643,987.30)	(4,045,825.00)	1,401,837.70	34.6
Other	7,291.20	-	7,291.20	N/A
Total nonoperating revenues (expenses)	(814,575.66)	(2,899,001.00)	2,084,425.34	71.9
Transfers In	-	-	-	N/A
Transfers Out ⁽⁴⁾	(5,384,071.29)	(4,638,966.00)	(745,105.29)	(16.1)
Net income (loss)	\$ 22,864,338.91	\$ 6,701,457.00	\$ 16,162,881.91	241.2

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 eight months ending February 28, 2022, capital asset activities included payment of \$663,993 attributing to the ETTM system project and \$441,449 to the BOS project.

OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

Total traffic volume on the 91 EL for February 2022 was 1,293,585. This represents a daily average of 46,199 vehicles. This is a 30.6 percent increase in total traffic volume from the same period last year, which totaled 990,668 and was the 12th month of the State's stay-at-home orders due to the COVID-19 pandemic. Potential toll revenue for February was \$5,015,454, which represents an increase of 48.4 percent from the prior year's total of \$3,380,063. Carpool percentage for February was 21.7 percent as compared to the previous year's rate of 20.1 percent. As compared to February 2020, traffic volume increased by 4.2 percent and revenue decreased by 10.6 percent.

MTD 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 EL and associated potential revenue for the month of February 2022.

Current MTD as of February 28, 2022

Trips	FEB-22 MTD Actual	Stantec MTD Projected	# Variance	% Variance	FEB-21 MTD Actual	Yr-to-Yr % Variance	FEB-20 MTD Actual	Yr 22-to-Yr 20 % Variance
Full Toll Lanes	1,013,448	858,086	155,362	18.1%	791,824	28.0%	960,256	5.5%
3+ Lanes	280,137	292,629	(12,492)	(4.3%)	198,844	40.9%	281,637	(0.5%)
Total Gross Trips	1,293,585	1,150,715	142,870	12.4%	990,668	30.6%	1,241,893	4.2%
Revenue								
Full Toll Lanes	\$4,976,891	\$3,800,471	\$1,176,420	31.0%	\$3,343,629	48.8%	\$5,579,936	(10.8%)
3+ Lanes	\$38,563	\$0	\$38,563		\$36,434	5.8%	\$30,461	26.6%
Total Gross Revenue	\$5,015,454	\$3,800,471	\$1,214,983	32.0%	\$3,380,063	48.4%	\$5,610,397	(10.6%)
Average Revenue per Trip								
Average Full Toll Lanes	\$4.91	\$4.43	\$0.48	10.8%	\$4.22	16.4%	\$5.81	(15.5%)
Average 3+ Lanes	\$0.14	\$0.00	\$0.14		\$0.18	(22.2%)	\$0.11	27.3%
Average Gross Revenue	\$3.88	\$3.30	\$0.58	17.6%	\$3.41	13.8%	\$4.52	(14.2%)

The 2021 fiscal YTD traffic volume increased by 44 percent, and potential toll revenue increased by 57.8 percent, when compared with the same period last year. YTD average revenue per-trip is \$3.73.

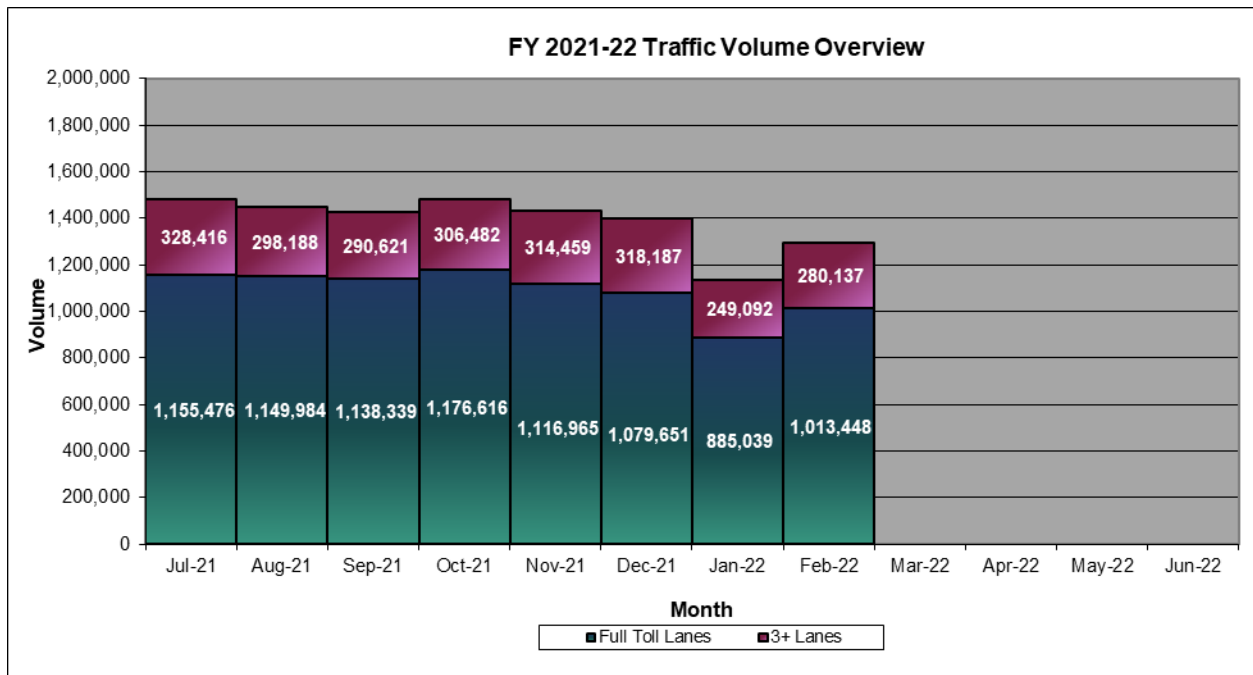
Fiscal YTD traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 EL and associated potential revenue for the months of July 2021 through February 2022.

FY 2020-21 YTD as of February 28, 2022

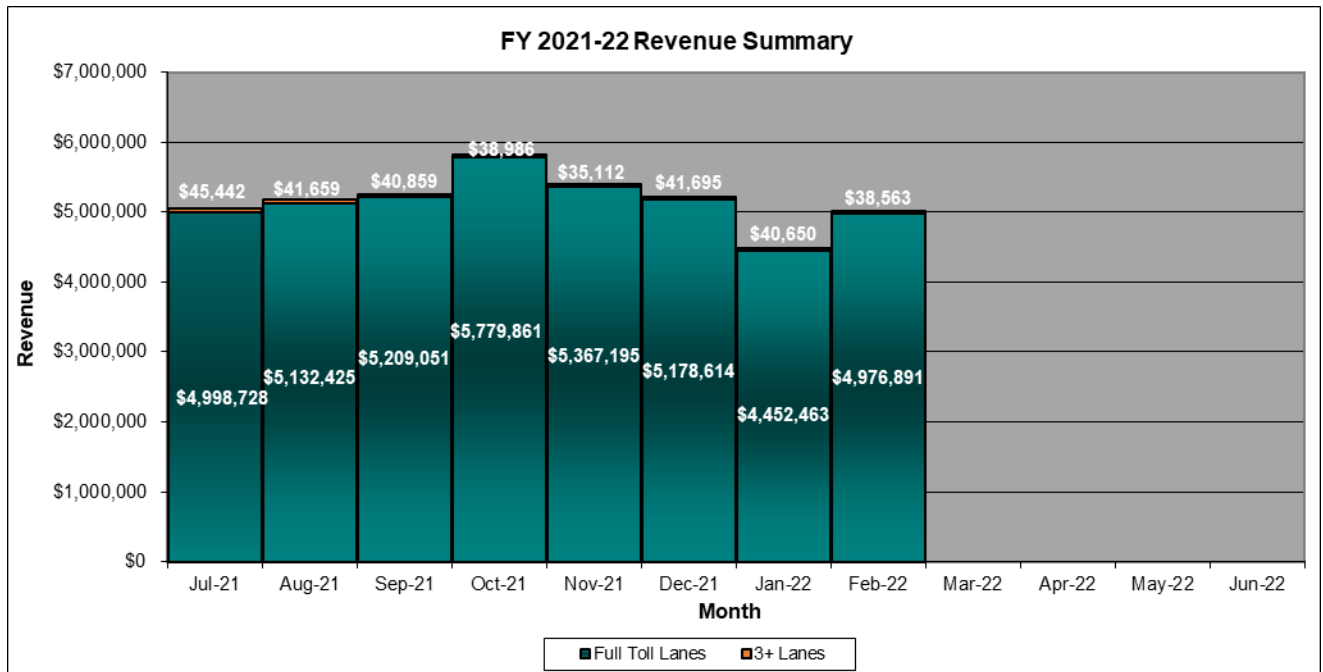
Trips	FY 2021-22 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2020-21 YTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	8,715,531	7,390,843	1,324,688	17.9%	6,117,074	42.5%
3+ Lanes	2,385,586	2,603,829	(218,243)	(8.4%)	1,591,313	49.9%
Total Gross Trips	11,101,117	9,994,672	1,106,445	11.1%	7,708,387	44.0%
Revenue						
Full Toll Lanes	\$41,095,268	\$32,143,986	\$8,951,282	27.8%	\$25,970,762	58.2%
3+ Lanes	\$322,966	\$0	\$322,966		\$280,928	15.0%
Total Gross Revenue	\$41,418,234	\$32,143,986	\$9,274,248	28.9%	\$26,251,690	57.8%
Average Revenue per Trip						
Average Full Toll Lanes	\$4.72	\$4.35	\$0.37	8.5%	\$4.25	11.1%
Average 3+ Lanes	\$0.14	\$0.00	\$0.14		\$0.18	(22.2%)
Average Gross Revenue	\$3.73	\$3.22	\$0.51	15.8%	\$3.41	9.4%

RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between full toll lanes and HOV3+ lanes for FY 2021-22 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll lanes and HOV3+ lanes for FY 2021-22 on a monthly basis.



RCTC PEAK-HOUR VOLUMES

In February, several toll rates were adjusted. RCTC evaluates traffic volumes for peak-period hours and adjusts rates according to the toll rate policy.

RCTC EASTBOUND PEAK-HOUR VOLUMES

Eastbound PM Peak - County Line to McKinley

PM Time	Monday 01/31/22					Tuesday 02/01/22					Wednesday 02/02/22					Thursday 02/03/22					Friday 02/04/22				
	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						\$7.05	188	858	1,046	D	\$9.15	175	907	1,082	D	\$12.25	224	1,045	1,269	E	\$26.80	259	1,020	1,279	E
1500 - 1600						\$10.50	235	921	1,156	D	\$13.55	228	951	1,179	D	\$16.60	257	944	1,201	E	\$26.50	254	950	1,204	E
1600 - 1700						\$5.45	201	937	1,138	D	\$7.05	184	956	1,140	D	\$8.45	189	956	1,145	D	\$15.60	257	872	1,129	D
1700 - 1800						\$5.45	218	885	1,103	D	\$5.45	189	888	1,077	D	\$5.45	183	913	1,096	D	\$7.40	239	1,001	1,240	E
1800 - 1900						\$5.45	298	832	1,130	D	\$5.45	236	867	1,103	D	\$5.45	298	859	1,157	D	\$5.45	305	869	1,174	D
1900 - 2000						\$4.25	213	580	793	B	\$4.25	224	655	879	C	\$5.45	217	649	866	C	\$4.25	306	969	1,275	E

PM Time	Monday 02/07/22					Tuesday 02/08/22					Wednesday 02/09/22					Thursday 02/10/22					Friday 02/11/22				
	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	\$5.45	192	948	1,140	D	\$7.05	203	929	1,132	D	\$9.15	119	578	697	B	\$12.25	189	1,062	1,251	E	\$26.80	248	969	1,217	E
1500 - 1600	\$7.75	233	941	1,174	D	\$9.80	231	891	1,122	D	\$12.85	273	1013	1,286	E	\$16.60	256	883	1,139	D	\$26.50	259	905	1,164	D
1600 - 1700	\$5.45	186	882	1,068	D	\$5.45	212	919	1,131	D	\$5.45	199	1000	1,199	D	\$7.75	200	915	1,115	D	\$15.60	245	981	1,226	E
1700 - 1800	\$5.45	197	882	1,079	D	\$5.45	193	944	1,137	D	\$5.45	208	947	1,155	D	\$5.45	226	910	1,136	D	\$7.05	228	967	1,195	D
1800 - 1900	\$5.45	253	853	1,106	D	\$5.45	254	802	1,056	D	\$5.45	242	828	1,070	D	\$5.45	267	882	1,149	D	\$5.45	242	908	1,150	D
1900 - 2000	\$2.30	206	604	810	C	\$4.25	221	661	882	C	\$4.25	272	829	1,101	D	\$5.45	285	924	1,209	E	\$4.25	323	844	1,167	D

PM Time	Monday 02/14/22					Tuesday 02/15/22					Wednesday 02/16/22					Thursday 02/17/22					Friday 02/18/22				
	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	\$5.45	237	1,103	1,340	F	\$7.05	154	952	1,106	D	\$9.15	200	1,027	1,227	E	\$12.25	203	1,073	1,276	E	\$26.80	337	916	1,253	E
1500 - 1600	\$7.75	207	911	1,118	D	\$9.80	234	876	1,110	D	\$12.85	207	958	1,165	D	\$16.60	280	906	1,186	D	\$26.50	371	886	1,257	E
1600 - 1700	\$5.45	210	940	1,150	D	\$5.45	198	920	1,118	D	\$5.45	197	948	1,145	D	\$7.75	171	772	943	C	\$15.60	340	906	1,246	E
1700 - 1800	\$5.45	172	905	1,077	D	\$5.45	187	830	1,017	D	\$5.45	213	989	1,202	E	\$5.45	167	710	877	C	\$7.05	367	916	1,283	E
1800 - 1900	\$5.45	256	846	1,102	D	\$5.45	271	748	1,019	D	\$5.45	265	901	1,166	D	\$5.45	316	1,021	1,337	F	\$5.45	344	869	1,213	E
1900 - 2000	\$2.30	277	763	1,040	D	\$4.25	248	743	991	C	\$4.25	258	801	1,059	D	\$5.45	370	958	1,328	F	\$4.25	379	888	1,267	E

PM Time	Monday 02/21/22					Tuesday 02/22/22					Wednesday 02/23/22					Thursday 02/24/22					Friday 02/25/22				
	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	\$5.45	259	938	1,197	D	\$7.05	183	926	1,109	D	\$9.15	200	1,040	1,240	E	\$12.25	193	1,040	1,233	E	\$26.80	230	921	1,151	D
1500 - 1600	\$7.75	298	943	1,241	E	\$9.80	250	858	1,108	D	\$12.85	242	948	1,190	D	\$16.60	193	959	1,152	D	\$26.50	400	1,175	1,575	F
1600 - 1700	\$5.45	235	781	1,016	D	\$5.45	174	850	1,024	D	\$5.45	194	921	1,115	D	\$7.75	179	1,037	1,216	E	\$15.60	298	1,170	1,468	F
1700 - 1800	\$5.45	244	659	903	C	\$5.45	183	784	967	C	\$5.45	220	811	1,031	D	\$5.45	209	953	1,162	D	\$7.05	311	972	1,283	E
1800 - 1900	\$5.45	258	522	780	B	\$5.45	219	741	960	C	\$5.45	285	854	1,139	D	\$5.45	231	878	1,109	D	\$5.45	345	925	1,270	E
1900 - 2000	\$2.30	216	383	599	B	\$4.25	275	845	1,120	D	\$4.25	194	621	815	C	\$5.45	260	890	1,150	D	\$4.25	338	827	1,165	D

PM Time	Monday 02/28/22					Tuesday 03/01/22					Wednesday 03/02/22					Thursday 03/03/22					Friday 03/04/22				
	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	\$5.45	202	1,114	1,316	F																				
1500 - 1600	\$8.45	222	933	1,155	D																				
1600 - 1700	\$7.05	179	969	1,148	D																				
1700 - 1800	\$5.45	199	864	1,063	D																				
1800 - 1900	\$5.45	205	662	867	C																				
1900 - 2000	\$2.30	174	521	695	B																				

Eastbound PM Peak - County Line to 15 SB Ontario

PM Time	Monday 01/31/22					Tuesday 02/01/22					Wednesday 02/02/22					Thursday 02/03/22					Friday 02/04/22				
	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						\$5.45	116	658	774	B	\$5.45	91	669	760	B	\$5.45	130	709	839	C	\$5.45	147	712	859	C
1500 - 1600						\$5.45	122	684	806	C	\$5.45	105	706	811	C	\$5.45	124	731	855	C	\$5.45	118	622	740	B
1600 - 1700						\$5.45	105	667	772	B	\$5.45	96	676	772	B	\$5.45	94	679	773	B	\$3.00	121	580	701	B
1700 - 1800						\$3.00	111	585	696	B	\$3.00	91	644	735	B	\$3.00	120	643	763	B	\$3.00	104	651	755	B
1800 - 1900						\$3.00	178	597	775	B	\$3.00	144	597	741	B	\$3.00	152	624	776	B	\$3.00	181	596	777	B
1900 - 2000						\$3.00	118	410	528	B	\$3.00	122	526	648	B	\$3.00	146	514	660	B	\$3.00	188	555	743	B

PM Time	Monday 02/07/22					Tuesday 02/08/22					Wednesday 02/09/22					Thursday 02/10/22					Friday 02/11/22				
	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	\$5.45	118	656	774	B	\$5.45	114	702	816	C	\$5.45	58	414	472	B	\$5.45	114	750	864	C	\$5.45	134	679	813	C
1500 - 1600	\$5.45	103	673	776	B	\$5.45	108	673	781	B	\$5.45	149	820	969	C	\$5.45	132	635	767	B	\$5.45	143	604	747	B
1600 - 1700	\$3.00	100	604	704	B	\$5.45	92	652	744	B	\$5.45	92	646	738	B	\$5.45	95	589	684	B	\$3.00	110	599	709	B
1700 - 1800	\$3.00	101	642	743	B	\$3.00	108	638	746	B	\$3.00	118	680	798	B	\$3.00	118	648	766	B	\$3.00	118	635	753	B
1800 - 1900	\$3.00	151	587	738	B	\$3.00	149	612	761	B	\$3.00	147	603	750	B	\$3.00	139	665	804	C	\$3.00	182	601	783	B
1900 - 2000	\$3.00	137	451	588	B	\$3.00	156	542	698	B	\$3.00	186	599	785	B	\$3.00	195	646	841	C	\$3.00	177	598	775	B

PM Time	Monday 02/14/22					Tuesday 02/15/22					Wednesday 02/16/22					Thursday 02/17/22					Friday 02/18/22				
	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	\$5.45	123	718	841	C	\$5.45	119	678	797	B	\$5.45	116	725	841	C	\$5.45	139	747	886	C	\$5.45	143	595	738	B
1500 - 1600	\$5.45	124	673	797	B	\$5.45	114	700	814	C	\$5.45	129	740	869	C	\$5.45	119	661	780	B	\$5.45	159	532	691	B
1600 - 1700	\$3.00	112	624	736	B	\$5.45	116	608	724	B	\$5.45	105	582	687	B	\$5.45	84	438	522	B	\$3.00	125	499	624	B
1700 - 1800	\$3.00	102	613	715	B	\$3.00	93	600	693	B	\$3.00	114	630	744	B	\$3.00	72	442	514	B	\$3.00	163	515	678	B
1800 - 1900	\$3.00	145	565	710	B	\$3.00	141	557	698	B	\$3.00	128	624	752	B	\$3.00	174	821	995	C	\$3.00	179	523	702	B
1900 - 2000	\$3.00	150	515	665	B	\$3.00	181	621	802	C	\$3.00	148	641	789	B	\$3.00	216	684	900	C	\$3.00	205	517	722	B

PM Time	Monday 02/21/22					Tuesday 02/22/22					Wednesday 02/23/22					Thursday 02/24/22					Friday 02/25/22				
	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	\$5.45	174	600	774	B	\$5.45	114	714	828	C	\$5.45	140	759	899	C	\$5.45	130	692	822	C	\$5.45	119	613	732	B
1500 - 1600	\$5.45	168	585	753	B	\$5.45	128	695	823	C	\$5.45	108	696	804	C	\$5.45	88	684	772	B	\$5.45	7	33	40	A
1600 - 1700	\$3.00	118	558	676	B	\$5.45	90	553	643	B	\$5.45	105	684	789	B	\$5.45	89	656	745	B	\$3.00	41	92	133	A
1700 - 1800	\$3.00	136	494	630	B	\$3.00	94	548	642	B	\$3.00	105	662	767	B	\$3.00	94	634	728	B	\$3.00	105	390	495	B
1800 - 1900	\$3.00	151	373	524	B	\$3.00	139	560	699	B	\$3.00	159	630	789	B	\$3.00	132	623	755	B	\$3.00	166	558	724	B
1900 - 2000	\$3.00	130	289	419	B	\$3.00	214	622	836	C	\$3.00	171	504	675	B	\$3.00	152	720	872	C	\$3.00	205	563	768	B

PM Time	Monday 02/28/22					Tuesday 03/01/22					Wednesday 03/02/22					Thursday 03/03/22					Friday 03/04/22				
	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	\$5.45	125	768	893	C																				
1500 - 1600	\$5.45	93	661	754	B																				
1600 - 1700	\$3.00	91	598	689	B																				
1700 - 1800	\$3.00	98	643	741	B																				
1800 - 1900	\$3.00	147	643	790	B																				
1900 - 2000	\$3.00	133	527	660	B																				

RCTC WESTBOUND PEAK-HOUR VOLUMES

Westbound AM Peak - McKinley to County Line

AM Time	Monday 01/31/22					Tuesday 02/01/22					Wednesday 02/02/22					Thursday 02/03/22					Friday 02/04/22				
	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						\$2.30	213	459	672	B	\$2.30	200	485	685	B	\$2.30	165	530	695	B	\$2.30	159	453	612	B
0500 - 0600						\$11.20	382	1165	1,547	F	\$11.20	403	1207	1,610	F	\$9.45	347	1,182	1,529	F	\$5.45	297	1,036	1,333	E
0600 - 0700						\$18.30	321	1022	1,343	E	\$18.30	326	1090	1,416	F	\$17.30	261	1,129	1,390	F	\$10.45	260	963	1,223	E
0700 - 0800						\$14.30	308	1084	1,392	F	\$14.30	363	1103	1,466	F	\$13.30	313	1,027	1,340	E	\$9.40	264	941	1,205	E
0800 - 0900						\$10.40	121	970	1,091	D	\$10.40	141	924	1,065	D	\$9.40	146	928	1,074	D	\$5.45	120	824	944	C
0900 - 1000						\$7.05	117	604	721	B	\$7.05	146	806	952	C	\$7.05	130	763	893	C	\$4.25	139	725	864	C

AM Time	Monday 02/07/22					Tuesday 02/08/22					Wednesday 02/09/22					Thursday 02/10/22					Friday 02/11/22				
	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	\$2.30	204	523	727	B	\$2.30	227	477	704	B	\$2.30	173	513	686	B	\$2.30	169	495	664	B	\$2.30	127	394	521	B
0500 - 0600	\$11.20	385	1,124	1,509	F	\$11.20	408	1099	1,507	F	\$11.20	380	1160	1,540	F	\$9.45	358	1,123	1,481	F	\$5.45	263	903	1,166	D
0600 - 0700	\$17.30	296	1,056	1,352	F	\$18.30	348	1077	1,425	F	\$18.30	319	1090	1,409	F	\$17.30	305	1,175	1,480	F	\$10.45	233	1,149	1,382	F
0700 - 0800	\$13.60	351	1,217	1,568	F	\$14.30	337	1166	1,503	F	\$14.30	348	1285	1,633	F	\$13.30	310	1,064	1,374	F	\$8.70	222	959	1,181	D
0800 - 0900	\$8.70	223	1,079	1,302	E	\$9.70	166	1104	1,270	E	\$9.70	144	1050	1,194	D	\$8.70	194	1,172	1,366	F	\$5.45	119	873	992	C
0900 - 1000	\$4.25	157	841	998	C	\$5.45	128	843	971	C	\$5.45	164	877	1,041	D	\$5.45	178	995	1,173	D	\$4.25	140	682	822	C

AM Time	Monday 02/14/22					Tuesday 02/15/22					Wednesday 02/16/22					Thursday 02/17/22					Friday 02/18/22				
	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	\$2.30	178	440	618	B	\$2.30	168	521	689	B	\$2.30	186	507	693	B	\$2.30	195	478	673	B	\$2.30	161	425	586	B
0500 - 0600	\$11.20	363	1,104	1,467	F	\$11.20	326	1,223	1,549	F	\$11.20	389	1,111	1,500	F	\$9.45	353	1,153	1,506	F	\$5.45	297	917	1,214	E
0600 - 0700	\$17.30	275	965	1,240	E	\$18.30	284	1,133	1,417	F	\$18.30	298	1,081	1,379	F	\$17.30	250	1,097	1,347	E	\$10.45	268	991	1,259	E
0700 - 0800	\$13.60	274	1,032	1,306	E	\$14.30	341	1,238	1,579	F	\$14.30	327	1,190	1,517	F	\$13.30	309	1,191	1,500	F	\$8.70	261	922	1,183	D
0800 - 0900	\$8.70	157	897	1,054	D	\$9.70	175	1,309	1,484	F	\$9.70	159	979	1,138	D	\$8.70	161	977	1,138	D	\$5.45	142	835	977	C
0900 - 1000	\$4.25	176	851	1,027	D	\$5.45	183	869	1,052	D	\$5.45	155	862	1,017	D	\$5.45	148	985	1,133	D	\$4.25	234	764	998	C

AM Time	Monday 02/21/22					Tuesday 02/22/22					Wednesday 02/23/22					Thursday 02/24/22					Friday 02/25/22				
	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	\$2.30	151	334	485	B	\$2.30	196	521	717	B	\$2.30	270	742	1,012	D	\$2.30	193	539	732	B	\$2.30	153	424	577	B
0500 - 0600	\$11.20	220	729	949	C	\$11.20	394	1,164	1,558	F	\$11.20	390	1,227	1,617	F	\$9.45	337	1,146	1,483	F	\$5.45	342	1,076	1,418	F
0600 - 0700	\$17.30	154	628	782	B	\$18.30	289	1,104	1,393	F	\$18.30	335	1,097	1,432	F	\$17.30	305	1,110	1,415	F	\$10.45	269	855	1,124	D
0700 - 0800	\$13.60	178	704	882	C	\$14.30	313	1,379	1,692	F	\$14.30	378	1,276	1,654	F	\$13.30	322	1,333	1,655	F	\$8.70	337	1,137	1,474	F
0800 - 0900	\$8.70	183	690	873	C	\$9.70	165	1,291	1,456	F	\$9.70	145	980	1,125	D	\$8.70	168	1,036	1,204	E	\$5.45	170	1,076	1,246	E
0900 - 1000	\$4.25	268	712	980	C	\$5.45	185	1,064	1,249	E	\$5.45	157	880	1,037	D	\$5.45	158	927	1,085	D	\$4.25	170	942	1,112	D

AM Time	Monday 02/28/22					Tuesday 03/01/22					Wednesday 03/02/22					Thursday 03/03/22					Friday 03/04/22				
	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	\$2.30	200	531	731	B																				
0500 - 0600	\$11.20	355	1,203	1,558	F																				
0600 - 0700	\$17.30	294	1,139	1,433	F																				
0700 - 0800	\$14.30	308	1,294	1,602	F																				
0800 - 0900	\$9.40	161	1,077	1,238	E																				
0900 - 1000	\$5.45	174	885	1,059	D																				

Westbound AM Peak - I-15 North to County Line

AM Time	Monday 01/31/22					Tuesday 02/01/22					Wednesday 02/02/22					Thursday 02/03/22					Friday 02/04/22				
	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						\$3.00	149	467	616	B	\$3.00	167	451	618	B	\$3.00	115	453	568	B	\$3.00	115	393	508	B
0500 - 0600						\$7.00	237	1049	1,286	E	\$7.00	257	1086	1,343	E	\$5.45	184	1,083	1,267	E	\$5.45	179	930	1,109	D
0600 - 0700						\$9.00	229	1082	1,311	E	\$9.00	244	1137	1,381	E	\$7.00	197	1,119	1,316	E	\$7.00	186	958	1,144	D
0700 - 0800						\$9.00	184	1123	1,307	E	\$9.00	190	1089	1,279	E	\$7.00	174	949	1,123	D	\$7.00	137	901	1,038	D
0800 - 0900						\$7.00	79	1014	1,093	D	\$7.00	101	883	984	C	\$5.45	109	970	1,079	D	\$5.45	96	840	936	C
0900 - 1000						\$5.45	86	719	805	C	\$5.45	99	886	985	C	\$3.00	110	800	910	C	\$3.00	124	751	875	C

AM Time	Monday 02/07/22					Tuesday 02/08/22					Wednesday 02/09/22					Thursday 02/10/22					Friday 02/11/22				
	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	\$3.00	157	482	639	B	\$3.00	174	495	669	B	\$3.00	122	517	639	B	\$3.00	128	502	630	B	\$3.00	105	418	523	B
0500 - 0600	\$7.00	281	1,052	1,333	E	\$7.00	257	1029	1,286	E	\$7.00	210	1033	1,243	E	\$7.00	250	1,018	1,268	E	\$5.45	154	939	1,093	D
0600 - 0700	\$9.00	241	1,112	1,353	E	\$9.00	246	1198	1,444	F	\$9.00	212	1203	1,415	F	\$9.00	217	1,183	1,400	E	\$7.00	120	991	1,111	D
0700 - 0800	\$9.00	213	1,080	1,293	E	\$9.00	179	1048	1,227	E	\$9.00	170	1084	1,254	E	\$9.00	197	1,079	1,276	E	\$7.00	144	906	1,050	D
0800 - 0900	\$7.00	107	978	1,085	D	\$7.00	121	1062	1,183	D	\$7.00	95	979	1,074	D	\$7.00	118	1,097	1,215	E	\$5.45	109	928	1,037	D
0900 - 1000	\$5.45	108	854	962	C	\$5.45	101	918	1,019	D	\$5.45	123	955	1,078	D	\$5.45	129	963	1,092	D	\$3.00	103	730	833	C

AM Time	Monday 02/14/22					Tuesday 02/15/22					Wednesday 02/16/22					Thursday 02/17/22					Friday 02/18/22				
	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	\$3.00	149	418	567	B	\$3.00	126	517	643	B	\$3.00	145	458	603	B	\$3.00	164	471	635	B	\$3.00	121	391	512	B
0500 - 0600	\$7.00	218	1,030	1,248	E	\$7.00	191	1,140	1,331	E	\$7.00	235	924	1,159	D	\$7.00	213	1,052	1,265	E	\$5.45	213	864	1,077	D
0600 - 0700	\$9.00	212	1,073	1,285	E	\$9.00	199	1,222	1,421	F	\$9.00	238	1,199	1,437	F	\$9.00	200	1,153	1,353	E	\$7.00	195	948	1,143	D
0700 - 0800	\$9.00	169	988	1,157	D	\$9.00	195	1,145	1,340	E	\$9.00	174	1,171	1,345	E	\$9.00	174	1,056	1,230	E	\$7.00	154	810	964	C
0800 - 0900	\$7.00	120	786	906	C	\$7.00	97	1,057	1,154	D	\$7.00	92	1,025	1,117	D	\$7.00	102	994	1,096	D	\$5.45	132	923	1,055	D
0900 - 1000	\$5.45	115	756	871	C	\$5.45	100	919	1,019	D	\$5.45	127	960	1,087	D	\$5.45	131	982	1,113	D	\$3.00	203	770	973	C

AM Time	Monday 02/21/22					Tuesday 02/22/22					Wednesday 02/23/22					Thursday 02/24/22					Friday 02/25/22				
	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	\$3.00	100	289	389	A	\$3.00	150	507	657	B	\$3.00	165	506	671	B	\$3.00	146	469	615	B	\$3.00	134	404	538	B
0500 - 0600	\$7.00	159	646	805	C	\$7.00	250	1,048	1,298	E	\$7.00	253	1,098	1,351	E	\$7.00	192	1,097	1,289	E	\$5.45	203	929	1,132	D
0600 - 0700	\$9.00	123	646	769	B	\$9.00	222	1,271	1,493	F	\$9.00	254	1,166	1,420	F	\$9.00	206	1,224	1,430	F	\$7.00	228	977	1,205	E
0700 - 0800	\$9.00	98	593	691	B	\$9.00	182	1,212	1,394	E	\$9.00	191	1,150	1,341	E	\$9.00	163	1,101	1,264	E	\$7.00	139	953	1,092	D
0800 - 0900	\$7.00	109	588	697	B	\$7.00	106	1,038	1,144	D	\$7.00	111	972	1,083	D	\$7.00	118	1,043	1,161	D	\$5.45	129	830	959	C
0900 - 1000	\$5.45	152	603	755	B	\$5.45	127	907	1,034	D	\$5.45	149	898	1,047	D	\$5.45	115	866	981	C	\$3.00	110	729	839	C

AM Time	Monday 02/28/22					Tuesday 03/01/22					Wednesday 03/02/22					Thursday 03/03/22					Friday 03/04/22				
	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	\$3.00	152	463	615	B																				
0500 - 0600	\$7.00	207	1,140	1,347	E																				
0600 - 0700	\$9.00	222	1,179	1,401	F																				
0700 - 0800	\$9.00	172	1,133	1,305	E																				
0800 - 0900	\$7.00	100	1,064	1,164	D																				
0900 - 1000	\$5.45	134	788	922	C																				

RCTC OPERATIONAL HIGHLIGHTS

On-Road Operations

RCTC Freeway Service Patrol responded to 121 calls during the month of February. Of those calls, 96 were to assist disabled vehicles, 14 calls to remove debris, and 11 were in response to accidents that affected the EL.

91 EL BOS Development Update

In February 2021, CUSA notified the Agencies of a delay to the implementation of the new BOS for the 91 EL for both Orange and Riverside counties, as a result of the COVID-19 pandemic. CUSA is the current operator of the 91 EL for both Agencies and is the firm selected for the design, development, and implementation of the new BOS, as well as the customer service center operation.

To address the potential delay of transitioning to the new operating agreement, in October 2019, an amendment to the existing operating agreement was executed which allowed for six one-month extension periods, from July 1, 2021 through December 31, 2021. In anticipation the transition will not occur by December 31, in October 2021, both the Agencies Board of Directors approved a subsequent amendment which allowed for three one-month extensions, commencing January 1, 2022 through March 31, 2022. In February, the Agencies provided notice to CUSA that the last extension period will be exercised. The Agencies intend to exercise the one-month options until the transition to the new BOS occurs, which is anticipated to begin March 4, 2022 with go-live on March 7, 2022.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

Description	YTD as of : 2/28/2022		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 37,907,334.44	\$ 23,890,000.00	\$ 14,017,334.44	58.7
Fee Revenue	4,193,548.75	3,811,266.67	382,282.08	10.0
Total operating revenues	42,100,883.19	27,701,266.67	14,399,616.52	52.0
Operating expenses:				
Salaries and Benefits	354,891.83	568,533.33	213,641.50	37.6
Legal Services	41,388.76	139,133.33	97,744.57	70.3
Advisory Services	17,773.39	3,333.33	(14,440.06)	(433.2)
Audit and Accounting Fees	29,775.00	24,000.00	(5,775.00)	(24.1)
Service Fees	-	12,466.67	12,466.67	100.0
Other Professional Services	300,525.38	837,200.00	536,674.62	64.1
Lease Expense	157,499.98	212,733.33	55,233.35	26.0
Operations	1,294,842.23	2,411,866.67	1,117,024.44	46.3
Utilities	9,378.77	43,400.00	34,021.23	78.4
Supplies and Materials	9,807.12	22,333.33	12,526.21	56.1
Membership and Subscription Fees	14,498.00	20,000.00	5,502.00	27.5
Office Equipment & Furniture (Non-Capital)	-	53,333.33	53,333.33	100.0
Maintenance/Repairs	114,140.44	205,733.33	91,592.89	44.5
Training Seminars and Conferences	5,919.66	1,066.67	(4,852.99)	(455.0)
Transportation Expenses	257.90	1,666.67	1,408.77	84.5
Lodging	-	866.67	866.67	100.0
Meals	-	2,000.00	2,000.00	100.0
Other Staff Expenses	174.51	200.00	25.49	12.7
Advertising	-	143,333.33	143,333.33	100.0
Program Management	27,925.47	55,400.00	27,474.53	49.6
Program Operations	4,403,752.06	5,582,800.00	1,179,047.94	21.1
Litigation Settlement	687.06	-	(687.06)	N/A
Furniture & Equipment	-	50,000.00	50,000.00	100.0
Improvements	24,997.50	36,666.67	11,669.17	31.8
Bad Debt Expense	76,390.63	-	(76,390.63)	N/A
Total operating expenses	6,884,625.69	10,428,066.67	3,543,440.98	34.0
Operating income (loss)	35,216,257.50	17,273,200.00	17,943,057.50	103.9
Nonoperating revenues (expenses):				
Interest Revenue	(212,197.11)	99,666.67	(311,863.78)	312.9
Other Miscellaneous Revenue	39,070.71	-	39,070.71	N/A
Loss on Refunding	(6,733,662.41)	-	(6,733,662.41)	N/A
Principal Expense	-	-	-	N/A
Interest Expense	(13,895,832.03)	(6,027,266.67)	(7,868,565.36)	130.5
Total nonoperating revenues (expenses)	(20,802,620.84)	(5,927,600.00)	(14,875,020.84)	(250.9)
Transfers In	-	-	-	N/A
Transfers Out	(167,221.19)	(716,466.67)	549,245.48	(76.7)
Net income (loss)	\$ 14,246,415.47	\$ 10,629,133.33	\$ 3,617,282.14	34.0

¹ Unaudited

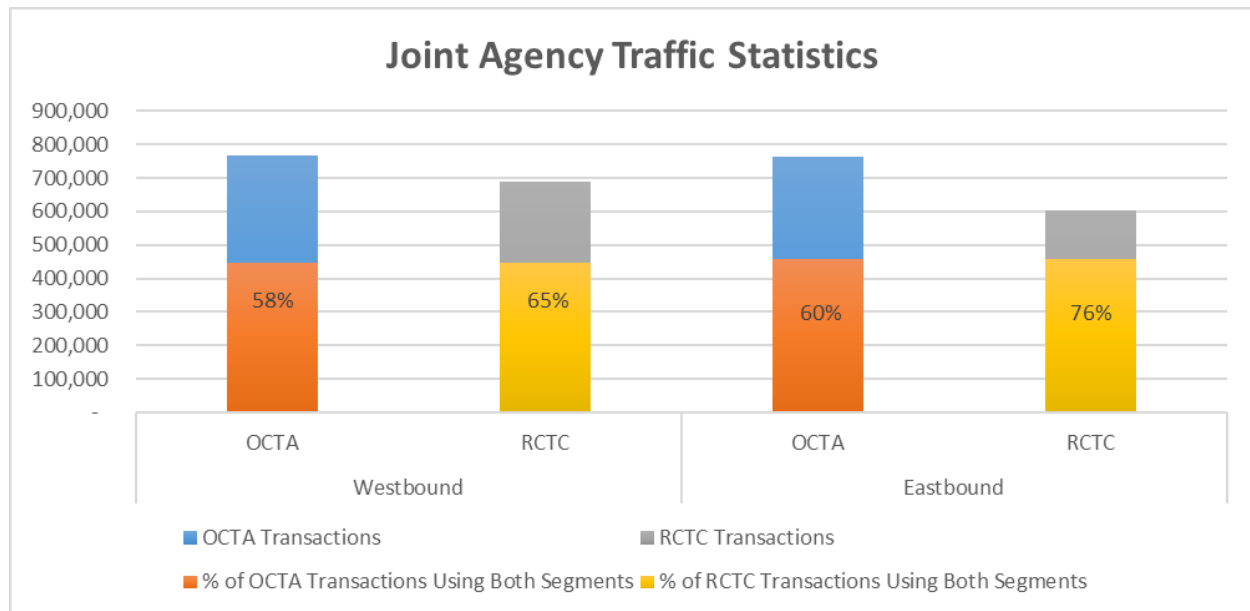
JOINT AGENCY TRIP AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING February 28, 2022

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	769,084	445,398	58%	\$2,137,118
RCTC	689,658	445,398	65%	\$2,849,567
Eastbound				
OCTA	765,105	457,754	60%	\$2,610,223
RCTC	603,927	457,754	76%	\$2,165,887

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	Reporting Period	PERFORMANCE STANDARD	Feb-22 Performance
CUSTOMER SERVICE			
Call Wait Time	Monthly	Not to exceed 2 minutes	1:41
Abandon Rate	Monthly	No more than 4.0%	2.3%
Customer Satisfaction	Monthly	At least 75 outbound calls	76
VIOLATION PROCESSING			
Response Time	Monthly	Within 2 business days of receipt	1.0
CUSA Violation Collection Rate	Quarterly	70% or more	
CUSA Violation Collection Rate	Annually	74% or more	
TRAFFIC OPERATIONS			
Initial & Secondary Review s	Monthly	Equal to or less than 15 days	4.5
* Plate Misread Errors	Monthly	Equal to or less than 0.4%	0.01%
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.

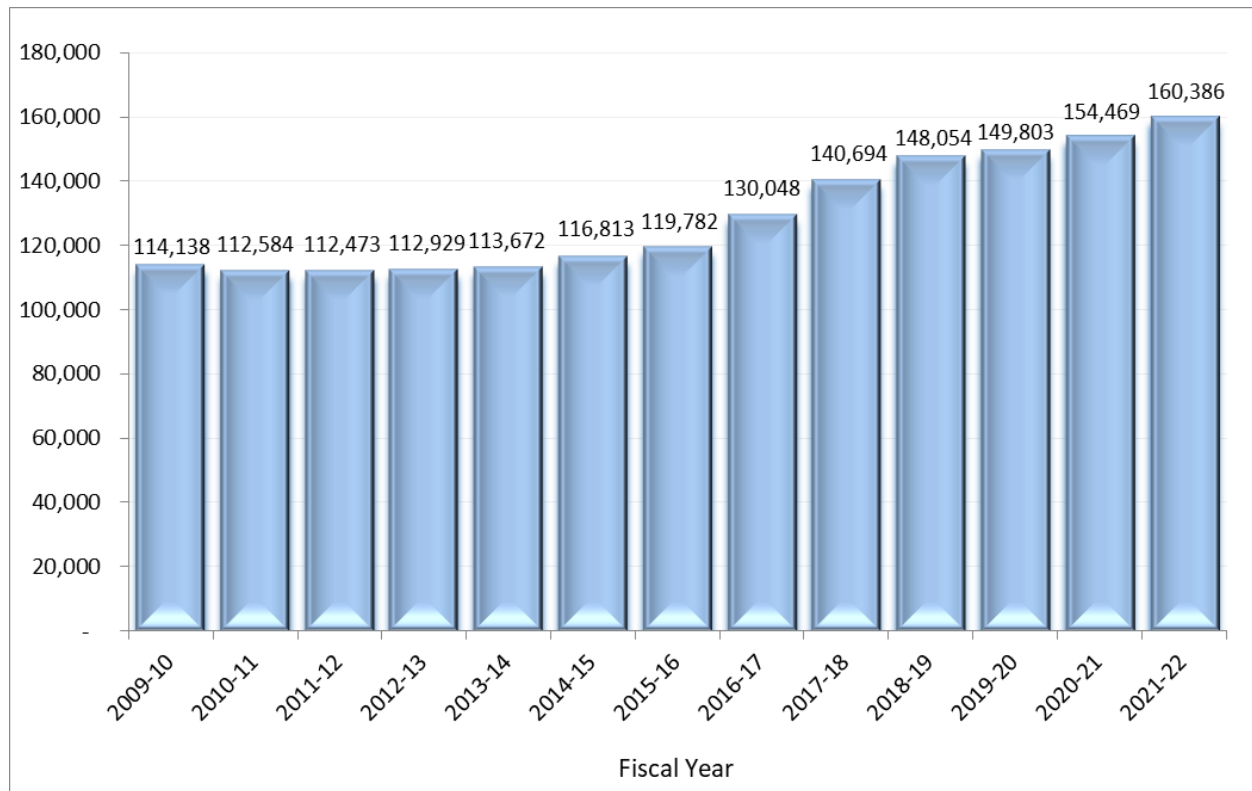
JOINT AGENCY TRANSPONDER DISTRIBUTION

T21 TRANSPONDER DISTRIBUTION	February-22		January-22		FY 2021-22	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	0		0		0	
Additional Tags to Existing Accounts	0		0		0	
Replacement Transponders	0		0		0	
Total Issued	0		0		0	
Returned						
Account Closures	4	0.4%	1	2.4%	5	0.6%
Accounts Downsizing	1,067	99.6%	40	97.6%	611	72.6%
Defective Transponders					225	26.8%
Total Returned	1,071		41		841	

6C TRANSPONDER DISTRIBUTION	February-22		January-22		FY 2021-22	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	1,517	25.0%	1,336	22.4%	6,376	62.4%
Additional Tags to Existing Accounts	4,547	74.9%	4,620	77.6%	3,830	37.5%
Replacement Transponders	3	0.0%	0	0.0%	10	0.1%
Total Issued	6,067		5,956		10,216	
Returned						
Account Closures						
Accounts Downsizing						
Defective Transponders						
Total Returned						

At the end of February 2022, the 91 EL had 160,386 active customer accounts and 626,532 transponders classified as assigned.

Number of Accounts by FY
As of February 28, 2022



Incoming Email Activity

During February, the Anaheim Processing Center received 2,795 emails.



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



Status Report
March 2022

As of March 31, 2022

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OPERATIONS OVERVIEW OCTA

TRAFFIC AND REVENUE STATISTICS FOR OCTA

Total traffic volume on the 91 Express Lanes (91 EL) for March 2022 was 1,690,551. This represents a daily average of 54,534 vehicles. This is an 18.5 percent increase in total traffic volume from the same period last year, which totaled 1,426,041 and was the 13th month of the State's stay-at-home orders due to the coronavirus (COVID-19) pandemic. Potential toll revenue for March was \$5,304,421, which represents an increase of 6 percent from the prior year's total of \$4,573,327. Carpool percentage for March was 22.4 percent as compared to the previous year's rate of 20.2 percent. As compared to March 2019, traffic volume increased by 9.8 percent and revenue increased by 16.8 percent.

Month-to-date (MTD) 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 EL and associated potential revenue for the month of March 2022.

Current MTD as of March 31, 2022

	Mar-22 MTD Actual	Mar-21 MTD Actual	Yr 22-to-Yr 21 % Variance	Mar-19 MTD Actual	Yr 22-to-Yr 19 % Variance
Trips					
Full Toll Lanes	1,312,259	1,138,068	15.3%	1,137,488	15.4%
3+ Lanes	378,292	287,973	31.4%	401,769	(5.8%)
Total Gross Trips	1,690,551	1,426,041	18.5%	1,539,257	9.8%
Revenue					
Full Toll Lanes	\$5,218,009	\$4,526,675	15.3%	\$4,464,988	16.9%
3+ Lanes	\$86,413	\$46,652	85.2%	\$77,440	11.6%
Total Gross Revenue	\$5,304,421	\$4,573,327	16.0%	\$4,542,427	16.8%
Average Revenue per Trip					
Average Full Toll Lanes	\$3.98	\$3.98	0.0%	\$3.93	1.3%
Average 3+ Lanes	\$0.23	\$0.16	43.8%	\$0.19	21.1%
Average Gross Revenue	\$3.14	\$3.21	(2.2%)	\$2.95	6.4%

The 2021 fiscal year-to-date (YTD) traffic volume increased by 39.4 percent and potential toll revenue increased by 32.7 percent, when compared with the same period last year. YTD average revenue per trip is \$3.09.

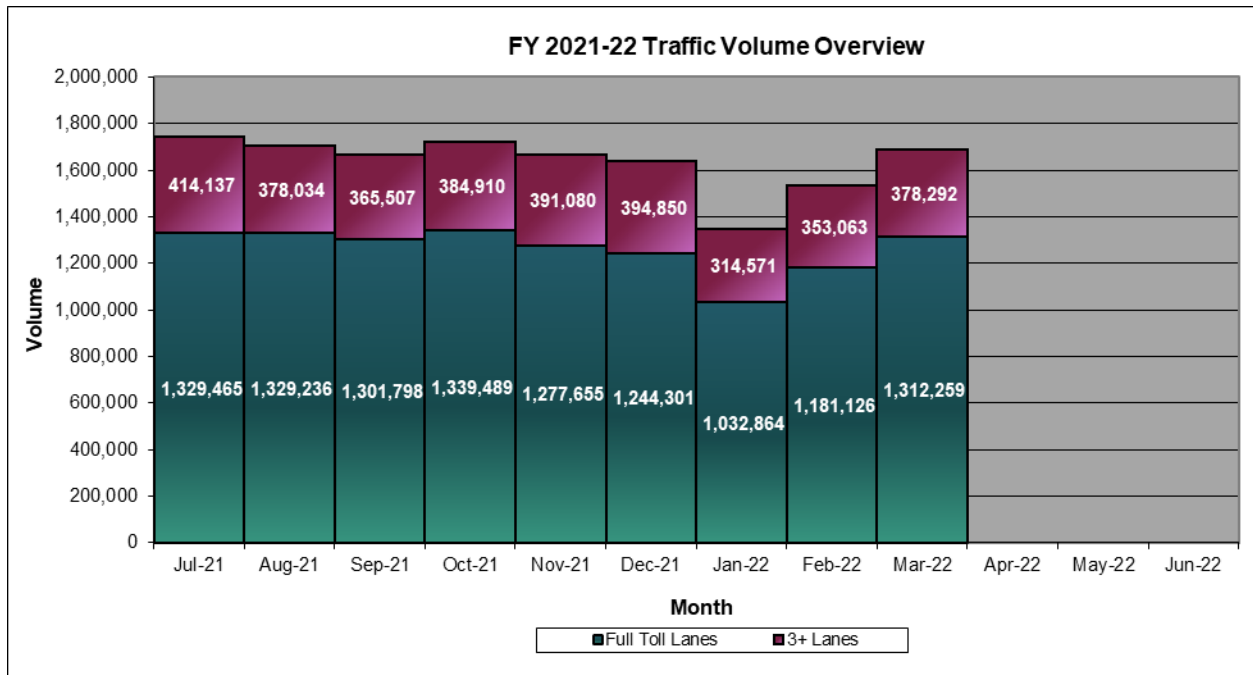
Fiscal YTD traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 EL and associated potential revenue for the months of July 2021 through March 2022.

Fiscal Year (FY) 2020-21 YTD as of March 31, 2022

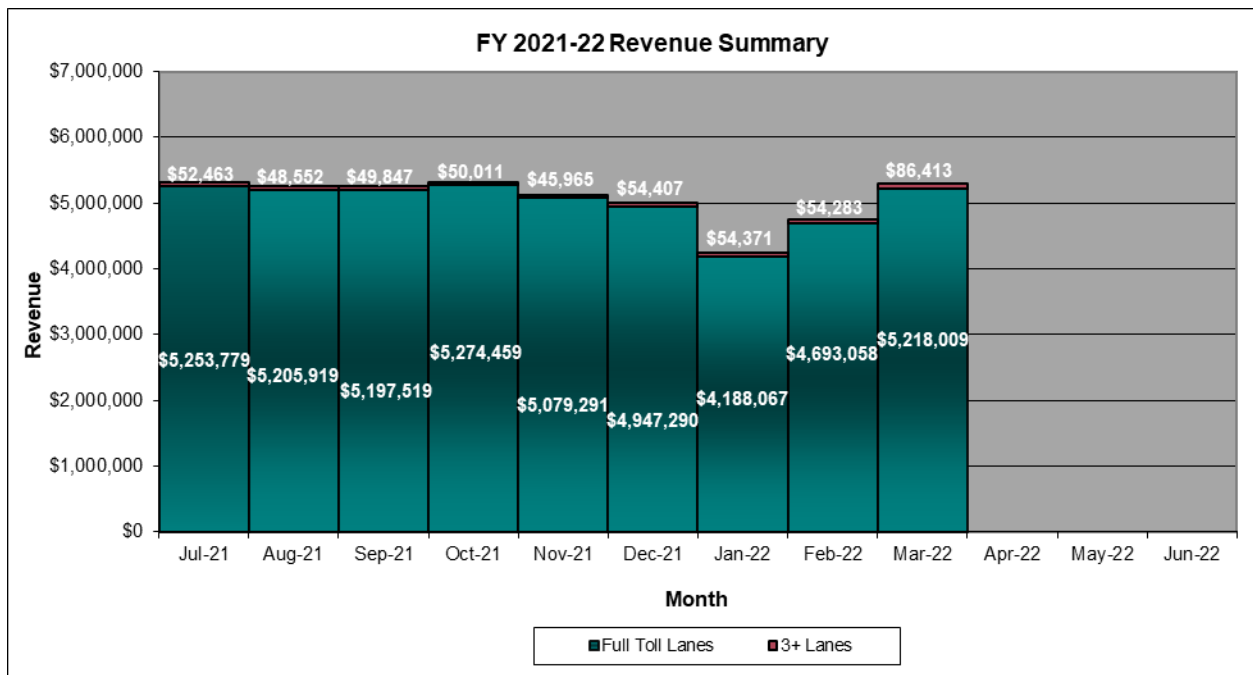
	FY 2021-22 YTD Actual	FY 20-21 YTD Actual	Yr-to-Yr % Variance
Trips			
Full Toll Lanes	11,348,193	8,292,733	36.8%
3+ Lanes	3,374,444	2,270,302	48.6%
Total Gross Trips	14,722,637	10,563,035	39.4%
Revenue			
Full Toll Lanes	\$45,057,390	\$33,887,172	33.0%
3+ Lanes	\$496,311	\$434,291	14.3%
Total Gross Revenue	\$45,553,702	\$34,321,463	32.7%
Average Revenue per Trip			
Average Full Toll Lanes	\$3.97	\$4.09	(2.9%)
Average 3+ Lanes	\$0.15	\$0.19	(21.1%)
Average Gross Revenue	\$3.09	\$3.25	(4.9%)

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 2021-22 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll trips and HOV3+ trips for FY 2021-22 on a monthly basis.



OCTA EASTBOUND PEAK-HOUR VOLUMES

Peak-hour traffic in the eastbound and westbound direction reached or exceeded 90 percent of defined capacity seven times during the month of March 2022. As demonstrated on the next chart, westbound peak-hour traffic volumes top out at 89 percent of defined capacity.

PM Time	Monday 02/28/22				Tuesday 03/01/22				Wednesday 03/02/22				Thursday 03/03/22				Friday 03/04/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500					\$5.30	370	2,850	84%	\$5.30	429	3,034	89%	\$7.70	429	2,963	87%	\$8.35	428	2,923	86%
1500 - 1600					\$4.75	450	2,946	87%	\$7.45	459	3,012	89%	\$7.45	475	2,919	86%	\$7.90	496	2,884	85%
1600 - 1700					\$5.25	453	2,929	86%	\$6.50	435	2,954	87%	\$7.00	391	2,732	80%	\$6.95	511	2,851	84%
1700 - 1800					\$4.90	397	2,601	77%	\$5.40	454	2,933	86%	\$6.70	470	2,830	83%	\$6.75	514	2,868	84%
1800 - 1900					\$4.05	634	3,074	90%	\$4.05	608	2,885	85%	\$4.50	565	2,854	84%	\$6.75	501	2,212	65%
1900 - 2000					\$3.95	595	2,471	73%	\$3.95	629	2,476	73%	\$5.75	671	2,783	82%	\$6.25	534	1,875	55%

PM Time	Monday 03/07/22				Tuesday 03/08/22				Wednesday 03/09/22				Thursday 03/10/22				Friday 03/11/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.30	374	2,698	79%	\$5.30	381	2,974	87%	\$5.30	430	2,998	88%	\$7.70	437	2,963	87%	\$8.35	538	3,053	90%
1500 - 1600	\$5.65	482	2,822	83%	\$4.75	458	2,892	85%	\$7.45	482	3,103	91%	\$7.45	494	2,861	84%	\$7.90	534	2,814	83%
1600 - 1700	\$5.10	433	2,857	84%	\$5.25	439	3,044	90%	\$6.50	451	3,036	89%	\$7.00	430	2,933	86%	\$6.95	532	2,844	84%
1700 - 1800	\$4.95	415	2,999	88%	\$4.90	452	2,922	86%	\$5.40	463	2,972	87%	\$6.70	499	3,020	89%	\$6.75	497	2,820	83%
1800 - 1900	\$5.65	617	2,741	81%	\$4.05	577	2,961	87%	\$4.05	618	2,926	86%	\$4.50	582	2,916	86%	\$6.75	580	2,411	71%
1900 - 2000	\$3.95	408	1,758	52%	\$3.95	493	2,148	63%	\$3.95	482	2,171	64%	\$5.75	590	2,331	69%	\$6.25	585	2,047	60%

PM Time	Monday 03/14/22				Tuesday 03/15/22				Wednesday 03/16/22				Thursday 03/17/22				Friday 03/18/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.30	398	2,611	77%	\$5.30	400	2,837	83%	\$5.30	401	2,826	83%	\$7.70	414	2,894	85%	\$8.35	436	2,654	78%
1500 - 1600	\$5.65	425	2,854	84%	\$4.75	500	3,121	92%	\$7.45	422	2,882	85%	\$7.45	454	2,879	85%	\$7.90	502	2,937	86%
1600 - 1700	\$5.10	434	2,840	84%	\$5.25	442	2,945	87%	\$6.50	414	2,877	85%	\$7.00	417	2,830	83%	\$6.95	546	2,978	88%
1700 - 1800	\$4.95	473	3,033	89%	\$4.90	487	3,161	93%	\$5.40	413	2,643	78%	\$6.70	425	2,709	80%	\$6.75	556	2,867	84%
1800 - 1900	\$5.65	519	2,664	78%	\$4.05	575	2,966	87%	\$4.05	477	2,578	76%	\$4.50	566	3,000	88%	\$6.75	525	2,449	72%
1900 - 2000	\$3.95	379	1,537	45%	\$3.95	400	1,850	54%	\$3.95	541	2,371	70%	\$5.75	535	2,060	61%	\$6.25	538	2,002	59%

PM Time	Monday 03/21/22				Tuesday 03/22/22				Wednesday 03/23/22				Thursday 03/24/22				Friday 03/25/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.30	389	2,501	74%	\$5.30	443	2,912	86%	\$5.30	473	3,038	89%	\$7.70	488	2,949	87%	\$8.35	559	3,103	91%
1500 - 1600	\$5.65	492	2,706	80%	\$4.75	502	2,965	87%	\$7.45	486	2,862	84%	\$7.45	511	2,970	87%	\$7.90	530	2,851	84%
1600 - 1700	\$5.10	407	2,655	78%	\$5.25	398	2,667	78%	\$6.50	391	2,737	81%	\$7.00	440	2,816	83%	\$6.95	517	2,776	82%
1700 - 1800	\$4.95	490	2,984	88%	\$4.90	455	2,777	82%	\$5.40	490	2,898	85%	\$6.70	493	2,790	82%	\$6.75	559	2,826	83%
1800 - 1900	\$5.65	530	2,618	77%	\$4.05	533	2,762	81%	\$4.05	604	3,003	88%	\$4.50	597	2,662	78%	\$6.75	670	2,783	82%
1900 - 2000	\$3.95	416	1,598	47%	\$3.95	591	2,429	71%	\$3.95	515	2,119	62%	\$5.75	624	2,526	74%	\$6.25	655	2,311	68%

PM Time	Monday 03/28/22				Tuesday 03/29/22				Wednesday 03/30/22				Thursday 03/31/22				Friday 04/01/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.30	396	2,417	71%	\$5.30	452	2,711	80%	\$5.30	481	2,992	88%	\$7.70	469	2,931	86%				
1500 - 1600	\$5.65	470	2,648	78%	\$4.75	490	2,977	88%	\$7.45	542	2,969	87%	\$7.45	526	2,782	82%				
1600 - 1700	\$5.10	386	2,445	72%	\$5.25	507	3,088	91%	\$6.50	509	2,919	86%	\$7.00	483	2,862	84%				
1700 - 1800	\$4.95	346	2,151	63%	\$4.90	500	3,033	89%	\$5.40	520	2,937	86%	\$6.70	509	2,921	86%				
1800 - 1900	\$5.65	352	1,555	46%	\$4.05	537	2,394	70%	\$4.05	583	2,767	81%	\$4.50	646	2,788	82%				
1900 - 2000	\$3.95	359	1,237	36%	\$3.95	452	1,695	50%	\$3.95	550	1,994	59%	\$5.75	556	2,053	60%				

OCTA WESTBOUND PEAK-HOUR VOLUMES

AM Time	Monday 02/28/22				Tuesday 03/01/22				Wednesday 03/02/22				Thursday 03/03/22				Friday 03/04/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500					\$3.15	440	1,208	36%	\$3.15	415	1,199	35%	\$3.15	409	1,198	35%	\$3.15	313	886	26%
0500 - 0600					\$5.10	723	2,842	84%	\$5.10	704	2,643	78%	\$5.10	692	2,632	77%	\$4.85	558	2,211	65%
0600 - 0700					\$5.30	556	2,953	87%	\$5.30	618	2,896	85%	\$5.30	611	2,941	87%	\$5.10	554	2,524	74%
0700 - 0800					\$5.80	618	2,976	88%	\$5.80	575	2,723	80%	\$5.80	599	2,814	83%	\$5.65	464	2,068	61%
0800 - 0900					\$5.30	318	2,601	77%	\$5.30	312	2,326	68%	\$5.30	326	2,488	73%	\$5.10	240	1,774	52%
0900 - 1000					\$4.20	309	2,363	70%	\$4.20	288	2,126	63%	\$4.20	335	2,355	69%	\$4.20	250	1,830	54%

AM Time	Monday 03/07/22				Tuesday 03/08/22				Wednesday 03/09/22				Thursday 03/10/22				Friday 03/11/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.15	384	1,143	34%	\$3.15	414	1,206	35%	\$3.15	406	1,153	34%	\$3.15	411	1,199	35%	\$3.15	369	963	28%
0500 - 0600	\$5.10	678	2,642	78%	\$5.10	725	2,712	80%	\$5.10	695	2,676	79%	\$5.10	695	2,590	76%	\$4.85	585	2,233	66%
0600 - 0700	\$5.30	578	2,856	84%	\$5.30	603	3,010	89%	\$5.30	604	2,912	86%	\$5.30	629	3,011	89%	\$5.10	550	2,663	78%
0700 - 0800	\$5.80	577	2,651	78%	\$5.80	597	2,791	82%	\$5.80	594	2,815	83%	\$5.80	626	2,900	85%	\$5.65	520	2,186	64%
0800 - 0900	\$5.30	324	2,413	71%	\$5.30	336	2,497	73%	\$5.30	352	2,482	73%	\$5.30	338	2,578	76%	\$5.10	289	2,109	62%
0900 - 1000	\$4.20	338	2,303	68%	\$4.20	248	2,144	63%	\$4.20	341	2,551	75%	\$4.20	319	2,185	64%	\$4.20	309	1,943	57%

AM Time	Monday 03/14/22				Tuesday 03/15/22				Wednesday 03/16/22				Thursday 03/17/22				Friday 03/18/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.15	373	1,088	32%	\$3.15	401	1,159	34%	\$3.15	418	1,149	34%	\$3.15	426	1,127	33%	\$3.15	348	975	29%
0500 - 0600	\$5.10	695	2,484	73%	\$5.10	724	2,610	77%	\$5.10	700	2,529	74%	\$5.10	766	2,944	87%	\$4.85	565	2,187	64%
0600 - 0700	\$5.30	592	2,729	80%	\$5.30	616	2,977	88%	\$5.30	609	2,778	82%	\$5.30	622	2,876	85%	\$5.10	546	2,399	71%
0700 - 0800	\$5.80	604	2,665	78%	\$5.80	573	2,703	80%	\$5.80	594	2,818	83%	\$5.80	582	2,648	78%	\$5.65	447	1,951	57%
0800 - 0900	\$5.30	288	2,217	65%	\$5.30	281	2,468	73%	\$5.30	263	2,173	64%	\$5.30	310	2,303	68%	\$5.10	276	1,987	58%
0900 - 1000	\$4.20	235	1,917	56%	\$4.20	256	2,268	67%	\$4.20	239	2,068	61%	\$4.20	305	2,307	68%	\$4.20	299	2,191	64%

AM Time	Monday 03/21/22				Tuesday 03/22/22				Wednesday 03/23/22				Thursday 03/24/22				Friday 03/25/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.15	406	1,158	34%	\$3.15	417	1,166	34%	\$3.15	400	1,109	33%	\$3.15	387	1,132	33%	\$3.15	351	957	28%
0500 - 0600	\$5.10	689	2,617	77%	\$5.10	725	2,571	76%	\$5.10	712	2,581	76%	\$5.10	709	2,575	76%	\$4.85	640	2,261	67%
0600 - 0700	\$5.30	561	2,804	82%	\$5.30	612	2,923	86%	\$5.30	629	2,874	85%	\$5.30	634	2,838	83%	\$5.10	517	2,411	71%
0700 - 0800	\$5.80	555	2,656	78%	\$5.80	625	2,731	80%	\$5.80	567	2,615	77%	\$5.80	595	2,688	79%	\$5.65	500	2,151	63%
0800 - 0900	\$5.30	366	2,446	72%	\$5.30	402	2,485	73%	\$5.30	372	2,341	69%	\$5.30	353	2,326	68%	\$5.10	336	2,042	60%
0900 - 1000	\$4.20	374	2,426	71%	\$4.20	369	2,242	66%	\$4.20	387	2,237	66%	\$4.20	397	2,287	67%	\$4.20	371	2,094	62%

AM Time	Monday 03/28/22				Tuesday 03/29/22				Wednesday 03/30/22				Thursday 03/31/22				Friday 04/01/22			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.15	336	981	29%	\$3.15	376	1,060	31%	\$3.15	386	1,065	31%	\$3.15	317	1,042	31%				
0500 - 0600	\$5.10	582	2,188	64%	\$5.10	646	2,476	73%	\$5.10	678	2,487	73%	\$5.10	545	2,074	61%				
0600 - 0700	\$5.30	469	2,165	64%	\$5.30	610	2,800	82%	\$5.30	633	2,821	83%	\$5.30	445	2,280	67%				
0700 - 0800	\$5.80	455	2,064	61%	\$5.80	599	2,687	79%	\$5.80	584	2,805	83%	\$5.80	552	2,445	72%				
0800 - 0900	\$5.30	275	1,757	52%	\$5.30	372	2,397	71%	\$5.30	413	2,388	70%	\$5.30	518	3,007	88%				
0900 - 1000	\$4.20	253	1,574	46%	\$4.20	395	2,090	61%	\$4.20	420	2,142	63%	\$4.20	550	3,015	89%				

OCTA OPERATIONAL HIGHLIGHTS

91 EL Back-Office System (BOS) Development Update

Over the weekend of March 4, Cofiroute USA, LLC (CUSA) began implementation and cutover activities for the new BOS for the 91 EL for both Orange and Riverside counties. On March 7th, the BOS went live and began processing transactions received from the Electronic Toll and Traffic Management (ETTM) systems. CUSA, in addition to OCTA, Riverside County Transportation Commission (RCTC), and project consultant staff, have been continuously monitoring the system and actively implementing fixes for any issues that arise. In addition to the BOS going live on March 7th, the new 91 EL website was launched.

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 EL Toll Entrance Gantries Infrastructure Project. This project entails constructing new toll gantries infrastructure at the three entrances (northbound State Route 55, eastbound State Route 91 (SR-91), and westbound SR-91) of the OCTA 91 EL. Caltrans advertised and awarded the project in March 2021 and May 2021, respectively. In June, the contract was executed, and the project kickoff meeting was held in July. Pre-construction activities began in August and was followed with construction activities which commenced in September. In the past several months, staff was made aware of several conflicts/issues at the gantry sites. Staff is working with the plans, specifications, and estimates consultant and Caltrans to address these issues. Due to the conflicts, there will be a delay in site turnover to Kapsch TrafficCom USA, Inc (Kapsch), the toll lanes system integrator for the 91 EL. The site turnover is anticipated for Summer 2022, where then Kapsch will install new ETTM system equipment onto the new gantries. During the equipment installation period, overnight closures and possibly, a few full weekend closures, will occur. The ETTM installation is anticipated to be completed in fall 2022.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

Description	YTD as of : 3/31/2022		YTD Variance	
	Actual ⁽¹⁾	Budget ⁽¹⁾	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 41,372,729.75	\$ 31,047,216.00	\$ 10,325,513.75	33.3
Fee Revenue	4,224,930.14	2,658,100.00	1,566,830.14	58.9
Total operating revenues	45,597,659.89	33,705,316.00	11,892,343.89	35.3
Operating expenses:				
Contracted Services	3,999,733.51	5,753,952.00	1,754,218.49	30.5
Administrative Fee	2,027,961.00	2,341,314.00	313,353.00	13.4
Other Professional Services	499,941.58	2,628,108.00	2,128,166.42	81.0
Credit Card Processing Fees	1,095,659.62	843,920.00	(251,739.62)	(29.8)
Toll Road Account Servicing	349,352.33	737,900.00	388,547.67	52.7
Other Insurance Expense	306,887.67	762,425.00	455,537.33	59.7
Toll Road Maintenance Supply Repairs	830,987.26	2,211,190.00	1,380,202.74	62.4
Patrol Services	815,886.16	824,670.00	8,783.84	1.1
Building Equipment Repairs and Maint	370,732.06	540,773.00	170,040.94	31.4
6C Transponders	-	6,250.00	6,250.00	100.0
Other Services ⁽⁵⁾	(778,000.00)	756,000.00	1,534,000.00	202.9
Utilities	48,685.51	41,244.00	(7,441.51)	(18.0)
Office Expense	1,176.35	337,851.00	336,674.65	99.7
Bad Debt Expense	86,686.74	-	(86,686.74)	N/A
Miscellaneous ⁽²⁾	24,090.69	119,588.00	95,497.31	79.9
Leases	332,222.43	371,106.00	38,883.57	10.5
Total operating expenses	10,012,002.91	18,276,291.00	8,264,288.09	45.2
Depreciation and Amortization ⁽³⁾	2,422,959.43	-	(2,422,959.43)	N/A
Operating income (loss)	33,162,697.55	15,429,025.00	17,733,672.55	114.9
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	167,163.20	-	167,163.20	N/A
Interest Income	1,855,999.10	1,290,177.00	565,822.10	43.9
Interest Expense	(2,969,212.27)	(4,045,825.00)	1,076,612.73	26.6
Other	7,291.20	-	7,291.20	N/A
Total nonoperating revenues (expenses)	(938,758.77)	(2,755,648.00)	1,816,889.23	65.9
Transfers In	-	-	-	N/A
Transfers Out ⁽⁴⁾	(7,498,739.10)	(5,412,127.00)	(2,086,612.10)	(38.6)
Net income (loss)	\$ 24,725,199.68	\$ 7,261,250.00	\$ 17,463,949.68	240.5

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, 2022, capital asset activities included payment of \$663,993 attributing to the ETTM system project and \$441,449 to the BOS project.

OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

Total traffic volume on the 91 EL for March 2022 was 1,434,476. This represents a daily average of 46,273 vehicles. This is a 16.6 percent increase in total traffic volume from the same period last year, which totaled 1,230,614 and was the 13th month of the State's stay-at-home orders due to the COVID-19 pandemic. Potential toll revenue for March was \$5,591,791, which represents an increase of 34.8 percent from the prior year's total of \$4,147,141. Carpool percentage for March was 21.2 percent as compared to the previous year's rate of 19.2 percent. As compared to March 2019, traffic volume increased by 9.4 percent and revenue increased by 9.7 percent.

MTD 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 EL and associated potential revenue for the month of March 2022.

Current MTD as of March 31, 2022

Trips	MAR-22 MTD Actual	Stantec MTD Projected	# Variance	% Variance	MAR-21 MTD Actual	Yr 22-to-Yr 21 % Variance	MAR-19 MTD Actual	Yr 22-to-Yr 19 % Variance
Full Toll Lanes	1,130,257	999,443	130,814	13.1%	994,294	13.7%	991,552	14.0%
3+ Lanes	304,219	355,543	(51,324)	(14.4%)	236,320	28.7%	319,383	(4.7%)
Total Gross Trips	1,434,476	1,354,986	79,490	5.9%	1,230,614	16.6%	1,310,935	9.4%
Revenue								
Full Toll Lanes	\$5,529,300	\$4,438,457	\$1,090,843	24.6%	\$4,107,544	34.6%	\$5,057,871	9.3%
3+ Lanes	\$62,492	\$0	\$62,492		\$39,597	57.8%	\$40,979	52.5%
Total Gross Revenue	\$5,591,791	\$4,438,457	\$1,153,334	26.0%	\$4,147,141	34.8%	\$5,098,850	9.7%
Average Revenue per Trip								
Average Full Toll Lanes	\$4.89	\$4.44	\$0.45	10.1%	\$4.13	18.4%	\$5.10	(4.1%)
Average 3+ Lanes	\$0.21	\$0.00	\$0.21		\$0.17	23.5%	\$0.13	61.5%
Average Gross Revenue	\$3.90	\$3.28	\$0.62	18.9%	\$3.37	15.7%	\$3.89	0.3%

The 2021 fiscal YTD traffic volume increased by 40.2 percent and potential toll revenue increased by 54.6 percent, when compared with the same period last year. YTD average revenue per-trip is \$3.75.

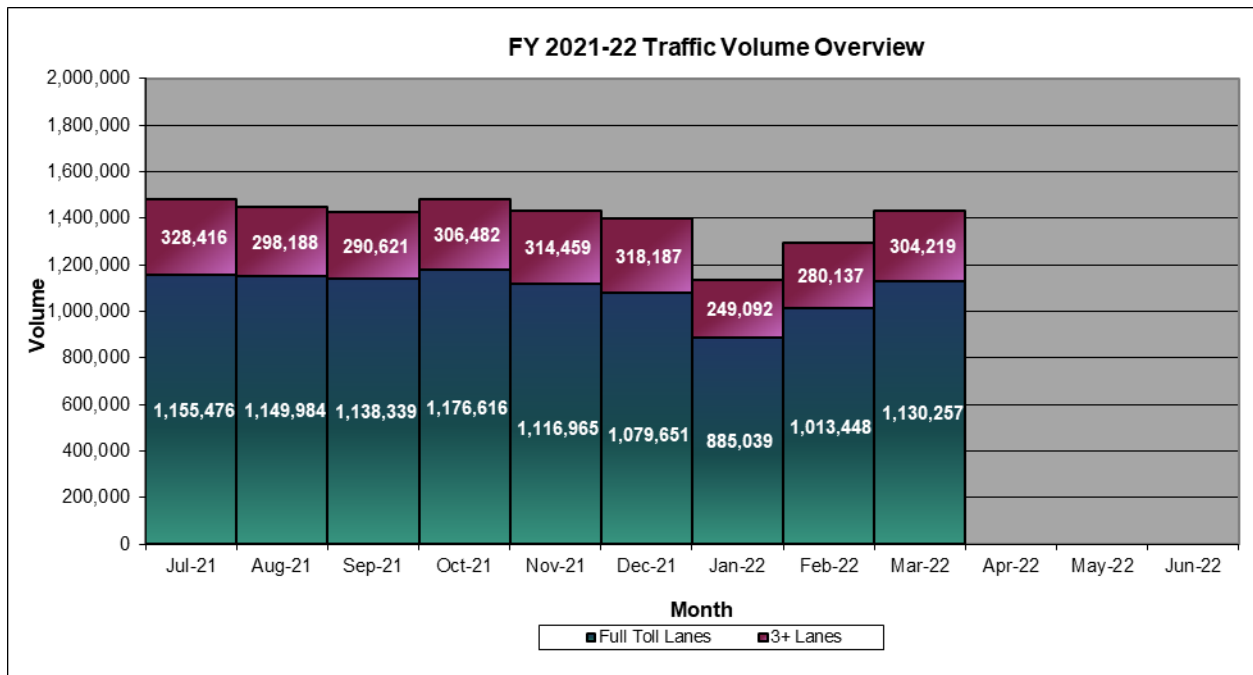
Fiscal YTD traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 EL and associated potential revenue for the months of July 2021 through March 2022.

FY 2020-21 YTD as of March 31, 2022

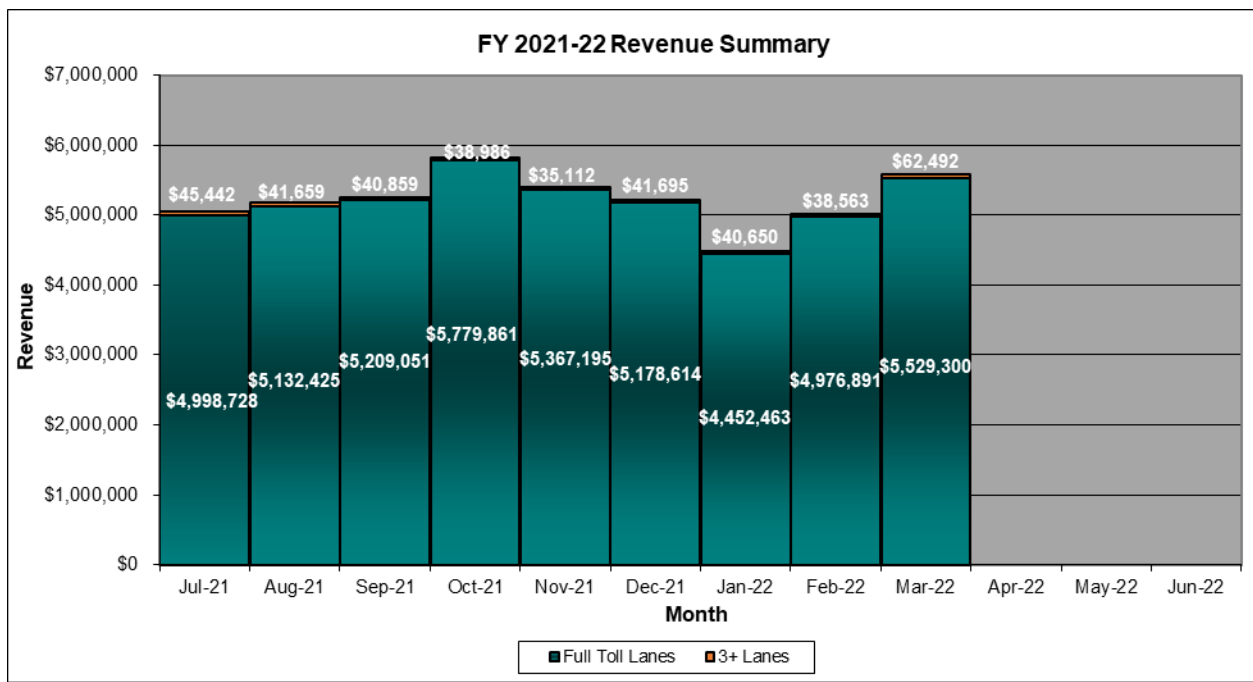
Trips	FY 2021-22 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2020-21 YTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	9,845,788	8,390,286	1,455,502	17.3%	7,111,368	38.5%
3+ Lanes	2,689,805	2,959,371	(269,566)	(9.1%)	1,827,633	47.2%
Total Gross Trips	12,535,593	11,349,657	1,185,936	10.4%	8,939,001	40.2%
Revenue						
Full Toll Lanes	\$46,624,568	\$36,582,443	\$10,042,125	27.5%	\$30,078,305	55.0%
3+ Lanes	\$385,457	\$0	\$385,457		\$320,525	20.3%
Total Gross Revenue	\$47,010,025	\$36,582,443	\$10,427,582	28.5%	\$30,398,831	54.6%
Average Revenue per Trip						
Average Full Toll Lanes	\$4.74	\$4.36	\$0.38	8.7%	\$4.23	12.1%
Average 3+ Lanes	\$0.14	\$0.00	\$0.14		\$0.18	(22.2%)
Average Gross Revenue	\$3.75	\$3.22	\$0.53	16.5%	\$3.40	10.3%

RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between full toll lanes and HOV3+ lanes for FY 2021-22 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll lanes and HOV3+ lanes for FY 2021-22 on a monthly basis.



RCTC PEAK-HOUR VOLUMES

In March, no toll rates were adjusted. RCTC evaluates traffic volumes for peak period hours and adjusts rates according to the toll rate policy.

RCTC EASTBOUND PEAK-HOUR VOLUMES

Eastbound PM Peak - County Line to McKinley

PM Time	Monday 02/28/22					Tuesday 03/01/22					Wednesday 03/02/22					Thursday 03/03/22					Friday 03/04/22				
	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						\$7.05	176	1029	1,205	E	\$9.15	199	1036	1,235	E	\$12.25	193	1,107	1,300	E	\$26.80	241	936	1,177	D
1500 - 1600						\$9.80	239	948	1,187	D	\$12.85	246	958	1,204	E	\$16.60	243	959	1,202	E	\$26.50	267	888	1,155	D
1600 - 1700						\$5.45	209	995	1,204	E	\$5.45	191	943	1,134	D	\$7.75	199	979	1,178	D	\$15.60	238	887	1,125	D
1700 - 1800						\$5.45	183	834	1,017	D	\$5.45	190	940	1,130	D	\$5.45	221	923	1,144	D	\$7.05	237	875	1,112	D
1800 - 1900						\$5.45	269	853	1,122	D	\$5.45	250	864	1,114	D	\$5.45	222	893	1,115	D	\$5.45	247	712	959	C
1900 - 2000						\$4.25	251	780	1,031	D	\$4.25	271	778	1,049	D	\$5.45	281	933	1,214	E	\$4.25	232	583	815	C

PM Time	Monday 03/07/22					Tuesday 03/08/22					Wednesday 03/09/22					Thursday 03/10/22					Friday 03/11/22				
	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	\$5.45	177	1,008	1,185	D	\$7.05	165	1035	1,200	D	\$9.15	220	1075	1,295	E	\$12.25	218	1,083	1,301	F	\$26.80	285	1,053	1,338	F
1500 - 1600	\$7.75	251	921	1,172	D	\$9.80	225	982	1,207	E	\$12.85	243	1001	1,244	E	\$16.60	256	949	1,205	E	\$26.50	273	906	1,179	D
1600 - 1700	\$5.45	187	921	1,108	D	\$5.45	189	979	1,168	D	\$5.45	211	1010	1,221	E	\$7.75	211	980	1,191	D	\$15.60	247	928	1,175	D
1700 - 1800	\$5.45	183	865	1,048	D	\$5.45	177	939	1,116	D	\$5.45	226	896	1,122	D	\$5.45	225	938	1,163	D	\$7.05	225	877	1,102	D
1800 - 1900	\$5.45	254	759	1,013	D	\$5.45	206	891	1,097	D	\$5.45	245	835	1,080	D	\$5.45	260	815	1,075	D	\$5.45	256	750	1,006	D
1900 - 2000	\$2.30	212	578	790	B	\$4.25	215	695	910	C	\$4.25	206	754	960	C	\$5.45	255	739	994	C	\$4.25	229	633	862	C

PM Time	Monday 03/14/22					Tuesday 03/15/22					Wednesday 03/16/22					Thursday 03/17/22					Friday 03/18/22				
	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	\$5.45	184	957	1,141	D	\$7.05	185	972	1,157	D	\$9.15	191	1,105	1,296	E	\$12.25	190	1,062	1,252	E	\$26.80	206	875	1,081	D
1500 - 1600	\$7.75	253	953	1,206	E	\$9.80	251	974	1,225	E	\$12.85	211	1,020	1,231	E	\$16.60	235	1,008	1,243	E	\$26.50	272	989	1,261	E
1600 - 1700	\$5.45	200	969	1,169	D	\$5.45	207	988	1,195	D	\$5.45	214	1,022	1,236	E	\$7.75	216	992	1,208	E	\$15.60	254	933	1,187	D
1700 - 1800	\$5.45	223	888	1,111	D	\$5.45	202	917	1,119	D	\$5.45	192	895	1,087	D	\$5.45	217	988	1,205	E	\$7.05	257	979	1,236	E
1800 - 1900	\$5.45	253	811	1,064	D	\$5.45	212	916	1,128	D	\$5.45	228	863	1,091	D	\$5.45	220	925	1,145	D	\$5.45	262	847	1,109	D
1900 - 2000	\$2.30	147	456	603	B	\$4.25	142	615	757	B	\$4.25	238	802	1,040	D	\$5.45	228	657	885	C	\$4.25	258	698	956	C

PM Time	Monday 03/21/22					Tuesday 03/22/22					Wednesday 03/23/22					Thursday 03/24/22					Friday 03/25/22				
	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	\$5.45	217	1,110	1,327	F	\$7.05	192	942	1,134	D	\$9.15	235	1,032	1,267	E	\$12.25	255	1,083	1,338	F	\$26.80	353	1,044	1,397	F
1500 - 1600	\$7.75	268	876	1,144	D	\$9.80	286	1,021	1,307	F	\$12.85	298	945	1,243	E	\$16.60	313	988	1,301	F	\$26.50	366	933	1,299	E
1600 - 1700	\$5.45	222	968	1,190	D	\$5.45	227	871	1,098	D	\$5.45	222	907	1,129	D	\$7.75	251	949	1,200	D	\$15.60	320	943	1,263	E
1700 - 1800	\$5.45	242	948	1,190	D	\$5.45	210	861	1,071	D	\$5.45	268	959	1,227	E	\$5.45	216	955	1,171	D	\$7.05	311	1,017	1,328	F
1800 - 1900	\$5.45	273	759	1,032	D	\$5.45	268	784	1,052	D	\$5.45	304	873	1,177	D	\$5.45	289	846	1,135	D	\$5.45	385	1,012	1,397	F
1900 - 2000	\$2.30	177	492	669	B	\$4.25	321	743	1,064	D	\$4.25	273	679	952	C	\$5.45	333	837	1,170	D	\$4.25	362	909	1,271	E

PM Time	Monday 03/28/22					Tuesday 03/29/22					Wednesday 03/30/22					Thursday 03/31/22					Friday 04/01/22				
	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	\$5.45	191	914	1,105	D	\$7.05	192	940	1,132	D	\$9.15	217	1,018	1,235	E	\$12.25	198	1,075	1,273	E					
1500 - 1600	\$7.75	231	779	1,010	D	\$9.80	254	960	1,214	E	\$12.85	272	984	1,256	E	\$16.60	275	937	1,212	E					
1600 - 1700	\$5.45	155	672	827	C	\$5.45	201	966	1,167	D	\$5.45	229	987	1,216	E	\$7.75	241	954	1,195	D					
1700 - 1800	\$5.45	145	554	699	B	\$5.45	181	857	1,038	D	\$5.45	218	911	1,129	D	\$5.45	206	904	1,110	D					
1800 - 1900	\$5.45	135	445	580	B	\$5.45	223	719	942	C	\$5.45	260	839	1,099	D	\$5.45	281	872	1,153	D					
1900 - 2000	\$2.30	150	384	534	B	\$4.25	190	464	654	B	\$4.25	245	594	839	C	\$5.45	248	604	852	C					

Eastbound PM Peak - County Line to 15 SB Ontario

PM Time	Monday 02/28/22					Tuesday 03/01/22					Wednesday 03/02/22					Thursday 03/03/22					Friday 03/04/22				
	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						\$5.45	126	784	910	C	\$5.45	133	808	941	C	\$5.45	134	776	910	C	\$5.45	128	680	808	C
1500 - 1600						\$5.45	106	665	771	B	\$5.45	115	702	817	C	\$5.45	122	763	885	C	\$5.45	107	565	672	B
1600 - 1700						\$5.45	104	644	748	B	\$5.45	108	623	731	B	\$5.45	79	741	820	C	\$3.00	122	566	688	B
1700 - 1800						\$3.00	84	601	685	B	\$3.00	101	636	737	B	\$3.00	136	749	885	C	\$3.00	113	574	687	B
1800 - 1900						\$3.00	151	661	812	C	\$3.00	146	631	777	B	\$3.00	130	774	904	C	\$3.00	113	500	613	B
1900 - 2000						\$3.00	180	619	799	B	\$3.00	202	626	828	C	\$3.00	181	781	962	C	\$3.00	138	381	519	B

PM Time	Monday 03/07/22					Tuesday 03/08/22					Wednesday 03/09/22					Thursday 03/10/22					Friday 03/11/22				
	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	\$5.45	122	681	803	C	\$5.45	93	807	900	C	\$5.45	128	779	907	C	\$5.45	129	752	881	C	\$5.45	156	718	874	C
1500 - 1600	\$5.45	126	663	789	B	\$5.45	94	675	769	B	\$5.45	131	667	798	B	\$5.45	108	670	778	B	\$5.45	120	656	776	B
1600 - 1700	\$3.00	110	628	738	B	\$5.45	109	701	810	C	\$5.45	117	605	722	B	\$5.45	115	633	748	B	\$3.00	128	599	727	B
1700 - 1800	\$3.00	115	671	786	B	\$3.00	109	627	736	B	\$3.00	102	604	706	B	\$3.00	122	644	766	B	\$3.00	111	592	703	B
1800 - 1900	\$3.00	171	573	744	B	\$3.00	122	613	735	B	\$3.00	131	615	746	B	\$3.00	143	649	792	B	\$3.00	137	577	714	B
1900 - 2000	\$3.00	105	418	523	B	\$3.00	132	580	712	B	\$3.00	134	562	696	B	\$3.00	151	650	801	C	\$3.00	158	445	603	B

PM Time	Monday 03/14/22					Tuesday 03/15/22					Wednesday 03/16/22					Thursday 03/17/22					Friday 03/18/22				
	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	\$5.45	122	622	744	B	\$5.45	118	813	931	C	\$5.45	127	804	931	C	\$5.45	110	767	877	C	\$5.45	114	625	739	B
1500 - 1600	\$5.45	119	707	826	C	\$5.45	106	691	797	B	\$5.45	103	726	829	C	\$5.45	91	647	738	B	\$5.45	88	620	708	B
1600 - 1700	\$3.00	107	579	686	B	\$5.45	103	635	738	B	\$5.45	100	586	686	B	\$5.45	112	618	730	B	\$3.00	114	649	763	B
1700 - 1800	\$3.00	136	631	767	B	\$3.00	124	665	789	B	\$3.00	116	577	693	B	\$3.00	96	637	733	B	\$3.00	130	574	704	B
1800 - 1900	\$3.00	117	566	683	B	\$3.00	108	647	755	B	\$3.00	107	612	719	B	\$3.00	122	682	804	C	\$3.00	142	546	688	B
1900 - 2000	\$3.00	107	369	476	B	\$3.00	90	485	575	B	\$3.00	139	583	722	B	\$3.00	132	465	597	B	\$3.00	144	477	621	B

PM Time	Monday 03/21/22					Tuesday 03/22/22					Wednesday 03/23/22					Thursday 03/24/22					Friday 03/25/22				
	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	\$5.45	130	721	851	C	\$5.45	147	711	858	C	\$5.45	124	793	917	C	\$5.45	151	750	901	C	\$5.45	154	649	803	C
1500 - 1600	\$5.45	111	617	728	B	\$5.45	114	674	788	B	\$5.45	136	671	807	C	\$5.45	102	649	751	B	\$5.45	188	573	761	B
1600 - 1700	\$3.00	115	660	775	B	\$5.45	109	615	724	B	\$5.45	92	648	740	B	\$5.45	115	611	726	B	\$3.00	140	601	741	B
1700 - 1800	\$3.00	125	640	765	B	\$3.00	151	582	733	B	\$3.00	104	618	722	B	\$3.00	109	569	678	B	\$3.00	129	573	702	B
1800 - 1900	\$3.00	115	573	688	B	\$3.00	118	555	673	B	\$3.00	136	632	768	B	\$3.00	136	565	701	B	\$3.00	165	514	679	B
1900 - 2000	\$3.00	97	375	472	B	\$3.00	152	583	735	B	\$3.00	157	530	687	B	\$3.00	155	621	776	B	\$3.00	158	493	651	B

PM Time	Monday 03/28/22					Tuesday 03/29/22					Wednesday 03/30/22					Thursday 03/31/22					Friday 04/01/22				
	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	\$5.45	136	688	824	C	\$5.45	131	636	767	B	\$5.45	135	702	837	C	\$5.45	122	751	873	C					
1500 - 1600	\$5.45	124	582	706	B	\$5.45	104	690	794	B	\$5.45	130	643	773	B	\$5.45	162	648	810	C					
1600 - 1700	\$3.00	110	535	645	B	\$5.45	129	706	835	C	\$5.45	150	625	775	B	\$5.45	111	658	769	B					
1700 - 1800	\$3.00	94	486	580	B	\$3.00	107	660	767	B	\$3.00	141	647	788	B	\$3.00	126	597	723	B					
1800 - 1900	\$3.00	73	308	381	A	\$3.00	142	537	679	B	\$3.00	139	562	701	B	\$3.00	172	571	743	B					
1900 - 2000	\$3.00	82	286	368	A	\$3.00	112	373	485	B	\$3.00	181	482	663	B	\$3.00	156	460	616	B					

RCTC WESTBOUND PEAK-HOUR VOLUMES

Westbound AM Peak - McKinley to County Line

AM Time	Monday 02/28/22					Tuesday 03/01/22					Wednesday 03/02/22					Thursday 03/03/22					Friday 03/04/22				
	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						\$2.30	190	434	624	B	\$2.30	168	435	603	B	\$2.30	169	463	632	B	\$2.30	141	329	470	B
0500 - 0600						\$11.20	351	1185	1,536	F	\$11.20	317	1132	1,449	F	\$9.45	360	1,147	1,507	F	\$5.45	291	871	1,162	D
0600 - 0700						\$18.30	322	1336	1,658	F	\$18.30	355	1335	1,690	F	\$17.30	334	1,357	1,691	F	\$10.45	309	971	1,280	E
0700 - 0800						\$14.30	342	1343	1,685	F	\$14.30	310	1239	1,549	F	\$13.30	310	1,303	1,613	F	\$8.70	279	893	1,172	D
0800 - 0900						\$9.70	157	1300	1,457	F	\$9.70	171	1010	1,181	D	\$8.70	191	1,167	1,358	F	\$5.45	118	831	949	C
0900 - 1000						\$5.45	171	1114	1,285	E	\$5.45	155	956	1,111	D	\$5.45	157	931	1,088	D	\$4.25	152	717	869	C

1533

AM Time	Monday 03/07/22					Tuesday 03/08/22					Wednesday 03/09/22					Thursday 03/10/22					Friday 03/11/22				
	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	\$2.30	176	431	607	B	\$2.30	177	428	605	B	\$2.30	191	434	625	B	\$2.30	175	504	679	B	\$2.30	173	363	536	B
0500 - 0600	\$11.20	341	1,113	1,454	F	\$11.20	385	1126	1,511	F	\$11.20	388	1100	1,488	F	\$9.45	333	1,086	1,419	F	\$5.45	312	946	1,258	E
0600 - 0700	\$17.30	338	1,300	1,638	F	\$18.30	356	1375	1,731	F	\$18.30	373	1249	1,622	F	\$17.30	353	1,380	1,733	F	\$10.45	296	1,115	1,411	F
0700 - 0800	\$13.60	317	1,257	1,574	F	\$14.30	373	1297	1,670	F	\$14.30	362	1254	1,616	F	\$13.30	316	1,314	1,630	F	\$8.70	317	844	1,161	D
0800 - 0900	\$8.70	155	1,191	1,346	E	\$9.70	170	1149	1,319	E	\$9.70	193	1090	1,283	E	\$8.70	172	1,104	1,276	E	\$5.45	159	875	1,034	D
0900 - 1000	\$4.25	179	1,005	1,184	D	\$5.45	160	819	979	C	\$5.45	164	1005	1,169	D	\$5.45	155	854	1,009	D	\$4.25	161	807	968	C

AM Time	Monday 03/14/22					Tuesday 03/15/22					Wednesday 03/16/22					Thursday 03/17/22					Friday 03/18/22				
	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	\$2.30	149	414	563	B	\$2.30	189	419	608	B	\$2.30	198	375	573	B	\$2.30	188	400	588	B	\$2.30	162	341	503	B
0500 - 0600	\$11.20	335	1,048	1,383	F	\$11.20	378	1,063	1,441	F	\$11.20	366	1,027	1,393	F	\$9.45	427	1,100	1,527	F	\$5.45	327	928	1,255	E
0600 - 0700	\$17.30	325	1,213	1,538	F	\$18.30	303	1,276	1,579	F	\$18.30	372	1,215	1,587	F	\$17.30	358	1,199	1,557	F	\$10.45	327	1,009	1,336	E
0700 - 0800	\$13.60	316	1,147	1,463	F	\$14.30	326	1,180	1,506	F	\$14.30	327	1,161	1,488	F	\$13.30	310	1,061	1,371	F	\$8.70	229	657	886	C
0800 - 0900	\$8.70	135	992	1,127	D	\$9.70	135	1,128	1,263	E	\$9.70	153	917	1,070	D	\$8.70	188	992	1,180	D	\$5.45	150	945	1,095	D
0900 - 1000	\$4.25	120	810	930	C	\$5.45	138	933	1,071	D	\$5.45	139	1,077	1,216	E	\$5.45	145	897	1,042	D	\$4.25	146	736	882	C

AM Time	Monday 03/21/22					Tuesday 03/22/22					Wednesday 03/23/22					Thursday 03/24/22					Friday 03/25/22				
	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	\$2.30	187	415	602	B	\$2.30	172	413	585	B	\$2.30	172	400	572	B	\$2.30	163	404	567	B	\$2.30	156	326	482	B
0500 - 0600	\$11.20	341	1,099	1,440	F	\$11.20	342	1,095	1,437	F	\$11.20	383	1,068	1,451	F	\$9.45	402	1,050	1,452	F	\$5.45	343	903	1,246	E
0600 - 0700	\$17.30	343	1,218	1,561	F	\$18.30	311	1,297	1,608	F	\$18.30	376	1,205	1,581	F	\$17.30	353	1,219	1,572	F	\$10.45	300	1,017	1,317	E
0700 - 0800	\$13.60	287	1,128	1,415	F	\$14.30	357	1,101	1,458	F	\$14.30	312	1,108	1,420	F	\$13.30	336	1,045	1,381	F	\$8.70	290	836	1,126	D
0800 - 0900	\$8.70	196	984	1,180	D	\$9.70	238	1,003	1,241	E	\$9.70	219	945	1,164	D	\$8.70	194	979	1,173	D	\$5.45	179	792	971	C
0900 - 1000	\$4.25	189	910	1,099	D	\$5.45	232	939	1,171	D	\$5.45	238	837	1,075	D	\$5.45	224	819	1,043	D	\$4.25	223	729	952	C

AM Time	Monday 03/28/22					Tuesday 03/29/22					Wednesday 03/30/22					Thursday 03/31/22					Friday 04/01/22				
	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	\$2.30	130	339	469	B	\$2.30	154	369	523	B	\$2.30	176	353	529	B	\$2.30	207	827	1,034	D					
0500 - 0600	\$11.20	255	873	1,128	D	\$11.20	317	1,109	1,426	F	\$11.20	376	1,026	1,402	F	\$9.45	281	1,313	1,594	F					
0600 - 0700	\$17.30	252	890	1,142	D	\$18.30	330	1,171	1,501	F	\$18.30	358	1,202	1,560	F	\$17.30	267	1,381	1,648	F					
0700 - 0800	\$13.60	228	829	1,057	D	\$14.30	336	1,066	1,402	F	\$14.30	364	1,137	1,501	F	\$13.30	408	1,275	1,683	F					
0800 - 0900	\$8.70	129	777	906	C	\$9.70	206	989	1,195	D	\$9.70	206	985	1,191	D	\$8.70	306	1,384	1,690	F					
0900 - 1000	\$4.25	139	646	785	B	\$5.45	176	742	918	C	\$5.45	197	816	1,013	D	\$5.45	253	1,313	1,566	F					

Westbound AM Peak - I-15 North to County Line

	Monday 02/28/22					Tuesday 03/01/22					Wednesday 03/02/22					Thursday 03/03/22					Friday 03/04/22				
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500						\$3.00	153	485	638	B	\$3.00	145	497	642	B	\$3.00	154	454	608	B	\$3.00	114	358	472	B
0500 - 0600						\$7.00	193	1169	1,362	E	\$7.00	211	1109	1,320	E	\$7.00	195	1,114	1,309	E	\$5.45	189	873	1,062	D
0600 - 0700						\$9.00	208	1244	1,452	F	\$9.00	215	1185	1,400	E	\$9.00	220	1,219	1,439	F	\$7.00	219	976	1,195	D
0700 - 0800						\$9.00	181	1190	1,371	E	\$9.00	170	1156	1,326	E	\$9.00	169	1,159	1,328	E	\$7.00	138	878	1,016	D
0800 - 0900						\$7.00	107	1035	1,142	D	\$7.00	119	964	1,083	D	\$7.00	109	1,071	1,180	D	\$5.45	85	731	816	C
0900 - 1000						\$5.45	144	966	1,110	D	\$5.45	123	869	992	C	\$5.45	121	917	1,038	D	\$3.00	109	643	752	B

	Monday 03/07/22					Tuesday 03/08/22					Wednesday 03/09/22					Thursday 03/10/22					Friday 03/11/22				
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$3.00	166	462	628	B	\$3.00	177	432	609	B	\$3.00	162	457	619	B	\$3.00	129	481	610	B	\$3.00	136	342	478	B
0500 - 0600	\$7.00	251	1,085	1,336	E	\$7.00	218	1065	1,283	E	\$7.00	247	1070	1,317	E	\$7.00	214	1,125	1,339	E	\$5.45	190	904	1,094	D
0600 - 0700	\$9.00	208	1,202	1,410	F	\$9.00	227	1205	1,432	F	\$9.00	247	1174	1,421	F	\$9.00	230	1,189	1,419	F	\$7.00	227	981	1,208	E
0700 - 0800	\$9.00	179	1,134	1,313	E	\$9.00	175	1124	1,299	E	\$9.00	228	1117	1,345	E	\$9.00	197	1,094	1,291	E	\$7.00	178	930	1,108	D
0800 - 0900	\$7.00	97	1,050	1,147	D	\$7.00	132	970	1,102	D	\$7.00	141	1018	1,159	D	\$7.00	127	1,049	1,176	D	\$5.45	123	834	957	C
0900 - 1000	\$5.45	137	917	1,054	D	\$5.45	108	869	977	C	\$5.45	131	926	1,057	D	\$5.45	118	731	849	C	\$3.00	97	664	761	B

	Monday 03/14/22					Tuesday 03/15/22					Wednesday 03/16/22					Thursday 03/17/22					Friday 03/18/22				
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$3.00	121	455	576	B	\$3.00	145	419	564	B	\$3.00	168	453	621	B	\$3.00	165	412	577	B	\$3.00	129	380	509	B
0500 - 0600	\$7.00	215	1,012	1,227	E	\$7.00	240	1,098	1,338	E	\$7.00	258	1,049	1,307	E	\$7.00	248	1,032	1,280	E	\$5.45	186	868	1,054	D
0600 - 0700	\$9.00	218	1,170	1,388	E	\$9.00	220	1,231	1,451	F	\$9.00	240	1,157	1,397	E	\$9.00	238	1,135	1,373	E	\$7.00	231	917	1,148	D
0700 - 0800	\$9.00	168	1,045	1,213	E	\$9.00	160	1,129	1,289	E	\$9.00	193	1,062	1,255	E	\$9.00	200	1,045	1,245	E	\$7.00	160	888	1,048	D
0800 - 0900	\$7.00	116	999	1,115	D	\$7.00	89	1,082	1,171	D	\$7.00	103	966	1,069	D	\$7.00	102	1,051	1,153	D	\$5.45	102	789	891	C
0900 - 1000	\$5.45	97	772	869	C	\$5.45	101	832	933	C	\$5.45	124	858	982	C	\$5.45	122	875	997	C	\$3.00	124	691	815	C

	Monday 03/21/22					Tuesday 03/22/22					Wednesday 03/23/22					Thursday 03/24/22					Friday 03/25/22				
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$3.00	158	468	626	B	\$3.00	150	464	614	B	\$3.00	150	436	586	B	\$3.00	146	414	560	B	\$3.00	146	348	494	B
0500 - 0600	\$7.00	199	1,055	1,254	E	\$7.00	225	1,060	1,285	E	\$7.00	243	1,006	1,249	E	\$7.00	259	1,030	1,289	E	\$5.45	227	888	1,115	D
0600 - 0700	\$9.00	208	1,153	1,361	E	\$9.00	237	1,242	1,479	F	\$9.00	237	1,123	1,360	E	\$9.00	240	1,091	1,331	E	\$7.00	214	887	1,101	D
0700 - 0800	\$9.00	161	1,074	1,235	E	\$9.00	209	1,082	1,291	E	\$9.00	206	1,050	1,256	E	\$9.00	212	1,041	1,253	E	\$7.00	153	859	1,012	D
0800 - 0900	\$7.00	121	934	1,055	D	\$7.00	138	1,010	1,148	D	\$7.00	100	980	1,080	D	\$7.00	133	1,003	1,136	D	\$5.45	92	820	912	C
0900 - 1000	\$5.45	112	732	844	C	\$5.45	122	807	929	C	\$5.45	139	948	1,087	D	\$5.45	132	880	1,012	D	\$3.00	120	661	781	B

	Monday 03/28/22					Tuesday 03/29/22					Wednesday 03/30/22					Thursday 03/31/22					Friday 04/01/22				
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$3.00	138	402	540	B	\$3.00	142	418	560	B	\$3.00	160	390	550	B	\$3.00	160	541	701	B					
0500 - 0600	\$7.00	163	860	1,023	D	\$7.00	185	1,024	1,209	E	\$7.00	239	1,042	1,281	E	\$7.00	197	1,140	1,337	E					
0600 - 0700	\$9.00	174	962	1,136	D	\$9.00	244	1,134	1,378	E	\$9.00	264	1,126	1,390	E	\$9.00	216	1,203	1,419	F					
0700 - 0800	\$9.00	154	908	1,062	D	\$9.00	220	1,117	1,337	E	\$9.00	235	1,157	1,392	E	\$9.00	295	1,245	1,540	F					
0800 - 0900	\$7.00	125	732	857	C	\$7.00	145	943	1,088	D	\$7.00	169	931	1,100	D	\$7.00	188	1,171	1,359	E					
0900 - 1000	\$5.45	104	575	679	B	\$5.45	154	761	915	C	\$5.45	164	795	959	C	\$5.45	177	835	1,012	D					

RCTC OPERATIONAL HIGHLIGHTS

On-Road Operations

RCTC Freeway Service Patrol responded to 90 calls during the month of March. Of those calls, 76 were to assist disabled vehicles, four calls to remove debris, and ten were in response to accidents that affected the EL.

91 EL BOS Development Update

Over the weekend of March 4, CUSA began implementation and cutover activities for the new BOS for the 91 EL for both Orange and Riverside counties. On March 7th, the BOS went live and began processing transactions received from the ETTM systems. CUSA, in addition to OCTA, RCTC, and project consultant staff, have been continuously monitoring the system and actively implementing fixes for any issues that arise. In addition to the BOS going live on March 7th, the new 91 EL website was launched.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

Description	YTD as of :		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 40,036,797.68	\$ 26,876,250.00	\$ 13,160,547.68	49.0
Fee Revenue	4,518,996.15	4,287,675.00	231,321.15	5.4
Total operating revenues	44,555,793.83	31,163,925.00	13,391,868.83	43.0
Operating expenses:				
Salaries and Benefits	438,265.78	639,600.00	201,334.22	31.5
Legal Services	46,771.96	156,525.00	109,753.04	70.1
Advisory Services	34,540.19	3,750.00	(30,790.19)	(821.1)
Audit and Accounting Fees	29,775.00	27,000.00	(2,775.00)	(10.3)
Service Fees	-	14,025.00	14,025.00	100.0
Other Professional Services	374,339.57	941,850.00	567,510.43	60.3
Lease Expense	203,737.51	239,325.00	35,587.49	14.9
Operations	1,380,454.82	2,713,350.00	1,332,895.18	49.1
Utilities	16,140.18	48,825.00	32,684.82	66.9
Supplies and Materials	9,857.07	25,125.00	15,267.93	60.8
Membership and Subscription Fees	14,498.00	22,500.00	8,002.00	35.6
Office Equipment & Furniture (Non-Capital)	-	60,000.00	60,000.00	100.0
Maintenance/Repairs	146,639.45	231,450.00	84,810.55	36.6
Training Seminars and Conferences	5,919.66	1,200.00	(4,719.66)	(393.3)
Transportation Expenses	287.90	1,875.00	1,587.10	84.6
Lodging	651.78	975.00	323.22	33.2
Meals	130.00	2,250.00	2,120.00	94.2
Other Staff Expenses	174.51	225.00	50.49	22.4
Advertising	-	161,250.00	161,250.00	100.0
Program Management	31,882.29	62,325.00	30,442.71	48.8
Program Operations	4,430,442.80	6,280,650.00	1,850,207.20	29.5
Litigation Settlement	687.06	-	(687.06)	N/A
Furniture & Equipment	-	56,250.00	56,250.00	100.0
Improvements	24,997.50	41,250.00	16,252.50	39.4
Bad Debt Expense	76,390.63	-	(76,390.63)	N/A
Total operating expenses	7,266,583.66	11,731,575.00	4,464,991.34	38.1
Operating income (loss)	37,289,210.17	19,432,350.00	17,856,860.17	91.9
Nonoperating revenues (expenses):				
Interest Revenue	(333,053.85)	112,125.00	(445,178.85)	397.0
Other Miscellaneous Revenue	39,073.64	-	39,073.64	N/A
Loss on Refunding	(6,733,662.41)	-	(6,733,662.41)	N/A
Principal Expense	-	-	-	N/A
Interest Expense	(19,365,473.54)	(6,780,675.00)	(12,584,798.54)	185.6
Total nonoperating revenues (expenses)	(26,393,116.16)	(6,668,550.00)	(19,724,566.16)	(295.8)
Transfers In	-	-	-	N/A
Transfers Out	(167,221.19)	(806,025.00)	638,803.81	(79.3)
Net income (loss)	\$ 10,728,872.82	\$ 11,957,775.00	\$ (1,228,902.18)	(10.3)

¹ Unaudited

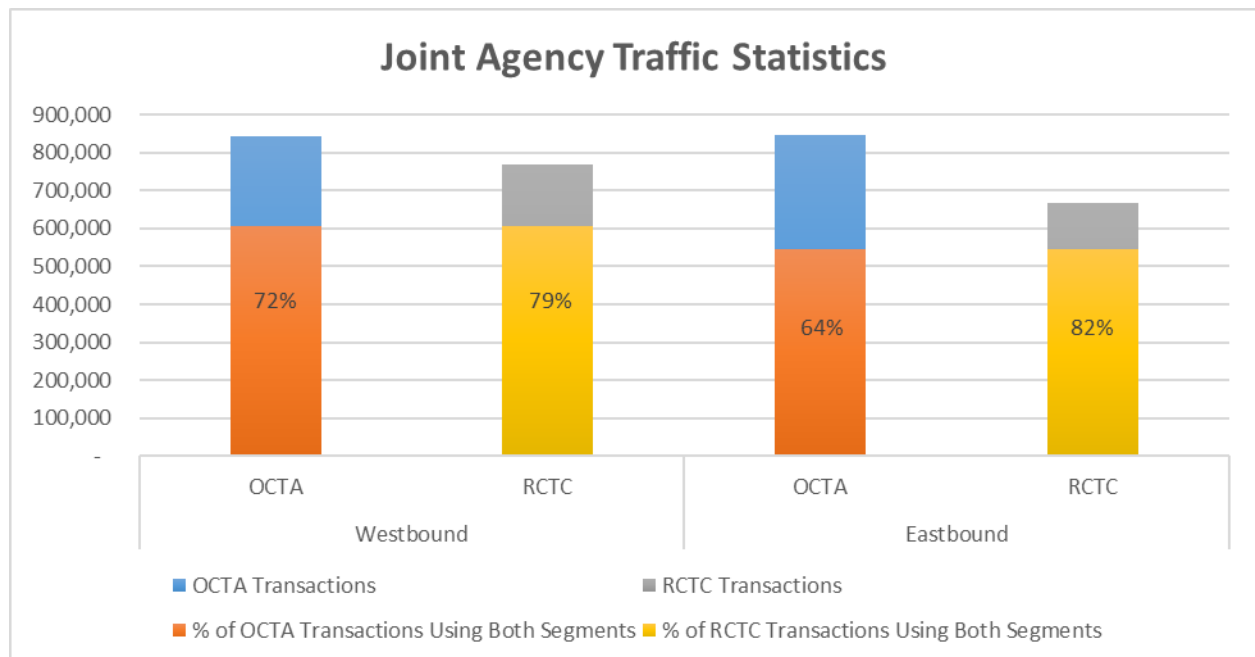
JOINT AGENCY TRIP AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING March 31, 2022

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	843,224	605,202	72%	\$2,365,751.90
RCTC	767,114	605,202	79%	\$3,189,607.79
Eastbound				
OCTA	847,327	546,211	64%	\$2,938,669.49
RCTC	667,362	546,211	82%	\$2,402,183.55

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	REPORTING PERIOD	PERFORMANCE STANDARD	Mar 2022 PERFORMANCE
Customer Service			
Service Level /Speed of Answer	Monthly	80% answered within 60 seconds	67% answered within 60 seconds
Abandon Percentage	Monthly	4 % <=	9%
Customer Satisfaction Score	Monthly	4.5=>	4.88
First Contact Resolution	Monthly	85% of calls resolved on first contact	94%
Timeliness of Case Resolution			
	Monthly	90% of cases resolved in 1 day	57%
	Monthly	98% of cases resolved within 5 days	98%
Mail Performance			
Processing of Returned Mail	Monthly	Per Business Day in which 90% of returned mail is processed within three (3) Business Days	95%
	Monthly	Per Business Day in which 100% of returned mail is not processed within ten (10) Business Days	100%
Research and resolve unidentified Payments	Monthly	100% of all unidentified payments are completely and accurately resolved within five (5) Business Days	100%
Payment Processing	Monthly	Per Business Day in which 100% of payments are processed within two (2) Business Day	98%
Accounting			
Customer Refunds Processed	Monthly	Per Business Day in which 100% of all refunds are not completely and accurately issued within five (5) Business Days	100%

Key Performance Indicators for Service Level, Abandon Calls, and Case resolution were not achieved due to several events associated with the cutover to the new systems. Customers were not able to self-serve their accounts during the Go Live period, which increased the call volume to over 5,000 calls per day on the first two days of cut-over. This increased volume, as well as other technical issues affected CUSA ability to meet some of service level requirements.

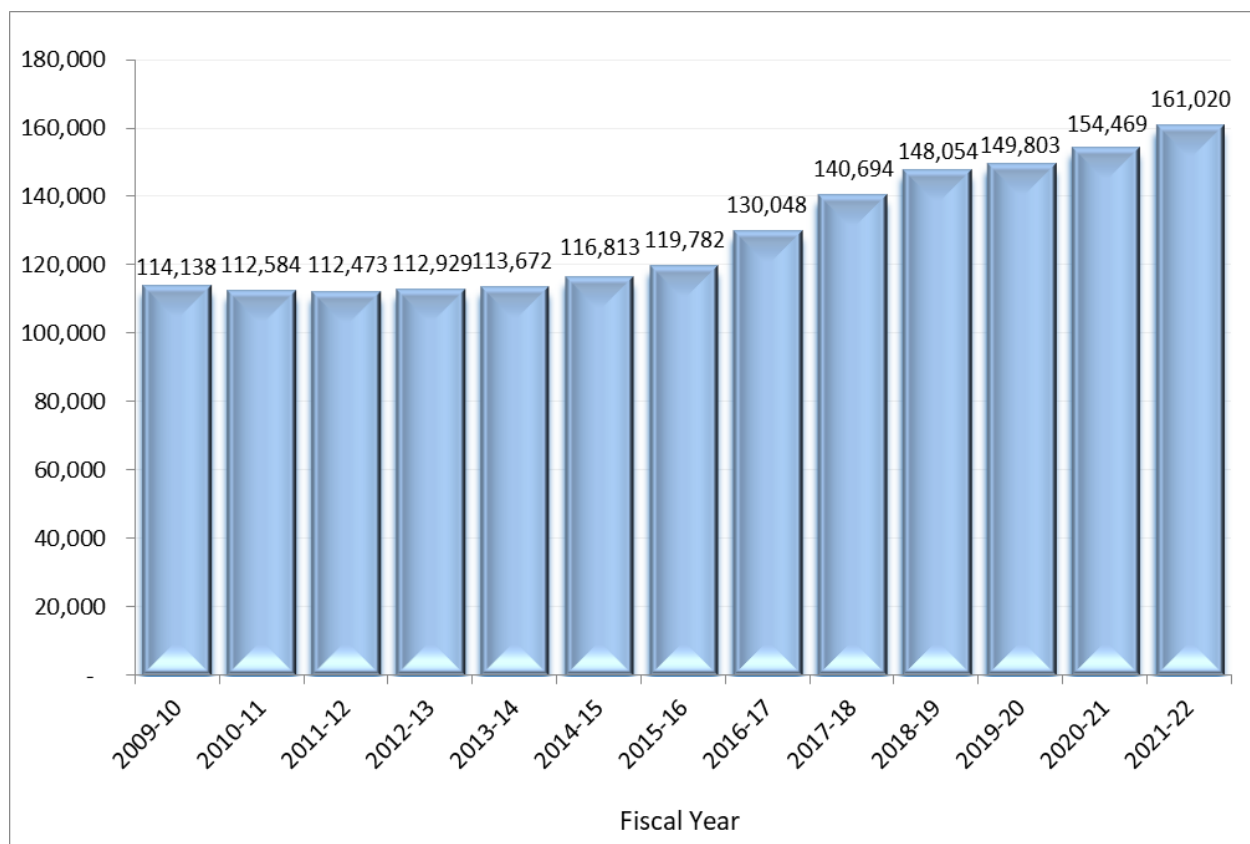
JOINT AGENCY TRANSPONDER DISTRIBUTION

T21 TRANSPONDER DISTRIBUTION	March-22		February-22		FY 2021-22	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	0		0		0	
Additional Tags to Existing Accounts	0		0		0	
Replacement Transponders	0		0		0	
Total Issued	0		0		0	
Returned						
Account Closures	2	40.0%	4	0.4%	5	0.6%
Accounts Down sizing	3	60.0%	1,067	99.6%	543	72.6%
Defective Transponders					200	26.8%
Total Returned	5		1,071		748	

6C TRANSPONDER DISTRIBUTION	March-22		February-22		FY 2021-22	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	130	8.2%	1,517	25.0%	5,667	62.4%
Additional Tags to Existing Accounts	1,447	91.8%	4,547	74.9%	3,404	37.5%
Replacement Transponders	0	0.0%	3	0.0%	9	0.1%
Total Issued	1,577		6,067		9,080	
Returned						
Account Closures						
Accounts Downsizing						
Defective Transponders						
Total Returned						

At the end of March 2022, the 91 EL had 161,020 active customer accounts and 630,139 transponders classified as assigned.

Number of Accounts by FY
As of March 31, 2022





June 3, 2022

To: State Route 91 Advisory Committee

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

Subject: Draft 2022 State Route 91 Implementation Plan

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

Overview

The Orange County Transportation Authority and the Riverside County Transportation Commission annually prepare a plan for potential improvements along the State Route 91 corridor between State Route 57 in Orange County and Interstate 15 in Riverside County. The plan includes a listing of proposed improvements, preliminary cost estimates, and potential implementation timeframes. The Draft 2022 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 2022 SR-91 Implementation Plan (Plan) serves as an outlook 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. Nearly \$2 billion has been invested with the completion of nine projects, including the addition of 68.7 lane miles and multimodal services and projects throughout the SR-91 corridor. Average daily traffic throughput has also increased by 15 percent. This indicates that improvements within the corridor have helped to alleviate the effects of population growth and employment between Orange and Riverside counties as well as reduce the spillover of highway traffic onto parallel local roads. Completed projects from the Plan include:

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

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 for transit and highway improvements within the SR-91 corridor to improve regional mobility, when appropriate.

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

prepared 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 District 12, as well as Caltrans Headquarters agreed to project sequencing to enable the streamlining of the SR-241/SR-91 Tolloed Express 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 Connector is not dependent upon completing SR-71/SR-91 interchange improvements.

Coordination efforts for the 2022 Plan resulted in minor 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 as shown below.

- Orange County projects include three improvements at a total cost of approximately \$530 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 \$399 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 \$380 million and include:
 - SR-241/SR-91 Tolloed Express Connector; and
 - Sixth lane addition from SR-241 to SR-71.

Due to the lingering effects of the coronavirus (COVID-19) pandemic, the 2021 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 pre-COVID-19 traffic conditions are being utilized

for the existing conditions and baseline for the forecasted future traffic conditions in the 2022 Plan and further described in Attachment A.

OCTA and RCTC will continue monitoring the SR-91 traffic pattern changes throughout 2022. If traffic conditions are showing a trend of normalization, then the traffic analysis will be updated for the 2023 Plan.

The Plan also includes a listing of potential future improvements that are highly conceptual in nature (Appendix A of the Plan). Some of the concepts are derived from the Riverside-Orange County Major Investment Study (MIS), for example;

- 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; (MIS Corridor B)
- Connector improvements at the SR-91/SR-55 interchange;

Appendix A includes the full list of concepts. The projected cost of the conceptual improvements exceeds \$14 billion, which is based on preliminary cost estimates dating as far back as 2005. The implementation of the concepts would require a significant amount of planning, design, external funding, technological advancements, 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. Although some tunneling projects have been completed in California with similar lane configurations as the ICE concept, without significant state and federal policy and funding support, this project will be a challenge to complete. In addition, land uses adjacent to the proposed eastern terminus complicate the viability of the conceptual ICE alignment with ongoing commercial and residential developments occupying formerly open space.

Summary

OCTA and RCTC have completed the 2022 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. OCTA and RCTC will continue monitoring the SR-91 traffic pattern changes throughout the year of 2022.

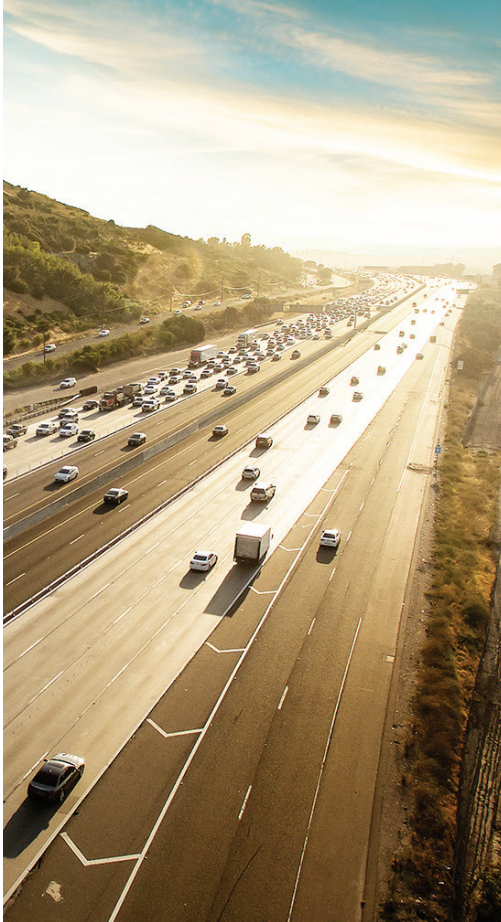
Attachment

- A. Draft State Route 91 Implementation Plan 2022

STATE ROUTE 91

IMPLEMENTATION PLAN 2022

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

- 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	\$43.3	2016
	Riverside County	Green River Road Overcrossing	\$24.3	2009
		North Main Street Corona Metrolink Parking Structure	\$25	2009
		91 Corridor Improvement Project (Initial Phase)	\$1,407	2017
		La Sierra Metrolink Parking Improvements	\$6.3	2019
	Bi-County	Metrolink Service Improvements	\$249	2016
		Express Bus Service	\$6	2019
		SR-91 Corridor Operations Project	\$38	2022

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	\$34.2	Final Design
		Placentia Metrolink Rail Station	\$34.8	Final Design
	Riverside County	15/91 Express Lanes Connector	\$270	Construction
		SR-71/SR-91 Interchange Improvements	\$129	Final Design
		Improvements East of I-15	TBD	Environmental
	Bi-County	SR-241/SR-91 Tolled Express Connector	\$380	Final Design
		Sixth Lane Addition (SR-241 to SR-71)	TBD	Preliminary Engineering

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

2022 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 the 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 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 2022 Plan fulfills the requirement to provide the State Legislature with an annual Implementation Plan for SR-91 improvements and builds on the 2021 Plan. The projects included in the 2022 Plan have been infused with various sources of local, state, and federal funding. The 2022 Plan includes overviews, status summaries, and proposed costs and schedules for projects 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 2022 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)
- ❖ 91 Corridor Operations Project (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 provide time savings, 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. In 2021, the Corps and Orange County Flood Control District 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.

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 Tolloed Express 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).
- ❖ 2021 Next 10 Delivery Plan approved by OCTA Board, (December 2021).
- ❖ 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 Tolloed Express Connector (April 2020).

SR-91 CORRIDOR CONDITIONS

Project Limits

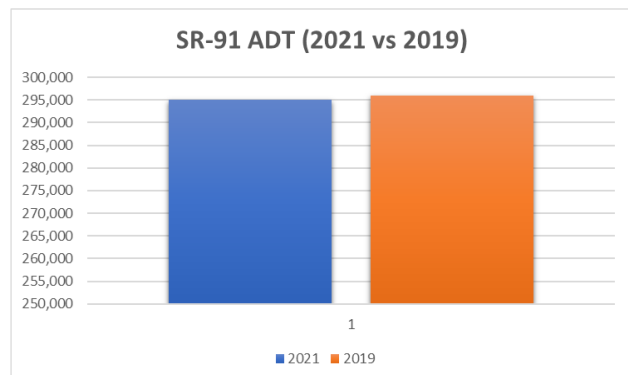
The project study limits encompass the segment of SR-91 from west of the junction of SR-57 and SR-91 in the City of Anaheim in Orange County, to east of the junction of SR-91 and I-15 in the City of Corona in Riverside County. The freeway segment is approximately 20.3 miles long and includes 12.7 miles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

Existing Traffic Conditions Summary

Similar to other parts of the state, traffic demand on Orange County roadways, including the SR-91 corridor, encountered significant variations due to the COVID-19 pandemic and the Stay-at-Home Order that was implemented March 2020. Traffic demand started to increase following the lifting of the Stay-at-Home Order on June 15, 2021. Daily travel demand on the SR-91 corridor increased by over 6% from February 2021 (before the Stay-at-Home Order was lifted) to October 2021 (after the Stay-at-Home Order was lifted). However, the October 2021 traffic demand on the SR-91 corridor was still lower than the October 2019 demand by approximately 0.5% (Figure 1). The peak period times as well as day-to-day

variations of congestion patterns still show effects from the pandemic when compared to 2019 conditions.

Figure 1



Due to the aftereffect of the COVID-19 pandemic, the 2021 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 2022 Plan.

Traffic conditions on the SR-91 corridor are expecting continued changes due to uncertainties related to the COVID-19 aftereffect. OCTA and RCTC will continue monitoring the SR-91 traffic pattern changes throughout the year of 2022. If traffic conditions are showing a trend of normalization (reverting back to pre-pandemic conditions), then the traffic analysis will be updated for the 2023 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 Tolloed Express Connector project while minimizing impacts to the

91 corridor. The subject matter of the multi-agency consensus is outlined below:

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

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

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

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

PROJECT SUMMARY

The projects in this Plan 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 \$529 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 \$399 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 \$380 million. The improvements include: the SR-241/SR-91 Tolle Express Connector and a Sixth Lane Addition (SR-241 to SR-71).

Traffic Analysis

For the 2022 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 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

Table 1 – SR-91 Implementation Plan Projects

Project	Cost (\$M)
Orange County Projects	
SR-91 Improvements between SR-57 and SR-55	460
Anaheim Canyon Metrolink Station Improvements	34.2
Placentia Metrolink Rail Station	34.8
SUBTOTAL	529
Riverside County Projects	
15/91 Express Lanes Connector	270
SR-71/SR-91 Interchange Improvements	129
SR-91 Improvements East of I-15	TBD
SUBTOTAL	399+
Bi-County Projects	
SR-241/SR-91 Tolle Express Connector	380
Sixth Lane Addition (SR-241 to SR-71)	TBD
SUBTOTAL	380+
Concept 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)	
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
SR-91 Corridor Operations Project (2022)	38
SUBTOTAL	1,935.2

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. In addition to the existing year 2019 analysis, two future years of 2030 and 2045 were analyzed and include capacity enhancing projects that are scheduled to be completed by the respective year. 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 Tolloed Express Connector

Year 2045

- ❖ Projects completed in 2030
- ❖ SR-91 Improvements East of I-15
- ❖ SR-91 Sixth 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 26 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 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

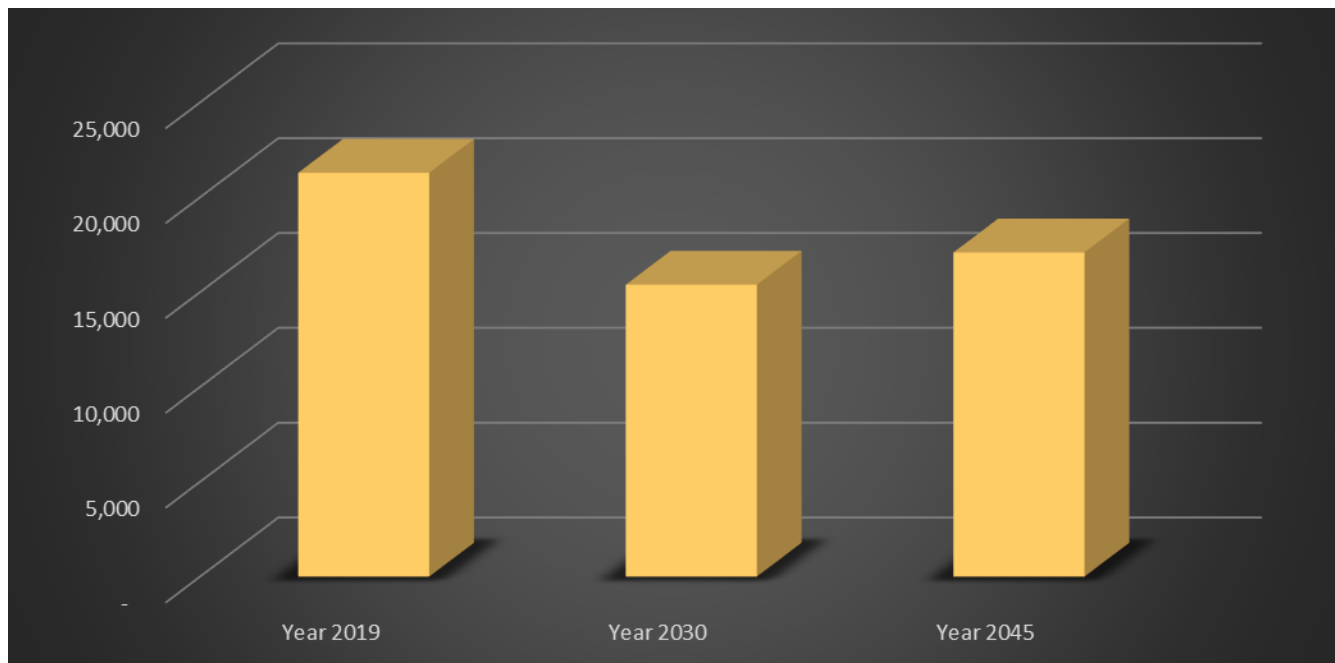


Figure 1-2 – Westbound SR-91 from I-15 to SR-57 A.M. Peak Period Systemwide Served Vehicles

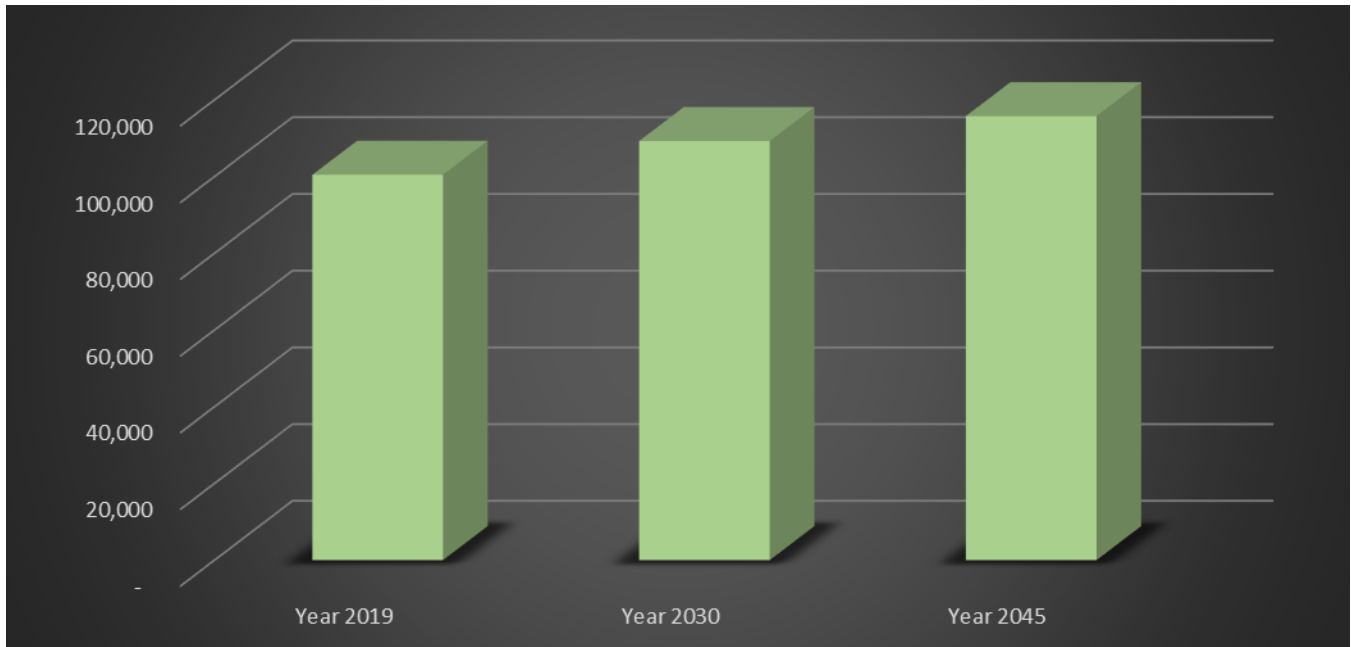


Figure 1-3 – Eastbound SR-91 from SR-57 to I-15 P.M. Peak Period Corridor Vehicle Hours of Delay

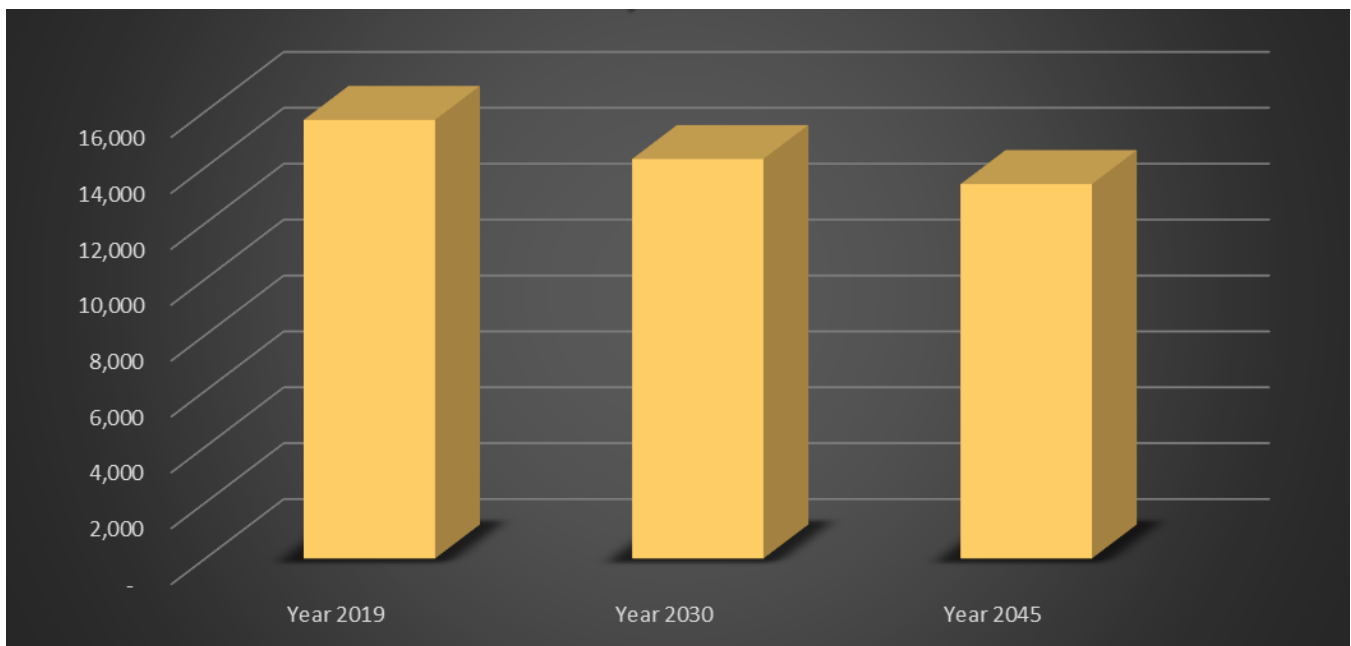
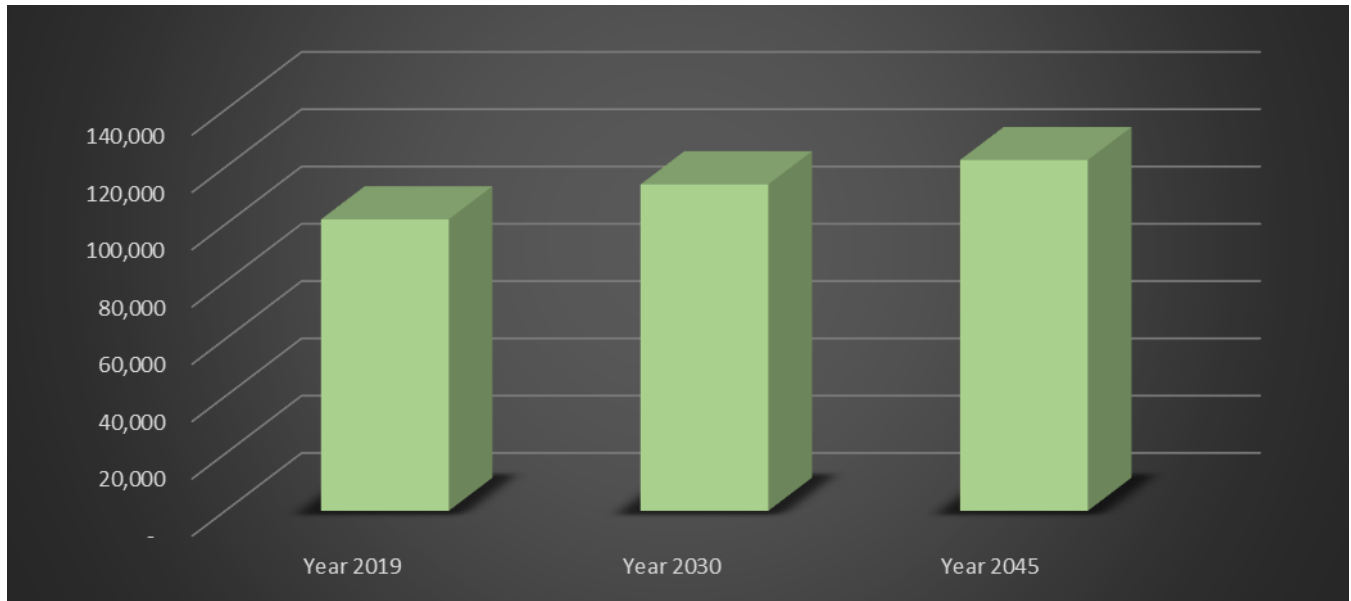


Figure 1-4 – Eastbound SR-91 from SR-57 to I-15 P.M. Peak Period Systemwide Served Vehicles



CONCEPT PROJECT SUMMARY

Many of the highway concept projects identified in this 2022 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 electric 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 and is expected to take 48 months to complete.

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 tunnel boring machines (TBM). 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 a way to reduce the cost of the project. More investigation is required to determine how the cross-section and bore size could be reduced for the ICE concept. 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.

Even if reducing the cross-section and bore diameter may not be feasible, new developments in the form of autonomous boring machines may be able to reduce project time and cost. A tunnel project in Malaysia has utilized an autonomous TBM setup, and a tunnel in Sydney Australia is expected to deploy specially designed autonomous TBMs by the end of next year. With their consistency and precision, these TBMs may be four times

as fast as the projected speed of conventional TBMs for the ICE. However, these cutting-edge machines have limited technical maturity. While there is demonstrated use for tunnels of diameters comparable to the ICE's 26-foot rail tunnel, no autonomous TBM has been developed that could achieve the diameter proposed for the highway tunnel.

A review of land uses adjacent to proposed ICE eastern terminus near the Interstate 15/Cajalco Road junction revealed much has changed since the concept was developed in 2006. Significant development has occurred and is proposed in the area which complicates the viability of the eastern end of conceptual alignment of the ICE.

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.

OVERVIEW

The 2022 Plan describes projects, key considerations, benefits, current status, schedule, and costs (in 2022 dollars, or as noted) for major projects and concepts. 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



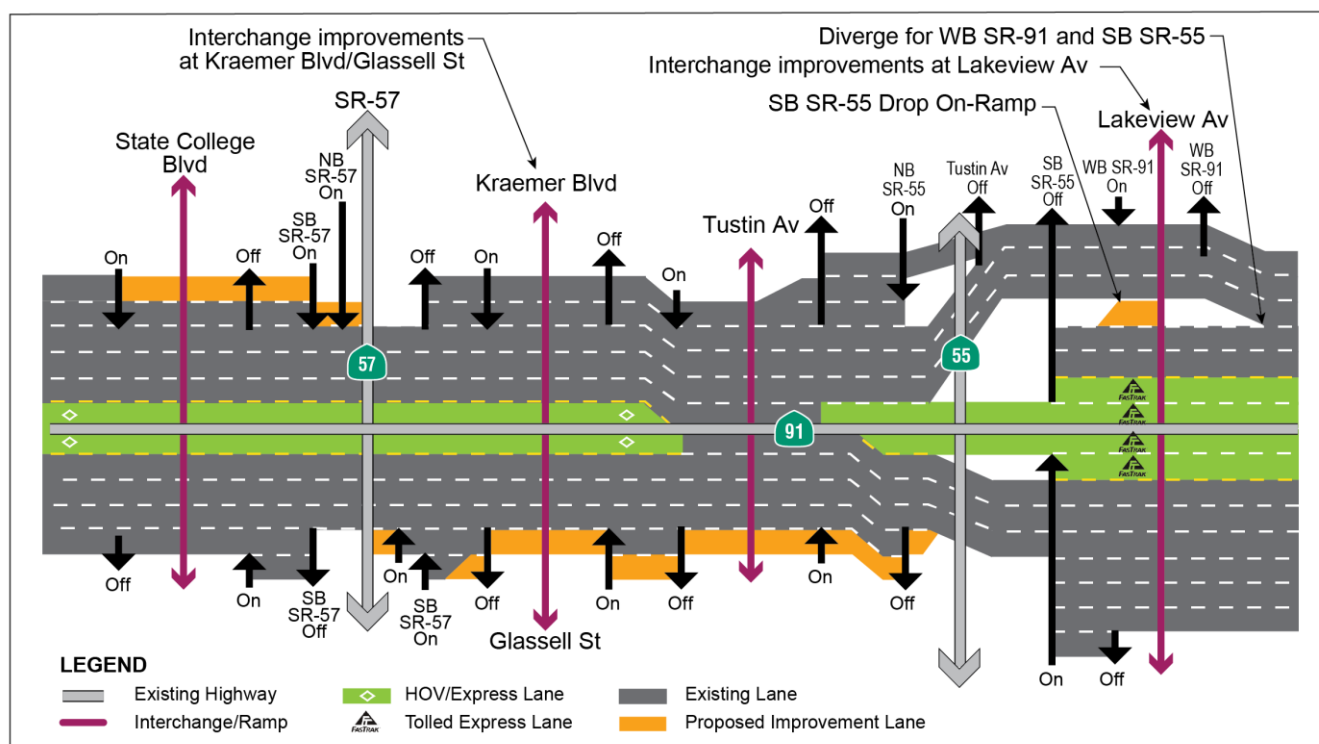
ORANGE COUNTY PROJECTS

The Orange County set of projects includes three improvements at a total cost of approximately \$529 million (in 2022 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	34.2
Placentia Metrolink Rail Station	34.8
SUBTOTAL	529



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 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, 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 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 2028 and the total project cost is estimated to be approximately \$460,000,000.

Anaheim Canyon Metrolink Station Improvements

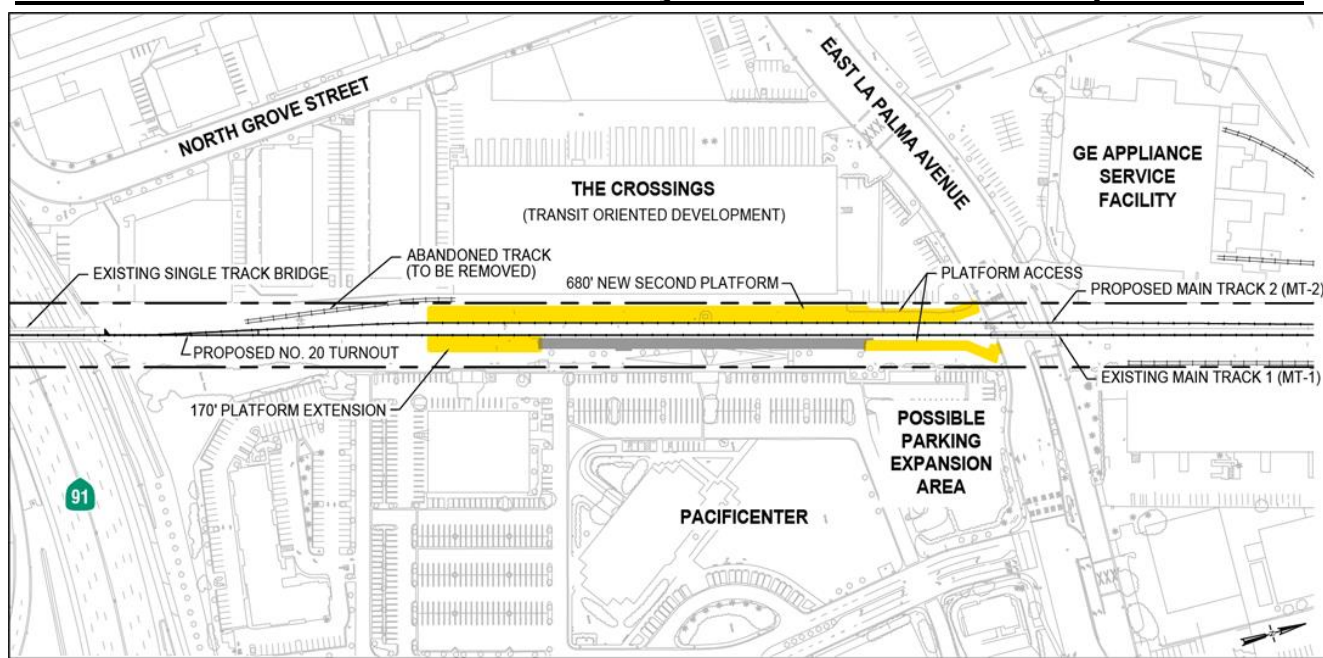


Image source:
Anaheim Canyon Station Project Definition Report, February 23, 2015

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 November 2022. The total project cost is estimated to be \$34.2 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. Project is currently on hold.

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.

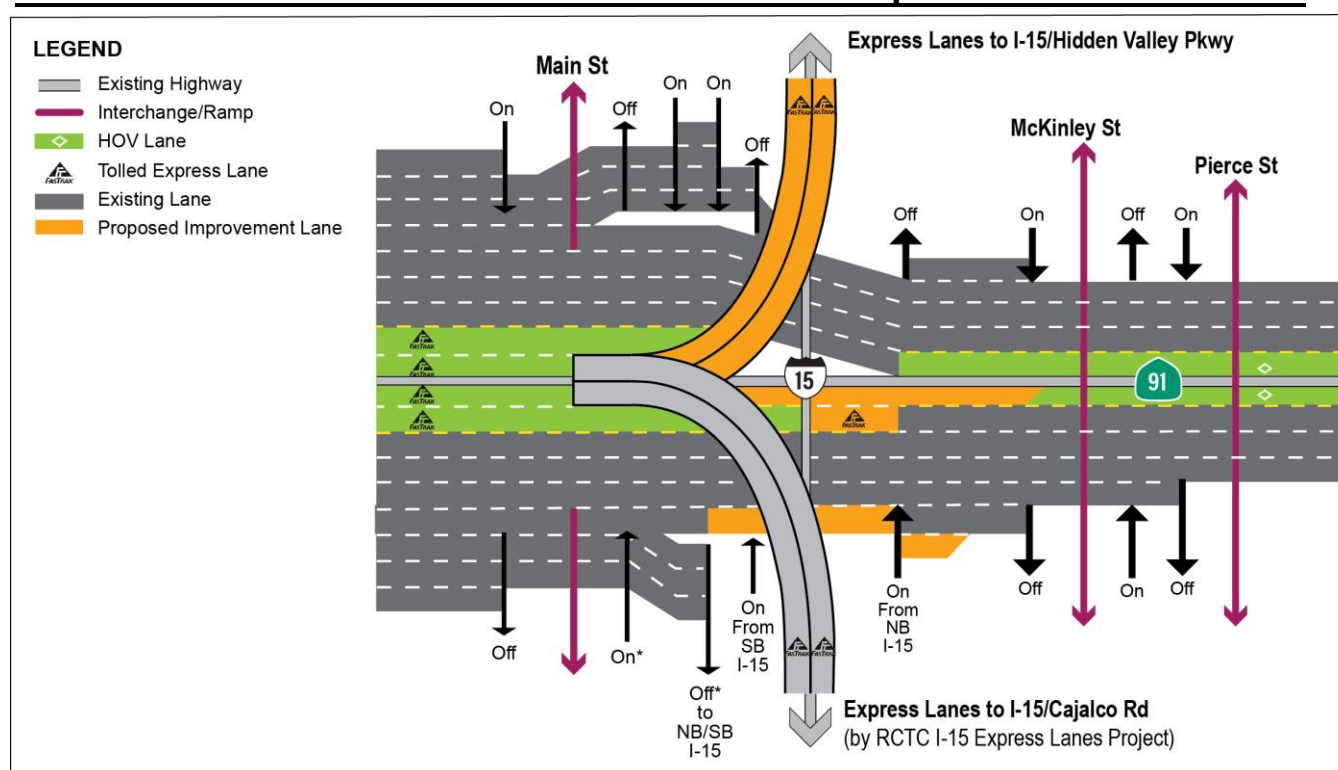
RIVERSIDE COUNTY PROJECTS

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 \$399 million (in 2022 dollars, or as noted).

Riverside County Project Summary		Cost (\$M)
15/91 Express Lanes Connector		270
SR-71/SR-91 Interchange Improvements		129
SR-91 Improvements East of I-15		TBD
SUBTOTAL		399+



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 and the SR-241/SR-91 Tolled Express Connector.

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.

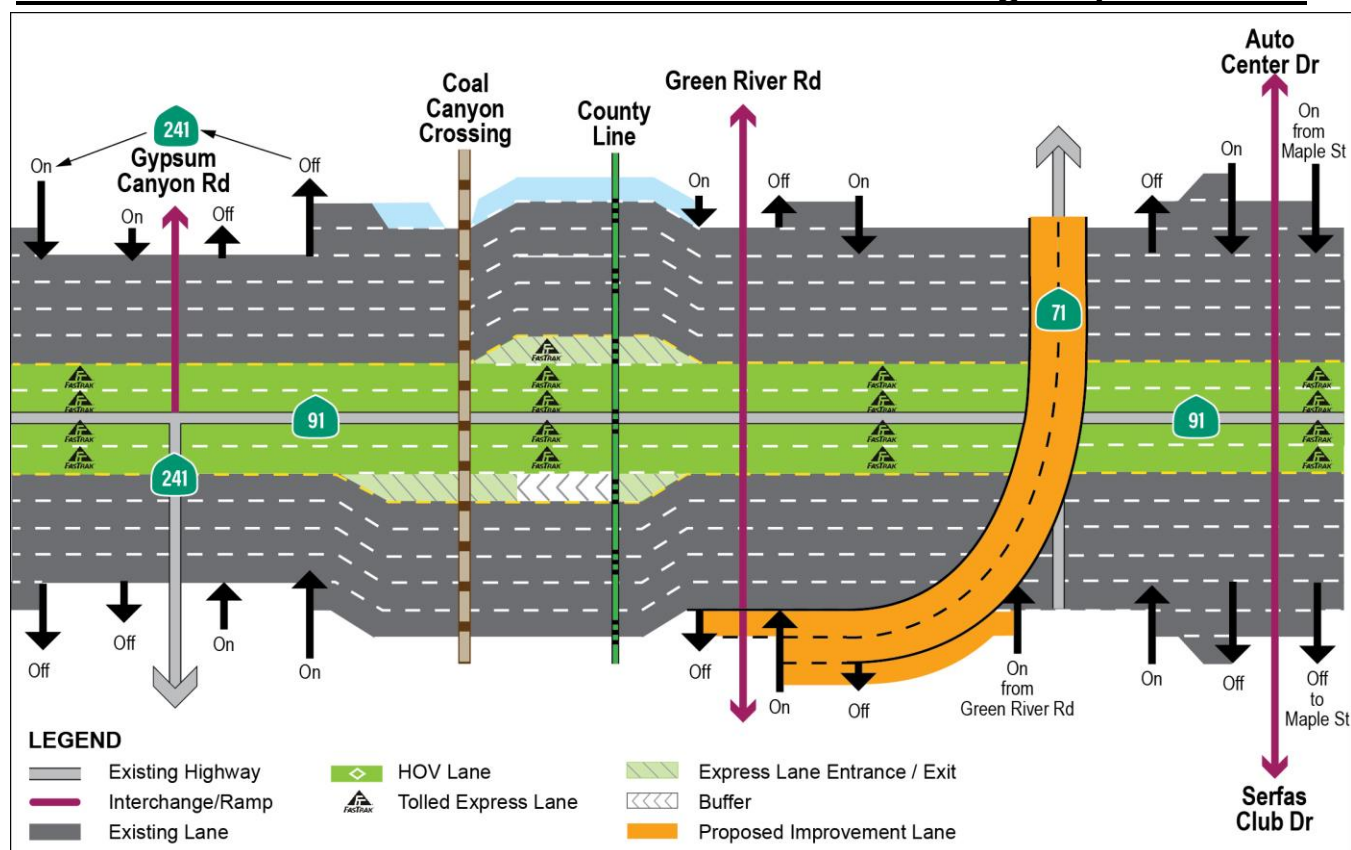
Current Status

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 and the project is currently under construction.

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 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

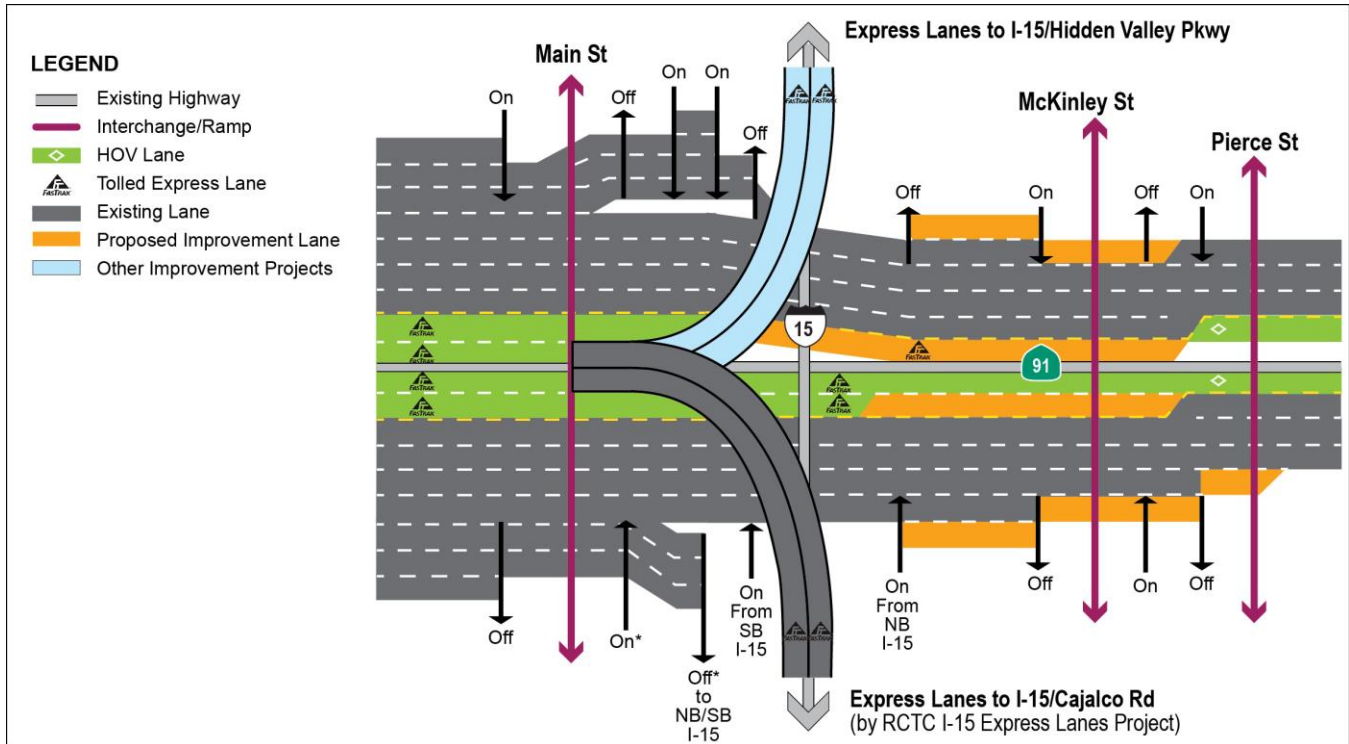
The project will provide a new direct connector improvement from EB SR-91 to NB SR-71, replacing the geometric choke point created by the existing loop connector. The project will also improve traffic operations and operational efficiency by eliminating or minimizing weaving conflicts through the use 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 2025. Construction cost is estimated to be \$129,000,000.



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 Connector, and 15/91 Express Lanes Connector.

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.

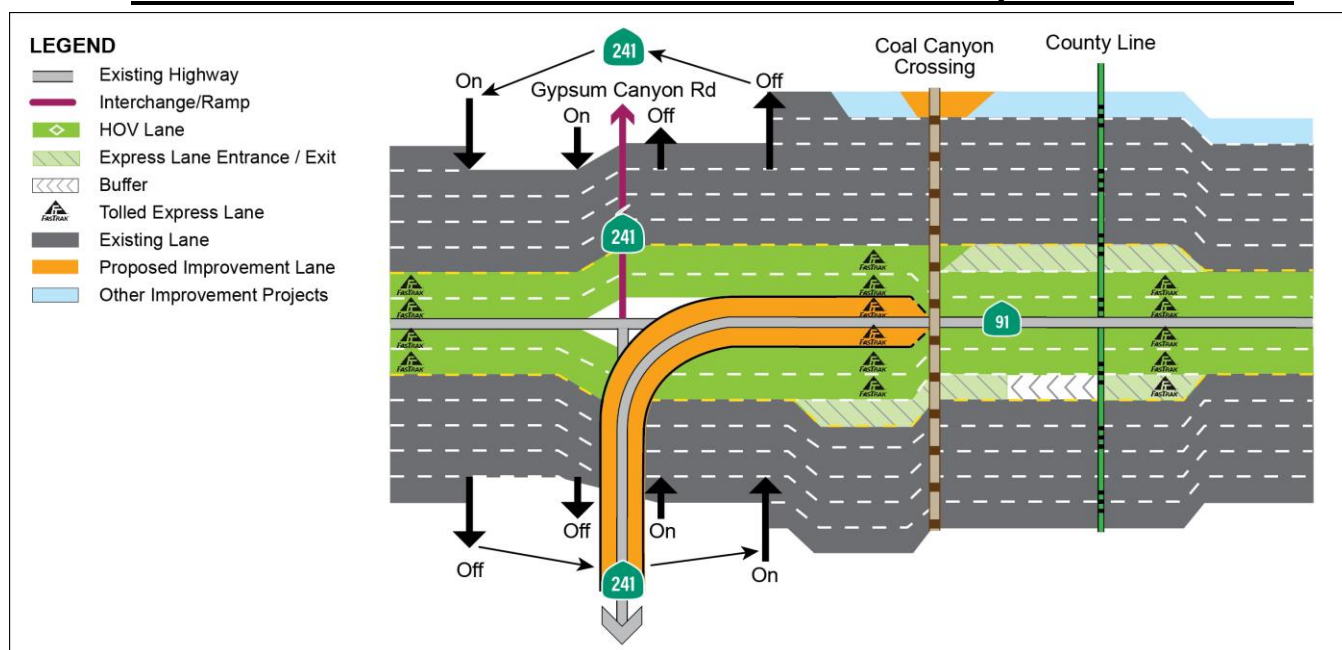
BI-COUNTY PROJECTS

There are three Bi-County improvement projects that will benefit both Orange and Riverside Counties. These projects include: the SR-241/SR-91 Tolled Express Connector and a Sixth Lane Addition (SR-241 to SR-71). The total cost for the projects is expected to be more than \$380 million (in 2022 dollars, or as noted).

Riverside County Project Summary		Cost (\$M)
SR-241/SR-91 Tolled Express Connector		380
Sixth Lane Addition (SR-241 to SR-71)		TBD
SUBTOTAL		380+



SR-241/SR-91 Tolloed Express Connector



Project Description

The SR-241/SR-91 Tolloed Express 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.

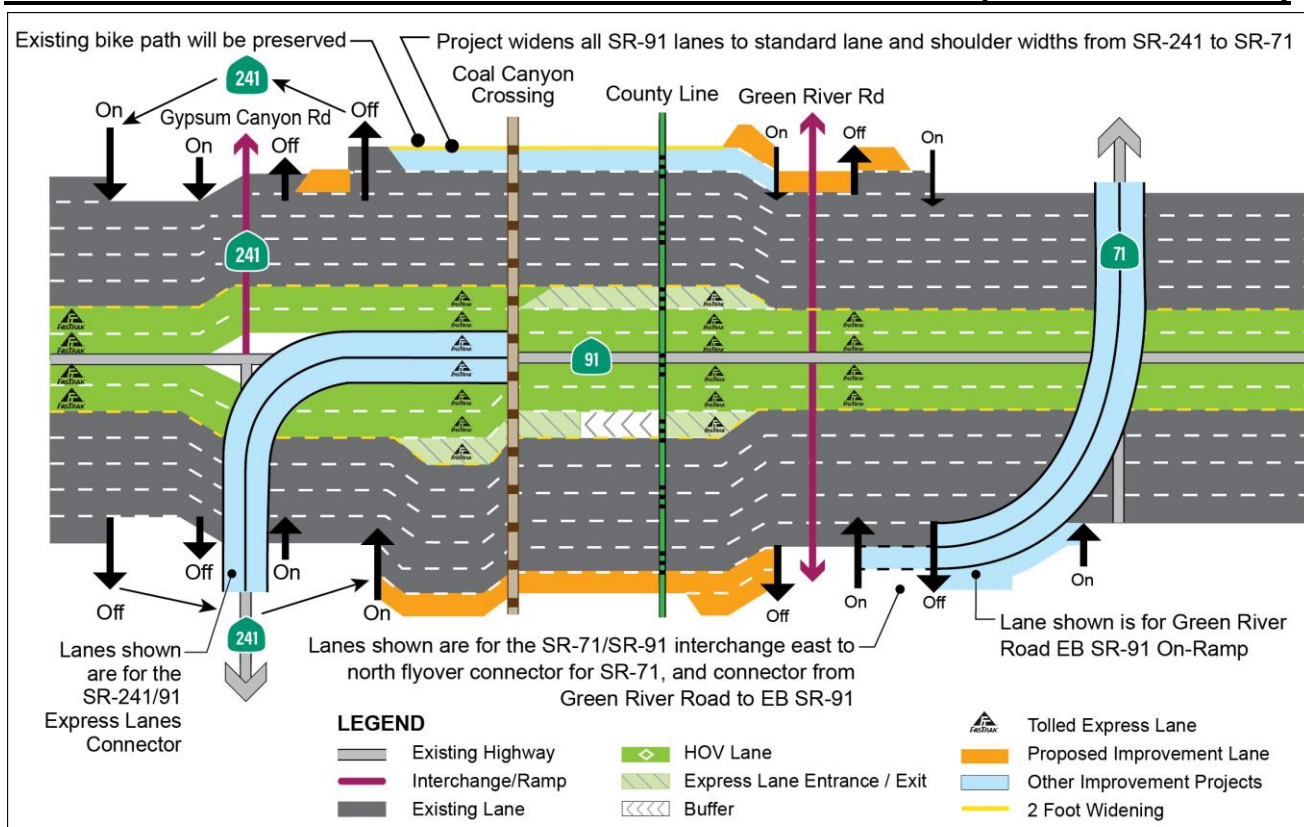
Current Status

Preliminary engineering concepts for a SR-241/SR-91 Tolloed Express 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 36 months beginning in 2023 with project opening in 2026. The total cost of the project will be approximately \$380,000,000.

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



Project Description

The Project Approval and Environmental Document (PAVED) 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 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 SR-71/SR-91 interchange and the SR-241/SR-91 Tolloed Express Connector.

Benefits

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

Current Status

The Sixth Lane Addition is discussed in the SR-91 CIP environmental document that was completed in 2012. An alternatives analysis to evaluate potential improvement options in the eastbound direction was initiated in 2020 and completed in 2022.

Schedule and Cost

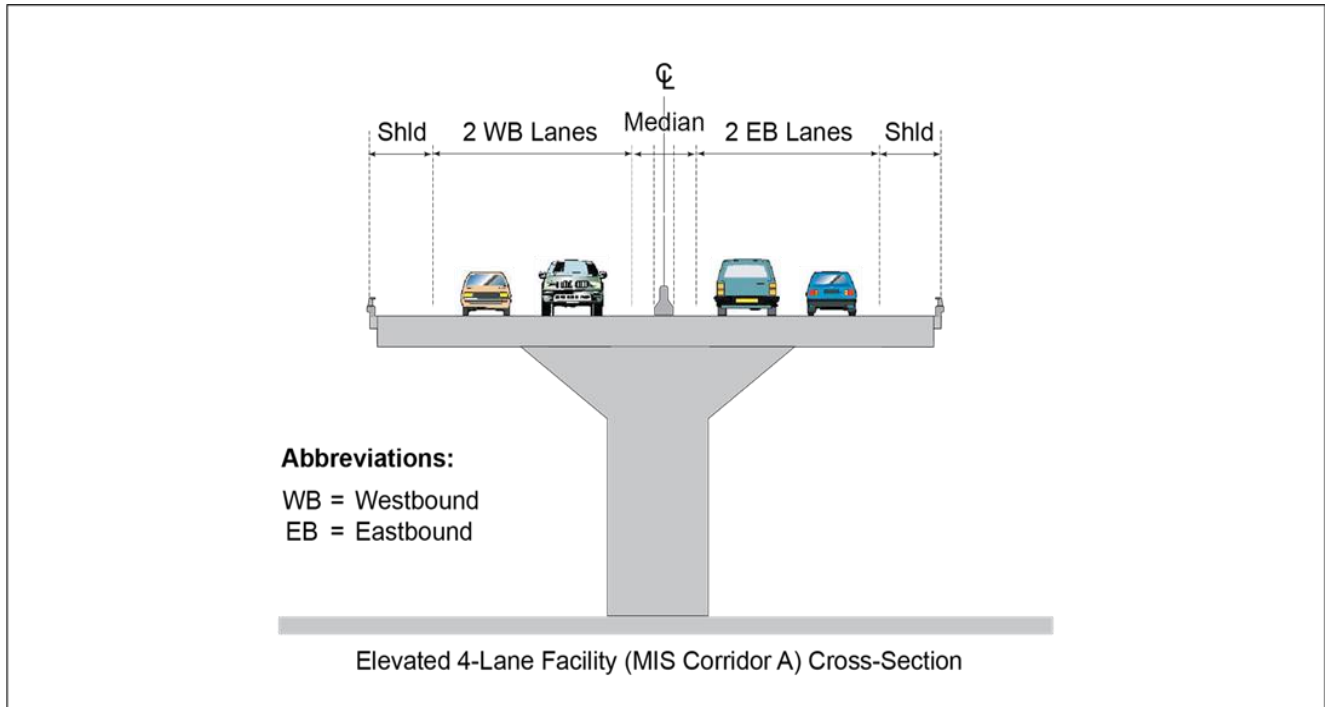
Anticipated project completion and cost are to be determined.

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.

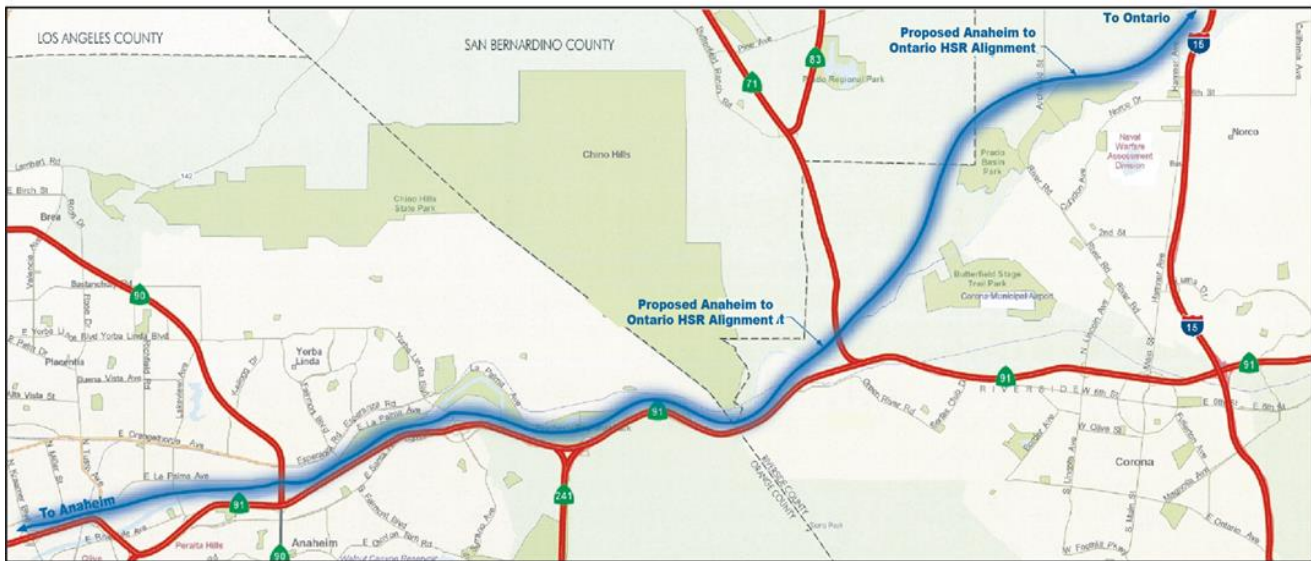
Current Status

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



LEGEND

- Existing Highway
- High Speed Rail Representative Alignment

REPRESENTATIVE ALIGNMENT SHOWN FOR ILLUSTRATIVE PURPOSES ONLY

Concept Description

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

Key Considerations

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

Benefits

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

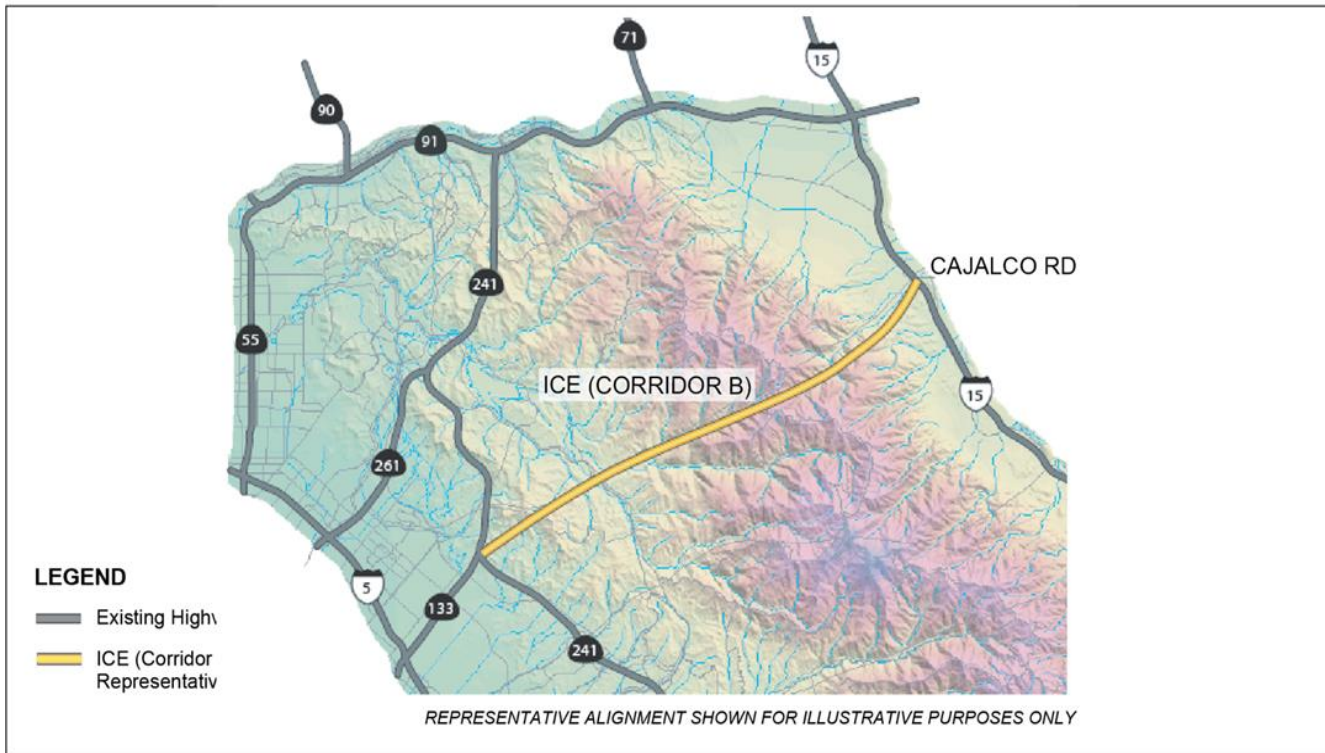
Current Status

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

Schedule and Cost

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

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



Concept Description

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

Key Considerations

The tunnel concept is technically feasible based on the geotechnical investigation completed in December 2009. The initial project phase would be the construction of one 2-lane highway tunnel and one rail tunnel. The second project phase would include construction of a second 2-lane highway tunnel. Additional technical studies and geotechnical borings would be needed to refine the tunnel alignments and grades. Costs associated with the Irvine-Corona Expressway (ICE) tunnels are based on the Feasibility Evaluation Report completed in December 2009. A financial analysis will be needed for the construction, operations and toll requirements of the ICE tunnels. Land use changes and development have occurred in locations where this concept was conceptualized in 2006 which complicate the viability of original concept alignment. With further analysis, these changes would not exclude future potential alignment(s) connecting I-15 and SR-241/SR-133 via tunneling through the Cleveland National Forest. Land use patterns in the vicinity of this concept will be evaluated as part of this Plan's annual updates.

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.

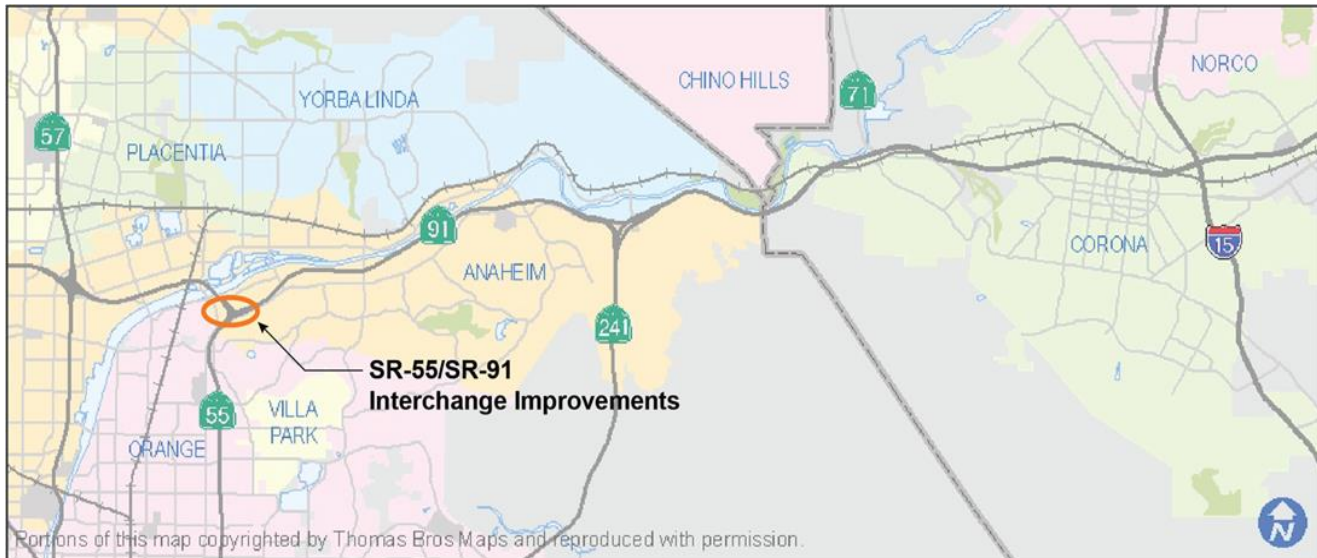
Current Status

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.

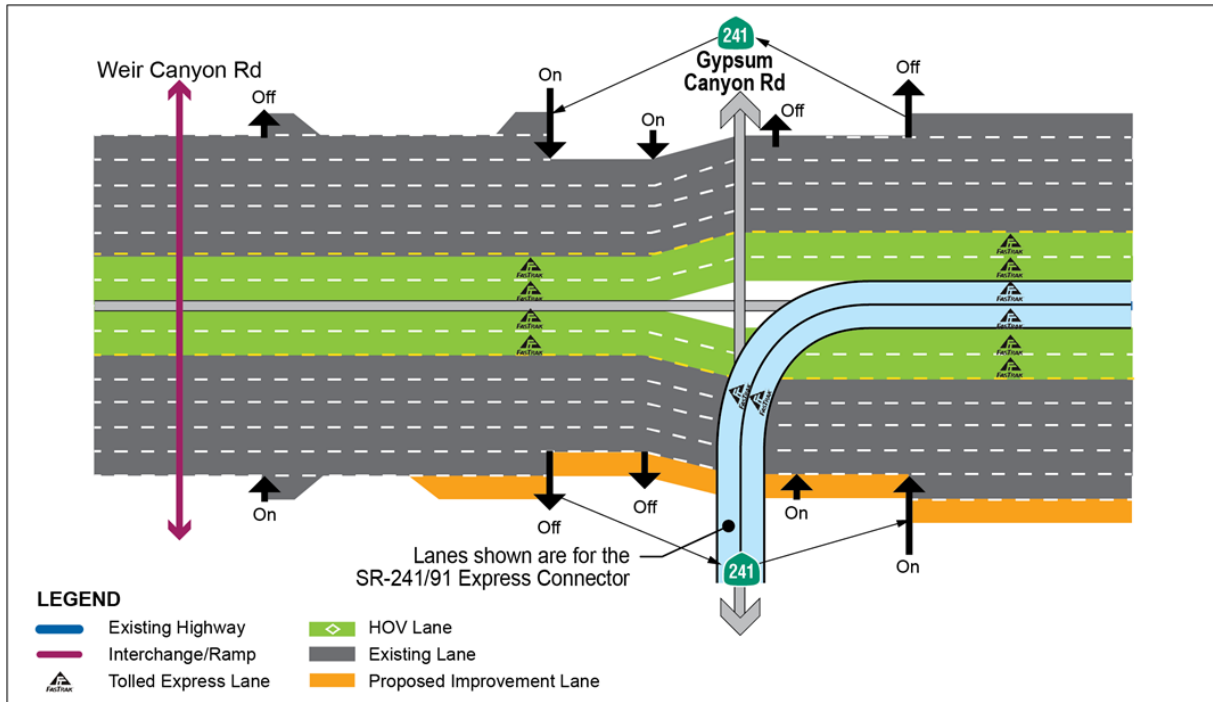
Current Status

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

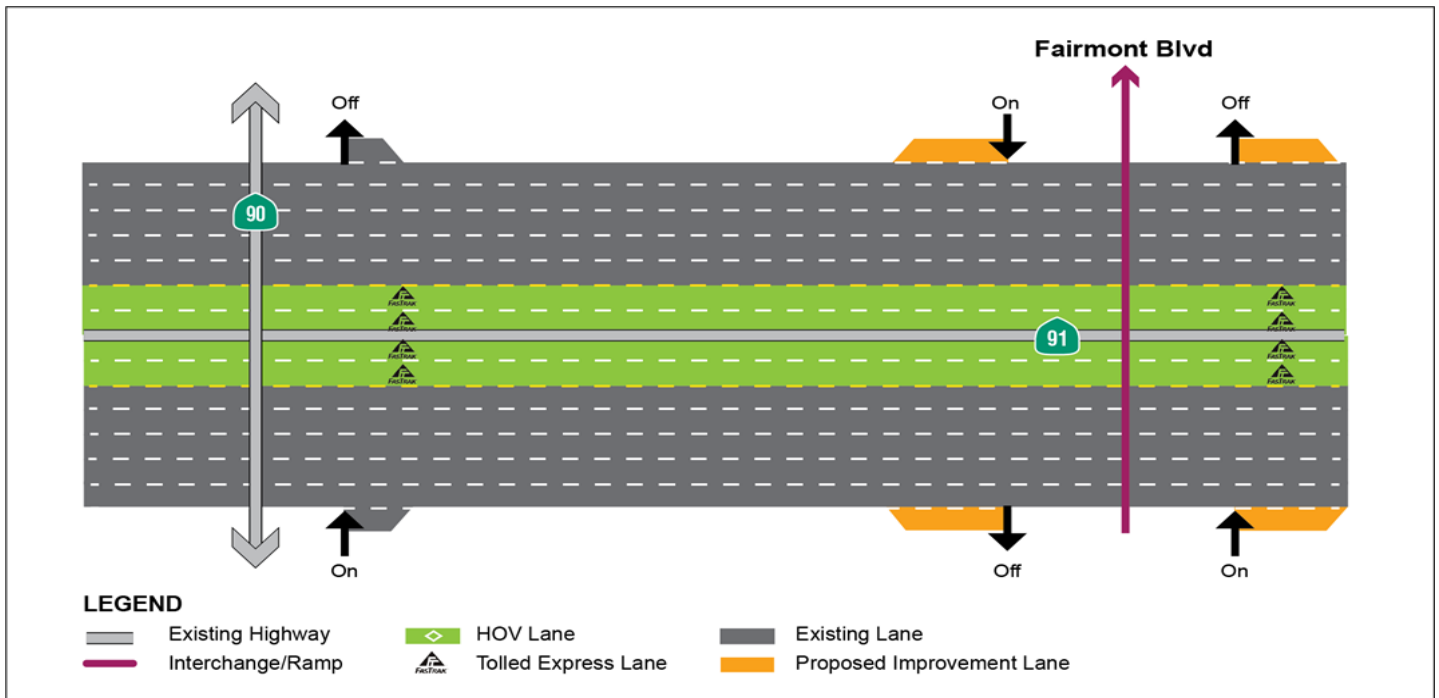
- 1) Extends the existing 5th EB GP lane easterly and ties it to the existing 5th lane downstream. This could provide capacity enhancement and may result in removing an existing choke point. Significant delay savings is anticipated.
- 2) Potentially eliminate queue jumping in this area from EB SR-91 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
SR-91 Corridor Operations Project	February 2022

Green River Road Overcrossing Replacement

Actual Completion: March 2009

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

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed

Preliminary Engineering = PID
Environmental = PA/ED
Design = PS&E

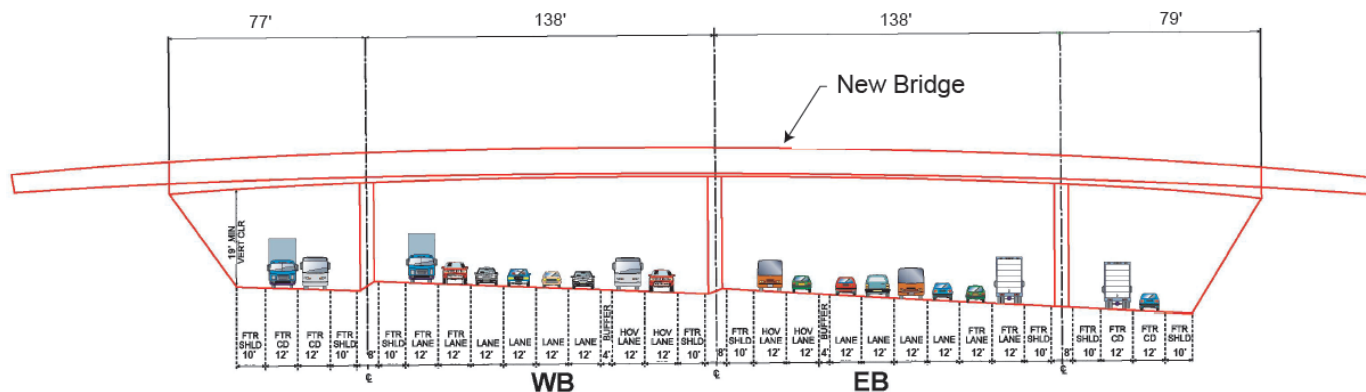
CD = Collector Distributor Lane
FTR = Future
HOV = High Occupancy Vehicle
SHLD = Shoulder

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.

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.

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.

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



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

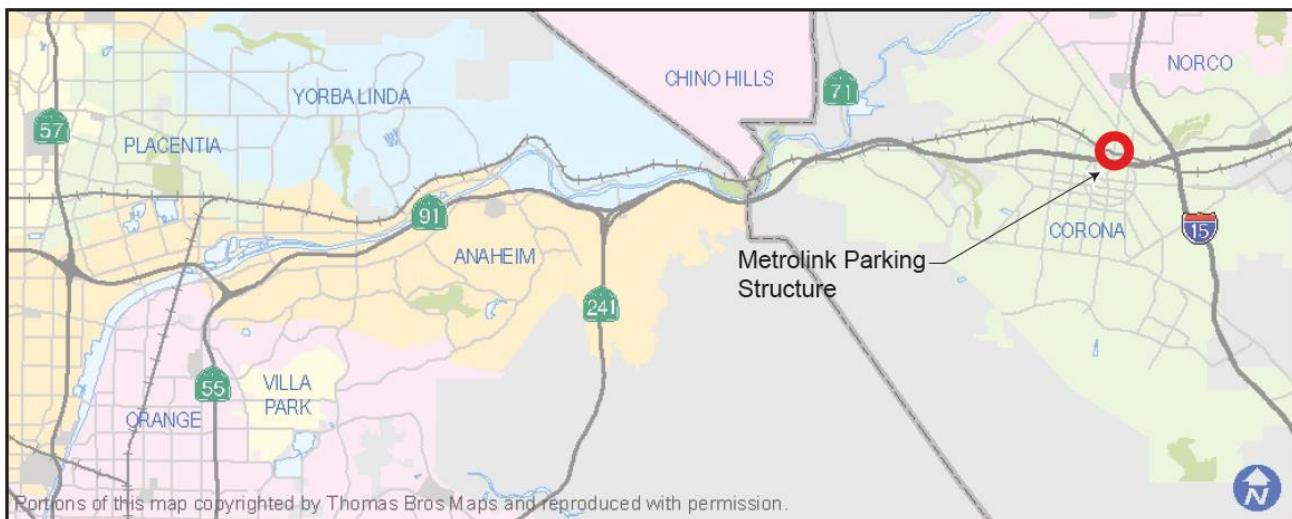
Proposed improvements were constructed within existing right of way. Currently there are 700 users of the facility, 200 more that were previously able to accommodate. Additionally RCTC has opened up the lot to park and ride carpools and vanpools and has issued over 120 permits for carpools to use the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

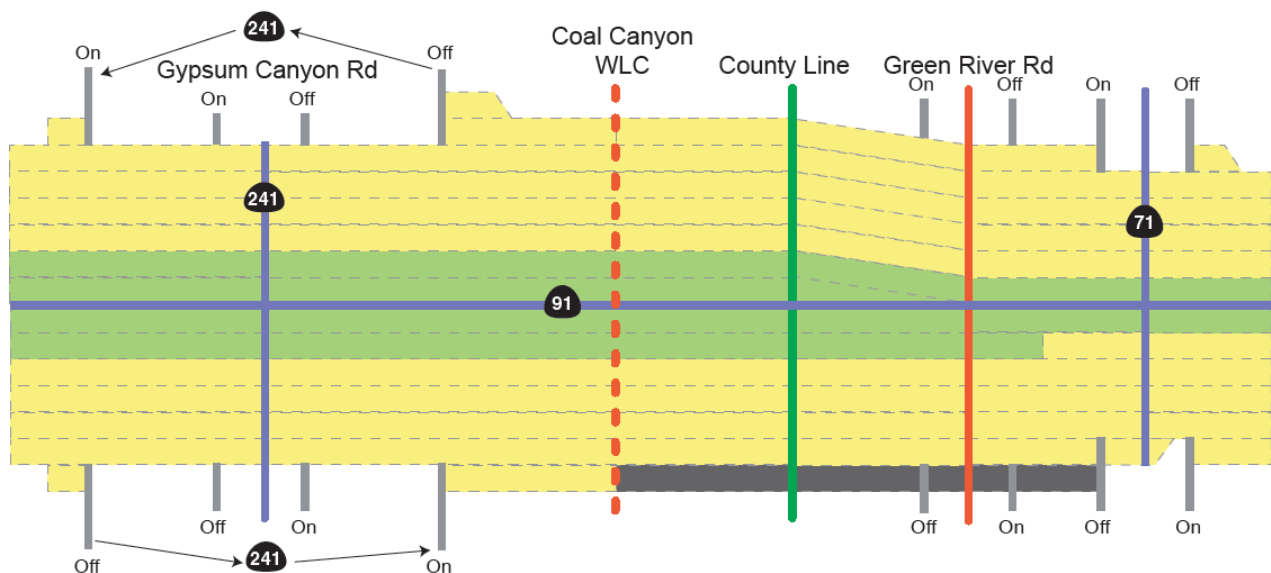
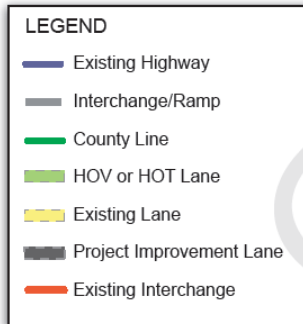
Coordination with the SR-91 Corridor Improvement Projects (Project #3 and #11) will be required. Staged construction would be required for all ramp reconstruction and freeway widening. Freeway operations would most likely be affected by this project, however, freeway lane closures are not anticipated.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

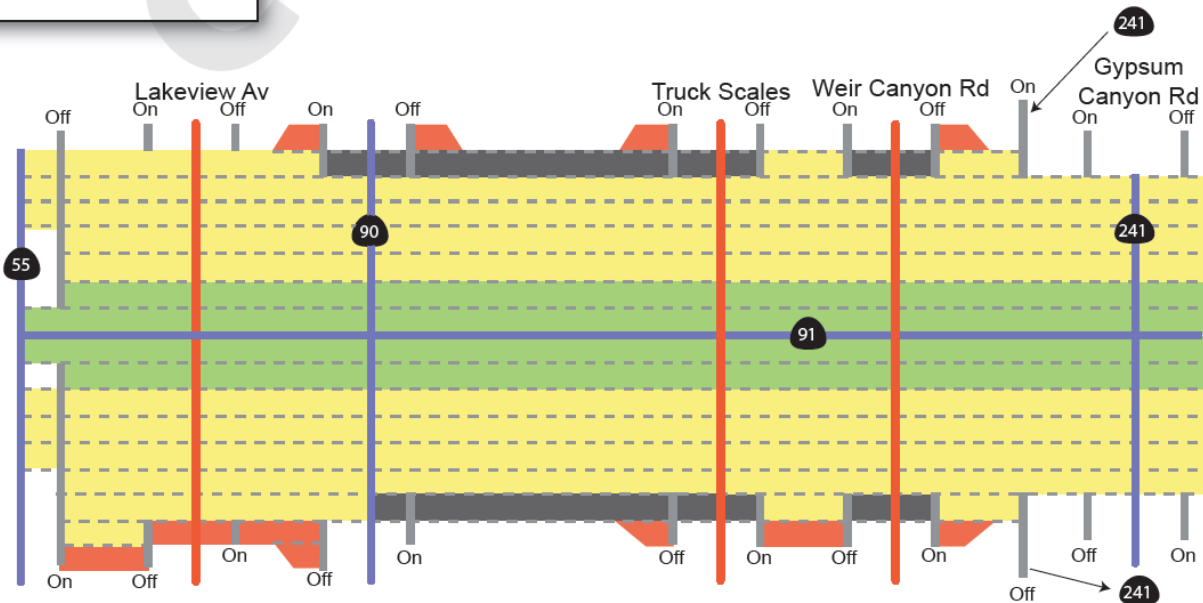
Caltrans is not considering relocation of the truck scales at this time.

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

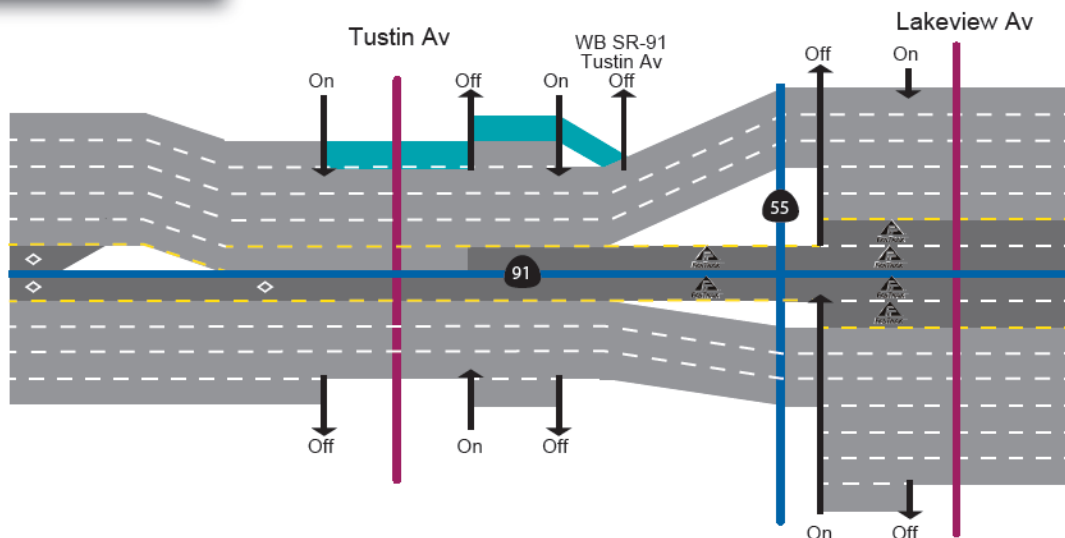
The project would reduce or eliminate operational problems and deficiencies on this section of WB SR-91 including weaving and merging maneuvers. This project would also address choke-point conditions, which are caused primarily by extensive weaving between the NB SR-55 to WB SR-91 connector and the WB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



Metrolink Service Improvements

Appendix Project No: B-6

Actual Completion: 2016

Project Cost Estimate*

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

Project Schedule

Complete 2016

* Costs from OCTA and RCTC
(in 2015 dollars)

Project Description

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

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

Key Considerations

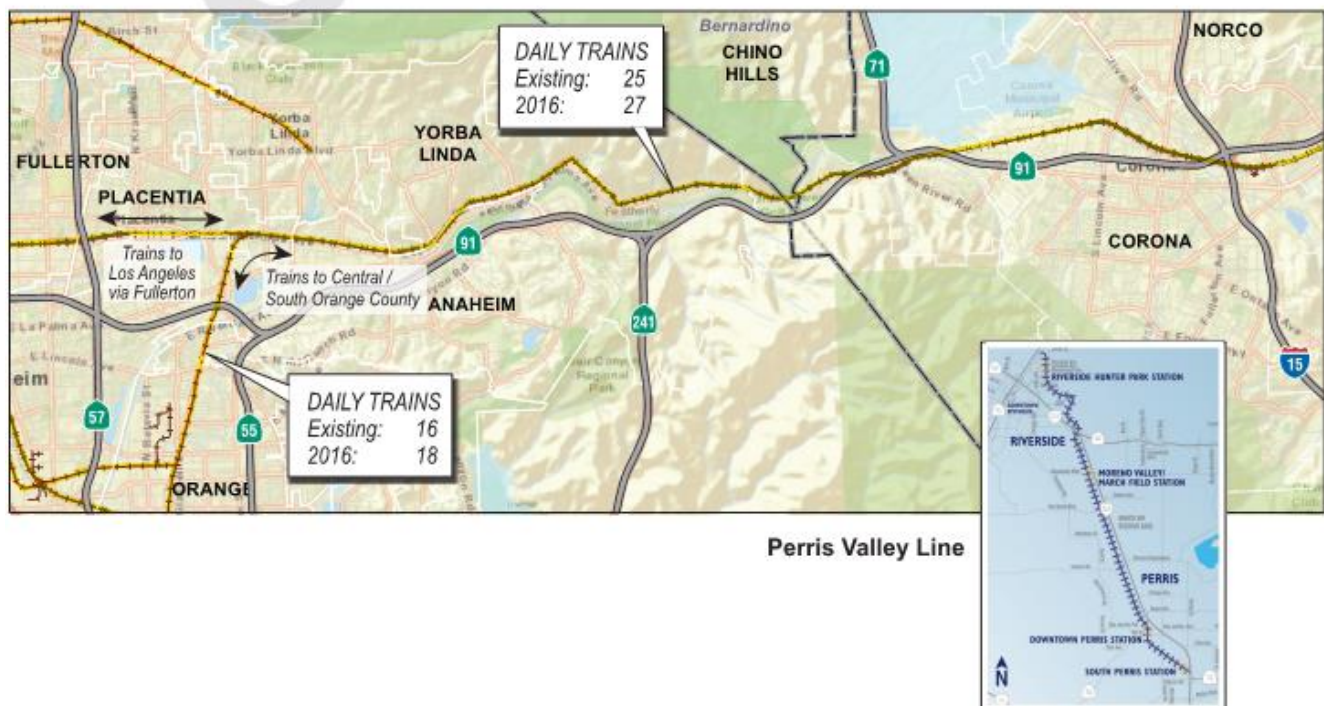
Construction of the new Placentia Metrolink station will improve passenger access to the 91/PV Line, by creating a station between Fullerton and Corona. Improvements at the Anaheim Canyon station are designed to account for future expansion of the IEOC rail service.

Benefits

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

Current Status

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



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

Project No: B-7

Actual Completion: 2017

Project Cost Estimate*

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

Project Schedule**

Preliminary Engineering	Completed
Environmental	Completed
Design/Construction	2013-2017

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

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

Project Description

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

Key Considerations

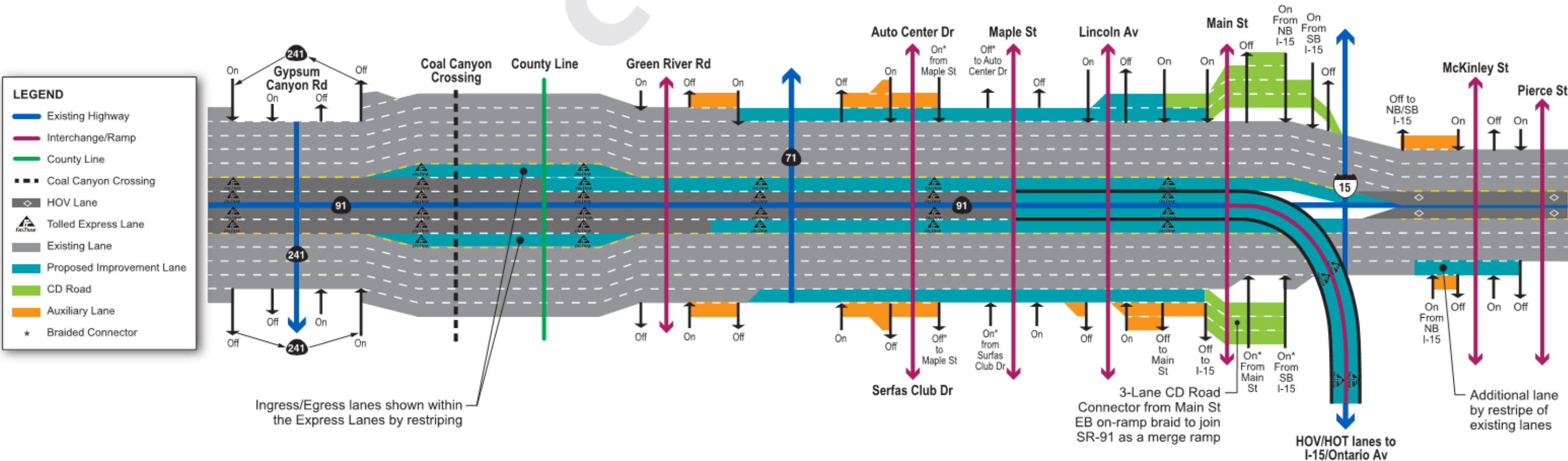
Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects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

Benefits

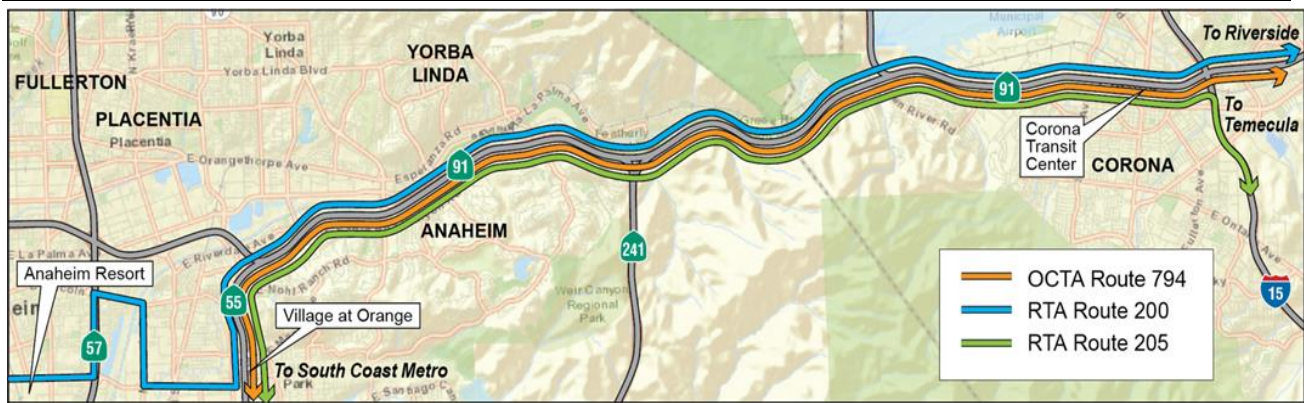
The Initial Phase and Ultimate CIP projects will reduce congestion and delays by providing additional SR-91 capacity from SR-241 to Pierce Street, along I-15 from SR-91 to Cajalco Road to the south, and to Hidden Valley Parkway to the north. Traffic operations will improve by eliminating or reducing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

Current Status

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



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.

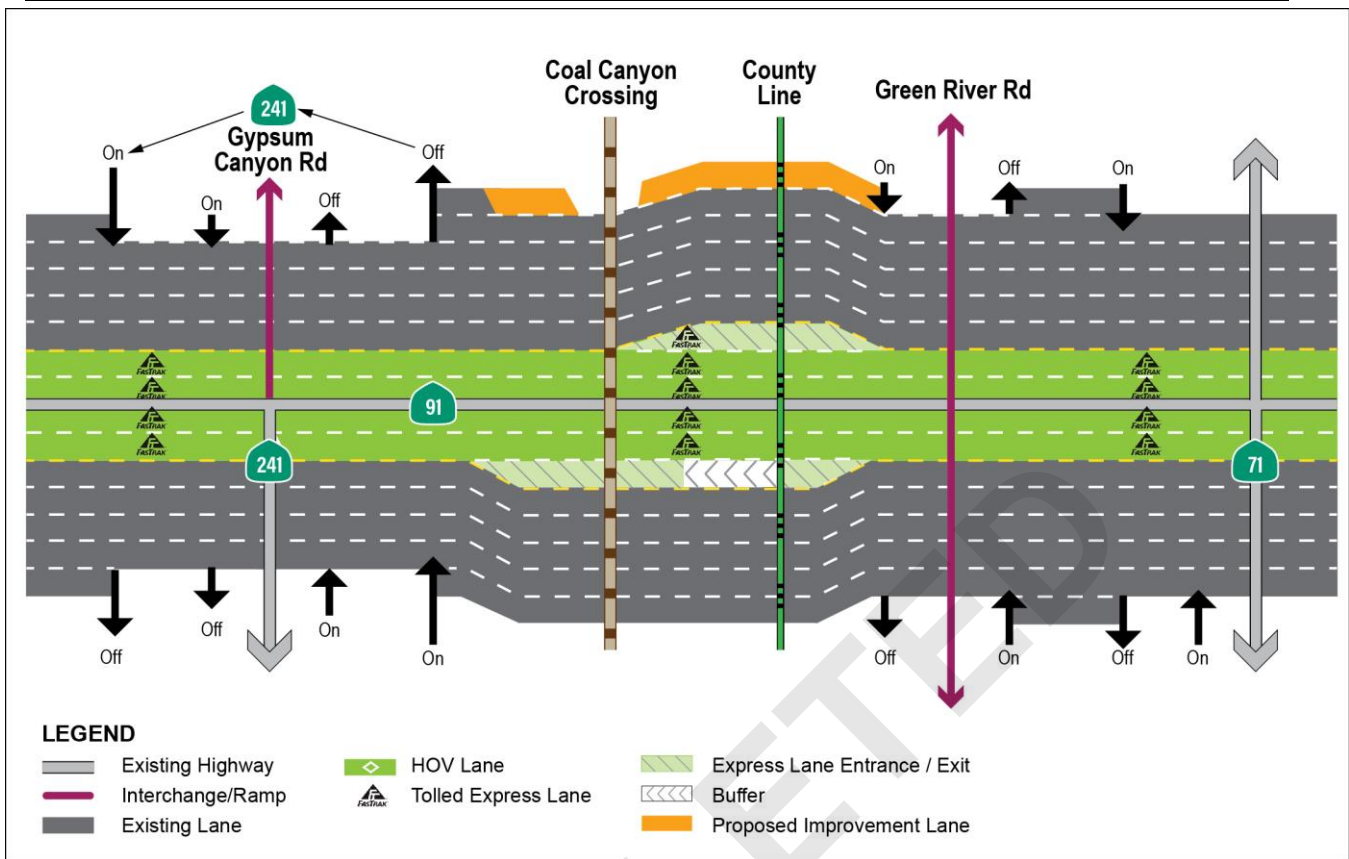
Current Status

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.

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 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.

APPENDIX C - REFERENCES

The following documents and resources were used in the development of the 2022 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 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 2022 State Route 91 Implementation Plan

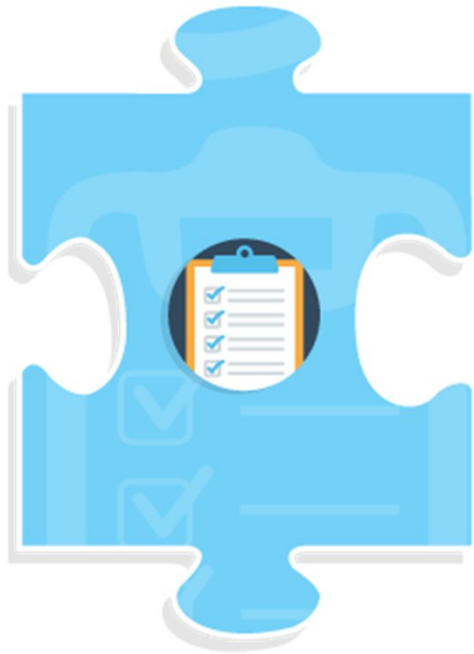


SR-91 Implementation Plan

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

Culmination of Efforts

- Ten projects completed



- \$1.9 billion invested

Culmination of Efforts (continued)

- 68.7 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-241/SR-91 Tolled Express Connector
- Sixth lane addition (SR-241 to SR-71)



SR-241 – State Route 241

Project Sequencing

- Allows for streamlining of the SR-241/SR-91 Tolled Express 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 Connector

*SR-241/SR-91 Tolloed Express 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

STATE ROUTE 91 IMPLEMENTATION PLAN 2021 DRAFT



PREPARED BY
Michael Baker
INTERNATIONAL



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

91 EXPRESS LANES UPDATE

SR-91 Advisory Committee Meeting

June 3, 2022



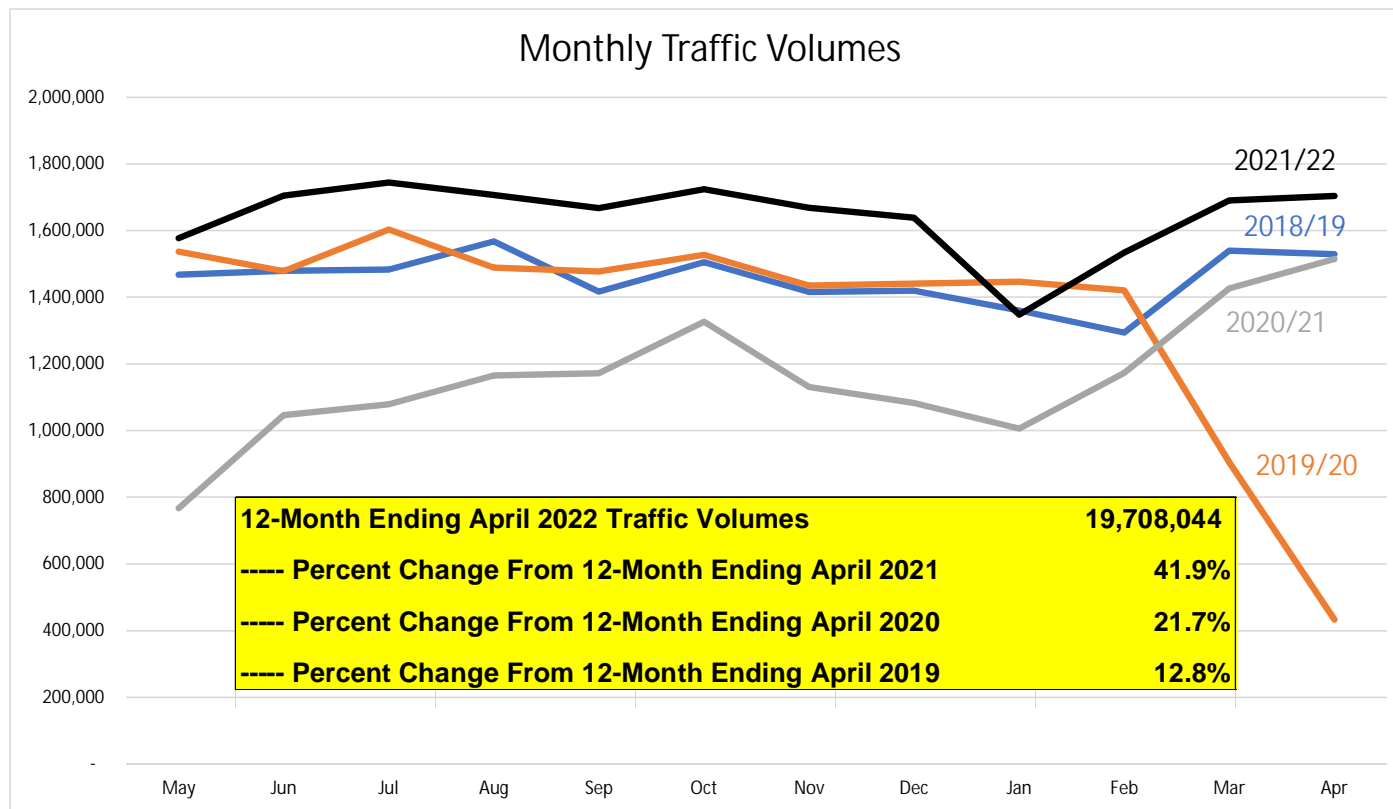


Recent Events

- Traffic volumes in both Orange and Riverside counties are at historic highs
- Toll revenues have been increasing steadily
- Deployed a new back-office system / customer service center operations
- Transitioned to a new contract on March 7, 2022
- New 91 Express Lanes website launched

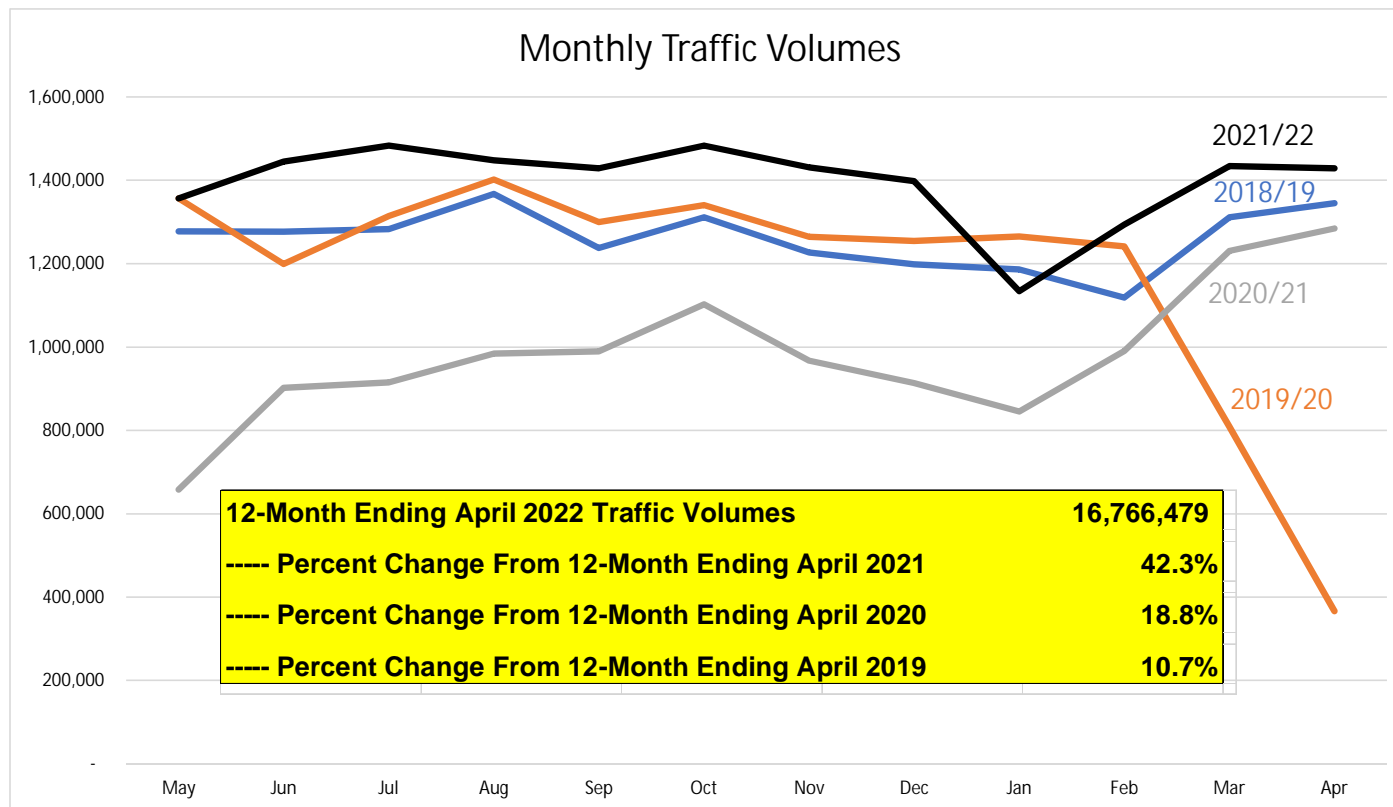


OC Traffic Volume Comparison



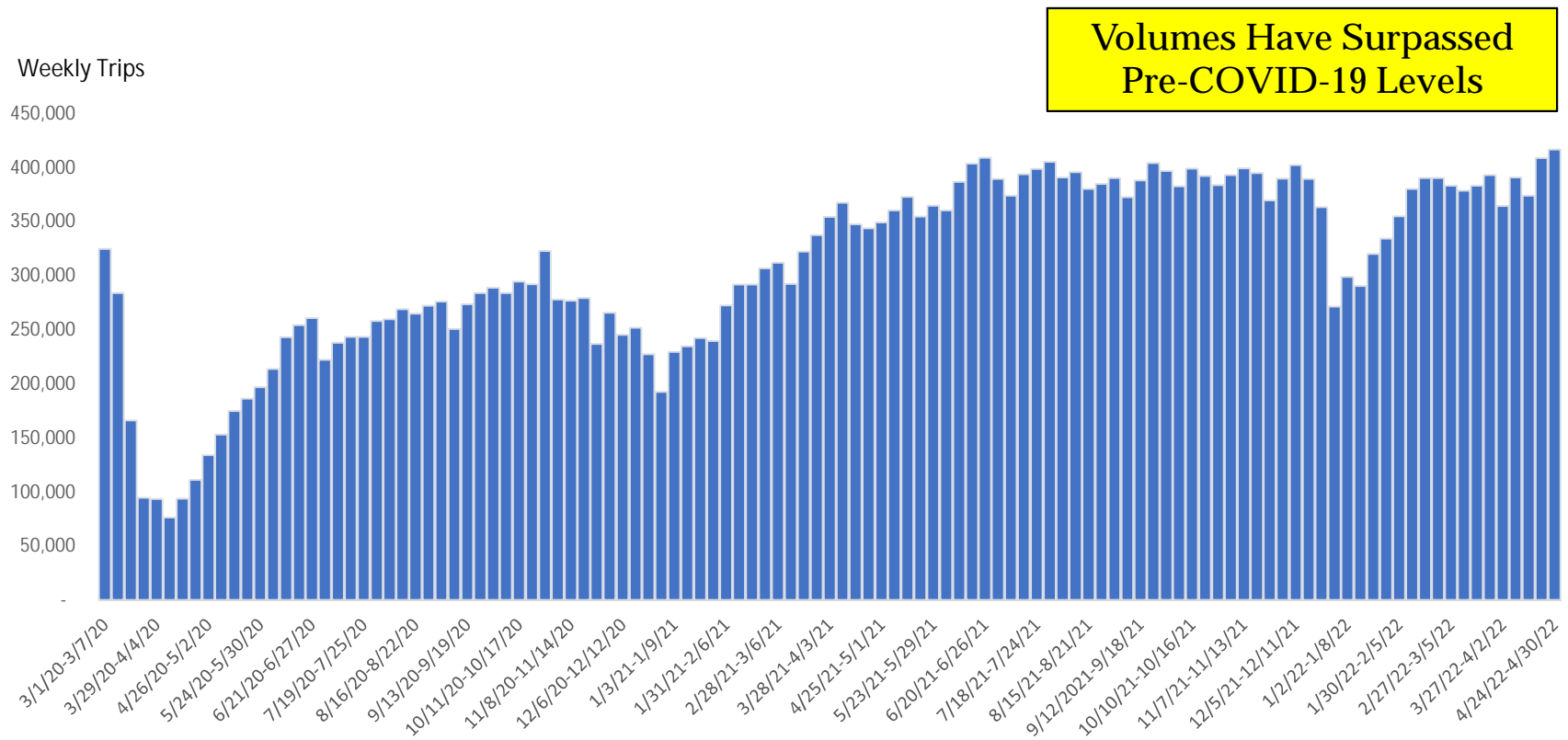
OC: Orange County

RC Traffic Volume Comparison



RC: Riverside County

OC Traffic Volumes - Past 2 Years



RC Traffic Volumes - Past 2 Years

Weekly Trips

400,000

350,000

300,000

250,000

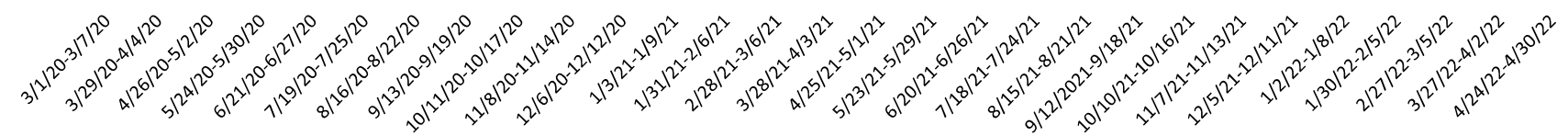
200,000

150,000

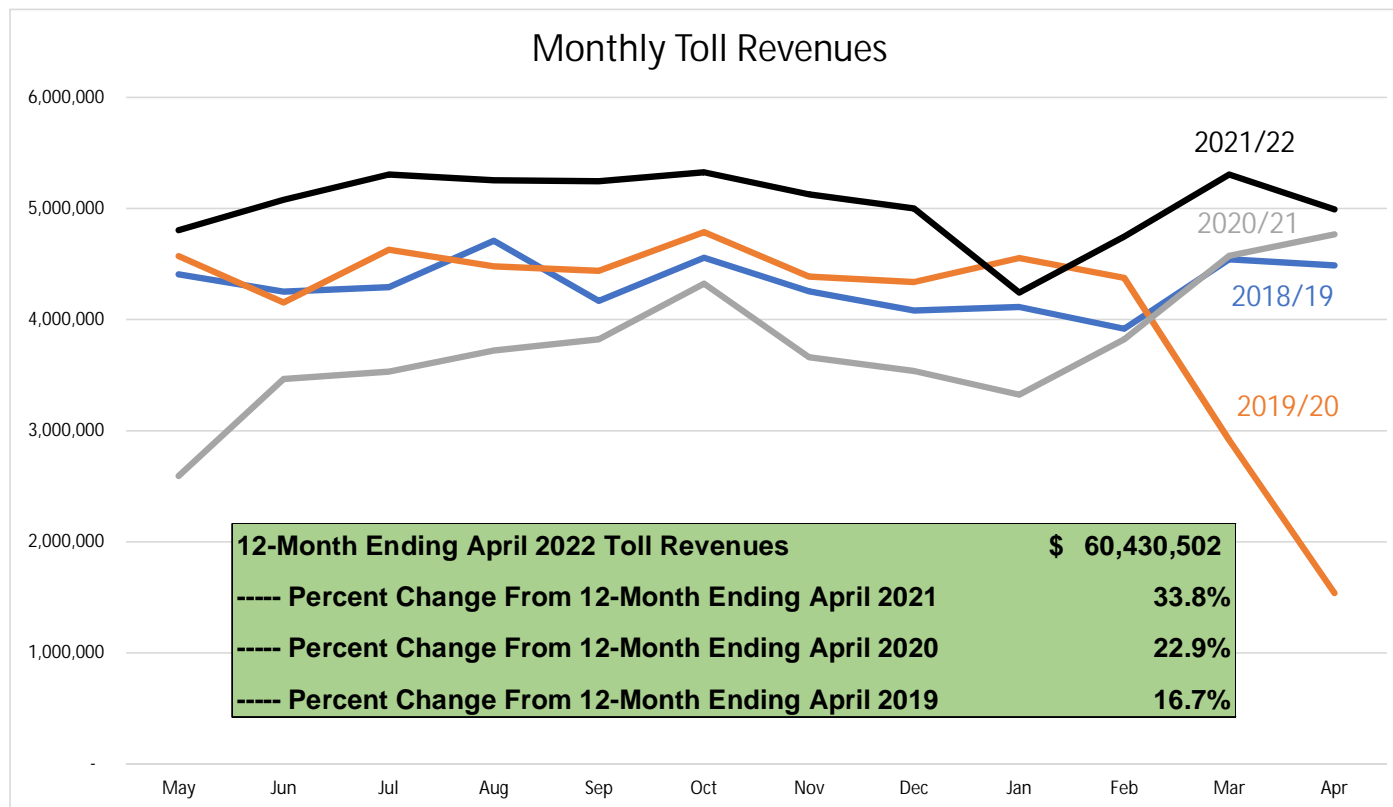
100,000

50,000

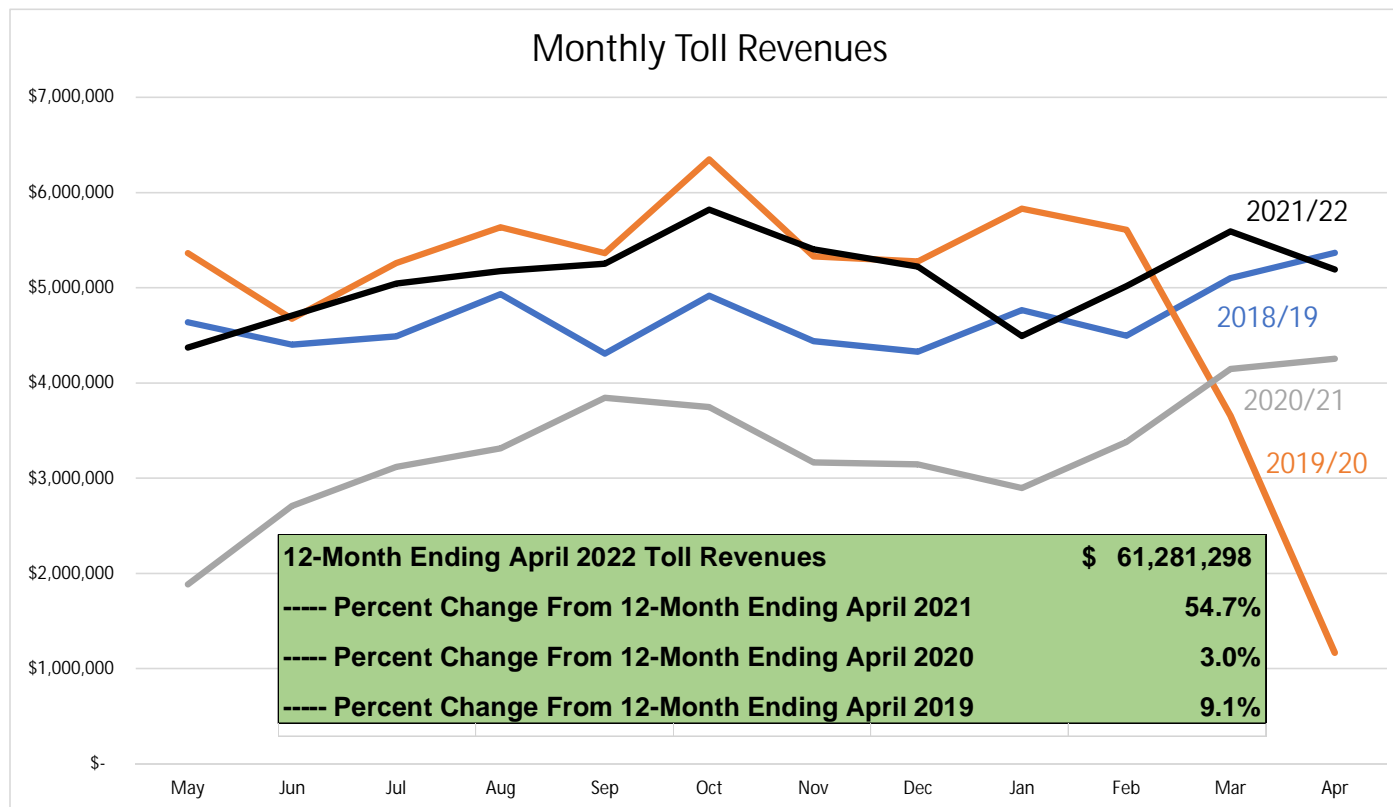
Volumes Have Surpassed
Pre-COVID-19 Levels



OC Toll Revenue Comparison



RC Toll Revenue Comparison



OC Toll Revenues - Past 2 Years

Weekly Revenues in \$

1,400,000

1,200,000

1,000,000

800,000

600,000

400,000

200,000

-

3/1/20-3/7/20
3/29/20-4/4/20
4/26/20-5/2/20
5/24/20-5/30/20
6/21/20-6/27/20
7/19/20-7/25/20
8/16/20-8/22/20
9/13/20-9/19/20
10/11/20-10/17/20
11/8/20-11/14/20
12/6/20-12/12/20
1/3/21-1/9/21
1/31/21-2/6/21
2/28/21-3/6/21
3/28/21-4/3/21
4/25/21-5/1/21
5/23/21-5/29/21
6/20/21-6/26/21
7/18/21-7/24/21
8/15/21-8/21/21
9/12/2021-9/18/21
10/10/21-10/16/21
11/7/21-11/13/21
12/5/21-12/11/21
1/2/22-1/8/22
1/30/22-2/5/22
2/27/22-3/5/22
3/27/22-4/2/22
4/24/22-4/30/22

**Toll Revenues Have Surpassed
Pre-COVID-19 Levels**

RC Toll Revenues - Past 2 Years

Weekly Revenues in \$

1,600,000

1,400,000

1,200,000

1,000,000

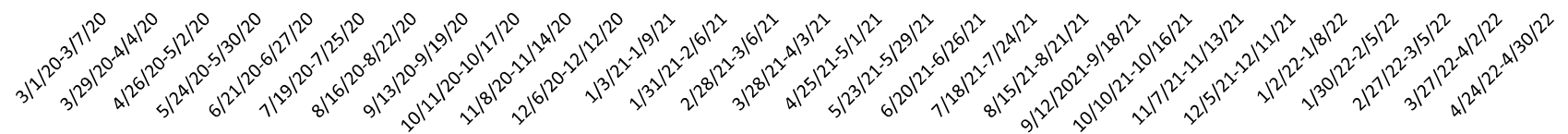
800,000

600,000

400,000

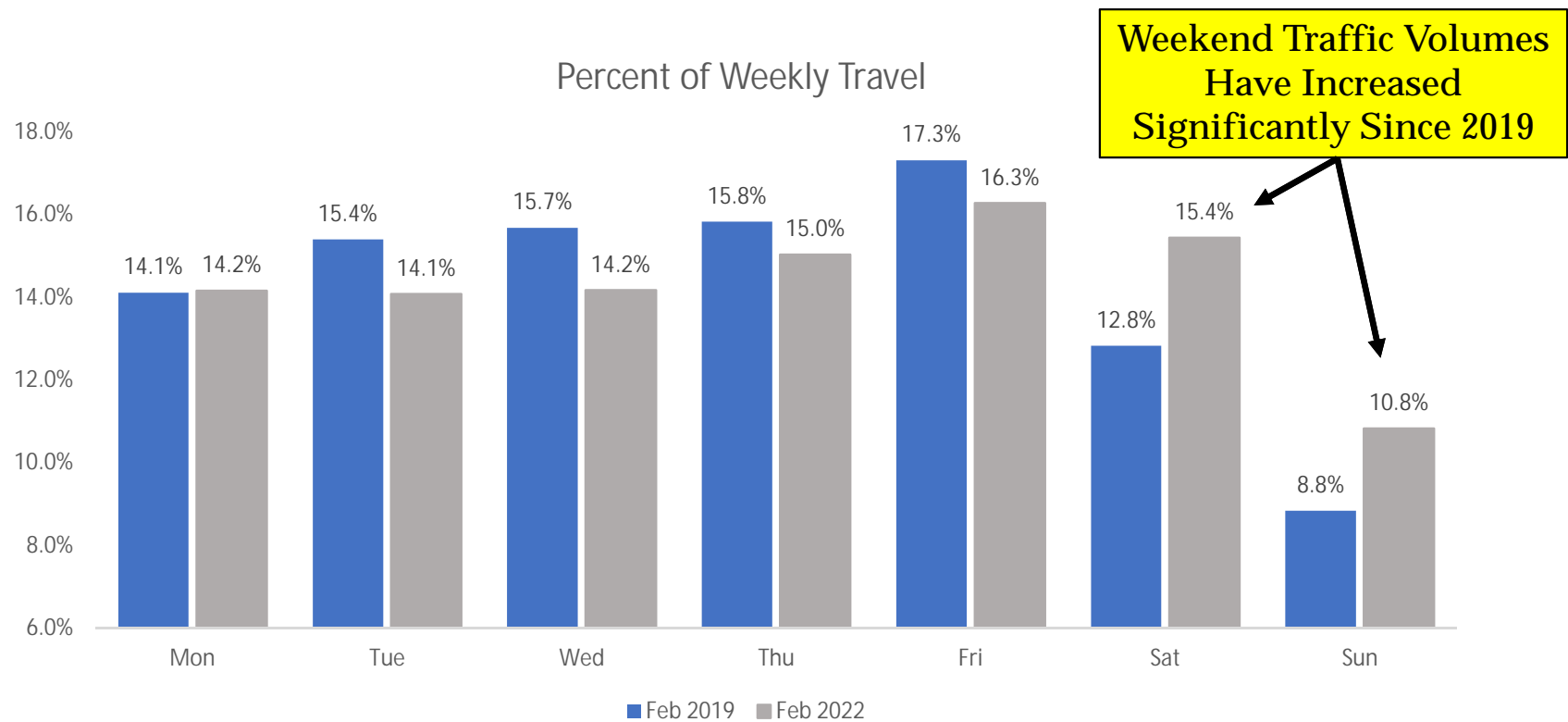
200,000

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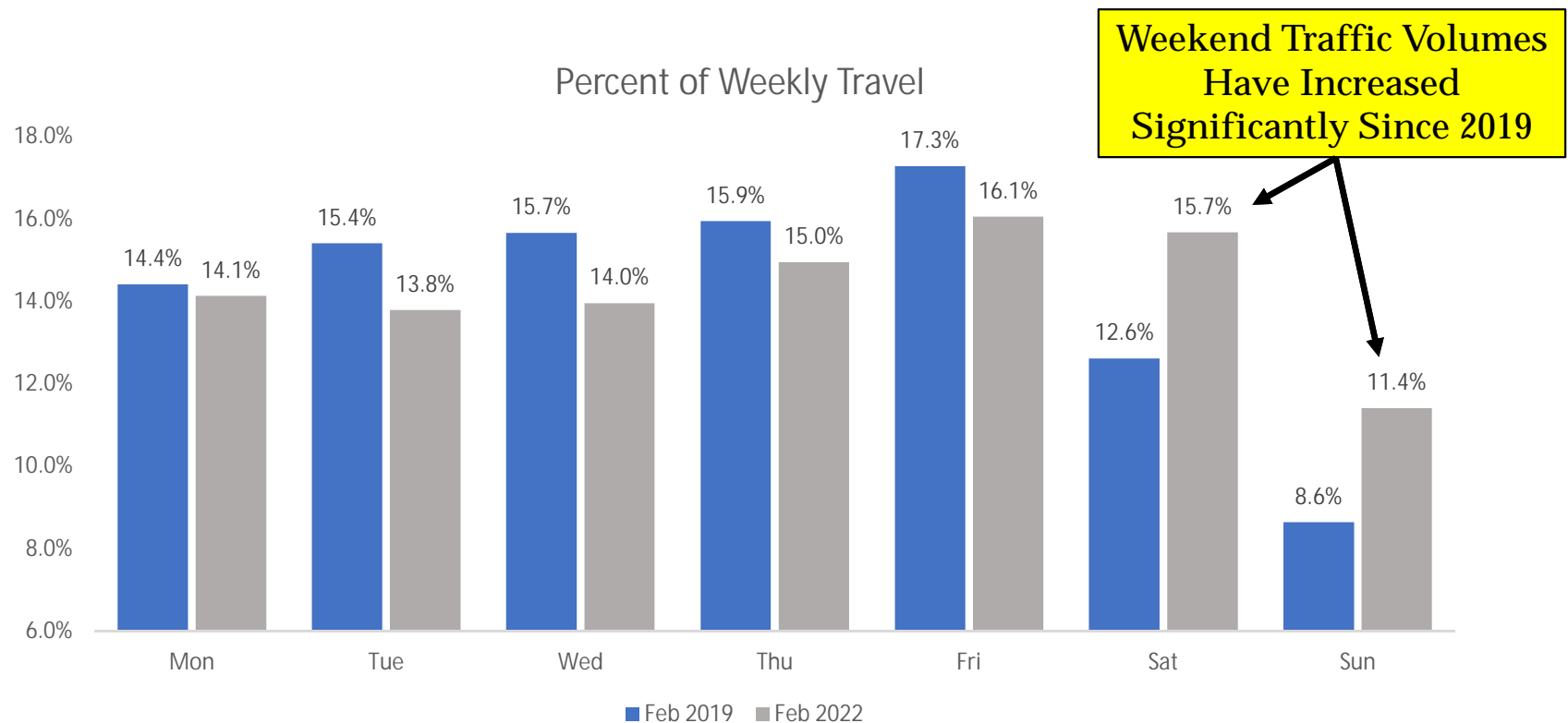


Toll Revenues Are Growing and Approaching Pre-COVID-19 Levels

OC: Pre-COVID-19 Versus Post-2020/2021



RC: Pre-COVID-19 Versus Post-2020/2021

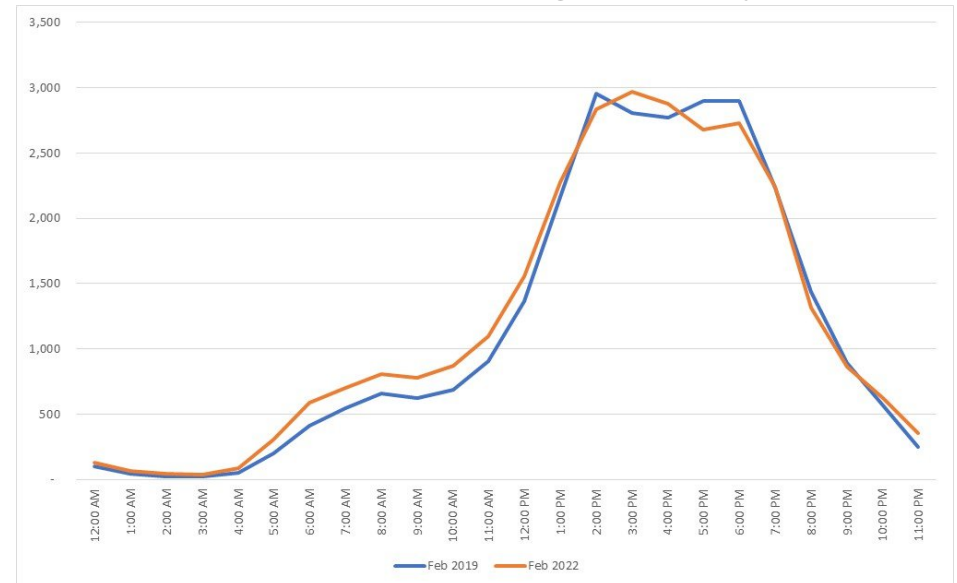


OC: Pre-COVID-19 Versus Post-2020/2021

Westbound – Average Weekday



Eastbound – Average Weekday



Peak Period Travel Has Expanded Since 2019

Operational Update

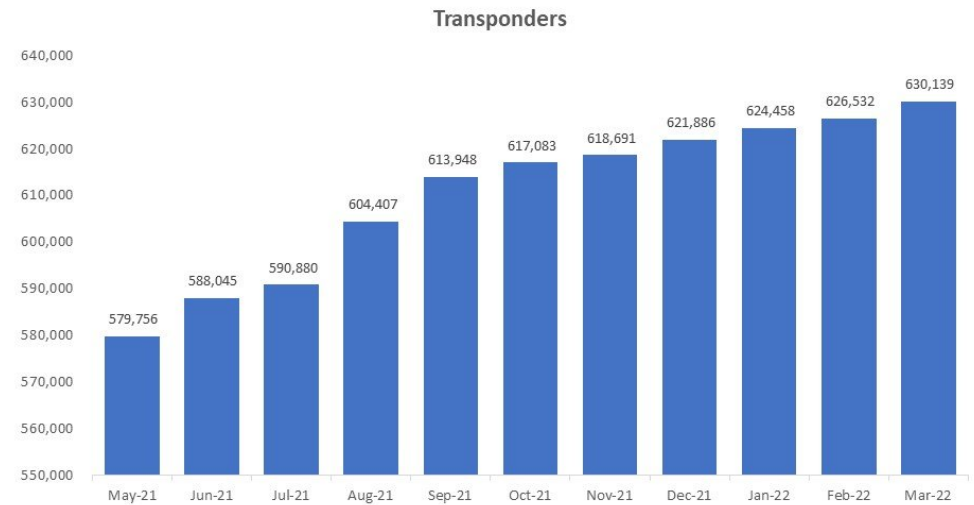
- Back-office system / customer service center operations deployed over first weekend in March 2022
- Team has been addressing issues as they arise
- Some Key Performance Measures have not been met since the transition
- Staff seeking RCTC and OCTA Board approval on Proposed Fiscal Year 2023 Budgets in June 2022

Joint Agencies Performance Measures

REQUIREMENT	PERIOD		PERFORMANCE
Customer Service			
Service Level/Speed of Answer	Monthly	80% answered within 60 seconds	50% answered within 60 seconds
Abandon Percentage	Monthly	4% <=	9%
Customer Satisfaction Score	Monthly	4.5 =>	4.91
First Contact Resolution	Monthly	85% of calls resolved on first contact	96%
Timeliness of Case Resolution - (a)	Monthly	90% of cases resolved in 1 day	88%
Timeliness of Case Resolution - (b)	Monthly	98% of cases resolved within 5 days	97%
Mail Performance			
Processing of Returned Mail - (a)	Monthly	Per business day in which 90% of returned mail is processed within 3 business days	100%
Processing of Returned Mail - (b)	Monthly	Per business day in which 100% of returned mail is not processed within 10 business days	100%
Research and Resolve Unidentified Payments	Monthly	100% of all unidentified payments are completely and accurately resolved within 5 business days	100%
Payment Processing	Monthly	Per business day in which 100% of payments are processed within 2 business days	98%
Accounting			
Customer Refunds Processed	Monthly	Per business day in which 100% of all refunds are not completely and accurately issued within 5 business days	100%

As of April 30, 2022

Account and Transponder Base Growing



Looking Ahead

- Observe traffic levels and adjust toll rates accordingly
- Implement cost of living adjustments on July 1, 2022
- Monitor new back-office system issues
- Monitor legislative bills in Sacramento impacting tolling operations
- Continue working on the development of the 15/91 North Direct Connector
- Continue working with partner agencies on the design and operations of the 241/91 Express Lanes Connector